Public Document Pack

To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Brooks, Henrickson, Hutchison, McLellan, Nicoll and Tissera.

Town House,
ABERDEEN, 2 June 2025

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, 10 JUNE 2025 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 19 March 2025 - for approval (Pages 5 - 12)

COMMITTEE PLANNER

6.1. Committee Business Planner (Pages 13 - 24)

NOTICES OF MOTION

7.1. There are no Notices of Motion at this time

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

8.1. There are no referrals at this time

PERFORMANCE AND RISK

9.1. Net Zero, Environment and Transport Performance Report - CORS/25/113 (Pages 25 - 40)

9.2. Cluster Risk Register Reporting - CR&E/25/141 (Pages 41 - 64)

9.3. Committee Planner Review & Place Based Strategy Update - CR&E/25/142 (Pages 65 - 86)

NET ZERO AND ENVIRONMENT

10.1. Trees and Woodland - CR&E/25/143 (Pages 87 - 96)

10.2. Den Burn Restoration Project - Funding Update - CR&E/25/061 (Pages 97 - 102)

TRANSPORT

11.1. Aberdeen Rapid Transit - Strategic Business Case - CR&E/25/138 (Pages 103 - 500)

11.2. 20mph Speed Limit Proposal (Central / South) - CR&E/25/111 (Pages 501 - 746)

11.3. Parking Prohibition Implementation Update - CR&E/25/112 (Pages 747 - 774)

11.4. Roads and Transport Related Capital Budget Programme 2025-2026 (Pages 775 - 794)

11.5. Bus Lane Enforcement and Low Emission Zone Projects 2025/26 - CR&E/25/140 (Pages 795 - 806)

11.6. Local Transport Strategy - Marketing and Engagement - CR&E/25/138 (Pages 807 - 814)

11.7. Active Travel for School Journeys - CR&E/25/139 (Pages 815 - 822)

11.8. £1 Off-Street Evening Parking Fees - CR&E/25/129 (Pages 823 - 830)

11.9. Strategic Car Parking Review - CR&E/25/136 (Pages 831 - 932)

11.10 Aberdeen City Council Travel Plan - CR&E/25/136 (Pages 933 - 998)

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EXEMPT INFORMATION

12.1. Roads and Transport Related Capital Budget Programme 2025-2026 - Exempt Appendices (Pages 999 - 1008)

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, 19 March 2025. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Radley, Convener; and Councillors Ali, Greig (as substitute for Councillor Yuill), Henrickson, Massey, McLellan, Nicoll, Tissera and van Sweeden (as substitute for Councillor Hutchison).

The agenda and reports associated with this minute can be located here. Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

1. In relation to item 11.1 (Update on the Aberdeen Rapid Transit Project), the Convener advised, for reasons of transparency that she was on both the Aberdeen City Region Deal Joint Committee and the NESTRANS Board, but that she did not consider this amounted to an interest which needed to be declared, and would therefore be remaining in the meeting for that item.

MINUTE OF PREVIOUS MEETING

2. The Committee had before it the minute of its previous meeting of 21 January 2025 for approval.

The Committee resolved:-

(i) to note that the Clerk would circulate the information requested at the last meeting in respect of the cycle path map and the estimated 20mph costs to Councillor Nicoll outwith the meeting;

(ii) to note that the letters to the Scottish Government, the Chief Constable, and the Crown Office Procurator Fiscal in relation to the Council's concerns about enforcement of the 20mph speed limit had now been issued and copies of these and any responses would be circulated to Members when received; and

(iii) to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

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

Members expressed concern over the delayed reports on the planner and asked a number of questions.

The Committee received a verbal update from officers in respect of item 4 (Den Burn Restoration Project), who advised that unfortunately they had only recently been advised

that the funding bid had been unsuccessful and therefore there was no report on the agenda for this cycle. A report would be presented to a future meeting of the Committee.

The Committee resolved:-
(i) to note that the Convener, Vice Convener and the Chief Officer – Strategic Place Planning would liaise outwith the meeting to review the reports on the planner to ensure that realistic dates were given for when reports could be expected back;
(ii) to note the verbal update provided at the meeting in respect of item 4 (Den Burn Restoration Project) and that officers would report back to a future meeting of the Committee once discussions had been held with partners in respect of the funding position; and
(iii) to otherwise note the planner.

NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT - CORS/25/051

4. 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 request that officers provide detail outwith the meeting to Members in relation to the number of vehicles currently at Kittybrewster which were currently awaiting equipment to be fitted prior to being put into use, and if possible, the timeline for this work to be undertaken; and
(ii) to otherwise note the report.

EXPANSION OF HOME COMPOSTING OF GARDEN WASTE - CR&E/25/044

5. With reference to article 4 of the Council Budget meeting of 6 March 2024, the Committee had before it a report by the Executive Director City Regeneration and Environment which set out how the Council could encourage and support the expansion of home composting of garden waste.

The report recommended:-
that the Committee approve the communication plan (attached at Appendix 1 to the report) and associated actions to encourage and support the expansion of home composting.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
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The Committee resolved:-
(i) to request that officers review previous and future figures from recycling centres and brown bins in respect of garden and food waste sent to Keenan Recycling to ascertain if there had been a reduction which could possibly be attributed to an increase in home composting;
(ii) to note that officers would provide information to Members outwith the meeting on the number of video views of the Aberdeen City Council website information on home composting; and
(iii) to approve the recommendation.

REVIEW OF LOCAL NATURE CONSERVATION SITES (LNCSS) - CR&E/25/056

6. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update on the findings of the Local Nature Conservation Sites (LNCSs) Review and sought approval for the next steps.

The report recommended:-
that the Committee –
(a) approve the content and the recommendations detailed in the draft report: Local Nature Conservation Sites (LNCSs) Review Report 2025 (Appendix 2), and instruct the Chief Officer – Strategic Place Planning to update LNCSs booklet and website information;
(b) note the strategic importance that sites designated for nature, including LNCSs, had in underpinning a range of Council duties, strategies and plans, including delivery of the Council's Biodiversity Duty, the Council Climate Change Plan, the citywide Net Zero Aberdeen and Aberdeen Adapts and the Local Outcome Improvement Plan (Stretch Outcome 15). Also, that these sites supported the future design of a Nature Network, identification of Other Effective area-based Conservation Measures (OECMs) and the 30x30 nature target;
(c) instruct the Chief Officer - Strategic Place Planning to undertake the suggested next steps: i) remove the LNCS designation from Old Manse Wood, ii) implement the required boundary changes, iii) monitor those sites at risk, iv) follow up on confirming land ownerships, where appropriate; and v) continue the wider review process into stage 2, including the potential for any additional sites;
(d) instruct the Chief Officer – Strategic Place Planning to report back to this Committee with recommendations arising from stage 2 of the LNCSs Review process, in particular the addition of any new LNCSs, by the third quarter of 2026; and
(e) instruct the Chief Officer - Strategic Place Planning to ensure the outcomes of the next steps and progress on any new LNCSs were reported in the annual Climate & Nature Report.

The Committee resolved:-
(i) to note that officers would raise the queries around the areas over both Aberdeen City and Shire (such as Silverburn, Leuchar Moss etc) and what was in the

Aberdeenshire LNCS for these sites with colleagues from Aberdeenshire Council at their next meeting;

(ii) to note that on page 210, the table should read 'Scotstown Moor' rather than 'Scotstown'; and

(iii) to approve the recommendations.

UPDATE ON THE ABERDEEN RAPID TRANSIT PROJECT - CR&E/25/059

7. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update on the various workstreams being undertaken as part of the Aberdeen Rapid Transit Project, including development of the Strategic Business Case, a Bus Services Improvement Partnership Plan and planning for engagement activities.

The report recommended:-

that the Committee –

(a) note the work ongoing to progress the Aberdeen Rapid Transit project;

(b) instruct the Chief Officer - Strategic Place Planning to bring a report on the ART Strategic Business Case to this Committee in June 2025;

(c) instruct the Chief Officer - Strategic Place Planning to bring a further update on the development of a Bus Services Improvement Partnership Plan (BSIP) to this Committee in June 2025, including further development of the proposed BSIP Schemes, being promoted jointly with Aberdeenshire Council, identified at paragraph 3.13 of the report; and

(d) instruct the Chief Officer - Strategic Place Planning to report back to this Committee in June 2025 on the Scottish Government's proposed Bus Infrastructure Fund and £2 flat bus fare pilot, as referenced at paragraphs 3.17-3.19 of the report.

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

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

That the Committee –

(a) agree the recommendations within the report; and

(b) agree the Vision for the Aberdeen Rapid Transport Project stated unequivocally that "The project kicked off after securing funding as a result of a successful bid from the North East Bus Alliance for £12 million of funding from the Scottish Government's Bus Partnership Fund. This has also helped to deliver improvements to South College Street and implement city centre bus priority." Given the Aberdeen Rapid Transport Project has not progressed because of the Scottish Government cancelling/postponing the funding it would be politically unethical for the Scottish Government to reclaim the £12 million grant back from the Council which the SNP administration have relied upon to force through The

Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023.

On a division, there voted:- for the motion (6) – the Convener; and Councillors Greig, Henrickson, McLellan, Nicoll and van Sweeden; for the amendment (2) – Councillors Ali and Tissera; declined to vote (1) – Councillor Massey.

The Committee resolved:-
(i) to note that officers would provide the ART route map to Councillor Nicoll outwith the meeting; and
(ii) to adopt the motion.

BUS LANE ENFORCEMENT PROGRAMME UPDATE AND FUTURE PLANNING 2025/26 - CR&E/25/055

8. The Committee had before it a report by the Executive Director City Regeneration and Environment which (a) provided an update on the status of the Bus Lane Enforcement (BLE) programme; (b) set out a proposed new approach to the delivery of both Bus Lane Enforcement and Low Emission Zone (LEZ) programmes moving forward; and identified a short list of projects which required confirmation of willingness by the Committee to provide financial support.

The report recommended:-
that the Committee –
(a) note progress on the projects funded from the BLE programme up to 2024/25, as detailed in Appendix 1;
(b) instruct the Chief Officer - Strategic Place Planning to use the framework set out in Table 2 and 3 of this report to prepare future years' programmes for any BLE and LEZ surpluses;
(c) should recommendation (b) be approved, instruct the Chief Officer - Strategic Place Planning to report back to next meeting of the Net Zero, Environment and Transport Committee with a programme for the use of BLE and LEZ surpluses for 2025/26, using the agreed framework;
(d) instruct the Chief Officer - Strategic Place Planning to return to the Net Zero, Environment and Transport Committee with a three year programme of work for core paths/outdoor access by the end of 2025; and
(e) approve the allocation of funding from the Bus Lane Enforcement and Low Emission Zone surpluses, as set out in Table 4 of the report, and instruct the Chief Officer - Strategic Place Planning to work with relevant partners and to report back to this Committee on the progress of these projects.

The Convener, seconded by Councillor Greig, moved:-

That the Committee –
(a) approve the recommendations in the report; and

(b) instruct the Chief Officer - Strategic Place Planning to write to the Scottish Government outlining the Council's wish for Aberdeen to be the pilot area for the £2 bus fare cap.

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

That the Committee –
(a) note progress on the projects funded from the BLE programme up to 2024/25, as detailed in Appendix 1;
(b) instruct the Chief Officer - Strategic Place Planning to bring forward a report highlighting every use available to Council for BLE and LEZ surpluses, in order for Elected Members to assess the best use of these monies;
(c) should recommendation (b) be approved, instruct the Chief Officer -Strategic Place Planning to report back to next meeting of the Net Zero, Environment and Transport Committee with a proposed programme for the use of BLE and LEZ surpluses for 2025/26; and
(d) instruct the Chief Officer - Strategic Place Planning to return to the Net Zero, Environment and Transport Committee with a three year programme of work for core paths/outdoor access by the end of 2025.

Councillor Nicoll, seconded by Councillor Massey, moved that the Committee take no action.

In terms of Standing Order 29.21, the Committee firstly divided between the motion and the amendment by Councillor Nicoll.

On a division, there voted:- for the motion (5) – the Convener; and Councillors Greig, Henrickson, McLellan and van Sweeden; for the amendment (2) – Councillors Massey and Nicoll; declined to vote (2) – Councillors Ali and Tissera.

The Committee then divided between the motion and the amendment by Councillor Tissera.

On a division, there voted: - for the motion (5) – the Convener; and Councillors Greig, Henrickson, McLellan and van Sweeden; for the amendment (2) – Councillors Ali and Tissera; declined to vote (2) – Councillors Massey and Nicoll.

The Committee resolved:-
(i) to note that the Chief Officer – Strategic Place Planning would ask the City Events Manager to provide further information to Members outwith the meeting on any match funding / additional funding which was in place for the Tall Ships;
(ii) to note that the Chief Officer – Strategic Place Planning would provide a breakdown to Members of the £350,000 allocated to Schools Active Travel Training (iBike); and
(iii) to adopt the motion.

- **COUNCILLOR MIRANDA RADLEY, Convener**

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
19 March 2025

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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	**10 June 2025**									
4	Place Based Strategy Framework	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to produce an annual service update on the ongoing development of the plans and strategies set ou in the report, noting that this would be in addition to the ongoing reports to Committee on each individual plan and strategy	June 2025 Report thereafter as annual Service Update	David Dunne	Strategic Place Planning	City Regeneration & Environment	1 & 8	All		
5	Trees and Woodland	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer – Operations and Protective Services to report annually to the Net Zero, Environment & Transport Committee on progress to the objectives of the Tree & Woodland Strategic Implementation Plan	June 2025 report	Steven Shaw	Operations	City Regeneration & Environment	1	Natural Environment		
6	Den Burn Restoration Project	NZET 20/06/23 - to instruct the Chief Officer – Strategic Place Planning to (a) continue to seek additional funding; (b) evolve the project scope in line with available funding; and (c) report back to Committee once the required funding has been secured		Sue Cumming	Strategic Place Planning	City Regeneration & Environment	8	Natural Environment		
7	Bus Lane Enforcement programme	NZET 19/03/25 - Instruct the Chief Officer of Strategic Place Planning to report back to next meeting of the Committee with a programme for the use of BLE and LEZ surpluses for 2025/26, using the agreed framework. To approve the allocation of funding from the Bus Lane Enforcement and Low Emission Zone surpluses, as set out in Table 4 of this report, and to instruct the Chief Officer of Strategic Place Planning to work with relevant partners and to report back to this Committee on the progress of these projects.		David Dunne	Strategic Place Planning	City Regeneration & Environment	7	Mobility		
8	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	The next report on EV Infrastrucutre will follow the completion of the procurement exercise to secure an EV Partner. Final date for submission of bids is the end of February and evaluation will take place directly after this with outcomes then reported to this committee	Stephen Booth / Mark Reilly / David Dunne	Corporate Landlord / Operations / Strategic Place Planning	Families and Communities/City Regeneration and Environment	1	Mobility	D	Award for Preferred Bidder on the EV contract went to Finance & Resources Committee on May 7th 2025. It is proposed that this report be aligned with the report on the 'On Street Electric Vehicle Charging Points' which is to be presented to Committee in November.

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9	Aberdeen Rapid Transit	NZET 03/09/24 - to instruct the Chief Officer - Strategic Place Planning to incorporate the options for active travel provision into the Aberdeen Rapid Transit report to be reported back at the earliest opportunity (ref Westhill to Aberdeen City Centre Active Travel report) NZET 19/03/25 - (i) to instruct the Chief Officer - Strategic Place Planning to bring a report on the ART Strategic Business Case to this Committee in June 2025; (ii) instruct the Chief Officer - Strategic Place Planning to bring a further update on the development of a Bus Services Improvement Partnership Plan (BSIP) to this Committee in June 2025, including further development of the proposed BSIP Schemes, being promoted jointly with Aberdeenshire Council, identified at paragraph 3.13 of the report; and (iii) Instruct the Chief Officer - Strategic Place Planning to report back to this Committee in June 2025 on the Scottish Government's proposed Bus Infrastructure Fund and £2 flat bus fare pilot, as referenced at paragraphs 3.17-3.19 of the report		Kirsty Chalmers	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility		
10	Draft Local Transport Strategy - Marketing and Engagement Strategy	NZET 03/09/24 - recognising that empowerment was one of the six enabling strategies of Net Zero Aberdeen, to instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - People and Citizen Services, to develop a marketing and engagement strategy and report this to the January 2025 meeting with the objective of increasing understanding of the impact transport has on climate change and how transport solutions could contribute to making Aberdeen a great place to live, work, study and visit		Alan Simpson / Mark Yule	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
11	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		
12	£1 Off-Street Parking Fees	Council Budget 06/03/24 - to instruct the Director of City Regeneration and Environment to implement £1 off-street parking fees after 5pm, and to run this for six months before reporting the impact on the city centre to the Net Zero, Environment and Transport Committee		Neale Burrows	Operations	City Regeneration & Environment	8	N/A		

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13	North East Scotland Active Travel Network Review	NZET 31/10/23 - to instruct the Chief Officer – Strategic Place Planning to report further progress to this Committee at an appropriate time following the public consultation process, within the next 12 months	The Regional Active Travel Network Review was approved by Nestrans Board in September. Officers have advised that a service update is likely to be more appropriate than a report at this time, as this will be a progress update, with no specific recommendations at this stage for Committee	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility	R	A Service Update was circulated in February 2025. Further development of the Network and the next steps for the City will come forward in the revised Local Transport Strategy. - Officers therefore recommend this item for removal
14	Net Zero Aberdeen & Aberdeen Adapts: Annual Report 2024/25	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	This report will now be presented in June each year. This is due to the fact the information will not be available by March in time to report to Committee, and the prioritisation of the work around carbon budgeting which requires to be prepared at this time of the year	Emma Young / Sinclair Laing	Strategic Place Planning	City Regeneration & Environment	5	All	D	Previously scheduled to this Committee for June 2025, this has been moved to September 2025 to facilitate an already very full June Committee Agenda. This is possible because there are no statutory or other drivers for if / when this must be reported.
15	Active Travel for School Journeys	NZET 21/01/25 - to instruct the Chief Officer - Strategic Place Planning to ensure that any travel behaviour change programme for 2025/26 continued to support healthy, active and safe travel amongst children and young people and report back within six months on what steps could be taken to increase uptake of under-utliised interventions such as walking buses or bike trains		Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
16	Cluster Risk Register Reporting	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.		Mark Reilly / David Dunne	Operations / Strategic Place Planning	City Regeneration & Environment	9	N/A		
17	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
18	Roads and Transport Related Budget Programme 2025 - 2026 (Annual Report)	This report is Business Critical to spend the allocated Capital Budget approved at the Council Budget meeting and brings together the proposed roads and transportation programme from the approved Capital Budgets for 2025/26		Paul Davies	Operations	City Regeneration & Environment	7	N/A		

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19	Parking Prohibition Implementation Update	NZET 11/06/24 - to instruct the Chief Officer - Operations to report to this Committee no later than July 2025 on the operation of the pavement parking prohibition and make any necessary recommendations arising from that		Tolu Olowoleru	Operations	City Regeneration & Environment	8	Mobility		
20	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 connsultation 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.		Anthony Burns	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
21	20mph Speed Limit Proposal (Central/South)	NZET 11/06/24 - (i) to instruct the Chief Officer - Operations to promote the Traffic Regulation Orders for 20mph of those streets located within residential areas identified in Appendix 2 of the report, and on conclusion of the TRO process, with or without objections, report back to this Committee for consideration prior to implementation; (ii) to instruct the Chief Officer - Operations to report to Committee those streets, identified in Appendix 2, meeting the place criteria or linking sections of roads meeting the place criteria which would encourage a more consistent reduction in speed across a wider areas that could be made 20mph under Temporary TROs, reporting the results of an informal public consultation process		Tolu Olowoleru	Operations	City Regeneration & Environment	8	Mobility		
22	**9 September 2025**									
23	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			
24	Local Heat & Energy Efficiency Strategy (LHEES)	To seek approval on the Council's Local Heat & Energy Efficiency Strategy		Stephen Booth	Corporate Landlord	Families & Communities	1	Buildings & Heat		
25	Air Quality Progress	To update committee members on the annual air quality monitoring results for 2024		Nick Glover	Strategic Place Planning	City Regeneration & Environment	1 and 6			
26	Road Winter Service Plan	To present the Road Winter Maintenance programme every September. NZET 03/09/24 - to instruct officers to highlight any specific changes to the winter maintenance plan in future reports		Paul Davies	Operations	City Regeneration & Environment	8	Mobility		
27	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		

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28	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)	This report considers objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs).	This report may be withdrawn if no objections are received	Kazah-Ambrang Bagro	Operations	City Regeneration & Environment	8			
29	**18 November 2025**									
30	Council Climate & Nature Annual Report	NZET 12/11/24 - to instruct the Chief Officer - Strategic Place Planning to align the reporting periods and reporting date for both the annual Climate Change and Natural Environment reports and to explore the potential to combine these into a single report. NZET 19/03/25 - to instruct the Chief Officer - Strategic Place Planning to ensure the outcomes of the next steps and progress on any new LNCSs are reported in the annual Climate & Nature Report		Bishnu Bhattarai / Lina-Elvira Back	Strategic Place Planning	City Regeneration & Environment	2 and 4	All		
31	On Street Electric Vehicle Charging Points	Council Budget 05/03/25 - to instruct the Chief Officer - Strategic Place Planning to work with public and private partners to explore opportunities to deliver on street electric vehicle charging points, and report back to the most appropriate committee no later than December 2025		David Dunne	Strategic Place Planning	City Regeneration & Environment	TBC	TBC		
32	Core Path / Outdoor Access Programme	NZET 19/03/25 - instruct the Chief Officer of Strategic Place Planning to return to Committee with a three year programme of work for core paths/outdoor access by the end of 2025		David Dunne	Strategic Place Planning	City Regeneration & Environment	TBC	TBC	D	Funding allocation yet to be approved - included as part of the recommendations on the BLE Report to June NZET meeting. Work then requires to be commissioned and undertaken. Expected to be completed and ready to report in Q1 2026.
33	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.	To date, funding has not been secured in 24/25 to enable progress to an outline business case. Officers will continue to pursue funding opportunities during 24/25 and in future financial years.	Ken Neil	Strategic Place Planning	City Regeneration & Environment	8	Mobility	R	A Service Update was circulated in February 2025. Further development of the Network and the next steps for the City will come forward in the revised Local Transport Strategy - Officers therefore recommend this item for removal
34	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
35	**DATE FOR REPORTING BACK TO BE CONFIRMED**									

	A	B	C	D	E	F	G	H	I	J
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36	Building Performance Criteria - Energy Efficiency	Council 28/2/22 - to instruct the Chief Officer - Corporate Landlord within the context of available funding, to update the Council's Building Performance criteria to ensure that it is compliant with Scottish Government's voluntary Net Zero Public Buildings Standards for all new build or significant refurbishment projects and to seek funding opportunities to upgrade existing building stock, including all required feasibility assessments to allow the building assets to meet Energy Efficiency Standard for Social Housing (EESH2), or to reduce carbon usage within the portfolio and create pathways to Net Zero, and report back to the City Growth and Resources Committee on progress before March 2023 NZET Committee 20/6/23 - to note that officers would provide an update on the next meeting on item 8 (Building Performance Criteria – Energy Efficiency) which would outline when the work was expected to be undertaken	To note the verbal update at the June 2024 meeting that the building performance policy and standards were currently being updated in accordance with the national standards which had recently been produced and that a report would be presented to a future meeting on progress and any changes which might be required	Stephen Booth	Corporate Landlord	Families and Communities	1	Building, Heat & Infrastructure		
37	Review of Waste Strategy	NZET 27/03/24 - to instruct the Chief Officer - Operations to report the review of the waste strategy through this Committee starting in Autumn 2024	A draft strategy is currently being developed and is being taken through the corporate governance process. Further work is required to the document before it can be reported to committee. It is therefore proposed that the report will be taken to NZET later in 2025, to a Committee meeting to be confirmed.	Martina Klubal	Operations	City Regeneration & Environment	1	Natural Environment		
38	The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023 - Implementation	Urgent Business Committee 18/12/24 - to instruct the Chief Officer - Operations, should there be no objections received during the statutory consultation period, to make an appropriate Traffic Regulation Order giving effect to the removal of the ban on right turns from Union Terrace onto Rosemount Viaduct or to report back to the Net Zero, Environment and Transport Committee if objections are received during the statutory consultation period		Neale Burrows	Operations	City Regeneration & Environment	8	Mobility	R	Works now complete - Officers therefore recommend this item for removal

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39	Draft Local Transport Strategy 2023-2030	NZET 03/09/24 - to instruct the Chief Officer - Strategic Place Planning to develop a refreshed Draft Local Transport Strategy, appendices and supporting documents and report these back to Committee at the earliest opportunity to seek Committee approval for a further period of public consultation		Alan Simpson	Strategic Place Planning	City Regeneration & Environment	8	Mobility		An update on the engagement activities to be used to further develop the Local Transport Strategy is also on the Agenda for this Committee. The timings around this strategy mean that Officers expect to report back in 2026, but cannot predict a precise date at this stage due to the uncertain timescales around the Local Development Plan's Gate Check process.
40	Transport Delivery Programme	City Growth & Resources Committee 05/12/19 - to instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital, to develop a prioritised delivery programme of transport interventions (to encompass larger-scale interventions recommended in the Sustainable Urban Mobility Plan (SUMP) and the City Centre Masterplan, as well as projects arising from the recent Roads Hierarchy review and the ongoing Low Emission Zone development process) to inform the Capital budget process and report this programme back to Committee in due course.	Regional Active Travel Network Review (prioritised programme of active travel projects) potentially supercedes this. Recommend holding this item until the Active Travel Network Review is completed and options are put forward to next year's capital plan and external funders.	Nicola Laird	Strategic Place Planning	City Regeneration & Environment	7	Mobility	R	This is a historic instruction from 2019, however the need to develop a delivery or action programme is still sound. It is recommended that this be taken forward through the LTS rather than be reported separately. - Officers therefore recommend this item for removal
41	Annual Report - Northern Roads Collaboration Joint Committee	To update the Committee on the annual report of the Northern Roads Collaboration Joint Committee	The Northern Roads Colloboration Joint Committee is currently not meeting. A letter is being sent out to neighbouring authorities to establish if there is an appetite to reconvene or cease future committee meetings. Previously another authority chaired and provided support for the committee. This is no longer available. Officers are unable to commit to a reporting date until the appetite of the neighbouring authorities is established.	Neale Burrows	Operations	City Regeneration & Environment	7	Mobility		

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42	Aberdeen Hydrogen Integration - Governance	City Growth & Resources Committee 03/2/22 - to instruct the Director of Resources and Director of Commissioning to continue discussions with Aberdeen Heat and Power regarding future opportunities for integrating hydrogen into District Heating and report the outcomes to a future meeting of this Committee	A date for reporting back cannot be confirmed until the ongoing feasibility study is completed	Barry Davidson / Andrew Collins	Commercial and Procurement	City Regeneration & Environment	1	Energy Supply	R	Feasibility Study and Outline Business Case will be presented to Finance & Resources Committee in late 2025. Officers therefore recommend this item for removal from the NZET planner
43	ARI Parking	Net Zero, Environment & Transport 31/10/23 - (i) to instruct the Chief Officer – Operations and Protective Services to report to this Committee on any future impacts arising from the above recommendations or collaboration with NHS Grampian to improve accessibility to the site for patients, staff and visitors; and (ii) to instruct the Director of Commissioning to invite bus operators to a meeting including the Convener and Vice Convener of the Net Zero Environment and Transport Committee, and representatives from each political group, to discuss the impact the changes to the bus services has had on NHS Grampian staff and patients; and instruct the Director of Commissioning to report back to the next appropriate meeting of the Committee on the outcome of the meetings agreed and any potential further steps	There has been no further development on item i). There is currently a planning application in in relation to the Lady Helen car park and discussions are due to begin in relation to ART, therefore it is not possible at this time to confirm a date for reporting back	Mark Reilly / David Dunne	Operations / Strategic Place Planning	City Regeneration & Environment	8	Mobility	R	Planning Permission (Ref: 240336/S42) was granted in April 2025 to formalise arrangements to permit staff access to level 6 and above of the Lady Helen Parking Centre at Foresterhill. Permission was granted on a emporary basis for two years to allow monitoring. Moving forward, Officers will continue to work with NHS Grampian as part of business as usual and also in relation to the Aberdeen Rapid Transit project - Officers therefore recommend this item for removal
44	Locality Based Approach to Deliver Net Zero	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Strategic Place Planning, in conjunction with relevant stakeholders, to explore options towards developing a locality-based approach to deliver net zero and adaptation, taking into account allied approaches and commitments, such as locality plans, local place plans, 20-minute neighbourhoods, etc., and to begin this process with a pilot reporting both back to Council in or before March 2023	Due to the restructure of the Climate and Environment team and delays in guidance on 20minute neighbourhoods and Local Place Plans associated with the National Planning Framework 4, this work has been delayed and will be reported to a future committee. With the reestablishment of the Net Zero Leadership Board officers are unable to report back until the board considers options for taking this forward.	David Dunne	Strategic Place Planning	City Regeneration & Environment				

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45	A92 Haudagain Improvement – Detrunking Settlement	To present the details of the final settlement for the remaining sections of Trunk Road on Anderson Drive / Great Northern Road and Auchmill Road. Contractor working on the Haudagain Improvement for Transport Scotland failed to complete the scheme before 31/3/2022. Although the scheme opened 16/5/22, this means that the earliest the old Trunk Road will be detrunked is 31/3/2023. Officers expect that this report will not come back to committee until May 2023 at the earliest	Information is still awaited from Transport Scotland	Neale Burrows	Operations	City Regeneration & Environment	8	Mobility	R	A report on the detrunking settlement was heard by Finance & Resources Committee on 12 February 2025 - Officers therefore recommend this item for removal from the NZET planner
46	**2026**									
47	Citywide implementation of 20mph speed limit	NZET 11/06/24 - (i) to instruct the Chief Officer - Operations to promote the Traffic Regulation Orders for 20mph of those streets located within residential areas identified in Appendix 2 of the report, and on conclusion of the TRO process, with or without objections, report back to this Committee for consideration prior to implementation; (ii) to instruct the Chief Officer - Operations to report to Committee those streets, identified in Appendix 2, meeting the place criteria or linking sections of roads meeting the place criteria which would encourage a more consistent reduction in speed across a wider areas that could be made 20mph under Temporary TROs, reporting the results of an informal public consultation process; and (iii) to instruct the Chief Officer - Operations to bring a report back, working with Police Scotland, in 24 months on the impact and enforcement on vehicle speeds on the roads where 20mph has been introduced	Suggested that report is made at end of 2026 to allow for the operation of the scheme for several months and review could be accommodated within workstreams.	Tolu Olowoleru	Operations	City Regeneration & Environment	8	Mobility	D	This scheme is being delivered in 3 packages with the first being consulted through Aug/Sept/ Oct. The results of the first consultation was reported to January 2025 NZET. The next two areas have been consulted through Mar/ Apr/ May 25 with objections being reported to NZET June 2025. Reporting back in June 2026 may not be possible as the measures are to be installed by end of 2025, leaving less than 6 months operation citywide. Little data and review can be carried out within these months given resouces available within the team. - DELAYED
48	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	January 2026	Paul Davies	Operations	City Regeneration & Environment	7	N/A		
49	School Streets Pilot	NZET 21/01/25 - to instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Education and Lifelong Learning and the Chief Officer - Operations, to write to chairs of Parent Councils and Head Teachers to invite applications from suitable schools including secondary schools for a School Streets Pilot, and to report back to this Committee within 12 months with the level of interest received and any proposed next step	January 2026	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		An update on the Active Travel measures around schools is also on the Agenda for this Committee and sets out a recommendation that progress be taken forward by Service Update moving forward. Depending on the decision taken by the Committee on the Activel Travel to Schools report, this item may be removed from the planner.

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50	Local Nature Conservation Site Review	NZET 19/03/25 - to instruct the Chief Officer – Strategic Place Planning to report back to this Committee with recommendations arising from stage 2 of the LNCSs Review process, in particular the addition of any new LNCSs, by the third quarter of 2026	Third quarter 2026	Sue Cumming	Strategic Place Planning	City Regeneration & Environment	1 and 8	Natural Environment		
51	South College Street Phase 2 / Riverside Drive Active Travel Improvements	Net Zero, Environment & Transport 27/03/24 - to 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.	Dependent on sourcing external funding to be able to progress. Potential for funding to be in place for 2025/26, in which case likely reporting would be early 2026. Officers are unable to commit to a date for reporting back until such time as funding can be identifed.	Ken Neil	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility	R	No funding has been available to progress this project over recent years. It is proposed to remove the report from the planner until such time that funding does become available to progress - REMOVE
52	Council Climate and Nature Plan Update	To present for approval a Council Climate and Nature Plan as the update to the previous Council Climate Change Plan 2021-2025	Q2 2026	Alison Leslie	Stratgic Place Planning	City Regeneration & Environment	3	All		
53	Net Zero Aberdeen & Aberdeen Adapts Update	To present for agreement the updated Net Zero Aberdeen and Aberdeen Adapts	Q3 2026	TBC	Strategic Place Planning	City Regeneration & Environment	8	All		
54										
55	**SERVICE UPDATES**									
56	Property Level Protection Grants	NZET 03/09/24 - to instruct the Chief Officer - Operations to monitor take up of the grant and report back to the Committee via service update in Spring 2026 ahead of the Budget meeting	Spring 2026	Claire Royce	Operations					
57	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	January (or nearest committee)	Vycki Ritson	Operations					2025 service update issued on 10 February 2025
58	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. As there are no actions for Committee to approve, it was agreed at NZET on 11/06/24 this this be presented as a service update. NZET 03/09/24 - to note that the Chief Officer - Strategic Place Planning would arrange for officers to circulate a service update to Members		David Dunne	Strategic Place Planning	City Regeneration & Environment			R	A report went to Finance & Resources Committee on 7th May 2025 therefore it is recommended that this service update is removed
59	Place Based Strategy Framework	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to produce an annual service update on the ongoing development of the plans and strategies set ou in the report, noting that this would be in addition to the ongoing reports to Committee on each individual plan and strategy	June 2025	David Dunne	Strategic Place Planning	City Regeneration & Environment				June 2025 Report thereafter as annual Service Update

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60	Nature Awareness Campaign	NZET 11/06/24 - to 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	By June 2025	Richard Brough / Gordon McLean	Strategic Place Planning	City Regeneration & Environment				
61	Open Space Audit	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to finalise the reports and circulate via service update		Guy Bergman	Strategic Place Planning	City Regeneration & Environment				
62	Northern Roads Collaboration Joint Committee	NZET 03/09/24 - to note that officers would circulate an update to Members outwith the meeting in relation to the Joint Committee		Neale Burrows	Operations	City Regeneration & Environment				
63	Draft Local Transport Strategy	NZET 03/09/24 - to note the need for a broader representation of the residents of Aberdeen in the responses to the consultation and instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Data Insights to report back to committee via service update the measures in place to increase the response from under-represented groups and to align more closely to the demographic profile of the city		Alan Simpson	Strategic Place Planning	City Regeneration & Environment				An update on the engagement activities to be used to further develop the Local Transport Strategy is on the Agenda for this Committee. Depending on the decision taken by the Committee on the LTS Engagement report, this item may be removed from the planner.
64	Just Transition Collaboration Fund (poss. Report to F&R)	To provide Members with an update on the Aberdeen Just Transition Collaboration initiative - a 100% externally funded short-term partnership.	By end 2025/26	Sinclair Laing	Strategic Place Planning	City Regeneration & Environment		Empowerment		
65	Annual Committee Effectiveness Report	Council 16/04/25 - to present the effectiveness reports as service updates at the end of each year		David Dunne	Strategic Place Planning	City Regeneration & Environment				

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	CORS/25/113
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.

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 2024/25 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 2024/25 Council Delivery Plan agreed by Council on 6th March 2024.

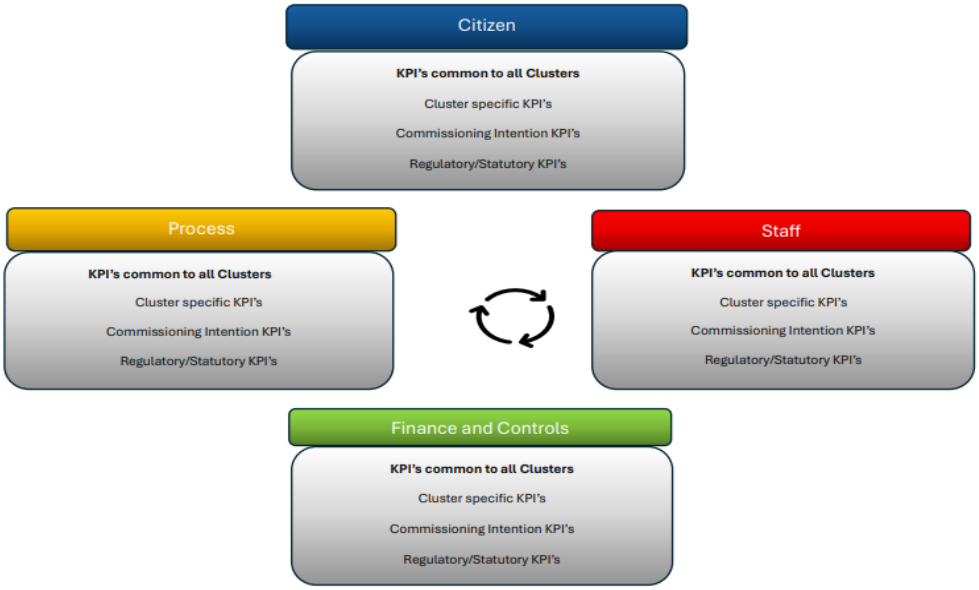
3.3 The Council's Performance Management Framework, supporting and enabling scrutiny against progress of the Council Delivery Plan and its key measures, establishes a robust performance management and reporting system which encompasses single and multi-service inputs, outputs and outcomes.

3.4 The refreshed Performance Management Framework for 2024/25 was approved at the meeting of Council on the 21st August 2024.

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 March 2025 or Quarter 4 2024/25, as appropriate and where data is currently available, with commentary as applicable. 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.

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) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic	None	NA	NA	NA
Compliance	No significant legal risks.	Publication of service performance	L	Yes

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

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement	**None**
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen. This report monitors indicators which reflect current economic activity within the City and actions taken by the Council to support such activity.
Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen. This report monitors key indicators impacting on the lives of all

	citizens of Aberdeen. Thus, Committee will be enabled to assess the effectiveness of measures already implemented, as well as allowing an evaluation of future actions which may be required to ensure an improvement in such outcomes.
Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit, operating to the highest environmental standards. This report provides essential information in relation to environmental issues allowing the Committee to measure the impact of any current action.
Regional and City Strategies	None

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No Assessment is required for this report. I confirm this has been discussed and agreed with Martin Murchie, Chief Officer, Data Insights (HDRCA) on 9th May 2025.
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

Council Delivery Plan 2024/25 – COM/24/060
Local Outcome Improvement Plan 2016-2026 (April 2024 Refresh)
Performance Management Framework – CORS/24/232

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

Environmental Services

1. Citizen – Environmental Services

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	50		17		25		
% of complaints resolved within timescale (stage 1 and 2) - Environment	84%		82.4%		82%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Environment	28%		0%		12%		
*Total No. of lessons learnt identified (stage 1 and 2) - Environment	3		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 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Value	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	163		207		150		

2. Processes - Environmental Services

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
*% Streets free from litter and refuse to a minimum Grade B (in line with Keep Scotland Beautiful LEAMS standards)	91.7%		91.7%		91.7%		80%
**Open spaces satisfactorily maintained to a minimum of Grade B (in line with APSE national benchmarking LAMS standards)	No data						80%
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	98.2%		95.9%		98.1%		100%

***Dec-March LEAMS figure represents overall score for the period shown.**
**** No LAMS surveys are conducted from November to March.**

3. Staff - Environmental Services

Performance Indicator	Q2 2024/35		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Environment)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Environment)	3		1		4		

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
*Sickness Absence - Average Number of Days Lost - Environmental	6.1		5.8		5.8		10
**Average number of working days lost due to sickness absence per FTE employee, monthly	2.11		1.62		1.43		
Establishment actual FTE	288.96		293.73		292.77		

* 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.

** This indicator calculates the working days lost due to sickness per month per employee. This is calculated by dividing the total number of days lost due to sickness during the respective month by the average of all the FTE staff employed during the same month.

4. Finance & Controls - Environmental Services

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	78.4%		86.2%		94.5%		100%

Fleet and Transport

1. Citizen – Fleet and Transport

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/5		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	0				2		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	No complaints Q2/Q3				100%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Fleet					0%		
Total No. of lessons learnt identified (stage 1 and 2) - Fleet					1		

2. Processes – Fleet and Transport

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
% HGV's achieving first time MOT pass	96.4%		100%		78.8%		95%
% Light Vehicles achieving first time MOT pass	92.5%		95.2%		96.8%		93%
% of Council fleet - alternative powered vehicles	15%		12.4%		13.8%		
% of Council fleet lower emission vehicles (YTD)	96.6%		97.8%		98.4%		100%

3. Staff – Fleet and Transport

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	0		0		1		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	1		1		0		

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	3.6		3.9		4.2		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.21		1.23		2.55		
Establishment actual FTE	39.32		37.87		37.32		

4. Finance & Controls – Fleet and Transport

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	82.5%		90.8%		99.1%		100%

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	71.78%		78.4%		50.42%		80%
*Fleet Services - % of large HGV vehicles under 7 years old	60.95%		66.67%		73.83%		80%

***As the % of large HGV vehicles are being reviewed over a 7-year period, this takes into account the 2 years during which no vehicles whatsoever were purchased. This was due to the market appraisal ongoing at that time and, also developments towards greater nett zero availability. Both sets of data are also subject to variance when an asset is disposed of/replaced. The sharp drop in % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old that can be seen in Q4 is due to many of this type of vehicles being purchased in 2019. There is a total of 589 Light Vehicles of which 297 are under 5 years old. There were 214 light vehicles purchased in 2019 which in theory should be replaced and this is distorting the performance figure. The replacement of these vehicles is currently being reviewed, and vehicles will be replaced subject to the vehicle condition and mileage. If vehicle conditions and mileage are such that the vehicle is considered to be able to operate for longer than the 5 years, then they are not automatically replaced. This is a rolling replacement vehicle replacement programme and the age profiles for vehicles will fluctuate.**

Roads and Infrastructure

1. Citizen - Roads

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	43		28		61		
% of complaints resolved within timescale - Roads	60.5%		75%		83.6%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Roads	55.8%		60.7%		42.6%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	3		1		3		

2. Processes - Roads

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	85.93%		100%		100%		90%
Number of Street Light Repairs completed within 7 days	171		109		127		

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Potholes Category1 and 2 - % defects repaired within timescale	95.79%		85.4%		94.33%		95%
Potholes Category1 and 2 - No of defects repaired within timescale	1,114		918		532		

3. Staff - Roads

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/2025 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	1		0		1		

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	2.8		2.9		3		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.5		1.17		1.5		
Establishment actual FTE	146.77		145.85		146.33		

4. Finance & Controls - Roads

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	74.3%		82%		90.7%		100%

Waste Services

1. Citizen - Waste

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	86		59		102		
% of complaints resolved within timescale - Waste	95.3%		94.9%		94.1%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Waste	67.4%		64.4%		72.5%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	4		0		1		

2. Processes – Waste

Performance Indicator	Q2 2024/25		Q3 2023/24		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
*% Waste diverted from Landfill	93.8%		95.2%		97.5%		85%
*Percentage of Household Waste Recycled/Composted	42.3%		43%		42.5%		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.**

***Service Commentary - *% Waste diverted from Landfill/ Percentage of Household Waste Recycled/Composted**

It is worth noting that the overall volume of recycling collected this year is lower than in the previous year. Following discussions with the operations team, it is believed that this reduction is likely due to the adverse weather conditions experienced earlier in the year. This has been supported by a noticeable drop in the number of vehicles entering the transfer station during that period.

Recycling and Diversion rate for rolling 12 months

Description	Tonnage (T)	Percentage	Target
Recycled	38116.5	42.5%	50%
EFW	49395.4	55.0%	
Total Waste diverted from landfill (= Recycled + EfW)	87511.9	97.5%	85%
*Landfilled	2255.7	2.5%	
Total household waste	89767.6	100%	

***Service commentary – Waste sent to Landfill**

The wastes sent to landfill during the report period were
- **large items that did not meet the acceptance criteria for the NESS Energy from Waste plant due to their size e.g. mattresses and carpets**
- **some street sweepings**
- **some EfW bottom ash**
- **a small amount of waste diverted from NESS EfW to landfill, as per the contingency plan, during last year's planned shutdown of the plant**

It is expected that the requirement for landfill will continue to reduce as more financially and environmentally viable alternatives are found and as the biodegradable waste to landfill ban takes effect from 1 January 2026, however, landfill currently remains a contingency option for EfW shutdowns.

3. Staff – Waste

Performance Indicator	Q2 2024/25		Q3 2024/25		Q4 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	0		1		2		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	4		7		14		

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	4.5		4.4		4.3		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.89		1.57		1.56		
Establishment actual FTE	191.12		188.2		187.33		

4. Finance & Controls – Waste

Performance Indicator	Jan 2025		Feb 2025		Mar 2025		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	84.8%		93.6%		103.1%		100%

Strategic Place Planning

Climate and Sustainability Policy

Carbon Budget

Carbon budget 2024/25 – provisional update				
Maximum cap on Council carbon emissions 2024/25 – 24,113 tCO2e**				
	Q1 2024/25	**Q2 2024/25**	**Q3 2024/25**	**Q4 2024/25***
	%	**%**	**%**	**%**
% of annual carbon budget used	21.8%	19.6%	29.9%	

Provisional data indicates during the first 3 quarters (April-December 2024) the Council used 71.3% of the maximum carbon budget for 2024/25

2024/25 year end carbon emission data is currently being calculated and data is not complete at time of reporting for all emission sources. Provisional data may be subject to further revisions depending on national reporting requirements. Available carbon data for 2024/25 indicates, that in comparison with 2023/24:

Emission source	% of total emissions 23/24	24/25 annual data - provisional change from 23/24 (tCO2e)
Street lighting	8%	362 tCO2e reduction
Fleet assets (vehicle and plant)	14%	77 tCO2e reduction
Staff travel	1%	58 tCO2e increase

*A full break down and total emissions (tCO2e) for 2024-25 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.

**tCO2e - tonnes of carbon dioxide equivalent

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

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Cluster Risk Registers and Assurance Maps
REPORT NUMBER	CR&E/25/141
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly and David Dunne
REPORT AUTHOR	Mark Reilly and David Dunne
TERMS OF REFERENCE	9

1. PURPOSE OF REPORT

1.1 To present the Cluster Risk Registers and Assurance Maps in accordance with Net Zero, Environment and Transport Committee Terms of Reference to provide assurance that risks are being managed effectively within the Operations and Strategic Place Planning Clusters.

2. RECOMMENDATION

That the Committee note the Cluster Risk Registers and Assurance Maps set out in appendices A to D.

3. CURRENT SITUATION

3.1 The Audit, Risk and Scrutiny Committee is responsible for overseeing the system of risk management and for receiving assurance that the Extended Corporate Management Team (ECMT) are effectively identifying and managing risks. Reviewing the strength and effectiveness of the Council's system of risk management as a whole is a key role for the Committee.

3.2 The Risk Management Policy Framework states that all other committees should receive assurance on the risk management arrangements which fall within their terms of reference. This is provided through the risk registers for the relevant Clusters which fall within the remit for this Committee as detailed below:

- Operations
- Strategic Place Planning

Risk Registers

3.3 The Council's Risks Registers are tools used by Functions and Clusters to capture and manage the risks which could prevent achievement of organisational outcomes and service delivery.

3.4 The Council's Corporate Risk Register (CRR) captures the risks which pose the most significant threat to the achievement of the Council's organisational outcomes and have the potential to cause failure of service delivery. The CRR is scrutinised annually by the Audit, Risk and Scrutiny Committee.

3.5 The Cluster Risk Registers are set out in appendices A and B and reflects the risks which may prevent each Cluster from delivering on organisational outcomes and services, these risks may be escalated to the CRR where deemed necessary.

3.6 The risks contained within the Risk Register for each Cluster are grouped by risk category in appendix E and show the Council's corresponding risk appetite for each category as set within the Council's Risk Appetite Statement (RAS) which was approved by the Audit, Risk and Scrutiny Committee in May 2025.

The Clusters are working towards a target risk score which aligns with the risk appetite.

3.7 The Cluster Risk Registers provides the organisation with the detailed information and assessment for each risk identified including;

- **Current risk score** – this is current assessment of the risk by the risk owner and reflects the progress percentage of control actions required in order to achieve the target risk score.
- **Target risk score** – this is the assessment of the risk by the risk owner after the application of the control actions. This is aligned with the risk appetite for this particular category of risk.
- **Control Actions** – these are the activities and items that will mitigate the effect of the risk event on the organisation.
- **Risk score** – each risk is assessed using a 4x6 risk matrix as detailed below.

The 4 scale represents the impact of the risk and the 6 scale represents the likelihood of the risk event.

Impact	Score						
Very Serious	**4**	**4**	**8**	**12**	**16**	**20**	**24**
Serious	**3**	**3**	**6**	**9**	**12**	**15**	**18**
Material	**2**	**2**	**4**	**6**	**8**	**10**	**12**
Negligible	**1**	**1**	**2**	**3**	**4**	**5**	**6**
Score		**1**	**2**	**3**	**4**	**5**	**6**
Likelihood		**Almost Impossible**	**Very Low**	**Low**	**Significant**	**High**	**Very High**

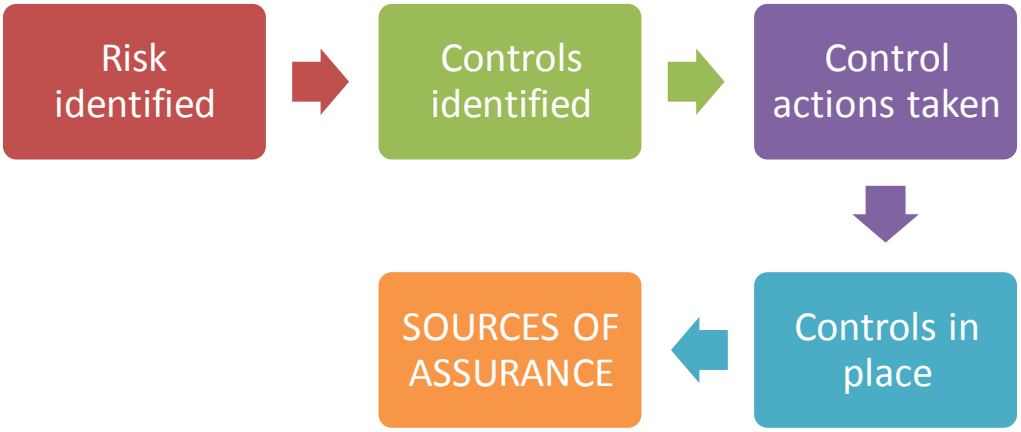
3.8 Development and improvement of the Cluster Risk Registers and associated risk management processes has continued since the Cluster Risk Register was last reported to Committee:

- The Council's Risk Appetite Statement (RAS) was reviewed and updated.
- Work to complete the recommendations from the internal audit of the Council's Risk Management arrangements including enhancements to Cluster Risk Management reporting which are incorporated within this report.
- On-going improvements and updates to the "Managing Risk" pages published on the Council's intranet pages which contains information and links for officers and elected members on the Council's RAS, Risk Management Policy, Guidance and Training. This supports the further embedding of our risk management culture and ensures that everyone knows the part they play in managing risks within the wider system.
- Risk owners and leads continue to review and update risk registers to improve monitoring and reporting across the organisation. These are mechanisms which reflect the day-to-day business of assessing and mitigating the risks and opportunities inherent in delivering public services.

Assurance Maps

3.9 The risk registers which are reviewed by the Council's Committees detail the risks identified within each of the relevant Functions and Clusters and provide detail of the risk, the potential impact and consequence of the risk materialising and the control actions and activities required to manage and mitigate the risk. Assurance Maps as set out in appendices C and D provide a visual representation of the sources of assurance associated with each Cluster so that the Committee can consider where these are sufficient. Sources of assurance are controls which are fully effective, following the completion of control actions.

Presentation of each Cluster's assurance map provides full sight of the defences we have in place as an organisation to manage the risks facing local government.



3.10 The Assurance Map provides a breakdown of the sources of assurance within "three lines of defence", the different levels at which risk is managed. Within a large and complex organisation like the Council, risk management takes place in many ways. The Assurance Map is a way of capturing the sources of assurance and categorising them, thus ensuring that any gaps in sources of assurance are identifiable and can be addressed:

First Line of Defence "Do-ers"	Second Line of Defence "Helpers"	Third Line of Defence "Checkers"
The control environment; business operations performing day to day risk management activity; owning and managing risk as part of business as usual; these are the business owners, referred to as the "do-ers" of risk management.	Oversight of risk management and ensuring compliance with standards, in our case including ARSC as well as CMT and management teams; setting the policies and procedures against which risk is managed by the do-ers, referred to as the "helpers" of risk management.	Internal and external audit, inspection and regulation, thereby offering independent assurance of the first and second lines of defence, the "do-ers" and "helpers", referred to as the checkers" of risk management.

Risk Overview and Comparison

3.11 Below is a comparison with the Cluster risks reported to Committee in 2024 by each Cluster:

Operations Cluster

Risks de-escalated to Operational level or closed:

None.

New risks added or escalated to Cluster level:

The risk relating to Energy from Waste - Financial/Contract Risk was added to the Cluster risk register in February 2025.

Risks Remaining on the Operations Risk Register:

Risk Title	Current Risk Score 2024	Current Risk Score 2025	Movement
Climate change – Tree Disease	12	12	→
Energy from Waste - Financial/Contract Risk	N/A	12	N/A
Loss of Operator's Licence	9	9	→
Sea Defence Failure	12	12	→
Substance Misuse	15	15	→
Waste Disposal Failure	3	3	→

Operations Cluster Risk Overview

There is one new risk regarding Energy Waste about financial and contractor failure. The service has regular meetings with the contractor and has controls in place for business continuity.

The other risks for Operations remain but the risk scores have remained constant. Current controls actions are still managed by the appropriate service.

The Climate Change - Tree Disease risk, although increasing in 2024, is being controlled by the service regularly who regularly inspect particular tree genera for associated tree diseases and pests infestation such as Dutch Elm and Ash die back.

The substance misuse risk continues to be mitigated by the tools available to There Is one new risk about substance misuse and Is associated with societal changes in the use of various substances and the tools available to management to monitor employees. Mitigation of this risk has made the risk more manageable with the new "Substance Misuse" Policy and the ability to use "With Cause" testing. The Substance Misuse Risk Averse Score Is not aligned with the Risk Appetite Statement as we want to avoid risks In this area and not tolerate a degree of risk.

The Waste Disposal, Sea Defence and loss of Operators Licence risks are mitigated by service controls. For the Waste Disposal, EfW and loss of Operators Licence risks the Risk Averse Scores are not aligned with the Risk Appetite Statement as we want to avoid risks in this area due to the Impact of failure of delivery in this particular service.

Strategic Place Planning Cluster

Risks de-escalated to Operational level or closed:

None.

New risks added or escalated to Cluster level:

None.

Risks Remaining on the Strategic Place Planning Risk Register:

Risk Title	Current Risk Score 2024	Current Risk Score 2025	Movement
Climate, Natural Environment and Biodiversity duties - Council Compliance	12	12	
Strategic Plan Delivery - SPP	6	6	

Strategic Place Planning Cluster Risk Overview

Identified risks remain unchanged from last year. Complexity around reporting duties for Climate, Natural Environment and Biodiversity duties remain, with a developing picture across the legislative landscape with regards to the scope of many of these duties. Officers continue to monitor and feedback on consultations and legislative changes, through the Strategy Board and to committee at the appropriate trigger points.
The complexity of some of these duties will only become apparent over time and this risk will have to be continuously monitored.

In terms of strategic plan delivery the risks around implementing under a new legislative framework Planning (Scotland) Act 2019 and the National Planning Framework 4, remain and present ongoing challenges in terms of specialist skills and knowledge gaps. There is ongoing work to skill up officers in these areas.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. This report deals with risk management at Cluster level and this process serves to identify controls and assurances that finances are being properly managed.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report. The Council's Risk Registers serve to manage many risks with implications for the legal position and statutory responsibilities of the Council.

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

7.1 There are no risks arising from the recommendations in this report. The Committee is provided with assurance that the risks presented within the Cluster Risk Register are those that may affect achievement of organisational outcomes and delivery of services for each Cluster are identified, appropriately managed and that the Council's activities are compliant with its statutory duties.

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 council is required to have a management system in place to identify and mitigate its risks.	The council's risk management system requires that risks are identified, listed and managed via Risk Registers.	L	Yes
Compliance	As above.	As above.	L	Yes
Operational	As above.	As above.	L	Yes
Financial	As above.	As above.	L	Yes
Reputational	As above.	As above.	L	Yes
Environment / Climate	As above.	As above.	L	Yes

8. OUTCOMES

8.1 The recommendations within this report have no direct impact on the Council Delivery Plan however, the risks contained within the Council's risk registers could impact on the delivery of organisational outcomes.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	It is confirmed by the Chief Officers – Strategic Place Planning and Operations that no Integrated Impact Assessment is required.
Data Protection Impact Assessment	Not required
Other	Not applicable

10. BACKGROUND PAPERS

10.1 None

11. APPENDICES

11.1 Appendix A – Cluster Risk Register - Operations

11.2 Appendix B – Cluster Risk Register – Strategic Place Planning

11.3 Appendix C – Assurance Map – Operations

11.4 Appendix D – Assurance Map – Strategic Place Planning

12. REPORT AUTHOR CONTACT DETAILS

Name	David Dunne Mark Reily
Title	Chief Officer Strategic Place Planning Chief Officer of Operations
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Operations Cluster Risk Register

CURRENT CLUSTER RISKS	CURRENT RISK SCORE
Climate change – Tree Disease	12
Energy from Waste - Financial/Contract Risk	12
Loss of Operator's Licence	9
Sea Defence Failure	12
Substance Misuse	15
Waste Disposal Failure	3

Number of Cluster Risks

6

Risk Matrix by Likelihood (6) and Impact (4)

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Operations	Mark Reilly	Steven Shaw

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Climate change – Tree Disease	Risk to public safety, increased service demand, and staff H&S operational risks within Operations & Protective Services due to tree pest and diseases such as Ash Dieback and Dutch Elm.	1) Robust tree management of city council tree stock. 2) Identify and monitor infected trees, identified through tree and woodland surveys. 3) Work with partner organisations i.e. Scottish Forestry, The Woodland Trust and The Tree Council etc, to identify risk, mitigation, and solutions. 4) Continue with tree planting projects to replace and replant trees and plant native trees. 5) Create action plans to deal with specific tree risks i.e. Ash Dieback. 6) Keep up to date on local and national knowledge on tree pests and diseases i.e. Members of working groups, attend seminars etc. 7) Tree Squad service review and restructure redesign to ensure more capacity internally to deal with such risks. 8) Work with other landowners.	9	12	3	4	30 March 2026

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Operations	Mark Reilly	Pam Walker

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Energy from Waste - Financial/Contract Risk	Risk of contractor or sub-contractor (or both) failure.	Ongoing discussion with contractor. Further detail of business continuity plans requested. Advice sought from legal advisers on contractual/legal implications and ultimately action required in event of termination.	1	12	4	3	31 December 2025

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Operations	Mark Reilly	John Weir

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Loss of Operator's Licence	Effect of services inability to use goods vehicles through loss of operator's licence	1) Maintain in-house documentation, systems and processes for DVSA checks 2) Review and investigate process failures	6	9	3	3	29 March 2026

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Operations	Mark Reilly	Neale Burrows

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Sea Defence Failure	Failure of Sea Defences	1) Monitor condition of existing Sea Defences via established inspection and monitoring routines and procedures. 2) Conduct maintenance and repairs to existing Sea Defences in accordance with approved budgets. 3) Work with partner organisations i.e. Local Resilience Partnership (LRP) in order to maintain Emergency Response Procedures for breach in Sea Defences. 4) Review and maintenance of resources/supplies required to respond to breach in Sea Defences. 5) Undertake review to identify programme of work for improvements to existing Sea Defences	12	12	3	4	30 March 2026

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Operations	Mark Reilly	Mark Reilly

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Substance Misuse	Risk to services as a result of substance misuse issues in the operational workforce – causing both increased absence (and related cost) and potential risks to service provision and related health and safety concerns.	1. There is a "Substance Abuse" policy approved by Council. This allows for managers to manage employees who are suspected of being under the influence of substances. Note: this risk is assessed and reviewed on an on-going basis. The completion date is indicative date to ensure that any changes to statis and mitigations are updated.	3	15	5	3	30 July 2026

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Operations	Mark Reilly	Kris Hultman

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Waste Disposal Failure	Risk of waste disposal failure - loss of markets for materials or waste management contract failure.	1) Contract management in place. 2) Contingency plans developed. 3) Ongoing monitoring of markets and maintaining market knowledge.	2	3	1	3	30 March 2026

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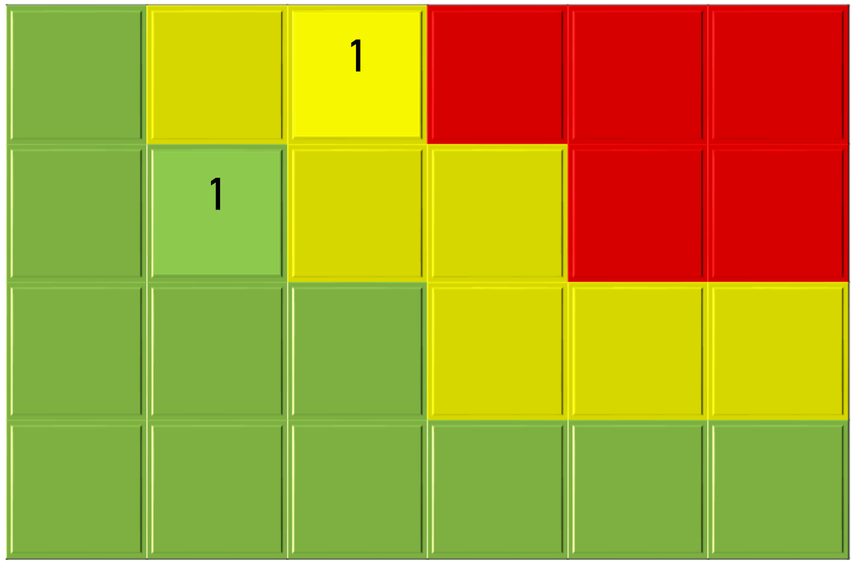
Strategic Place Planning Cluster Risk Register

CURRENT CLUSTER RISKS	CURRENT RISK SCORE
Climate, Natural Environment and Biodiversity duties - Council Compliance	12
Strategic Plan Delivery - SPP	6

Number of Cluster Risks

2

Risk Matrix by Likelihood (6) and Impact (4)



FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Strategic Place Planning	David Dunne	Claire McArthur/Sinclair Laing/Daniel Lewis

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Strategic Plan Delivery - SPP	Failure to deliver key strategic plans – staff and process restructuring risks	1.Review service plan/delivery plans against agreed budget and council priorities and seek approval where changes occur. 2.Identify further opportunity training and development through partners agencies and by setting up a service wide Continuous Professional Development (CPD) programme. Opportunities for secondment service wide to help smooth work pressures. 3. Inclusion of climate mitigation and adaption risks in planning decisions, policy ,strategy and programmes. Build staff understanding and capacity around climate projections, risks and emerging legislative drivers. Training/ guidance for SPP staff, partners, developers. 4. National Planning Framework 4 additional requirements in the Local Development Plan and the Development Management processes ongoing training and learning required to integrate the processes.	75	6	6	2	3	31 March 2026

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
City Regeneration & Environment	Strategic Place Planning	David Dunne	Alison Leslie

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	% COMPLETE	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Climate, Natural Environment and Biodiversity duties - Council Compliance	Risk of non compliance with duties under: The Climate Change (Scotland) Act 2009 – public bodies climate change duties require the Council to reduce emissions to contribute to national emission targets; adapt to climate change in contribution to the national adaptation programme; act sustainably and report annually on this work. the Nature Conservation Act 2004 and the Wildlife and Natural Environment (Scotland) Act 2011 require the Council to consider and further biodiversity whilst carrying out its duties and to report every three years on actions to fulfil our Biodiversity duty. The Council is also required to contribute to targets set nationally in the Scottish Biodiversity Strategy	1.Update templates to enable Business Continuity Plans to reflect risks from climate change. (100%) 2.Implement methodologies for estimating and assessing operational carbon impacts (by May 2025). 3. Put in place processes and methodologies to assess and determine the impact of projects on the natural environment and biodiversity. 4. Put in place processes to improve emission data collation and recording. Establishing a Data Forum to review and mature carbon data (by June 2025). 5.Establish an emissions data platform to support monitoring and project planning, with data and information population by (March 2025) (60%). 6. Develop staff climate training, to embed climate change in the organisation/ culture. (100%) 7. Updated staff information/ guidance for the carbon budget (by April 2025)(50%). 8. Nature Data and Indicators project to explore data sources to aid with natural environment monitoring at city context. (by June 2025)(50%) 9. Elected Member training on the Natural Environment in place, to embed protecting the natural environment and enhancing biodiversity in the organisation/ culture, including investigating how to widen this out to staff (by June 2025)(50%).	70	12	12	3	4	04 November 2025

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Assurance Map

Cluster - Operations

Cluster Risk Register Risks:

1. **Climate change – Tree Disease** - Risk to public safety, increased service demand, and staff H&S operational risks within Operations & Protective Services due to tree pest and diseases such as Ash Dieback and Dutch Elm.
2. **Loss of Operator's Licence** - Effect of services inability to use goods vehicles through loss of operator's licence.
3. **Sea Defence Failure** -Failure of Sea Defences
4. **Substance Misuse** - Risk to services as a result of substance misuse issues in the operational workforce – causing both increased absence (and related cost) and potential risks to service provision and related health and safety concerns.
5. **Waste Disposal Failure** - Risk of waste disposal failure - loss of markets for materials or waste management contract failure

First Line of Defence (Do-ers)	Second Line of Defence (Helpers)	Third Line of Defence (Checkers)
• Trained and qualified staff • Operational plans and guidance including surveys, monitoring of existing infrastructure, committee reporting and guidance • Contract Management Guidance and Procurement Regulations • Procedures to implement contract management policies • Operational procedures • Climate risk Assessments & Guidance • Environmental risks (including climate risks) incorporated in business cases, committee reporting and guidance • Weather impact Assessments • Regular monitoring and Infrastructure Assessments • Budget planning for anticipated impacts/ budget requirements • Emergency plans, Operational response procedures • Investigation with other LA's / SCOTS and our Legal teams whether we can refuse to sign up to the legal agreement	• CMT Boards • Senior Management Team (SMT) undertakes review of Cluster Operational Risk Register • Corporate Policy Documentation • Council Committees • Contract review by Demand Management Board • Strategic plans including North East Flood Risk Management Plan and Strategy; and development of Climate Adaptation Framework (Aberdeen Adapts) • Strategic Commissioning Committee • Inclusion in plans, programmes, strategies including those for planning, transport & housing • Local Resilience Partnership undertaking resilience planning and preparedness across all partners • Local Outcome Improvement Plan (LOIP) • APSE benchmarking • Aberdeen Open Space Strategy • Aberdeen Food Growing Strategy • Comprehensive in-house quality system audit programme to cover all aspects of current quality systems.	• Annual Climate Change report (Public Bodies Climate Change Duties) submitted to Scottish Government • Regional and National reports from Scottish Government, UK Government and SEPA • North Regional Resilience Partnership • Grampian Local Resilience Partnership • Scottish Government performance review and reports • Testing of emergency plans at partner level • Adaptation Capability Framework Benchmarking Tool • North Regional Resilience Partnership • Community Planning Aberdeen Board (CPA Board) • Local Outcome Improvement Plan (LOIP) Residual • Participation in external quality system audit programme to cover all aspects of current quality system

• Service Business Continuity Plans • Roads Winter Maintenance Plans • Flood Risk Management Plans • Community involvement • Cross Service training events • Joint working with internal/external resources and Environmental Services • Park Management Plans • Internal / external communication and networking • Committee reporting • LOIP Improvement projects 11.3, 13.2 • Fleet Service Users • Drivers / Operators • Fleet Workshop Managers and Operatives • Waste Service Policies	• Union partnership (safety representatives) • Planning works as per CDM regulations 2015 • Risk assessment Method Statements and procedures established and reviewed • Coordination of works by team leaders • Team Leader supervision • Internal inspection regimes • Fleet Management / Compliance Team • Procurement Team • Operational management team, Contract managers, Team leaders, Risk control team • Customer feedback management system • KPI's management systems established • Service User's	• Participation in external quality system inspection programme to cover all aspects of current quality system • External Audit provider UK Logistics (FTA) • DVSA • Police Scotland • External fuel providers (contingency plan) • Scottish Road Works Commissioner – Annual Performance Review Report • Waste Data Flow Report to SEPA • Internal Audit – Vehicle and Driver Compliance – February 2024

Assurance Map

Strategic Place Planning

Corporate Risk Register Risks:

1. **Climate Change (Place**) - Failure (where ACC has scope to influence), to contribute to a reduction in city-wide emissions and to address strategic climate risks for the city. These include heavy winter rainfall, flooding, a rise in sea level, reduction summer rainfall, higher temperatures.

Cluster Risk Register Risk:

1. **Climate, Natural Environment and Biodiversity duties - Council Compliance.** Risk of non-compliance with public bodies duties under the Climate Change (Scotland) Act 2009, the Nature Conservation Act 2004 and the Wildlife and Natural Environment (Scotland) Act 2011.
2. **Strategic Plan Delivery – SPP** - Failure to deliver key strategic plans – staff and process restructuring risks

First Line of Defence (Do-ers)	Second Line of Defence (Helpers)	Third Line of Defence (Checkers)
• Trained and qualified staff. • Team Managers oversight of finances for teams. • All staff involved in risk assessment process. • Team Business Continuity Plans in place. • Operational plans and guidance including surveys, monitoring, committee reporting. • Contract Management Guidance, policies and Procurement Regulations. • Environmental risks/ implications (including climate) incorporated in project plans, business cases, policy templates, committee reporting, guidance, Integrated Impact Assessment. • Emergency plans. • Community involvement. • Agreed health and safety procedures – all staff supported to familiarise as part of induction. • Cross Service protocols and training. • Joint working with internal/external resources and services. • Internal/ external communication and networking. • Committee reporting. • LOIP objectives. • Maintain an awareness of current statutory requirements. • Respond to internal and external consultation.	• CMT Boards. • Council Committees. • Council Climate Change Plan: Towards a Net Zero and Climate Resilient Council in place. • Council Climate Change Plan dashboard in place for monitoring. • Oversight Group for the Council Climate Change Plan meets monthly. Energy Board established. • Carbon budget, carbon budget cycle and monitoring in place. • Updated Aberdeen Adapts: Climate Adaptation Framework and Evidence Base in place. • Net Zero Aberdeen Routemap: Towards becoming a net zero emissions city by 2045 in place. • 6 Net Zero (Place) enabling strategies: Mobility, Buildings & Heat, Circular Economy, Energy Supply, Natural Environment, Empowerment in place. • Approved terms of Reference for climate (Place) governance. • Multi organisation Aberdeen Net Zero and Adaptation Board established. • Senior Management Team review of Cluster/Operational Risk Register and monthly budget and contract management. • Oversight on service KPIs. • Contract review by Demand Management Board. • Place Based Strategy Framework in place, including plans, programmes, strategies for flooding, Aberdeen Local Development Plan, Local Transport Strategy, Local Housing Strategy, Aberdeen Open Space Strategy, Aberdeen Food Growing Strategy. • Customer Service Excellence accreditation. • Local Resilience Partnership undertaking resilience planning and preparedness across all partners.	• Annual Climate Change Report (Public Bodies Climate Change Duties) submitted to Scottish Government. • Biodiversity Duty report produced. • Regional and National reports from Scottish Government, UK Government and SEPA. • Scottish Government performance review and reports. • Environmental Standard Scotland. • Scottish Climate Intelligence Service and data platform in place. • NatureScot reports. • Monitoring of current/ future climate risks affecting Aberdeen, in line with UK Climate Projections, UK Climate Risk Assessment. • Annual review against the Public Sector Adaptation Capability Framework. • Audit Scotland and National Audit reports. • Community Planning Aberdeen Board. • Local Outcome Improvement Plan (LOIP). • Participation in external quality system inspection programme Customer Service Excellence. • Annual reporting of Risk Registers to Committee. • Economic Policy Panel. • APSE benchmarking.

• Planning applications, project proposals reviewed for implications on the natural environment and biodiversity. • Develop approved outline plans for Citywide Nature Awareness Campaign.	• Emergency plans eg flooding and storms. • Staff online training module Meeting Climate Duties: and a Taking Action on Climate Change staff training course in place. • Emission data platform available and user training completed. • Elected Members training on the natural environment. • Aberdeen Climate and Nature Pledge in place, microsite established.	

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment & Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Committee Planner Review & Place Based Strategy Update
REPORT NUMBER	CR&E/25/142
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	David Dunne
TERMS OF REFERENCE	1, 8

1. PURPOSE OF REPORT

1.1 This report provides an update on the development of some of the Council's key place-based strategies and recommends changes to the Planner for this Committee based on a mix of external factors, Officer resources and budget positions.

2. RECOMMENDATIONS

That the Committee:-

2.1 Approve the revised Net Zero, Environment and Transport (NZET) Committee Planner (Appendix 1);

2.2 Note the current position on the preparation of plans and strategies set out in Section 3 of this report, and the indicative timelines provided; and,

2.2 Note that, following the instruction given by this Committee in June 2024 (Report Ref: CR&E/24/160), the Chief Officer – Strategic Place Planning will produce an annual Service Update to this Committee on the ongoing development of the plans and strategies set out in this report.

3. CURRENT SITUATION

Committee Planner

3.1 At the last meeting of the NZET Committee (19 March 2025), the Convener, Vice Convener and the Chief Officer – Strategic Place Planning committed to liaising outwith the meeting to review the report on the Committee Planner to ensure that realistic dates were given for when reports could be expected back. A revised Committee Planner is attached at Appendix 1 on this basis.

3.2 Recommendation 2.1 of this report asks Members to approve the revised Planner (Appendix 1), noting the rationale set out where items are proposed to be removed or have new dates allocated. The proposed changes made to the planner reflect prioritisation of workload and availability of internal and external funding, but also the availability of officer resource in light of the reduction in staff numbers over the last few years.

Committee Planner

3.3 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.

3.4 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. This report provides an annual update on this basis, noting the links to many of the items on the Committee Planner set out in Appendix 1 and discussed in Table 1. Future annual updates will be provided by Service Update, as instructed by Committee following the 2024 update last June (Report Ref: CR&E/24/160).

National Plan / Strategy Updates

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

- Scottish Biodiversity Strategy (SBS) to 2045 and the Scottish Biodiversity: Delivery Plan 2024 to 2030 were published by the Scottish Government in November 2024. The former sets out the Government's high-level goal: to halt biodiversity loss and be Nature Positive by 2030 and to have restored and regenerated biodiversity by 2045. The latter draws out priority actions needed to achieve the 2030 aim of a Nature Positive Scotland. These are significant and hefty publications and the Council is in the process of reviewing them in full to a) understand the implications and opportunities for local authorities and their wider places and b) consider how these can be built into the Council's and partners approaches going forward. For the Council, this will be predominantly through the Council Climate & Nature Plan and Net Zero Aberdeen alongside Aberdeen Adapts.

- In November 2024, the Scottish Parliament passed the Climate Change (Emissions Reduction Targets)(Scotland) Act 2024 which introduced the framework for a carbon budget-based approach for setting emissions reduction targets. An updated Scottish Climate Plan is expected following this in 2026. This will have implications for both the Council's Climate & Nature Plan Update and Net Zero Aberdeen.

- Scottish National Adaptation Plan 2024-2029 (SNAP3) was published by the Scottish Government in September 2024. The Plan sets out the actions that the Scottish Government and partners will take to respond to

the impacts of climate change. This Plan has implications for Aberdeen Adapts and will be considered as part of the review of that plan.

- Scotland's National Flood Resilience Strategy was published by the Scottish Government in December 2024. This sets out a vision for a flood resilient Scotland through to 2045 and beyond. This again has implications for Aberdeen Adapts and the Council's approach to flood management.

- Scotland's circular economy and waste route map to 2030 was published by the Scottish Government in December 2024. This sets out a plan to deliver 11 priority actions that aim to help Scotland maximise progress towards a circular economy. This has implications for the updates to Net Zero Aberdeen Circular Economy Strategy, the Council's Climate & Nature Plan Update and Waste Strategy.

- The Scottish Climate Intelligence Service was established in 2024 as a partnership between the ECCI and the Improvement Service, jointly funded by Scottish Government and all 32 local authorities. It is a capacity-building programme with both a national digital platform and a support service co-designed with its stakeholders. This Service is critical to underpinning the skills and data needed for more robust area based emissions work and will help to improve the approach to Net Zero Aberdeen by 2045.

Regional Plan / Strategy Updates

3.6 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

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

Local Outcome Improvement Plan / Locality Plans

3.8 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.

3.9 A detailed plan of community engagement activity was carried out between March and May 2025 by Community Planning Aberdeen to help inform the Local Housing Strategy, Integrated Joint Board (IJB) Strategic Plan, Community Learning and Development (CLD) Plan and Local Development Plan (LDP), as well as the development/refresh of remaining strategies to be developed in 2025/2026. This consultation exercise was called "Your Place, Your Plans,

Your Future". Further targeted engagements, based on learning from this exercise, will continue throughout the remainder of 2025 to feed into the revised LOIP and Locality Plans in 2026.

Local Development Plan

3.10 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 is 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.

3.11 In August 2024 Members of the Council's Finance & Resources Committee agreed an annual update on the Development Plan Scheme (DPS) - the document which sets out a planning authority's programme for preparing and reviewing their Local Development Plan. The DPS shows a target adoption date for the next Local Development Plan as being in Spring 2028, to align with a requirement from Scottish Government that every planning authority in Scotland should have a new style LDP in place within around 5 years of the Town and Country Planning (Development Planning) (Scotland) Regulations 2023 coming into force.

3.12 Work on the Evidence Report to inform the next Local Development Plan commenced in 2024, with stakeholder and public consultation on the Topic Papers, which make up a key part of the report, undertaken in early 2025. Part of this consultation activity was under the umbrella of the overarching Community Planning Aberdeen "Your Place, Your Plans, Your Future" engagement.

3.13 In terms of next steps, Officers will report to Council in Summer 2025 asking for approval to submit the Evidence Report to Scottish Ministers for the 'Gate Check' process. An update to the annual Development Plan Scheme will also be presented to the September 2025 Finance & Resources Committee meeting for approval.

3.14 Based on a submission to Gate Check this Summer, and the Scottish Government's Planning and Environmental Appeals Division (DPEA) meeting their 3-month target to respond, the current LDP programme shows preparation of the Proposed Plan beginning in Autumn 2025, with a draft reported to Council for approval to consult publicly in Autumn 2026. As discussed further below, it is proposed that public and stakeholder consultation on the revised draft Local Transport Strategy happen in tandem with the Proposed Plan consultation in order to give important context on how any impacts (cumulate or otherwise) on the transport network from development proposed in the next Local Development Plan by would be managed / mitigated, e.g. by active travel upgrades or projects such as Aberdeen Rapid Transit.

3.15 Although the Scottish Government expect Evidence Reports to clear Gate Check within 3 months, it should be noted that the timelines for Gate Check are

determined by the capacity of the DPEA, and any delays to Gate Check will impact on the LDP's programme. The DPEA have already intimated to Officers that, due to a number of other local authorities programmed to submit for Gate Check at the same time, it is possible that the 3-month target may be breached. Officers will keep this under review and liaise with the DPEA on timelines once the Evidence Report has been approved for submission.

Local Transport Strategy

3.16 In August 2023, the Net Zero, Environment and Transport Committee approved a draft Local Transport Strategy (LTS) for public and stakeholder consultation. Consultation took place between November 2023 and January 2024, with the outcomes reported back to Committee in September 2024. The report noted that many respondents used the opportunity of the consultation to comment on individual transport initiatives prevalent in the public discourse at the time, such as bus gates and the Low Emission Zone, rather than considering the city's future transport needs more widely. It also noted that the demographics of those responding to the consultation was not representative of the diversity of the people of Aberdeen as a whole.

3.17 In response to the report, the Committee instructed the Chief Officer of Strategic Place Planning to:

- *report back to committee via a service update the measures in place to increase the response from underrepresented groups and to align more closely to the demographic profile of the city*; and
- *develop a marketing and engagement strategy…with the objective of increasing understanding of the impact transport has on climate change and how transport solutions could contribute to making Aberdeen a great place, to live, work, study and visit*.

3.18 A report in response to these instructions from Committee is also on the Agenda for today's meeting. The report proposes an approach to provide a more detailed and diverse body of evidence to inform development of a revised draft LTS, without the need for additional consultation prior to development of a revised draft document. Importantly, the report proposes to link the ongoing development of the revised draft LTS with the marketing and communications strategy for Aberdeen Rapid Transit (ART), given that ART will be a key element of the next LTS, and the main messages and objectives are common to both projects. A report on ART is also on the agenda for this meeting of Committee.

3.19 In terms of timelines, it is expected that public and stakeholder views on the options being progressed to the ART Programme Level Outline Business Case (OBC) will be sought from Autumn 2025, following the meeting of the City Region Deal Joint Committee on 12 September 2025. Work would then begin on the Programme Level OBC, with the intention being to have a robust case developed by the end of 2026. It will be important to have a revised draft Local Transport Strategy in the public domain by this time to ensure that the case for future investment in ART is well demonstrated in relevant Council plans and strategies.

3.20 The report on the LTS Engagement also identifies the opportunity to better align the revised draft of the LTS with the development of the emerging Local Development Plan, and specifically the Cumulative Transport Appraisal that the next LDP will be informed by. As noted above, aligning the two documents will be beneficial to ensure more a strategic, joined up, approach to development opportunities and the role of the transport system to move people around, but also to allow the continuation of the conversation around 'place' following from the "Your Place, Your Plans, Your Future" conversations earlier this year.

Local Housing Strategy

3.21 A draft Local Housing Strategy was approved by the Communities, Housing and Public Protection Committee in March 2025. Consultation on the draft strategy was undertaken under the umbrella of the overarching Community Planning Aberdeen "Your Place, Your Plans, Your Future" engagement. An updated Local Housing Strategy will be reported to the Communities, Housing and Public Protection Committee later this year once consultation feedback has been reviewed.

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

3.22 A LHEES is a statutory requirement from the Scottish Government under the Local Heat and Energy Efficiency Strategies (Scotland) Order 2022. Local Authorities are required to develop and publish a LHEES for their areas. The purpose of the LHEES is to define a long-term strategic framework for the improvement of the energy efficiency of buildings in the local authority's area, and the reduction of greenhouse gas emissions resulting from the heating of such buildings. This requirement fulfils many of the objectives of the overarching citywide NZA Buildings & Heat Strategy. Aberdeen City Council has completed development of the LHEES. A report on the LHEES will be presented to the next meeting of this Committee.

NZA Natural Environment Strategy - Open Space Audit

3.23 Periodic Open Space Audits are a statutory requirement. They provide critical underpinning evidence, in the form of data and analyses on the city's open spaces, in support of the city's Natural Environment Strategy, alongside other plan and decision-making efforts such as the Local Development Plan, Policies & Guidance and Development Management. They also assist communities and other Council partners to inform their own interventions in the city's open spaces. The draft Open Space Audit Reports were presented to this Committee in June 2024. The recommendations set out in that Report are nearly all complete and a Service Update will be provided to this Committee shortly.

Outline Timelines

3.24 Table 2, 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 2: 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	2025/6	2026
Net Zero Aberdeen (NZA) Routemap	L	2022	2025/6	2026
NZA Mobility Strategy	L	2022	2025/6	2026
NZA Building and Heat Strategy	L	2022	2025/6	2026
NZA Circular Economy Strategy	L	2022	2025/6	2026
NZA Energy Supply Strategy	L	2022	2025/6	2026
NZA Natural Environment Strategy	L	2022	2025/6	2026
NZA Empowerment Strategy	L	2022	2025/6	2026
Council Climate Change Plan	L	2021	2025/6	2026
Local Development Plan	F	2023	2024	2028*
Local Transport Strategy	F	2016	2021	2026/7*
Local Housing Strategy	F	2018	2021	2025
Flood Risk Management Plan	F	2022	2027	2028
Waste Strategy	F	2015	2022	2025
Active Travel Action Plan / Network Review (as part of LTS)	F	2021	2023	2026/7*

* Timelines may be impacted by the capacity of Reporters appointed on behalf of Scottish Ministers at both LDP Gate Check and Examination stages due to requirement for all local authorities across Scotland to complete a new Local Development Plan by Spring 2028.

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 items to be reported to Committee in the future, 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 **Working in Partnership for Aberdeen**	There are no direct proposals within this report the purpose of the report is to explain how the polices developed by the council will aim to deliver the policy statement, where the Council has scope to do so.
Local Outcome Improvement Plan	
Prosperous Place Stretch Outcomes	The purpose of this report is to explain the relationship between regional and city wide strategies and the timeline of future reporting 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 and the timeline of future reporting 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 as Chief Officer - Strategic Place Planning.
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

10.2 Report to Net Zero, Environment and Transport Committee, June 2024: CR&E/24/160 – Place Based Strategy Framework

11. APPENDICES

11.1 Appendix 1 – Committee Planner Update

12. REPORT AUTHOR CONTACT DETAILS

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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	**10 June 2025**									
4	Place Based Strategy Framework	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to produce an annual service update on the ongoing development of the plans and strategies set ou in the report, noting that this would be in addition to the ongoing reports to Committee on each individual plan and strategy	June 2025 Report thereafter as annual Service Update	David Dunne	Strategic Place Planning	City Regeneration & Environment		All		
5	Trees and Woodland	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer – Operations and Protective Services to report annually to the Net Zero, Environment & Transport Committee on progress to the objectives of the Tree & Woodland Strategic Implementation Plan	June 2025 Report	Steven Shaw	Operations	City Regeneration & Environment	1	Natural Environment		
6	Den Burn Restoration Project	NZET 20/06/23 - to instruct the Chief Officer – Strategic Place Planning to (a) continue to seek additional funding; (b) evolve the project scope in line with available funding; and (c) report back to Committee once the required funding has been secured		Sue Cumming	Strategic Place Planning	City Regeneration & Environment	8	Natural Environment		
7	Bus Lane Enforcement programme	NZET 19/03/25 - Instruct the Chief Officer of Strategic Place Planning to report back to next meeting of the Committee with a programme for the use of BLE and LEZ surpluses for 2025/26, using the agreed framework. To approve the allocation of funding from the Bus Lane Enforcement and Low Emission Zone surpluses, as set out in Table 4 of this report, and to instruct the Chief Officer of Strategic Place Planning to work with relevant partners and to report back to this Committee on the progress of these projects.		David Dunne	Strategic Place Planning	City Regeneration & Environment	7	Mobility		
8	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	The next report on EV Infrastructure will follow the completion of the procurement exercise to secure an EV Partner. Final date for submission of bids is the end of February and evaluation will take place directly after this with outcomes then reported to this committee	Stephen Booth / Mark Reilly / David Dunne	Corporate Landlord / Operations / Strategic Place Planning	Families and Communities/City Regeneration and Environment	1	Mobility	D	Award for Preferred Bidder on the EV contract went to Finance & Resources Committee on May 7th 2025. It is proposed that this report be aligned with the report on the 'On Street Electric Vehicle Charging Points' which is to be presented to Committee in November.

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
9	Aberdeen Rapid Transit	NZET 03/09/24 - to instruct the Chief Officer - Strategic Place Planning to incorporate the options for active travel provision into the Aberdeen Rapid Transit report to be reported back at the earliest opportunity (ref Westhill to Aberdeen City Centre Active Travel report) NZET 19/03/25 - (i) to instruct the Chief Officer - Strategic Place Planning to bring a report on the ART Strategic Business Case to this Committee in June 2025; (ii) instruct the Chief Officer - Strategic Place Planning to bring a further update on the development of a Bus Services Improvement Partnership Plan (BSIP) to this Committee in June 2025, including further development of the proposed BSIP Schemes, being promoted jointly with Aberdeenshire Council, identified at paragraph 3.13 of the report; and (iii) Instruct the Chief Officer - Strategic Place Planning to report back to this Committee in June 2025 on the Scottish Government's proposed Bus Infrastructure Fund and £2 flat bus fare pilot, as referenced at paragraphs 3.17-3.19 of the report		Kirsty Chalmers	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility		
10	Draft Local Transport Strategy - Marketing and Engagement Strategy	NZET 03/09/24 - recognising that empowerment was one of the six enabling strategies of Net Zero Aberdeen, to instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - People and Citizen Services, to develop a marketing and engagement strategy and report this to the January 2025 meeting with the objective of increasing understanding of the impact transport has on climate change and how transport solutions could contribute to making Aberdeen a great place to live, work, study and visit		Alan Simpson / Mark Yule	Strategic Place Planning	City Regeneration & Environment	8	Mobility		

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11	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		
12	£1 Off-Street Parking Fees	Council Budget 06/03/24 - to instruct the Director of City Regeneration and Environment to implement £1 off-street parking fees after 5pm, and to run this for six months before reporting the impact on the city centre to the Net Zero, Environment and Transport Committee		Neale Burrows	Operations	City Regeneration & Environment	8	N/A		
13	North East Scotland Active Travel Network Review	NZET 31/10/23 - to instruct the Chief Officer – Strategic Place Planning to report further progress to this Committee at an appropriate time following the public consultation process, within the next 12 months	The Regional Active Travel Network Review was approved by Nestrans Board in September. Officers have advised that a service update is likely to be more appropriate than a report at this time, as this will be a progress update, with no specific recommendations at this stage for Committee	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility	R	A Service Update was circulated in February 2025. Further development of the Network and the next steps for the City will come forward in the revised Local Transport Strategy. - REMOVE

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14	Net Zero Aberdeen & Aberdeen Adapts: Annual Report 2024/25	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	This report will now be presented in June each year. This is due to the fact the information will not be available by March in time to report to Committee, and the prioritisation of the work around carbon budgeting which requires to be prepared at this time of the year	Emma Young / Sinclair Laing	Strategic Place Planning	City Regeneration & Environment	5	All	D	Previously scheduled to this Committee for June 2025, this has been moved to September 2025 to facilitate an already very full June Committee Agenda. This is possible because there are no statutory or other drivers for if / when this must be reported.
15	Active Travel to School - Supporting Healthy, Active and Safe Travel	NZET 21/01/25 - to instruct the Chief Officer - Strategic Place Planning to ensure that any travel behaviour change programme for 2025/26 continued to support healthy, active and safe travel amongst children and young people and report back within six months on what steps could be taken to increase uptake of under-utliised interventions such as walking buses or bike trains		Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
16	Cluster Risk Register Reporting	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.		Mark Reilly / David Dunne	Operations / Strategic Place Planning	City Regeneration & Environment	9	N/A		
17	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
18	Roads and Transport Related Budget Programme 2025 - 2026 (Annual Report)	This report is Business Critical to spend the allocated Capital Budget approved at the Council Budget meeting and brings together the proposed roads and transportation programme from the approved Capital Budgets for 2025/26		Neale Burrows	Operations	City Regeneration & Environment	7	N/A		
19	Parking Prohibition Implementation Update	NZET 11/06/24 - to instruct the Chief Officer - Operations to report to this Committee no later than July 2025 on the operation of the pavement parking prohibition and make any necessary recommendations arising from that		Tolu Olowoleru	Operations	City Regeneration & Environment	8	Mobility		
20	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 connsultation 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.		Anthony Burns	Strategic Place Planning	City Regeneration & Environment	8	Mobility		

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21	20mph Speed Limit Proposal (Central/ South)	NZET 11 June 2024 instructed a report be made available to this committee upon the completion of the consultation process needed for the traffic regulation order for the 20mph speed limit in the proposed streets, with or without objections.		Tolu Olowoleru	Operations	City Regeneration & Environment	8			
22	**9 September 2025**									
23	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			
24	Local Heat & Energy Efficiency Stragey (LHEES)	To seek approval on the Council's Local Heat & Energy Efficiency Strategy		Stephen Booth	Corporate Landlord	Families & Communities	1	Buildings & Heat		
25	Air Quality Progress	To update committee members on the annual air quality monitoring results for 2024		Nick Glover	Strategic Place Planning	City Regeneration & Environment	1 and 6			
26	Road Winter Service Plan	To present the Road Winter Maintenance programme every September. NZET 03/09/24 - to instruct officers to highlight any specific changes to the winter maintenance plan in future reports		Paul Davies	Operations	City Regeneration & Environment	8	Mobility		
27	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
28	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)	This report considers objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs).	This report may be withdrawn if no objections are received	Kazah-Ambrang Bagro	Operations	City Regeneration & Environment	8			
29	**18 November 2025**									
30	Council Climate & Nature Annual Report	NZET 12/11/24 - to instruct the Chief Officer - Strategic Place Planning to align the reporting periods and reporting date for both the annual Climate Change and Natural Environment reports and to explore the potential to combine these into a single report. NZET 19/03/25 - to instruct the Chief Officer - Strategic Place Planning to ensure the outcomes of the next steps and progress on any new LNCSs are reported in the annual Climate & Nature Report		Bishnu Bhattarai / Lina-Elvira Back	Strategic Place Planning	City Regeneration & Environment	2 and 4	All		

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31	On Street Electric Vehicle Charging Points	Council Budget 05/03/25 - to instruct the Chief Officer - Strategic Place Planning to work with public and private partners to explore opportunities to deliver on street electric vehicle charging points, and report back to the most appropriate committee no later than December 2025		David Dunne	Strategic Place Planning	City Regeneration & Environment	TBC	TBC		
32	Core Path / Outdoor Access Programme	NZET 19/03/25 - Instruct the Chief Officer of Strategic Place Planning to return to Committee with a three year programme of work for core paths/outdoor access by the end of 2025		David Dunne	Strategic Place Planning	City Regeneration & Environment	TBC	TBC	D	Funding allocation yet to be approved - included as part of the recommendations on the BLE Report to June NZET meeting. Work then requires to be commissioned and undertaken. Expected to be completed and ready to report in Q1 2026.
33	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.	To date, funding has not been secured in 24/25 to enable progress to an outline business case. Officers will continue to pursue funding opportunities during 24/25 and in future financial years.	Ken Neil	Strategic Place Planning	City Regeneration & Environment	8	Mobility	R	A Service Update was circulated in February 2025. Further development of the Network and the next steps for the City will come forward in the revised Local Transport Strategy - REMOVE
34	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
35	**DATE FOR REPORTING BACK TO BE CONFIRMED**									
36	Building Performance Criteria - Energy Efficiency	Council 28/2/22 - to instruct the Chief Officer - Corporate Landlord within the context of available funding, to update the Council's Building Performance criteria to ensure that it is compliant with Scottish Government's voluntary Net Zero Public Buildings Standards for all new build or significant refurbishment projects and to seek funding opportunities to upgrade existing building stock, including all required feasibility assessments to allow the building assets to meet Energy Efficiency Standard for Social Housing (EESH2), or to reduce carbon usage within the portfolio and create pathways to Net Zero, and report back to the City Growth and Resources Committee on progress before March 2023 NZET Committee 20/6/23 - to note that officers would provide an update on the next meeting on item 8 (Building Performance Criteria – Energy Efficiency) which would outline when the work was expected to be undertaken	To note the verbal update at the June 2024 meeting that the building performance policy and standards were currently being updated in accordance with the national standards which had recently been produced and that a report would be presented to a future meeting on progress and any changes which might be required	Stephen Booth / Mai Muhammad	Corporate Landlord	Families and Communities	1	Building, Heat & Infrastructure		

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37	Review of Waste Strategy	NZET 27/03/24 - to instruct the Chief Officer - Operations to report the review of the waste strategy through this Committee starting in Autumn 2024	A draft strategy is currently being developed and is being taken through the corporate governance process. Further work is required to the document before it can be reported to committee. It is therefore proposed that the report will be taken to NZET later in 2025, to a Committee meeting to be confirmed.	Martina Klubal	Operations	City Regeneration & Environment	1	Natural Environment		
38	The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023 - Implementation	Urgent Business Committee 18/12/24 - to instruct the Chief Officer - Operations, should there be no objections received during the statutory consultation period, to make an appropriate Traffic Regulation Order giving effect to the removal of the ban on right turns from Union Terrace onto Rosemount Viaduct or to report back to the Net Zero, Environment and Transport Committee if objections are received during the statutory consultation period		Neale Burrows	Operations	City Regeneration & Environment	8	Mobility	R	Works now complete - REMOVE
39	Draft Local Transport Strategy 2023-2030	NZET 03/09/24 - to instruct the Chief Officer - Strategic Place Planning to develop a refreshed Draft Local Transport Strategy, appendices and supporting documents and report these back to Committee at the earliest opportunity to seek Committee approval for a further period of public consultation		Alan Simpson	Strategic Place Planning	City Regeneration & Environment	8	Mobility		An update on the engagement activities to be used to further develop the Local Transport Strategy is on the Agenda for June Committee meeting. The timings around this strategy mean that Officers expect to report back in 2026, but cannot predict a precise date at this stage due to the uncertain timescales around the Local Development Plan's Gate Check process.
40	Transport Delivery Programme	City Growth & Resources Committee 05/12/19 - to instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital, to develop a prioritised delivery programme of transport interventions (to encompass larger-scale interventions recommended in the Sustainable Urban Mobility Plan (SUMP) and the City Centre Masterplan, as well as projects arising from the recent Roads Hierarchy review and the ongoing Low Emission Zone development process) to inform the Capital budget process and report this programme back to Committee in due course.	Regional Active Travel Network Review (prioritised programme of active travel projects) potentially supercedes this. Recommend holding this item until the Active Travel Network Review is completed and options are put forward to next year's capital plan and external funders.	Nicola Laird	Strategic Place Planning	City Regeneration & Environment	7	Mobility	R	This is a historic instruction from 2019, however the need to develop a delivery or action programme is still sound. It is recommended that this be taken forward through the LTS rather than be reported separately. - REMOVE

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41	Annual Report - Northern Roads Collaboration Joint Committee	To update the Committee on the annual report of the Northern Roads Collaboration Joint Committee	The Northern Roads Colloboration Joint Committee is currently not meeting. A letter is being sent out to neighbouring authorities to establish if there is an appetite to reconvene or cease future committee meetings. Previously another authority chaired and provided support for the committee. This is no longer available. Officers are unable to commit to a reporting date until the appetite of the neighbouring authorities is established.	Neale Burrows	Operations	City Regeneration & Environment	7	Mobility		
42	Aberdeen Hydrogen Integration - Governance	City Growth & Resources Committee 03/2/22 - to instruct the Director of Resources and Director of Commissioning to continue discussions with Aberdeen Heat and Power regarding future opportunities for integrating hydrogen into District Heating and report the outcomes to a future meeting of this Committee	A date for reporting back cannot be confirmed until the ongoing feasibility study is completed	Barry Davidson / Andrew Collins	Commercial and Procurement	City Regeneration & Environment	1	Energy Supply	R	Feasibility Study and Outline Business Case will be presented to Finance & Resources Committee in late 2025.
43	ARI Parking	Net Zero, Environment & Transport 31/10/23 - (i) to instruct the Chief Officer – Operations and Protective Services to report to this Committee on any future impacts arising from the above recommendations or collaboration with NHS Grampian to improve accessibility to the site for patients, staff and visitors; and (ii) to instruct the Director of Commissioning to invite bus operators to a meeting including the Convener and Vice Convener of the Net Zero Environment and Transport Committee, and representatives from each political group, to discuss the impact the changes to the bus services has had on NHS Grampian staff and patients; and instruct the Director of Commissioning to report back to the next appropriate meeting of the Committee on the outcome of the meetings agreed and any potential further steps	There has been no further development on item i). There is currently a planning application in in relation to the Lady Helen car park and discussions are due to begin in relation to ART, therefore it is not possible at this time to confirm a date for reporting back	Mark Reilly / David Dunne	Operations / Strategic Place Planning	City Regeneration & Environment	8	Mobility	R	Planning Permission (Ref: 240336/S42) was granted in April 2025 to formalise arrangements to permit staff access to level 6 and above of the Lady Helen Parking Centre at Foresterhill. Permission was granted on a emporary basis for two years to allow monitoring. Moving forward, Officers will continue to work with NHS Grampian as part of business as usual and also in relation to the Aberdeen Rapid Transit project - REMOVE

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44	Locality Based Approach to Deliver Net Zero	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Strategic Place Planning, in conjunction with relevant stakeholders, to explore options towards developing a locality-based approach to deliver net zero and adaptation, taking into account allied approaches and commitments, such as locality plans, local place plans, 20-minute neighbourhoods, etc., and to begin this process with a pilot reporting both back to Council in or before March 2023	Due to the restructure of the Climate and Environment team and delays in guidance on 20minute neighbourhoods and Local Place Plans associated with the National Planning Framework 4, this work has been delayed and will be reported to a future committee. With the reestablishment of the Net Zero Leadership Board officers are unable to report back until the board considers options for taking this forward.	David Dunne	Strategic Place Planning	City Regeneration & Environment				
45	A92 Haudagain Improvement – Detrunking Settlement	To present the details of the final settlement for the remaining sections of Trunk Road on Anderson Drive / Great Northern Road and Auchmill Road. Contractor working on the Haudagain Improvement for Transport Scotland failed to complete the scheme before 31/3/2022. Although the scheme opened 16/5/22, this means that the earliest the old Trunk Road will be detrunked is 31/3/2023. Officers expect that this report will not come back to committee until May 2023 at the earliest	Information is still awaited from Transport Scotland	Neale Burrows	Operations	City Regeneration & Environment	8	Mobility	R	A report on the detrunking settlement was heard by Finance & Resources Committee on 12 February 2025 - REMOVE
46	**2026**									
47	Citywide implementation of 20mph speed limit	NZET 11/06/24 - (i) to instruct the Chief Officer - Operations to promote the Traffic Regulation Orders for 20mph of those streets located within residential areas identified in Appendix 2 of the report, and on conclusion of the TRO process, with or without objections, report back to this Committee for consideration prior to implementation; (ii) to instruct the Chief Officer - Operations to report to Committee those streets, identified in Appendix 2, meeting the place criteria or linking sections of roads meeting the place criteria which would encourage a more consistent reduction in speed across a wider areas that could be made 20mph under Temporary TROs, reporting the results of an informal public consultation process; and (iii) to instruct the Chief Officer - Operations to bring a report back, working with Police Scotland, in 24 months on the impact and enforcement on vehicle speeds on the roads where 20mph has been introduced	Suggested that report is made at end of 2026 to allow for the operation of the scheme for several months and review could be accommodated within workstreams.	Tolu Olowoleru	Operations	m	8	Mobility	D	This scheme is being delivered in 3 packages with the first being consulted through Aug/Sept/ Oct. The results of the first consultation was reported to January 2025 NZET. The next two areas have been consulted through Mar/ Apr/ May 2025. Reporting back in June 2026 may not be possible as the measures are to be installed by end of 2025, leaving less than 6 months operation citywide. Little data and review can be carried out within these months given resouces available within the team. - DELAYED

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48	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	January 2026	Paul Davies	Operations	City Regeneration & Environment	7	N/A		
49	School Streets Pilot	NZET 21/01/25 - to instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Education and Lifelong Learning and the Chief Officer - Operations, to write to chairs of Parent Councils and Head Teachers to invite applications from suitable schools including secondary schools for a School Streets Pilot, and to report back to this Committee within 12 months with the level of interest received and any proposed next step	January 2026	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		An update on the Active Travel measures around schools is also on the Agenda for this Committee and sets out a recommendation that progress be taken forward by Service Update moving forward. Depending on the decision taken by the Committee on the Activel Travel to Schools report, this item may be removed from the planner.
50	Local Nature Conservation Sites (LNCSs) Review: Phase 2	NZET 19/03/25 - to instruct the Chief Officer – Strategic Place Planning to report back to this Committee with recommendations arising from stage 2 of the LNCSs Review process, in particular the addition of any new LNCSs, by the third quarter of 2026	Q3 2026	Sue Cumming	Strategic Place Planning	City Regeneration & Environment	1 and 8	Natural Environment		
51	South College Street Phase 2 / Riverside Drive Active Travel Improvements	Net Zero, Environment & Transport 27/03/24 - to 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.	Dependent on sourcing external funding to be able to progress. Potential for funding to be in place for 2025/26, in which case likely reporting would be early 2026. Officers are unable to commit to a date for reporting back until such time as funding can be identifed.	Ken Neil	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility	R	No funding has been available to progress this project over recent years. It is proposed to remove the report from the planner until such time that funding does become available to progress - REMOVE
52	Council Climate and Nature Plan Update	To present for approval a Council Climate and Nature Plan as the update to the previous Council Climate Change Plan 2021-2025	Q2 2026	Alison Leslie	Stratgic Place Planning	City Regeneration & Environment	3	All		
53	Net Zero Aberdeen & Aberdeen Adapts Update	To present for agreement the updated Net Zero Aberdeen and Aberdeen Adapts	Q3 2026	TBC	Strategic Place Planning	City Regeneration & Environment	8	All		
54										
55										
56	**SERVICE UPDATES**									
57	Property Level Protection Grants	NZET 03/09/24 - to instruct the Chief Officer - Operations to monitor take up of the grant and report back to the Committee via service update in Spring 2026 ahead of the Budget meeting	Spring 2026	Claire Royce	Operations					

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58	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	January (or nearest committee)	Vycki Ritson	Operations					2025 service update issued on 10 February 2025
59	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. As there are no actions for Committee to approve, it was agreed at NZET on 11/06/24 this this be presented as a service update. NZET 03/09/24 - to note that the Chief Officer - Strategic Place Planning would arrange for officers to circulate a service update to Members		David Dunne	Strategic Place Planning	City Regeneration & Environment			R	A report went to Finance & Resources Committee on 7th May.
60	Place Based Strategy Framework	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to produce an annual service update on the ongoing development of the plans and strategies set ou in the report, noting that this would be in addition to the ongoing reports to Committee on each individual plan and strategy	June 2025	David Dunne	Strategic Place Planning	City Regeneration & Environment				June 2025 Report thereafter as annual Service Update
61	Nature Awareness Campaign	NZET 11/06/24 - to 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	By June 2025	Richard Brough / Gordon McLean	Strategic Place Planning	City Regeneration & Environment				
62	Open Space Audit	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to finalise the reports and circulate via service update		Guy Bergman	Strategic Place Planning	City Regeneration & Environment				
63	Northern Roads Collaboration Joint Committee	NZET 03/09/24 - to note that officers would circulate an update to Members outwith the meeting in relation to the Joint Committee		Neale Burrows	Operations	City Regeneration & Environment				
64	Draft Local Transport Strategy	NZET 03/09/24 - to note the need for a broader representation of the residents of Aberdeen in the responses to the consultation and instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Data Insights to report back to committee via service update the measures in place to increase the response from under-represented groups and to align more closely to the demographic profile of the city		Alan Simpson	Strategic Place Planning	City Regeneration & Environment				An update on the engagement activities to be used to further develop the Local Transport Strategy is on the Agenda for this Committee. Depending on the decision taken by the Committee on the LTS Engagement report, this item may be removed from the planner.
65	Just Transition Colabration Fund (poss. Report to F&R)	To provide Members with an update on the Aberdeen Just Transition Collaboration initiative - a 100% externally funded short-term partnership.	By end 2025/26	Sinclair Laing	Strategic Place Planning	City Regeneration & Environment		Empowerment		
66	Annual Committee Effectiveness Report	Council 16/04/25 - to present the effectiveness reports as service updates at the end of each year		David Dunne	Strategic Place Planning	City Regeneration & Environment				

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Trees and Woodland
REPORT NUMBER	CR&E/25/143
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 recent years.

1.2 The report also gives an update on the council's, sustainability plans, 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;

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; and

2.3 Instructs the Chief Officer - Operations, in consultation with Chief Officer - Strategic Place Planning, to ensure that future tree & woodland planting includes appropriate / equivalent approaches to both i) carbon coding woodlands to support delivery of the Council's Carbon Budget, and ii) applying a tree equity bias to support the reduction of inequalities across relevant communities.

3. CURRENT SITUATION

3.1 Storm Damage Work

3.1.1 The storms of the last four 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 parks, play areas, open spaces, streets, and woodlands have all been impacted. Where required Environmental Services have assisted Education and school estates with their trees.

3.1.3 The Arboricultural team are called out and work in the worst of the storms to ensure trees are made safe and that roads are 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 in 2021.

3.1.4 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 and the final clean ups are now being undertaken. This work will be completed in 2025. Of course, what is unknown is the impact of any future storms.

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. This work will involve officers from Environmental Services and Strategic Place planning.

3.2.3 The next step is for an operational plan to be drawn up with target planting schemes identified. This work is ongoing will be shared with the Net Zero, Environment and Transport Committee in due course.

3.3 **Aberdeen Open Space Audit: 2024 Report**

3.3.1 The work involved in Aberdeen's trees and woodland directly supports the findings and priorities identified in the draft Aberdeen Open Space Audit 2024 Report which was approved at the June 2024 Net Zero, Environment and Transport Committee.

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.

3.3.3 Aberdeen has a variety of blue and green open spaces that are important to our quality of life, benefiting our communities, our environment and our economy. Green spaces can include parks, gardens, playing fields, woodlands, play areas, allotments, and civic spaces and blue spaces include features such as ponds, burns and rivers. They are often combined in features such as rain gardens or Sustainable Drainage Systems (SuDS). Taken together, these features can form important networks of blue and green infrastructure (BGI) for people, wildlife and public services such as active travel routes, wildlife corridors and surface water management systems.

3.3.4 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. 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.

3.3.5 The audit also identified community views on the value of open spaces and this was completed through an Aberdeen Open Space Audit Public Survey giving insights on how people use and perceive Aberdeen's green and open spaces.

3.3.6 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%

3.3.7 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 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 Tree Canopy Cover

Ward	Tree Canopy Cover %
Hazlehead / Queens Cross / Countesswells	27%
Lower Deeside	25%
Kincorth / Nigg / Cove	24%
Dyce / Bucksburn / Danestone	22%
Midstocket / 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%

3.3.8 The findings of the Open Space Audit have an important role to play in 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 41879 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 clear fell)	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
Queens Den	Jan-25	820
Culter bypass(Community Council)	Jan-25	1960
Lovers Walk (restocking after clear fell)	Jan-25	700
Total April 2025		41,879

3.5 **General Tree Work**

3.5.1 The team's focus and priority for the last 12 months has been on dead and dying Elm trees. The team has removed approximately 125 dead Elms over the last year.

3.5.2 Overall, in the last year, the team has dealt with 950 tree related enquiries. All of these enquiries required a tree survey followed by the relevant, required action being added to the team's work programme. A number of other ad-hoc surveys were also carried out. All of Aberdeen's parks have been surveyed.

3.5.3 With the team's focus being on high risk trees it has meant that there is little capacity to undertake other tree work. General tree maintenance and minor works is not being tackled as routinely as it should be.

3.6 **Street Tree Planting**

3.6.1 A commitment to plant new and replacement street trees continues. Street tree planting has been allocated £8000 from the 2025/26 Nature Restoration Funding and this will be used to plant new and replace street trees across Aberdeen in the 2025/2026 planting season.

3.7 **Woodside Wee Forest**

3.7.1 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.

3.7.2 The Woodside Wee Forest is thriving. It is huge success.

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.

3.8 **Natural Environment Strategy**

3.8.1 A refresh of the Natural Environment Strategy, forming one of the 6 enabling strategies under Net Zero Aberdeen, will shortly commence. This will form an overarching strategy for the city over all key natural environment topics, including trees, open space, natural heritage and outdoor access. This strategy refresh will be followed by an associated Spatial Delivery Plan.

3.9 **Council Climate Change Plan**

3.9.1 Work to update the Council Climate Change Plan is due to commence. The current plan covers Council assets and operations. Given the interlinked nature of the climate and biodiversity crises, the planned update will encompass relevant climate and nature priorities for the organisation, in a Council Climate and Nature Plan.

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 and sponsorship.

Over £100,000 of external funding has been accessed since 2023 to fund tree planting and woodland paths projects.

4.4 Nature Restoration Funding is available for 25/26 and part of this fund will be set aside to help with tree planting for the 2025/2026 season. This will include for street tree planting as described above.

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

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	Supports the delivery of Aberdeen City Council Policy through the Council's commissioning intentions, aligned to the LOIP key drivers, and stretch outcomes.
Aberdeen City Local Outcome Improvement Plan 2016-26	
Place Stretch Outcomes	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. 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.
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 Route map 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	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Den Burn Restoration Project – Funding Update
REPORT NUMBER	CR&E/25/061
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Sue Cumming
TERMS OF REFERENCE	1 and 6

1. PURPOSE OF REPORT

1.1 The purpose of this report is to update Members on the funding situation and project status for the Den Burn Restoration Project.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the content of this Report regarding the current challenging external funding climate alongside the various project options explored; and

2.2 Instruct the Chief Officer - Strategic Place Planning to pause the Den Burn Restoration Project indefinitely, while maintaining a watching brief on potential future funding opportunities, and to report back to Committee should any external funding options become viable.

3. CURRENT SITUATION

3.1 The Net Zero, Environment and Transport (NZET) Committee, dated the 20th June 2023 (COM/23/175), recommended that Aberdeen City Council (the Council) and the Scottish Environmental Protection Agency (SEPA) enter into a Memorandum of Understanding to work together to develop the Den Burn Restoration Project, continue to seek additional funding; evolve the project in line with available funding, and report back once funding has been secured.

3.2 Concept Design for the Den Burn was completed in April 2024. Following this stage, the project was directed to investigate and apply to external sources to fully fund the project. The National Lottery Heritage Fund (NLHF) was identified as the best match and an Expression of Interest was submitted in September 2024. After this we received an invitation to submit a full application with feedback that the National Lottery were actively encouraging applications which target natural heritage from Aberdeen and Dundee. In November 2024, the Council applied for National Lottery Heritage Funding (NLHF) of £1.5 million. On the 4th March 2025 the NLHF confirmed that the Council had been

unsuccessful with its application. Feedback from the NLHF confirmed the Council had met the Investment Principles of the fund. The primary reason funding was not secured was regarding competition from other projects. Two additional points were highlighted: NLHF considered the level of resource and staff time for community engagement was a risk to project delivery; and NLHF also stated the project would have benefitted from a higher level of financial support from Aberdeen City Council.

3.3 Funding for the Detailed Design stage using internal sources to compliment secured SEPA funding has been explored. Using funding from internal sources would increase the Council's funding and demonstrate a strong commitment to the Project. See Option 2 for further information.

3.4 Since receiving the news from the NLHF, Council officers convened a workshop with the Den Burn Restoration Steering Group and Project Board to explore project options and subsequent efforts was then undertaken to work these through. The options and outcomes which arose through these processes are set out below:

Option 1: Close the project entirely.
Considered unnecessary and undesirable while there remains merit in the project, even if not immediately deliverable.

Option 2: Undertake Detailed Design while seeking additional funding.
No current viable routes for the required additional external funding can be identified. Therefore, this option is considered imprudent, and unlikely to be supported by SEPA - to continue spending public funds on a project with no immediate prospect for full delivery.

Option 3: Value engineer the project scope for cost savings.
A scope review was undertaken by competent and experienced professionals. No changes were identified which could both result in meaningful savings while meeting the project's and SEPA's objectives.

Option 4: Pause the project indefinitely – until funding is available.
Considered the only viable option in light of no immediately evident external funding.

3.5 It is therefore recommended that the Den Burn Restoration Project be paused indefinitely, including not proceeding with Detailed Design at this time, until such a time as suitable funding for the Project may become available. The Chief Officer – Strategic Place Planning will retain a watching brief for suitable capital funds for full delivery.

4. FINANCIAL IMPLICATIONS

4.1 Based on Concept Design outputs the Project is estimated to cost ~£3M to deliver in total. SEPA have agreed in principle to be a significant funder, in the region of £750-950K, and have prioritised funding for the project through the Water Environment Fund. This funding is time limited. NESTRANS and Bus

Lane Enforcement have also approved funding in principle towards the path works associated with the project.

4.2 The Council secured £250K from SEPA for Detailed Design in 2025/26. This funding can only be used towards Detailed Design for Den Burn Restoration and, as stated in the grant offer letter's terms and conditions, it cannot be transferred to another project. If a suitable match funder cannot be found by September 2025, the funding is required to be returned to SEPA.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications other than those related to funding covered in the section above.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There is no direct environmental implications arising from this report.

7. RISK

7.1 The Den Burn Restoration Project is an active project with SEPA and is prioritised for funding with them. Pausing the project indefinitely will very significantly raise the risk of losing this existing external funding. However, there appear no other choices in the absence of match funding.

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 risk	Approve contents of this report	Low	**Yes**
Compliance	No significant risk	Approve contents of this report	Low	**Yes**
Operational	No significant risk	Approve content of this report	Low	**Yes**
Financial	No significant risk but SEPA funding may need to be returned, however, this funding can only be used towards Detailed Design for Den Burn Restoration, therefore no further	Approve contents of this report.	Low	**Yes**

	financial implications.			
Reputational	No significant risk. Pausing the project may raise some reputational risk. Proceeding through Detailed Design with public funds whilst not having a credible plan to deliver construction would raise more risk.	Approve contents of this report.	Low	**Yes**
Environment / Climate	No significant risk however, the Den Burn will remain in poor ecological condition.	Approve contents of this report. Maintain a watching brief for any potential future funding for delivery.	Low	**Yes**

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	No impact due to pausing the project.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	No impact due to pausing the project.
Prosperous People Stretch Outcomes (Children & Young people)	No impact due to pausing the project.
Regional and City Strategies *Regional Strategies: (i.e. Regional Economic Strategy, Regional Transport Strategy; Regional Skills Strategy)* *City Strategies and Strategic Plans (i.e. Local Development Plan; Local Housing Strategy; Children's Services Plan; Net Zero Routemap for the City)* *Council Strategies (i.e. Medium Term Financial Strategy; Estates and Assets Strategy)*	No impact due to pausing the project.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	Not required

10. BACKGROUND PAPERS

NZET Committee Service Update – 10/06/24
Den Burn Restoration

https://committees.aberdeencity.gov.uk/documents/s158627/DenBurnRestorationJune24.pdf

NZET Committee Report (COM/23/175) – 20/06/2023
Den Burn Restoration – Funding Update. Ref: Item 7
https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=8507&Ver=4

NZET Committee Report (COM/23/024) – 10/01/2023
Den Burn Restoration – Project Continuation. Ref: Item 5
https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=8504

11. APPENDICES

None

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Rapid Transit - Strategic Business Case
REPORT NUMBER	CR&E/25/121
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Kirsty Chalmers
TERMS OF REFERENCE	7,8

1. PURPOSE OF REPORT

1.1 This report presents the Aberdeen Rapid Transit (ART) Strategic Business Case (SBC) for endorsement and makes recommendations on the preferred way forward, including future engagement and the proposed scope of the Outline Business Case (OBC).

1.2 This report also provides an update on the associated workstream being progressed by the North East Bus Alliance to develop a Bus Services Improvement Partnership Plan (BSIP) and the recent bid to the Scottish Government's Bus Infrastructure Fund.

2. RECOMMENDATIONS

That the Committee: -

2.1 Endorse the Aberdeen Rapid Transit Strategic Business Case as provided in Appendix A.

2.2 Endorse the progression of Aberdeen Rapid Transit to a Programme Level Outline Business Case, funded through the City Region Deal, which will further develop the overarching business case and phasing under which individual elements of the scheme can develop.

2.3 Endorse the progression of options 5 and 5A (as set out in Table 2 below) for further development and appraisal through the proposed Outline Business Case.

2.4 Endorse the progression of 'approach 3' in relation to active travel, as outlined in Table 3 of this report, for further development and appraisal through the proposed Outline Business Case.

2.5 Endorse the continued consideration of both Bus Services Improvement Partnership agreements and bus franchising as options for delivery of ART through the proposed Outline Business Case.

2.6 Note that a BSIP agreement provides a delivery mechanism that could support a phased approach to delivery in the shorter term (when compared to bus franchising) and that this would enable partners to capitalise on external funding opportunities and bring in private sector investment.

2.7 Instruct the Chief Officer – Strategic Place Planning to work with the partners of the North East Bus Alliance on a joint network review as a first and critical step in understanding to what extent Aberdeen Rapid Transit can be delivered through a Bus Services Improvement Partnership agreement, and use the outcome of this exercise to inform the proposed Outline Business Case.

2.8 Instruct the Chief Officer – Strategic Place Planning to continue to undertake engagement, as appropriate, with the public and stakeholders on the development of Aberdeen Rapid Transit to inform the proposed Outline Business Case.

2.9 Instruct the Chief Officer – Strategic Place Planning to report back to Finance and Resources Committee on the conclusion of the proposed Programme Level Outline Business Case by the end of 2026/27 financial year.

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 strategic growth corridors and linking key destinations. ART has the potential to support long-term sustainable growth and support local priorities through delivery of fast, frequent, reliable public transport services. It seeks to provide high-capacity and high quality vehicles, that offer journey times competitive to car and a service that is fully integrated into the wider transport network. It would provide transport choice and an attractive, accessible and safe way to travel.

3.2 In market research undertaken in December 2022, 81% of respondents across Aberdeen City and Aberdeenshire stated they thought ART would be 'good' (59%) or 'maybe good' (22%) for Aberdeen, with ART being a good news story for the city region, providing improvements in access to the hospital and airport, and reducing carbon emissions being key reasons for this view.

3.3 Since its inclusion as a flagship project of the RTS, ART also now has national recognition in Transport Scotland's Strategic Transport Projects Review 2 (STPR2) and as a 'National Development' in the National Planning Framework 4 (NPF4). Since the suspension of Transport Scotland's Bus Partnership Fund, the Aberdeen City Region Deal Joint Committee agreed in February 2024 to continue to fund the development of the Business Case for ART until the end of the Deal period in March 2026/27.

3.4 At its meeting on 9th May 2023, this Committee considered the ART Detailed Options Appraisal (which was funded through the Bus Partnership Fund) 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 Services 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 Following completion of the Detailed Options Appraisal and, at the time, still under the governance of the Bus Partnership Fund, it was advised by Transport Scotland that further work on the development of ART should be undertaken through development of a Strategic Business Case (SBC).

3.6 In order to inform the SBC, and in line with point c) above, this Committee agreed in June 2024:

a) 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, be incorporated within the overall ART Business Case development process, rather than continue as standalone projects.

b) 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.

c) to 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 Services Improvement Partnership (BSIP) and Franchise approach, and prior to moving to Outline Business Case.

d) to 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.

e) to 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.

3.7 A preferred network of two cross city ART routes was agreed by Aberdeen City Council's Net Zero, Environment and Transport Committee, Aberdeenshire Council's Infrastructure Services Committee and Nestrans Board in June 2024.

Figure 1 Aberdeen Rapid Transit – Preferred Network

3.8 In relation to active travel provision, at its meeting on 3rd September 2024, the NZET Committee:

a) Agreed that the Kingswells to City Centre via A944 was the most appropriate route for active travel provision from the west and agreed that the route should only extend to ARI at this point;
b) Noted that the Aberdeen Rapid Transit report, which used the A944 as its preferred route, was due to be reported back by the end of the financial year 24/25; and
c) Instructed the Chief Officer – Strategic Place Planning to incorporate the options for active travel provision into the Aberdeen Rapid Transit report to be reported back at the earliest opportunity.

Aberdeen Rapid Transit - Strategic Business Case (SBC) Overview (please see Appendix A for full details)

3.9 The report in Appendix A sets out the SBC for Aberdeen Rapid Transit (ART) which starts from the position that the broad concept of ART has been established through previous workstreams as reported above, and the purpose

of the SBC is to develop this concept into a *preferred way forward* for the purposes of the subsequent Outline Business Case (OBC).

3.10 The SBC draws on and develops the previous works undertaken through the STAG Detailed Options Appraisal of the following Multi-Modal Corridor Studies (MMCS): Ellon to Garthdee, Inverurie to Aberdeen, Westhill to Aberdeen and Laurencekirk to Aberdeen, to provide a single narrative for ART, setting out:

(i) the Case for Investment and the associated objectives of the project;
(ii) an appraisal of the different forms that a bus rapid transit (BRT) scheme such as ART could take;
(iii) the preferred way forward for the proposals into the OBC; and
(iv) an initial view of how the project can be delivered and managed, and the financial and risk landscape in which the project would sit.

The Case for Investment

3.11 One of the main components of the strategic business case is the *Case for Investment* which outlines the current situation presenting a clear rationale for transport intervention, offering a logical objectively supported and evidence-based process for determining how the ART vision, ambitions and intended outcomes could be achieved.

3.12 The Case for Investment draws on and updates the STAG-based Aberdeen Rapid Transit Case for Change (CfC) reported in March 2022, wherein a range of transport problems and opportunities were identified and subsequently the rationale for the development of a rapid transit scheme in line with regional and national transport policy.

3.13 The MMCSs stated in 3.10 above provided detailed consideration of the strategic corridors into Aberdeen and explored the transport problems and opportunities along each corridor. A range of engagement activities were undertaken across the MMCS to inform the identification of problems and opportunities including stakeholder and public engagement activities.

3.14 With stakeholders this included face-to-face meetings, telephone interviews and workshops as well as the issuing of briefing notes. For the public this included focus groups, online engagement and social listening. The outcomes of these activities have also been drawn on to evidence the transport problems as set out within the SBC.

3.15 The outcomes of the various engagement activities, their analysis and commentary with regards to the strategic corridors, enabled development of a concise list of 10 transport problems identified through the SBC process. These are:

- PR1: Poor public perceptions of the bus network and services as a low quality travel option.

- PR2: Insufficient bus service frequencies.

- PR3: Limited cross-city bus connections leading to longer journey times making travel by bus unattractive and acting as a barrier to use for those with mobility issues.
- PR4: Travel times by bus are not competitive with those by car and therefore those with access to a car are much more likely to travel by car.
- PR5: Bus services are not meeting punctuality metrics and punctuality / journey time reliability and service cancellations are a key concern of the public.
- PR6: The current Park & Ride 'offer' is almost wholly ineffective.
- PR7: The quality of on-street and other supporting bus infrastructure is generally poor.
- PR8: Bus fares are perceived to be high and offering poor value for money.
- PR9: Conventional buses offer limited floorspace flexibility and capacity.
- PR10: The level of integration between buses and other forms of travel is limited and inconsistent, including journey information and ticketing.

3.16 Successful city regions rely on high quality public transport provision which can support the delivery of wider social, environmental, planning, social inclusion, carbon, energy and economic aims. In the north east, buses form the backbone of our public transport system, with around 24 million passengers in 2023 compared to only around 820,000 rail passengers, travelling within Aberdeen / Aberdeenshire[1].

3.17 However bus use (passengers) and bus services (bus km) across the wider region have been in decline for the last 20 years and are falling at a time when the direction of national, regional and local policy requires sustained growth. Only 12% of commuting trips in Aberdeen and 3% in Aberdeenshire are by bus[2]. The trend of increasing car use and declining public transport is reducing the ability of the city region to develop as a low carbon economy and place and limiting the realisation of the aims of the City Centre & Beach Masterplan, Local Development Plans and the wider Regional Economic Strategy.

3.18 The root causes of this long-term decline in bus use are linked to the problems listed above and are identified through the findings of the SBC.

3.19 A step change in provision of public transport in and around Aberdeen has the potential to address these problems and reverse the decline in bus patronage, supporting many wider national, regional and local aims and objectives and to help those across the wider region to access employment, education, health and leisure destinations across the city.

3.20 The corridors identified in the ART vision broadly reflect the location of population, jobs, retail and leisure facilities in and around Aberdeen and align well with the highest volume movements into and out of the city and key regional

[1] Source: Scottish Transport Statistics 2024, Table 7.6c.

[2] Source: Aberdeen Rapid Transit Strategic Business Case.

trip attractors. Many of the main land allocations in and around Aberdeen are spatially within the strategic corridors identified for ART with the opportunity for enhanced public transport provision to improve the viability and improve the sustainable access of these development sites.

3.21 For those travelling into Aberdeen from Aberdeenshire, significantly improving public transport provision on these strategic corridors will enhance connectivity to key destinations including the city centre, Foresterhill Health Campus, and Aberdeen University as well as connecting to communities in Aberdeenshire through integration with the wider bus network and park and ride facilities.

3.22 Delivering the bus priority to support ART will also bring benefits for the wider regional bus network with improved journey time reliability on many of the longer distance bus routes into Aberdeen City from Aberdeenshire. These services are often held up when they enter the more congested network of the city and improving priority for these services also, will have particular benefits, not just for those travelling into Aberdeen but also for the many businesses located in Aberdeenshire along these corridors, which would be better connected to potential employees and customers as a result.

3.23 The corridors identified also cover many of Aberdeen's most deprived communities, e.g. Woodside, Middlefield, Tillydrone, Seaton and Mastrick, with opportunities to improve connectivity for people living in these areas.

3.24 Aligning with Transport Scotland's second Strategic Transport Projects Review (STPR2) and reflecting the need for a step change in public transport in Aberdeen two objectives have been set for ART to: address the problems identified above; encourage public transport patronage and uptake; support national climate change targets and the ambitions in the Net Zero Aberdeen Route map; and realising social and economic benefits for the city and region.

- **Transport Planning Objective 1**: Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve inclusive equality of opportunity.

- **Transport Planning Objective 2:** Increase public transport mode share in Aberdeen to support placemaking and the North East's Net Zero ambition.

3.25 In order for ART to achieve these objectives, the SBC has identified a series of design principles, based on a review of best practice and identified key success factors from bus rapid transit schemes elsewhere. They have been developed to ensure consistency across the ART network.

Design Principle	Overarching Guidance
Bus Priority: Maximise bus priority along links and at junctions (with reallocation of road space from general traffic to public transport to facilitate this)	**Dedicated bus lanes** should be in place across the network where possible, with all bus lanes implemented through the reallocation of road space from general traffic lanes with no 'new tarmac'. Hours of operation would ideally be 24hour or could be reduced to cover a shorter period where kerbside waiting and loading provisions are required however they should be operational over a sufficiently long period to provide the feeling of permanence and be less likely to be abused. An effective traffic management enforcement regime should be in place across the network and used to deter non-compliance and support reliability in public transport operations. This should include both parking or moving violations related to the miss-use of bus lanes or bus gates. This should be undertaken by the Council's parking enforcement with on-site patrols or at locations that require continuous monitoring, via CCTV cameras. Where possible, bus lanes should extend to junction stop lines. However, the inclusion / regulation of bus lanes should not be implemented at the deterrent to the urban realm or pedestrian or cyclist safety i.e. through narrowing footways etc. and should take cognisance of business servicing needs. ART vehicles should receive **priority at signals** - using a signalling 'hurry call' and green extensions to reduce / remove the need for buses to stop at signals. The level of priority given at signals should be adaptive to ensure a strict adherence to timetable or service headway i.e. late buses would be given a priority call but those running to timetable would not.
Bus Stop Accessibility: Make bus stops fully accessible and provide safe and attractive waiting areas at bus stops	**Distinctive ART 'platforms' (or significantly enhanced bus stops) to be provided** - to ensure all stops are fully accessibility compliant. Stops would offer an improved and secure waiting environment with appropriate seating and shelters and CCTV surveillance. Level platforms would reduce boarding and alighting times and therefore bus journey times. In addition, all stops would provide secure cycle parking as well as real time and route planning information. The distance between halts for ART services may be greater than for conventional services to improve journey times – recognising that users would likely be prepared to walk further to access faster, more reliable and frequent running services. Stop spacing and location would be required to comply with the Equality Act 2010 to ensure no section of the community would be disproportionally impacted. More detailed discussion on distinctive ART platforms is presented in **Error! Reference source not found.** of the SBC.
Bus Stop Connectivity: Provide good connections to / from bus stops	Walking, wheeling and cycling trips at the start and end of bus journeys should be viewed as part of the overall journey. Ensuring safe, well lit, level, smoothly surfaced and well maintained connections to stops that have effective surface water drainage and include trees and seating to provide shelter and resting places across the ART network is important to **enhance the overall bus user experience**. Convenient and safe crossing facilities should be provided (controlled or uncontrolled) as appropriate to ensure paired bus stops are connected and also support safe and protected access to stops. Bus stops should be located along the corridor to reduce walking distances and thereby maximising catchment areas. New developments along the ART corridors should be designed with high quality walking, wheeling and cycle routes to the closest ART bus stops.
Terminus Points: Easily accessed route terminus points (P&R and mobility hubs)	It is essential that ART network terminus points are **easily accessible** such that they minimise the time required to serve the sites. This should ensure both the bus and general traffic access points are conveniently located off the main corridor but also that these movements have separate and dedicated routes to the bus interchange for ART services and car parking

	for car drivers. This will reduce the interchange time penalty, making the ART services more attractive to use. The development of new mobility hubs would follow recognised guidance, such as Mobility Hubs Guidance[3] and ensure that the hubs are recognisable places with an offer not just connected ART services but other transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. P&R and mobility hubs should be well sign-posted from the wider road network and sites should more visible from the road network to encourage use, with potential variable messaging signs to support their use (e.g. as used in Cambridgeshire[4]). The sites should offer safe and secure parking (bike and car) at all times and the interchange building provide a safe and comfortable waiting environment with good levels of visibility from the waiting area. The building should include a help-point, toilets and separate driver welfare facilities while the site should provide electric vehicle charging points for private cars and ART services (if required), cycle parking and lockers, and with suitable walking, cycling and wheeling links connecting to the site.
ART Routeing: ART services operating across the network would be direct and would not divert off the corridors	Services operating across the ART network, especially for those joining the services at Park & Ride sites / Mobility hubs, are likely to be far more attractive if they provide a **direct service across the network**. Service design needs to therefore incorporate integration of other services enabling the required connectivity and interchange to the ART network.
Cycle Routes: Incorporate cycle route infrastructure where an alternative parallel route is not provided	As noted above, walking, wheeling and cycling trips at the start and end of bus journeys should be **viewed as part of the overall journey experience**, with consideration of these modes incorporated into the ART network where possible. The ART corridors should incorporate a higher level of service for cycling as defined in Cycle by Design[5] where possible. Where this not possible, an attractive alternative parallel route should be provided. Ensuring consistent, direct, and continuous active travel provision is essential and simply providing cycle provision across the ART network where space allows will not facilitate this. A corridor length approach to provision, with a further holistic view of the city wide active travel network is required to ensure connectivity by cycle across the city.
Road Safety and Public Health: Adopt Vision Zero[6] (safety) and Healthy Streets[7] principles	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Healthy Streets is a human-centre framework for embedding public health in transport, public realm and planning. Adopting the Vision Zero and Healthy Streets principles when developing the ART network design should be at the heart of the design process. This applies not only to active travel infrastructure design but to the whole network design to ensure an attractive and safe environment for all road users.
Highways Maintenance: Take cognisance of highway maintenance costs when considering new infrastructure	An overarching design feature of ART is to enable a high level of segregation for ART services. A key feature of this is providing services with priority at junctions, as this is often where most time is lost. Enabling such priority through signal control is more easily achieved through providing a bus lane up to the junction stop line. However, this requires a reconfiguration of junction layouts and new and increased levels of traffic signal infrastructure. The increased junction size and the complexity of the traffic signal control will need an increase to the Council's highway maintenance budget to ensure these junctions operate safely and reliably at all times. For example, there are locations on the ART network where

[3] Document > Mobility hubs guidance

[4] Cambridge to upgrade VMS system | Traffic Technology Today

[5] Cycling by Design | Transport Scotland

[6] What is Vision Zero? | Vision Zero Network

[7] Healthy Streets | Making streets healthy places for everyone

	existing (uncontrolled) roundabouts require conversion to signalised junctions which would increase highways maintenance cost. Furthermore, the designs for ART incorporate cycle routes providing a high level of service for cycling, as defined in Cycling by Design, along or parallel to the ART corridors. Incorporating both bus priority and cycling route infrastructure at junctions further increases the complexity of the traffic signal infrastructure and highway maintenance liabilities. While there are options to reduce highway maintenance liabilities across the ART network associated with bus infrastructure this is less achievable for the infrastructure required to deliver the cycle routes. Using the more conventional approach of setting bus lanes back from junctions, while not providing buses full access to the stop line, does avoid the need for significant road widening and additional traffic signal infrastructure to accommodate and hold left turning traffic next to the bus lane. Cycling by Design does not allow a similar reduction to the level of services for the cycle route because of the road safety implications related to segregated cycle route provision ending and cyclists having to mix with high speed / high flow traffic on the road or pedestrians in shared-use areas. Given the current and likely future constraints on Council highway maintenance budgets the liability impacts associated with the proposed ART infrastructure will be balanced against level of service to ensure the network is affordable to maintain in the future.
Urban Realm: Facilitate a high-quality public realm in urban areas	Of particular importance is the need to balance the level of bus priority with the impact on the urban realm and placemaking, with the principle that ART infrastructure implemented to maximise bus priority should not be at the expense of a safe and attractive urban realm. This recognises that the quality of the urban realm is part of the public transport user environment, and active travel connections to bus stops, and the waiting environment are all part of ART and important in encouraging use of the network. When considering the design of infrastructure across the network, it is therefore important not to consider the 'in vehicle' user experience alone.

Table 1 – Key Design Principles for ART (Table 3:1 in SBC)

3.26 In terms of service delivery, the SBC considers five broad options which deliver all, or elements of the ART Vision alongside six core distinguishing elements of the options which influence connectivity. These are set out in Table 3.5 of the SBC.

	Bus priority infrastructure	Increased frequency	New direct Connections	Reduced stop dwell time	Fewer stops	Changes to underlying bus network
Business as Usual						
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	✓					
Option 2: Enhanced existing commercial services using enhanced infrastructure	✓	✓				
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	✓	✓				✓
Option 3A: As per Option 3 but with vehicle branding and new ART 'halts' with approximately 800m spacing	✓	✓			✓	✓

	Bus priority infrastructure	Increased frequency	New direct Connections	Reduced stop dwell time	Fewer stops	Changes to underlying bus network
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	✓	✓	✓	✓	✓	
Option 5: New ART services and vehicles with revised / integrated existing services	✓	✓	✓	✓	✓	✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	✓	✓	✓		✓	✓

Table 2 Options Appraised through the Strategic Business Case (Table 3.5 in the SBC)

3.27 Option 5 is identified in the SBC as the option that most aligns with the ART Vision and is recommended as the preferred way forward with benefits anticipated at this stage including:

- A 12% increase in public transport trips compared to the future year business as usual (translating to approximately 8,900 people changing mode);
- Improved public transport accessibility to key regional health facilities at Foresterhill, Cornhill and Frederick Street with a predicted increase of 14% in the number of people across the region with access to ARI within 60 minutes by public transport (up to 28,000 additional people). With nearly 225,000 total outpatient attendances at ARI during 2023/24[8] it is a key regional health facility, yet public transport travel times increase sharply only a short distance beyond Aberdeen (for example from Westhill, travel by bus to the health campus can be up to 60 minutes longer than by car).
- Public transport journey time savings of around 32 minutes on a journey between the Airport and a proposed new mobility hub at Portlethen, through the introduction of a direct cross-city service, bus priority and a more limited stopping pattern.
- Journey time and reliability benefits for non-ART buses also operating along ART corridors through provision of bus priority.
- A reduction of over 50,000 daily vehicle kilometres compared to the reference case across the region.
- Improved access to services, employment and education for the people living in the most deprived areas. Just over 65% of Aberdeen's 29 data zones that fall within the 20% most deprived areas in Scotland are within 500m (planar distance) of the proposed ART route. Improved access to services, employment and education can reduce inequalities of outcome in these areas – (a recent study by KPMG on behalf of the Confederation of Passenger Transport evidenced that a 10% improvement in local bus service connectivity is associated with a 3.6% reduction in deprivation[9]).

[8] Public Health Scotland

[9] The economic impact of local bus services, KPMG, September 2024

- Enabling wider development and investment along these corridors - significant development is proposed to the north of Aberdeen at Cloverhill and Blackdog, to the north-west around Craibstone and the Airport, at Maidencraig, Prime Four business park and Westhill to the West and Loirston, Portlethen and Chapelton to the south. In addition, local living and 20 minute neighbourhoods: planning guidance and NPF4 are emphasising the use of brownfield sites for the next 2028 LDPs, and many of these types of sites are on or near the proposed ART corridors.

3.28 For this preferred way forward, the SBC goes on to explore the potential commercial viability of the proposed services across the ART network, the potential delivery pathways, the procurement and contract management of what would be a significant capital investment infrastructure project, and the ongoing management and maintenance of new scheme infrastructure.

3.29 It is recommended that options 5 and 5A be progressed for further development and consideration in the Outline Business Case.

Delivery models

3.30 Bus services in Aberdeen and on the mainline routes in Aberdeenshire are currently delivered almost entirely on a commercial basis with a minimal role for the public sector in the planning and operation of services.

3.31 There are two main mechanisms considered through the SBC for the delivery of ART which would provide an increased degree of certainty over the network and service provision for any investment made in bus infrastructure.

- **Bus Services Improvement Partnership (BSIP) Agreement –** a legal agreement between the Council(s) and local bus operators that sets out the responsibilities and commitments of all parties involved – drawing on experience from delivery of Enhanced Partnerships and BSIPs in England, the BSIP is conventionally used for the delivery of options that are unlikely to cause significant changes to revenue on existing services or significantly impact on existing operators' commercial businesses. As ART does imply both of these things, there is uncertainty as to the extent to which the BSIP model could deliver the full vision for ART as well as the changes required to the wider bus network. It is however a mechanism that is readily available for delivery in the short term with Aberdeen City Council and Aberdeenshire Councils currently developing a BSIP 'Plan' (a requirement of the previous Bus Partnership Fund award) which will provide an over-arching framework for an ART specific 'Scheme'. A BSIP agreement provides a lower level of risk for the councils in terms of on-going revenue risk and would comprise investment from both the public and private sector to deliver. In progressing ART through a BSIP approach, the Councils would however need to consider the extent to which investing under this framework would deliver the intended outcomes under the ART vision with enough certainty. The BSIP concept is consistent with the various transport partnership approaches promoted by the Scottish Government with the SBC identifying that it is unlikely to face resistance or legal challenge from bus operators. Key decisions relating to their commercial businesses remain largely in the

control of the operators. Appendix K of the SBC provides examples from the West Midlands (Birmingham Sprint), Bristol (Bristol Metrobus) and Portsmouth as examples of successful partnership working to deliver ambitious bus improvements.

- **Through a Bus Franchising Framework** - under which the local authority would have the power to determine and control all bus services in and around Aberdeen. This fundamental change in the planning and delivery of bus services would be a complex, time-consuming and likely costly process which will require to consider the bus network as a whole across the city and potentially the wider region (timescales for delivery of up to 7 years with establishment costs in the range of £4m-£20m). No franchising scheme has been implemented to date in Scotland, although schemes are in place and being developed in England. The management, expertise and administrative effort required by the Council(s) to comply with the provisions of the 2019 Act, the potential operator opposition, and the likely need for the Council(s) to take on the financial (revenue) risk of all services operating within the franchise area (and potentially beyond if there are knock on implications for the commercial viability of services outwith a franchised area) mean that franchising, while feasible, is still a major and largely unproven undertaking within the Scottish context. The franchising model introduces new costs and financial risks for a local authority, including those incurred in set-up and ongoing management. The case for franchising would need to be made separately to the ART Business Case and on the benefits that it could bring to the bus network as a whole. It does however provide a delivery mechanism that provides certainty and control for the Council(s) over all aspects of delivery, albeit with potentially significant revenue cost implications and liabilities. Appendix K of the SBC provides further background on franchising schemes being implemented in Liverpool and West Yorkshire.

3.32 The North East Bus Alliance (which is an independently chaired partnership of Nestrans, Aberdeen City Council, Aberdeenshire Council, First Bus and Stagecoach) are supportive of the BSIP approach and have submitted a letter outlining the partners commitment to work together to further explore what can be achieved through a BSIP delivery mechanism. This letter is provided at Appendix B to this report.

Infrastructure costs and phasing

3.33 During the STAG Appraisal work, an estimate of construction cost was made for ART as defined at that time. This estimated the cost at approximately £215m in 2021 prices. The SBC has reviewed and updated this construction cost estimate with updated costs derived from the designs for bus and active travel provision generated through the four MMCS which looked for transformational options for the four radial corridors on which ART is proposed.

3.34 This work has identified a range of costs, depending on the specification of the scheme, varying from £167m to deliver bus priority infrastructure alone, to £323m to deliver bus priority and fully segregated cycle provision along the full length of the ART network. The higher end of this range reflecting the need for

road widening and significant junction alterations to be able to accommodate both bus priority and segregated cycle provision along the full length of the ART routes.

3.35 There are a number of factors that have also influenced this revised cost range including:

- More detail emerging from the option development undertaken through the multi-modal corridor studies and addition of options for those parts of the ART network that were not covered by one of the corridor studies;
- Construction cost inflation of around 25% between previous cost estimates in 2021 and revised costs in 2024; and
- Inclusion of cost estimates for construction of mobility hubs.

3.36 In moving to OBC it will be important to further define how improvements to active travel provision can be integrated into the design of ART in a way that contributes to delivery of the ambitions of the Regional Active Travel Network. In order to do this, the SBC has considered three different approaches and recommends that approach 3 is taken forward to OBC to provide a scheme that integrates active travel into the designs, maximises opportunities for gaining external funding through a variety of channels, whilst also providing a scheme which is value for money and meets the objectives of ART.

3.37 It is expected therefore that the cost for approach 3 would lie within the cost range identified above with designs further developed along these principles through the OBC. Further design work would determine where bus priority and cycle provision should be implemented together because it is best value, or designs are developed far enough to future proof for improvements to active travel at a later stage.

Approach	Consequences
Approach 1- Continue with current corridor designs: expand the OBC to include quantified cycling benefits, reflecting the aims of the MMCS, aim to provide segregated cycle along much of the ART routes in addition to bus priority; to include the costs and benefits of ART and the full ambition for active travel proposals	Delivery will likely require road widening in places, significant junction modifications and compromises in terms of the pedestrian environment, in order to accommodate the infrastructure for both active travel and ART. In some places bus journey times / reliability may be compromised in order to deliver segregated cycle provision. Scheme costs will be higher and even with active travel benefits taken into consideration, a low Benefit to Cost Ration (BCR) is likely
Approach 2 - Separate ART and Cycling OBCs: Continue with current corridor designs – but split out and set aside the cost increment associated with the cycling provision as currently configured; continue with ART OBC on the basis of the costs associated with the bus priority only; will require a more detailed analysis of a 'hypothetical cost' of a bus priority only scenario	ART attributable scheme costs significantly reduced leading to improved BCR for ART; would require separate business case and funding for the integral active travel proposals; this may be impractical as both elements would require to be constructed at the same time; overall scheme costs will be high
Approach 3 - Progress corridor designs to maximise benefits for active travel while prioritising ART: Further develop corridor designs in line with the updated ART TPOs and the transport supply side measures that have been identified as required to meet these objectives. Under this approach, public transport movements would be prioritised over other modes, segregated cycle provision would be accommodated where current roadspace allows but cyclists may have to	Increased certainty for ART as bus journey times and reliability prioritised on ART corridors. Active travel provision continues to be integrated into ART designs and incorporated into the business case but a lower level of intervention and therefore cost, leading to improved BCR and deliverability for the project as a whole.

Approach	Consequences
mix with motor traffic where space is constrained. This approach is in line with the Regional Active Travel Network (RATN) principles for Primary Mixed Traffic Streets and Secondary Streets. Alternative provision for cyclists on parallel corridors and integration of ART corridors into the wider active travel network, will be considered through the development of the RATN.	

Table 3 Approaches to OBC

3.38 Consultation with Transport Scotland was undertaken on the draft SBC and their recommendation in relation to the consideration of active travel is that "*a programme-level business case that considers ART alongside active travel measures is strongly recommended to reduce the risk of funding not being made available for an 'ART-only' project that does not have a sufficiently high strategic fit".* Further consultation will be undertaken with Transport Scotland, relevant stakeholders and the public on how to best integrate active travel provision into ART as designs progress.

3.39 The proposed ART infrastructure (road space reallocation, junction and signalling changes, new Mobility Hubs, road widening, technology implementation to enable bus detection to provide priority at signals etc.) across the full network is a significant infrastructure project, and its implementation will need to be iterative and coordinated to realise scheme benefits as the whole network is established.

3.40 Recognising this, the infrastructure proposals across the network have been considered in terms of their benefits, risks and costs, and through discussion with local bus operators, the various elements of the proposed infrastructure (at a broad level) have been allocated into foundational, early implementation, and full implementation measures. These are discussed below. This is an initial consideration of the infrastructure and how its implementation could be phased. Note that the measures listed below could be implemented on a corridor by corridor (or ART line by line) basis, to minimise construction disruption and target priority locations first. These are summarised below and discussed further at section 6.4.38 (Project Phasing) of the SBC report- Appendix A.

- **Foundational measures (0-2 years)**: are 'quick win' measures which provide benefit and set the scene across the network for the longer term ART intentions.
- **Early implementation measures (2-5 years)**: provide further works to enable bus priority across the full ART network with associated junction reconfigurations.
- **Full implementation (5-10 years)**: full scheme implementation - including new ART services operating from established Mobility Hubs, with branded, and (potentially depending on the option chosen) new vehicles operating out of new depots and serving new platforms with rationalised stops across the network.

Vehicles

3.41 The preferred way forward includes new tram-style vehicles with an approximate cost at this stage of £30.2 million (2024 prices) for 36 new 18m electric articulated vehicles (recognising that the most appropriate vehicle and fuelling type will require further consideration at OBC stage). The financing of new vehicles, and by whom, also needs further consideration as the ART scheme and the delivery mechanism become clearer. The appraisal shows clear benefits to the reliability and journey times of services through the use of multi-door vehicles and discussions with Translink in Belfast highlight the importance of the vehicle as a part of the brand and image of the service as separate to the wider bus network. Recognising however, the costs and risks associated with such new vehicles (including the requirement to upgrade depot facilities and revenue protection considerations), option 5A is also recommended to be progressed to OBC which would see ART operate with more conventional high quality, branded vehicles.

Commercial viability

3.42 A key issue for ART is (i) whether ART services could operate on a commercial basis or whether they would require subsidy, and (ii) whether the rest of the of the city's services and impacted Aberdeenshire services could operate on a commercial basis or whether they would require subsidy. The scale of any subsidy requirement will clearly be a key issue for the public sector and the potential delivery pathways for ART, and the commercial position with respect to ART and the supporting network will likely influence operators' willingness to engage through the two delivery models.

3.43 Under the preferred way forward, the SBC recognises that alterations would need to be made to the wider bus network but that a re-considered city-wide bus network, incorporating ART, could be introduced with a net-operating surplus i.e. without revenue support. This conclusion is based on analysis of the initial modelling, and detailed analysis of the revenue impacts will need to be undertaken at the OBC stage to provide confidence in the likely revenue impacts for services across both Aberdeen City and Aberdeenshire.

Implications for wider workstreams

3.44 ART cannot be considered in isolation, in order to maximise its potential benefit, it needs to be integrated with and supported by the wider policies of the Local Transport Strategy in the following key areas:

- **Development of the active travel network -** to ensure that active travel provision on ART corridors is integrated with the development of the wider active travel network and where it is not possible to provide suitable segregated cycle provision on ART corridors, that this be considered on appropriate parallel routes through the implementation of the Regional Active Travel Network.

- **Supporting traffic demand management measures** - Consultation with the Birmingham Sprint scheme and Bristol Metrobus network teams

as set out in **Error! Reference source not found.**of the SBC noted that supporting measures adopted alongside the schemes were significant in increasing bus patronage. A sensitivity test was included in the appraisal to test the potential impact of such measures with the analysis identifying enhancements to the benefits of ART in terms of mode shift and carbon reduction as a result. Whilst specific mitigation measures to address any adverse impacts on the road network as a result of ART will need to be designed into the scheme, wider supporting measures such as changes to parking policy or wider traffic demand management should be considered in the wider economic context of the city region and considered as part of the development of the Local Transport Strategy.

Progression to and scope of the Outline Business Case

3.45 On conclusion of the SBC, it is recommended that Options 5 and 5A, which represent the full ART vision, are further considered through the Outline Business Case.

3.46 Further work at OBC stage is required to determine greater detail around the phasing, the benefits that could be realised with each phase and the appropriate delivery mechanism for each phase. Given the extent of the design work required (over approximately 50km of carriageway, covering works at over 70 junctions, and with three new Mobility Hubs), place making, modelling, advisory work, communications, legal inputs and, potentially, site investigation works, developing the OBC could have a significant cost.

3.47 The SBC highlights that there may be benefits in adopting a programme-level approach to the development of the OBC, i.e., a Programme Level OBC. By doing this, ART would be treated as an overarching programme that would be the umbrella under which individual projects develop. At programme level, the OBC would seek to further develop the review of the network and determine the preferred delivery pathway for ART, including any potential phasing.

3.48 Treating the OBC stage as a programme would also present a benefit with regards to the costs of the next stage. This is because workstreams like site investigations and detailed designs would only be required once individual projects progress and not as part of a Programme Level OBC. Given the funding envelope currently available through the Aberdeen City Region Deal until the end of the 2026/27 financial year, it is recommended that this approach be adopted for the OBC.

3.49 Following this Committee, the SBC will also be reported to Aberdeenshire Council's Infrastructure Services Committee and Nestrans Board in June 2025 for noting and endorsement. A report will then be submitted to the City Region Deal Joint Committee in September 2025 for approval of the SBC and recommendations on the scope of the proposed OBC, taking into consideration the decisions of the two Councils and Nestrans. The OBC will be reported back to the City Region Deal Joint Committee for noting before the end of financial year 2026/27, along with recommendations on the pathway for delivery beyond the end of the Deal period. It is expected therefore that a report on the OBC will also be reported back to Aberdeen City Council's Finance and Resources Committee within this timeframe.

Engagement & Communications

3.50 As identified in 3.6 (e) above, in June 2024, this Committee agreed to further engagement, as appropriate, with the public and stakeholders on the development of ART to inform the Strategic Business Case. StreetsUK have now been appointed to support this work and to develop and implement a more detailed and intensive communication and engagement plan to support the project going forward.

3.51 Engagement with key stakeholders is ongoing with a number of key stakeholders expressing their support for the project. An elected member event was also held on 26th May 2025 providing an opportunity for elected members across both Aberdeen City and Aberdeenshire to hear more about the ART project and to hear from the Head of Strategic Network Design & Business Change at Translink, on the benefits that the Glider is bringing to Belfast. The presentations and responses to the questions raised in discussion will be shared with all elected members following the event.

3.52 As noted above, the SBC will be reported to the Aberdeen City Region Deal Joint Committee in September 2025, and following this a period of more formal public and stakeholder consultation will be undertaken. This will focus on ongoing awareness raising of the project and pro-actively seeking public and stakeholder views on the outcomes of the SBC including:

a) the options being progressed to OBC, including the proposed network and preferred routeing;

b) the identified critical success factors;

c) potential impacts to the underlying bus network; and

d) priorities to inform phasing.

Bus Services Improvement Partnership (BSIP) and Bus Infrastructure Fund Update

3.53 As reported to this Committee in March 2025, the North East Bus Alliance has commenced development of a region wide Bus Services Improvement Partnership Plan, in line with the requirements of the previous Bus Partnership Fund, which will set out the priorities of all partners, for improvements to the bus network across the region. In order to be adopted a BSIP Plan must be accompanied by a specific Scheme and the March 2025 report also discussed and agreed five potential initial schemes, which are felt to be deliverable within the short term and would enable the wider BSIP Plan to be adopted:

- Scheme A – Expanding the programme of investment in live vehicle tracking and Real Time Passenger Information (RTPI), enhancing provision of both at-stop and on-vehicle digital and audio information, ensuring consistency and accessibility of information across all bus operators.

- Scheme B – To coordinate the dates on which service timetables change.
- Scheme C – Vehicle standards on local bus services, such as engine emission standards, provision of CCTV, the fitting of automatic vehicle location (AVL) technology.
- Scheme D – A Customer Charter setting out what people can expect in terms of services and how to raise concerns if they feel partners have failed to meet their expectations.
- Scheme E – A joint operator/Local Transport Authority Network Review to identify opportunities for enhancing service provision for passengers and identify how ART could be delivered in partnership as part of a revised bus network.

3.54 The Bus Alliance continues to work to develop a draft Plan and Schemes based on the above and is seeking further guidance from Transport Scotland's Bus Regulation Team on a number of issues, prior to formal guidance being published.

3.55 Funding through Transport Scotland's Bus Infrastructure Fund for 2025/26 has been sought to support the implementation of Scheme A along with three other bids designed to enable ART and enhance accessibility of the bus network. The table below provides a summary of the bids that were submitted on Tuesday 22nd April, on behalf of the North East Bus Alliance.

	Bus Infrastructure Fund Bid	**Cost**
1	Urban Traffic Management Control system upgrade for bus priority • *to enable bus priority through traffic signals*	£500,000
2	St Machar Drive / King Street junction upgrade to signals: • *Funding for 2025/26 to review and update the designs to include priority for buses through the junction as well as active travel and safety improvements.*	£500,000
3	Real Time Passenger Information (RTPI) Improvements: • *Upgraded RTPI displays for stops on Union Street;* • *Upgrade of Aberdeen Bus Station RTPI infrastructure including smart summary screens and e-paper timetables at all 12 stances* • *Bridge of Don P&R new RTPI totem and e-paper timetable and displays at stops on the main carriageway.* • *Aberdeen Airport RTPI e-paper displays* • *New RTPI displays at stops on the Buchan corridor and at some remote village locations across Aberdeenshire.*	£780,000
4	Aberdeen Bus Station Accessibility: • To *trial NaviLens, a solution that leverages a user's personal device to provide transport information, journey planning and wayfinding assistance to any user (particularly visually impaired users) of*	£260,000

	Aberdeen Bus Station, and surrounding interchange points at Aberdeen Train Station and the key interchange bus stops on Guild Street.	
Total Bid		**£2,040,000**

3.56 The outcome of this bid will be reported to this Committee once a decision from Transport Scotland is received.

4. FINANCIAL IMPLICATIONS

4.1 Between 2021 and the end of March 2024, the Aberdeen Rapid Transit project, including the appraisal of routeing options was funded through Transport Scotland's Bus Partnership Fund (BPF). As reported to this Committee in March 2024, the BPF has been suspended however funding has been secured through the City Region Deal for financial years 2024/25 to 2026/27 to continue to progress the business case development for ART under the Strategic Transport Appraisal workstream. The report recommends progressing to a Programme Level OBC, recognising the funding envelope available through the ACRD allocation to 2026/27.

4.2 The SBC sets out the high level costs of delivering ART (section 5.2 of Appendix A) as well as potential future funding streams for delivery (section 5.7 of Appendix A). The costs and potential funding sources will be further refined and explored in the OBC.

5. LEGAL IMPLICATIONS

5.1 The SBC states that the two main mechanisms provided by the Transport (Scotland) Act 2001, as amended by the Transport (Scotland) Act 2019, which could be used to deliver ART are BSIPs and bus franchising.

5.2 There are no direct legal implications for the Council arising from the recommendations of this report which recommends that these issues be explored further through the OBC. Detailed legal input about the potential mechanisms (i.e. BSIP and bus franchising) to deliver ART will be sought as the OBC is progressed.

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 ART may have environmental implications, and these will be captured in future assessments as designs develop and reported to Committee as the project moves forward 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) *taking into account controls/control actions	*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. Development of the Business Case considers costs and risks for delivery of the proposals.	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. Regular reporting to the City Region Deal Transport Working Group on progress.	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 what can be delivered through partnership working. Letter of support from the Bus Alliance appended to this report.	Medium	**Yes**
Financial	Risk that delays to the programme impact on the Councils	Funding secured from the CRD until the end of the 2026/27 financial year.	Medium	**Yes**

	ability to maximise funding secured through the City Region Deal.			
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 as well as a programme of communication and engagement to support the development of the project.	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**	The proposals within this report support the delivery of the following aspects of the policy statement: - *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.* *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.*
Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	*The proposals within this report support the following Prosperous Economy Stretch Outcomes:* • *02 – 74% employment rate for Aberdeen City by 2026 by improving connectivity and public transport access to employment destinations.*
Prosperous People Stretch Outcomes	*The proposals within this report support the delivery of Children & Young People Stretch Outcomes:* • *10 - Healthy life expectancy (time lived in good health) is five years longer by 2026 and* • *13 – Addressing Climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting the impacts of our changing climate.* *ART aims to encourage mode shift from private car to active travel and public transport increasing the number of people travelling actively and reducing emissions from transport.*
Prosperous Place Stretch Outcomes	*The proposals within this report support the delivery of a Prosperous Place Stretch Outcomes:* • *13 – Addressing Climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting the impacts of our changing climate.* • *14 – Increase sustainable travel: 38% of people walking; 5% of people cycling and*

	wheeling as the main mode of travel and a 5% reduction in car miles by 2026. *ART aims to encourage mode shift from private car to active travel and public transport increasing the number of people travelling by sustainable modes, and reducing car trips and car miles travelled.*
Regional and City Strategies	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. 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. 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. 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. The proposals contribute to the Regional Economic Strategy, in particular objectives to regenerate our city centre and towns to become vibrant and attractive places to live work and invest; to develop infrastructure for commuter, visitor and freight transportation – nationally and internationally; to improve deployment of low carbon transport in the city and urban areas, through active travel networks; and To improve access to / around Aberdeen International Airport.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Previous Integrated Impact Assessment relating to Aberdeen Rapid Transit has been reviewed and updated
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 Links to previous reports and documentation on the ART project are provided here:

- Nestrans Project Documents - Aberdeen Rapid Transit
- NZET Committee - Tuesday, 9th May, 2023 [Item 13 - Aberdeen Rapid Transit Options Appraisal]
- NZET Committee - Tuesday, 11th June, 2024 [Item 11 – Aberdeen Rapid Transit-Recommended Network Routeing]

11. APPENDICES

11.1 Appendix A - Aberdeen Rapid Transit - Strategic Business Case Report.

11.2 Appendix B – Letter from the Chair of the North East Bus Alliance

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Aberdeen Rapid Transit
Strategic Business Case

On behalf of **Nestrans**

Project Ref: 12345/001 | Rev: AA | Date: March 2025

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Date: **April 2025**

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Revision	Date	Description	Prepared	Reviewed	Approved
1	22/03/25	Revised Draft	ES / SL / CGT	SL	ES
2	25/04/25	Final Report	ES / SL / CGT	SL	ES

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Executive Summary

Overview

This Strategic Business Case (SBC) report sets out the process undertaken to develop the conceptual proposals (the 'ART Vision') as promoted in RTS:2040 and encapsulated in Transport Scotland's STPR2 Recommendation 13 to a point where a *preferred way forward* is identified for more detailed scheme development and appraisal in an Outline Business Case (OBC). The SBC is a gateway document seeking approval from decision makers to proceed to the OBC.

Why is ART needed?

The vision for the North East of Scotland, as articulated in the Regional Economic Strategy is for '*a regional economy that enables us to thrive. It is leading a just energy transition, diversifying our economy, enabling entrepreneurship and innovation, and delivering a wellbeing economy for our people – a post fossil-fuel future*.' It seeks to achieve this through a thriving, innovation driven economy, an outstanding natural environment, a healthy and skilled population and a strong community and cultural identity.

The economy of Aberdeen and Aberdeenshire has been negatively affected by the move away from oil and gas in recent years and is now in a period of 'just transition' to a more broad-based economy. A reimagining of the region and Aberdeen city centre in particular is a key part of this transition and a range of developments are planned, through the City Centre and Beach Masterplan (CCBMP), to reposition the city centre as a key regional centre for culture, retail, leisure and tourism.

More broadly, local and national targets for net-zero require significant decarbonisation of our transport systems as well as a reduction in vehicle kilometres travelled. Improving the health and well-being of our population and reducing inequalities are also key to delivering the vision of the Aberdeen City Council Local Outcome Improvement Plan vision of Aberdeen as '*a place where all people can prosper*' and Aberdeenshire Council's priorities for reducing poverty, health and wellbeing, and connected and cohesive communities. Successful city regions rely on high quality public transport provision which can support the delivery of these wider social, environmental, planning, social inclusion, carbon, energy and economic aims. In the north east, buses form the backbone of our public transport system, with around 24 million passengers in 2023 compared to only around 820 thousand rail passengers[1] travelling within Aberdeen / Aberdeenshire.

The Regional Transport Strategy sets a target of 50% of journeys to be undertaken by sustainable modes by 2040. The CCBMP also includes proposals to reduce the car-dominance of the urban realm in the city centre, so the provision of high quality, sustainable connectivity to the city centre is an essential component of the plan. Improved connectivity in this way will encourage and enable people from across the region to use and visit the city centre more, increasing footfall and hence supporting the viability of new city centre enterprises.

However, bus currently accounts for only 12% of commuting trips in Aberdeen and 3% in Aberdeenshire. Whilst road traffic levels have grown, bus use (passengers) and bus services (bus km) across the region have been in decline for the last 20 years and are falling at a time when the direction of national, regional and local policy requires sustained growth. The trend of increasing car use and declining public transport is reducing the ability of the city region to develop as a low carbon economy and place, limiting the realisation of the aims of the CCBMP, Local Development Plans and the wider Regional Economic Strategy. The root causes of this long-term decline in bus use have been identified through this SBC as being around: service frequencies, limited cross-city connectivity, long journey times, poor punctuality and reliability, the quality of park and ride options, the standard of bus stop and other infrastructure, the level of fares and the integration of services.

[1] Scottish Transport Statistics 2024, Table 7.6c

A step change in provision of public transport in and around Aberdeen has the potential to reverse this decline, supporting many wider national, regional and local aims and objectives and to help those across the wider region to access employment, education, health and leisure destinations across the city.

In response to the issues set out above, two Transport Planning Objectives (TPOs) have been set for ART as follows:

- TPO1: Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve equality of opportunity
- TPO2: Increase public transport mode share in Aberdeen to support placemaking and the North East's Net Zero ambitions

What is the Preferred Way Forward?

The SBC has evidenced that the *preferred way forward* for ART is as follows:

- Two cross-city lines serving the major destinations across the City and into Aberdeenshire, operating on-street north-west to south and west to north, serving the length of Union Street and Union Square with seamless interchange between the two lines, operating with a turn-up-and-go frequency across a long operating day
- Extensive bus priority over general traffic to deliver fast and reliable journey times, primarily through the allocation of a lane of traffic to buses and signal priority at junctions
- New multi-doored zero-emission tram-style vehicles providing improved comfort and passenger security, accessible level boarding and more flexible floorspace for wheelchairs ,buggies, luggage etc.
- High quality mobility hubs to provide a step change in interchange opportunities for those travelling from Aberdeenshire or further afield
- Off bus ticketing to reduce boarding and alighting times, delivering fast and reliable journey times
- High quality, more secure halts placed at key locations but with longer distances between halts to deliver fast and reliable journey times
- Real time information and simplified ticketing to make travel by ART as accessible and straightforward as possible
- A review and adjustment of the wider bus network in the context of new ART services will also be required, providing a fully integrated and effective service where connectivity is improved or maintained for all residents of Aberdeen and Aberdeenshire

Through these key elements, ART will deliver a significant step change in the quality of public transport in and around Aberdeen.

Ten service / route / terminus point permutations (informed through engagement and modelling) were analysed to determine the best routes for ART. The current recommended network is shown opposite.

Taken together, the proposed ART network runs over approximately 50km of carriageway, covers works at over 70 junctions, and the construction of three new Mobility Hubs.

What benefits will ART Deliver?

The ART proposals were developed in response to a range of problems with the current public transport 'offer' in and around Aberdeen which were identified through the RTS:2040 development process and other supporting workstreams.

The table below sets out these problems together with how it is anticipated that ART will address them.

Problem Description	Benefit of ART
There is a perception amongst many that current bus services are a **low-quality** travel option	ART would address the problem through the provision of a high quality, comfortable, contemporary and effective means of transport
There can be long **wait times** at bus stops	ART would address this with a consistent, frequent and understandable service pattern across the day, with services anchored at Park & Ride sites. Bus priority measures would provide much improved punctuality, preventing bunching of buses.
Limited **cross-city bus connections** leading to longer journey times making travel by bus unattractive and acting as a barrier to use for those with mobility issues	ART would significantly improve this by providing high frequency cross city connections and convenient interchange to the other key corridors
Travel times by bus are not competitive with those by car and therefore those with access to a car are much more likely to travel by car	ART services would significantly reduce bus journey times through extensive bus priority measures along the corridors, longer distances between halts (so fewer stops) and the use of off-bus ticketing to reduce dwell times at halts
Punctuality / journey time **reliability** and service **cancellations** are a key concern of the public	ART would address this through greater consistency of journey times and higher frequency services
The current **Park & Ride** 'offer' is ineffective and under used	ART would see a substantial improvement through redeveloped P&R / new mobility hub sites and high frequency, reliable services

Problem Description	Benefit of ART
The quality of **on street and other supporting bus infrastructure** is often poor	ART would address this by providing a consistent, high-quality service across the city's main corridors – secure and sheltered bus halts, real time information, level boarding etc.
Bus **fares** are perceived to be high and offering poor value for money	ART could address this by controlling fares and improving ticketing as part of a wider reform of bus operations around Aberdeen
Conventional buses offer limited **floorspace flexibility and capacity**, and there are some **security concerns** with double-deckers	ART would provide large single decker, low floor tram style vehicles with flexible floorspace for standing, prams, wheelchairs, luggage etc.
The level of **integration** between buses and other forms of travel is limited and inconsistent, including journey information and ticketing	ART would provide a service which is designed to be fully integrated with other modes across the city and could offer integrated ticketing across operators and modes

Connectivity analysis has confirmed that the faster journey times and frequent cross city services would reduce public transport journey times to a range of key destinations, providing new opportunities for many and some of Aberdeen's more deprived communities in particular, to more easily access employment / education / training opportunities, healthcare etc.

Earlier modelling work confirmed that the preferred way forward would generate **significant quantifiable benefits** to existing bus users and increase the number of people using public transport through people switching from car to ART. These outcomes would support Net Zero ambitions and have the potential to return a positive benefit to cost ratio.

This modelling at that stage also showed that the level of bus priority modelled and the associated reallocation of roadspace may cause some **traffic re-routeing** away from ART corridors – the minimisation and mitigation of any identified adverse impacts as result of this will be a key issue as the designs are refined.

The SBC has also identified that supporting measures that further **manage the demand for car travel** would improve the predicted benefits of ART in terms of greater public transport use, reducing vehicle kilometres and greenhouse gas reductions. Further work will need to be carried out, within the context of the Local and Regional Transport Strategies and the wider regional policy framework, to identify and assess the most appropriate solutions for the North East in terms of managing the demand for car travel to support wider policy objectives.

How might ART be delivered?

Bus services in and around Aberdeen are currently delivered almost entirely on a commercial basis with a minimal role for the public sector in the planning of services. The risk associated with any approach to the delivery of ART where there is substantial public expenditure on bus infrastructure, without guarantees that the current bus market alone would deliver the required service, ticketing and quality enhancements, makes this approach unacceptable. A change in the way that bus services are planned / delivered in and around Aberdeen will therefore be required, bringing a range of delivery complexities.

Two main mechanisms have been considered which could be used to deliver ART (and any changes to the wider bus network), both of which use powers made available through the Transport (Scotland) Act 2019. These are:

- Through a **Bus Services Improvement Partnership (BSIP) Agreement –** a partnership with bus operators – drawing on experience from delivery of Enhanced Partnerships and BSIPs in England, the BSIP is conventionally used for the delivery of options that are unlikely to cause significant changes to revenue on existing services or significantly impact on existing operators' commercial businesses. As ART does imply both of these things, there is uncertainty as to the

extent to which the BSIP model could deliver all or parts of the full vision for ART as well as the changes required to the wider bus network. It is however a mechanism that is readily available for delivery in the short term with Aberdeen City Council and Aberdeenshire Councils currently developing a BSIP 'Plan' – this will provide the over-arching framework for an ART specific 'Scheme'. In progressing ART through a BSIP approach, the Council would need to consider the extent to which investing under the framework of a partnership would deliver the intended outcomes under the ART vision with enough certainty.

- Through a **Franchising Framework** - under which the local authority would have the power to determine and control some or all bus services in and around Aberdeen. This fundamental change in the planning and delivery of bus services would be a complex, time-consuming and likely costly process which will require to consider the bus network as a whole across the city and potentially the wider region. No franchising scheme has been implemented to date in Scotland, although schemes are in place and being developed in England. The management, expertise and administrative effort required by the LTA (Local Transport Authority) to comply with the provisions of the 2019 Act, the potential operator opposition, and the likely need for the LTA to take on the financial (revenue) risk of all services operating within the franchise area (and potentially beyond if there are knock on implications for the commercial viability of services outwith a franchised area) mean that franchising, while feasible, is a major and largely unproven undertaking. The case for franchising would need to be made separately to the ART Business Case and be based on the benefits that it could bring to the bus network as a whole. It does however provide a delivery mechanism that provides certainty and control for the LTA over delivery.

It is important to note that, in contrast to England, there is limited published guidance regarding the Transport (Scotland) Act 2019 at present.

There are costs involved in setting up the delivery framework in which ART will be delivered. Delivery through a **BSIP approach** is likely to require significant discussion and negotiation with operators, and a major Network Review exercise including a first principles review of operator networks, market research, service planning, legal support and completion of a robust Competition Test, possibly including responding to any legal challenge by affected parties.

The challenges involved in establishing a **franchising framework** are much more significant. The management, expertise and administrative effort required by the local authority to comply with the provisions of the 2019 Act, the potential for hostility and lack of co-operation from incumbent operators and the financial modelling and management required mean that franchising, while feasible, is still difficult and costly. Estimates, based on admittedly limited experience of the few schemes that have been pursued thus far in the UK, suggest a **timescale of up to seven years for delivery,** and while noting the differences in population size and the larger area coverage of other franchise schemes, estimates from elsewhere **suggest the cost of establishing franchising to be anywhere between £4m and £20m**.

How much might ART cost?

There are three main components of potential cost – construction, vehicles & depots and revenue support.

Construction costs: At this SBC stage, given the way the project has evolved via a number of workstreams to date, a broad construction cost envelope has emerged, as outlined below.

Transformational options for Aberdeen's main radial corridors (covering most of the proposed ART routes) were initially developed through a series of Multi-Modal Corridors Studies (MMCS) in the context of Transport Scotland's Bus Partnership Fund. The commencement of these MMCS somewhat preceded the ART project and the ART project has therefore adopted these designs to date. The scope of the MMCS included significantly improved active travel (particularly cycling), in addition to bus priority, and the resulting designs therefore include a high level of provision for **walking, wheeling and cycling**, the latter often in the form of a two-way segregated cycle track. Given the additional roadspace required to accommodate both bus priority and segregated cycling,

this significantly increases the capital costs compared to a set of designs which focussed, for example only on bus priority measures.

It is not straightforward at this stage to estimate the scheme costs attributable to each mode. However, to provide an indication of this, and to highlight the cost of including the proposed high-quality cycling infrastructure on ART routes, assumptions have been applied to estimate the cost attributable by mode. It is estimated that **the proposed cycling infrastructure across the network accounts for around 40% of the overall cost**, primarily associated with the need to build beyond the current highway boundary.

Furthermore, a key feature of the proposed bus priority is at junctions where the designs reflect **maximised bus priority**. Ongoing design reviews will determine the optimal balance of costs and benefits associated with different junction layouts which may reduce costs.

The four scenarios outlined below provide an early indication of construction costs.[2] This encompasses junction and link modifications, the building of mobility hubs at Portlethen, Westhill and Blackdog, and the provision of high-quality pedestrian access to the ART network.

Bus Priority	Cycling	Cost Estimate (£m)
Full MMCS-derived package of highest level bus priority across the full ART network	Segregated cycle provision integral to the full ART network	£323m
Full MMCS-derived package of highest level bus priority across the full ART network, but excluding selected 'big ticket' elements[3]	Segregated cycle provision integral to the full ART network	£286m
Full MMCS-derived package of highest level bus priority across the full ART network	Assumed that cycle provision is mainly delivered on alternative routes off the main ART corridor (not costed as part of this business case)	£205m
Full MMCS-derived package of highest level bus priority across the full ART network but excluding selected 'big ticket' elements	Assumed that cycle provision mainly is delivered on alternative routes off the main ART corridor (not costed as part of this business case)	£167m

Vehicle costs: The preferred way forward includes new tram-style vehicles which will likely require new depot facilities. It has been assumed at this stage that 18m articulated vehicles would operate the ART routes (similar to the Glider system in Belfast). A similar tram-like vehicle, such as the 'Irizar e-mobility ie tram'[4] costs approximately £840,000 (2024 prices). It is estimated that 36 such vehicles would be needed to operate the two cross city ART routes, at an approximate cost of £30.2m (2024 prices). The financing of new vehicles, and by whom, needs further consideration as the ART

[2] Note that these costs include 'Optimism Bias' at 44% (see https://www.transport.gov.scot/publication/stag-technical-database/section-13/) which has been applied to the construction cost estimate plus 'preliminaries'.

[3] Some corridors could include new infrastructure which would add significant cost – the value for money of these individual schemes will be established at a later stage (See Section 5.2)

[4] https://irizar-emobility.com/en/vehicles/irizar-ie-tram

scheme and delivery mechanism become clearer, although this is likely to be a revenue / leasing cost rather than capital cost.

The scope and cost of any depot construction / acquisition and potential depot upgrades to accommodate new vehicles has not been estimated at this stage.

Revenue support: A key issue for ART is (i) whether the ART services could operate on a commercial basis or whether they would require subsidy, and (ii) whether the rest of the city's services could operate on a commercial basis or whether subsidy would be required. The scale of any subsidy requirement will clearly be a key issue for the public sector and the potential delivery pathways for ART, and the commercial position with respect to ART and the supporting network will likely influence operators' willingness to engage through the two delivery models.

Initial analysis of the preferred way forward suggested that a new city-wide bus network (ART and the supporting network) **could be introduced with a net operating surplus – i.e., without revenue support.** However, recognising that the revenue estimates have been derived from initial modelling outputs, detailed analysis of the revenue impacts will be undertaken in the OBC to provide confidence in the likely revenue impacts, and thus any potential subsidy / revenue risk implications.

What are the key uncertainties and risks?

The SBC has identified a wide range of risks and uncertainties which are typical of a project of this complexity involving as it does construction, network planning and contractual / regulatory change. The headline risks and uncertainties are set out below:

- ART in full **may not be deliverable via a BSIP** process - there is a risk of a requirement for franchising which would have significant time and cost implications
- ART and other bus services in and around Aberdeen may require **revenue support** to operate – the risk here depends on whether the revenue risk sits with operators or the councils
- There is uncertainty around **funding** streams – the risk being that funding is not available or ART has to be curtailed to fit a reduced funding envelope
- The **approach to cycling provision** along the corridors and the impact of this on project cost – the risk being that aiming to provide for both greatly increases project scope and capital costs making the project unaffordable
- Aspects of the scheme such as the **reallocation of roadspace** away from general traffic and parking pose a public / stakeholder acceptability risk
- The level of **mitigation** (traffic calming etc.) required to counter undesirable traffic re-routeing away from ART corridors onto less suitable roads is uncertain – the risk is that such re-routeing and associated mitigation may not be acceptable to the public and stakeholders
- The additional **traffic demand management measures** which would support ART may not be acceptable to the public and stakeholders

An extensive Risk Register has been developed and will be maintained and updated as the project progresses.

Next Steps

The key next steps, primarily associated with addressing the above uncertainties and risks are set out in the table below.

Development Stage	Topic	Next Steps
Developing the preferred way forward	Routeing	• Further work, including connectivity modelling, will be undertaken to finalise the details of the two ART lines, and their potential phasing
	Vehicles	• There will be further consideration of vehicle types including depots and revenue protection issues
	Infrastructure	• MMCS infrastructure designs will be reviewed and refined to ensure proportionality, maximise value for money and provide consistency across the corridors • Alternative provision for cyclists on parallel corridors and integration of ART corridors into the wider active travel network will be considered through the development of the Regional Active Travel Network
	Other bus services	• Analysis will be undertaken through the BSIP Scheme Network Review to revise the non ART bus services whilst at least maintaining current bus connectivity in and around Aberdeen • There will be further consideration of how services to / from Aberdeenshire are accommodated on the ART corridors
	Mitigation	• The implications of the infrastructure designs on traffic will be analysed and measures will be developed to mitigate against any undesirable re-routeing
	Supporting policies	• The scope for supporting traffic management measures to support ART will be considered
Quantification of benefits and value for money	Connectivity	• Granular timetable-based analysis will be used to quantify and visualise the travel time and connectivity benefits of ART at the full postcode level
	Benefits	• Detailed multi-modal modelling will be undertaken to estimate ART's benefits and revenue in line with Guidance
	Value for Money	• This will be used together with the costs to determine the overall value for money of ART in the form of a Benefit Cost Ratio
Delivery Mechanisms	BSIP	• Agree and complete BSIP process • Undertake Network Review • Develop ART partnership proposals
	Franchise	• Further develop understanding of the suitability of franchising as a means to deliver ART
Costing of options	Capital	• Infrastructure costs will be updated as the proposals are further developed
	Revenue	• Further work is required to determine the funding options around new vehicles and depots • Further work is required to better estimate whether ART and other bus services in and around Aberdeen will require revenue support

The mechanism for progressing these issues to a point where a well-defined, deliverable programme / project is fully scoped out is the OBC, which will follow this SBC. Here, in line with guidance, the preferred way forward will be appraised in the context of other options to determine a **preferred option** for ART, covering the network of services, vehicles and depots, infrastructure, value for money, costs and funding, the delivery mechanism and the management arrangements.

Given the scale of the project, there may be benefits in adopting a **programme-level approach** to the OBC, in the form of a 'Programme OBC'. By doing this, ART would be treated as an overarching programme that would be the umbrella under which individual projects are later developed. The Programme OBC would seek to further develop the proposals, and identify the preferred form and delivery pathway for ART, including phasing. Adopting this 'programme' approach would also present

a benefit with regards to the costs of the next stage, as workstreams like site investigations and detailed legal inputs would only be required once individual projects (e.g., vehicles, depots, infrastructure, ticketing, mobility hubs etc.) are progressed as individual business cases nested under the Programme OBC.

1 Introduction

1.1 Overview

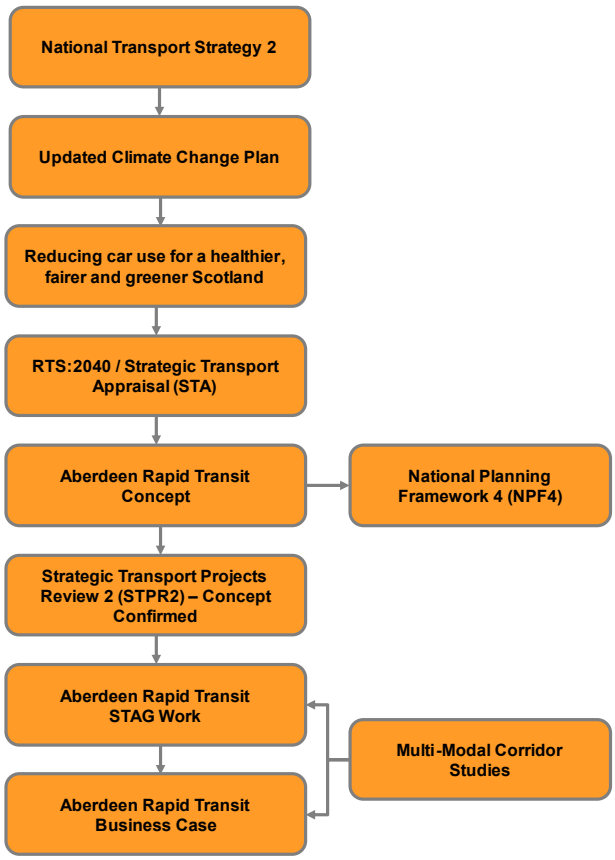
1.1.1 This report sets out the Strategic Business Case (SBC) for the proposed Aberdeen Rapid Transit (ART) project. The SBC starts from the position that the broad concept of ART has been established, and the purpose of the SBC is to develop this concept into a *preferred way forward* for the purposes of the subsequent Outline Business Case (OBC). Ultimately, this SBC is a gateway document seeking approval from decision makers to proceed to the OBC.

1.1.2 While the development of this Business Case has been commissioned by Nestrans, the project is being driven by the North East Bus Alliance partners, (Nestrans, Aberdeen City Council (ACC), Aberdeenshire Council (AC), First Bus, Stagecoach Bluebird and Bains Coaches) as a partnership approach to ensure the development of a transformational and achievable scheme.

1.2 What is ART and how did the proposals emerge?

1.2.1 This section briefly sets out the sequence of events which have led to the ART proposals.

1.2.2 Scotland's *National Transport Strategy 2 (NTS2)*[5] was published in 2020 and set out the national action plan for improving and developing transport across the whole of Scotland. It aims to deliver the following priority outcomes: **reducing inequalities**; **taking climate action**; **ensuring inclusive economic growth**; and **improving health and wellbeing**. NTS2 also features a 'Sustainable Travel Hierarchy' and 'Sustainable Investment Hierarchy' which **promote public transport** in preference to single occupancy car use.



1.2.3 The *Updated Climate Change Plan,*[6] also published in 2020, sets out ambitious actions to end Scotland's contribution to climate change by 2045 aligned to NTS2, including targets to **reduce car kilometres** by 20% and phase out the need for petrol and diesel vehicles, both by 2030. The Scottish Government then published its initial route map to achieve this 20% reduction in car kilometres by 2030 in the *Reducing car use for a healthier, fairer and greener Scotland*[7] publication in which **investment in the public transport network** features prominently.

1.2.4 The Nestrans *Regional Transport Strategy* (RTS), RTS:2040[8] was therefore produced in the context of this new policy context and this drew heavily on a regional *Strategic Transport*

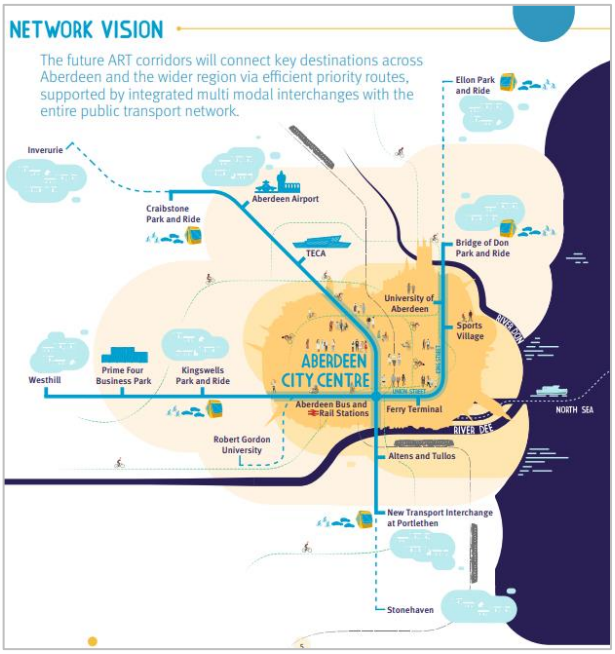
[5] National Transport Strategy 2 | Transport Scotland

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

[7] A route map to achieve a 20 per cent reduction in car kilometres by 2030 | Transport Scotland

[8] Documents – Regional Transport Strategy 2040 | NESTRANS

Appraisal (STA)[9], undertaken via the Aberdeen City Region Deal. The STA scoped out the transport requirements to support the Aberdeen City Region for the next 20 years including a range of transport options focussed on developing Aberdeen city centre as the key regional centre for commerce, leisure, and tourism. This included a '**Strategic Public Transport Corridor**' scheme featuring new public transport priority schemes on the key radial transport corridors into Aberdeen. Options for 'mass transit' were considered including new Bus Rapid Transit (BRT)[10], trams, tram-train and light rail. The benefits, capital costs and implementation timescales for a tram, tram-train, or light rail-based solution were explored compared to a bus-based scheme. This appraisal work, alongside analysis of Belfast's bus-based Glider system and others, informed the inclusion of '**Aberdeen Rapid Transit'** concept as a policy in the RTS:2040 – this being '*a high capacity 'tram-like' solution that can achieve the performance and benefits of more expensive modes, whilst being achievable and deliverable'.* The RTS set out that the scheme was envisaged to take the form of an **on-street BRT** system based on two cross-city 'lines', broadly north west to south and west to north.



1.2.5 The ART concept was then appraised and essentially validated in Transport Scotland's national *Strategic Transport Projects Review 2* (STPR2)[11] with the resulting Recommendation 13 for continued working with local partners in developing plans for a bus-based rapid transit system for Aberdeen. It was noted that the project would support all five of the STPR2 objectives, these being: *a sustainable strategic transport system that contributes significantly to the Scottish Government's Net Zero emissions target; an inclusive strategic transport system that improves the affordability and accessibility of public transport; a cohesive strategic transport system that enhances communities as places, supporting health and wellbeing; an integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland; and a reliable and resilient strategic transport system that is safe and secure for users.*

1.2.6 ART (*Urban Mass / Rapid Transit Network*) was also then designated as a 'N ational Development' in the *National Planning Framework 4* (NPF4) (published in 2023) with this designation meaning that '*the principle of the development does not need to be agreed in later consenting processes, providing more certainty for communities, businesses and investors*'.

1.2.7 Further appraisal and engagement were then undertaken in the form of three **STAG-based workstreams** – the Case for Change, Preliminary Options Appraisal and Detailed Options Appraisal studies (2021-23) which developed the scheme from its initial concepts in RTS:2040 / STPR2, appraising the resulting options with a mix of qualitative and quantitative approaches. A particular challenge for ART is that **bus services in and around Aberdeen**

[9] City Region Deal – Strategic Transport Appraisal | Nestrans

[10] As defined by the Urban Transport Group, BRT refers to rubber-tyred public transport systems, which deliver a higher quality passenger experience than conventional street running buses. BRT covers a wide array of schemes, ranging from targeted improvements such as high-quality bus stops and consistent branding, to large scale investment in new segregated busways. Common to all BRT schemes is the aim to improve passengers' experience and perception of public transport, be it through faster journey times and greater reliability, to the use of real time passenger information and improved ride comfort.

[11] Strategic Transport Projects Review 2 | Transport Scotland

are operated almost wholly commercially by First and Stagecoach, meaning that the operators have control over which services they operate. The fundamental reshaping of the City's bus network implied by ART therefore brings a range of delivery issues explored in the STAG and this subsequent business case work.

1.2.8 In parallel with the STAG work, several **multi-modal corridor studies** (MMCS) were undertaken to develop transformational active travel and bus priority options for the main radial corridors around Aberdeen, including much of the proposed ART corridors. The resulting infrastructure proposals now form a part of the ART proposals. As noted, the scope of these MMCS included provision for significantly improved infrastructure for **active travel** along the corridors, in addition to bus priority. The ART project has, in the first instance adopted these designs, which therefore include a high level of provision for walking and cycling. **This SBC is however solely concerned with the business case for ART and not the active travel component of these proposals**.

1.2.9 This **SBC** therefore draws on and develops the previous work to provide a single narrative for ART, succinctly setting out (i) the Case for Investment and the associated objectives of the project; (ii) an appraisal of the different forms that a BRT scheme such as ART could take; (iii) the preferred way forward for the proposals into the OBC; and (iv) an initial view of how the project can be delivered and managed and the financial and risk landscape in which the project would sit.

1.3 Approach to SBC

1.3.1 This SBC has been developed to be compliant with the Scottish Public Finance Manual (SPFM)[12], the HM Treasury *Guide to Developing the Project Business Case*[13], and Transport Scotland's *Guidance on the development of Business Cases*[14]. These guidance documents outline the evidence required for each of the **five Business Case 'dimensions'** and ensure the development of a balanced, robust, and consistent Business Case. Note that within the guidance documents, the Strategic Business Case is referred to by differing names, sometimes being called (as in the HM Treasury Guidance) the Strategic Outline Business Case. Within this Business Case, the term Strategic Business Case (SBC) has been adopted but Strategic Outline Business Case and Strategic Business Case should be considered as interchangeable.

1.3.2 The purpose of the SBC stage in the Business Case development process is to confirm the strategic context for the project, and to make the case for investment and determine 'the preferred way forward'. However, given the nature and scale of the potential scope of the project, the approach to developing the Financial, Commercial and Management dimensions have gone somewhat beyond what is typically required at SBC stage. This is because the scheme may be *dependent on* the viable delivery model – so this issue needs to be considered in more detail at an earlier stage. This is particularly pertinent given the significant transfer of costs and financial risks that could occur depending on the delivery mechanism chosen, with the way the scheme is delivered also influencing the extent to which improvements can be achieved.

1.3.3 Therefore, this SBC focusses on making the case for a step change improvement in public transport through a bus based rapid transit system, and the regulatory framework required to deliver this.

1.3.4 The scope of the SBC will broadly follow the process set out in the diagram below.

[12] Scottish Public Finance Manual - gov.scot (www.gov.scot)

[13] Guide to developing the Project Business Case

[14] j422084.pdf (transport.gov.scot)

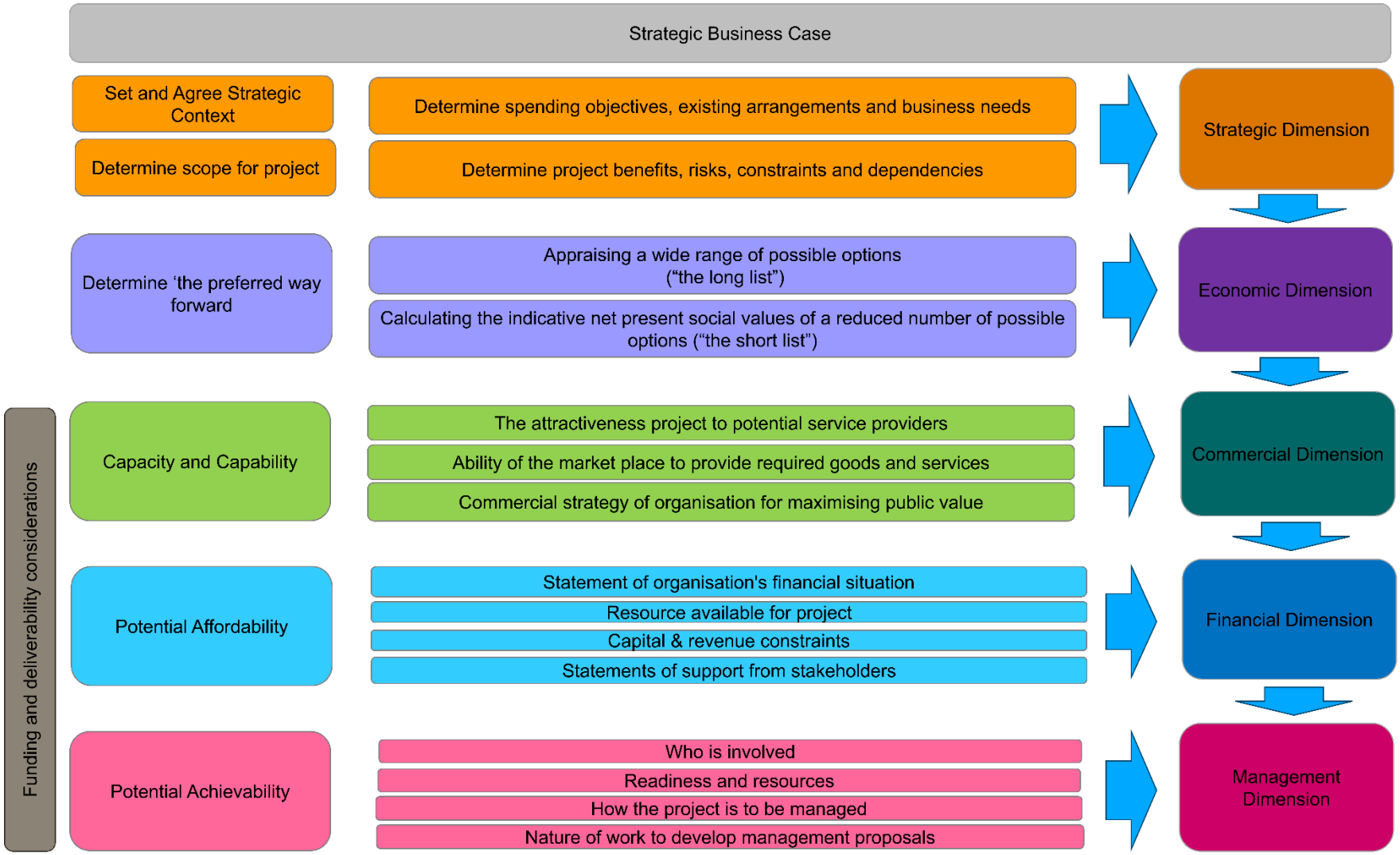


Figure 1:1: Overarching SBC Process

1.3.5 This SBC will provide information to inform whether the desired step change improvements through ART are broadly affordable, acceptable to the public and stakeholders, acceptable in terms of risk, and deliverable within the institutional framework of the north-east.

1.4 SBC Structure

1.4.1 This report is structured with a chapter covering each of the five business case dimensions. The focus, given the SBC stage of the project, is on the Strategic and Economic Dimensions but with, as noted above, the detail provided in the Commercial, Financial and Management Dimensions goes beyond what is typically required at this stage:

- **Strategic Dimension**: describes how ART will contribute to achieving strategic priorities and how it aligns with existing portfolios, programmes and projects across government and in the North-East Scotland region. It seeks to make a compelling, evidence-based case to demonstrate why a step change in public transport is needed.

- **Economic Dimension**: identifies and appraises the options for the delivery of ART and recommends the option that is most likely to offer best Value for Money to society, including wider social and environmental effects as well as economic value. At SBC stage, the option appraisal process identifies and appraises a wide range of realistic and possible options (the long list) – thereby identifying a 'preferred way forward' as opposed to a preferred option (which is identified at OBC stage)

- **Commercial Dimension**: focussed on the key contractual and delivery arrangements for ART. It sets out the potential financial implications of the proposed procurement strategy. It presents evidence on risk allocation and transfer, contract timescales and implementation timescales as well as details of the capability and skills of the team delivering ART and any personnel implications arising from ART. At SBC stage, the focus is on:

    - the potential commercial operational viability of the proposed services across the ART network

    - the potential service operation delivery pathways for the proposed services across the ART network – taking cognisance of the anticipated commercial viability of the services

    - the procurement and contract management of a significant capital investment infrastructure project

    - the ongoing management of the maintenance of new scheme infrastructure

- **Financial Dimension:** The purpose of the Financial Dimension of the business case is to demonstrate the affordability and funding of the preferred option, including the support of stakeholders and customers, as required. At SBC stage, with a more significant weighting on the Strategic and Economic Dimensions, the Financial Dimension provides an overview of the estimated capital infrastructure and vehicle costs (at a high level) of the scheme, costs associated with the potential delivery mechanisms and explores fundability for further scheme development.

- **Management Dimension:** The Management Case outlines the robust framework and methodologies that will be employed to ensure the successful delivery of ART. It details the governance structures, project management strategies, risk management processes, and stakeholder engagement plans that will be implemented. At SBC stage, this Dimension considers future development stages of the project, the delivery of infrastructure, and the delivery of new services, but with a focus on scoping out the work required to progress the scheme in these regards at OBC stage.

2 Strategic Dimension

2.1 Overview

2.1.1 The strategic dimension describes how ART will contribute to achieving strategic priorities and how it aligns with existing portfolios, programmes and projects across government and in the North-East Scotland region. It seeks to make a compelling, evidence-based case to demonstrate why a step change in public transport is needed.

2.1.2 The Strategic Dimension of the SBC covers two core elements:

- the **Strategic Context:**
  - provides an overview of the governance / organisational context and considers the wider social and economic context, using evidence, to demonstrate how ART fits with the strategic priorities of the organisation, wider government ambitions and local and regional strategies
  - Describes how ART interacts with planned and existing strategic portfolios, programmes and projects in the North-East
- **the Case for Investment (CfI):** outlines the current situation, identifies a clear rationale for the transport intervention and provides a logical, objectively supported, and evidence-based process of change to determine how the ART vision, ambitions and intended outcomes will be achieved. The CfI section will:
  - Set the overarching context through consideration of the region's current population, employment, the location of significant trip attractors and generators, sites for planned development, and areas of deprivation
  - Set out current travel trends, in relation to all general traffic and public transport, including information relating to the bus network, services, frequencies, connections, Park & Ride facilities, fares, vehicles and infrastructure, public views on the bus network and discussion on a range of external challenges facing the bus industry and bus operators
  - Define a set of succinct transport problems stemming from the above
  - Set out the ART vision for addressing the identified problems and 'closing the gap'
  - Stemming from the transport problems and vision for ART, determine a set of Transport Planning Objectives to 'close the gap'

2.1.3 The Strategic Dimension also considers the risks and constraints associated with the delivery of ART within the current and future environment, as well as the dependencies on other projects and programmes. This includes the development of a risk register for the scheme and the setting out of clear governance for the project. An overview of communications and engagement on the ART proposals to date is also provided.

2.1.4 The breadth of work undertaken to date and reported through the RTS:2040, STA, the various multi-modal corridor studies, and work developing a case for change for ART, has provided a significant volume of material and evidence to support the development of the Strategic Dimension. These documents have been drawn upon as appropriate within this Business Case.

2.2 Strategic Context

Governance and Organisational Overview

Overarching Governance

Bus Partnership Fund

2.2.1 This project was initially funded through Transport Scotland's Bus Partnership Fund (BPF).

2.2.2 The **North East Bus Alliance** (a voluntary Quality Partnership between Aberdeen City Council (ACC), Aberdeenshire Council (AC), First, Stagecoach Bluebird, Bains Coaches and Nestrans) submitted an application to the BPF which was successful, with £12million in funding awarded in June 2021. The funding has been used across a range of projects, including delivering significant bus priority in the city centre, and for the development of several muti-modal corridor studies on strategic routes into the city, as well as to develop and appraise options for an urban mass / rapid transit network in Aberdeen.

2.2.3 A **BPF Programme Board** was set up to provide overview of the BPF Programme and delivery across the region. The Board included senior management from Aberdeen City Council, Aberdeenshire Council, and Nestrans. The BPF Programme Board reported to the Aberdeen City Council Committees, Aberdeenshire Council Committees, and Nestrans.

2.2.4 The **BPF Programme Board** also reported to the **North East Bus Alliance Board**, made up of an independent chair, and management representatives from both Aberdeen City and Aberdeenshire Councils, Nestrans, bus operators and Bus Users UK. The North East Bus Alliance Board has oversight of all BPF workstreams and has influence over all reports and decision making prior to Committee. The **North East Bus Alliance Executive and BSIP Development Group** feeds into the North East Bus Alliance Board and includes Bus Operator representation with ownership of the Bus Action Plan. They are engaged with on all BPF projects with influence over project progress and recommendations. They also have responsibility for the development of a Bus Service Improvement Partnership (BSIP) Agreement, the development of which was a stipulation of the BPF funding.

2.2.5 Up until a pause in BPF funding in March 2024, the Nestrans Board and both Councils reported progress to Transport Scotland through regular meetings and Gateway Reviews encompassing appropriate decision points in the projects. These meetings were also attended by representatives providing corporate governance to Transport Scotland in administering the BPF fund.

Aberdeen City Region Deal

2.2.6 Despite the pause in BPF funding in March 2024, there was a strong desire to continue work As such, project funding now comes through the **Aberdeen City Region Deal (ACRD)**.[15]

2.2.7 The ACRD is the agreement between the UK Government and the Scottish Government with Aberdeen City Council, Aberdeenshire Council and Opportunity North East (ONE) as one delivery mechanism for the Region's economic vision which focuses on transformational investment supporting the evolution of the region's key sectors, sustainable business growth and creating green jobs for the future.

2.2.8 The **Aberdeen City Region Deal Joint Committee** was established by Aberdeenshire and Aberdeen City Councils (the "Constituent Authorities") and consists of elected representatives of both Councils and members of a private sector led economic leadership board, ONE. The Joint Committee drives and governs the implementation of the City Region Deal programme and its links to the Regional Economic Strategy. It works to maximise the economic benefits of

[15] https://www.gov.uk/government/publications/city-deal-aberdeen-city-region

the Deal. The Constituent Authorities determine the powers delegated to the Joint Committee under legislation, and as such, only the Constituent Authorities can amend its powers and Terms of Reference. The Aberdeen City Region Deal Joint Committee reports to both Scottish Government and UK Government as joint ACRD funders.

2.2.9 Given the change in funding, the BPF Programme board now also reports to the **Aberdeen City Region Deal Transport Working Group.** The working group has overview of the City Region Deal (ACRD) Transport programme including risks, budgets and timescales and includes representation from Transport Scotland, Scottish and UK Governments. The working group reports to the **Aberdeen City Region Deal Programme Board** comprised of a Senior Management team which includes representatives of the two Councils and the private sector. The Programme Board advise on the overall direction of the ACRD and delivery of the key interventions and outputs. It provides advice on the overall strategic direction to ensure that the economic benefits from the Programme are maximised across other regional economic developments and infrastructure delivery. The Programme Board reports into the Aberdeen City Region Deal Joint Committee discussed above.

2.2.10 In March 2024, Aberdeen City Council appointed a **dedicated Programme Manager** to manage and coordinate all the studies that had been progressed through funding from the BPF. This encompassed managing the aforementioned range of ongoing multi-modal studies commissioned by Aberdeen City Council and Nestrans, as well as this study which is commissioned through Nestrans (all with original funding through the BPF). The Programme Manager has responsibility for study Business Case development, engagement and communications plans, and seeking input as appropriate from Nestrans and Aberdeenshire Council officers, and bus operators. The Programme Manager initiates, coordinates and chairs monthly Project Team meetings and regular meetings with consultants working on the now ACRD funded projects. The Programme Manager reports directly to an **ART Programme Board** (formerly the BPF Programme Board) and North East Bus Alliance Board and sits on the BSIP Development Group.

2.2.11 This overarching governance structure is set out in the figure below.

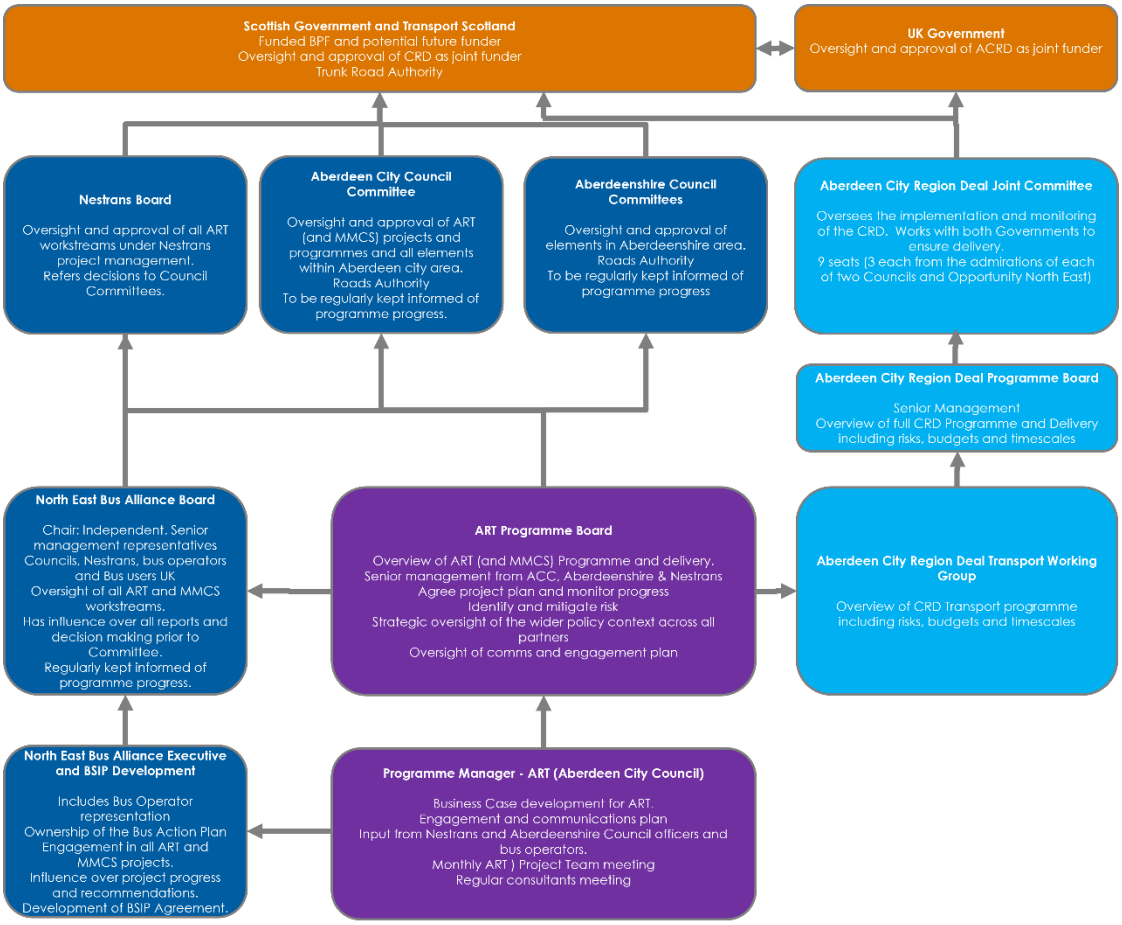


Figure 2:1: Governance Structure

Alignment to existing policies and strategies

2.2.12 This section sets out the strategic policy, legislative and funding context in which the ART proposals sit, demonstrating that the vision for public transport in the region aligns with a wide range of local, regional, and national policies and strategies.

2.2.13 While improving public transport aligns with national, regional, and local transport policy and strategies, it also supports a wealth of further local and wider regional aims and objectives, often acting as a core catalyst to their delivery. In this regard, improved public transport has an important role in the successful delivery of wider social, environmental, planning, social inclusion, carbon and energy, and economic policy.

2.2.14 As set out in the introductory chapter, the need for a step-change in public transport provision in the North East emerged through the Nestrans RTS, RTS:2040 which reflects the national policy context as set out in Scotland's *NTS2*[5] and the *Updated Climate Change Plan.* The work undertaken to develop the RTS:2040 involved engagement and consultation across a range of stakeholders and the public, with the ART scheme concept being presented as part of regional transport plans and with '*Delivering Aberdeen Rapid Transit'* as a core policy within the strategy. Furthermore, as also set out in the introductory chapter, a rapid transit system in Aberdeen already has national recognition within *STPR2* (as a high-quality bus-based rapid transit system) and *NPF4* (as an Urban Mass / Rapid Transit Network). The development of *STPR2* and *NPF4 also* included a wide range of engagement during their development, with the ART scheme covered within this.

2.2.15 Alongside the core underpinning *NTS2*, *Updated Climate Change Plan,* and *RTS:2040* documents, the recognition of a rapid transit system to support the region, as acknowledged in

STPR2 and *NPF4*, should be viewed as fundamental in providing the foundation for the case for investment presented within this SBC. This confirms that ART aligns with these key national strategies.

2.2.16 Figure 2:2 below sets out the range of national, regional and local policies, strategies and plans that ART would contribute to - recognising that, as the regional centre with a wide hinterland, these benefits would extend beyond the city and be felt by those throughout Aberdeenshire who also travel into the city for employment, education, health and leisure and to access onward travel opportunities.

2.2.17 In this regard, the desired step change in public transport delivered through ART is a regional, and not just Aberdeen-focussed proposal.

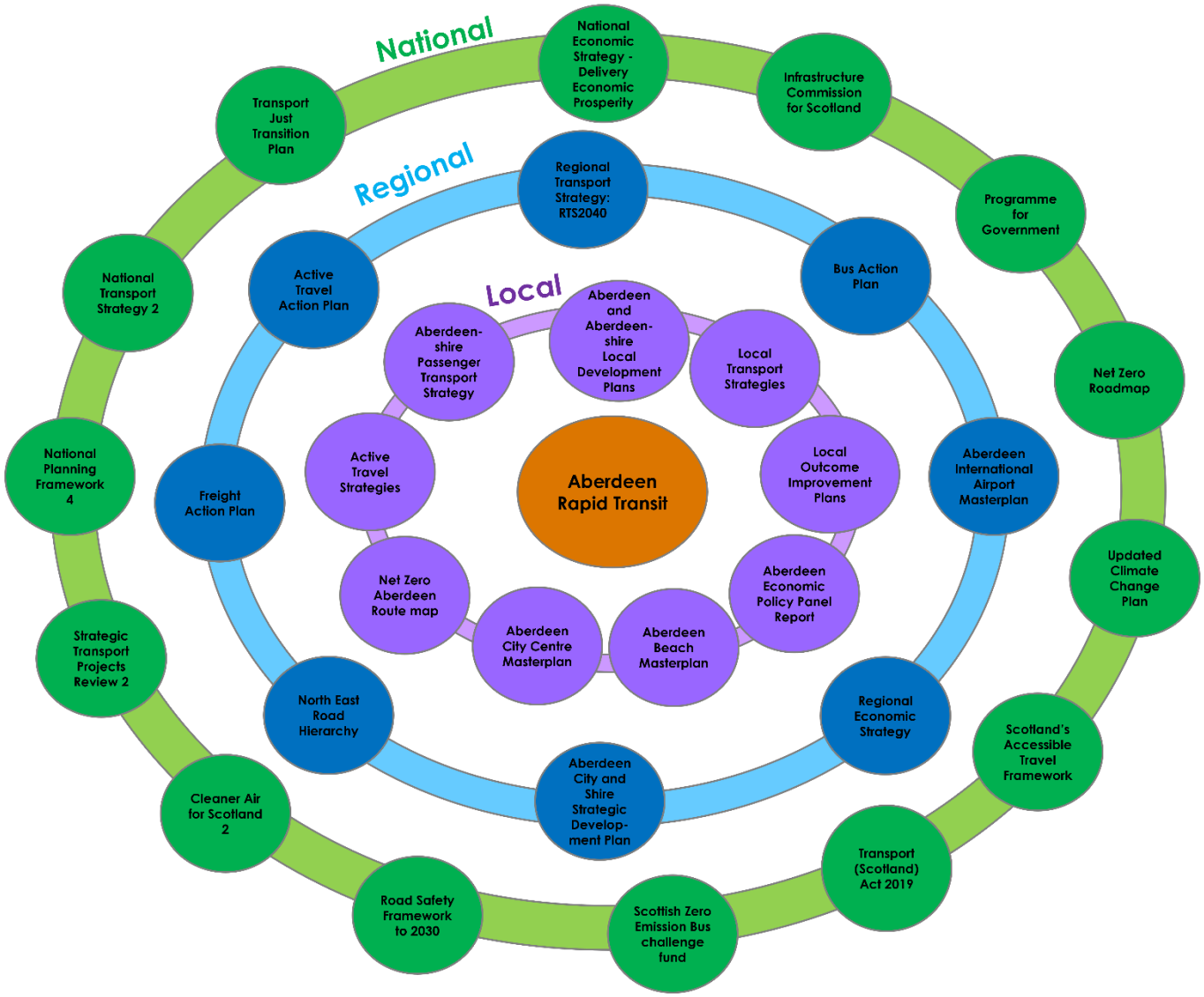


Figure 2:2: Policy Context

National Context

2.2.18 Alongside the underpinning NTS2, *Climate Change Plan*, *STPR2,* and *NPF4,* there are a range of other policies and strategies to which ART is well aligned. These are set out below alongside legislative and funding context.

Transport (Scotland) Act 2019 (Legislation)

2.2.19 The ***Transport (Scotland) Act 2019***[16] came into force in June 2022 providing new opportunities for Local Authorities including, powers to implement greater control and operation of local bus services as well as enhanced partnership working arrangements, enforcement of Low Emission Zones and discretionary powers to introduce a Workplace Parking Licensing scheme, all aimed at improving sustainable transport and reducing car use. The Act specifies the following mechanisms for delivery of local bus services in a Local Transport Authority (in this case Aberdeen Council and Aberdeenshire Council, as the Local Transport Authorities) area:

- Bus Service Improvement Partnership
- Bus Franchising
- Municipal Ownership

2.2.20 There are clear opportunities through the act to deliver significant improvements to public transport, with different levels of public sector influence and control. Each mechanism has an associated level of costs that may be incurred in set-up and operation, financial risk allocation to local authorities and bus operators, and the potential for legal challenge. As of January 2025, statutory guidance to support Councils in the application of these powers has yet to be published by Scottish Government.

2.2.21 It is worth noting that Strathclyde Partnership for Transport approved plans in March 2024 to begin work to establish local bus franchising, in line with the requirements of the Transport (Scotland) Act 2019. Furthermore, acting under the similar Bus Service Act 2017 in England, several Mayoral Combined Authorities in England have declared intentions to explore or develop bus franchising in their region including West Yorkshire, the West of England and Liverpool City Region. Ahead of others, Greater Manchester Combined Authority began the first phase of franchising in the region in September 2023.

How is ART aligned with this?: the powers delivered by the 2019 Act provide a range of potential delivery mechanisms for ART through a single mechanism, or through a combination of the mechanisms, stated above.

Scottish Government's Programme for Government (Strategy)

2.2.22 The ***Scottish Government's Programme for Government (PfG) (2024-25)***[17], published in September 2024, focusses the Government's efforts and resources on our four key priorities: eradicating child poverty, growing the economy, tackling the climate emergency, and ensuring high quality and sustainable public services.

2.2.23 While the PfG focusses very little on bus itself, within the PfG, are actions to support achieving net zero through supporting households and communities with reducing their emissions – in a way that can save households, businesses, and the public sector money. This includes progressing the Government's ambition of a 20% reduction in car use by 2030, with a route map including a timeline for implementing 'demand management'. Actions also include £2.5bn in the 2024/25 financial year to support public transport services. The PfG also sets out the *Climate Change (Emissions Reduction Targets)* Bill to establish a carbon budget approach to

[16] Transport (Scotland) Act 2019 (legislation.gov.uk)

[17] https://www.gov.scot/publications/programme-government-2024-25-serving-scotland/

target setting and notes the intention to make provision for a new *Climate Change Plan* to be published that reflects these carbon budgets. The ultimate target of net zero by 2045 remains and the Government will retain annual reporting on emissions and a commitment to just transition principles.

How is ART aligned with this?: the aims of ART are well aligned with the current PfG and the previous PfG provided the legislative context to deliver the scheme.

Scotland's National Strategy for Economic Transformation – Delivering Economic Prosperity (Strategy)

2.2.24 Published in March 2022***,*** *Scotland's National Strategy for Economic Transformation – Delivering Economic Prosperity*[18]*,* sets out the priorities for Scotland's economy as well as the actions needed *to maximise the opportunities of the next decade to achieve our vision of a wellbeing economy*. The strategy recognises NTS2 as part of a suite of plans and strategies to support resilient national infrastructure that can support a high productivity economy. The Programme of Action includes a commitment to '*deliver STPR2 to help make Scotland more accessible for residents, visitors and businesses; create better connectivity with sustainable, smart and cleaner transport options; and highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth'.* As noted above, a bus-based rapid transit system for Aberdeen is a recommendation within *STPR2*. With regards to a '*skilled workforce'* the strategy also notes the opportunity that '*Providing people with the opportunities to develop skills, irrespective of who they are and where they live, is key to ensuring everyone has the opportunity to participate fully in the labour market….we must address the barriers faced by some, including transport'.*

How is ART aligned with this?: the strategy refers to the delivery of STPR2, from which ART is a recommendation and specifically notes that barriers to transport need to be addressed

Transport Just Transition Plan (Strategy)

2.2.25 The development of a ***Transport Just Transition Plan (TJTP)***[19] by the Scottish Government has been launched through a discussion paper, designed to support engagement on the Plan. It recognises that *our future transport system can be more equitable, making sure everyone's needs are met and helping to reduce existing inequalities.* The Plan also states that '*transport alone makes up the largest source of emissions in Scotland (31% in 2019), with cars producing most of the transport emissions (39% in 2019)'*.[20] The draft Plan is still to be published but will provide an action plan and route map outlining the key steps needed to deliver a fair transition in this sector. The Plan will complement Transport Scotland's existing commitments and the vision defined in the NTS2. The discussion paper proposes a set of outcomes that articulate the National Just Transition Planning Framework specifically for transport and cover:

- Jobs, Skills and Economic Opportunities
- Communities and Places
- People and Equity
- Environment, Biodiversity and Adaptation

[18] Scotland's National Strategy for Economic Transformation - gov.scot (www.gov.scot)

[19] Just transition for the transport sector: a discussion paper - gov.scot (www.gov.scot)

[20] Section B. Results – Net Sources of Scottish Greenhouse Gas Emissions - Scottish Greenhouse Gas Statistics 2020 - gov.scot (www.gov.scot)

2.2.26 The paper highlights priority areas for transformational progress with Themes 1 and 2 focussing on demand management, whilst Themes 3 and 4 cover maximising economic opportunities.

How is ART aligned with this?: ART strongly supports Themes 1 and 2 by providing accessible, sustainable, and competitive travel by public transport supporting reduced car use to reducing inequalities through reducing car use, facilitate viable alternatives to car use, capture the opportunities from investment, trade and innovation in the transport transition and provide skills and jobs in the transport transition

Scottish Government's Cleaner Air for Scotland 2 (Strategy)

2.2.27 *The **Scottish Government's Cleaner Air for Scotland 2***[21] publication sets out an air quality policy framework for the next five years and a series of actions to deliver further air quality improvements. The framework notes NTS2's recognition that Scotland's current transport system is a significant contributor to poor air quality, and that there is a need to reduce vehicle journeys, reduce the need to travel unsustainably and accelerate sustainable modal shift. Indeed, the framework states that '*buses are arguably the single most important mode for reducing transport related air pollution due to their central role in reducing congestion, improving journey time reliability, and as a key component of future Mobility as a Service (MaaS) solutions'*.

How is ART aligned with this?: ART provides an opportunity to deliver a zero emission rapid transit system which will deliver an attractive alternative to car use.

Scottish Zero Emission Bus challenge fund (Funding)

2.2.28 Progress in decarbonising Scotland's bus fleet is already underway. The ***Scottish Zero Emission Bus challenge fund*** (ScotZEB[11]) opened to applications in 2021 with the aim to support swift and significant change in the bus market in favour of zero-emission technologies. By supporting the transition to zero emission vehicles and infrastructure, the fund is helping to achieve targets to reduce greenhouse gas emissions, contribute to the delivery of Low Emission Zones, and encourage inward investment and growth in the supply chain of zero carbon vehicles.

2.2.29 The first round of funding saw £62million awarded to nine bus operators and local authorities (including First Aberdeen and Stagecoach Bluebird). A second and final round of the ScotZEB funding saw a further £42million awarded (including to Stagecoach) and available for drawdown through to 2025/26.[22]

How is ART aligned with this?: ART should be delivered using zero emission vehicles. ScotZEB, or its successors, could be a source of funding

Scotland's Road Safety Framework to 2030 (Strategy)

2.2.30 The Scottish Government's *Scotland's Road Safety Framework to 2030*[23] was published in February 2021. The Framework sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050. The framework's first Delivery Plan (2021-2022) set out targets by mode including in relation to pedestrians, cyclists and road users, and notes a strategic Action to *ensure road safety remains a key focus of active and sustainable travel in Scotland.*

[21] Cleaner Air for Scotland 2 - Towards a Better Place for Everyone - gov.scot (www.gov.scot)

[22] Scottish Zero Emission Bus Challenge Fund (ScotZEB 2): FOI release - gov.scot

[23] Road Safety Framework to 2030 | Transport Scotland

How is ART aligned with this?: ART was noted within STPR2 to support the objective for a *reliable and resilient strategic transport system that is* ***safe and secure for users.*** Through system design that promotes safety and encourages modal shift, and with appropriate and safe integration with other sustainable modes, ART has the potential to support the targets set within the *Road Safety Framework.*

Scotland's Accessible Travel Framework (Strategy)

2.2.31 Scotland's Accessible Travel Framework[24] was created in 2016 as a 10-year plan. The final Delivery Plan 2024 – 2026 was published in October 2024 and seeks to improve the door to door journeys for disabled people and many others who might, at any time, have difficulty when travelling in and around Scotland.

2.2.32 The final Delivery Plan, and the priorities within it, were agreed in co-production with the National Transport Accessibility Steering Group the *Mobility and Access Committee for Scotland (MACS)*, and by policy officials from across Transport Scotland and Scottish Government. Of relevance to ART are activities noted in relation to bus in the Passenger Experience workstream within the Delivery Plan. This includes: analysing whether evidence supports work to promote driver and station staff disability awareness and disability equality training; support for the Public Service Vehicle Access Regulations (PSVAR) review; and identifying other priorities for disabled bus users and look for opportunities to incorporate them into Transport Scotland specific programmes. The workstream considering journey planning, ticketing and wayfinding aims to ensure that digital and non-digital information resources, are fit for purpose so that disabled travellers can make more journeys, and that ravel information is accessible and fit for purpose should enable more disabled people to make more successful journeys.

How is ART aligned with this?: A core ART aim is to ensure equal access for all, aligning firmly with the ambitions of the Accessible Travel Framework.

Regional Context

Aberdeen City Region Deal (Strategy and Funding)

2.2.33 As noted previously, the need for a step change in public transport provision emerged through a transport appraisal undertaken via the ***Aberdeen City Region Deal (ACRD)***. The *ACRD* is one delivery mechanism for the Region's economic vision and between 2018 and 2028 UK Government, Scottish Government and local leaders are committed to a £826 million funding package for the *ACRD* to address the challenges currently facing the region and to capitalise on the substantial regional opportunities.

2.2.34 The *ACRD* made a commitment to scope out the transport requirements to support the area for the next 20 years – as undertaken and reported as the STA. The STA encompassed the development and appraisal of a range of transport options which sought to promote and develop Aberdeen city centre as the key regional centre for commerce, leisure, and tourism. One such option was a *Strategic Public Transport Corridor Scheme(s)* as a regional scheme.

How is ART aligned with this?: the ART project stems in part from the ARCD, and is a key enabler of the economic objectives of the Deal.

RTS:2040 (Strategy)

2.2.35 Clearly the ***RTS:2040*** strategy document is the core catalyst for the development of public transport improvements, and as noted previously, it drew on the *STA* and further recognised that to encourage modal shift to achieve environmental, economic, placemaking and social objectives, a fresh approach to public transport was necessary. *RTS:2040* includes key

[24] going-further-scotlands-accessible-travel-framework-summary.pdf (transport.gov.scot)

priorities which focus on improving journey times; reducing carbon emission to support net-zero aim; ensuring accessibility for all; achieving a 50:50 mode split between the car and sustainable modes; improving air quality; and achieving no fatalities on the road network. As part of the *RTS:2040*, Nestrans also prepared a series of equalities assessments to support the strategy.

2.2.36 The work to develop the *STA* and *RTS:2040* involved engagement across a range of stakeholders and the public with the early ART scheme concept being discussed as part of the wider region and has included: the City and Shire Councils (and their Elected Members): the North East Bus Alliance, Bus Operators, Aberdeen International Airport, the two universities and North East Scotland College, Scottish Enterprise, NHS Grampian, Sustrans and Paths for All, accessibility groups, local cycle and walking groups and partnerships, the Chamber of Commerce and businesses, the emergency services, climate action groups, and community councils and the general public. Details of the activities undertaken are noted in the table below.

Table 2:1: Summary of early engagement around the scheme concept

Strategy / Study	Stage	Who	When	Form of Engagement
City Region Deal – Strategic Transport Appraisal	Initial Appraisal: Case for Change[25]	Stakeholders	October 2017 – February 2018	Face-to-face interviews and one-to-one telephone calls
	Preliminary Options Appraisal[26]	Stakeholders	November 2019	Workshop
RTS:2040	Draft Strategy[27]	Stakeholders and public	August 2020	Virtual exhibition, workshops and online survey (which include a series of equalities assessments published as supporting documents to the draft Regional Transport Strategy as part of the public consultation)

How is ART aligned with this?: ART is a flagship project of RTS:2040

Regional Economic Strategy (Strategy)

2.2.37 As noted above, the *ACRD* is one delivery mechanism for the region's economic vision. The Aberdeen City Council, Aberdeenshire Council and Opportunity North East (ONE) ***Regional Economic Strategy*** **(RES)**, published in 2015, identified potential investment opportunities including regenerating the city centre, developing infrastructure, improving the deployment of low carbon transport, and accelerating the transition to a more balanced economy.

2.2.38 The review and update of the *RES* in 2022/23[28] reflected the ambitions of the Scottish *National Strategy for Economic Transformation* and the *Just Transition* and the changed economic environment as discussed above. The updated strategy, '*A sustainable economic future for the North East of Scotland*[29] was published in February 2024 and sets out a long-term plan for North East Scotland to transform its economy over the next decade and beyond'. The strategy states that '..*since 2016, the domestic and global context within which the North*

[25] Aberdeen-STAG-Pre-Appraisal-Interim-Report_LoRes.pdf (nestrans.org.uk)

[26] Aberdeen-City-Region-Deal-Strategic-Transport-Appraisal-Preliminary-Options-Appraisal_Final.pdf (nestrans.org.uk)

[27] Documents – Regional Transport Strategy 2040 | Nestrans

[28] Regional Economy | ONE (opportunitynortheast.com)

[29] Regional Economic Strategy 2035 FINAL.pdf (investaberdeen.co.uk)

East's economy operates has fundamentally changed. The full scale and impact of the climate emergency is now being realised, and our responsibility to rapidly decarbonise and play a leading role in a just transition to net zero is more urgent than ever.'

2.2.39 The *RES* notes *'We can take advantage of the changing demand for city and town centres and the change to hybrid-working to transform our public spaces, digital, and transport infrastructure, to ensure everyone has the opportunity to be connected, and to take part in our cultural experiences'.*

2.2.40 The strategy sets out four 'programme areas': A Thriving, Innovation Driven Economy; An Outstanding Natural Environment; A Healthy and Skilled Population; and A Strong Community and Cultural Identity

2.2.41 The strategy notes *NPF4's* identification of an Urban/Mass Transit network in Aberdeen, and states '***there is clear support for Aberdeen Rapid Transit proposals and bus priority measures'***. The strategy notes that '*physical and digital connectivity to key national and international centres of business activity is crucial'.* The impact of the COVID19 pandemic on Aberdeen is also reflected upon, noting it was hit particularly badly with an impact upon the wider economy and with several indicators pointing to further decline in the city centre. The strategy therefore states that '***Recent trends in the region highlight the increased importance of the…..City Centre and Beach Masterplan to support town/city centre recovery***'.

2.2.42 In the strategy's Programme Areas, an action to '*Implement the Regional Transport Strategy and Action Plan'* is stated.

2.2.43 A *Regional Economic Partnership* (REP)[30] is also proposed. The *REP* is to be created to deliver on the objectives and ambitions of the new *RES* and work is ongoing to create this to ensure a central place within the region to develop and deliver on regional economic projects.

How is ART aligned with this?: ART is clearly a key component of the RES, in particular supporting net zero and regeneration ambitions

Aberdeen City Centre and Beach Masterplan (CC&BMP)(Strategy)

2.2.44 Recognised in the *RES* (as noted above), there is a wealth of ongoing change within Aberdeen itself, focussed on the ***Aberdeen City Centre and Beach Masterplan (CC&BMP)[31],*** a 20-year regeneration blueprint that is transforming the city centre while conserving its proud heritage. It identifies a series of projects that will support future economic growth and will secure more benefits and opportunities for the communities of Aberdeen City and Aberdeenshire, making Aberdeen a better place to live, work, visit and do business.

2.2.45 The goal is greater prosperity, a better quality of life for all, and encouraging people to walk or cycle more. The Masterplan was approved by Aberdeen City Council in June 2015, with a review undertaken and agreed in May 2021.

2.2.46 Eight objectives feed through the Masterplan: to change perceptions; grow the city centre employment base; introduce a metropolitan outlook; create a living city for everyone, made in Aberdeen; reveal the waterfronts; become technologically advanced; environmentally responsible; and be culturally distinctive.

2.2.47 The Masterplan contains over 50 projects split across areas: the city centre including Union Street and the West End; Aberdeen Market; Queen Street; the beach area; and combined city and beach area. The projects range from delivering enhanced civic space to helping support new events.

2.2.48 The proposed masterplan interventions will change the way that current and potential future residents and visitors experience and view the city, acting as a catalyst to increase visitor

[30] Regional Economic Partnerships - Scottish Hub For Regional Economic Development

[31] City Centre Masterplan | Aberdeen City Council

spend in the city centre's existing retail, leisure, and hospitality businesses, and could encourage more people to live in and invest in the city.

2.2.49 The policies and proposals in the *CC&BMP* seek to address the link between changes in land-use and transport, ensuring that both existing and future communities are accessible by a comprehensive, safe and effective transport network.

2.2.50 The *CC&BMP* seeks to revitalise the city centre (with Union Street being the central 'pillar') and identifies actions including implementing bus-only streets on key city centre corridors and introducing bus gates on the approach to city centre junctions to lessen the impact of congestion on journey times. In 2022 the central section of Union Street was made bus-only, and in 2024 a bus priority route was created with a bus and taxis-only section on Bridge Street, Guild Street (east of Wapping Street), and Market Street (north of Guild Street). Clearly there is the potential for further 'step change' improvements in public transport to capitalise on this increased level of bus priority, with both Union Street and Union Square key destinations and transport hubs within the city centre.

2.2.51 The *CC&BMP* also seeks to capitalise on the built and natural assets of the Beach area which is a tourism priority in its own right. The beach area is also an intrinsic component of the Aberdeen Coastal Trail, and the wide variety of tourism offer that includes nature, golf, maritime history, and dolphin watching. Plans include a new home for Aberdeen Football Club (although a longer term aspiration), a makeover for the Beach Ballroom and a brand new urban park. Links between the city centre and the beach area form part of the masterplan proposals, but the area itself has the potential to become a core destination within the city and needs consideration when developing public transport improvements, as a future destination to be appropriately served.

2.2.52 To complement the Masterplan, Aberdeen City Council developed a ***Sustainable Urban Mobility Plan***[32] *(SUMP)* for the city centre. The *SUMP* was developed to:

- Identify interventions that will help realise the city centre elements of the revised roads hierarchy, in particular the principles of reducing the volume of through-traffic and improving accessibility and permeability of the area for people walking, cycling and using public transport
- Complement, and further develop, the transport principles and proposed projects identified in the CC&BMP
- Identify some enabling infrastructure that may be required to support the success of other projects such as the city centre Low Emission Zone and bike hire scheme

2.2.53 Core elements of the *SUMP* vision include:

- Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times
- Improve connectivity between key destinations in and around the city centre by sustainable modes of transport

How is ART aligned with this?: The planned growth and placemaking aspirations of the CC&BMP need to be accompanied by an increase and improvement in public transport access which can stimulate economic growth, create jobs, promote equality, reduce congestion and create a more attractive urban realm. It's a key component of a sustainable and prosperous economy in both Aberdeen and Aberdeenshire.

[32] https://www.aberdeencity.gov.uk/sites/default/files/2020-01/Final%20Aberdeen%20SUMP.pdf

North East Bus Alliance – State of the Bus Network (Research and Strategy)

2.2.54 The North East Bus Alliance is a voluntary Quality Partnership Agreement between Nestrans, Aberdeen City Council, Aberdeenshire Council, First Aberdeen, Stagecoach Bluebird and Bains Coaches. A Passenger Charter, set out in the signed agreement states that '*…bus operators in the Partnership will provide a modern, accessible, and high quality fleet. They will also ensure that drivers go through recognised customer care and disability awareness training. Operators will individually strive to ensure that their ticketing strategy is focused on customers value for money, to increase the bus market, to fund future investment and ensure the long term viability of services.'* The agreement further states that '*Public sector partners will implement policy, infrastructure and traffic management measures that will benefit buses by improving reliability, reducing journey time variability and/or reducing current journey times. This will include more schemes that will give people using buses greater priority. They will also provide high quality and accessible passenger waiting areas. Public sector partners shall seek to support socially necessary routes in relevant areas through conventional scheduled service and demand responsive services and they will ensure that an increasing proportion of these routes are provided using quality and accessible vehicles.'*

2.2.55 In June 2019, the Bus Alliance produced a *State of the Bus Network* report[33] and, in April 2020, published a *Bus Action Plan* which was updated in both 2021 and 2022 (with a subsequent report in 2025, see next paragraph). The report sets out the Partnership's priorities for bus services across the region. The Partnership agreed a prioritised list of corridors (linked to the existing Park & Ride sites) as its focus for delivering improvements to bus services to be supported by a form of statutory agreement(s) e.g., a Bus Service Improvement Partnership(s). The Bus Alliance agreed to take forward multi-modal corridor studies for the corridors: the *Ellon to Garthdee Multi-modal corridor study*[34], the *A96 Multi-modal corridor study*[35], the *A944 / A9119 Multi-modal corridor study* [36], the *Wellington Road Multi-modal corridor STAG study*[37] and the *Aberdeen-Laurencekirk Multi-modal Study*.[38]

2.2.56 A subsequent *State of the Bus Network* report was published early 2025. The report conveyed progress since the 2019 report was published and highlighted that clear progress had been made. However, funding was noted as a continual concern across the public and private sector, and interventions were required to reduce congestion, improve journey times, and enhance the punctuality and reliability of services. The report concluded that the partners of the Bus Alliance would work together to enter into a BSIP to *strive forward towards improving bus travel in the region*. Going forward, the report will be kept under continuous review.

How is ART aligned with this?: ART will significantly advance the aspirations of the existing voluntary Quality Partnership Agreement. The outputs from the multi-modal studies are an essential input to the ART proposals with the options developed under each informing the design and costings as presented in this SBC.

North East Road Hierarchy (Strategy)

2.2.57 The *North East Road Hierarchy*[39] (2019) provides a system that reflects the updated emphasis on Aberdeen city centre as a destination and makes the most effective use of the Aberdeen Western Peripheral Route (AWPR) for distributing traffic around the city and reducing the extent of cross-city traffic movement. The objectives of the hierarchy included, amongst others, '*reducing bus journey times to make them more competitive with car journey times*;

[33] *Assessing the State of the Bus Network in Aberdeen and Aberdeenshire, North East Bus Alliance, 2019,* 5aapp-State-of-the-Network-Report_Final.pdf (nestrans.org.uk)

[34] *Ellon P&R to Garthdee Transport Corridor – STAG Based Appraisal – Problems, Issues, Opportunities and Constraints, Aecom, November 2020*

[35] *A96 Multi-modal Corridor Study, A96 Multi-modal Transport Study - Problems and Opportunities Technical Note, Stantec, April 2022*

[36] *A944-A9119 Case for Change, Stantec, August 2020*

[37] *Wellington Road Multi-modal corridor study, STAG Part 1 report, Aecom, April 2018*

[38] *Aberdeen-Laurencekirk Multi-modal Feasibility Study, Initial Appraisal: Case for Change, Aecom, October 2020*

[39] nestrans.org.uk/wp-content/uploads/2019/06/North-East-Scotland-Roads-Hierarchy-Study-2019.pdf

improving reliability to make public transport more attractive, *ensuring effective and efficient movement of goods to the city centre and harbour*; *facilitating the removal of air quality management areas (AQMAs)*, *ensuring effective use of the post-AWPR transport network, and maximising the benefits by 'locking-in' the additional capacity created by committed road schemes towards sustainable transport modes'*.

How is ART aligned with this?: ART will be a key measure meeting the hierarchy's objectives to reduce bus journey times and improve reliability. Its delivery is enabled by the implementation of the Roads Hierarchy and is a key part of 'locking-in' the additional capacity for sustainable modes.

Active Travel Network (Strategy)

2.2.58 Nestrans has developed a ***Regional Active Travel Network***[40], which they adopted in February 2025 and covers Aberdeen, Principal Towns in Aberdeenshire, and Regional Links. The network is intended to:

- Provide good quality links for the journeys that many people want to make
- Help make communities nicer places to live, work in and visit
- Work with other parts of the transport network, to help people make connections to/from bus, train and other modes of transport
- Complement the other plans and proposals of the Local Authorities and their partners for improving transport in the region
- Enable the region's roads to still do all the other things they need to do: provide access for buses, lorries, vans and cars, and ensure people can access their homes and businesses

2.2.59 The network has been developed taking cognisance of the outcomes of the MMCS and aspirations for ART. On some of the principal routes into Aberdeen, the often constrained roadspace, especially closer to the city centre, allows for a broader appreciation of ART in the context of active travel provision. Careful consideration and integration between modes is required to ensure the benefits of improvements to public transport can be fully realised, while providing attractive, accessible, and viable routes for active travel. The network is formed of important routes in built-up areas, with regional connectors which link the region's communities, providing solutions that are appropriate to the different geographies and different types of people across the region.

2.2.60 The RATN sets out seven standards of provision which might be appropriate in different locations across this network and which are developed from best practice guidance including *Cycling by Design*[41] and *The National Roads Development Guide*[42]. These standards of provision should be used to assist in identifying the appropriate level of active travel provision on ART corridors.

How is ART aligned with this?: the ART infrastructure proposals incorporate consideration of walking, wheeling and cycling, in line with the Sustainable Transport Hierarchy and in line with the aims of the RATN. Effective connections to the ART network should also be developed to ensure integration between ART and the wider active travel network

[40] 19/02/2025 Board Papers | Nestrans

[41] Cycling by Design | Transport Scotland

[42] scotsnet.org.uk/__data/assets/pdf_file/0035/45998/National-Roads-Development-Guide.pdf

Health and Transport Action Plan (2024 – 2029) (Plan)

2.2.61 The Health and Transport Action Plan (2024 – 2029) covering the Grampian region (Aberdeen, Aberdeenshire and Moray) sets out a vision, high level objectives and key priorities to guide partnership working between all those with an interest in the better co-ordination of health and transport services, alignment of strategies and improvement of health outcomes. It provides a framework for organisations to work collaboratively towards the visions agreed and the objectives set out and priority actions committed to.

2.2.62 The initial plan was developed in 2007/8 and reviewed in 2013, with a more recent review undertaken in 2023/24 and the plan subsequently updated for the period 2024-29. The plan sets a Future Vision incorporating:

- **Transport and Public Health:** Promote active travel (walking, wheeling, cycling) to improve population health and reduce health risks associated with the transport network.
- **Access to Health and Social Care**: Ensure everyone can access necessary health and social care services conveniently and affordably, while minimising environmental impacts

2.2.63 There are also four Strategic Objectives set:

- **Increase Active Travel:** Enhance infrastructure and promote the benefits of physical activity
- **Reduce Health Risks**: Address air pollution, noise, road safety, and social isolation
- **Improve Access**: Identify and resolve gaps in access to health and social care services
- **Sustainable Transport**: Promote sustainable modes of transport and reduce travel where possible

2.2.64 The Action Plan recognises the relationship between health and transport. The Plan notes '*The transport system facilitates access to jobs, education, shops, leisure, and other essential services, including health services. As well as having a key role in the wider economy, access to these daily essentials is of vital importance to an individual's physical and mental wellbeing, socio-economic status, and levels of social inclusion. Therefore, availability of accessible, affordable transport choices is regarded as a key aspect of place and a determinant of health.*

How is ART aligned with this?: ART clearly has a role in supporting, in particular, sustainable transport access to the Foresterhill Health Campus, as well as other health facilities across the proposed network. In addition, through encouraging the use of sustainable modes, ART can support the HTAP objectives relation to public health i.e. through increasing levels of personal physical activity.

Other Strategies

2.2.65 Nestrans has also published a range of further strategies including an **Active Travel Action Plan**[43], ***Freight Distribution Strategy***[44] and ***Assessment of Freight in Aberdeen and Aberdeenshire***[45] and has a strategic role in supporting aviation, access to health, maintenance, maritime, strategic roads and travel behavioural change. Recognising the importance of freight in supporting the economy of the region needs to be carefully considered and managed as public transport improvements are considered, especially recognising the impact of roadspace reallocation on both freight movement within Aberdeen and deliveries.

[43] AcTrAP_FINAL.pdf (nestrans.org.uk)

[44] PORTIS-4ABZ3-Freight-Distribution-Strategy-finalised-1.pdf (nestrans.org.uk)

[45] Final-Assessment-of-Freight-in-Aberdeen-Report.pdf (nestrans.org.uk)

2.2.66 Nestrans recognises that Aberdeen International Airport is a key part of the North-East's transport infrastructure and vital to the North East economy, providing connectivity for multiple industries[46] and that journeys to and from the airport are important to air passengers. To this end, it is recognised that working with Aberdeen International Airport and taking cognisance of the *Surface Access Strategy* contained within the ***Aberdeen International Airport Masterplan***, to support prioritising sustainable travel and improving accessibility for all is required. The airport itself, as a key destination for the region requires careful consideration within any proposals to improve public transport in the city.

How is ART aligned with these?: provision for active travel and freight will be key design considerations of the ART scheme. ART is intended to serve Aberdeen Airport.

Local Context

Local Transport Strategies

2.2.67 The ***Aberdeen Local Transport Strategy (LTS)***[47] is currently being developed. Consultation undertaken to inform the LTS highlighted the lack of / limited public transport options as one of the weaknesses with the Aberdeen transport network along with public transport integration and interconnection. Policy 8, 'Aberdeen Rapid Transit,' within the draft strategy highlights how a mass transit network can support improvements beyond just improving the current bus services. The policy highlights the need '*to work with partners including Nestrans, Transport Scotland and the North East Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city'*. The Policy highlights the opportunities for other modes of transport to interchange with such a mass transit network.

Aberdeenshire Council is also currently finalising the ***Aberdeenshire Local Transport Strategy***[48] and note it is *possibly going to be the most ambitious, bold and far reaching of the Council's Local Transport Strategies to date.* As part of the strategy development, Theme Paper 2 sets out the key issues for public transport and places strong emphasis on the need to improve services in areas such as connectivity, area deprivation, and transport poverty. The Paper notes the projected increase in population in Aberdeenshire of 15% by 2041. It is projected that there will be a 29% increase in people of pensionable age presenting challenges requiring a public transport system suitable to meet the health and wellbeing needs of this group. The Paper also notes the need to deal with climate emergency issues. Aberdeenshire Council is also currently progressing an update to their ***Aberdeenshire Passenger Transport Strategy***[49] which is reviewing and updating their policies with respect to the delivery of passenger transport, including potential links with an Aberdeen-based mass transit system. The Strategy sets out three Strategy Outcomes, of which one is to *increase bus use by encouraging a shift in travel from car to passenger transport.*

How is ART aligned with this?: the concept of ART is an integral part of Aberdeen's LTS. In addition it will contribute to the ambitions of the Aberdeenshire LTS, particularly with regards to the 'Travel Effectively' theme – which notes that '*Public transport is one of the most efficient methods of travel and efforts will be made to improve access to bus and rail services.'* ART supports the Aberdeenshire Passenger Transport Strategy and its Strategic Outcome to increase bus use through enabling opportunities for those resident in Aberdeenshire to access, by bus, the regional facilities located in Aberdeen, and other onward transport connections from Aberdeen.

[46] Aviation | Nestrans

[47] https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy

[48] Local Transport Strategy 2023 | Engage Aberdeenshire

[49] Draft Passenger Transport Strategy 2025

Local Development Plans

2.2.68 The ***Aberdeen Local Development Plan (LDP) 2023*** represents Aberdeen City Council's land use strategy for 10 years from 2022. Its aim is to support the Council's vision of creating a sustainable and socially equitable future for the city. The plan highlights the Scottish target of achieving Net Zero by 2045 and states that to achieve this all aspects of society and the economy must be mobilised to reduce emissions across all sectors. The Plan has been developed to ensure housing, leisure and work are co-located where possible and encourage active or public transport in place of the car. The Plan notes the need for enhanced public transport service provision to support planned development and highlights transport interventions to support this through developing cross city services and optimisation of services including new bus priority infrastructure.

2.2.69 Work started on producing the next Aberdeen LDP in 2023. The Aberdeen LDP 2028 will replace the existing local development plan, and the new Plan will be taken into consideration in the context of ART as it progresses, with ART referenced in the Evidence Report.

2.2.70 The ***Aberdeenshire LDP 2023*** includes policy outcomes *to make efficient use of the transport network,* and *reduce the need to travel and promote walking, cycling, and public transport.* The Plan also notes the need to make sure that new developments take place alongside where the transport system is either suitable for dealing with the increased travel demand or can be improved. Like the Aberdeen LDP, work has also started on plan preparation for the Aberdeenshire LDP 2028, covering the period 2028 – 2038. Both the Aberdeen and Aberdeenshire 2028 LDPs will be prepared to accord with the new guidance on local development planning[50] published by the Scottish Government to support reforms made in the Planning (Scotland) Act 2019[51]. The new Aberdeenshire LDP 2028 will also be taken into consideration in the context of ART as details of the Plan emerge.

2.2.71 Both Aberdeen and Aberdeenshire development sites are presented spatially in Figure 2:7. The figure shows developments located close to the key arterial routes into Aberdeen, with significant development proposed to the north of Aberdeen at Cloverhill, Blackdog, Balmedie and in Ellon, and to the north-west around Craibstone and the airport as well as sites in Aberdeenshire around Kintore and Inverurie. To the west, development is shown close to the A944 with the large site at Countesswells as well as development at Maidencraig and at the Prime Four business park, and Westhill. There are also developed sites to the south at Chapelton of Elsick and Loriston.

2.2.72 In addition, *Local Living*[52] and *NPF4* are emphasising the use of brownfield sites for the next 2028 LDPs, and many of these types of sites are in or near the proposed ART corridors.

How is ART aligned with this?: the ART network is broadly aligned to the spatial strategies in both LDPs, and presents the opportunity to support and encourage sustainable transport access to and from the sites.

Aberdeen Economic Report (Research and Strategy)

2.2.73 In 2017, Aberdeen City Council approved the appointment of an ***Economic Policy Panel*** to provide independent commentary on the state of the Aberdeen economy. The 2023 report[53] notes the changing demographics of the region that will '*exert an ever greater influence on the underlying health and shape of the North East economy in the years to come. At a national level, the Census highlighted the changing structure of Scotland's population. In particular, the average age of Scotland's population is increasing. Those aged 65 and over now outnumber those aged under 15'.* It also notes that '*the importance of cities being both an attractive place to live and work has gained added impetus since COVID-19, in part due to changes in where many people live, work and shop as well as the impact on hospitality and tourism*'.

[50] Local development planning guidance - gov.scot (www.gov.scot)

[51] Planning (Scotland) Act 2019 (legislation.gov.uk)

[52] Local living and 20 minute neighbourhoods: planning guidance - gov.scot

[53] Aberdeen Economic Report 2023 1.4 (002)_0.pdf (aberdeencity.gov.uk)

2.2.74 The report recommends the importance of creating a greater sense of identity and purpose for Aberdeen and the need for bold decisions to support an accelerated Just Transition toward new and green energies. Clear articulation is also recommended around the role of The Event Complex Aberdeen (TECA) and its wider assets in driving growth for the region by supporting tourism and business and leisure events. Diversification is noted as a key part of the overall regional economic strategy and the importance of the Energy Transition Zone and Aberdeen South Harbour are noted.

2.2.75 ***How is ART aligned with this?:*** Clearly improvements to public transport provision in the city can play an underpinning role in the achievement of the above through enabling equality of accessibility, supporting the CC&BMP and providing connectivity between people and employment.

Net Zero Aberdeen Routemap (Strategy)

2.2.76 The Panel report discusses Net Zero and the ***Net Zero Aberdeen Routemap*** [54], with a pathway set out towards Aberdeen becoming net zero by 2045. The route map states that '*to meet Net Zero by 2045, a rapid change is required in the transportation network, alongside the development of actions towards more sustainable travel'* and that *'a modal shift is needed from the currently private car dominated system to one of increased active travel, public transport, car sharing, echoing the National Transport Strategy's Sustainable Transport Hierarchy.'* The Plan's Strategic Aim is to '*reduce travel demand, play a key role in enabling a transition to low / zero emission vehicles and facilitate more walking, wheeling and use of public transport to reduce emissions while increasing the safety of road user'.* A strategic objective is to '*increase public transport options to encourage low carbon travel'* and ART is noted in the route map as a 'game changer' for public transport. Furthermore the Routemap notes the desire to maximise investment in the existing and new Park & Ride facilities, deliver significant bus priority which ensures competitive, consistent and reliable journey times on all key routes, and encourage a better balance of road space.

How is ART aligned with this?: ART would clearly contribute to net zero ambitions through mode shift from car to public transport.

Local Outcome Improvement Plans

2.2.77 The ***Local Outcome Improvement Plans*** (LOIP) for both Aberdeen and Aberdeenshire, set overarching priorities within the Local context. LOIPs for Aberdeen and Aberdeenshire have been developed through the Aberdeen and Aberdeenshire Community Planning Partnerships respectively.

2.2.78 Community Planning Aberdeen is a local partnership of public, private and third-sector organisations and communities all working together to improve people's lives across Aberdeen City. The partnership's ***Aberdeen Local Outcome Improvement Plan*** [55] (2016 – 2026) was refreshed in 2024 and sets out how Community Planning Aberdeen will improve outcomes for and with local people and communities. The vision set out in the Aberdeen LOIP is that Aberdeen will be 'a place where all people can prosper' by 2026, with everyone in the city to have the same opportunities, regardless of their background or circumstances. Community Planning Aberdeen have set out 16 'stretch outcomes' and 97 improvement aims that they are seeking to achieve by 2026, set across four themes of Economy, People, Place, and Community Empowerment. Outcomes under the Place theme include reducing carbon emissions in the city, and increasing sustainable travel (walking, cycling and reducing car use).

2.2.79 Similarly, Aberdeenshire's Community Planning Partnership has developed ***Aberdeenshire's LOIP*** (2017-2027), with the Plan's priorities reviewed in 2020. The LOIP vision is *Working together for the best quality of life for everyone in Aberdeenshire* and the Aberdeenshire LOIP

[54] Net Zero Aberdeen Routemap & Enabling Strategies | Aberdeen City Council

[55] Home - Community Planning Aberdeen

has six guiding principles of inclusion, accountability, partnership, evidence-based, sustainability and efficiency.

How is ART aligned with this?: By providing attractive and accessible transport options, ART will provide new opportunities for residents to achieve the aims set out in the LOIPs.

Active Travel

2.2.80 Aberdeen City Council have an ***Aberdeen Active Travel Action Plan (2021 – 2026)***[56]. The Plan was approved by the City Growth and Resources Committee in February 2021. It sits as a supplementary document to the Aberdeen LTS to further develop the active travel aspirations of that strategy. The Plan notes the significant risk that the benefits of the recent billion-pound investments in transport (including the AWPR) will gradually erode should the council not take steps to 'lock in' these benefits. Particularly noted is the importance of '*using the freed-up road capacity afforded by the opening of the AWPR and other schemes to give more priority to sustainable modes of transport, particularly walking and cycling'*. The 2021 – 26 Plan notes, in terms of progress since the previous Plan that *early indications are that traffic flows within the City have already been altered and there is now less congestion within the City which allows us to carry forward a number of projects to reshape traffic in the City in favour of Active Travel modes.*

2.2.81 Aberdeenshire Council have a ***Walking and Cycling Plan,*** published in 2009. Note that both the Regional Active Travel Network being developed (discussed above) and the ***Aberdeenshire Integrated Travel Towns (ITT)*** project[57] (supported by Sustrans and Paths for All) supersede the 2009 document. The ITT project sets out several proposals, from infrastructure developments designed to support more active and integrated travel, to softer interventions such as mapping, signage, events and promotional activities, which are hoped will have a wider community benefit. The ITT project is feeding into the Regional Active Travel Network development. Good modal interchange between active travel and bus is important in ensuring the benefits of improved public transport in Aberdeen can benefit those in Aberdeenshire.

How is ART aligned with this?: The ART network will need to accommodate and integrate with proposals and plans for active travel, with recognition that walking and wheeling are a fundamental component of any bus trip.

Working in Partnership For Aberdeen

2.2.82 It is worth noting that, Aberdeen adopted the "Working in Partnership for Aberdeen" statement in 2022.58 The statement outlines the collaborative efforts between the SNP and Liberal Democrat groups to address various challenges and improve the quality of life in the city.

2.2.83 The statement noted under a *Greener Transport, Safer Streets, Real Choices* theme a desire for *a good quality and environmentally friendly transport network where people have real choices about how to travel is vital for any modern city. Sadly, many of Aberdeen's roads and pavements are in very poor condition, many roads are unfriendly to cyclists, and some communities are either poorly served or not served at all by bus services.*

2.2.84 The actions noted to tackle this challenge included *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.*

[5656] https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=618&MId=7687&Ver=4

[57] Integrated Travel Towns - Aberdeenshire Council

[58] WorkinginPartnershipPolicyStatement.pdf

How is ART aligned with this?: the joint statement clearly sets out a political desire across parties for continued development of the ART scheme.

Alignment with Policy - Summary

2.2.85 A step change in public transport in Aberdeen has the potential to support many wider national, regional and local aims and objectives as set out above. ART would have a multi-faceted role in ensuring delivery of not only transport policy but wider social, environmental, planning, social inclusion, carbon and energy, and economic policy.

2.2.86 At the heart of this is the potential for a step change in public transport provision to support:

- meeting Scottish Government climate change targets
- underpinning the ambitions in the *Net Zero Aberdeen Route map*
- realising economic benefits
- reducing inequalities
- improving health and well-being

2.2.87 Improving the sense of 'place' within the city, both in the centre and its urban communities, reducing severance between communities and the wider region, and improving opportunities for active and sustainable travel, all underpin improved health, wellbeing and equality outcomes.

2.2.88 Importantly, sustainable and equitable public transport has a core role in supporting the delivery of the CC&BMP and unlocking development on the region's three identified growth corridors radiating out from the city centre. Through supporting the delivery of the regeneration plans and ambitions as set out in the RES and LDPs, a step change in public transport provision can support the economic recovery and transition of the city and region, helping broaden labour markets, tackle inequalities of access, and encourage leisure in the city centre.

2.3 The Case for Investment

2.3.1 The Case for Investment section:

- Provides an overview of the current situation in the city region covering demographics, economics and transport / travel trends
- Sets out the range of transport supply side problems which contribute to the trends
- Provides a summary of the trends and problems as a link to the setting of objectives
- Through the three bullets above, sets out the Case for Investment in ART

Current Situation

2.3.2 The information presented here draws on and updates the STAG-based ART Case for Change (CfC), reported in March 2022.[59] The report identified a range of transport problems and opportunities, and from these the rationale for the development of a rapid transit scheme, and associated Transport Planning Objectives (TPOs). The CfC built on the problems and opportunities as defined through the RTS:2040 and STA documents, as well as the MMCS

[59] *Aberdeen Rapid Transit - Options Appraisal - Case for Change, Stantec, March 2022*

covering the A90 / A956 (north), A96 (north-west), A944 / A9119 (west), and A92/A956 (south) into Aberdeen.

2.3.3 The MMCS provide detailed consideration of the strategic corridors into Aberdeen and explored the transport problems and opportunities along each corridor. Analysis from these reports is set out in Appendices A, B, C, and D, with the key points highlighted where relevant in the following sections.

2.3.4 A range of engagement activities were undertaken across the MMCS to inform the identification of problems and opportunities including a range of stakeholder and public engagement activities. With stakeholders this included face-to-face meetings, telephone interviews and workshops as well as the issuing of briefing notes. For the public this included focus groups, online engagement and social listening. The outcomes of these activities have also been drawn on to evidence the transport problems as set out within this SBC.

Spatial and Socio-Economic Context

2.3.5 By definition, mass transit / BRT should cater for the **highest volume movements** in an urban area. This section therefore sets out the situation with regards to population and employment in the Aberdeen area and by extension the key trip generators and attractors. This helps establish the main places and focus of where people need to connect between. In addition, data from the Scottish Index of Multiple Deprivation (SIMD) is also presented to identify those areas more affected by deprivation, and for whom opportunities are more likely to be negatively impacted by poor public transport connectivity.

2.3.6 This has been done through consideration of population density, the locations of jobs, and retail floor space across the city (and into Aberdeenshire), as well as mapping of other key locations: business parks; industrial estates; schools (primary and secondary); colleges; universities; hospitals; leisure centres and transport hubs (rail stations and the bus station).

2.3.7 Population density (persons per $km^{2)}$ is presented in Figure 2:3, with employment mapping (number of jobs) presented in Figure 2:4, and retail floor space presented in Figure 2:5.

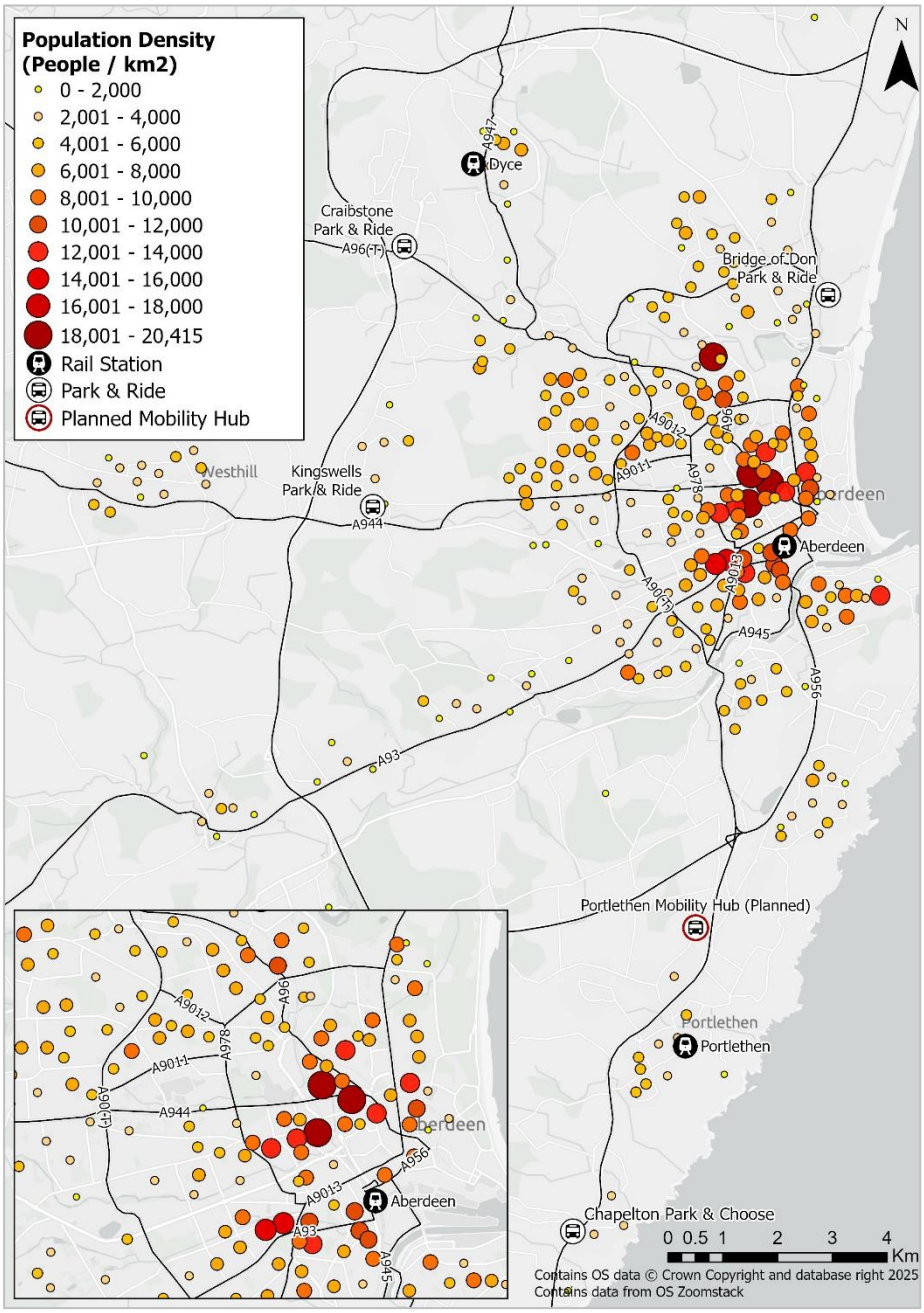


Figure 2:3: Population Density (2021) (per km sq)[60]

2.3.8 The mapping highlights the dense nature of population in the centre of Aberdeen, with further dense dwellings along the A956 (Seaton and Old Aberdeen to the north of the city centre), A96 (George Street, Froghall, Powis and Sunnybank, and Tillydrone), between the A944 and A9119 (Rosemount), to the south of the A9119 (West End), and in Torry (close to the A956 to the south of the city centre.

[60] https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/small-area-population-estimates-2011-data-zone-based/mid-2021

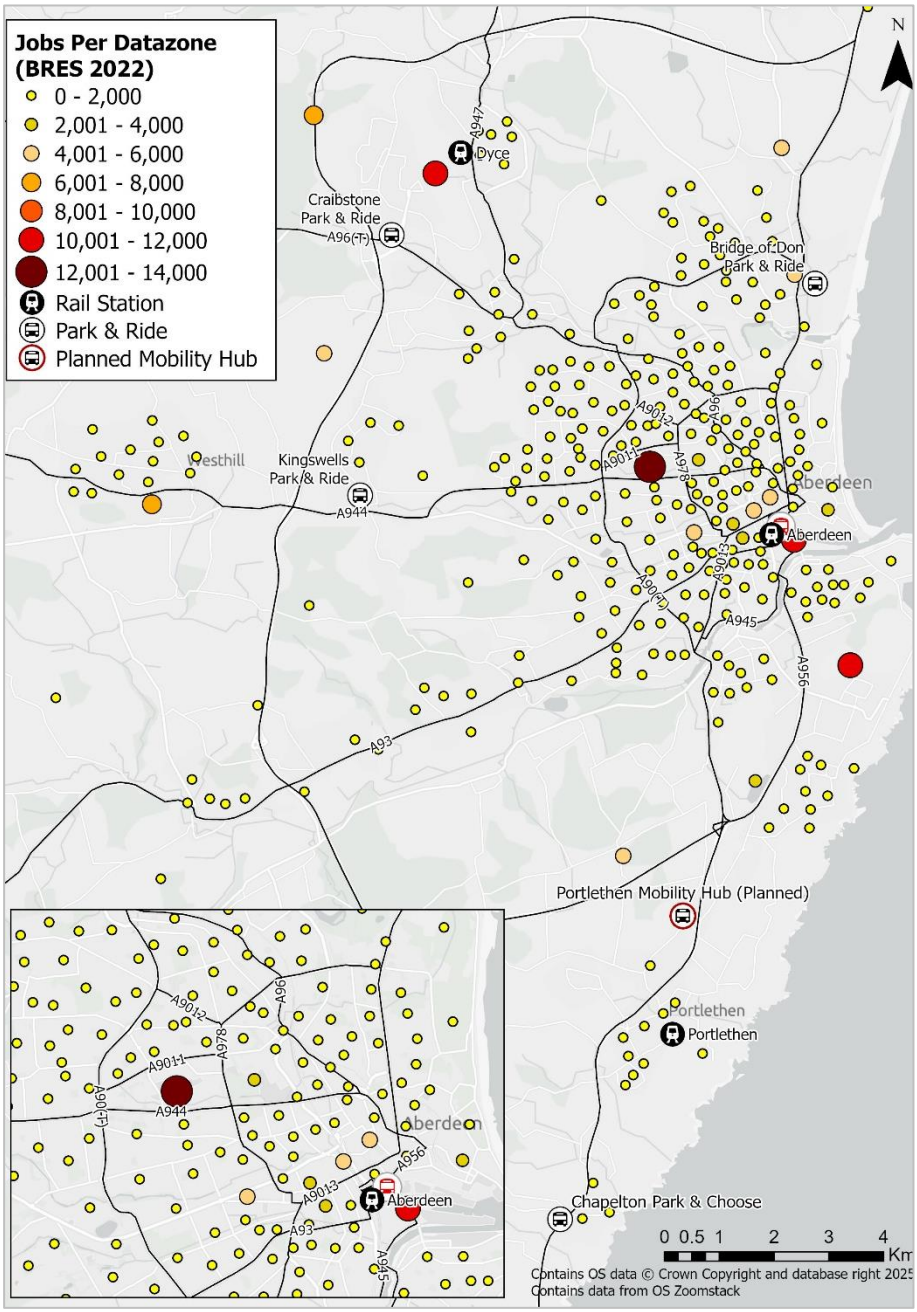


Figure 2:4: Employment (number of jobs, datazones)[61]

2.3.9 The mapping highlights some core locations where jobs are concentrated. These include the city centre and harbour area, at the Foresterhill Health Campus (including Aberdeen Royal Infirmary) and Aberdeenshire Council offices at Woodhill House, and in Westhill (Arnhall Business Park) – all located along the A944 corridor. Kirkhill industrial estate / the airport, the West End, the area around the Bridge of Don, and the Altens and East Tullos Industrial estate located between the new Aberdeen South Harbour and the A956 Wellinton Road, are also highlighted as locations with higher employment concentrations.

[61] BRES (2020)

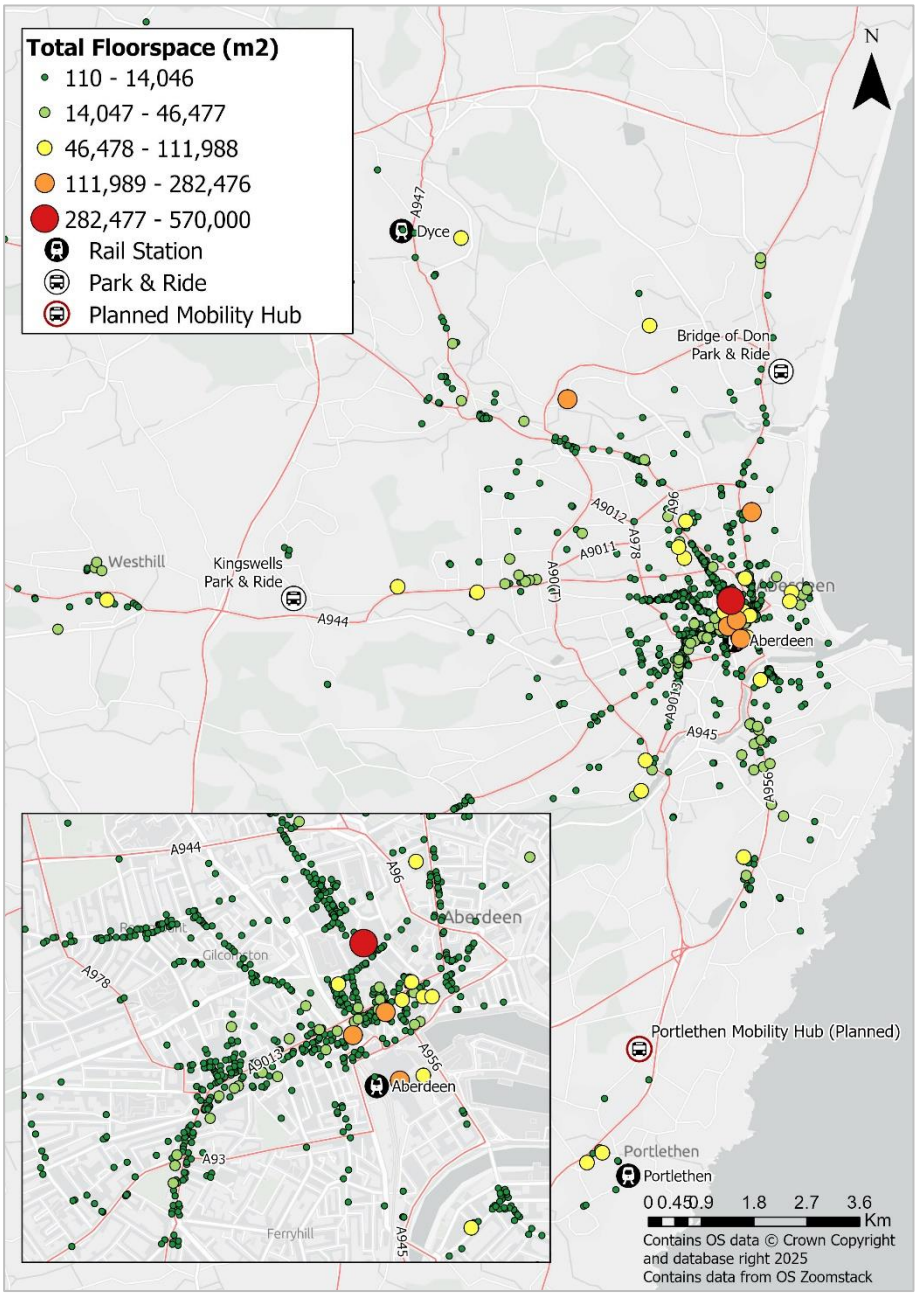


Figure 2:5: Retail Floor Space [62]

2.3.10 The figure shows the retail core within the city centre, as well as other core retail locations around George Street and the Kittybrewster Retail Park, at Garthdee (Garthdee Retail Park), within Arnhall Business Park (at Westhill), and at the Balmoral Business Park (directly west of Cove). Furthermore, the major supermarket facilities at Persley (Tesco Extra), and Asda and Aldi (in west Portlethen) are also noted.

2.3.11 Reflecting the above, the figure below shows the range of major trip generators and attractors located along and close to the primary road routes into Aberdeen.

[62] CoStar (2025)

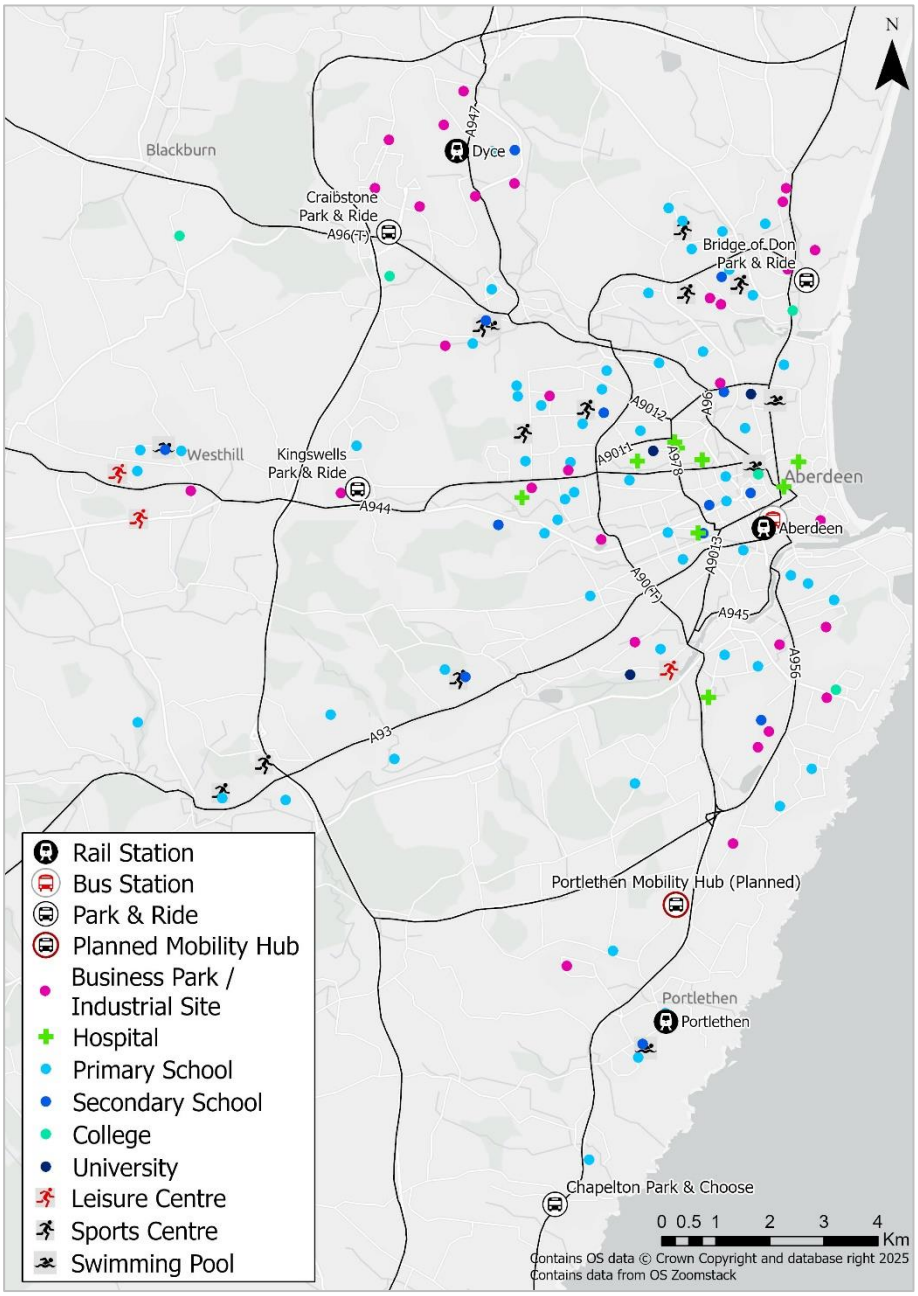


Figure 2:6: Other Key Trip Generators and Attractors[63]

2.3.12 Aside from employment and retail facilities in the city centre itself, the key trip generators and attractors, grouped below by their closest strategic road corridor include:

- **A92 (North):** Industrial estates at Denmore, Murcar, and Bridge of Don as well as the Aberdeen Energy & Innovation Parks, the University of Aberdeen campus (King Street), North East Scotland College (at Gallowgate), Beach Boulevard Retail Park, Aberdeen Aquatics Centre, Aberdeen Sports Village, as well as the Bridge of Don Park & Ride site.

- **A96:** Aberdeen airport, TECA, industrial estates at Kirkhill, Raith, Pitmedden Road, Wellheads, Stoneywood, Muggiemoss Road, Northfield, and St. Machar, Craibstone Business Park, D2 Business Park, North East Scotland College (at Gallowgate),

[63] Google Maps, NHS Grampian, Sport Aberdeen https://www.sportaberdeen.co.uk/, Live Life Aberdeenshire https://www.livelifeaberdeenshire.org.uk/sport-and-physical-activity/venues/, Aberdeenshire Council and Aberdeen City Council websites, https://www.uk-universities.net/

Berryden Retail Park, Kittybrewster Retail Park, Bucksburn Academy, St. Machar Academy, as well as the Craibstone Park & Ride site.

- **A944:** Arnhall Business Park at Westhill, Prime Four Business Park at Kingswells, Woodend Hospital, Foresterhill Health Campus (Royal Aberdeen Children's Hospital, Aberdeen Royal Infirmary, Aberdeen Maternity Hospital), and Cornhill Hospital (specialising in mental health problems).

- **A9119:** Hill of Rubislaw Business Park, Woodend Hospital, Albyn Hospital (private hospital), Hazlehead Academy, Harlaw Academy, and Aberdeen Grammar School as well as numerous business premises located on the roads parallel to the A9119 between the A9119 / A92 junction and the city centre.

- **A93:** Cults Academy, International School Aberdeen, and Robert Gordon University as well as planned residential development to the north of the road just east of the AWPR.

- **A92 (South):** Badentoy industrial estate, Robert Gordon University, Cairnrobin industrial park, and the (planned) Park & Ride site to the north of Potlethen. There is also a small Park & Choose site (Chapelton Park & Choose) immediately west of Newtonhill serving the both the Newtonhill and Chapelton of Elsick communities.

- **A956:** Marywell Commercial Park, Cairnrobin industrial park, Balmoral Business Park, CityView Business Park, Altens and East Tullos industrial estates, Aberdeen South Harbour, and Lochside Academy.

Key Point: the corridors defined in the ART Vision broadly reflect the location of population, jobs, retail and leisure facilities in and around Aberdeen. They are therefore well aligned with the likely location of the highest volume movements. There are a number of sports centre facilities located close to the A93, but it is noted this corridor is served by a strong existing bus market. In addition, while there are several business parks / industrial areas located close to Dyce (not served by ART), this area is served by the rail network. As ART develops, consideration is required to ensure connectivity between the ART network and key employment and residential areas (not directly served by ART) through 'feeder' bus connections to ART and also through good connectivity with walking, wheeling and cycling networks.

Planned Future Development

2.3.13 The North East Bus Alliance's '*Assessing the State of the Bus Network in Aberdeen and Aberdeenshire'* report (published June 2019) defined several priority corridors. These corridors cover all three of the Strategic Growth Areas identified in the 2020 Aberdeen City and Shire Strategic Development Plan - the A90(S), A90(N) and A96 corridors. Development is planned along all these three broad corridors as shown in Figure 2:7 below which presents an overarching view of future development across Aberdeen and into Aberdeenshire.

2.3.14 Development can be seen along the A90(S) around Stonehaven and at Chapelton of Elsick (Aberdeenshire) as well as significant residential development planned to north of the Charleston junction and commercial development around Aberdeen South Harbour. On the A96 there is significant commercial and residential development planned around Craibstone, both north and south of the A96 and the airport (Rowett North and South) as well as sites in Aberdeenshire around Kintore and Inverurie. On the A90(N) there is development at shown at Cloverhill, Blackdog, Balmedie and in Ellon. Furthermore there is other development noted close to the A944 with the large site at Countesswells as well as development at Maidencraig and at the Prime Four business park.

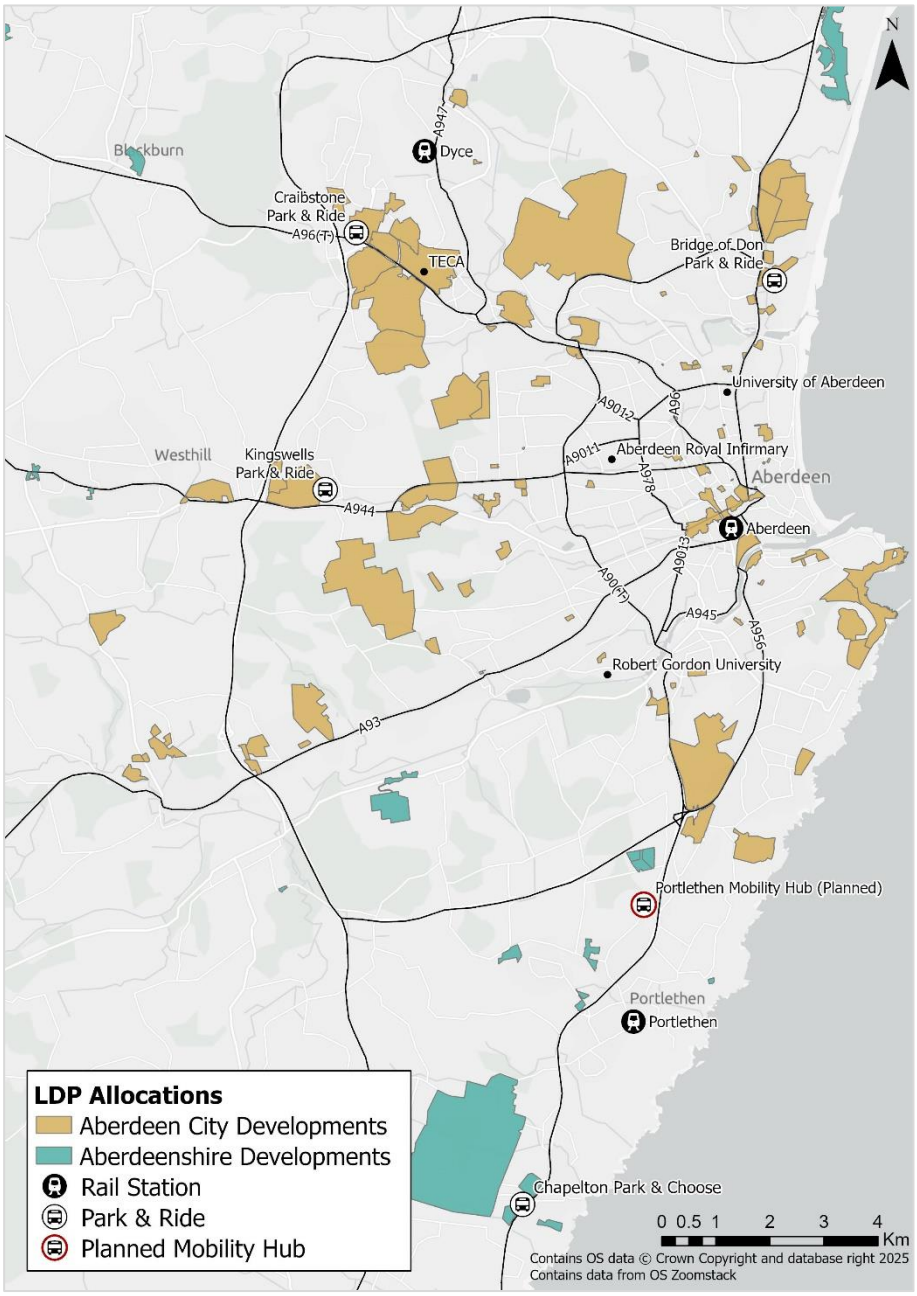


Figure 2:7: Future Development[64]

2.3.15 It is worth reflecting that providing a step change in public transport provision across the Aberdeen City Region could increase the viability of these sites by increasing land value. Such positive impacts were generated close to Edinburgh's tram line and in proximity to the Belfast Glider scheme. Since the Edinburgh trams began operating in 2014, the average house price along tram routes has grown from £199,171 to £218,350[65]. This growth of 10% is almost four times faster than in the two years before the line opened, when the average price grew by 3%. Furthermore, Estate Agents in Belfast note that while it's hard to quantify if the Glider has had a direct effect on increasing house prices, the proximity of properties close to the route is

[64] Aberdeen Local Development Plan 2023, Aberdeenshire Local Development Plan 2023

[65] Research finds new tram routes in cities boost nearby house prices - PropertyWire

frequently cited when advertising properties and the Glider has made longer commuting distances feasible and increased customers' search areas when looking to buy.[66]

Key Point: many of the main land allocations in and around Aberdeen are in the strategic corridors identified in the ART Vision. A step-change in public transport provision would likely increase land values and improve the viability of these sites. Indeed, ART could help facilitate the delivery of these sites, particularly if the mitigation of development traffic impacts presents a delivery challenge.

Deprivation

2.3.16 The Scottish Index of Multiple Deprivation (SIMD) is the Scottish Government's standard measure to identify areas of multiple deprivation in Scotland and is a relative measure of deprivation across all Scottish datazones. SIMD looks at the extent to which an area is deprived across seven 'domains': income, employment, education, health, access to services, crime and housing, and reports these individually or as a composite measure.

2.3.17 The figure below sets out the SIMD deciles ranking for each datazone in Aberdeen, and into Aberdeenshire.

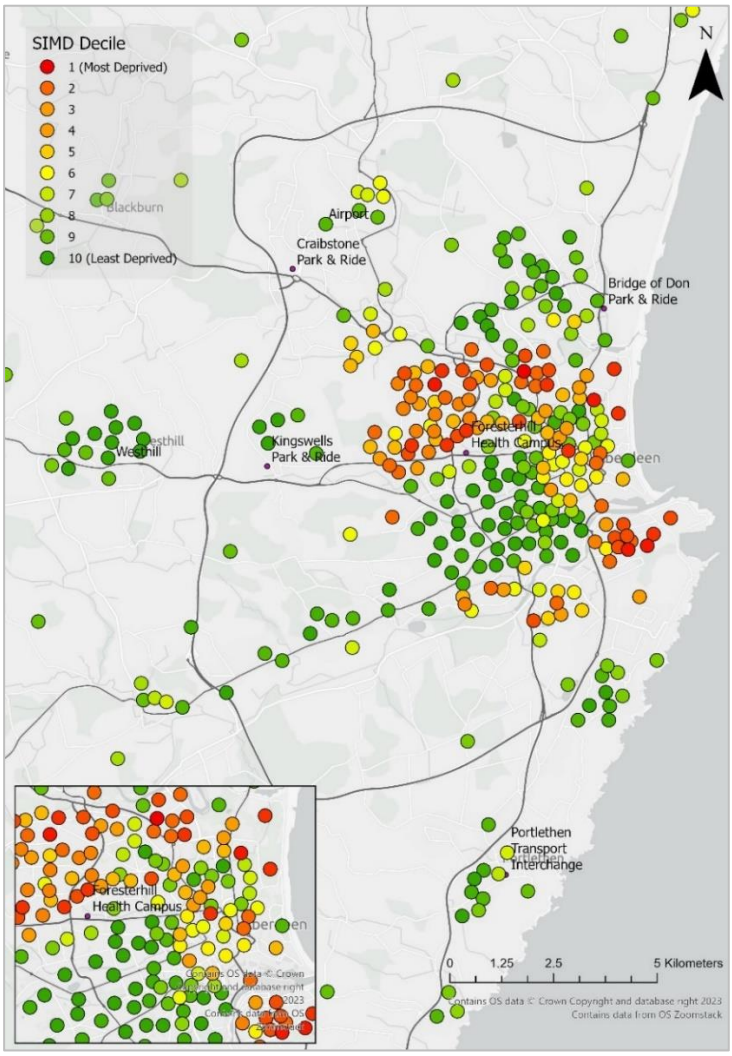


Figure 2:8: Scottish Index of Multiple Deprivation (2020)

[66] Belfast Glider: Decision time for planned new routes - BBC News

2.3.18 This mapping highlights the most deprived areas (those ranked amongst the 20% most deprived in Scotland) are located at Torry (south of the city centre east of the A956), Kincorth (south of the city centre located between the A92 and A956), Tillydrone and Middlefield (close to the A96), Stockethill and Mastrick (north of the A944) and Seaton (close to the A956 north of the city centre).

2.3.19 Nestrans, in partnership with Aberdeenshire Council and Aberdeen City Council, and with funding from Paths for All, Smarter Choices, Smarter Places Open Fund, commissioned a Comprehensive Travel Survey[67] (CTS) study in the North East of Scotland. The findings of the study were reported in 2023 and considered bus use across different areas. The analysis found that 24% of those who live in an area of high deprivation used a bus at least weekly, compared to 17% who live in an area with low deprivation, highlighting the **greater reliance on the bus network by those living in more deprived areas**.

2.3.20 Furthermore, the CTS found that 71% of residents who live in an area of high deprivation had access to a car or van, while 91% of residents in the least deprived areas had access to a car or van, again highlighting the greater reliance on other modes of transport in more deprived areas.

Key Point: the corridors identified in the ART Vision cover some of Aberdeen's most deprived communities, especially on the A96. Such communities are typically more reliant on public transport. The design of ART should prioritise such communities.

City Centre Vitality

2.3.21 As Scotland's third largest city, Aberdeen is an important centre for commerce, culture, retail and leisure for those within the city and across the wider Aberdeenshire region. In economic terms the Aberdeen City Region has gone through many transformational periods and moved its economic focus to embrace opportunity as it arises.

2.3.22 However, over the last decade the economic performance of Aberdeen has declined. From a thriving economy in 2010, real Gross Domestic Household Income per head fell by 6.7% by 2021[68], and in 2023, Aberdeen was one of only two UK cities that had fewer jobs than in 2010. Around 30% of jobs in the city's export base is directly related to the oil and gas industry and, consequently, Aberdeen's total Gross Value Added (GVA) has tracked changes in the international price of these commodities and activity in the North Sea, which have been falling. As a result, it is estimated that between 2010-2022 the city lost around 9,000 jobs because of the oil and gas sector's downturn.

2.3.23 This hit the retail sector particularly hard, with a 30% reduction in retail jobs (2010 – 2022) – the national decline was just 6%. The decline in employment opportunities also impacted on net migration, with nearly 14,500 people leaving the city between 2010 and 2022 in part leading to a 16% reduction in 20-29 year olds.

2.3.24 An update to the Regional Economic Strategy (undertaken in 2022/23 and discussed earlier) recognised the changed economic position in the North East and the range of new challenges and opportunities. It notes that '*Aberdeen City has the highest retail vacancy rates among Scotland's four largest cities and has experienced a larger increase in vacancy rates'* and '*that Aberdeen faces an even more acute impact on the commercial office market, having the highest commercial office vacancy rates of the biggest four cities in Scotland'*

Key Point: Aberdeen city centre has seen a decline in retail and commercial activity in recent years and this is recognised in a raft of new policies and initiatives aimed at reversing this decline focussing on the CC&BMP. The City is also in a process of transitioning away from its reliance on oil and gas. A step change in public transport would provide a significant boost to

[67] AECOM-Report-to-Nestrans-CTS-Final-20-October-23-1.pdf

[68] Aberdeen's lost decade: What went wrong? | Centre for Cities

these regeneration efforts by providing people with an attractive and accessible means to easily access the city centre.

Travel and Trends

2.3.25 This section presents a high-level summary of trends in car and public transport usage at both the Scottish and regional level. The data presented considers changes in car use, car ownership (including comparison with other Scottish cities), method of travel to work, trends in bus patronage, operating challenges, and comparisons to trends in rail use and investment in the rail network.

General Traffic Trends

2.3.26 Road traffic has increased in the North East, with traffic slowly increasing since the financial crisis of 2008-09, peaking at around 4.8 billion vehicle kilometres in 2019 prior to the COVID-19 pandemic.[69] Traffic grew by 22% over this period, far higher than the Scotland figure of 12%.

2.3.27 The latest available Scottish Transport Statistics 2023[70] (STS) was published in March 2024. The figure below shows the number of vehicles on trunk and local roads at the Aberdeen City and Aberdeenshire local authority level.

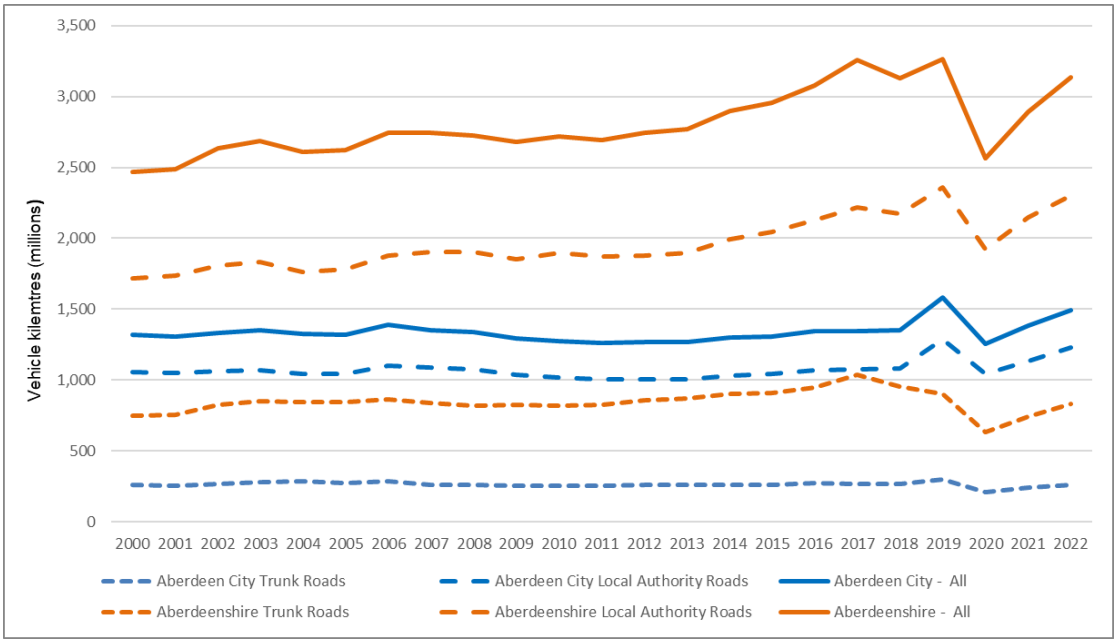


Figure 2:9: Traffic on trunk and local authority road in Aberdeen City and Aberdeenshire

2.3.28 The figure shows traffic levels in 2022 increasing again towards pre-COVID19 pandemic levels with the total figure for 2022 being 95% of the 2019 peak figure.

2.3.29 In Aberdeen and Aberdeenshire, car ownership is generally high, with 88% of households in Aberdeenshire, and 77% of households in Aberdeen having one or more cars available, with both figures higher, and the Aberdeenshire figure significantly higher, than the Scotland wide average.[71] The Aberdeen City figure is significantly higher than other Scottish cities as shown in the figure below.

[69] https://www.nestrans.org.uk/wp-content/uploads/2021/12/Nestrans-RTS_PUBLISHED.pdf

[70] Scottish Transport Statistics 2023 | Transport Scotland

[71] Scottish Household Statistics, 2022, Table LA4

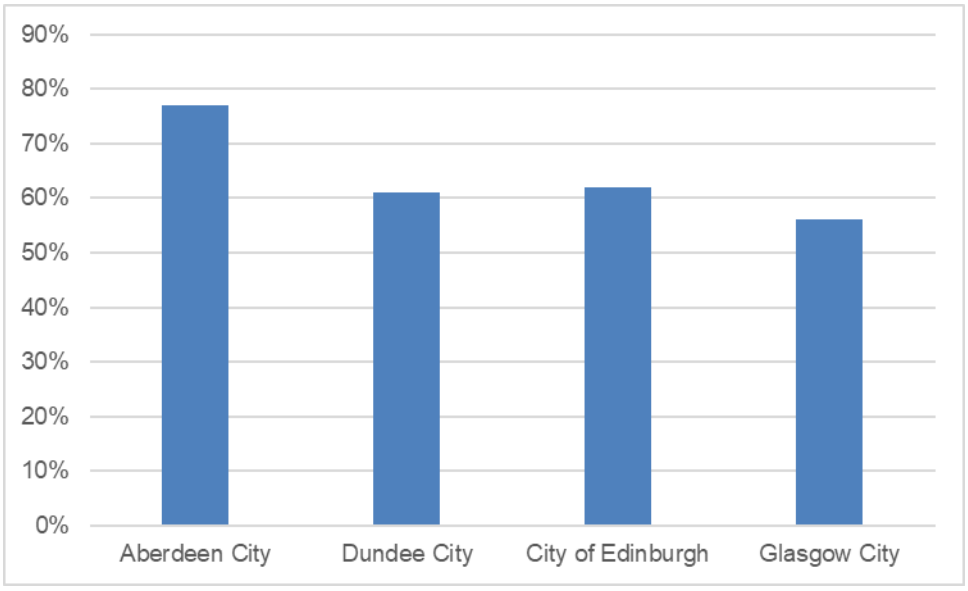


Figure 2:10: Percentage households with one or more cars (Source: Scottish Household Statistics,2022, Table LA4)

2.3.30 Compared to other Scottish cities, Aberdeen residents also have a higher driver trip frequency, with 58% of those aged 17+ driving every day or at least three times a week, as shown in the figure below. Furthermore, the recent Comprehensive Travel Study[67] reported that 88% of Aberdeen City residents and 93% of Aberdeenshire residents used a car or van at least once a week.

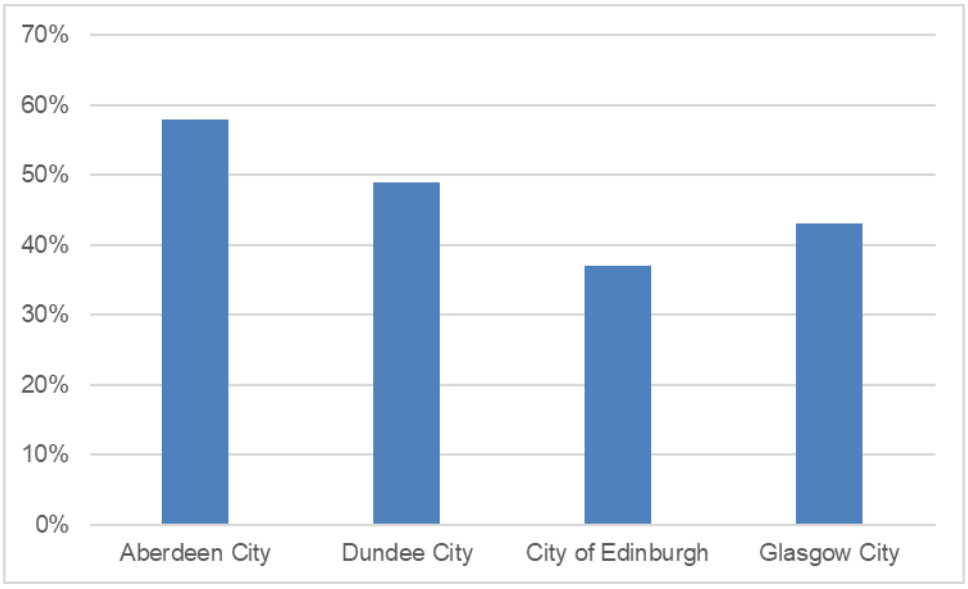


Figure 2:11: Percentage aged 17+ driving every day or at least three times a week (Source: Scottish Household Statistics,2022, Table LA5)

2.3.31 Reflecting the high car ownership levels, commuting to work by private vehicle in Aberdeen City accounted for around 69% of trips in 2022, considerably greater than in Edinburgh and Glasgow (as shown in Figure 2:12) – although noting the impact of the COVID-19 pandemic may have still been having an impact at this time. Commuting by bus to work was also much lower compared to Edinburgh and Glasgow. The mode share for those in Aberdeenshire commuting to work as either a driver or passenger in a car / van stood even higher at 72%.

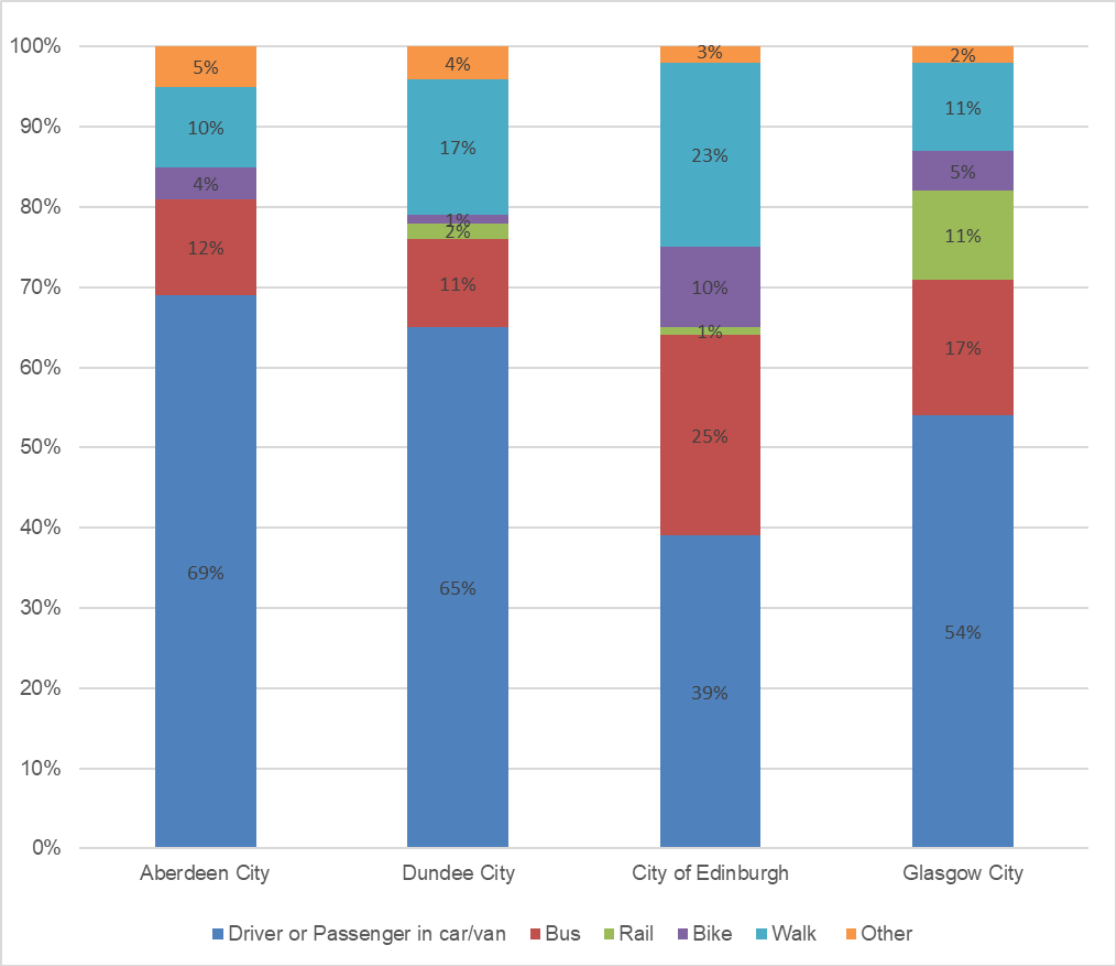


Figure 2:12: Usual Method of Travel to Work – Employed Adults (Source: Scottish Household Statistics,2022, Table LA1)

Key Point: Road traffic levels in the north east (both the city and the shire) grew higher than for Scotland as a whole in the decade prior the pandemic. Car ownership and use is also higher than Scotland's three other major cities. While being mindful of the difference in city size and demographics, bus use is however far lower in Aberdeen than in Edinburgh and Glasgow.

Public Transport Trends

2.3.32 Figure 2:13 presents passenger journeys on local bus services across four Scottish regions indexed against 2004, and shows that bus patronage has been declining in Scotland since a peak around 2008/9. Figure 2:14 presents corresponding information in relation to the vehicle kilometres provided by local buses over the same period.

2.3.33 While the Aberdeen and Aberdeenshire region fall into a wider 'North East, Tayside and Central' category (covering Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City) it is however useful to consider the trend in both the national and regional data.

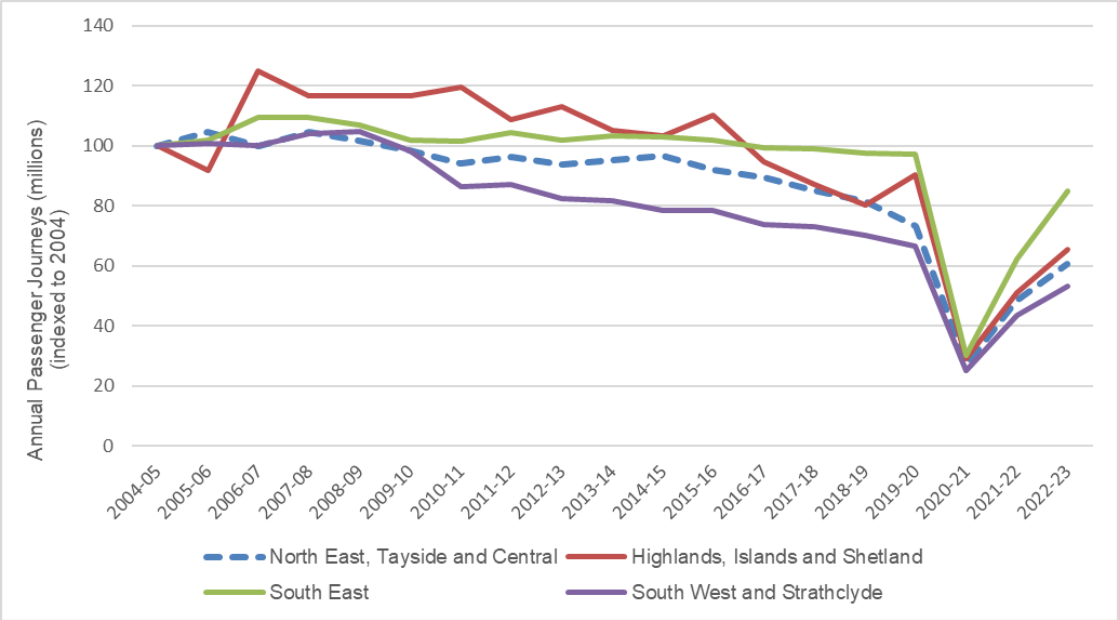


Figure 2:13: Passenger journeys on local buses (Scottish Transport Statistics 2023, Table 2.2b)

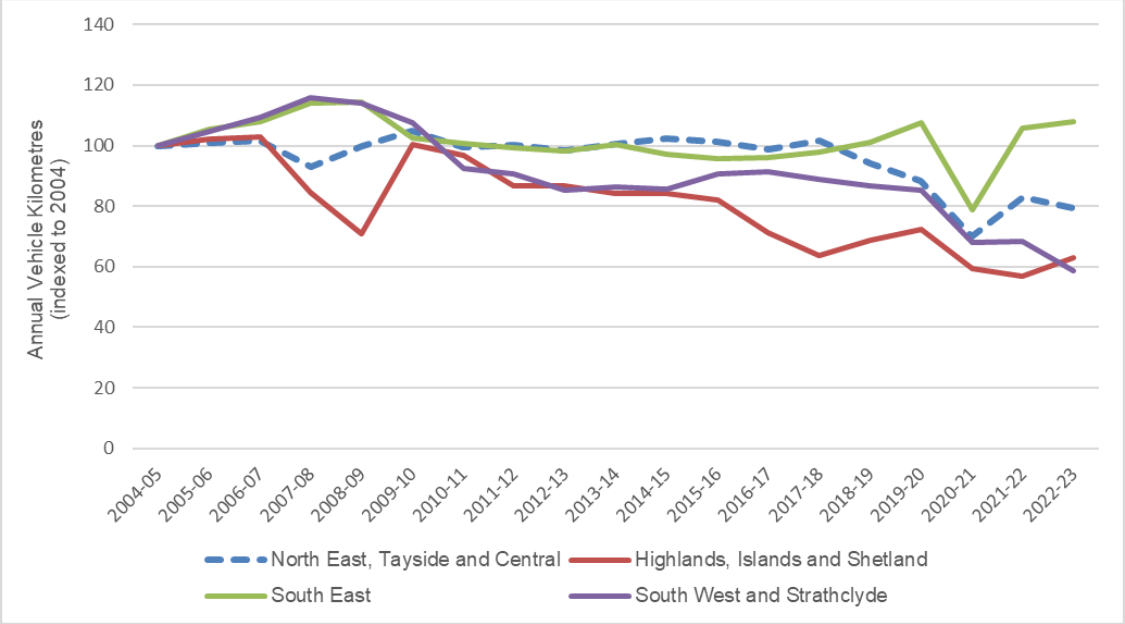


Figure 2:14: Vehicle kilometres served by local buses (Scottish Transport Statistics 2023, Table 2.3c)

2.3.34 At the Scottish level, there was a reduction in annual bus patronage of 158 million trips between 2004/05 and 2022/23. Total passenger journeys in the North East, Tayside and Central region fell from 65 million passenger journeys per annum in 2004/5 to just 39 million in 2022/23, a fall of 40%. Over the same period, local bus vehicle kilometres in the North East, Tayside and Central region fell from 55 million per annum in 2004/5 to just 44 million in 2022/23, a fall of 21%.

2.3.35 More regionally focussed data, covering just the Aberdeen and Aberdeenshire region, is set out in the table below, for 2019 to 2023 (in calendar years), showing total bus patronage and highlighting the proportion of concessionary fare passengers. Note that the introduction of the Young Person's Bus Travel scheme in January 2022, which provides free bus travel for all those under 22 years of age, will be the driver behind the large jump in the number and proportion of concessionary passengers between 2021 and 2022. This rise has offset an

ongoing suppressed (due to the lingering concerns around the pandemic) use of buses by older passengers with concessionary passes.

Table 2:2: Estimated Bus Passengers in the North East (2019 –23)[72]

Year	Total Patronage (millions)	Number of Concessionary Passengers (millions)	Proportion of Concessionary Passengers
2019	25.3	10.3	41%
2020	11.7	4.7	40%
2021	12.4	4.9	40%
2022	20.5	10.5	51%
2023	23.6	13.3	56%
Change 2019 to 2023	**-1.7**	**+3.0**	**+15 percentage points**

2.3.36 The data shows that, at the Aberdeen and Aberdeenshire regional level, there has been a reduction in passengers of 1.7million between 2019 and 2023, a drop of approximately 7%. While presented for the financial (as opposed to calendar) year, as a longer-term comparison, the figure for 2015/16 (as presented in the *State of the Bus Network Report,*[73] Table 3.4) was 29.9 million passengers, thus implying a drop between 2015/16 and 2023 of 6.3 million passengers (a 21% reduction).

2.3.37 The data also shows the impact of the introduction of the Young Person Bus Travel Scheme, with the proportion of non-fare paying passengers on the network significantly increasing in recent years and now making up more than half of passengers on the network.

Key Point: Bus use (passengers) and bus services (bus km) across the wider region including the north east have been in decline for the last 20 years. In 2023, bus passenger numbers in the north east were still 7% below pre-pandemic levels despite the widening of eligibility for free bus travel to the under 22s.

Operating Challenges

2.3.38 In November 2017, the Confederation of Passenger Transport[74] (CPT) published research on Scottish bus patronage trends. The report concluded that, despite bus industry efforts to boost passenger numbers, a range of external factors have hampered this including: rising car ownership and use, traffic congestion, changing shopping habits and reduced public sector investment, as well as operational issues due to rising fuel costs (which has in part impacted on passenger fares) and challenges with driver retention. Despite now being seven years since the report was published, the external factors noted remain in 2024, with many exacerbated by the COVID-19 pandemic.

2.3.39 The report states that **congestion had increased average bus journey times** by 10% over the last decade. This increases journey times and reduces the reliability and punctuality of services leading to increased operating costs and a less attractive service for passengers. In the *The impacts of congestion on bus passengers*[75] report produced by *Greener Journeys*, it

[72] Provided by Nestrans - Nestrans -figures show total passengers travelling on the two key bus operators in the region: First Aberdeen and Stagecoach

[73] 5aapp-State-of-the-Network-Report_Final.pdf (nestrans.org.uk)

[74] KPMG releases report on Scottish bus decline - CBW (cbwmagazine.com)

[75] TTBusReport_Digital.pdf (greener-vision.com)

notes that to mitigate against the impact of congestion on bus operations, operators can either:

- reduce service frequency to maintain operational costs, likely resulting in fewer passengers
- try to maintain service frequency by operating additional services with increased operational costs (which may include additional vehicles, drivers, fuel, tyre and overall maintenance costs) likely leading to higher passenger fares.

2.3.40 Under both the above scenarios, the Greener Journey report notes that longer passenger journey times due to the congestion negatively impact on patronage, and states that elasticity of demand suggests that, in the long run:

- a 10% decrease in operating speeds leads to an 8% increase in operating costs - if this is passed on to passengers through higher fares it results in a 5.6% fall in patronage
- A 10% deterioration in operating speeds would lead to a 10% reduction in frequency and 5% fewer passengers

2.3.41 Taking on board the response passengers have to spending longer on board buses, the report notes this would lead to a further 5% fall in passengers, and *the net result is a direct correlation between operating speeds and patronage:* ***a 10% decrease in speeds reduces patronage by at least 10%****.*[75]

2.3.42 NTS2 articulates the downward spiral of bus decline that congestion can cause (see Figure 2:15). Worsening congestion ultimately makes the bus network less attractive leading to fewer passengers, increased fares and more cars on the network, further increasing congestion. **Reducing congestion, or providing bus priority and protection from the worst congestion on the network is important to breaking this circle of decline**.

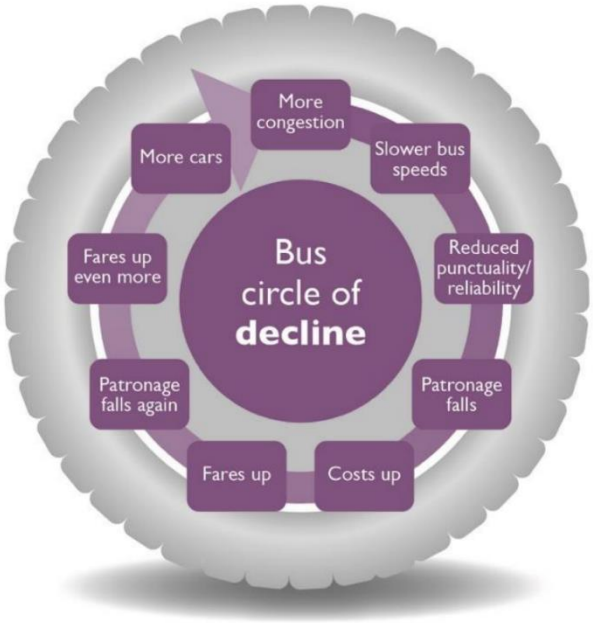


Figure 2:15: Bus Circle of Decline[5]

2.3.43 Between 2004/05 and 2021/22, across Scotland, bus fares increased by 88% (in current prices). This has largely reflected increasing operating costs per bus-kilometre which have increased by 98% (again, in current prices). Over this period, the operating cost per

passenger has increased by 215% (in current prices and reflecting the reduction in passenger numbers).[76]

2.3.44 High driver turnover had historically been recorded among many bus operators but as the COVID19 pandemic was ending, the Scottish bus industry faced an unprecedented **shortage of drivers**[77]. Driver shortages affect the reliability of services and leave passengers and members of the public dissatisfied with the bus network.

2.3.45 Since Autumn 2021 driver turnover has been exacerbated by increased rates of attrition, labour shortages, with further impacts caused by Brexit and the effects of the pandemic.[78] As reported by the *Transport Scotland Bus Taskforce* (set up in 2022 over 10 months to support this transition of the bus sector from the additional government support provided during the pandemic to a more sustainable future) this shortage was particularly acute during 2022 and posed a significant barrier to bus operators and their ability to recover from the pandemic. A key issue was that with employment at a record high, and many other industries facing similar issues, there was, and continues to be, intense competition to attract new employees. Operators acted to make employment in the industry more attractive, with a significant modernisation taking place across many operators to improve pay, terms and conditions and the overall employment offering.

2.3.46 The CTA report also noted that an **increase in online shopping** means fewer people are travelling to high streets and shopping centres. This trend was estimated to have cut bus journeys by seven million over the four year period (2013 – 2017). Given the CTA report was published in 2017, the impact of the pandemic will have further accelerated the growth in home working, the increase in online shopping and deliveries.

Key Point: The bus industry has faced many challenges which contribute to the decline in patronage seen in last 20 years. A key factor in this is traffic congestion which adds to the costs of bus operators with a range of implications as outlined above. Bus priority measures can have a positive impact on breaking this cycle.

Bus Services - Supply Side

2.3.47 The data and narrative presented below helps identify and evidence the problems, issues, opportunities, and constraints within the current bus network. The analysis is presented at a broad regional level, but also on four strategic corridors into Aberdeen: north; north-west; west; and south. These corridors were defined in the North East Bus Alliance '*Assessing the State of the Bus Network in Aberdeen and Aberdeenshire'* report as priority corridors.

Bus Network and Services

2.3.48 At present, bus services in Aberdeen are delivered under the deregulated model specified in the Transport Act 1985 whereby bus operators determine the services that they wish to provide on a commercial basis and the Councils (Aberdeen Council and Aberdeenshire Council, as the Local Transport Authorities) are responsible for procuring services that are deemed socially necessary but are not provided by the market. Almost all services in Aberdeen are operated commercially by the two main operators, with First services focussed on the City and Stagecoach providing services extending into Aberdeenshire. The public sector, at present, therefore, has a minimal role in planning or supporting services (noting that Aberdeenshire Council does subsidise several socially necessary bus services).

2.3.49 The extent of bus network coverage is broadly shown in the figure below to provide an overview of areas served.

[76] Scottish Transport Statistics, Tables 2.5, 2.6 and 2.7

[77] Driver Shortages Sub-Group | Transport Scotland

[78] bus-taskforce-summary-report.pdf (transport.gov.scot)

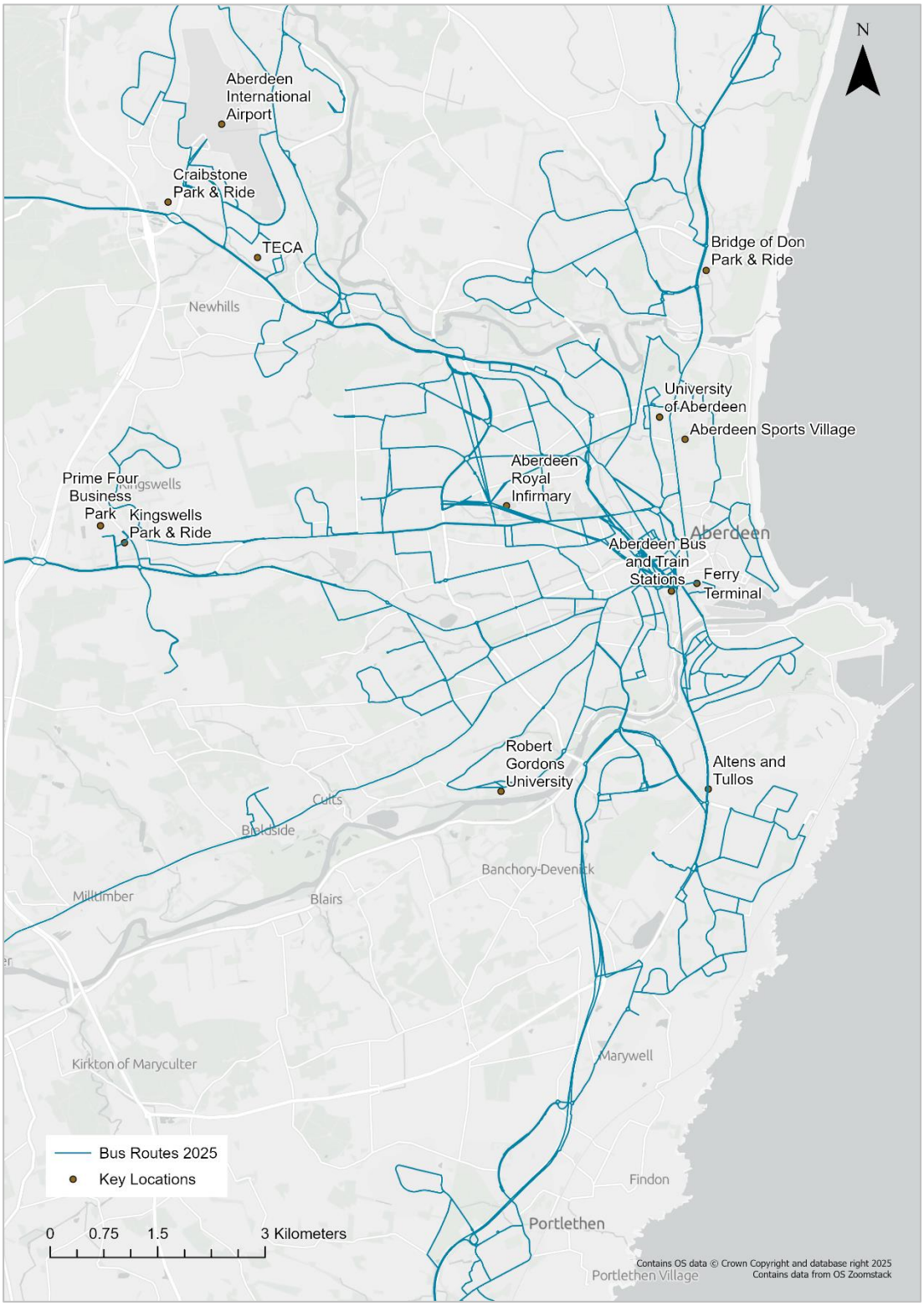


Figure 2:16: Bus Network – Overview – Aberdeen (as of early 2025)

Figure 2:17: Bus Network – Overview - Aberdeenshire (as of early 2025)

2.3.50 The network covers the strategic routes into and out of Aberdeen linking to towns and villages in Aberdeenshire. The network across the city serves Aberdeen's residential suburbs and connects to employment hubs. Most services are arterial in nature, operating into and out of the city centre. Services operate into the city from Aberdeenshire towns, including Ellon, Peterhead and Fraserburgh to the north, Kintore, Inverurie and Huntly to the north-west, Westhill, Banchory and Aboyne to the west, and Portlethen, Newtonhill and Stonehaven to the

south. As well as direct services, the Park & Ride sites at Ellon, Kingswells and Chapelton offer those from the north, west and south of the city the opportunity to access Aberdeen centre by bus (with the site at Craibstone providing similar opportunities from Huntly, Inverurie, Kintore etc. when it was operational, and the temporarily closed site at Bridge of Don providing additional opportunity from north of the city).

Bus Priority Measures

2.3.51 There are bus priority measures on several of the key routes into and within the city centre, in the form of bus lanes / bus gates – these are shown in the figure below. These offer some priority for services operating in the city and provide benefit to services into the city from the wider Aberdeenshire region.

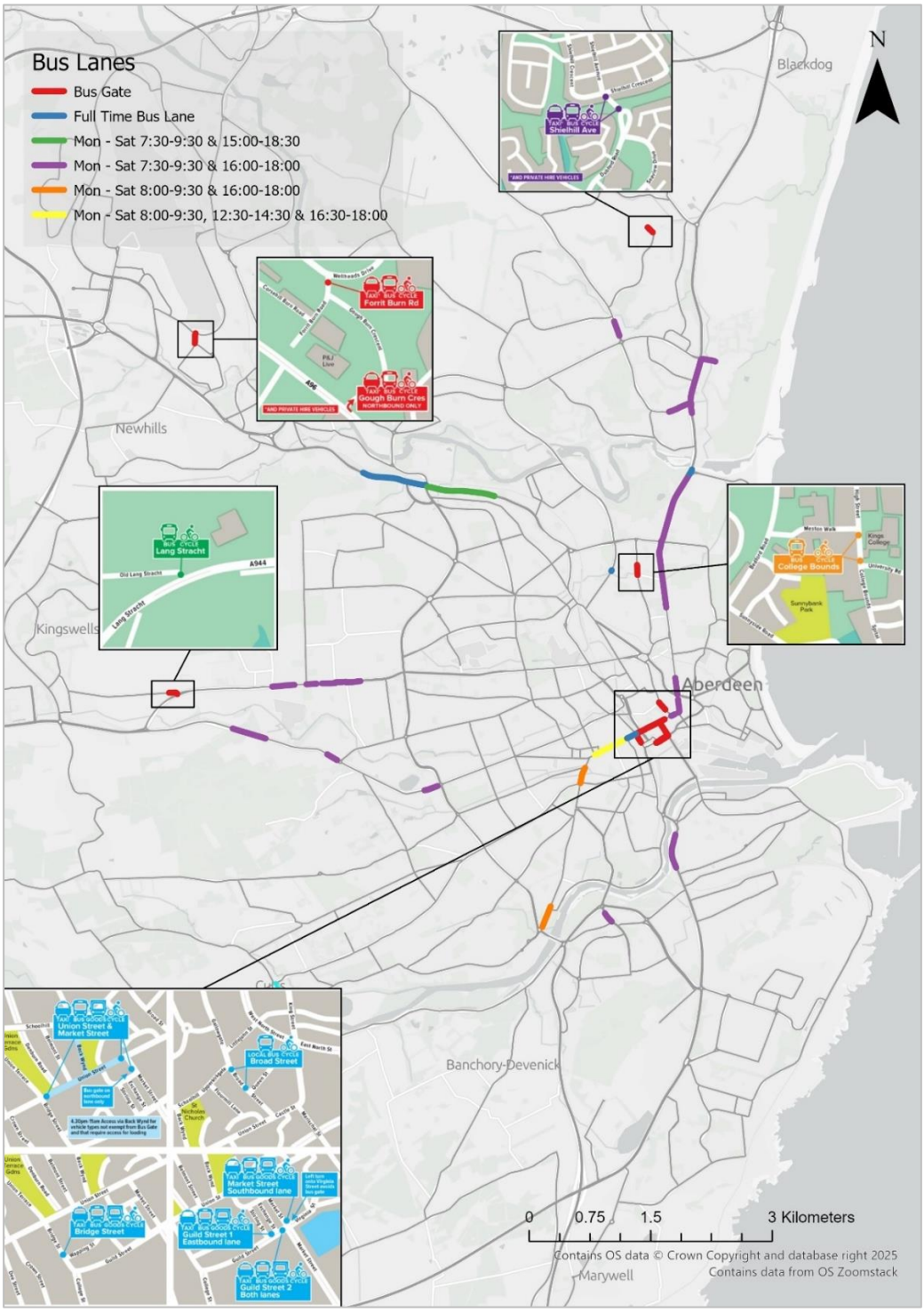


Figure 2:18: Bus Priority Measures

2.3.52 As can be seen in the figure, bus priority is fairly limited and focused on specific junctions or short sections of carriageway, with some bus lane inconsistencies in hours of operation across the city. Bus gates are located on:

- Broad Street (local buses only)
- Bedford Road
- College Bounds (Buses and Cycles only)

- Gough Burn Crescent, TECA (Buses, taxis and cycles)
- Forrit Burn Road (Buses, taxis and cycles)
- Shielhill Avenue (Dubford) (also open to taxis)
- Lang Stracht
- Union Street/Market Street (between its junctions with Hadden St and the Adelphi). Also open to taxis exiting from Back Wynd and cyclists
- The east side of Guild Street
- Bridge Street, between Wapping Street and Windmill Brae

2.3.53 It should be noted that the introduction of the bus priority measures along the central section of Union Street in 2022, and the bus priority route created in 2024 on Bridge Street, Guild Street (east of Wapping Street), and Market Street (north of Guild Street) provide strong city centre measures on which to further build to support the delivery of ART. The bus priority measures here have been the subject of several Elected Member debates since their original implementation through an Experimental Traffic Order with the final scheme agreed in early 2025.

Vehicles – Fleet and Fuelling

2.3.54 Since 2010, bus operators have made significant investments in their vehicle fleets, installed new electronic ticket machines, made website and app developments, introduced contactless payment methods and invested in new fuel technologies. The introduction of real time passenger information across Aberdeenshire in 2015, along with the upgrade of at-stop screens has ensured comprehensive real time information at the main bus stops, complemented by QR codes and web based real time information for all stops and services across the region.

2.3.55 There has also been investment in the introduction of Europe's largest fleet of 10 hydrogen fuelled buses with a refuelling station at Kittybrewster. In 2021, First Bus announced their commitment to purchase no diesel buses after 2022 and to operate a fully zero-emission fleet by 2035[79] and further to a successful ScotZEB application, it introduced 24 single deck electric vehicles in Aberdeen. In September 2021, Stagecoach announced an £11.2 million investment in 22 electric buses for Aberdeen, supported by £4 million from the Scottish Government Ultra-Low Emission Bus Scheme.[80] The 22 buses are now operational on the Aberdeen network and have sufficient charge to operate all day and re-charge overnight.[81]

2.3.56 As of January 2024, First Bus was operating 24 electric buses and 25 hydrogen powered buses, which made up approximately 40% of the overall bus fleet in Aberdeen. The electric buses take around three hours to charge and have a range of approximately 370km, with First's King Street depot upgraded with 16 dual-headed fast chargers. Electric vehicles operate on First's 12, 20 and 23 bus routes[82, 83]. The hydrogen powered buses take less than 10 minutes to refuel and offer a greater range than the electric. They operate on the 17, 18 and 19 routes[84,85]

[79] https://cbwmagazine.com/first-bus-to-trial-new-arrival-bus

[80] Aberdeen bus routes set to power up | Stagecoach (stagecoachbus.com)

[81] Electric Buses in Aberdeen | Stagecoach (stagecoachbus.com)

[82] First Aberdeen bus fleet now 40% emission free | FirstBus Scotland News

[83] Electric Buses | First Bus

[84] The world's first hydrogen-powered double decker bus arrives in Aberdeen (lowemissionzones.scot)

[85] Hydrogen Buses | First Bus

2.3.57 In July 2024, BP Aberdeen Hydrogen Energy Limited (the joint venture between BP and Aberdeen City Council) announced that the final investment decision for its Aberdeen Hydrogen Hub project had been agreed. The planned hub will feature a hydrogen production, storage and distribution facility, located at Hareness Road, Aberdeen, which will be powered by electricity generated at a solar farm installed on the former Ness landfill site. Targeting production from 2026, once operational the hub will have the potential to deliver up to around 300 tonnes of green hydrogen a year through the initial phase of the project, enough to fuel 25 buses and a similar number of other fleet vehicles per day.

2.3.58 As of June 2024, Stagecoach Bluebird operate 35 electric buses in Aberdeen. They are used on urban services, with the 59 and 727 (airport) routes being fully electric.[86]

2.3.59 Ember launched a new Edinburgh to Aberdeen service in October 2024 which serves the Bridge of Dee and Bridge of Don (at a frequency of 20 services per day), operating using all electric vehicles.

2.3.60 Almost all operating vehicles are 'conventional' double decker vehicles, but of particular note, First operates single decker articulated buses on student routes serving the university campuses. The buses offering additional standing capacity and First note they are favoured by more elderly and less mobile passengers who prefer / or who cannot make their way onto the upper deck of a conventional bus if seating downstairs in unavailable. Boarding on the buses is from the front of the vehicle with tickets purchased on board from the driver. At particularly busy times, First staff are sometimes in situ at core stops to enable ticket purchase before boarding to speed up the overall boarding process. Existing stop infrastructure does not consistently support the longer articulated vehicles at certain locations, where passengers cannot alight the vehicles through the second set of doors due to street furniture.

Existing Supply Side Transport Problems

2.3.61 Reflecting on the trend and supply side information as set out above, and presenting further data and analysis as required, a range of transport problems (denoted 'PR' below) relating to the current situation are defined and discussed below.

2.3.62 Many of the problems discussed are further evidenced and reflected in both bus passenger and non-bus user views of the current network and services and an overview of public views on bus services across the region is provided first. This overview helps point towards the reasons and barriers for the bus network not being more heavily used. In this regard, perceptions, and specifically negative perceptions, of the current bus network and services is itself a problem.

Public view of bus network and services

2.3.63 Bus travel being poorly perceived is often a key reason for not travelling by bus, and it is therefore important to establish the views of Aberdeen City and Aberdeenshire residents (not just passengers) with respect to their bus services. Various engagement activities undertaken across a range of studies touched on in the narrative above, have been drawn on to establish these views, including:

- market research undertaken via online and phone-based surveys across the region to establish a broadly representative sample of bus users and non-bus users, and Aberdeen City and Aberdeenshire residents[87]
- perceptions and views expressed through the Scottish Household Survey[88]

[86] Stagecoach passes six million zero-emission rides in Aberdeen - routeone (route-one.net)

[87] Aberdeen Rapid Transit – Detailed Options Appraisal, Stantec, 2023

[88] Transport and Travel in Scotland 2022 | Transport Scotland

- the outcomes of the CTS[67]

Market Research

2.3.64 In the market research exercise, respondents were asked to rate how satisfied or dissatisfied they were with different aspects of the bus services available to them. The table below shows the top three factors which each group expressed dissatisfaction with (either 'dissatisfied' or 'very dissatisfied).

Table 2:3: Outcomes of Market Research Exercise – Dissatisfaction (top three factors)

Rank	Aberdeen City Bus Users	Aberdeen City Non Bus Users	Aberdeenshire Bus Users	Aberdeenshire Non Bus Users
1	quality of bus stops / shelters (21%)	reliability of the bus turning up on time (39%)	facilities at Park & Ride sites (31%)	time of first and last services (39%)
2	access to information regarding services (for journey planning) (16%)	quality of bus stops / shelters (38%)	reliability of the bus turning up on time (29%)	frequency of service (35%)
3	facilities at Park & Ride sites (15%)	range of destinations which you can reach without changing bus (36%)	access to information regarding services (for journey planning) (24%)	overall door-to-door journey time by bus (34%)

2.3.65 Bus non-users are significantly more dissatisfied than bus users, given that they do not use the bus. For non-users, these views will likely be based on perceptions – although addressing these perceptions is clearly vital if more people are to use public transport.

2.3.66 Over the whole sample, the ranking below shows the factors that people were most dissatisfied with, in descending order:

1 Reliability of the bus turning up on time
2 Quality of bus stops / shelters
3 Range of destinations which you can reach without changing bus
4 Access to information regarding services (for journey planning)
4 Time of first and last services
6 Frequency of service
6 Facilities at Park & Ride sites
8 Level of personal security at bus stops and on buses
9 Overall door-to-door journey time by bus
10 Reliability of journey time onboard the bus
11 Quality of bus vehicle
12 Length of time taken boarding and alighting the bus
13 Convenience of buying tickets

Scottish Household Travel Diary

2.3.67 The Scottish Household Travel Diary[89] reports on the percentage of people who agree / disagree with various statements regarding public transport. For Aberdeen City residents, the statements that the fewest people agreed with were:

- '*the fares are good value*' (55%)
- '*it's easy changing to other forms of transport*' (57%)
- '*buses are environmentally friendly*' (69%)
- '*buses are on time*' (76%)
- '*the service is stable and isn't regularly changing*' (78%)

2.3.68 This data suggests that **addressing factors around reliability, service quality and network coverage would improve satisfaction with bus services** in and around Aberdeen, for both bus users and those who do not currently use the bus.

Comprehensive Travel Survey

2.3.69 The CTS[67] also considered the satisfaction of bus users, with the findings noting that 61% of Aberdeen residents and 64% of Aberdeenshire residents were either 'very satisfied' or 'satisfied' with their bus experience. Furthermore, 21% of Aberdeen residents and 16% of Aberdeenshire residents were either dissatisfied or very dissatisfied with their bus experience.

2.3.70 Furthermore, Focus Groups undertaken to inform the CTS found that bus reliability, cost and a lack of convenience were the main reasons cited as reason not to use the bus more often. Further barriers to use were noted as:

- A lack of trust in service reliability with a perceived risk around using buses for multi-modal journeys, with concerns regarding the reliability of connections
- Bus frequency and levels of service were said to be reducing 'all the time' (note that this does however conflict with the SHS survey point as noted in 2.3.67 above)
- A lack of trust in real-time information and information available on online apps
- A lack of orbital bus services operating routes around Aberdeen City, causing people to travel to the city centre first before travelling to their final destination
- Lack of express or direct buses to Aberdeen City from Aberdeenshire
- Crowding and over-capacity on buses as they leave Aberdeen City, adds risk to Aberdeenshire residents that a bus may be unavailable
- A lack of evening bus services led to the perception that bus is not an option for late night travel home
- Safety concerns when buses are used by large groups of young people, especially in the evenings

2.3.71 The CTS also found that over a quarter (27%) of North East region residents could switch from car to bus for travel to work, with most of these residents living in Aberdeen City. Furthermore:

[89] Transport and Travel in Scotland 2022 | Transport Scotland (Table LA14a)

- In Aberdeen, 25% of workers who drove to work felt switching to bus would be easy; 55% felt it would be difficult and 15% felt it would be impossible (4% neither easy nor difficult)

- In Aberdeenshire, 12% of workers who drove to work felt switching to bus would be easy; 51% felt it would be difficult, 31% felt it would be impossible (4% neither easy nor difficult)

2.3.72 These outcomes highlight the ability of some to switch modes, but with the factors as outlined above in terms of user and non-user satisfactions likely inhibiting, and creating barriers to, the switch.

PR1: Public perceptions of the bus services as a low quality travel option: Service reliability, service quality, network coverage and fares feed into a poor perception of bus travel for some in the community and therefore a perception that travel by bus is a low-quality travel option. There is a perpetual negative perception of bus travel amongst a cohort of the population leading to a reluctance to use the bus, and the image of bus travel needs to be improved to address this. Problems to be addressed include uncompetitive journey times, poor bus travel time reliability, stability in the network, the cost of travelling, poor interchange facilities and stop infrastructure, and difficulties in access for vulnerable users.

Bus Service Frequencies

2.3.73 Services operate across the city and into Aberdeenshire with varying frequencies. The figure below shows the frequency of services at each bus stop between 0600 and 2300, with the figure thereafter showing which corridor routes in the city broadly operate with what could be considered a ‘turn up and go’ frequency – considered here as at least a bus every 10 minutes i.e. 6 or more buses per hour. Note though that the frequency of buses at the stops does not relate to any one individual bus route and also not necessarily with bus frequencies evenly spaced across each hour. However, it does provide a broad appreciation of service provision at each stop and along routes into the city.

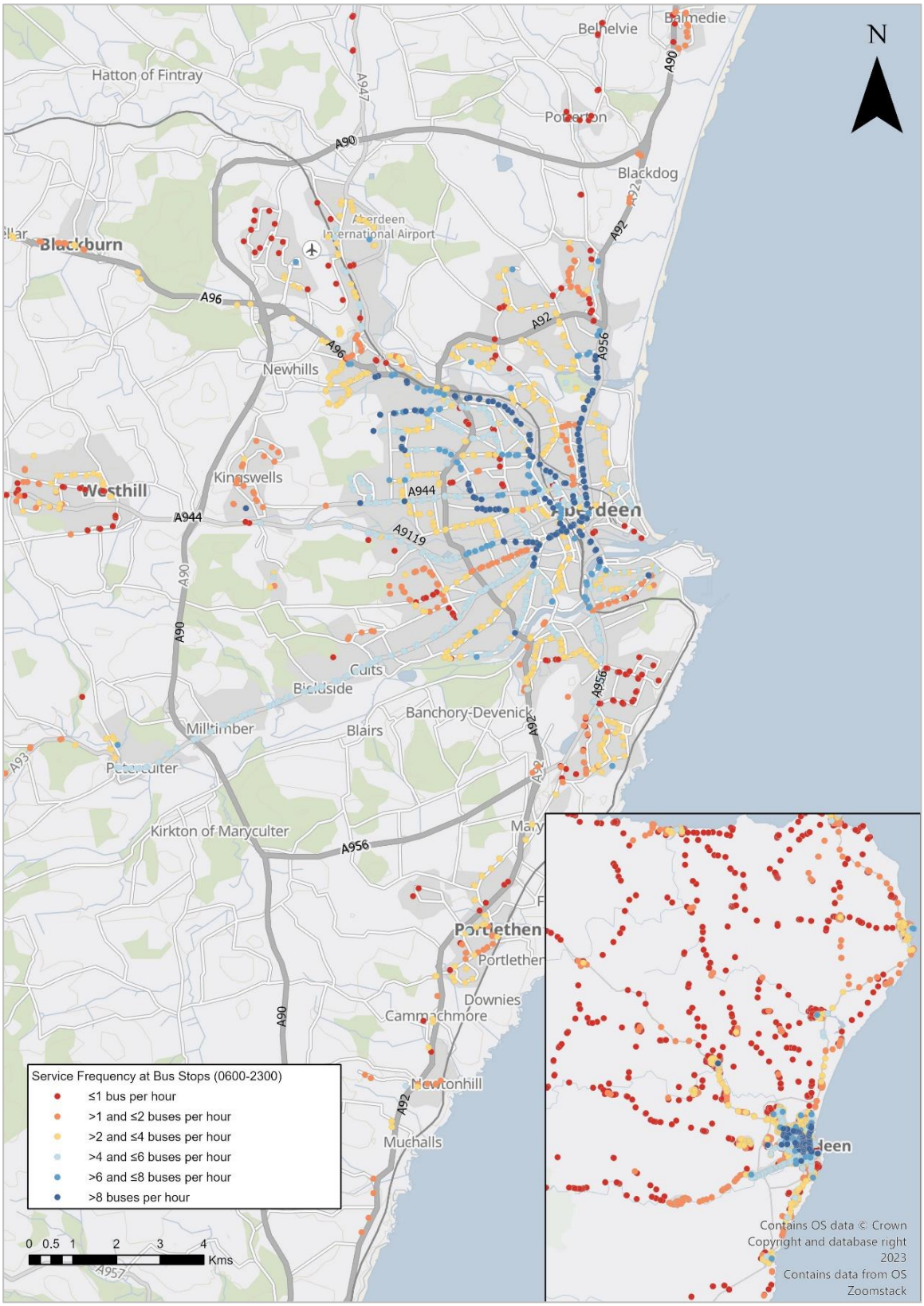


Figure 2:19: Bus Network – Service Frequencies

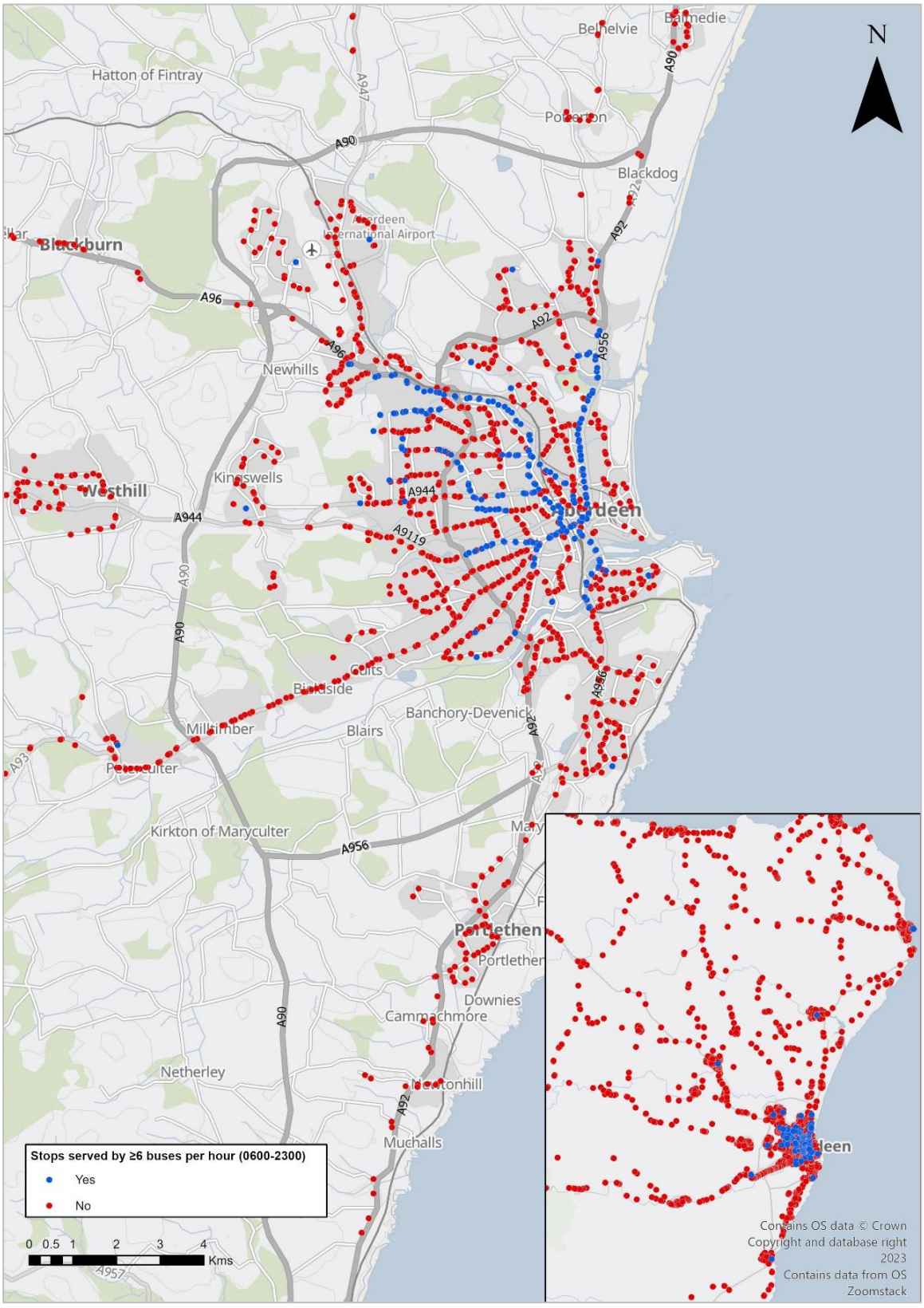


Figure 2:20: Bus Network – Service Frequencies – Stops served by 6 or more buses per hour

2.3.74 The figure shows the greater frequency of buses on King Street (A956) and the Great Northern Road (A96), Westburn Road / Lang Stracht (A944), Queens Road (A9119) and on the northern part of Wellington Road (A956). The mapping also highlights the relative infrequency of services to both Kirkhill and Altens Industrial estates, as well as to the towns of

Westhill and Portlethen located in Aberdeenshire but close to the city. In terms of stops and routes operating with a 'turn up and go' type frequency, Figure 2:20 highlights Union Street, King Street and Great Northern Road operating with such frequencies, but key routes into the city from the south and west do not offer this. From a Park & Ride perspective, services along these corridors into the city need to provide such a frequency to encourage use of the sites.

2.3.75 Frequency of services is often cited as a reason for dissatisfaction with bus services in the region as noted above. During Focus Groups undertaken to inform the CTS it was noted that a barrier to bus use was that bus frequency and levels of service were said to be reducing 'all the time'. In addition, through a region-wide market research exercise, over a quarter of non-bus users in Aberdeen city noted that low bus frequency was a deterrent to them travelling by bus.

PR2: Long wait times at bus stops: Bus service frequency is often cited as a reasons for dissatisfaction with bus services across the region, and a barrier to greater use. Lack of 'turn up and go' service frequency at stops will be detracting from use of the bus, especially use of services into Aberdeen from Park & Ride sites.

Cross-City Connections

2.3.76 Most bus services into and within Aberdeen operate radially into the city centre, with limited 'cross city' routeing. The following figures highlight this and present, across four of the strategic routes into the city, the routes of all bus services passing through a point on the corridor. The 'bandwidth' indicates the number of buses on the network across the day.

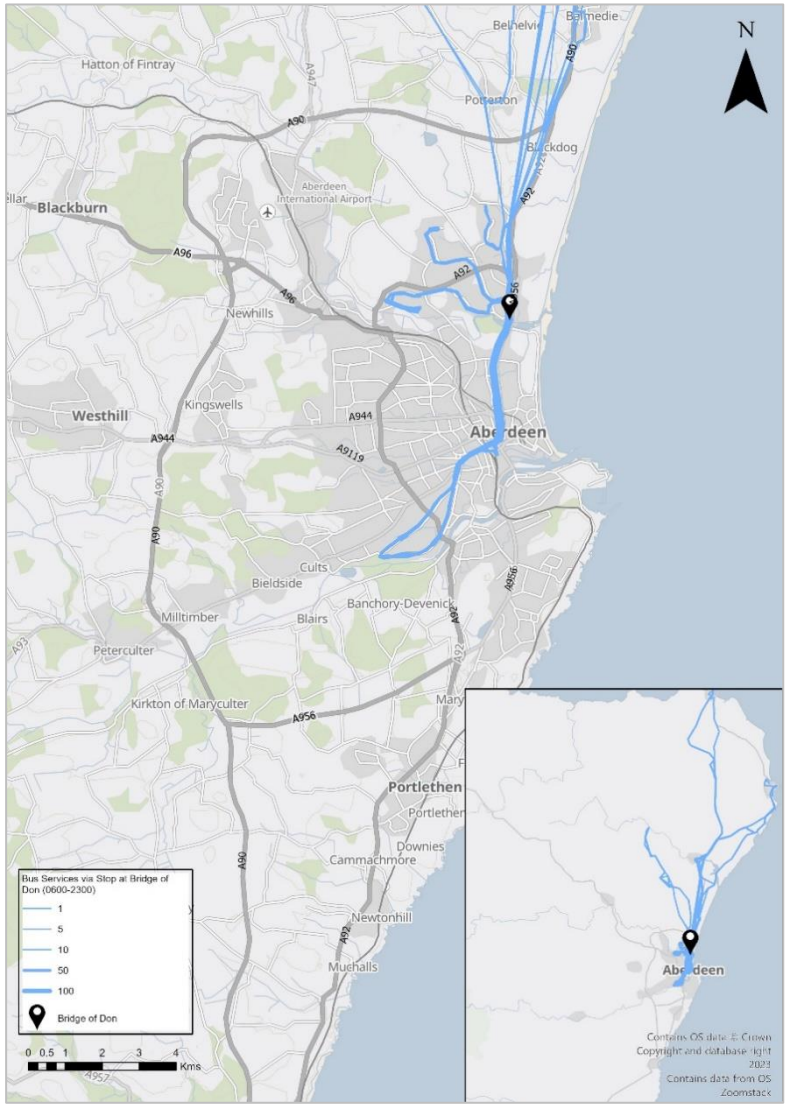


Figure 2:21: Bus Service connections from Bridge of Don (A956)

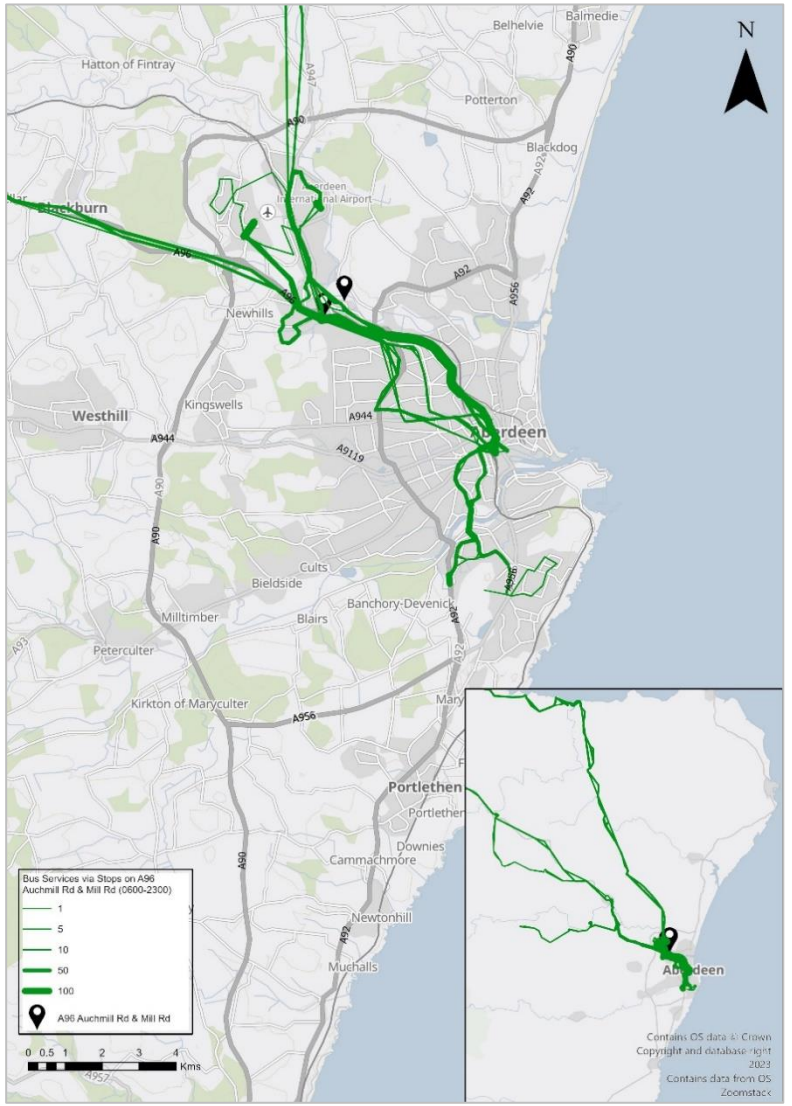


Figure 2:22: Bus Service connections from Great Northern Road / Muggiemoss (A96)

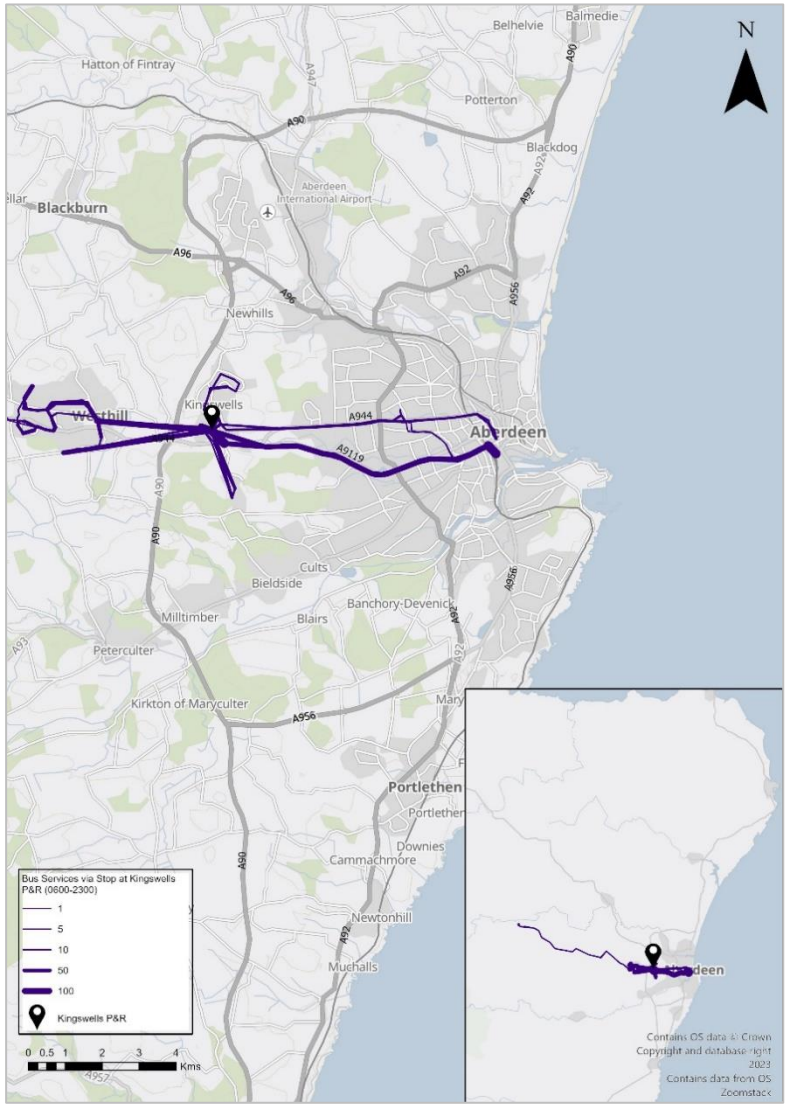


Figure 2:23: Bus Service connections from Kingswells (A944)

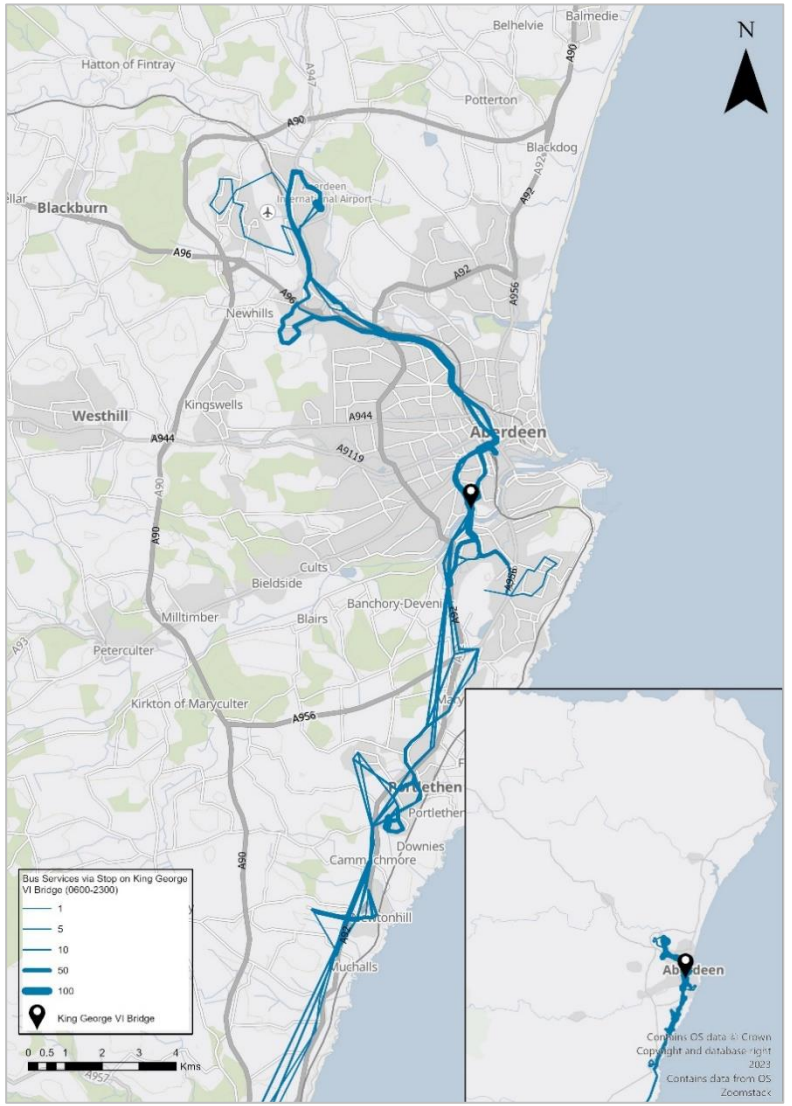


Figure 2:24: Bus Service connections from Great Southern Road (B9077)

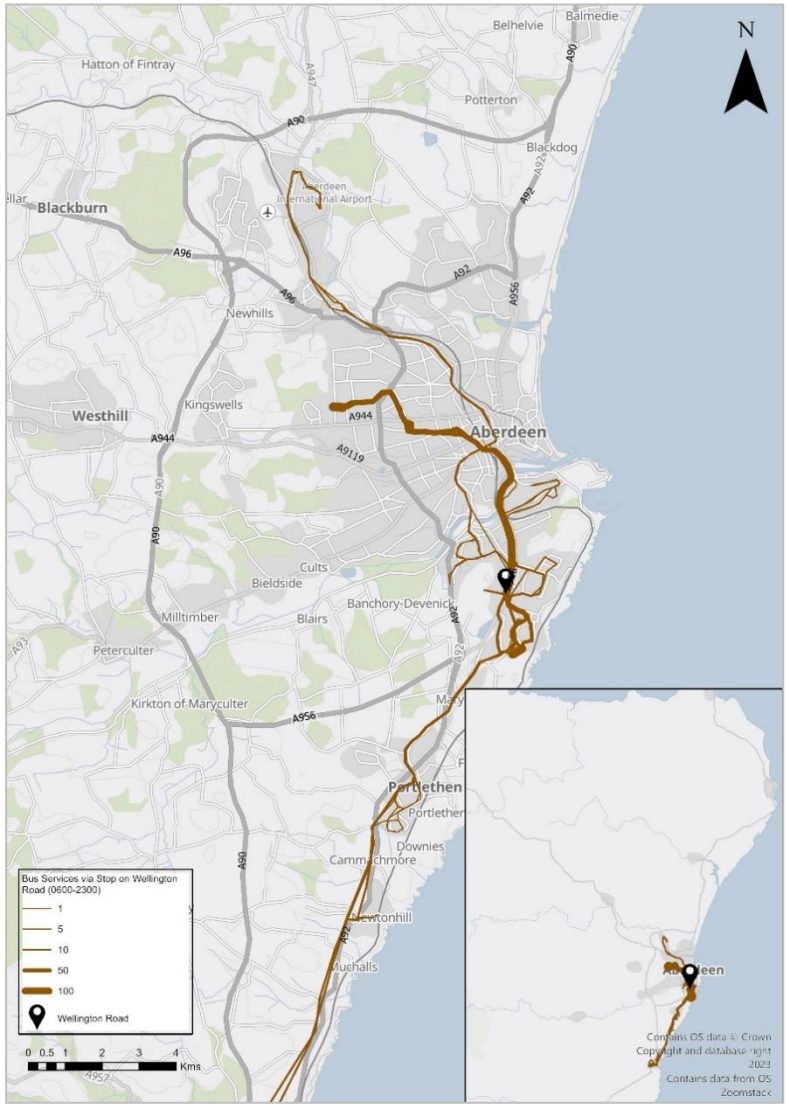


Figure 2:25: Bus Service connections from Wellington Road (A956)

PR3: Limited cross-city bus connections leading to longer journey times making travel by bus unattractive and acting as a barrier to use for those with mobility issues: Most bus services into and within Aberdeen operate radially into the city centre. Relatively few operate 'cross city' and those which do generally only link to one other strategic corridor. No corridor offers services linking into and across the city to all other strategic corridors. In addition, there are no orbitally operating services (although such routes have been trialled in the past without success). Interchange between services is therefore often required to access 'cross city' locations, increasing access time and cost, and making these journeys less attractive to current non-bus users and more difficult for those with mobility issues. These trips will sometimes involve more than one bus operator, with interchange between services often requiring a wait time between services.

Bus to Car Travel Time differences

2.3.77 While some bus routes have seen improvements in journey times since the opening of the AWPR in 2018/19, the proportional improvement in bus journey times has been, in general, less than that for general traffic[90], making the bus even less attractive in relation to the car. The region-wide market research exercise undertaken found around 20% of non-bus users in Aberdeen were dissatisfied with door-to-door bus journey times.

2.3.78 Analysis has been undertaken to highlight the difference in bus to car travel times (plotted at postcode level) to several key destinations across the city. Bus travel times were derived from Conveyal[91] software, with car travel times obtained from Google API data.

2.3.79 Average bus to car travel time differences[92] have been plotted (for the morning period 06:00 – 09:00) and are presented in the mapping below for travel from each postcode location to:

- the city centre (at Union Square) - around 26,000 jobs in datazones covering Union Square and Union Street
- Aberdeen Airport – around 5,000 jobs in datazone
- Foresthill Health Camus - around 8,000 jobs in datazone
- Arnhall Business Park (Westhill) - around 5,000 jobs in datazone
- Altens Industrial Estate - around 7,000 jobs in datazone
- Robert Gordon University

2.3.80 The figure following the maps quantifies the number of households within each time-banding within the mapping and presents the outputs for all households (in Aberdeen and Aberdeenshire) as well as separately for those within the 20% most deprived SIMD datazones covering the same regional geography. Note however that the only datazones in Aberdeenshire in the SIMD 20% most deprived category are located in Peterhead and Fraserburgh, a significant distance from the ART network and as such, these were excluded from consideration. Therefore, the 20% most deprived zones as presented in the analysis relate to locations within Aberdeen.

[90] Monitoring-report-2020.pdf (nestrans.org.uk)

[91] Conveyal - Evaluate changes to your public transportation system – April 2024 using 50% percentile

[92] The bus and car journey times are not available at the same geographical level. Bus travel times in Conveyal were calculated at postcode level and the car journey times from Google API at Datazone level (using the population weighted centroid and applied to all postcodes within that datazone). While the Bus to Car ratio is presented at postcode level there may be some anomalies where the Car journey time actually represents an average of the nearby postcodes.

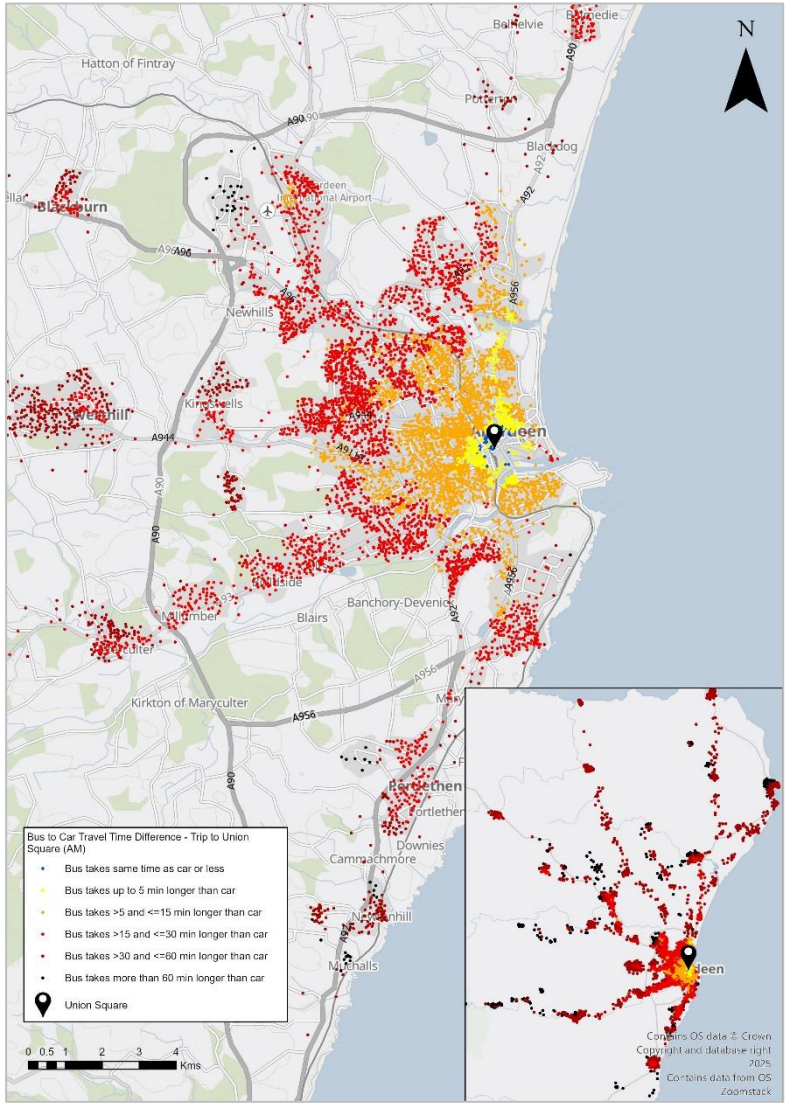


Figure 2:26: Bus to Car Journey Time Difference (0600-0900): City Centre at Union Square

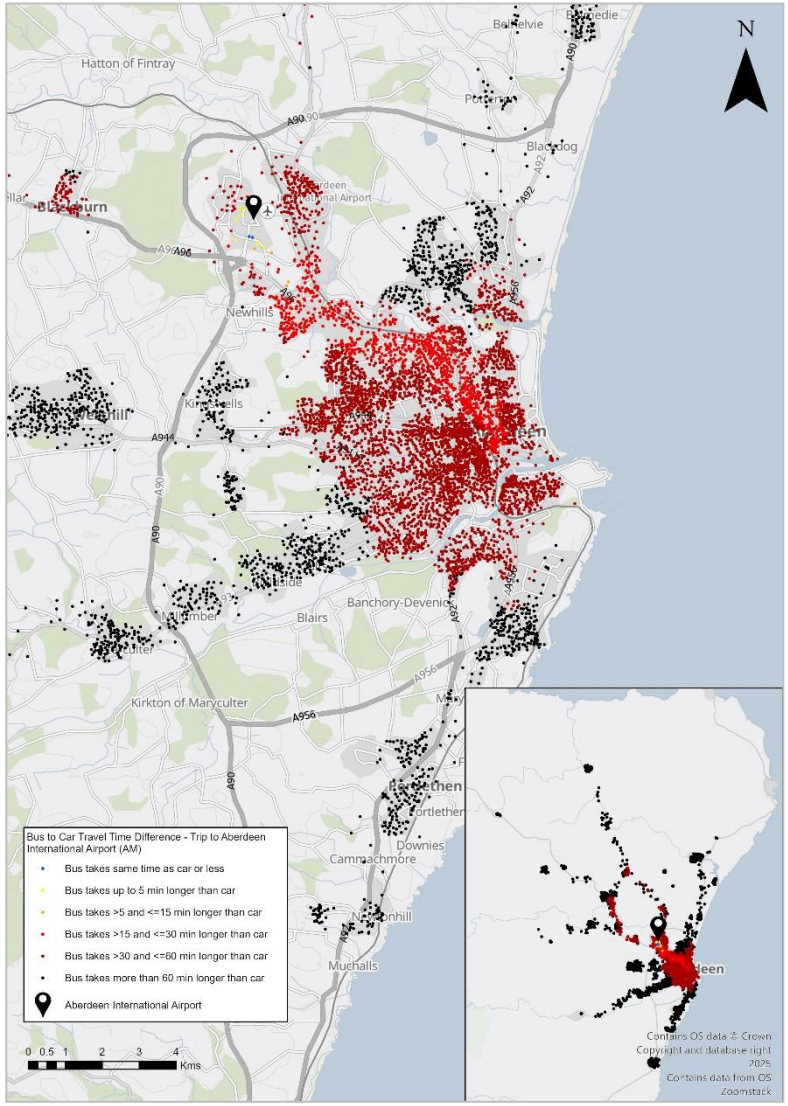


Figure 2:27: Bus to Car Journey Time Difference (0600-0900): Airport

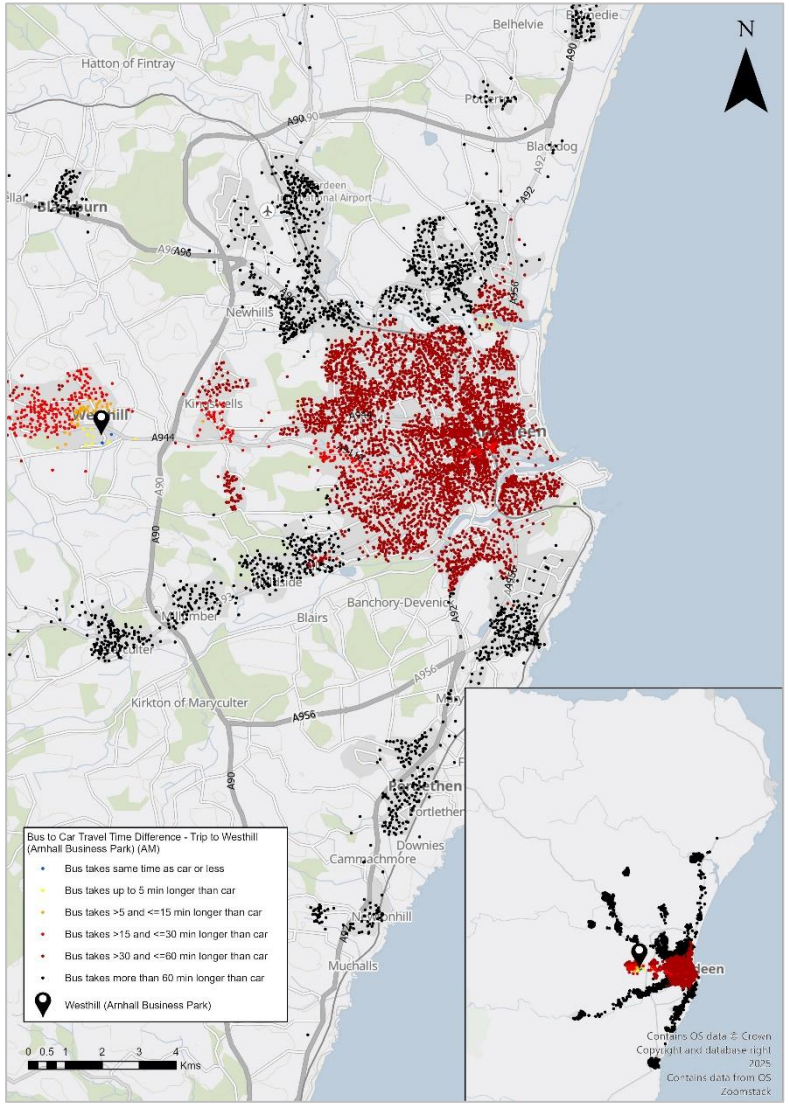


Figure 2:28: Bus to Car Journey Time Difference (0600-0900): Arnhall Business Park (Westhill)

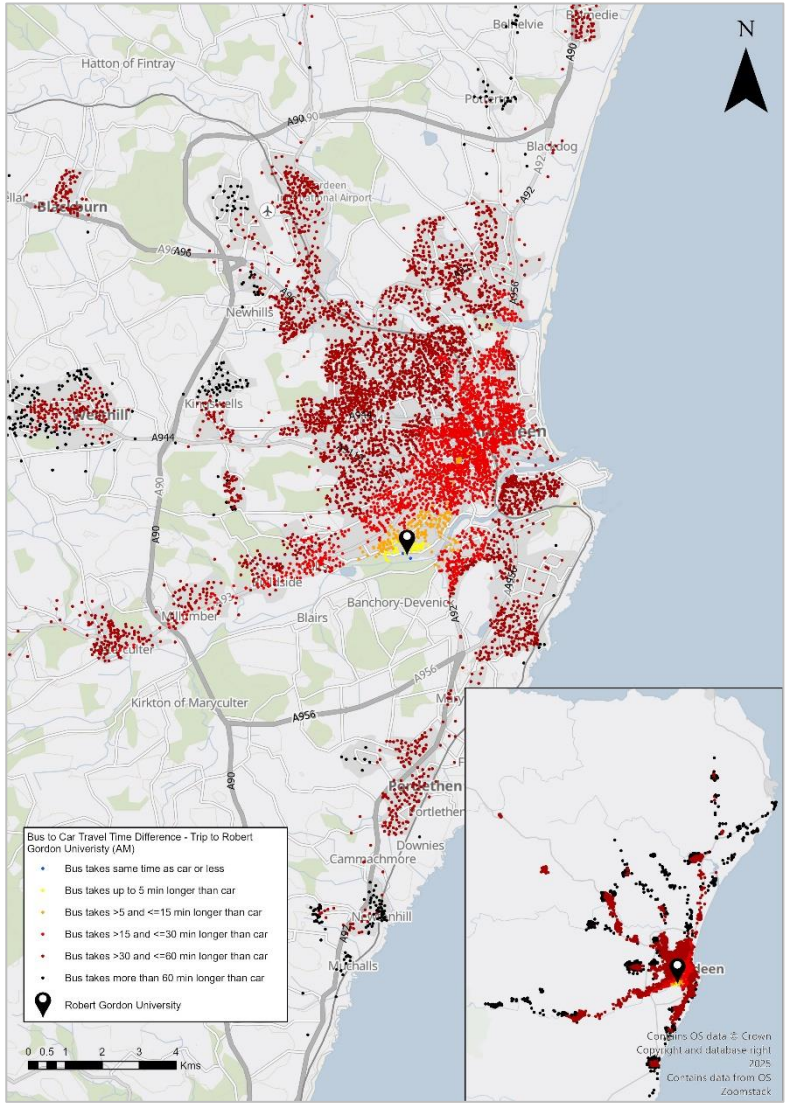


Figure 2:29: Bus to Car Journey Time Difference (0600-0900): Robert Gordon University

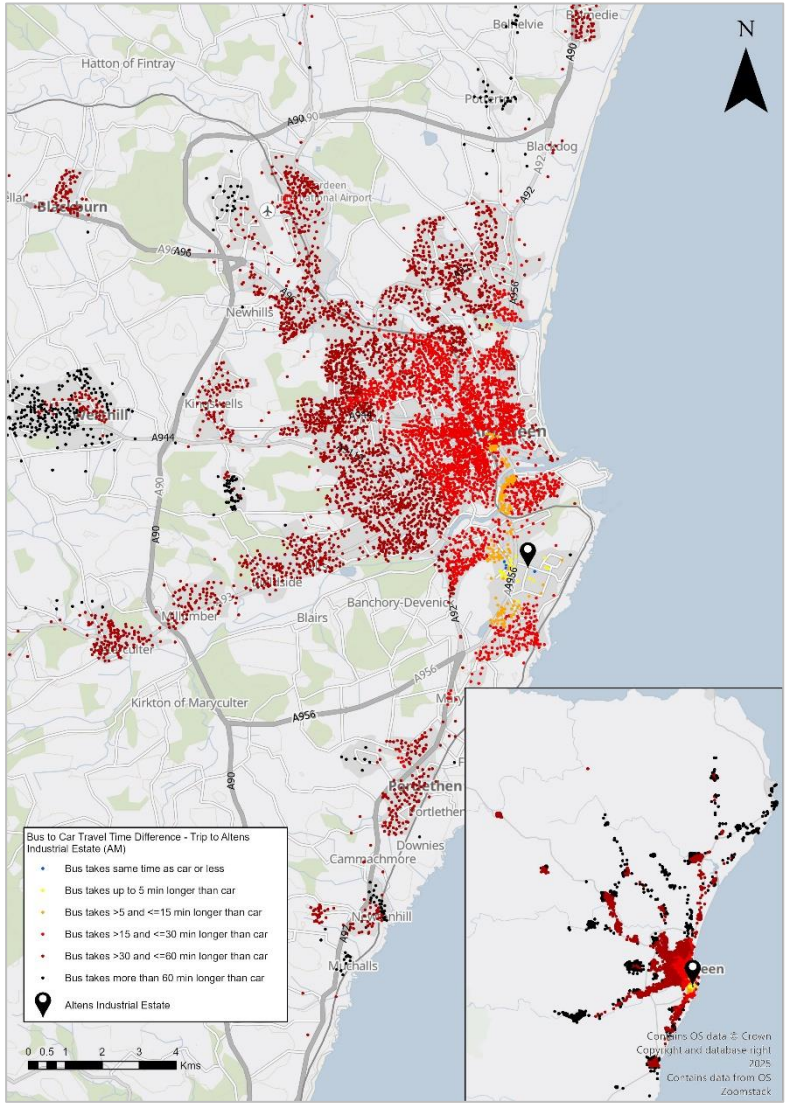


Figure 2:30: Bus to Car Journey Time Difference (0600-0900): Altens Industrial Estate

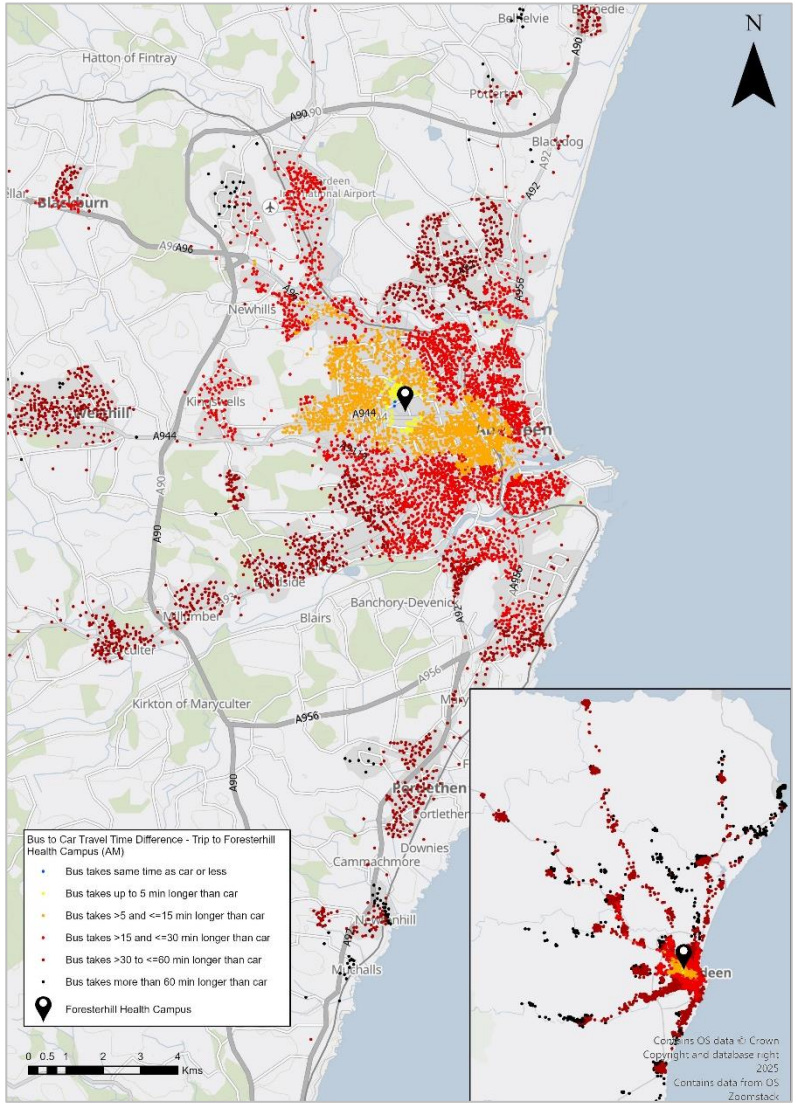


Figure 2:31: Bus to Car Journey Time Difference (0600-0900): Foresterhill Health Campus

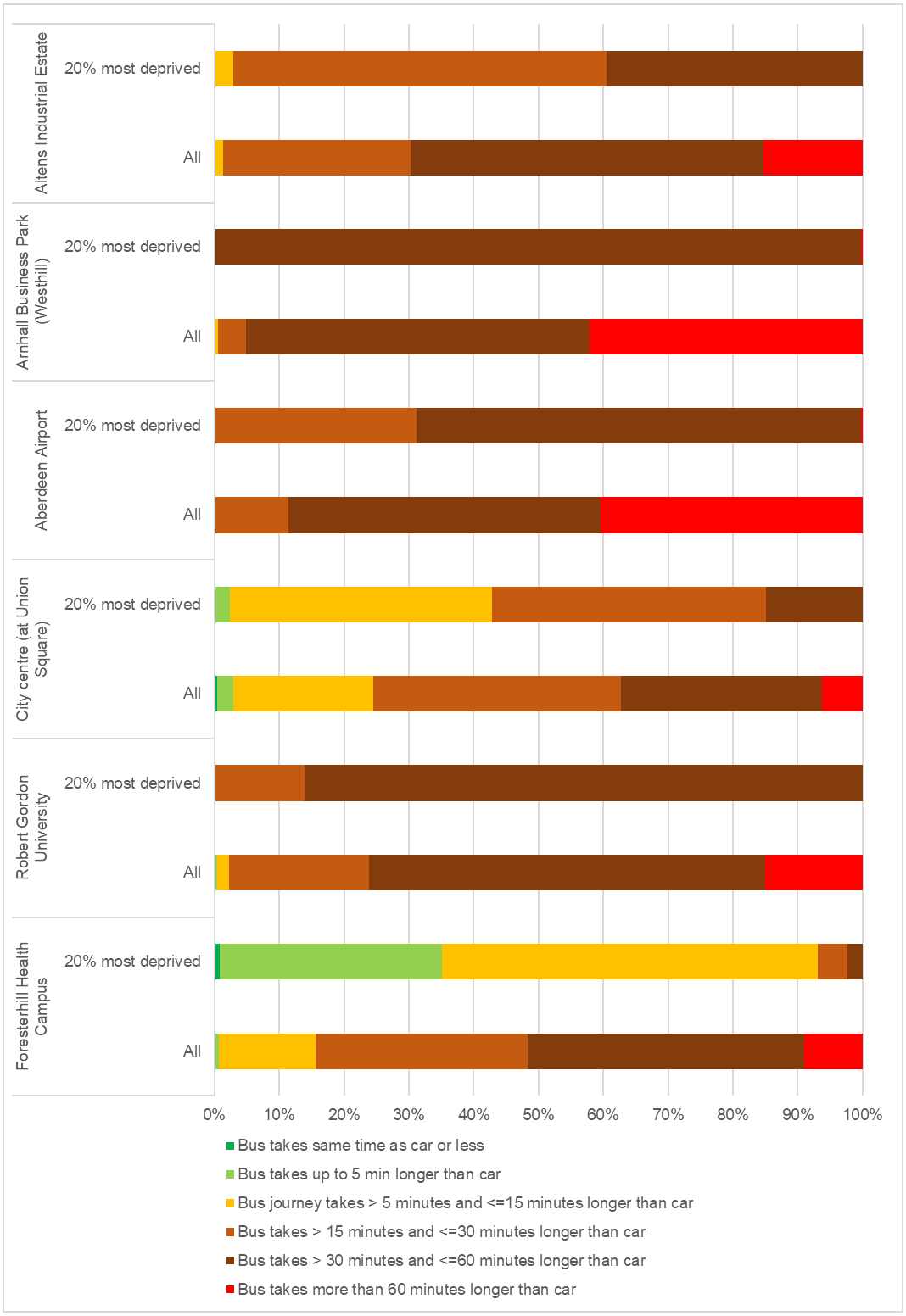


Figure 2:32: Households (all zones, and those with SIMD 20% most deprived) within access time bands for travel by public transport (in relation to travel time by car) to key locations

2.3.81 The travel time mapping and analysis as presented in the figures above shows:

- Almost always a trip by bus to all the destinations considered is longer than the car – unless the trip origin postcode is immediately adjacent to the destination being considered

- The general pattern of lower bus to car travel time difference to the key locations considered when the origin and destination are located along the same strategic route within the city, highlighting the arterial nature of bus services, and the lack of cross city connections between many of the corridors

- For much of Aberdeen, the much lower journey time difference between bus and car travel in access to the city centre. However, on the periphery of the city, and from communities just outside of Aberdeen in Aberdeenshire (Westhill, Portlethen, Peterculter and Blackburn), journey times by bus can be significantly longer – with considerably differentials given the reasonably short distances involved. The railway station at Portlethen should be noted, offering a ten minute journey into Aberdeen, although the service only operates around once an hour.

- Access to the airport by bus is considerably longer than by car for many, especially for those not located close to the A96 corridor or within the city centre. Even for many of Aberdeen's residential suburbs, the travel time by public transport is up to an hour longer than the car, and for communities along the A93 corridor (Bieldside, Miltimber and Peterculter), and those along the A92 south of Aberdeen (Cove and Portlethen) the travel time to the airport by bus is over an hour longer than that by car. Particularly stark is that for those in Westhill and Kingswells, as well as in Middelton Park, the travel time by bus is also over an hour longer than by car, despite their proximity to the airport.

- Access to Arnhall business park in Westhill by bus from many locations in the city generally takes up to 30 minutes longer than by car. Current bus routes serving Arhnall route along the A9119 (Skene Road / Queen's Road) as can be seen in the lower difference between bus and car travel times for locations along that corridor. From the other strategic corridors and, of particular note, from communities along the A96 and A93 not located far from Arnhall, the travel time difference between car and bus is often more than an hour, indicating the need to travel via the city centre if travelling by bus.

- The difference in travel time access between bus and car is lower to Robert Gordon University by bus from locations along the A93 corridor and from a broad city centre corridor encompassing Union Street and King Street – again reflecting the arterial nature of bus services and the existing First service linking Aberdeen University (located on King Street) and Robert Gordon University Campuses.

- Access to Altens Industrial Estate can take 15 – 30 minutes longer by bus than by car, even from the closely located Cove community to the south, and from Torry located just north. From the communities located along the suburban edge of Aberdeen, the travel time by bus is often up to an hour longer than by car.

- The difference in travel time access between bus and car is lower to Foresterhill Health Campus from locations along Westburn Road / Lang Stract (A944), and to the north of the A944, between the A944 and A96 (Great Northern Road). From Westhill, located further west on the A944, travel by bus to the health campus can be up to 60 minutes longer than by car, reflecting the fact that services from Westhill to the centre route along the A9119 arterial route as opposed to the A944 where the Health Campus is located. From many locations along other strategic corridors into the city, bus travel to the health campus can be up to 60 minutes longer by bus than car.

- When considering the 20% most deprived zones, the general more city centre location of these areas, means they often have better bus access times than when considering access across all zones.

2.3.82 Analysis undertaken to inform the multi-modal corridor studies also highlighted that:

- North (A956 / A90):

- First Bus identified (in 2019) that the A956 King Street southern section of the corridor represents 13% of the entire First Bus network delay in Aberdeen[34]
- The average speed by car was noted during the Ellon to Garthdee multi-modal corridor study to be significantly faster along the corridor, at 21.5mph, compared to 12.7mph by bus[34]
- The time taken to board and alight buses was noted (during engagement on the Ellon to Garthdee multi-modal study) to slow buses down as well as ticketing options adding further to the delay at bus stops[34] – all passengers require a degree of driver / card reader interaction when boarding buses across the region

- North-West (A96):
  - Journey times along the corridor between Aberdeen and Inverurie can vary by up to 20 minutes at peak times[36]
  - Bus journey times are almost twice as long as rail, with a bus from Inverurie to Aberdeen taking 54 minutes, the same trip by rail taking 28 minutes, and the journey by car varying between 30-50 minutes depending on the time of travel[36]
- West (A944 / A9119):
  - Arnhall Business Park and PrimeFour Business Park (located along the corridor) cannot be reached by bus by approximately 40% of Aberdeen City Region postcodes within the three hour AM peak period[36] highlighting the lack of competitiveness of bus travel to these sites compared to the car
- South: (A956 / A92 / A90):
  - Peak congestion occurs along Wellington Road, and particularly city-bound in the PM peak affecting all traffic – private vehicles, HGVs and buses. Backed up traffic on other routes such as West Tullos Road, Great Southern Road, Queen Elizabeth Bridge/South College Street/Esplanade roundabout, and Market Street contributes to congestion issues on Wellington Road[93.] This congestion impacts on bus journey times with Figure 2:18 highlighting the lack of bus priority on the corridor
  - Public transport accessibility analysis undertaken as part of the Cumulative Transport Appraisal (CTA)[94] provides predictions of public transport accessibility relative to the car in the future and provides comparisons of travel time to reach the city centre from across the North East region by road and public transport in 2037. Despite the improvements to public transport that are assumed as part of a future scenario, there remains a stark contrast in public transport travel times compared with car (with travel times by car of 10 minutes from Cove and 30 minutes from Laurencekirk to Aberdeen city centre, compared with equivalent times of up to 2 hours by public transport from parts of the corridor[152]).

2.3.83 Figure 2:18 highlighted the intermittent or absent bus priority along the corridors. In addition, bus lanes are often only operational at certain times of day, with inconsistent (and therefore confusing) operating hours across the day. Given this, buses are often delayed in general traffic congestion, especially at peak times.

2.3.84 The locations at which buses are most delayed by congestion are well known and understood. The *Accessing the State of the Bus Network* report identified 38 locations on the road network

[93] *Wellington Road Multi-modal corridor study, STAG Part 1 report, Aecom, April 2018*

[94] *Aberdeen and Aberdeenshire Strategic Development Plan, Cumulative Transport Appraisal, SYSTRA, May 2019*

in the region where congestion commonly causes delays to buses. Eighteen of these are on the north, north-west, west and south strategic corridors or city centre locations[33]. (Note that the bus priority implemented in late 2023 has reduced the issue around the bus station and Union Street, including Guild Street, Market Street and the Bridge Street area.[95])

PR4: Travel times by bus are not competitive with those by car and therefore those with access to a car are much more likely to travel by car: Travel by bus throughout the city is almost always significantly longer than by car, with bus travel time impacted by limited bus priority, service stop frequency, ticketing methods and routeing. Bus to car travel time differences to the key locations considered across the city are always lower from areas located along the same radial corridor into the city, highlighting the arterial nature of bus services, and the relative lack of cross city connections. Travel time between relatively closely located places can be over an hour longer by bus than by car if the places are not located on the same corridor. This will make travel by bus very unattractive compared to the car for those who have access to a car, as well as reducing opportunities for those without access to a car. These journeys often necessitate interchange making journeys more challenging for those with reduced mobility.

Service Punctuality and Reliability

2.3.85 Bus journey times can be made unreliable by two factors: the bus not turning up at the stop at its timetabled time; and / or the bus being delayed on route beyond its scheduled travel time. This perceived unreliability undermines the attractiveness of bus use and passenger confidence.

2.3.86 Aberdeen City Council, Aberdeenshire Council, First Aberdeen and Stagecoach Bluebird have been involved in a voluntary Quality Partnership for public transport since April 1998, (which has been strengthened as other partners have joined). However, despite the joint efforts of the Quality Partnership over many years, bus punctuality has not improved.

2.3.87 Across the network both Stagecoach and First services do not achieve the 95% punctuality metric set by the Traffic Commissioner and this is highlighted in Figure 2:33 which shows punctuality (running to time) and reliability (cancellations) comparisons for First and Stagecoach services between 2010 and 2023 (with investment in real time tracking systems allowing for more precise monitoring).[96] The data shows the percentage of services starting their journeys on time experiencing no significant improvement over time.

[95] City centre bus priority routes (bus gates) | Aberdeen City Council

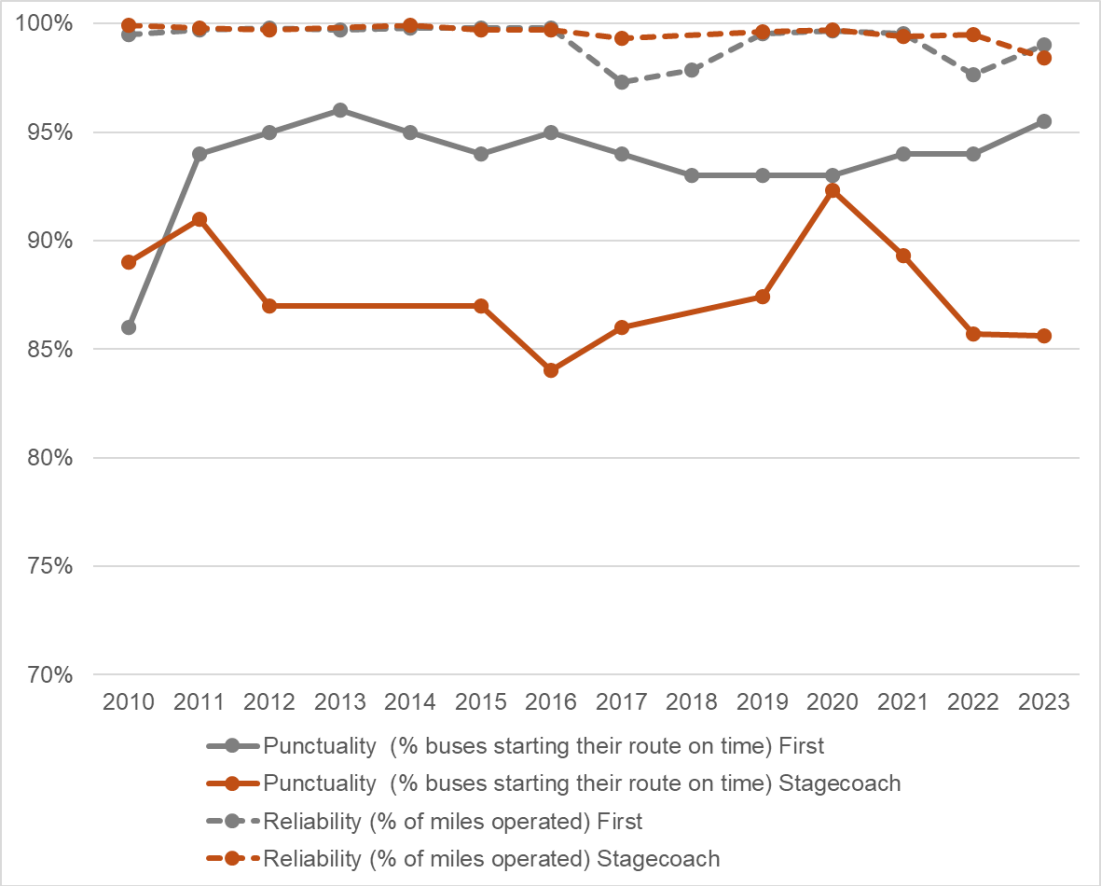


Figure 2:33: Bus Punctuality and Reliability (2010 – 2023)[96]

2.3.88 Over the 2010 to 2020 period, to provide consistency for the user, operators had to extend their scheduled journey times in recent years because of traffic congestion.[33] Several city bus routes saw peak period operating times extend by more than a third in the decade to 2016.[97] This means that, when not delayed, buses pause at stops to allow services to catch up with the timetable, which is frustrating to the user.

2.3.89 The Bus Alliance *State of the Bus Network* report[33] (draft, 2024), presents more recent punctuality and reliability data, which provided the data presented for both First and Stagecoach in the graph above (for the years 2021, 2022 and 2023). The report states that *although reliability (i.e. the number of services operated) remains high for both large operators, punctuality across the network over the last five years as a whole has predominantly been below the target of 95% of buses departing on time set by the Traffic Commissioner. Regarding punctuality (% services departing intermediate time points on time), increase in passengers and traffic following Covid-19 has led to a reduction since 2020. Also, the volume of roadworks as local authorities catch up following Covid-19 also is a factor.*

2.3.90 As set out earlier in this section, congestion can have a significant impact on bus operations through lengthening journey times and reducing reliability and punctuality of services, in turn leading to commercial decisions to either reduce service frequencies, or maintain service frequencies with increased operational costs and therefore higher fares. Both outcomes are likely to negatively impact on patronage, and the cost to operators of ensuring punctuality targets are met when operating in a congested network are inevitably passed on to the user, increasing the cost of bus travel.

[96] Nestrans RTS Monitoring Report, 2020 and Bus Alliance *State of the Bus Network* report[33] (draft, 2024)

[97] North East Bus Alliance, Bus Partnership Fund Application, 2021

2.3.91 Where services are frequent, from a passenger perspective it is perhaps more about **journey time *consistency*** rather than service punctuality. Users want to board a service at a given time of day and know that that journey will always take say 20 minutes. A large variation in travel time for the same journey leads users to perceive journeys as unreliable. Where services are infrequent though, it is important that buses arrive when timetabled and have a consistent in vehicle journey time.

2.3.92 Analysis undertaken to inform the MMCS (supplemented with information from discussions in January 2025 with Stagecoach and First) highlighted that delay impacts operations across the network with delay at junctions as well as inconsistent bus lane provision along with a lack of bus lane enforcement being key drivers of bus delay[98]. More details are provided below:

- **North (A956 / A90):**
  - The A956 King Street (A956) corridor represents 13% of First Bus network delay in Aberdeen, as identified during 2019.[34] Data analysis undertaken in relation to Stagecoach services shows the most congested areas of the corridor are around Ellon Park & Ride site and along King Street. First noted the difficulties experienced in exiting their King Street depot, with buses unable to easily access the bus lanes which start some distance (around 200m) from the depot itself. This can be a particular issue for buses travelling northbound from the depot. Some short sections of existing bus lane are also ignored with bus drivers noting frequent parking. Furthermore, the narrow width of the King Street bus lanes can reduce bus speeds, especially given the high volume of HGV movements along the route.[98]
- **North-West (A96):**
  - There is wide variation (70%) in journey times between Mounthooly Roundabout and Clifton Road (westbound) in the PM period highlighting congestion on this stretch of carriageway in which buses have no priority[35]. The single carriageway section between Powis Terrace and Clifton Road is a key location causing traffic congestion.
  - There is around a 45% variation in general traffic travel time (between the average quickest and average longest time) between Inverurie and Kintore (eastbound), in the AM and PM periods. Stagecoach service 37 from Inverurie to Aberdeen has an off-peak travel time of just under 70 minutes whereas the journey at peak time can take almost 90 minutes, around a 20 minute increase in travel time due to delay in the network.
  - For bus travel between Inverurie and Aberdeen, there is travel time variation in different periods across the day, with some services noted to be consistently behind schedule and other services at times ahead of schedule[35]
  - Traffic congestion on the A96 around Craibstone can be exacerbated by TECA event traffic when the build up to the event coincides with weekday peak hour traffic. This congestion can then bring associated delays to buses and create unreliability.
- West (A944 / A9119):
  - The vast majority of First and Stagecoach services[36] using the corridor typically run within 5 minutes of their timetabled arrival, indicating that bus timetables already account for routine congestion. This was evidence during engagement where it was noted that buses often pause at stops to allow services to catch up with the timetable, causing user frustration.[36]
  - The piecemeal bus lane provision on the A944 (Lang Stracht) between Maidencraig and North Anderson Drive causes delay to buses. Road markings and a number of

[98] Bus Operator discussions, January 2025

road width changes, as well new housing developments and increased traffic through this section have created a more difficult bus operating environment in recent years.[98]

- Operators noted the increase in journey time reliability between Westhill and Kingswells since the opening of the AWPR junction, with buses often delayed through the junction. [98]

- **South: (A956 / A92 / A90):**

  - Congestion is a major issue affecting the Wellington Road (A956) section of the corridor[38], particularly city-bound in the PM peak and affecting all traffic

  - Queued traffic on other routes such as West Tullos Road, Great Southern Road, Queen Elizabeth Bridge / South College Street / Esplanade roundabout, and Market Street contributes to congestion on Wellington Road. This is caused by the cumulative impact of constrained land at the former Craiginches Prison site, inadequate crossing points across the River Dee (and the weight restriction on the Bridge of Dee), the northbound bus lane ending too far south of the Queen Elizabeth Bridge Roundabout and new housing and office developments. With limited bus priority, buses are caught up in this congestion. Indeed, increased adherence to the existing northbound bus lane means that the traffic queue can extend back and buses face long queues to access the bus lane[38], ironically, contributing to bus delays.

2.3.93 Unreliable bus journey times across the corridors were quoted in the MMCS engagement as a key reason for the poor perception of travel by bus, a key barrier to bus use and source of frustration amongst bus users. This issue is also clear from the market research results[87] where '*Reliability of the bus turning up on time'* was noted as the factor that people were most dissatisfied with. Furthermore, the CTS found that 21% of Aberdeen residents and 16% of Aberdeenshire residents were either 'dissatisfied' or 'very dissatisfied' with their bus experience, with bus reliability quoted as one of the main reasons cited not to use the bus more often.

PR5: Bus services are not meeting punctuality metrics and punctuality / journey time reliability and service cancellations are a key concern of the public. Despite the joint efforts of both the public sector and operators over many years, bus punctuality has not improved over the last decade. Poor reliability of services is one of main factors people in the region are most dissatisfied with and is often cited as a reason not to use the bus more often. The fundamental cause of this is road congestion with limited or no bus priority**.**

Park & Ride Facilities

2.3.94 Aberdeen city is served by Park & Ride sites at Ellon, Bridge of Don, Craibstone, and Kingswells, and a smaller Park & Choose site at Newtonhill close to Chapelton of Elsick, as shown in the figure below. Note that Craibstone Park & Ride (located just south of Aberdeen Airport) and the Bridge of Don Park & Ride (located just south of the AWPR / A90 junction north of Aberdeen) are missing from the figure below – Craibstone is currently not served by any buses, and the Bridge of Don site has only very recently (October 2024) started to be operational again and is now served by a long distance Edinburgh to Aberdeen service (note however that this is only an hourly service).

Figure 2:34: Park & Ride Site Services (as of January 2025)[99]

2.3.95 The number of spaces at each site as of 2024 is set out in the table below. This has remained consistent over time, except for at Ellon where an additional 19 spaces became available in 2016 (taking the total spaces to 282).

Table 2:4: Park & Ride Site Available Spaces[100]

Site	Approx. distance from city centre (km)	Spaces (as of Summer 2024)
Bridge of Don	6.0	532
Ellon	27.0	282
Kingswells	10.0	915
Craibstone	9.0	996
Newtonhill	17.5	46
Total	N/A	2771

2.3.96 The utilisation of the sites between 2015 and 2024 is set out in the figure below, with details of the estimated average daily number of cars parked at each site (as estimated through Nestrans detailed in the figure thereafter. The very low figures for 2020 and 2021 reflect the impact of the COVID-19 pandemic. Also note that the site at Craibstone did not become operational until 2017.

[99] Aberdeen Park & Ride Bus Routes, Times & Tickets | Stagecoach

[100] Nestrans

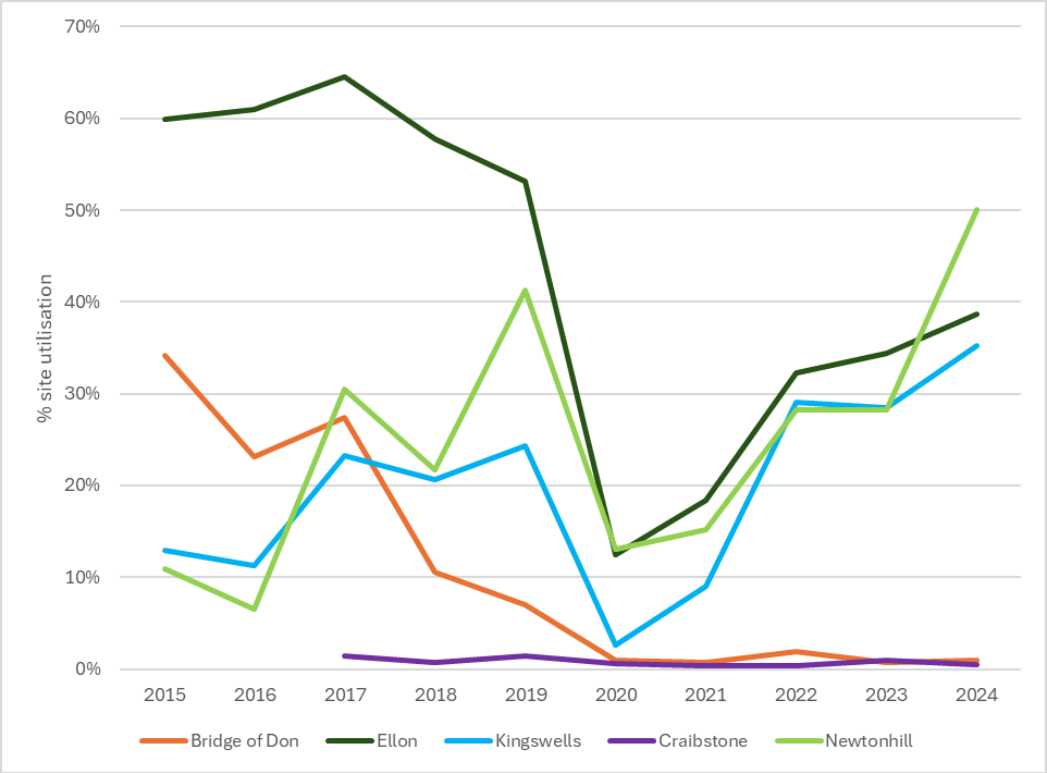


Figure 2:35: Park & Ride Utilisation (2015 – 2024)[101]

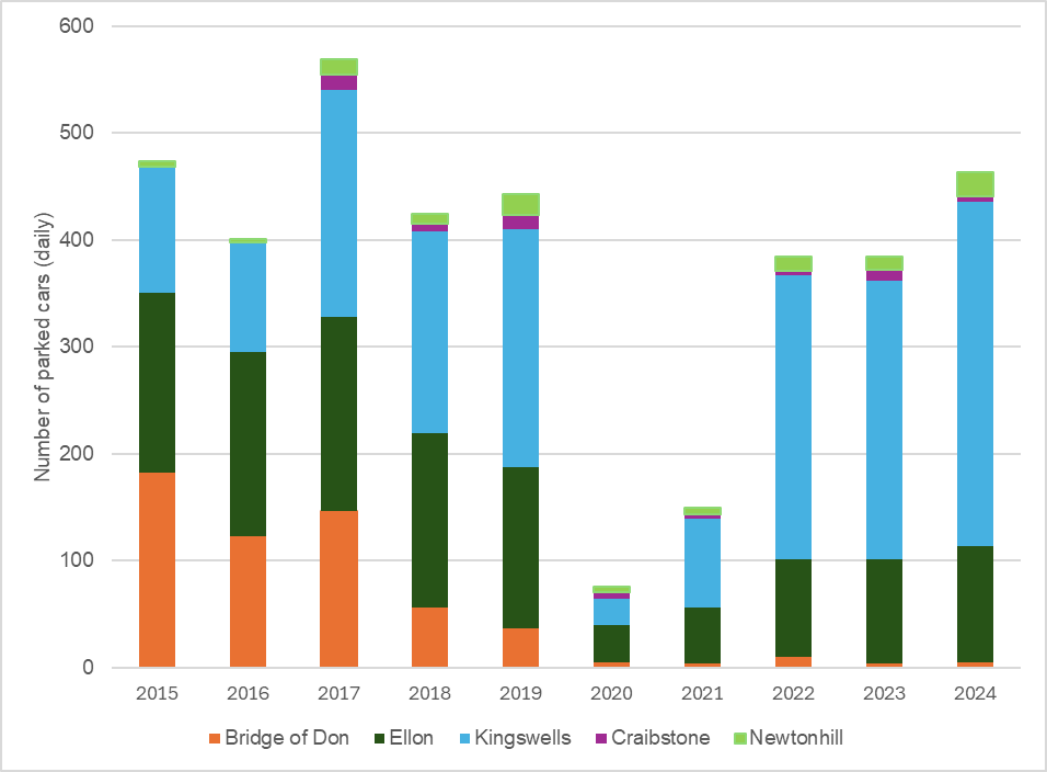


Figure 2:36: Park & Ride – Daily Cars Parked (2015 – 2024)[102]

[101] Nestrans

[102] Nestrans

2.3.97 The figures show the generally declining use of the sites over time, with total utilisation across all sites at a peak of 27% in 2015 (noting at this time the site at Craibstone was not operational). While use of the sites dramatically reduced during the pandemic (as can be seen in the figures above), use has risen between 2022 and 2024, although use at all sites is only around 17% in 2024, lower than that in 2015.

2.3.98 Ellon, north of Aberdeen, is within daily commuting distance of Aberdeen, with the **Ellon Park & Ride site** (282 spaces as of Summer 2024) linking to **Aberdeen**, **Peterhead**, **Fraserburgh** and other locations on the A90 corridor, as well as to **Inverurie**. The site is served by predominantly express services. Pre-pandemic, the Park & Ride site was reasonably well used at around 50%-65% daily utilised capacity between 2015 and 2019 (with a peak of 182 parked cars recorded on the spot check day in 2017) which led to enhancements being made to increase capacity. However usage is lower in recent years recent years and site utilisation was at around 39% in 2024.

2.3.99 The larger **Park & Ride site at Bridge of Don** (650 spaces) located on the same strategic route (as the Ellon Park & Ride site) into Aberdeen from the north has had declining use, exacerbated post pandemic, although the site was at only 7% utilisation in 2019 (37 parked cars daily), reducing to just 1% in 2023 (10 cars daily). As of Summer 2023, **services no longer serve the site, other than the newly introduced (October 2024) longer distance Aberdeen to Edinburgh coach service provided by Ember**.

2.3.100 **Craibstone Park & Ride site** (996 spaces) opened in 2017 and is located close to Aberdeen Airport on the A96 with services (pre-pandemic) connecting to Aberdeen, Inverurie, and other locations on the A96 corridor. On opening, up to 10 buses per hour operated from the site, but with minimal patronage and with less than 1% utilisation in both 2018 (7 cars daily) and 2019 (14 cars daily). Due to the downturn in bus patronage during the pandemic, **the site was temporarily closed in early 2022, and remains so, with no buses serving the site**. When the site was operational, journey times to the city centre were cited as negative factors for users (due to insufficient bus priority between the site and the city centre).[103]

2.3.101 There is a **Park & Ride site at Kingswells** (915 spaces) on the A944 to the west of Aberdeen linking to **Westhill, Alford, Foresterhill Health Campus and Aberdeen**. The site was operating at just 13% capacity in 2015 (nearly 120 cars daily), and while suffering a dip through the pandemic, utilisation of the site had increased to 35% in 2024 (over 320 cars daily), although some of this use is linked to the adjacent Prime Four business park.

2.3.102 On the approach to Aberdeen from the south, there is one bus-based **Park & Choose facility**, a relatively small site, located on the west side of the A92 at **Newtonhill**, which was provided by the developer of Chapelton of Elsick. The site links to **Aberdeen** in the north and **Stonehaven** in the south. The site has 46 spaces, a large bus shelter and a small number of cycle racks. Usage data indicates the site is operating under capacity, but utilisation has increased post pandemic, with utilisation at 28% in 2023, but rising to 50% (23 cars daily) in 2024.

2.3.103 The limited bus priority from the Park & Ride sites into the city centre means there is a lack of incentive for the car-available public to use the sites as they do not offer an attractive alternative to the private car. The relative ease and low cost of parking in Aberdeen city centre is a further factor.

2.3.104 A lack of fast, recognisable, branded express services also means the availability of services at the operating Park & Ride sites is not well understood. At present, there are limited express services serving the sites (noting however that the BuchanXpress service is arguably express from Ellon into Aberdeen). The limited bus priority between the sites and the city centre has been cited as a key reason by operators for withdrawal of services.[104]

[103] *A96 Collective Travel Study (Aecom, April 2018)*

[104] Source: First Aberdeen

2.3.105 As presented above, through the market research exercise, facilities at Park & Ride sites were ranked amongst the top factors with which bus users in Aberdeen were dissatisfied. Aberdeenshire bus users ranked this factor as the factor with which they were most dissatisfied.

2.3.106 During MMCS engagement, it was stated that more direct, quicker, more frequent buses from the Park & Ride sites is essential to increase bus travel on the corridors, and that services from Park & Ride sites into the city centre need to be seen to be quicker than the car to encourage their use. Points noted included:

- From Kingswells Park & Ride there is insufficient bus priority along the A944 and A9119 with buses being caught in congestion as well as having to make a large number of stops, which reduces competitiveness with the car (a bus trip from the Park & Ride site to the city centre takes substantially longer than the car-based equivalent)[36]
- The availability of low-cost or free car parking in Aberdeen City Centre and at workplaces, detracts from Park & Ride site use
- There is circuitous access to the Bridge of Don Park & Ride for all users, and (previous) poor frequency of services at the site with no express services[34]
- A perceived lack of vehicle security at the sites, including issues relating to lighting and personal security
- A perceived lack of information on payment methods and permitted length of stay. For instance, the parking meters at the Craibstone Park & Ride site (when operational) were noted as potentially reducing user convenience of the facility and gave the impression that it costs to park there.[35] It was however advised that the machines are necessary in order to satisfy the requirements of the Penalty Charge Notice (PCN) procedure, whereby a physical PCN is issued to an offending vehicle (one which overstays the 36hr max stay parking limit). It should further be noted that there existed some compromise between the maximum length of stay at Craibstone and the need to protect parking revenue for airport parking.
- Height restrictions at the Park & Ride sites, implemented to stop illegal use of the sites, can prevent vehicles with roof mounted cycles or visiting campervan / motorhomes from accessing the sites[35]

2.3.107 Overall, the sites represent a significantly underutilised asset but a step change in their offering would be required to turn these assets into a success.

PR6: The current Park & Ride 'offer' is almost wholly ineffective. Existing Park & Rides sites represent significantly underutilised assets, with dissatisfaction with the sites and their use expressed by bus users and operators. Improved bus priority from the sites into the city, branded express services, clearer information, and improved security and access would help facilitate use of the sites. A step change in their offering would be required to turn these assets into a success while providing much improved car-based access to the city centre from the wider region.

Supporting Infrastructure

2.3.108 As presented in the discussion on the market research exercise, the quality of bus stops / shelters was ranked as the top factor (of 13 factors) with which bus users in Aberdeen were most dissatisfied. Aberdeen non-bus users also ranked this quality factor as the second highest dissatisfaction factor, and over the whole regional sample, the quality of bus stops / shelters was ranked as the second highest factor with which both users and non-users were dissatisfied.

2.3.109 Corridor audits were undertaken as part of the MMCS with evidence of a range of issues associated with poor quality bus infrastructure. These include:[34,35,36,37,38]

- Wide variation in bus stop provision in terms of shelters (only 49% of stops in Aberdeen have a shelter[33]) impacting on user demand in inclement weather and generally creating an unattractive waiting environment and deterring potential users
- Lack of provision of real time information at bus stops, causing user frustration and increasing perceptions around bus unreliability although recent investment has increased provision
- Bus stop infrastructure provision is often historic and while it may have satisfied the standards of the time, it often falls below current standards
- Stops lacking Kassel kerbs (57% of stops lack raised kerbs in Aberdeen[33]) making it more difficult for disabled people and those with mobility issues to board the bus
- Bus marked out 'cages' which are not present at all stops and when they are present are very worn meaning general traffic may not adhere to them, constraining efficient stopping of buses
- Bus stops located on narrow and sometime signed shared pavements causing conflict with other footway users including pedestrians and cyclists. This can create unsafe conditions for cyclists given these footways are often immediately adjacent to the road carriageway.
- Poor pavement quality (in part due to cars parking on pavements but also from a lack of maintenance) creating potential trip hazards and difficulty in safely accessing bus stops
- Indiscriminate parking at bus stops making bus access to stops difficult and creating an unsafe boarding and alighting environment for pedestrians
- Drainage issues at some bus stops with water collecting where passengers board meaning they are vulnerable to splashing

2.3.110 The CTS highlighted that 17% of North East residents felt their activities were limited due to a health problem or disability, which has lasted or will last at least 12 months. These residents are:

- less likely to have access to a car or a van (75% compared to region-wide figure for those without any limitations of 91%)
- more likely to use a bus at least weekly (33% compared to region-wide figure for those without any limitations of 15%)

2.3.111 The above highlights the greater reliance on travel by bus for those who feel their activities are limited due to a health problem or disability. Such individuals are more likely to be negatively impacted by poor quality bus stop infrastructure.

PR7: The quality of on-street and other supporting bus infrastructure is generally poor: Poor quality bus stop infrastructure (including shelters, timetable information, lighting and space) makes bus travel a less attractive prospect if it involves waiting at stops with only basic stop infrastructure. Market research has highlighted the quality of bus stops / shelters to be the factor which Aberdeen city bus users are most dissatisfied with. The existing poor provision can impact on comfort and feelings of safety, and restricts travel choices for those with mobility impairments.

Fares

2.3.112 Between 2005 and 2020, while passenger journeys across Scotland fell by 24%, fares increased by 30% in real terms.[105] Increasing fares is one of several factors responsible for the decline in passenger journeys, alongside the range of external challenges facing operators, discussed above.

2.3.113 At the UK level, between 2000 and 2024, the relative cost of travel by bus has risen more than travel by train and by car, as shown in the figure below[106]. In addition, the cost of travel by bus (and indeed rail) has risen significantly more than the Retail Price Index for All Items over this period, whist the cost of motoring has increased below the level of general inflation, contributing to the shift away from public transport to car.

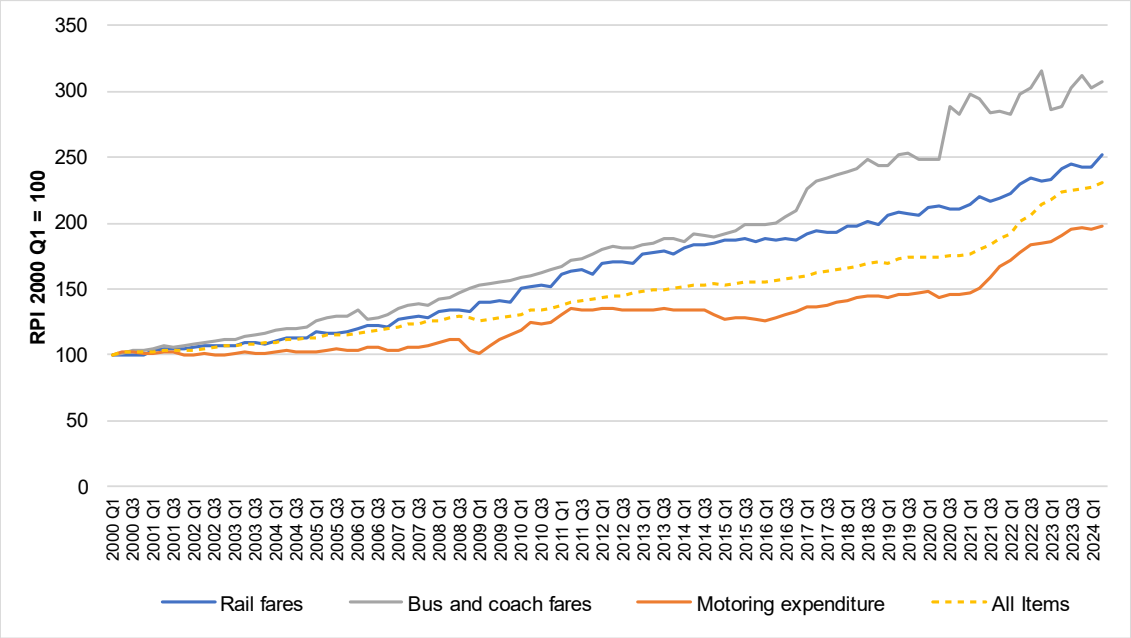


Figure 2:37: Relative Cost of Travel by mode (2000 Q1 – 2024 Q2, indexed against 2000 Q1 figures)[106]

2.3.114 Bus fares in Aberdeen have historically been higher than other Scottish cities, although the gap is narrowing. A comparison of the price of a day ticket in Scotland's main cities is shown in the table below, alongside the cost of both 3hrs and a full day's parking (in Council operated and privately operated car parks) in the respective city centres.

Table 2:5: Bus day ticket and parking price comparisons (as of April 2025)

	City	Bus Return Ticket*	Bus Day Ticket	3 hours city centre parking charge	Full day city centre parking charge
Edinburgh	Council – on street city centre parking	£4.40	£5.00	£24.60	-
	NCP - Castle Terrace			£27.80	£35.95
Glasgow	Council – on street city centre parking	£4.20 - £13.40 (depending on zone)	£5.90	£10.50	-
	NCP - George Street			£23.95	£23.95

[105] Glasgow & Strathclyde Transport Act Scoping Study, Options Assessment Study, Final Report, SYSTRA

[106] Office for National Statistics

	City	Bus Return Ticket*	Bus Day Ticket	3 hours city centre parking charge	Full day city centre parking charge
Dundee	Council – on street city centre parking	£4.00	£4.20	£4.70	£10.70
	NCP – Bank Street			£5.30	£12.00
Aberdeen	Council - Council – on street city centre parking	£4.90	£5.55	£4.80	£13.50
	NCP - Shiprow			£14.95	£14.95

**generally not available as a product so cost of two single tickets used*

2.3.115 Table 2:5 shows an Aberdeen bus day ticket price is similar to Edinburgh and Glasgow, but more expensive than Dundee. However, parking charges in Aberdeen are significantly cheaper than those in Edinburgh and Glasgow, and 3 hours parking in the city centre remains cheaper than a bus day ticket. It is also worth noting that there is a significant volume of (free) non-residential private parking in Aberdeen city centre.

2.3.116 The cost of public transport was noted in the various engagement exercises as being too expensive and one of the main barriers to use. It was also noted during public consultations that the Park & Ride site at Bridge of Don had become a less attractive choice due to charges at the site being by passenger rather than by car[34.] Group fares provided by First and Stagecoach address this to some extent, and travel with children is now cheaper due to the introduction of the Scotland wide under-22 free bus travel scheme in January 2022.

2.3.117 There is also a reported lack of understanding of the current ticket options / prices among non-bus users, which is likely to be hindering bus usage. Lack of knowledge of the various ticketing options including the multi-operator GrassHOPPER[107] ticket and the integrated rail / bus PlusBus[108] ticket was also clear in the public engagement exercises undertaken across the various studies, although it is recognised this may become less of an issue going forward with contactless capping.

2.3.118 Scottish Household Travel Diary (2022) results showed that amongst Aberdeen residents, '*the fares are good value*' was the statement people least agreed with (just 55% agreed, with the figure for Aberdeenshire residents lower at 52%). In the long run, elasticity of demand suggests rising fares leads to a fall in patronage, as is articulated in the bus circle of decline image shown above in Figure 2:15.

2.3.119 Also to note is that for those with a car, they perceive only the 'out of pocket' costs rather than the true cost of travel, given that the vehicle purchase is a 'sunk' cost, as is to some extent maintenance, insurance etc. From this perspective, bus travel is always at a disadvantage, especially when there is more than one person in the car.

2.3.120 It is worth noting that with the introduction of the Young Person' Free Bus Travel Scheme in January 2022, a significant proportion of bus users (those under 22 and those over 60 through the already existing concession scheme), over 50%, no longer directly pay for bus travel.

PR8: Bus fares are perceived to be high and offering poor value for money (VfM): Over the last 20 years, the relative cost of travel by bus has risen more than travel by train and by car. There are two main operator fares regimes with complex fares and a lack of understanding and awareness of multi-operator tickets. Bus fares are a factor often cited by residents across the region with which they are least satisfied, and which is one of the main barriers to bus use. Over time rising fares lead to a fall in bus patronage.

[107] Grasshopper tickets | First Bus

[108] PLUSBUS | about PlusBus

Vehicles

2.3.121 As noted earlier in this section, since 2010, bus operators and Scottish Government have made significant investments in the vehicle fleet through the addition of new electric and hydrogen vehicles. Despite the upgrades to the bus fleet in recent years, through the market research exercise discussed above, around 15% of both Aberdeen and Aberdeenshire residents were dissatisfied with the quality of bus vehicles. It is worth noting that non-bus users in Aberdeen were more dissatisfied (20%) with vehicle quality than bus users, suggesting a perception issue amongst non-users.

2.3.122 In addition, First note their more elderly and less mobile passengers preference for single level articulated buses but note the existing stop infrastructure is not always capable of accommodating such vehicles. The use of single deck articulated vehicles across some of the busiest routes in the city (those connecting to the university campuses) is noted to support the greater capacity required on such routes, with the potential for a much larger volume of standing passengers, as well as the faster alighting time (with passenger alighting via the rear set of doors away from boarding passengers).

PR8: Conventional buses offer limited floorspace flexibility and capacity: Conventional buses offer limited floorspace flexibility, and capacity with limited space for those with mobility issues (i.e. requiring space for a wheelchair) or those travelling with children/ buggies and large luggage, and with passenger capacity on an upper deck inaccessible to some. The limited space can lead to an uncomfortable and difficult traveling experience.

Integration between Modes

2.3.123 Aberdeen's bus network is not well integrated with other modes of transport, including with the active travel network, and to some degree even with car-based interchange at the Park & Ride sites.

2.3.124 All bus journeys require active travel as a component of the journey, in accessing the origin stop and after alighting the bus and travelling onwards to the destination. As noted above with regards to bus stop infrastructure, poor pavement quality creates potential trip hazards and difficulty in safely accessing bus stops, particularly problematic for those with mobility issues. A general over-use of barriers and guardrails also makes accessing bus stops more problematic and often requires pedestrians to walk far further than the pedestrian desire line. At large junctions, pedestrian routes often involve convoluted crossings, and pedestrian islands are often too narrow for those with prams or wheelchairs creating additional safety risk. There is also a lack of tactile paving at crossings, making accessing stops difficult for the blind and partially sighting to safely access bus services. Bus stops are sometime located 'mid-block' and require additional walk distance to access from streets adjacent to the main bus corridors.

2.3.125 It is not just poor integration in terms of integrated trip making, but also, and importantly in terms of integrated infrastructure. Bus stops are often located on narrow pavements, with no widening of the footway at stops, leaving little space for pedestrians to pass. In some instances, stops are located on signed shared-use footways but their placement creates a hazardous environment with conflict for passing cyclists and pedestrians / bus users given the narrow width and often other street furniture (railings, communal bins etc.).

2.3.126 While there are bus services serving some of the Park & Ride sites, the onward offering from these sites is, based on their current under-utilisation, not sufficient to encourage use of the sites. In addition, the circuitous access to the (temporarily closed) Bridge of Don P&R site detracted from use of the site, and there is a lack of active travel provision linking the site to the bus stops on Ellon Road. While there are electric vehicle charging points at the Ellon, Craibstone and Kingswells Park & Ride sites, there are none available at the Bridge of Don or Chapelton (Park & Choose) sites. This lack of integration of car charging infrastructure facilities at the sites is a potential disincentive to use for those with electric vehicles.

2.3.127 Aberdeen bus station is integrated in the Union Square development, where the city's railway station is also located. A bus stop is also located adjacent and opposite to the train station on Guild Street. Both the bus and railway station are also located within walking distance of Aberdeen harbour which provides ferry connections to Orkney and Shetland. The route to the ferry terminal by foot or bike is around 500m and using a controlled crossing over the busy A956 (Market Street) and a walk or ride along Commercial Quay.

PR10: The level of integration between buses and other forms of travel is limited and inconsistent, including journey information and ticketing: A lack of high-quality integration between active travel and bus, as well as bus and car at Park & Ride sites is detracting from use of the bus and not supporting utilisation of the existing Park & Ride assets.

Current Situation - Summary

2.3.128 The evidence presented in this section has shown that car ownership and use is higher than other Scottish cities. The number of passenger bus journeys and bus service vehicle kilometres operated have been declining since a peak (in the North East, Tayside and Central region) in 2007/8. Despite bus industry efforts to boost passenger numbers, a range of external factors have hampered this.

2.3.129 There is currently limited bus priority across the city, limited public transport connectivity between strategic routes, and journey times by bus are significantly longer than by car. These factors make travel by bus unattractive and less competitive compared to the car, as borne out in public perceptions around travel by bus. The ease, and relatively low price, of driving is also influencing travel choice.

2.3.130 Overall, the trend of increasing car use and declining public transport use will be reducing the ability of the city to develop as a low carbon economy and place, and limiting the realisation of the aims of the CC&BMP and the wider RES.

2.3.131 The discussion above, and the analysis and commentary with regards to the strategic corridors (as set out above and detailed in the appendices), has enabled a concise list of **10 transport problems** to be identified. These are set out below.

- **PR1:** Poor public perceptions of the bus network and services as a low quality travel option
- **PR2:** Insufficient bus service frequencies
- **PR3:** Limited cross-city bus connections leading to longer journey times making travel by bus unattractive and acting as a barrier to use for those with mobility issues
- **PR4:** Travel times by bus are not competitive with those by car and therefore those with access to a car are much more likely to travel by car
- **PR5:** Bus services are not meeting punctuality metrics and punctuality / journey time reliability and service cancellations are a key concern of the public
- **PR6:** The current Park & Ride 'offer' is almost wholly ineffective
- **PR7:** The quality of on-street and other supporting bus infrastructure is generally poor
- **PR8:** Bus fares are perceived to be high and offering poor value for money
- **PR9:** Conventional buses offer limited floorspace flexibility and capacity
- **PR10:** The level of integration between buses and other forms of travel is limited and inconsistent, including journey information and ticketing

2.3.132 The data presented in this section has clearly highlighted high levels of car ownership and decreasing bus use, with reducing bus vehicle kilometres and passengers. Passenger numbers are falling at a time when the direction of policy requires sustained growth. The above ten transport problems identified are considered the *root causes* of this.

2.4 Transport Planning Objectives

2.4.1 As set out in the introductory chapter, a recommendation for a bus-based rapid transit system (i.e. ART) was made in STPR2. There, it is noted that the project supports all five of the STPR2 objectives: *net zero emissions; affordable and accessible public transport; places, health and wellbeing; sustainable inclusive growth;* and *increasing safety and resilience in the transport system.* STPR2 itself, is helping to deliver the vision, priorities and outcomes that are set out in NTS2.

2.4.2 Given this, the objectives developed for ART have been set to align with STPR2 (and by association with NTS2) and specifically taking account of the STPR2 north-east sub-objectives, while taking cognisance of the ART Vision and aims and the set of problems identified as set out above in the Case for Investment.

2.4.3 As set out in the Strategic Context section above, at the heart of the need for a step change in public transport in Aberdeen is to support meeting national climate change targets, the ambitions in the *Net Zero Aberdeen Route map* and realising social and economic benefits for the city and region.

2.4.4 Reflecting on this, ART is seeking to deliver two core elements, focussed around *widening opportunity* and enabling opportunities to be *accessed sustainably*:

- **Improved sustainable transport connectivity** – to enable greater access for all to opportunities. That greater access seeks to both support *economic growth* and provide *inclusive opportunity through enhancing accessibility*

- **Increased sustainable transport mode share** – supporting *Net Zero ambitions* as well as *creating healthier, safer, more efficient and more attractive places* (both across the ART network, and importantly within the city centre to support the CC&BMP)

2.4.5 With the above in mind, two Transport Planning Objectives (TPOs) have been set for ART. These mirror the pertinent STPR2 north-east sub-objectives and reflect the 10 problems identified in the Case for Investment set out above.

2.4.6 The TPOs are:

- **TPO1: Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve equality of opportunity**

- **TPO2: Increase public transport mode share in Aberdeen to support placemaking and the North East's Net Zero ambitions**

2.4.7 The link between the STPR2 objectives, the ART TPOs and the 10 problems is shown in the diagram below. The diagram thereafter presents these objectives and (reflecting the 10 problems) sets out the supply side change required to deliver the objectives, alongside the metrics against which success will be measured.

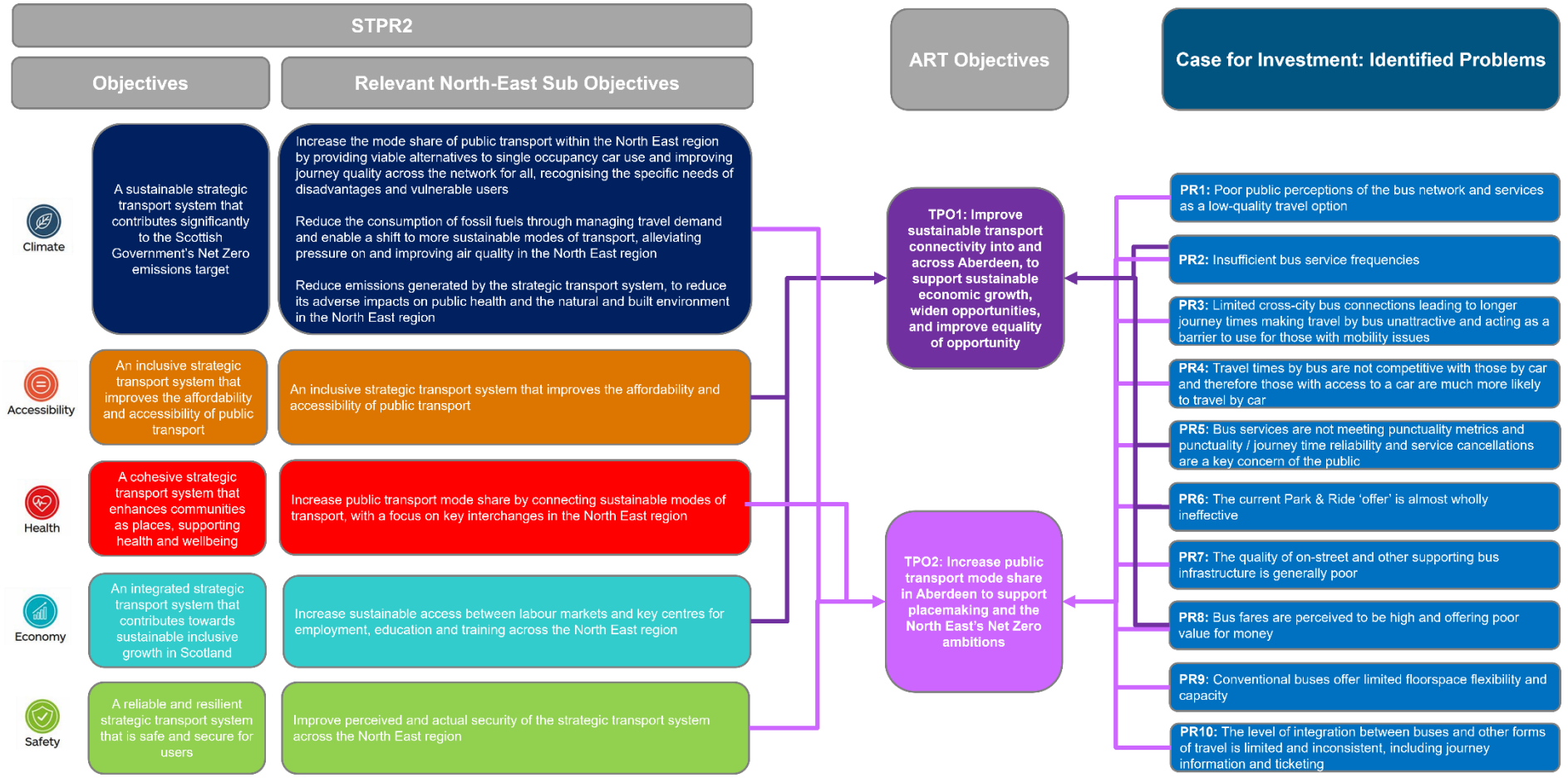


Figure 2:38: Links between STPR2 Objectives to ART TPOs and identified problems

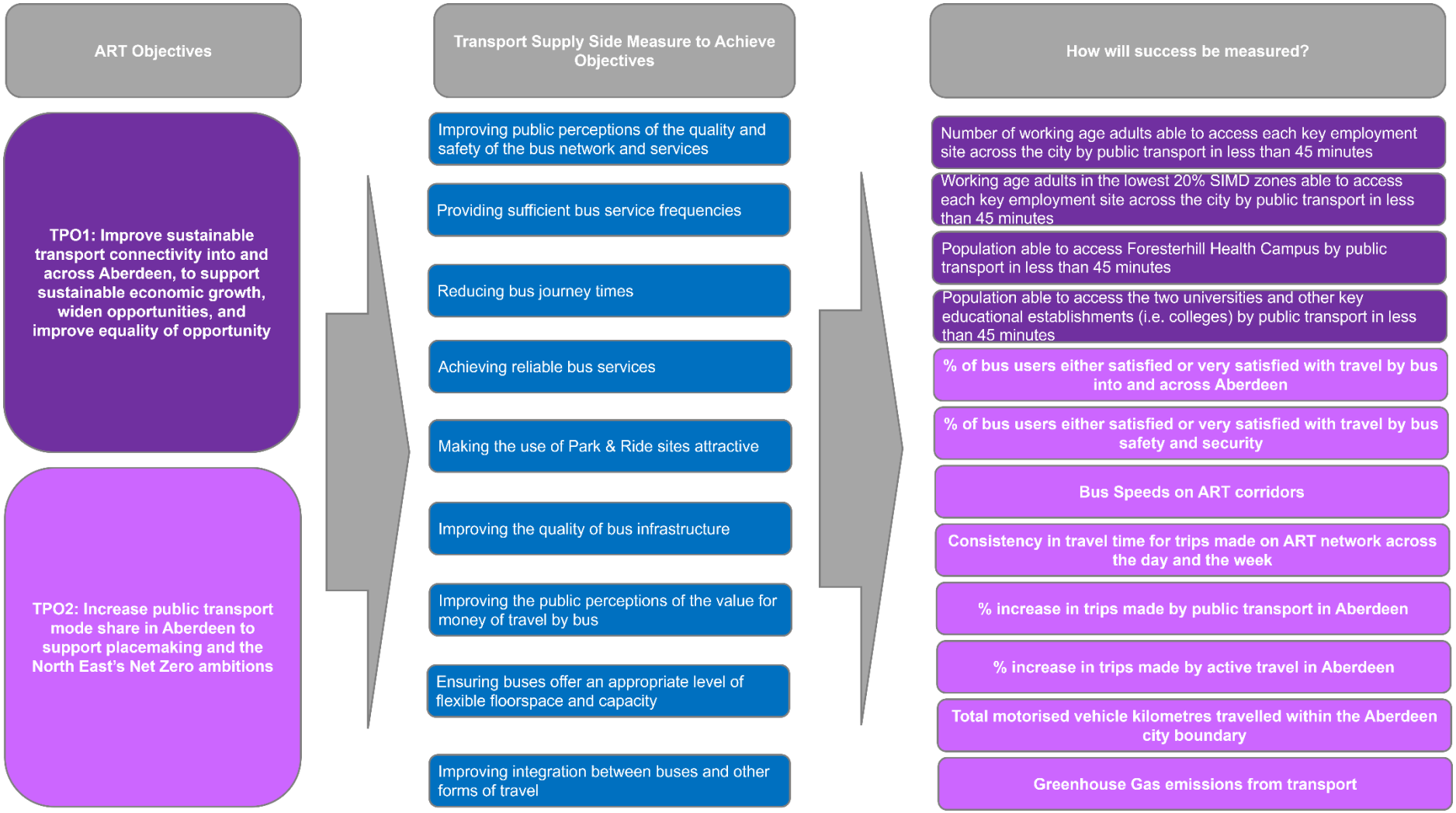


Figure 2:39: ART TPOs, supply side changes to achieve the TPOs, and the metrics against success will be measured

2.5 Project Scope

2.5.1 It is clear from the identified problems and the subsequent transport and societal consequences that a step change in public transport provision in Aberdeen has a key catalytic role to play in enabling and supporting the realisation of local, regional and national policy ambitions. **Passenger numbers are falling at a time when the direction of policy requires sustained growth.** This includes the Local Outcome Improvement Plans (LOIP) of both Aberdeen and Aberdeenshire Council, and the Aberdeen CC&BMP, as well as providing sustainable and equitable access to / from and within the city that helps facilitate the regeneration plans and ambitions as set out in the RES.

2.5.2 Despite investments made by the bus industry over the last decade there has still been a considerable decline in bus patronage, exacerbated by the structural changes brought about by the pandemic. **Simply continuing with the Status Quo is clearly not going to provide the change required** to reverse this decline and both enable and encourage more trips by bus. Nor would continuing with the status quo support the industry in playing its part in reducing car kilometres in line with the Scottish Government's current 2030 reduction target and with meeting the RTS:2040 target to achieve at least 50% of journeys across the region by more sustainable travel means.

2.5.3 A much greater step-change solution is required, to take advantage of the opening of the AWPR and the development of the new roads hierarchy, reverse the decline in bus patronage, alter perceptions of bus travel, and support positive social, environmental and economic performance of the city and region.

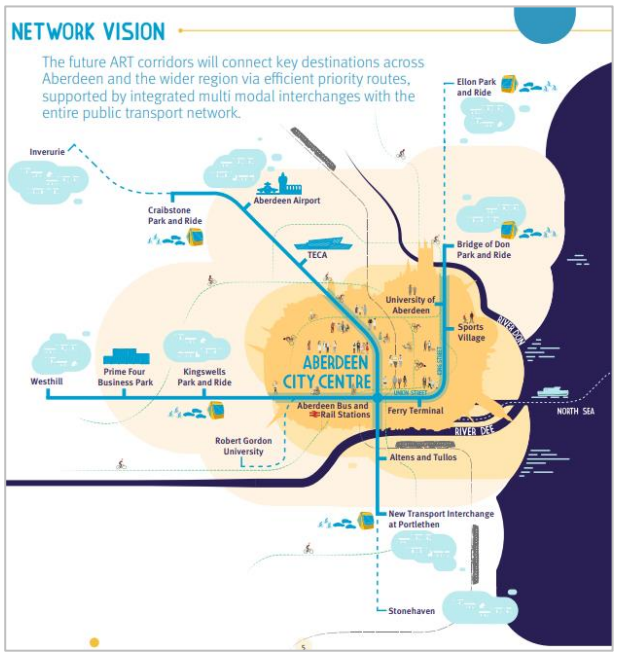
2.5.4 As noted in the introductory chapter and further in Section 2.2.35, the *STA* and RTS:2040 are the core catalysts for the development of public transport improvements. As set out earlier in this report, the *STA* appraisal included an option (Option 9) which was a 'Strategic Public Transport Corridor' scheme. The *STA* noted that Option 9 covered a scheme had the potential to provide a real step-change in public transport provision, providing high-quality, efficient mass transport. Overall the purpose of such a scheme was to provide high volume, higher quality services which provide a step-change compared to a conventional bus service. It was noted that such a 'mass transit' option would be aimed at the highest volume corridors, connecting major employment and residential centres while connecting with the city centre, and with the intention of having a material impact on mode share and steering the local economic geography. The option '*Mass transit provision, such as Bus Rapid Transit, on high demand corridors, anchored with a ring of Park & Ride sites'* was set out in the appraisal conclusions under a 'City Connectivity' theme.

2.5.5 Further developing the concept of mass transit set out in the STA, the *RTS:2040* recognises that to encourage modal shift to achieve the strategy's environmental, economic, placemaking and social objectives, a fresh approach to public transport was necessary. Drawing on the *STA* work as an underpinning input and evidence base, the strategy includes a policy heading '*Delivering Aberdeen Rapid Transit (ART)'* and set out Nestrans's ambitions to *develop a high quality, high frequency mass transit network across the city on key corridors and linking key destinations, anchored by Park & Ride facilities on each corridor*. This ambition sits within the wider strategy which sets out an action plan for improving transport across the North East region.

2.5.6 The ART 'Vision' is set out below.

ART Concept

2.5.7 The concept of ART was initially expressed through an **Aberdeen Rapid Transit (ART) vision** to deliver an integrated Mass Transit 'step-change' solution to support positive social, environmental, and economic performance of the City and Region.



2.5.8 The vision for ART is to deliver:

- Improved travel times for public transport users to support growth across all economic sectors
- A high quality, contemporary and effective means of connectivity across the City and Region
- An integrated solution, creating seamless connections with other public transport, cycling and walking networks

2.5.9 Through this, ART has the potential to deliver both transport behavioural change and positive societal impacts. The ART proposals are a key component to supporting long-term more sustainable growth in the region and addressing local priorities and challenges including:

- Supporting the targeted reduction in transport emissions to net zero by 2045
- Increasing active travel and supporting healthy lifestyles
- Enhancing connectivity
- Providing affordable and integrated ticketing
- Creating a healthier environment in the city and enabling the redesign of public spaces
- Ensuring equal access for all.

2.5.10 There are many ways in which the ART vision could be delivered, ranging from purely infrastructure implementation through to service changes (including enhanced and existing service integration and revision), through to operational issues such as vehicle and ticketing types.

2.5.11 Accepting the emergence of ART through the STA and RTS:2040 as a **bus-based** rapid transit system, and its recognition as such in national documents, key to setting out the possibilities for ART is first determining what is meant by Bus Rapid Transit (BRT). The *Institute for Transportation and Development Policy* defines BRT as:

…a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities. It does this through the provision of dedicated lanes, with busways, off-board fare collection, and fast and frequent operations.

2.5.12 In short, BRT (and therefore ART) should deliver:

- **High Segregation** - through the infrastructure provided – dedicated road space, priority at signals etc.
- **Fast Services** - through the dedicated infrastructure provided including improved / rationalised stops and an appropriate seamless ticketing method
- **Frequent Services** - 'turn up and go' service levels utilising the infrastructure
- **High Capacity** - through the frequency and type of vehicles that operate on the network

High Segregation

2.5.13 High segregation for ART means a dedicated right of way for bus over much, if not all, of the day. With the right infrastructure, ART should be able to avoid the causes of delay that typically slow local bus services.

2.5.14 This dedicated right of way would include priority over other traffic at signals with junction treatments such that 'buses only stop at bus stops*'*. This high level of segregation would ensure reliability in public transport operations. In this regard, ART can be viewed as akin to a train service, where the time between stations is consistent across the day, no matter the time of travel. High levels of segregation will also make it easier to deliver autonomous vehicle systems in future, with the associated cost savings.

2.5.15 High segregation could be achieved in several ways using dedicated, continuous, bus lanes (ideally with the bus lanes extended to junction stop lines to provide dedicated full route length segregated lanes to operate within, or through a busway (where a 'closed' dedicated two-way road for the use of authorised buses only is provided). The aim is to provide this level of priority over up to 100% of the routes but may need to be reduced to less where the network cannot accommodate this due to competing road user needs or the physical space available.

Fast Services

2.5.16 Fast operating bus services are achieved through the highly segregated and priority infrastructure such that 'buses only stop at bus stops*'.* Additionally, other measures such as off-board / no driver interaction seamless ticketing, improved stop infrastructure to enable quick and level boarding, stop rationalisation, and multi-door vehicles to enable passengers to efficiently board and alight public transport vehicles are key features which further speed up services. The location and layout of P&R sites is also a key factor which can enable faster services through quick and easy bus access to the sites, with minimal routeing away from the ART corridors.

Frequent Services

2.5.17 Frequent services mean enabling a 'turn up and go' offering on the ART routes with no more than 10 minutes between departures. ART passengers should not need to consult timetables but know that when arriving at a stop, a service will arrive shortly and that the gap between services is even.

High Capacity

2.5.18 To ensure high capacity in the ART system, sufficiently sized vehicles are required to enable the *mass* movement of passengers. The size of the vehicles will be determined through the forecast demand but should be of a size that enables future growth in passengers due to modal shift from general traffic and from increasing demand from future residential and employment demand along the corridors, as well as increased city centre activity. Larger vehicles, with multi-door operation enabling quicker boarding and alighting as noted above.

Alternatively, high capacity could be achieved using smaller vehicles operating at higher frequencies, perhaps where cost viability is achieved using autonomous driverless vehicles.

Project Workstreams and Required Outputs

2.5.19 The overall scope of the ART project has been further broken down in Table 2:6 below, identifying the main areas of change that will need to be addressed to deliver the ART concept as the project develops.

Table 2:6 Required outputs of the ART project

ART Project	Outline description
ART routes	The adequate integration of the routes with other programmes and projects (i.e., City Centre and Beach Masterplan, Berryden Corridor Improvement Project, Regional Active Travel Network), development proposals and major trip attractors will directly impact modal shift to public transport. Therefore, it could help address some of the risks around future demand predictions.
Integration of non-ART services	The ART project has the potential to introduce a very competitive service into a well-established network, effectively putting pressure on non-ART local and regional services operating into the ART corridors. These services could be subject to significant operational and financial pressure resulting from passenger abstraction and increased operating costs, ultimately leading to poorer public transport outcomes and potentially services which are commercially marginal being withdrawn or service levels reduced. There are conversely benefits gained through the introduction of new 'feeder' services to connect to the ART network, enabling greater access to fast, reliable bus services in, out and across the city.
ART infrastructure	The delivery and phasing of infrastructure (bus lanes, junction upgrades, new stops, mobility hubs and interchange facilities, improved network access route etc.) will be a major element of the ART project and one of the key drivers for the required capital investment. The main infrastructure elements that will likely form part of ART are: ▪ Bus priority, i.e., bus lanes, signals, junctions etc. ▪ Bus stops ▪ Ticketing infrastructure ▪ Depots and charging infrastructure ▪ Mobility hubs, park and ride and interchange facilities (see 2.3.94 onwards) ▪ Active travel and placemaking It is worth noting that the delivery of new infrastructure will likely require consents such as the Traffic Regulation Order (TRO) and planning approval, as well as potential land acquisition, either negotiated or by Compulsory Purchase Order.
Mitigation and supporting measures	The introduction of changes to the current street layout along the ART corridors will likely have an impact on other operations, particularly on on-street parking provision and motorised traffic. The planning, design and modelling of mitigation measures will extend, among others, to: ▪ The need to identify adjacent routes for active travel when space constraints along the ART corridors limit the potential provision ▪ The effect of any traffic restraint measures such as the review of parking provision on the ART corridors ▪ Loading and unloading, waiting, business servicing and other kerbside activities (waste collection etc.) ▪ The effects on general traffic and the impact on adjacent neighbourhoods ▪ Changes to junctions ▪ Air quality, noise and vibration, including during construction ▪ The effects on greenhouse gas emissions ▪ Drainage, flooding risk, the historic environment and landscape

ART Project	Outline description
ART vehicles	The vehicles operating across the ART network will be a key feature of the success of the ART project in terms of benefits realisation, including: ▪ Market readiness to provide the required vehicles and technology ▪ The commercial arrangements for the provision of the ART vehicles, and the respective roles of the LTA and operators including, if applicable, any arrangements for transfer at the end of any contractual period ▪ The vehicle standards for the ART services and, if applicable, the phased introduction of these, including for type and size of vehicles, emissions and on-board facilities Resolving any uncertainties around the type and number of vehicles required (and how they are powered) will dictate the design of supporting infrastructure such as stops and halts, fare collection systems, depot requirements etc.
Network identity and branding	The ability to provide a service that is perceived by the public as a real 'step change' will be influenced by the ART brand being presented as a distinct product (see the relevant transport problems in paragraphs 2.3.63 to 2.3.72). Particular aspects of ART associated with the delivery of a strong network identity may include: ▪ Logos and colour schemes ▪ Branding (for tickets, buses, marketing etc.) ▪ Publicity material ▪ The numbering system for individual services
Fares and ticketing	The potential for achieving a unified fare structure with seamless integrated local ticketing between operators and across all types of transport, as well as the capacity of the LTA to retain control over maximum fares will have a direct impact on the financial viability of the ART project, as well as its commercial attractiveness and public acceptability. Similarly, the ability to enable off-bus ticketing (including revenue protection mechanisms) will have an impact on the effectiveness of ART as a rapid transit system. Any ticketing products should be marketed to provide a ticketing offer to passengers that covers ticket types, marketing, fares information and ticketing technology. Finally, consideration should be given to the potential for changes to fares over time and how these may be introduced.
Provision of information	Clear and sufficient information on all aspects of using the bus services may contribute to create a seamless, integrated experience for passengers. Information should include, among others: ▪ Timetables and real time information ▪ Ticket availability and pricing ▪ How to access customer support
Market appetite	Delivering the ART vision will probably require some form of involvement of private sector partners. However, the appetite within the private sector to participate and, potentially, invest in the ART project, will depend on the commercial attractiveness of the proposed network and delivery model, including the potential payment mechanisms and risk apportionment for the delivery and operational phases.
Contracts	Delivering and operating ART will require putting in place contractual arrangements between the public and private sectors. Some of the key contractual issues likely to have a bearing on the viability of ART are: ▪ The approach to procuring the required contracts ▪ The duration and structure of the contract(s) and any break clauses ▪ The contractual roles and responsibilities for both the service provider(s) and the procuring authority ▪ The payment / charging mechanisms, including the contract prices, fares, incentive payments etc. ▪ Treatment of change events (for the introduction of new operational or service requirements)

ART Project	Outline description
	▪ The agreed allocation of risk ▪ The potential remedies in the event of failure on the part of the service provider to deliver the contracted services on time, to specification and price ▪ Measurement of operational performance, including the contract administration elements of the terms and conditions of service ▪ Compliance with the appropriate regulations ▪ Options at the end of the contract
The regulatory environment	The appraisal of potential delivery pathways should be undertaken within a thorough assessment of the legislative framework in which local bus services can be operated in Scotland. This should consider the core deregulation legislation established by the Transport Act 1985 and successive legislation, and specifically the application of the powers derived from the Transport (Scotland) Act 2019, i.e., the Bus Services Improvement Partnership (BSIP) and the local services franchises. It is worth noting that Transport Scotland are yet to provide additional statutory and non-statutory guidance on the application of these powers. This includes how these powers may be applied geographically, potential phasing, exemptions, implementation of contracts including risk apportionment (revenue etc.), treatment of cross-boundary and non-ART services, multi-modal integration etc. Additionally, any review of potential delivery pathways should be cognisant of the requirements of competition law, as applied to bus services, and particularly the use of Competition Tests to satisfy the Competitions and Market Authority.
Funding and capital spending – infrastructure	There is an expectation that the majority of the infrastructure costs may be covered by a mix of Scottish Government and local authority funding, although it is recognised that these funding options are currently constrained. However, there may be an opportunity to mobilise private sector investment if a financially attractive proposition can be developed.
Funding and capital spending – vehicles	An understanding of the vehicle costs may only be developed once the type, quantity and specification for the vehicles have been confirmed. This should consider the need for any new charging infrastructure etc. Funding for the purchase and leasing of the vehicles and the possible alternative financing methods should be explored.
Other set up and implementation costs	Besides the capital investment requirements for the infrastructure and vehicles, there could be significant design, development and legal costs involved in setting up the ART operation.
Revenue spending	Revenue spending will typically include any revenue received (including fare box income, contractual payments etc.), any additional costs incurred (such as electricity costs, service enhancements and fares reductions) and: ▪ Staff costs ▪ Operating costs such as fuel costs, leasing or purchasing assets, marketing and branding and, if applicable, any savings from reduced journey times achieved through bus priority ▪ Bidding and administration costs, whether this is for contracts or to operate any partnership arrangements with local operators
Scheme affordability	Scheme affordability – and any risks around it – will ultimately require a financial model that includes, among others: ▪ The proposed funding structure and funding schedules ▪ Cashflow projections ▪ Capital, operating, running, management and overhead costs ▪ Financial risks and mitigation plans, particularly to any forecast income and including any quantified impacts ▪ Assumptions around inflation ▪ Cash-releasing benefits derived from demand predictions, mainly the expected fare revenues ▪ Any borrowing and financing costs

ART Project	Outline description
	▪ Financial guarantees for both capital and revenue costs
LTA control	The Council's desired level of control over the operation of the ART scheme – maximum fares, quality of service etc. – will have an impact on the suitability of the potential delivery pathways detailed in the Commercial Dimension.
Operational management resource	Similar to the above, the required resources the Council will need to deploy to manage the ART operations will depend on, among others: ▪ The desired level of control ▪ The preferred delivery pathway ▪ The complexity of the contractual arrangements
Benefits realisation	Arrangements should be put in place, including roles and responsibilities, to ensure the ART project delivers the benefits identified in the strategic and economic cases.
Future operational changes	Future operational changes may be required to react to unexpected market outcomes or deliver further improvements post implementation. A change management strategy extending to the operational stage should be put in place and will need to be built into any contractual arrangements as part of the delivery pathway.

Addressing the identified problems

2.5.20 As shown in the following table, the ART concept can directly address the 10 identified transport problems as set out above.

Table 2:7 How ART can address the identified problems

Problem Description			Benefit of ART
PR1	Poor public view of bus network and services as a low quality travel option	There is a negative perception of bus travel amongst a cohort of the population leading to a reluctance to use the bus, and the image of bus travel needs to be improved (by reducing or removing the problems identified here) to address this.	ART will address the problem through the provision of a high quality, contemporary and effective means of transport
PR2	There can be long wait times at bus stops	Bus service frequency is often cited as a reason for dissatisfaction with bus services and a barrier to greater use. Lack of 'turn up and go' service frequency at stops will be detracting from use of the bus, especially use of services into Aberdeen from Park & Ride sites.	ART will address this with a consistent and understandable service pattern across the day, with services anchored at Park & Ride sites
PR3	Limited cross-city bus connections leading to longer journey times making travel by bus unattractive and acting as a barrier to use for those with mobility issues	Most bus services into and within Aberdeen operate radially into the city centre. Relatively few operate 'cross city' and those which do generally only link to one other strategic corridor. No corridor offers services linking into and across the city to all other strategic corridors. In addition, there are no orbitally operating services (although such routes have been trialled in the past without commercial success). Interchange between services is often required to access 'cross city' locations, increasing access time and making these journeys less attractive to current non-bus users and more difficult for those with mobility issues. These trips will sometimes involve	ART will significantly improve direct cross city connections and interchange to the other key corridors

Problem Description			Benefit of ART
		more than one bus operator, with interchange between services often slow and unreliable.	
PR4	Travel times by bus are not competitive with those by car and therefore those with access to a car are much more likely to travel by car	Travel by bus throughout the city is almost always significantly longer than by car, with bus travel time impacted by limited bus priority, service stop frequency, ticketing methods and routeing. Bus to car travel time differences to the key locations considered across the city are always lower from areas located along the same radial corridor into the city, highlighting the arterial nature of bus services, and the relative lack of cross city connections. Travel time between relatively closely located places can be over an hour longer by bus than by car if the places are not located on the same corridor. This is very likely to be making travel by bus very unattractive compared to the car for those who have access to a car, as well as reducing opportunities for those without access to a car. These journeys often necessitate interchange making journeys more challenging for those with reduced mobility.	ART services will significantly reduce bus journey times through segregation from general traffic, a more efficient stopping pattern and the use of off-bus ticketing
PR5	Bus services are not meeting punctuality metrics and punctuality / journey time reliability and service cancellations are a key concern of the public	Despite the joint efforts of both the public sector and operators over many years, bus punctuality has not improved over the last decade. Poor reliability of services is one of main factors people in the region are most dissatisfied with and is often cited as a reason not to use the bus more often. The fundamental cause of this is road congestion with limited or no bus priority.	ART will address this through greater consistency of journey times and higher frequency services
PR6	The current Park & Ride 'offer' is almost wholly ineffective	Existing Park & Rides sites represent significantly underutilised assets, with dissatisfaction with the sites and their use expressed by bus users and operators. Improved bus priority from the sites into the city, branded express services, clearer information, and improved security and access would help facilitate use of the sites. A step change in their offering would be required to turn these assets into a success while providing much improved car-based access to the city centre from the wider region.	ART will see a substantial improvement through redeveloped P&R / mobility hub sites and high frequency services
PR7	The quality of on-street and other supporting bus infrastructure is generally poor	Poor quality bus stop infrastructure (including shelters, timetable information, lighting and space) makes bus travel a less attractive prospect if it involves waiting at stops with only basic stop infrastructure provided. Market research has highlighted the quality of bus stops / shelters to be the factor which Aberdeen city bus users are most dissatisfied with. The existing poor provision can impact on comfort and feelings of safety, and restricts	ART would address this by providing a consistent, high quality service across the city's main corridors - bus halts, information, security etc.

Problem Description			Benefit of ART
		travel choices for those with mobility impairments	
PR8	Bus fares are perceived to be high and offering poor value for money	Over the last 20 years, the relative cost of travel by bus has risen more than travel by train and by car. There are two main operator fares regimes with complex fares and a lack of understanding and awareness of multi-operator tickets. Bus fares are a factor often cited by residents across the region with which they are least satisfied, and which is one of the main barriers to bus use. Over time rising fares lead to a fall in bus patronage	ART could address this by controlling fares as part of a wider reform of bus operations around Aberdeen
PR9	Conventional buses offer limited floorspace flexibility and capacity, and there are some security concerns with double deckers	Conventional buses offer limited floorspace flexibility, and capacity with limited space for those with mobility issues (i.e. requiring space for a wheelchair) or those travelling with children/ buggies and large luggage, and with passenger capacity on an upper deck inaccessible to some. The limited space can lead to an uncomfortable and difficult traveling experience	ART will provide large single decker, low floor tram style vehicles with flexible floorspace for prams, wheelchairs, luggage etc.
PR10	The level of integration between buses and other forms of travel is limited and inconsistent, including journey information and ticketing	A lack of high-quality integration between active travel and bus, as well as bus and car at Park & Ride Facilities is detracting from use of the bus and not supporting utilisation of the existing Park & Ride assets.	ART will provide a service which is designed to be fully integrated with other modes across the city and could offer integrate ticketing across operators and modes

2.5.21 As noted above, almost all services in Aberdeen are operated commercially. The ART concept however is likely to require a degree of public sector participation through a partnership approach or to model where services are ultimately planned and franchised by the public sector, with the public sector likely to take the revenue risk. This is explored through the options development and appraisal process as set out in the Economic Dimension, with more detailed consideration within the Commercial Dimension.

2.6 Risks, Constraints and Dependencies

2.6.1 Delivering ART will likely introduce new regulatory, commercial, financial and operational challenges to how bus services are currently operated in Aberdeen and Aberdeenshire. These challenges, which have been outlined in Table 2:6, across the key workstreams and required outputs of the ART project, constitute the main areas of risk and uncertainty at this stage.

2.6.2 A Project Risk Register (in spreadsheet format) has been initiated and is being maintained and updated as a live document by the Programme Manager at Aberdeen City Council. Risks, as well as Constraints and Dependencies are split between appraisal, political and engagement, financial, delivery, and governance categories.

2.6.3 The Risk Register presents each risk with a description of the risk, the current owner of the risk, the controls in place to manage the risk, the anticipated likelihood of the risk and its impacts, and the actioned planned to minimise or remove the risk as the study progresses. The spreadsheet should be consulted for greater information on all the live project risks.

2.6.4 A programme level ART risk register has been developed. The register incorporates the risk registers developed across the individual multi-modal corridor studies in relation to each respective project but does not (as yet) in detail incorporate specific design risks identified through the multi-modal corridor studies). An overview of the most significant risks is presented in the Management Dimension chapter.

3 The Economic Dimension

3.1 Overview

3.1.1 The purpose of the Economic Dimension is to identify and appraise options for the delivery of ART and to recommend the option that is most likely to offer best Value for Money to society.

3.1.2 This is achieved in two steps:

- Here, at **SBC stage**: by identifying and appraising a wide range of options (the long list) – thereby identifying a '**preferred way forward**', then subsequently
- At OBC stage: by identifying and appraising this reduced number of possible options in further detail (the short-list) – thereby identifying a 'preferred option'

3.1.3 This chapter therefore presents the first of these steps in the following sections:

- A description of the option development process capturing the different forms that ART could take, and the options taken forward for appraisal
- An appraisal of these options based on the STAG Preliminary and Detailed Options Appraisal work
- As the bus market is currently provided on a commercial basis in Aberdeen, the delivery of a proposal such as ART is complex – the broad delivery pathways are then considered
- A more detailed appraisal of the routeing of ART services
- An option sifting process together with the identification of the *preferred way forward*

3.2 Appraisal Context and Caveats

3.2.1 An overview of the project timeline was provided in Chapter 1. This timeline has a particular implication for the quantitative analysis reported here, which stems from the STAG work completed in early 2023.

3.2.2 Key elements of the scheme have been further developed since this STAG work concluded including routeing, the design of bus priority infrastructure and estimates of capital costs.

3.2.3 Whilst quantitative appraisal (including Benefit to Cost ratios) is not strictly required at SBC stage, much of the analysis from the STAG is reported here, as these STAG reports are already in the public domain, and it provides a guide to the relative benefits of the options modelled. However, as the scheme has 'moved on' since that time, **the quantitative results reported here should be regarded as indicative only and viewed accordingly, and in the context of the more detailed caveats reported** in the relevant sections.

3.2.4 Extensive new quantitative analysis will be undertaken at the OBC stage.

3.3 Option Development

3.3.1 As noted above, ART as expressed in the Vision is largely conceptual. The first task is therefore to develop the concept into a set of tangible options for the purposes of meaningful appraisal.

3.3.2 However, the ART Vision combines implied substantial capital spending on infrastructure with the provision of new cross city services using tram-like vehicles, and the main challenges

associated with this were set out in Table 2:6. In the context of a commercial bus market, this raises a range of delivery issues as such a commitment from the public purse would require significant commitments and guarantees from operators to provide the services envisaged. This is a challenge in a deregulated market where there are range of competition / regulatory issues. In addition, as noted in the introduction, the term 'BRT' is broadly defined and can therefore take many forms. **The approach taken in developing options has therefore taken a wide view, seeking to 'stress-test' the ART Vision definition of a BRT via a number of other options which would deliver elements of the ART Vision with fewer regulatory / competition issues.**

3.3.3 The option development process comprised two workstreams:

Workstream 1 (Section 3.4): Developing options for the form of ART (infrastructure, services and vehicles) (STAG work):

3.3.4 The options were developed assuming broadly the same underlying network geography with variations around:

- scope and scale of supporting infrastructure
- nature of the vehicles used and associated ticketing strategies
- bus stop / halt arrangements including distance between stops
- the services which deliver ART
- accompanying changes to other existing services
- supporting policy environment
- delivery pathways

Workstream 2 (Section 3.5): Developing options for the potential routes on which ART services could operate, for options where new routes are core to the option (undertaken subsequent to the STAG work)

3.3.5 This focussed on the detail of the potential ART services (start and end points, routeing, interchange etc.) within the ART corridors and the city centre, assuming the same quality of infrastructure and vehicles.

3.3.6 Together, the two work-streams provide options for the ART scheme in terms of both its structure and form as well as the service operated and their routeing.

3.3.7 The two option development streams, including option development and appraisal, are discussed below, before being brought together to then:

- Appraise options against the TPOs and the STAG criteria– drawing on key aspects of the appraisal supplemented by early consideration of commercial, financial and management dimensions (Section 3.6)
- Present a recommendation for a *preferred way forward* and other options to carry forward into OBC (Section 3.7)

3.3.8 The above approach is set out in the figure below.

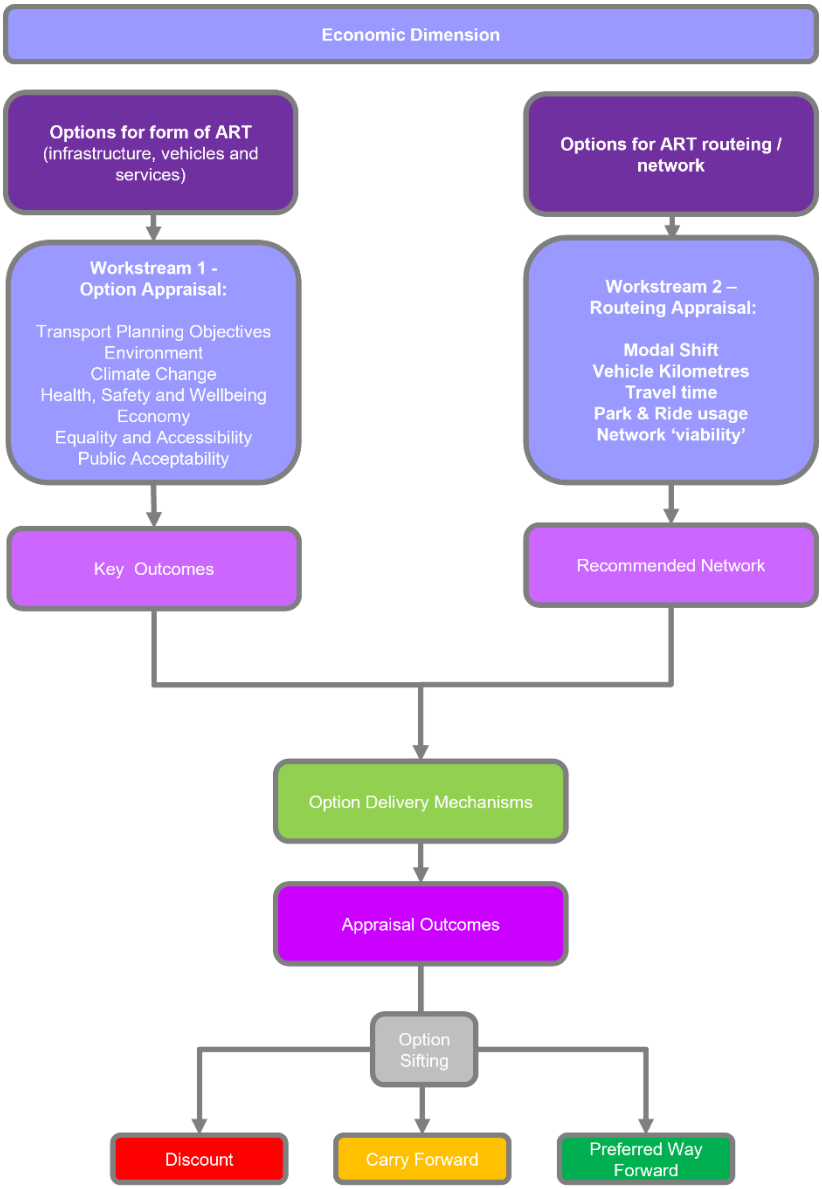


Figure 3:1: Option Development and Appraisal Process

3.4 Workstream 1: Form of ART Options Appraisal - Long list

Inputs to Option Development Process

3.4.1 The option development process has been developed through the development of 'BRT success factors' (i.e., what makes a successful BRT) and associated Design Principles. These are set out below.

BRT Success Factors

3.4.2 These have been derived through[109]:

- **A review of UK and European based Bus Rapid Transit (BRT)-type schemes** - setting out why some schemes have been more successful than others. Discussions

[109] Appendix E provide greater details

were held with officers from two of these schemes (Birmingham Sprint and Bristol Metro Bus) to understand the success factors for these schemes, as well as understanding why schemes were potentially not as successful as hoped. Importantly, any associated enabling measures / policies implemented alongside each scheme which formed part to their success or otherwise have also been explored

- **A review of the Institute for Transportation & Development Policy's *Evaluation Toolkit for UK-based BRT schemes*** – which is based on international best practice which seeks to ensure BRT has a common definition and standard.
- A review of the '*Targets and Minimum Standards'* set by Sprint in Birmingham
- A case study of the **Belfast Glider** project and discussion with Translink, the public corporation providing public transport in Northern Ireland
- A **client group workshop** to discuss the key success factors derived from the above and further develop these. Invitees to this workshop included representatives from the North East Bus Alliance and a representative from Bus User Scotland.

3.4.3 Consideration of the successful **Belfast Glider** scheme (implemented with a capital cost of around £100m and operated by Translink) has been particularly beneficial. A 2020 report,[110] set out how Glider has become a unique brand capable of generating public transport benefits – with bus patronage growth and associated social benefits noted. Translink puts the success down to the **reliability** of the service – a result of bus priority infrastructure as well as vehicle design (services are operated by 18m long three-door vehicles with a mixture of seating and standing capacity and with a more 'tram-style' feel), ticketing arrangements and halt designs.

3.4.4 The service's unique branding and vehicles are also key factors in its success with the Glider seen as a standalone distinct product – users refer 'taking the Glider', not 'taking the bus'[111]. However, it is the multi-door vehicles used and the off-bus ticketing that significantly reduce dwell times at halts and give the service its 'rapid feel'. Despite early concerns from residents and businesses in relation to new bus priority and reduced parking, evidence shows that the retail economy along the Glider corridors has grown. Since the priority infrastructure began to be rolled out in 2014, to the end of September 2019 (one year after Glider operation began), modal shift from the private car to public transport is estimated at around 8-9% on Glider routes. Combined factors of reliability, ease of off-bus ticketing, good accessibility, a long operating day, and cross-city connectivity are seen as the core reasons for scheme success.

3.4.5 The differing operating environment between that in Aberdeen and in Northern Ireland should however been borne in mind. Translink, as the public corporation responsible for public transport in Northern Ireland, has control over the bus network and services, vehicle procurement and revenue risk, and in adapting other bus services accordingly to support Glider. This operating environment is therefore very different to the existing environment in Aberdeen where buses are still operating in a deregulated market.

3.4.6 The resulting set of BRT success factors was discussed at a client group workshop with these factors being classified into the following seven sub-categories (see table in Appendix F):

- Political Support & Policy Compliance
- Demand
- Regulatory Framework & Funding

[110] How Belfast Glider became a blueprint for BRT success (route-one.net)

[111] Discussion with Translink in March 2025

- Highway Operating Environment
- Vehicles
- Supporting Measures
- Technology

3.4.7 The success factors, when combined and if achieved, represent 'what makes a bus service / network excellent'. Maximising success across *all* these factors (i.e., 'shifting the dial' from a 2/5 or 3/5 score against *some* of the factors, to a 5/5 score against *all* factors) would represent achieving the vision ART is seeking to deliver.

3.4.8 The *Institute for Transportation & Development Policy (ITDP) - Evaluation Toolkit for UK-based BRT schemes – Scorecard* places 'dedicated right-of-way' at the top of the scoresheet, with junction treatments and platform level boarding also scoring highly. The standards developed for the Birmingham Sprint scheme require that the scheme should have dedicated bus lanes (rigorously enforced), full signal priority and laybys for local bus services to reduce / remove delay to Sprint services where routes overlap with local services.

Design Principles

3.4.9 Given the above, the following overarching **Design Principles** for ART have been set, as detailed in the table below.

Table 3:1: ART – Design Principles

Design Principle	Overarching Guidance
Bus Priority: Maximise bus priority along links and at junctions (with reallocation of road space from general traffic to public transport to facilitate this)	**Dedicated bus lanes** should be in place across the network where possible, with all bus lanes implemented through the reallocation of road space from general traffic lanes with no 'new tarmac'. Hours of operation would ideally be 24hour or could be reduced to cover a shorter period where kerbside waiting and loading provisions are required however they should be operational over a sufficiently long period to provide the feeling of permanence and be less likely to be abused. An effective traffic management enforcement regime should be in place across the network and used to deter non-compliance and support reliability in public transport operations. This should include both parking or moving violations related to the miss-use of bus lanes or bus gate. This should be undertaken by the Council's parking enforcement with on-site patrols or at locations that require continuous monitoring, via CCTV cameras. Where possible, bus lanes should extend to junction stop lines. However, the inclusion / regulation of bus lanes should not be implemented at the deterrent to the urban realm or pedestrian or cyclist safety i.e. through narrowing footways etc. and should take cognisance of business servicing needs. ART vehicles should receive **priority at signals** - using a signalling 'hurry call' and green extensions to reduce / remove the need for buses to stop at signals. The level of priority given at signals should be adaptive to ensure a strict adherence to timetable or service headway i.e. late buses would be given a priority call but those running to timetable would not
Bus Stop Accessibility: Make bus stops fully accessible and provide safe and	**Distinctive ART 'platforms' (or significantly enhanced bus stops) to be provided** - to ensure all stops are fully accessibility compliant. Stops would offer an improved and secure waiting environment with appropriate seating and shelters and CCTV surveillance.

Design Principle	Overarching Guidance
attractive waiting areas at bus stops	Level platforms would reduce boarding and alighting times and therefore bus journey times. In addition, all stops would provide secure cycle parking as well as real time and route planning information. The distance between halts would be greater than for conventional services to improve journey times – recognising that users would likely be prepared to walk further to access faster, more reliable and frequent running services. This rationalisation would be required to comply with the Equality Act to ensure no section of the community would be disproportionally impacted. More detailed discussion on distinctive ART platforms is presented in Appendix F
Bus Stop Connectivity: Provide good connections to / from bus stops	Walking, wheeling and cycling trips at the start and end of bus journeys should be viewed as part of the overall journey. Ensuring safe, well lit, level, smoothly surfaced and well maintained connections to stops that have effective surface water drainage and include trees and seating to provide shelter and resting places across the ART network is important to **enhance the overall bus user experience**. Convenient and safe crossing facilities should be provided (controlled or uncontrolled) as appropriate to ensure paired bus stops are connected and also support safe and protected access to stops. Bus stops should be located along the corridor to reduce walking distances and thereby maximising catchment areas. New developments along the ART corridors should be designed with high quality walking, wheeling and cycle routes to the closest ART bus stops.
Terminus Points: Easily accessed route terminus points (P&R and mobility hubs)	It is essential that ART network terminus points are **easily accessible** such that they minimise the time required to serve the sites. This should ensure both the bus and general traffic access points are conveniently located off the main corridor but also that these movements have separate and dedicated routes to the bus interchange for ART services and car parking for car drivers. This will reduce the interchange time penalty, making the ART services more attractive to use. The development of new mobility hubs would follow recognised guidance, such as Mobility Hubs Guidance[112] and ensure that the hubs are recognisable places with an offer not just connected ART services but other transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. P&R and mobility hubs should be well sign-posted from the wider road network and sites should be sites more visible from the road network to encourage use, with potential variable messaging signs to support their use (e.g. as used in Cambridgeshire[113]). The sites should offer safe and secure parking (bike and car) at all times and the interchange building provide a safe and comfortable waiting environment with good levels of visibility from the waiting area. The building should include a help-point, toilets and separate driver welfare facilities while the site should provide electric vehicle charging points for private cars and ART services (if required), cycle parking and lockers, and with suitable walking, cycling and wheeling links connecting to the site.
ART Routeing: ART services operating across the network would be direct and would not divert off the corridors	Services operating across the ART network, especially for those joining the services at Park & Ride sites / Mobility hubs, are likely to be far more attractive if they provide a **direct service across the network**. Service design needs to therefore incorporate integration of other services enabling the required connectivity and interchange to the ART network.

[112] Document > Mobility hubs guidance

[113] Cambridge to upgrade VMS system | Traffic Technology Today

Design Principle	Overarching Guidance
Cycle Routes: Incorporate cycle route infrastructure where an alternative parallel route is not provided	As noted above, walking, wheeling and cycling trips at the start and end of bus journeys should be **viewed as part of the overall journey experience**, with consideration of these modes incorporated into the ART network where possible. The ART corridors should incorporate a higher level of service for cycling as defined in Cycle by Design[114] where possible. Where this not possible, an attractive alternative parallel route should be provided. Ensuring consistent, direct, and continuous active travel provision is essential and simply providing cycle provision across the ART network where space allows will not facilitate this. A corridor length approach to provision, with a further holistic view of the city wide active travel network is required to ensure connectivity by cycle across the city.
Road Safety and Public Health: Adopt Vision Zero[115] (safety) and Healthy Streets[116] principles	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Healthy Streets is a human-centre framework for embedding public health in transport, public realm and planning. Adopting the Vision Zero and Healthy Streets principles when developing the ART network design should be at the heart of the design process. This applies not only to active travel infrastructure design but to the whole network design to ensure an attractive and safe environment for all road users.
Highways Maintenance: Take cognisance of highway maintenance costs when considering new infrastructure	An overarching design feature of ART is to enable a high level of segregation for ART services. A key feature of this is providing services with priority at junctions, as this is often where most time is lost. Enabling such priority through signal control is more easily achieved through providing a bus lane up to the junction stop line. However, this requires a reconfiguration of junction layouts and new and increased levels of traffic signal infrastructure. The increased junction size and the complexity of the traffic signal control will need an increase to the Council's highway maintenance budget to ensure these junctions operate safely and reliably at all times. For example, there are locations on the ART network where existing (uncontrolled) roundabouts require conversion to signalised junctions which would significantly increase highways maintenance cost. Furthermore, the designs for ART incorporate cycle routes providing a high level of service for cycling, as defined in Cycling by Design, along or parallel to the ART corridors. Incorporating both bus priority and cycling route infrastructure at junctions further increases the complexity of the traffic signal infrastructure and highway maintenance liabilities. While there are options to reduce highway maintenance liabilities across the ART network associated with bus infrastructure this is less achievable for the infrastructure required to deliver the cycle routes. Using the more conventional approach of setting bus lanes back from junctions, while not providing buses full access to the stop line, does avoid the need for significant road widening and additional traffic signal infrastructure to accommodate and hold left turning traffic next to the bus lane. Cycling by Design does not allow a similar reduction to the level of services for the cycle route because of the road safety implications related to segregated cycle route provision ending and cyclists having to mix with high speed / high flow traffic on the road or pedestrians in shared-use areas. Given the current and likely future constraints on Council highway maintenance budgets the liability impacts associated with the proposed ART

[114] Cycling by Design | Transport Scotland

[115] What is Vision Zero? | Vision Zero Network

[116] Healthy Streets | Making streets healthy places for everyone

Design Principle	Overarching Guidance
	infrastructure will be balanced against level of service to ensure the network is affordable to maintain in the future.
Urban Realm: Facilitate a high-quality public realm in urban areas	Of particular importance is the need to balance the level of bus priority with the impact on the urban realm, with the principle that **ART infrastructure implemented to maximise bus priority should never be at the expense of the urban realm**. This recognises that the quality of the urban realm is part of the user environment, and connections to bus stops, and the waiting environment are all part of ART and important in encouraging use of the network. When considering the design of infrastructure across the network, it is therefore important not to consider the 'in vehicle' user experience alone.

Vehicles

3.4.10 The vehicles operating across the ART network are a key feature of the scheme.

3.4.11 As noted above, conventional buses offer limited floorspace flexibility, and capacity with limited space for those with mobility issues (i.e. requiring space for a wheelchair) or those travelling with children/ buggies and large luggage, and with passenger capacity on an upper deck inaccessible to some.

3.4.12 The ART vision is to deliver an integrated Mass Transit 'step-change' solution. The type of vehicles operating across the ART network, in this regard, have the potential to provide:

- a visual difference and in their offering compared to the existing bus network, through vehicle type and branding, raising perceptions of quality in the network and generating a feeling of a real 'step change'
- improved vehicle functionality i.e. multi-door vehicles and / or single deck vehicles offering speed, accessibility benefits, and greater 'mass transit' potential (discussed further below)
- improved ride comfort and manoeuvring around the vehicle

3.4.13 The above reviews suggested that multi-door vehicles are an essential element in ensuring scheme success due to the significant part such vehicles play in reducing dwell times at stops through enabling large numbers of passenger to board and alight simultaneously and by removing the need for interaction with the driver (dependent on the ticketing system).

3.4.14 As part of the 'step change' solution, the vision is for single deck multi-door tram-style vehicles to be operational across the ART network, similar to the Belfast Glider system, which operate with 18m tram-style Van Hool ExquiCity[117] articulated buses and are as shown in the figures below.

[117] Exqui.City18 Electric | Van Hool

Figure 3:2: Belfast Glider tram-style vehicle at stop (Photo courtesy of Translink)

Figure 3:3: Belfast Glider tram-style vehicle - interior (Photo courtesy of Translink)

3.4.15 Each Glider vehicle operates with three doors, and the vehicles:

- have a mixture of seating and standing, with designated space for wheelchairs and prams
- have free Wi-Fi and USB charging sockets
- display real-time visual and audible information
- are covered by on-board security CCTV

3.4.16 While the Gider vehicles use what was the best available low-emission technology in terms of value-for-money (diesel-electric hybrid engines), it is assumed for ART that due to technological advances, the vehicles will use zero-emission technology, contributing to the decarbonisation of the region's transport network and improving local air quality.

3.4.17 Significant infrastructure changes would likely be required at the depots of the ART operators for overnight fuelling and/or recharging as well as for undertaking maintenance, cleaning etc. of the new fleet of vehicles.

3.4.18 As well as operating across the Glider network, these specific vehicles are also operating in many European cities, including those with similar or smaller populations to that of Aberdeen. Examples include Malmo in Sweden (population: 336k), Metz in France (population: 113k), Parma in Italy (population: 335k), and in the further larger cities of Hamburg (Germany), Barcelona (Spain), and Geneva (Switzerland).

3.4.19 However, it is recognised that, as a trade-off, high-quality conventional buses could be used, with ART branding used to provide some identity separate from the existing network. This also recognises: (i) the potential challenges in operating with a tram-style vehicles (e.g. infrastructure design, depots, maintenance etc) and (ii) the investment made to date by existing operators in improving fleet quality and low emission technology. Given this, the options being developed for ART encompass the breadth of vehicle types that could be used.

3.4.20 It is worth noting that the type of vehicles / ticketing to be operated across the network have a bearing on ticketing as well as **revenue protection** - and therefore also on operating costs if revenue protection officers are required either on the buses themselves or across the network. On this aspect, discussion with Translink highlighted that revenue protection on the Glider vehicles was not a significant concern and while permanent revenue protection officers were in place on scheme opening, this has now been reduced. It was recognised that an element of fare evasion was likely occurring, but that it was a trade-off between the major benefit of reduced stop dwell times and ticket purchases.

Option Development

3.4.21 Five broad option approaches have been developed which deliver all, or elements of, the ART Vision identified above. The option appraisal therefore seeks out to determine whether delivering only elements of the ART Vision, potentially via more straightforward delivery pathways could deliver the step change in the quality of public transport in and around Aberdeen required to (i) support the transformation of the city centre (CCBMP) and (ii) deliver a range of benefits aligned with regional and national priorities.

3.4.22 The five broad options range from **Option 1**, requiring the **least change from the existing position** with new bus priority infrastructure but no changes to services or vehicles, to **Option 5**, which reflects the **most changed position**, essentially the ART Vision. The key thing for the appraisal is the scope and scale of the potential benefits and costs of each, in delivering some, or all of the ART Vision.

Main Options

3.4.23 All ‘do something’ options assume the same enhanced bus priority infrastructure on the ART corridors, developed in line with the Design Principles above. The infrastructure design will provide the high segregation required to underpin ART and enable fast services.

3.4.24 The options are set out in Table 3:2 below with the key differentiators between the options being (as described in more detail above):

- Bus services, either:
  - Current bus services
  - Current bus services with increased frequency on the key services which operate in large part on ART corridors

- Current bus services with increased frequency on the key services which operate in large part on ART corridors and a revised supporting network to feed ART defined services
- New cross-city routes operated at a high frequency across the day
- New cross-city routes operated at a high frequency across the day, and a revised supporting network to (i) remove services which largely duplicate ART routes and (ii) provide feeder connections to ART services

- Bus stops, either:
  - Current bus stops, upgraded for ART defined services
  - New distinctive high-quality ART halts providing level boarding, off-bus ticketing and located around every 800m to improve journey times
- Vehicles, either:
  - Conventional single and double decker buses, upgraded to zero emission over time
  - Tram-style articulated single decker buses

Sensitivity Option

3.4.25 ART would provide significant benefits to journey times and reliability, while, through the reallocation of road space, dis-benefitting travel by car thereby incentivising people to switch modes. However, there are further supporting measures which can drive this behavioural change and realise its benefits, particularly the wider environmental and socio-economic benefits including national climate change targets, vehicle kilometre reduction targets and improved equality of access.

3.4.26 Consultation with the Birmingham Sprint scheme and Bristol Metrobus network teams as set out in Appendix E noted that supporting measures adopted alongside the schemes were significant in increasing bus patronage:

- For the Birmingham Sprint scheme the key supporting measure was **city centre segmentation**, meaning that driving through the centre of Birmingham was made more difficult than before – with drivers required to route out and around the centre to access another area of the city centre. This has led to reduced car use within the centre which was felt to be the greatest benefit to the Sprint scheme.
- For the Bristol Metrobus scheme, the key supporting measure was city centre **parking policy** changes (long stay is now expensive) and this is borne out in the passenger loadings profile for MetroBus.

3.4.27 Given the above, a 'sensitivity option' has been added to the options. The option, named **Option 5P**, is a sensitivity on Option 5 and assumes that a level of additional traffic restraint is applied in the city. Measures could be like those as implemented in Birmingham and Bristol or could include changes to parking restrictions, consideration of the implementation of a Workplace Parking Licensing scheme or through road user charging.

3.4.28 For the purpose of modelling, an illustrative doubling of Aberdeen city centre parking charges has been applied within the model, to provide some indication of the scale of the potential modal shift to ART that may be achieved under such an illustrative policy.

3.4.29 The options table below also shows how the options deliver BRT defining features, as identified in the ART Vision.

Table 3:2: ART Broad Options Approaches (Form of the Network)

Option	Extensive bus priority	Services	Bus Stops	Stop Spacing	Vehicles	Traffic Restraint Measures	BRT Feature			
							High Segregation	Fast	Frequent	High Capacity
1	✓	Current ART corridor services	Conventional, Upgraded	No change	Conventional	No change	✓✓✓	✓	×	×
2	✓	Current ART corridor services with increased frequency	Conventional, Upgraded	No change	Conventional	No change	✓✓✓	✓	✓	×
3	✓	Current ART corridor services with increased frequency Integration of other services to feed ART corridor services	Conventional, Upgraded	No change	Conventional	No change	✓✓✓	✓	✓	×
3A	✓	Current ART corridor services with increased frequency Integration of other services to feed ART corridor services	Platform style	800m	Conventional ART branded	No change	✓✓✓	✓✓	✓	×
4	✓	New ART cross-city services Current services remain as at present	Platform style	800m	Tram-style	No change	✓✓✓	✓✓	✓✓✓	✓✓✓
5	✓	New ART cross-city services Integration of other services to feed ART services	Platform style	800m	Tram-style	No change	✓✓✓	✓✓✓	✓✓✓	✓✓✓
5A	✓	New ART cross-city services Integration of other services to feed ART services	Platform style	800m	Conventional ART branded	No change	✓✓✓	✓✓	✓✓✓	✓✓
Sensitivity (5P)	✓	*New ART cross-city services* *Integration of other services to feed ART services*	*Platform style*	*800m*	*Tram-style*	*Increased parking controls*	✓✓✓	✓✓✓	✓✓✓	✓✓✓

ART Network Routes

3.4.30 For the purposes of the STAG appraisal, it was assumed that all options operated across broadly the same corridors, which broadly represents that set out in the ART Vision (and as shown in the figure below):

- **West to North route:** Kingswells P&R to Bridge of Don P&R (via the city centre)
- **North-West to South route:** Craibstone P&R to Portlethen (planned) P&R (via the city centre)

3.4.31 The infrastructure in place across these corridors was taken as that developed through the MMCS studies, and reflected as much as possible, the Design Principles as set out above.

Figure 3:4: ART Network – for Form of ART options appraisal

3.4.32 Assuming all options operated across broadly the same corridors allowed for consistency and comparison between options in the appraisal. The routes as defined above are not a settled view on the final form the network and services may take. This has been considered in detail through the Routeing Option analysis discussed later in this chapter.

Option Appraisal Approach

3.4.33 The five broad option approaches, as well as a 'Business as Usual' (BAU) option, have been appraised against the TPOs and the criteria set out in the STAG.

3.4.34 As noted before, the option appraisal (and option sifting) process has been informed by, and draws on, work undertaken and reported in *Aberdeen Rapid Transit – Options Appraisal – Preliminary Option Appraisal Report, Stantec, June 2022,* and *Aberdeen Rapid Transit - Detailed Options Appraisal - Technical Report – Final, Stantec, March 2023.*[87]

3.4.35 The appraisal has also been informed by: existing study appraisals to date (including the MMCS – which as noted above provided the basis for infrastructure assumptions across the network at this stage); considering BRT schemes elsewhere (as discussed in Section 3.4.2, with Appendix E providing further detail); through a modelling exercise (discussed below), a market research exercise (discussed below); and through professional knowledge and consensus (through internal appraisal and client team workshops).

3.4.36 **The information presented below does not seek to replicate the appraisal contained in these reports. Rather it draws on the pertinent elements the of work to date to set out clearly the key benefits and impacts** of the options being considered, and subsequently supporting in the option sifting process. Where appropriate, signposting is provided to existing reporting where greater detail can be found.

Modelling of ART

3.4.37 The regional strategic multi-modal Aberdeen Sub-Area Model (ASAM19) has been a key component in the appraisal and has provided a range of quantitative outputs to inform various elements of the STAG appraisal.

3.4.38 It should be noted that at the time of use, the ASAM19 development had only just been completed and was still subject to Audit. However, it was considered the best available model at the time, given it provided the most up-to-date strategic modelling tool for the region, well aligned to use in the appraisal of a significant transport scheme such as ART. The model is validated with post-Aberdeen Western Peripheral Road (AWPR) opening (February 2019) travel flows and patterns.

3.4.39 Outputs from the testing of the options in ASAM19 have informed an understanding of public transport journey time changes, ART patronage estimates, abstraction from existing bus services, modal shift, changes in greenhouse emissions, impacts on general traffic and traffic re-routeing and connectivity impacts, as well as feeding into the economic appraisal of the options and ultimately cost to government and value for money estimates (the latter two using the DfT's TUBA (Transport Users Benefit Appraisal) software). The outputs are noted in the following options appraisal narrative and tables as appropriate against the relevant TPO or appraisal criteria.

3.4.40 ASAM19 has a 2019 Base year and outputs from 2030 and 2045 forecasts were used in the appraisal. ASAM19 uses a set of forecast scenarios derived for 2020 – 2045 from the Transport Model for Scotland (TMfS), and its associated land-use model (TELMoS).

3.4.41 TMfS forecasts were developed as part of STPR2 and to reflect a range of future uncertainties, a methodology for an *Approach to Scenario Planning* was developed and published as Appendix F of the STPR Technical Report.[118] Two key scenarios were developed, capturing '**without policy ambition**' and '**with policy ambition**' levels of travel by mode. The 'with policy' scenario reflects some of the current policy ambitions[119] of the Scottish Government, including:

- a 20% reduction in car kilometres by 2030
- the phase out the need for new petrol and diesel cars and vans by 2030

[118] Final technical report - December 2022 - STPR2 | Transport Scotland

[119] Note that the measures to deliver these policy ambitions are not identified

- net zero carbon emissions by 2045

3.4.42 These scenarios present very different views of the future, and the figure below, recreated from the STPR2 technical report, helps illustrate the difference, showing how the forecast road traffic diverges. The without policy' scenario has around 35% more veh-km than the 'with policy' scenario by 2045. This therefore represents a very different view of the future and the conditions on the city region's road network.

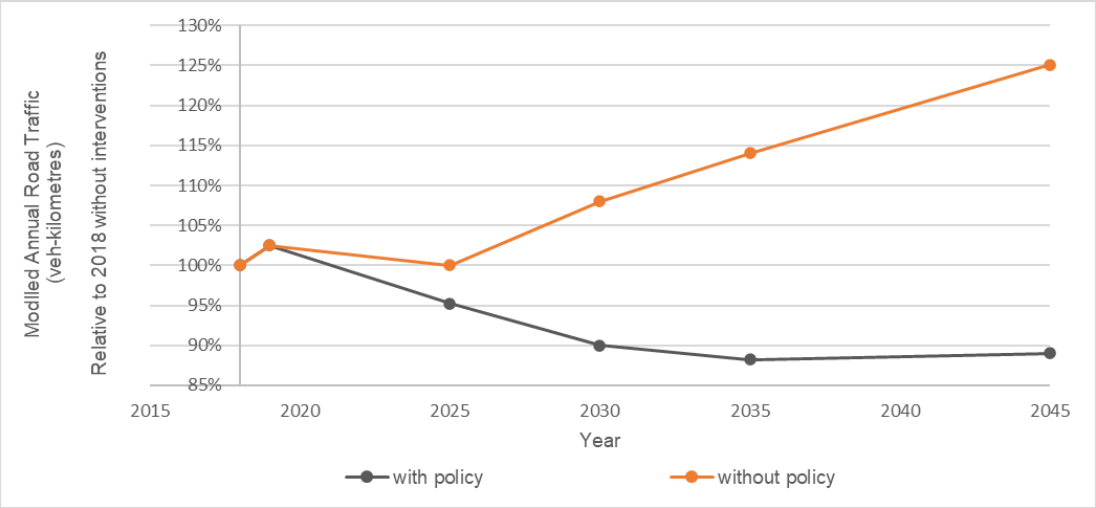


Figure 3:5 STPR2 North East Scotland – With and Without Policy Scenarios (Annual Road Traffic veh-kilometres)[120]

3.4.43 The two scenarios are designed to present a potential spectrum into which the future may fall and it is important to understand the benefits and impacts of ART under these differing potential futures. Understanding this, while introducing an element of uncertainty into decision making, also provides decision makers with a clearer picture of the potential risks in scheme implementation should a certain future come to transpire. As such, modelling has been undertaken under both the 'with policy' and 'without policy' scenarios.

With Policy Scenario

3.4.44 In this scenario, road traffic volumes (trips) in ASAM19 reduce by 10% in 2030, and 12% by 2045, so traffic congestion is reduced from 2019. Given this, public transport services are operating within a road network with reduced delay (compared to 2019). The benefits of bus priority interventions are likely to be lower than if set against a forecast scenario with higher traffic levels. This should be borne in mind when interpreting the outputs.

Without Policy Scenario

3.4.45 In this scenario, by 2045 road traffic volumes (trips) are forecast to be around 20% higher than those in the 'with policy' scenario, and 9% higher than 2019, implying that the road network will be more congested than at present. Due to this, the reductions in journey time delivered through bus priority would be expected to be greater than under the 'with policy' scenario. As noted in relation to the issues raised for the 'with policy' scenario above, this should be borne in mind when interpreting the outputs.

[120] recreated from the STPR2 technical report, North-East Detailed Appraisal Summary Table, Annex C

Modelling Undertaken

3.4.46 To provide a robust but proportionate approach to modelling to inform the appraisal a selection of the options was modelled reflecting a lower and upper end of the scale in terms of change from the current position.

3.4.47 The options were therefore treated as follows:

- Modelling of options with the 'with policy' scenario – given that this reflects the current policy ambitions of the Scottish Government, with:
  - Modelling of Option 2 – given this reflects a position with all the priority infrastructure in place and with a limited approach to changes in services operating across the network
  - Modelling of Options 5 – given this reflects the full ART Vision with all the priority infrastructure in place, as well as new stops, cross-city services and vehicles
  - Modelling of Options 5A – to understand the difference between the Option and Option 5 – and therefore the benefits derived through the use of multi-door vehicles (with Option 5 using new multi-door 'tram-style' vehicles and ART operation in Option 5A with 'conventional' bus vehicles)
  - Modelling of the sensitivity test 5P modelled – to understand the impact if other supporting measures were implemented alongside the ART scheme
- Modelling of Option 5 (given Option 5 represents the most ambitious ART vision position) with the **'without policy' scenario** – to provide an understanding of the different future position for the option under this more congested road network
- Modelling of Option 1 (just the infrastructure implemented) was **not undertaken**, with the likely outcomes considered similar to Option 2 in terms of transport journey time changes and traffic re-routeing (given the similar infrastructure) but with anticipated lower patronage estimates, potential abstraction from existing bus services, modal shift, changes in greenhouse emissions, and connectivity impacts given no changes to services are included in Option 1
- Modelling of Options 3 and 3A was **not undertaken** with the likely outcomes considered to be in the range between those of Options 2 and Option 5 given their proposals in terms of infrastructure (similar to all), enhanced services (similar to Option 2), an integrated network (similar to Option 5) and with branding (in Option 3A) reflecting Option 5A.
- Modelling of Option 4 was **not undertaken** with likely outcomes inferred from Option 5, given Option 4 is the same as Option 5 but without any changes to existing services i.e. ART is added 'on top' of the existing network

3.4.48 Note that the ASAM19 Reference Case forecast models represent BAU, representing the future transport network across the area including committed schemes and land use assumptions. Bus services are based on 2019 timetables.

Modelling Assumptions

3.4.49 Assumptions were applied to reflect the options, as set out in the table below.

Table 3:3: Modelling Assumptions[121]

Element	Option	Assumption
Bus priority infrastructure	All modelled options	Assumed **the same under all options** and in line with MMCS outcomes and Design Principles (as set out in Table 3:1) across the network. Where feasible, dedicated bus lanes and bus priority at signals were assumed across the ART network. All bus lanes are implemented through the reallocation of road space from general traffic lanes with no 'new tarmac'.
Services	Option 2	Increased frequency on services 1B, 7B, 14 and 727 with frequencies to every 10 minutes No new (cross city) services
	Option 5	**Two new cross city services** operating between Bridge of Don Park & Ride and Westhill (serving Kingswell Park & Ride), and Craibstone Park & Ride and Portlethen Park & Ride, operating with 'turn up and go' frequency (at least a bus every 10 minutes or less)
	Option 5A	
	Option 5P (sensitivity)	
Vehicles	Option 2	As per BAU (recognising recent and further operator investment in zero-emission vehicles over time)
	Option 5	**New 'tram-style' multi-door vehicles** operating on the new cross-city services – added as a different vehicle type within the model
	Option 5A	As per Option 2
	Option 5P (sensitivity)	As per Option 5
Stops and Stop Spacing	Option 2	As per BAU (around 400m apart, or less)
	Option 5	**New ART platforms** approximately every 800m.
	Option 5A	As per Option 5
	Option 5P (sensitivity)	As per Option 5
Stop Dwell times	Option 2	As per BAU
	Option 5	**Reduced stop dwell times** to reflect the much faster boarding and alighting times due to the use of multi-door vehicles on the new services. The model includes a dwell time of 25 seconds at bus stops. This was reduced to 17 seconds at each stop (2/3 of the current dwell time) for the new cross-city services.
	Option 5A	As per BAU
	Option 5P (sensitivity)	As per Option 5
In-vehicle weighting	Option 2	As per BAU (factor of 1.4)
	Option 5	A reduction in the 'in vehicle time weighting factor' used to calculate perceived time to reflect the **improved in-vehicle experience** of the new tram-style vehicles. Therefore time in a new ART vehicle is felt to be less than that in a 'conventional' bus vehicle. A figure was chosen (1.2) halfway between that applied for bus services (1.4) and rail services (1.0).
	Option 5A	As per BAU (factor of 1.4)
	Option 5P (sensitivity)	As per Option 5

[121] See *Aberdeen Rapid Transit - Detailed Options Appraisal - Technical Report – Final, Stantec, March 2023* and the associated Supporting Technical Note, *ART Detailed Options Appraisal - Supporting Technical Note E - Transport Modelling, Stantec, March 2023* for more details.

Element	Option	Assumption
Existing bus network	Option 2	No further changes to existing network over and above increased frequency on specific services (as noted above)
	Option 5	**Changes to several existing services** where the new ART services were noted to duplicate entirely or to a large degree existing routes, with some services removed, reduced or altered – see *ART Detailed Options Appraisal - Supporting Technical Note C – Integration of Existing Bus Network, Stantec, March 2023.* **Note that the changes made to the existing bus network were to establish an illustrative bus network for the purposes of modelling and testing the option. This will require refinement as the ART project progresses.**
	Option 5A	
	Option 5P (sensitivity)	
Traffic Restraint Measures	Option 2	As per BAU
	Option 4	
	Option 5	
	Option 5A	
	Option 5P (sensitivity)	Parking charges in the city centre doubled as a proxy to represent a level of **traffic management** aiming to reduce car travel in the City.

Option Appraisal

3.4.50 The option appraisal is summarised below highlighting the key benefits and impacts of the five broad approaches, including the two sub options and the sensitivity option. The option appraisal scoring has been undertaken considering the benefits of the options relative to one another, and not as an absolute scoring. Applying a relative scoring approach enables decision makers to understand how the options perform compared to one another.

3.4.51 This multi-criteria appraisal is based on approaches set out in STAG. The table below shows the various components of STAG and where these are covered in this SBC.

Table 3:4: STAG Appraisal in SBC

STAG Section		SBC	Chapter of Report
Appraisal against TPOs		Economic Dimension	Chapter 3
Appraisal against STAG Criteria	Environment	Economic Dimension	Chapter 3
	Climate Change	Economic Dimension	Chapter 3
	Health, Safety and Wellbeing	Economic Dimension	Chapter 3
	Economy	Economic Dimension	Chapter 3
	Equality and Accessibility	Economic Dimension	Chapter 3
	Affordability / Cost to Government	Financial Dimension	Chapter 5
	Public Acceptability	Economic Dimension	Chapter 3
	Feasibility	Commercial and Management Dimensions	Chapter 4 Chapter 6
	Risk and Uncertainty	Management Dimension	Chapter 6

Appraisal against the TPOs

TPO1: Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve equality of opportunity

3.4.52 Several metrics (Indicators (IND)) were set out in Figure 2:39 on how success against this TPO would be measured:

- **IND1: Access to employment (all)**: Population able to access each key employment site across the city by public transport in less than 45 minutes
- **IND2: Access to employment (most disadvantaged):** Population in the lowest 20% SIMD zones able to access each key employment site across the city by public transport in less than 45 minutes
- **IND3: Access to Healthcare**: Population able to access Foresterhill Health Campus by public transport in less than 60 minutes
- **IND4: Access to Education:** Population able to access the two universities and other key educational establishments (i.e. colleges) by public transport in less than 45 minutes
- **IND5: Access to City Centre:** Population able to access the city centre by public transport in less than 45 minutes (with access to Market Street / Union Street taken as a proxy for this)

3.4.53 These metrics have been considered for the BAU and the options, and draws on data from the ASAM modelling exercise undertaken.

3.4.54 The analysis is presented in detail in Appendix I with a high-level summary with key findings presented below.

3.4.55 Across all the metrics considered there are six core distinguishing elements of the options which influence connectivity:

- **Bus priority infrastructure**: increasing connectivity through providing dedicated infrastructure to reduce bus journey times
- **Increased service frequency:** increasing connectivity through increasing the number of opportunities for travel and reducing wait times
- **New direct connections:** increasing connectivity through reducing journey times by reducing or removing the need for interchange
- **Bus stop dwell times:** increasing connectivity by reducing bus stop dwell times and therefore overall journey times, using multi-door vehicles to speed up boarding and alighting
- **Increasing stop spacing:** increasing connectivity by reducing the number of stops and therefore overall journey time
- **Changes to the underlying bus network:** influencing accessibility both positively and potentially negatively, through removing bus congestion on the ART network, but also removing some locally running services (although this should be done so as to maintain accessibility at a level commensurate to existing).

3.4.56 These are listed in the table below against the options to which they apply.

Table 3:5: Five core distinguishing elements of the options which influence accessibility

	Bus priority infrastructure	Increased frequency	New direct Connections	Reduced stop dwell time	Fewer stops	Changes to underlying bus network
BAU						
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	✓					
Option 2: Enhanced existing commercial services using enhanced infrastructure	✓	✓				
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	✓	✓				✓
Option 3A: As per Option 3 but with vehicle branding and new ART 'halts' with approximately 800m spacing	✓	✓			✓	✓
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	✓	✓	✓	✓	✓	
Option 5: New ART services and vehicles with revised / integrated existing services	✓	✓	✓	✓	✓	✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	✓	✓	✓		✓	✓

3.4.57 The options which provide the greater number of 'ticks' against the core elements in the table above are likely to offer the greater connectivity benefits. This is borne out in the result presented in Appendix I which shows that Options 5 and 5A provide some significant improvements in connectivity.

3.4.58 Across the metrics considered for TPO1:

- **Option 5 and 5A** (and by inference Option 4 given the option also includes many of the core elements noted in the table above) provide significant improvements in access to key employment sites, education sites, the regional healthcare campus at Foresterhill, and the city centre
- There are significant improvements in the public transport accessibility of **sites located on the periphery of Aberdeen** including Arnhall in Westhill (over 350% increase in population able to access Arnhall Business Park in under 45 minutes) and the airport (approximately 140% increase in access), as well as to Foresthill Health Campus (12-15% increase under Option 5) and to the Scottish Rural Agricultural College located at Craibstone (around a 350% increase the population able to access the site in less than 45 minutes)
- The analysis shows that while many city sites are already within a 45 minute catchment of the most deprived areas (given there generally more city centre location), there are significant improvements in accessibility such that more residents of these areas can access opportunities in 30 minutes of less. This includes to the city centre (Union Street) with an increase from under 30% able to access the centre in less than 30 minutes in the Status Quo, to over 55% with access in less than 30 minutes under Option 5.

- Accessibility improvements under (modelled) **Option 2**, and by inference under **Options 1 and 3** given the options also do not contain many of the core elements noted in the table above, are noted to be generally only modest compared to the Reference Case. Improvements under **Option 3A** are likely to lie between those of Option 2 and 5 given the elements included in the option.

Table 3:6: TPO1: Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve equality of opportunity – Summary

Option	Indicator					Overall Impact
	IND1: Access to employment (all)	IND2: Access to employment (most disadvantaged)	IND3: Access to Healthcare	IND4: Access to Education	IND5: Access to City Centre	
BAU	-	-	-	-	-	-
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	✓	✓	✓	✓	-	✓
Option 2: Enhanced existing commercial services using enhanced infrastructure	✓	✓	✓	✓	-	✓
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	✓	✓	✓	✓	-	✓
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	✓✓	✓	✓✓	✓✓	✓	✓✓
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓
Option 5: New ART services and vehicles with revised / integrated existing services	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	✓✓✓	✓✓	✓✓	✓✓	✓	✓✓

TPO2: Increase public transport mode share in Aberdeen to support placemaking and the North East's Net Zero ambitions

3.4.59 Several metrics have been used to test success against this TPO:

- IND1: % increase in trips made by public transport in Aberdeen
- IND2: Bus Speeds on ART corridors
- IND3: Consistency in travel time for trips made on ART network across the day and the week
- IND4: General traffic volumes on and around ART corridors
- IND5: Total motorised vehicle kilometres travelled within the Aberdeen city boundary
- IND6: Greenhouse Gas emissions
- IND7: % of bus users either satisfied or very satisfied with travel by bus into and across Aberdeen
- IND8: % of bus users either satisfied or very satisfied with travel by bus safety and security
- IND9: % increase in trips made by active travel in Aberdeen – note that this metric has not been analysed at this stage but will be considered in greater detail at OBC stage

3.4.60 This metrics have been considered for a BAU future year (2045) Reference Case and for the options. The full detailed analysis is presented in Appendix J with a summary presented in the table below.

Table 3:7: TPO2: Increase public transport mode share in Aberdeen to support placemaking and the North East's Net Zero ambitions – Key Points

Indicator	Influenced by	Key Option Outcomes
IND1: % increase in trips made by public transport in Aberdeen	Influenced by IND2 and 3 as well as through perceptions of quality (captured in part though narrative in IND7 and 8) – including the 'in-vehicle' experience – greater in Options 4 and 5	Greatest modal shift achieved in Option 5 (12-14%), reducing to 8% in Option 5A, and at only 2% in Option 2. Reducing bus dwell time at stops is essential in encouraging modal shift to public transport. If ART is implemented with complementary supporting measures, such as parking policy, greater scheme success can be realised.
IND2: Bus Speeds on ART corridors	• Bus priority infrastructure – same across all options • Stop spacing – fewer stops in Option 3A, 4, 5 and 5A • Bus dwell time at stops – lower in Options 4 and 5 through use of new multi-door vehicles	The *Bus Rapid Transit Planning Guide* (Institute for Transportation & Development Policy, 4th edition) notes that a Gold Standard BRT system speed will be roughly 20kph [12mph] in a 'downtown' area and about 25 kph [16mph] on a major urban arterial. Designers of BRT systems should aim to engineer a network which can achieve average urban vehicle speeds of 25 kph [16mph] or higher, and a similar aspiration is held for ART. As such, consideration of each options potential to achieve a 25kph [16mph] average speed has been considered. The analysis shows: • Option 2 is forecast to facilitate speeds of between 16kph [10mph] and 24kph [15mph] in urban areas – not meeting the desired 25kph [16mph] speeds • Option 5 is forecast to facilitate speeds of between 20kph [12mph] and 31kph [19mph] in urban areas (similar but slightly reduced in Option 5A) meeting the desired 25kph [16mph] speeds on two of the four ART network routes into the city and estimated at 24kph [15mph] one a third corridor and 20kph [12mph] on the fourth. From comparison with the Option 2 results, given both use the same priority infrastructure, it is clear that **a significant part the journey time reduction achieved is gained through reduced stopping patterns, with further reduction gained through reduced bus dwell time at stops** (achieved through the use of a multi-door vehicles)**.** The slightly higher speeds achieved in Option 5 compared to Option 5A highlights the benefits of the 'multi-door' vehicles. A comparison of journey time reductions for the full cross-city journeys (not just individual corridors) against the (future year) Reference Case travel times by car and public transport has been undertaken for Option 5 and 5A - where new cross city services are introduced. The analysis, as presented in Appendix J shows the significant benefit in introducing cross-city services, with public transport journey time savings of 31-33 minutes expected between the Airport and Portlethen P&R and 20-21 minutes between Kingswells and Bridge of Don.

Indicator	Influenced by	Key Option Outcomes
IND3: Consistency in travel time for trips made on ART network across the day and the week	• Bus priority infrastructure – same across all options • Stop spacing – fewer stops in Option 3A, 4, 5 and 5A • Bus dwell time at stops – lower in Options 4 and 5 through use of new multi-door vehicles	Variation in journey times between the Interpeak and PM peak period has been used to consider journey time consistency. The greatest improvement is seen for Option 5 and highlights journey time consistency will be aided by new bus priority infrastructure and **wider stop spacing**, in addition to the use of distinctive **multi-door vehicles** and off-vehicle ticketing, both of which will reduce dwell time at stops. In addition, integration of the existing bus network will reduce any potential delay due to bus congestion across the network.
IND4: General traffic volumes on and around ART corridors	• Bus priority infrastructure – same across all options • Modal Shift (IND1) – higher in Options 4,5 and 5A	Traffic volumes across the ART network and wider Aberdeen city road network have been considered to understand the impacts of the reallocation of roadspace to enable the bus priority proposed for ART. All the options are based on essentially the same quantum of roadspace reallocation, and the impacts of the different options in this regard will be similar, albeit the scope for negative impacts is reduced somewhat where modal shift to bus is greater (see IND1). The mapping of traffic flows across the city, as provided in Appendix J shows **significant traffic reductions on the ART corridors** where general traffic capacity has been reduced. The reduction in traffic across the ART network will create a much improve urban realm environment along these main arterial routes in the city centre, where there will be reduced traffic related noise and vibration and improved air quality. In terms of traffic reductions across the ART network, the greatest reductions will occur for those options generating the greatest modal shift. As such, **the benefits are anticipated to be greatest for Options 4, 5 and 5A.** Across the options overall, traffic re-routeing generates increases in traffic on less strategic and minor roads including alternative routes between the ART corridors. However, while the analysis highlights extensive traffic redistribution it should be recognised that **at this stage the ART network has not been modelled with any allowance made through mitigation to manage this re-routing**, and its potential negative impacts - including those in relation to the environment such as increased noise, vibration and tail pipe pollution on less strategic routes and within residential areas. The impacts observed are therefore an estimate of the impacts on the network if no further measures were implemented to manage the impact. In this regard it represents an unlikely outcome but is nonetheless helpful in understanding what the potential impacts requiring mitigation are likely to be. It is crucial that further work is undertaken as the ART scheme develops to mitigate against the impacts of traffic redistribution across a wider area due to delay on the ART corridors. Such mitigation may include right turn bans, street point closures etc. and consideration of traffic calming, in tandem with traffic restraint measures such as parking policy etc. It is noted that metrics to monitor the impact of such measures (e.g. city centre footfall) would be required to fully understand the impact of any such mitigating and traffic restraint measures. In summary, enabling bus priority through significant road space reallocation has the potential to reduce traffic volumes across the ART network and significantly enhance the sense of ‘place’ on the key routes into the city, and within the city centre. However, without any mitigation to prevent it, there may be additional delay and traffic re-routeing onto less appropriate local roads with the subsequent negative environmental impacts cause significant disbenefits to general traffic.

Indicator	Influenced by	Key Option Outcomes
		While generating adverse impacts to general traffic should not be viewed wholly as negative in the context of the study (and Scottish Government policy) objectives, it is crucial that mitigation is developed as the ART scheme progresses to minimise / remove such adverse impacts.
IND5: Total motorised vehicle kilometres travelled within the Aberdeen city boundary	• Bus priority infrastructure – same across all options • Modal Shift (IND1) – higher in Options 4,5 and 5A	The 12 hour (0700 – 1900) daily change in road vehicle kilometres from the Reference Case is presented in Appendix J and shows: • The greatest reduction in vehicle kilometres occurs under **Option 5** (a reduction of over 50,000 kilometres) – *with a significant further reduction (to over 75,000) in the 5P sensitivity test* • The reduction under Option 2 is less than half that achieved under Option 5 – with a reduction of just over 22,000 vehicle kilometres It is again noted that **if traffic redistribution impacts are further mitigated against, this will likely encourage further modal shift to public transport and support an increased reduction in vehicle kilometres**.
IND6: Greenhouse Gas emissions	• Positively influenced by IND1 and IND5 – emissions higher where modal shift is lower	Greenhouse gas emissions (as reported through the analysis of the ASAM19 modelling outputs in the Department for Transport's (DfTs) Transport Users Benefit Appraisal (TUBA) software), have been considered to estimate the carbon impacts of the modelled options and are presented in Appendix J . The results show: • Under **Option 2:** the modal shift achieved *does not* outweigh the additional greenhouse gas 'cost' of the reducing road space for general traffic and subsequent traffic re-routeing. As a result traffic greenhouse gas emissions are expected to increase overall, with a Greenhouse Gase Benefit of -£1.2m (monetised and discounted over the 60-year appraisal period) • Under **Options 5 and 5A**: the benefits of modal shift *do* outweigh the greenhouse gas 'cost' of the reducing road space for general traffic (which causes traffic re-routing and associated increased carbon emissions). As a result traffic greenhouse gas emissions are expected to decrease overall, with a Greenhouse Gases Benefit of +£1.6m (monetised and discounted over the 60-year appraisal period). *The benefit rises to +£5.1m under the sensitivity test **5P** – evidencing the additional benefits of ART that could be derived if further supporting traffic restraint measures were implemented in tandem with the ART scheme or incorporated as part of the ART scheme.*
IND7: % of bus users either satisfied or very satisfied with travel by bus into and across Aberdeen	• Positively influenced by IND2 and 3 • Positively influenced by new vehicles used (Options 4, 5, and 5A) and new platforms (Options 3A, 4, 5, and 5A)	The Case for Investment highlighted (across both Aberdeen and Aberdeenshire) that bus reliability (turning up on time), quality of bus stops / shelters, and the range of destinations served without requiring interchange, were the three factors that people were most dissatisfied with. Facilities at Park & Ride sites was noted as the top factor existing Aberdeenshire bus residents were most dissatisfied with. **Option 1, 2**, **and 3** from a quality perspective, are likely to appear similar to the BAU, and as such are unlikely to significantly alter bus or non-bus user satisfaction in the bus network – albeit the introduction of bus priority will improve bus journey times and should have a significant impact on journey time reliability. An audit of the existing quality of the bus network across a range of factors is presented in Appendix K alongside how these factors would change in the options. It shows the higher number of quality factors in Options 4, 5 and 5A. The factors include

Indicator	Influenced by	Key Option Outcomes
		'new interchange facilities'. Recognising that existing P&R sites would be upgraded and reconfigured (to ensure both ease of car and bus access), and a new Mobility Hub provided north of Portlethen (and potentially elsewhere to facilitate interchange (such as at Westhill and Blackdog (see the Routeing Analysis appraisal later in this chapter), consideration has been given to P&R / mobility hub use in the modelled options. The results show: • Under **Option 2**, occupancy across all P&R / mobility hub sites rises to 10% • Under **Option 5**, occupancy rises to 31% *and slightly higher to 32% under the sensitivity test 5P*. Under Option 5A occupancy is 26%. The much higher use of P&R / mobility hubs in the Option 5 variants reflects both the new ART cross city services and the faster journey times, as well as the higher attractiveness of travel using the new 'tram-style' vehicles. Anchoring the ART network to existing (rebranded) P&R sites and the new proposed mobility hubs would support greater use of the currently underutilised sites, with the provision of high frequency cross city services from the sites significantly encouraging greater use.
IND8: % of bus users either satisfied or very satisfied with travel by bus safety and security	Positively influenced through: • New vehicles (Options 4, 5, and 5A) • Stop enhancements (Options 1, 2 and 3) • New Platforms (Options 3A, 4, 5, and 5A) • Access to stops (same across all options)	The associated number of **road accidents and injuries** across the ART and wider city road network will depend on the extent of the modal shift achieved. Options which can generate greatest modal shift (e.g., Options 5, see IND1) will generate greater road safety benefits. There is however the potential for an increase in casualties where traffic re-routes onto less suitable routes – if this not mitigated against. In terms of **security**, ART stops will be upgraded under all Options, although the extent of improvement will vary by option: • Under Options 2 and 3, existing bus stops will be enhanced to provide better lighting, improved shelters which offer good natural surveillance and Real Time Information screens to confirm how long users should expect to wait for their service. • Under Options 3A, 4, 5, and 5A, new state-of-the-art ART 'platforms' will be provided which will additionally provide CCTV, and 'help points' to allow users to request assistance if they feel concerned. This would offer improved security over the current situation which includes stops that are poorly lit (often only relying on street lighting levels), positioned in secluded locations and/ or where visibility to and from the stop is obscured by street furniture, parked cars or highway structures

Table 3:8: TPO2: Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve inclusive equality of opportunity – Summary

Option	Indicator								Overall Impact
	IND1: % increase in trips made by public transport in Aberdeen	IND2: Bus Speeds on ART corridors	IND3: Consistency in travel time for trips made on ART network across the day and the week	IND4: General traffic volumes on ART corridors	IND5: Total motorised vehicle kilometres travelled within the Aberdeen city boundary	IND6: Greenhouse Gas emissions	IND7: % of bus users either satisfied or very satisfied with travel by bus into and across Aberdeen	IND8: % of bus users either satisfied or very satisfied with travel by bus safety and security	
BAU	×	×	×	-	×	×	-	-	×
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	✓	×	✓	✓✓	×	×	✓	✓	✓
Option 2: Enhanced existing commercial services using enhanced infrastructure	✓	×	✓	✓✓	×	×	✓	✓	✓
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	✓	✓	✓	✓✓	×	×	✓	✓	✓
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	✓✓	✓✓	✓✓	✓✓	-	-	✓✓	✓✓	✓✓
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	✓✓✓	✓✓✓	✓✓	✓✓✓	✓	✓	✓✓✓	✓✓✓	✓✓✓
Option 5: New ART services and vehicles with revised / integrated existing services	✓✓✓	✓✓✓	✓✓	✓✓✓	✓	✓	✓✓✓	✓✓✓	✓✓✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	✓✓	✓✓✓	✓✓	✓✓✓	✓	✓	✓✓	✓✓	✓✓

Appraisal Against STAG Criteria

3.4.61 The tables below highlight the key advantages and disadvantages of each of the options against Environment, Climate Change, Health, Safety and Wellbeing, Economy, Equality and Accessibility, Cost to Government, Public Acceptability and Risk and Uncertainty criteria.

Environmental Appraisal

3.4.62 The primary impacts considered are traffic related, mainly through (i) mode shift from car to ART and (ii) the impact of the reallocation of roadspace away from general traffic to ART on general traffic routeing in and around Aberdeen - both of which could impact on Air Quality and Noise and Vibration in particular.

3.4.63 As the bus priority infrastructure primarily involves the reallocation of road space, in most instances, as opposed to building of new carriageway, it is unlikely there will be any significant impacts on biodiversity and habitats, geology and soils, water, drainage and flooding, historic environment, or landscape. There may be some minor impacts during road improvement works. Junction changes, including junction widening, may be required to accommodate new signal control to enable public transport priority through the signals, and in some locations, existing roundabouts may require to be altered to signalised junctions. In some localised areas some properties, gardens etc. may be affected.

Modal Shift

3.4.64 Change in modal shift under the modelled options was set out as a key indicator (IND1) for assessment under TPO2 above. The key point noted from the result was that reducing boarding bus dwell time at stops is essential in encouraging modal shift to public transport and that if ART is implemented with complementary supporting measures, such as parking policy, greater modal shift can be realised.

Traffic Re-routing

3.4.65 Whilst the absolute volume of car travel is important, it is the distribution of this traffic which will determine its impact on Air Quality and Noise and Vibration. Potential benefits and impacts of traffic flow changes and traffic redistribution was discussed in the relevant indicator (IND5) against TPO2 above. The analysis highlighted that enabling bus priority through significant road space reallocation has the potential to:

- Provide significant benefits across the ART network through reduced traffic volumes, reducing noise and vibration and improving local air quality
- Cause significant disbenefits to general traffic, with additional delay and traffic re-routeing onto local roads with the subsequent negative environmental impacts. While generating adverse impacts to general traffic should not be viewed wholly as negative in the context of the study (and Scottish Government policy) objectives, **it is crucial that mitigation is developed as the ART scheme progresses to minimise / remove such adverse impacts**. As noted above, mitigation may include right turn bans, street point closures etc. and consideration of traffic calming, in tandem with traffic restraint measures such as parking policy etc.

3.4.66 The appraisal against the environment criteria, considering the assessments discussed above, is set out in the table below.

Table 3:9: Environmental Appraisal

Option	Assessment against Environmental Criteria	Impact
BAU	No change from existing operations and no significant impacts assumed. However, if the current downward trend of reducing bus kilometres and patronage continues, it is likely that greater car use will in lead to worsening associated **air quality, noise** and **vibration** impacts. No new infrastructure and therefore no impacts on biodiversity and habitats, geology and soils, water, drainage and flooding, historic environment, or landscape.	×
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	Likely to generate a level of modal shift and remove cars from the road with the associated **air quality** improvements. However, increased congestion across the ART network (and potentially surrounding streets if traffic re-routes and mitigation is not provided to prevent this) due to roadspace reallocation may increase pollutants in these areas (this will worsen the climate (CO2) impacts but to a lesser extent health (NOX) impacts because these emissions may occur away from the most populated areas). Traffic rerouting onto other roads may disperse the issue across a wider area (including additional **noise** and **vibration** impacts). Further detailed analysis would be required to understand both the benefits and impacts (and impact mitigation). The infrastructure being developed is considering the reallocation of road space, in most instances, as opposed to building new carriageway. It is therefore unlikely there will be any significant impacts on **biodiversity and habitats**, geology and soils, **water, drainage and flooding**, **historic environment**, or **landscape**. There may be some minor impacts during road improvement works with temporary environmental impact during construction, including increased noise and vibration. Junction changes, including junction widening, may be required to accommodate new signal control to enable public transport priority through signals and existing roundabouts may be required to be altered to signalised junctions. Some properties, gardens etc. may be affected.	✓
Option 2: Enhanced existing commercial services using enhanced infrastructure	Similar to Option 1 but with a likely greater modal shift from car to bus (noted above as a 2% increase in public transport trips compared to the future year BAU Reference Case and translating to approximately **1,700** people changing mode), offsetting to some degree the potential air quality and noise and vibration impacts. P&R site occupancy is also noted to be 2% higher than in the BAU. Further detailed analysis would be required to understand both the benefits and impacts.	✓
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	Similar to Option 2 but the additional integration of the existing bus network would remove ‘parallel running’ bus vehicles (and hence emissions, noise etc.) across the ART network. Further detailed analysis would be required to understand both the benefits and impacts.	✓
Option 3A: As per Option 3 but with vehicle branding and new ART ‘halts’ with	Note the branding of buses in **Option 3A** and implementation of ART platforms is likely to further increase modal shift from car to bus, with the associated positive environmental benefits.	✓

Option	Assessment against Environmental Criteria	Impact
approximately 800m spacing		
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	Similar to Option 3 but without integrating the existing bus network there will be more bus vehicles (and hence emissions, noise etc.) across the ART network. Providing uniquely branded vehicles and providing a very visually different offering to existing services is likely to generate greater modal shift and remove additional traffic from the road with the associated air quality improvements. New distinctive ART vehicles are likely to be zero emission, alternative fuel - Hydrogen, Liquified Petroleum Gas, Compressed Natural Gas or fully electric – all supporting improved air quality strategies. However, given the current improvements in the vehicle fleets, this positive impact would not necessarily provide significant benefit over existing operations.	✓
Option 5: New ART services and vehicles with revised / integrated existing services	Similar to Option 4 but with the additional integration of the existing bus network which would remove bus vehicles (and hence emissions, noise etc.) across the ART network. Public transport usage is anticipated to increase the highest of all options (noted above as a 12% increase in public transport trips - translating to approximately **8,900** people changing mode - compared to the future year BAU). P&R occupancy also increases from 8% to 32% under this option. Further detailed analysis would be required to understand both the benefits and impacts.	✓✓✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	Similar to Option 5 but with an anticipated lower public transport modal shift (noted above as a 9% increase in public transport trips - translating to approximately **6,400** people changing mode - compared to the future year BAU Reference Case). P&R occupancy also increases from 8% to 26% under this option.	✓✓

Sensitivity Test Option

3.4.67 Consideration of the sensitivity test 5P where a doubling of parking charges was included within the modelling exercise as a proxy for an additional level of traffic restraint (a potential scheme *supporting measure*), compared to all the options resulted in greater modal shift, the greatest impact in reducing vehicle kilometres and the highest P&R site occupancy.

3.4.68 It was made clear through discussion with the officers involved in the Birmingham Sprint scheme and Bristol Metrobus network that supporting measures adopted alongside the schemes were significant in increasing scheme patronage.

3.4.69 Given the above, **it is strongly recommended that supporting measures, such as on and off-street public and private parking measures and workplace parking licensing are considered and incorporated in tandem with the ART scheme**. Other measures such as congestion or road user charging would also be worthy of exploration.

Key Points: Supporting measures, such as on and off-street public and private parking measures and workplace parking licensing should be considered and incorporated as part of the ART scheme to boost patronage and increase mode shift from car.

Climate Change Appraisal

3.4.70 Climate Change appraisal includes three sub-criteria: Greenhouse Gas Emissions; Vulnerability to Effects of Climate Change; and Potential to Adapt to Effects of Climate Change. This section focusses on Greenhouse Gas Emissions only. The other two sub criteria are more relevant to the engineering design of the network and infrastructure and will be addressed as the infrastructure design work for the scheme progresses through OBC stage.

3.4.71 The Climate Change Scotland Act (2019) includes a target date of 2045 for achieving net zero. Improvements to bus infrastructure and the reallocation of road space should encourage modal shift from the car to more sustainable modes, which in turn should reduce traffic related levels of carbon emissions and contribute to the aspirations for net zero carbon by 2045.

3.4.72 Greenhouse gas emissions (as reported through the analysis of the ASAM19 modelling outputs in TUBA), and the modelled option's impact on vehicle kilometres across the Aberdeen road network were presented as key indicators (IND5 and IND6) under TPO2. The analysis showed that under Option 5 and 5A the benefits of modal shift outweigh the greenhouse gas 'cost' of reducing road space (causing traffic rerouting and increased carbon emission) for general traffic.

Table 3:10: Climate Change Appraisal

Option	Assessment against Climate Change Criteria	Impact
BAU	No change from existing situation, although (as noted above) buses across existing operator fleets in Aberdeen and Aberdeenshire are already progressing towards lower carbon emissions. There is however likely to be a continuing decline in the number of bus passenger journeys and bus service vehicle kilometres operated across the network and as such a modal shift towards the car (with car ownership, car trip frequency and car driver and passenger travel to work mode share in Aberdeen remaining higher than in other Scottish cities).	×
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	Greenhouse gas impacts are likely to be worse than in Option 2 (see below), given that no service enhancements are included in this option and a lower modal shift is anticipated.	×
Option 2: Enhanced existing commercial services using enhanced infrastructure	Modelling estimates -£1.2m in greenhouse gas 'benefits' (i.e., disbenefits) but a reduction in vehicle kms (the smallest reduction of all options). This indicates that while modal shift has occurred (as noted in the Environment section above), **the reduction in vehicle kilometres is not enough to outweigh the impact of additional re-routeing emissions**. Bus km, and hence emissions from buses will also increase through the provision of increased service provision on the ART corridors, with no changes to other services.	×
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	Similar to Option 2, but an integrated existing bus network would reduce overall bus carbon emissions across the network through the reduction of bus congestion across the ART network. Nevertheless, it is estimated that Option 3 will generate a disbenefit in terms of greenhouse gas emissions.	×
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	Anticipated to generate greater modal shift than Option 3 through bus branding and new ART platforms generating a more perceived step change in public transport and an improved offering. In addition, increased stop spacing and fewer stop-start movements should reduce greenhouse gas emissions from buses. This greater modal shift should reduce vehicle kilometres more greatly than under Option 3, offsetting additional emissions due to traffic redistribution across the network, but this may not be enough to outweigh the additional emissions and generate a positive greenhouse gas overall benefit.	-
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	Anticipated modal shift greater (and hence carbon emissions lower) than Option 3 given the new ART cross-city services operating with distinctive fully accessible vehicles, but a lower carbon emissions benefit than Option 5. As noted above, this greater modal shift should reduce vehicle kilometres more greatly than under Option 3 and 3A, offsetting additional emissions due to traffic redistribution across the network. However, bus km, and hence emissions from buses will also increase through the provision of new ART services across the network but with no changes to existing services.	-

Option	Assessment against Climate Change Criteria	Impact
Option 5: New ART services and vehicles with revised / integrated existing services	Generates the greatest modal shift of all options and provides similar greenhouse gas benefits under both the 'with policy' and 'without policy' scenario, but vehicle kilometres are more reduced (compared to the corresponding scenario BAU Reference Case) in the 'without policy' forecast scenario. TUBA indicates that the option will generate +£1.6m in greenhouse gas emission benefits under both the 'with policy' and 'without policy' scenarios. Further reductions in carbon emissions may result from the earlier introduction of zero emission ART vehicles. The estimated emissions reduction supports the project outcome for **a targeted reduction in transport emissions to net zero by 2045.** *Under the Option 5 sensitivity test (Test 5P) vehicle kms and greenhouse gases reduce considerably more than the options, resulting in a higher greenhouse gas benefits of +£5.1m under the 'with policy' scenario. This is not unexpected given the higher modal shift achieved under this option compared to other options. This again reinforces the importance of considering supporting measures as part of the ART scheme.*	✓✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	Shows a substantial reduction in vehicle km relative to Option 2, and TUBA modelling indicates that in the 'with policy' scenario, modest greenhouse gas emissions benefits of approximately +£0.6m can be expected. The estimated overall emissions reduction supports the project outcome for **a targeted reduction in transport emissions to net zero by 2045.**	✓

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Health, Safety and Wellbeing Appraisal

3.4.73 Safety, in terms of accidents and security was discussed as a key metric in TPO2.

Health Outcomes

3.4.74 Most journeys by public transport involve an element of active travel and if modal shift can be delivered, this will encourage more active lifestyles by building in additional walking or cycling as part of the overall trip. The additional provision of safe and secure cycle parking at ART platforms under Options 3A, 4,5 and 5A, would encourage the use of cycling to access the ART network while the main footway route will be made fully accessible with pedestrians provided priority over motorised traffic where needed.

3.4.75 Although modal shift from walking trips to ART is considered unlikely, there is some potential for cyclists switching to bus, but as cycle improvements are proposed on, or parallel to all ART corridors, the scale of this shift is expected to be low. The potential to cycle to join public transport would be well integrated in Options 3A, 4, 5 and 5A where the new ART platforms would incorporate cycle parking where possible.

3.4.76 Public Health Scotland published *Road space reallocation in Scotland: A health impact assessment*[122] in 2022. The research concluded that ***road space reallocation is likely to benefit health and equity through multiple pathways***, including:

- positive impacts on health by reducing overall levels of private motorised traffic, encouraging walking, wheeling and cycling, realising benefits from alternative uses of space and supporting local businesses
- the potential for positive impact on public transport if space is reallocated to prioritise buses, but bus users can also be disadvantaged if bus routes are diverted or stops impeded
- reallocation can improve transport and health equity if it increases support for modes other than car use, but disabled people may be disadvantaged if the reallocated space, and alternative modes, are not accessible for them.

3.4.77 In addition, Public Health Scotland published *Transport Poverty: a public health issue*[123], in early 2024. The publication defines transport poverty in terms of the availability of transport options, the reliability of transport options, the affordability of transport, the accessibility of transport, and the safety and healthiness of travel conditions. The report states that if any of these aspects are not met there is a risk of transport poverty and provides an overall definition that *transport poverty is the lack of transport options that are available, reliable, affordable, accessible or safe that allow people to meet their daily needs and achieve a reasonable quality of life.*

3.4.78 The report states that *in addition to the direct influence of the transport system, spatial planning, service delivery, individual sociodemographic and household conditions can also contribute to transport poverty.* Importantly, the report notes that the causes of transport poverty *are underpinned by a wider car culture in which car use is perceived to be the default way to travel.*

3.4.79 The publication sets out how transport poverty can affect health in various ways, including reducing access to health and care services, and increasing exposure to transport-related health harms, such as pollution and injury from collisions.

3.4.80 The report states that eliminating transport poverty can help to improve health, reduce health inequalities, and support the just transition to a net-zero and climate-resilient Scotland. Action to

[122] Road space reallocation in Scotland - Publications - Public Health Scotland

[123] Transport poverty: a public health issue. Summary

achieve this should be delivered by a range of sectors and be part of a wider approach to implementing the sustainable transport hierarchy. Key actions to support this include increasing investment in sustainable transport options to improve the frequency, reliability, accessibility, integration, affordability and safety of services and infrastructure. ART is fully aligned with this action and can play a significant role in addressing some of the causes of transport poverty. The options providing the greatest improvement in terms of journey times, reliability, accessibility and safety are more likely to provide the greatest benefit i.e. Option 5 is more likely to provide a greater benefit than Option 2. As the ART network connects directly to the Foresterhill Health Campus, the main regional centre for healthcare, it directly improves access to core health and care services (with access improvements discussed for each option against *TPO1 – IND3: Access to Healthcare: Population able to access Foresterhill Health Campus by public transport in less than 60 minutes*.)

Access to Health and Wellbeing Infrastructure

3.4.81 Aberdeen Royal Infirmary (ARI), located within the Foresterhill Health Campus, is the largest hospital in the NHS Grampian region and provides tertiary care for approximately 600,000 people residing in Aberdeen City, Aberdeenshire and Moray meaning that people travel to ARI from as far west as Forres and as far south as Laurencekirk.

3.4.82 Under **Option 2, 3 and 3A**, the frequency of services on the A944 corridor part of the ART network (existing 14 bus route) will be increased to one every ten minutes (currently around 1-2 per hour), which will improve access to Aberdeen's main health facilities including the ARI and also Aberdeen Maternity Hospital, and Royal Aberdeen Children's Hospital, as well as Royal Cornhill Hospital. Increased frequency on the 14, 727 and 7B services (the other enhanced existing services in these options) would additionally improve access to the following parks and sports facilities, supporting healthy lifestyles: Curl Aberdeen and Aberdeen Indoor Bowling Club adjacent to the A944, Bucksburn Swimming Pool and Woodside Sports Complex adjacent to the A96 and Duthie Park, Kincorth Football Pitches, Bridge of Dee Park and Goals Aberdeen adjacent to the B9077.

3.4.83 Under **Options 4, 5 and 5A**, the new ART services would connect Westhill with Bridge of Don, routeing directly past Aberdeen's main healthcare facilities as noted above, providing at least a bus every 10 minutes per direction per hour (current modelled assumption), shortening journey times and also providing direct connectivity with the Bridge of Don (and the employment focus within the area), which does not exist at present. ART platforms would be located to provide good access to the Foresterhill Health Campus and to local parks and green open spaces that encourage recreational and play activities, such as:

- the Aberdeen Aquatics Centre, Aberdeen Sports Village and Royal Aberdeen Golf Club located close to the A956(N),
- Woodside Sports Complex along the A96,
- Curl Aberdeen, Aberdeen Indoor Bowling Club and Aberdeen Tennis Centre, Westburn Park and Victoria Park along the A944
- Duthie Park, Kincorth Football Pitches, Bridge of Dee Park, and Goals Aberdeen adjacent to the B9077
- Burnside Park in Portlethen itself.

3.4.84 Modelling data has been interrogated to identify how each of the modelled options may affect the number of people who could reach ARI within one hour, by road and by public transport during the AM Peak in 2045. The results were summarised in the appraisal against TPO1 as a key indicators (IND3) and showed that (under the 'With Policy') scenario, Option 5 performs the best, allowing an additional 28,000 (+14%) people access to ARI within 60 minutes by public transport, and similar results are seen under the 'without policy' scenario.

Visual Amenity

3.4.85 The ART network implementation will facilitate modal shift from car to ART. This will reduce traffic on the ART corridors and reduce the intensity of traffic movements along the corridors, providing benefit to those living and working along the corridors. The reallocation of road space from general traffic would also further reduce the traffic intensity on the corridors. All of this would improve visual amenity.

3.4.86 It is however noted that there may be disbenefits to other roads / routes if there is traffic re-routeing, rat running due to the road space reallocation on the corridors. This would have negative impacts on those residing away from the corridors from whom traffic levels may increase, especially in neighbourhoods where the road network is not suitable for higher traffic volumes. In such instances, this should be mitigated against, with the mitigation being considered in greater detail at OBC stage once a preferred option has been agreed.

3.4.87 Finally, under Options 2 and 3, existing bus stops will be upgraded and under Options 3A, 4, 5 and 5A, new ART platforms will be installed, and existing bus stops removed on ART corridors. More attractive, modern bus stopping infrastructure should improve visual amenity and under these options will also reduce street clutter and increase space for pedestrians by approximately halving the number of stops.

Table 3:11: Health, Safety and Wellbeing Appraisal

Option	Assessment against Health, Safety and Wellbeing Criteria	Impact
BAU	A continuation in the existing downtrend trend in bus passengers and service kilometres will likely result in greater car use. Increased car use is likely **to increase personal injury collisions**. This does not align with the ART vision.	✗
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	Modal shift from car to bus and the reallocation of road space will reduce traffic across the ART network which should result in a reduction in **personal injury collisions.** Any reduction in accidents would provide savings to the public purse from the reduced social-economic cost. All public transport-based journeys inevitably involve an element of active travel and if modal shift can be delivered, this will encourage more active lifestyles by building in additional walking or cycling as part of the overall trip and improving **health outcomes** compared to the BAU.	✓
Option 2: Enhanced existing commercial services using enhanced infrastructure	Similar to Option 1 but with enhanced services across the ART network likely encouraging greater modal shift and therefore a greater reduction in **personal injury collisions** and an increased benefit in **health outcomes.** The option is expected to provide a minor improvement in terms of the accessibility of health infrastructure, parks and green spaces. 5% (11,000) more people will be able to access the ARI within one hour by public transport.	✓✓
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	Anticipated to be similar to Option 2.	✓✓
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	**Option 3A** introduces new distinctive ART platforms. Platforms would be well lit, offer good levels of natural surveillance and likely to include CCTV and/ or help points. This would offer improved **security** over current stops which can be poorly lit and positioned in secluded locations and/ or where visibility to and from the stop is obscured by street furniture, parked cars or highway structures. Additionally, stops on ART corridors will be rationalised, which will reduce street clutter and create greater pedestrian space. There is anticipated to be a greater reduction in **personal injury collisions** and an increased benefit in **health outcomes** than in Option 2 as a greater modal shift is anticipated.	✓✓
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	Anticipated modal shift greater (and hence a greater reduction in **personal injury collisions** and an increased benefit in **health outcomes.**) than Option 3 and 3A given the new ART cross-city services operating with distinctive fully accessible vehicles. Access to ARI by public transport is anticipated to improve more greatly than in Option 2 given the operation of cross-city services removing the need for interchange between services to the site for many. The anticipated benefits support the project outcome for **an increase in active travel and supporting healthy lifestyles, equal access for all, and a healthier environment in the city and enabling redesign of public spaces.**	✓✓

Option	Assessment against Health, Safety and Wellbeing Criteria	Impact
Option 5: New ART services and vehicles with revised / integrated existing services	Similar to Option 4 but with an even greater modal shift anticipated (and hence a likely greater reduction in **personal injury collisions** and an increased benefit in **health outcomes**). The option will benefit from modern rationalised stops, yielding benefits to security and visual amenity as noted under Options 3A, in addition to high specification tram-style vehicles which provide audio and visual announcements, two sets of doors suitable for wheelchair boarding/alighting, a wider corridor and more internal space for wheelchairs and prams. All of these factors will support inclusion and ease access to healthcare facilities. Given the shorter travel times which can also be delivered by the Options 5 an additional 28,000 people (14%) should be able to access ARI within one hour by public transport, under the modelled 'with policy' scenario. Under the 'without policy' scenario, Options 5 is expected to increase the ARI one hour public transport catchment by 27,000 people, (13%). The anticipated benefits support the project outcome for an **increase in active travel and supporting healthy lifestyles, equal access for all, and a healthier environment in the city and enabling redesign of public spaces**.	✓✓✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	The option will benefit from modern rationalised stops, yielding benefits to security and visual amenity as noted under Options 3A, 5 and 5. Option 5A is estimated to improve the one hour public transport catchment of ARI by approximately 12% (+24,000 people), the benefit being driven by both the proposed infrastructure and new cross-city services reducing interchange requirements. The anticipated benefits support the project outcome for an **increase in active travel and supporting healthy lifestyles, equal access for all, and a healthier environment in the city and enabling redesign of public spaces**.	✓✓

Economy

3.4.88 The assessment of the economic benefit of the options has included consideration of:

- The economic context of Aberdeen and Aberdeenshire and the economic benefits ART could deliver
- Transport Economic Efficiency
- Wider Economic Benefits
- Impact on existing services
- Indication of Benefit to Cost Ratios

Economic Context

3.4.89 As set out in the introduction, as Scotland's third largest city, Aberdeen is an important centre for commerce, culture, retail and leisure for those within the city and across the wider Aberdeenshire region. An update to the RES in 2022/23 recognised the changed economic position in the North East and the range of new challenges and opportunities. The strategy states that '*recent trends in the region highlight the increased importance of the Town Centre Regeneration Plans and the City Centre and Beach Masterplan to support town/city centre recovery'.*

3.4.90 The RES recognises the wealth of ongoing change within Aberdeen itself, focussed on the *CC&BMP*[124], a 20-year regeneration blueprint that is transforming the city centre while conserving its proud heritage. Included in the CC&BMP objectives are objectives **to grow the city centre employment base**, as well **be environmentally responsible**. Therefore, the planned growth in the CC&BMP area needs to be accompanied by an increase and improvement in public transport access which can stimulate economic growth and create jobs, reducing city centre congestion and allow more people to access these opportunities. ART has a clear role in this with the improved accessibility provided by ART offering greener, and increased, connectivity to jobs. **Options 4, 5 and 5a** have been shown to generate the greatest increase in connectivity to jobs (TPO1 – IND1), and the labour market / economic benefits derived through this, with cross-city services providing faster access and reducing and removing the need to interchange.

3.4.91 As noted in the Case for Investment, the Aberdeen City and Shire SDP focusses development in four strategic growth areas aligned with the region's strategic transport corridors and include the A90 to both the north and south of Aberdeen and the A96 corridors, to which the ART network is aligned in the north, south and north-west. ART therefore has an underpinning role to play in help catalyse the unlocking of development on these corridors through the provision of fully accessible, sustainable transport alternatives.

Key Point: Improved public transport has a major and multi-faceted role in ensuring successful delivery of not only transport policy but wider social, environmental, planning, social inclusion, carbon and energy, and economic policy. Importantly, sustainable and equitable public transport has a core role in supporting the delivery of the CC&BMP and unlocking development on the region's three identified growth corridors radiating out from the city centre.

[124] City Centre Masterplan | Aberdeen City Council

Transport Economic Efficiency

3.4.92 The assessment of the economic benefit of the options has included deriving the **Transport Economic Efficiency** (TEE) monetised impact of the modelled options on both road traffic and public transport using TUBA. In line with guidance, these figures reflect a 60-year appraisal period with all monetary values discounted to 2010 values and prices. Public transport benefits primarily arise through monetised changes in travel times. Given the significant road space reallocation under the options and the associated traffic re-routeing, the TEE analysis also provides a monetised estimate of this impact.

3.4.93 Section 3.2 set out a range of **caveats** which are expanded on here:

- **Routeing**: The results were derived prior to the detailed appraisal of ART routeing set out in Section 0. The network used in the analysis and the resultant outputs therefore do not align precisely with the network now recommended for progressing with through OBC.
- **Infrastructure**: The ART infrastructure assumed in the testing reflected the position at that time, when some of the MMCS were still in progress. Therefore, assumptions around infrastructure were required in places. In addition, as the MMCS designed for public transport and active travel modes, in places (especially where road space was constrained) decisions were taken (before the emergence of ART) to prioritise active travel provision over public transport. This means there are locations where the assumed infrastructure has a negative impact on ART and the benefits are reduced i.e., where a bus lane cannot be provided or has even been removed to enable the provision of continuous active travel infrastructure.
- **Mitigation**: The testing was undertaken without any measures to mitigate against traffic re-routeing across the network – given both the potential scale of this exercise and because the corridor studies were progressing independently. The scale of traffic re-routeing is borne out in the results below. However, with such mitigation measures in place, re-routeing would be reduced, and it is likely that such mitigation measures would further encourage modal shift to public transport and potentially benefit active travel, likely increasing public transport TEE benefits (but also potentially increasing general traffic disbenefits).

3.4.94 It is important to recognise that the quantitative economic impacts presented here only represent a part of the overall appraisal picture and **the monetised benefits the options therefore only present a partial picture of the scheme at that time in terms of the overall policy landscape**. The modelling of updated routeing, infrastructure and modelled behavioural response / mitigation will form a key part of the **OBC and therefore the picture presented here may change substantially.**

Table 3:12: Transport Economic Efficiency (TEE)

Scenario	Option	TEE (millions)		
		Road	Public Transport	Overall TEE benefit
With Policy	2	-£233	+£111	-£122
	5	-£210	+£196	-£14
	5A	-£220	+£156	-£64
	5P (sensitivity)	*-£180*	*+£201*	*+£21*
Without policy	5	-£307	+£182	-£125

3.4.95 The table shows there are both significant benefits to public transport users as well as significant disbenefits to general traffic under all modelled options. There are significantly higher disbenefits to general traffic for Option 5 under the 'without policy' scenario where traffic levels are higher and there is more congestion in the BAU Reference Case - indeed **general traffic disbenefits are nearly £100m higher in the 'without policy' forecast situation**.

3.4.96 The Option 5 'with policy' and 'without policy' results both show a similar public transport journey time benefit. However, given the differing underlying BAU Reference Case scenarios, this benefit has a different composition with:

- A greater proportion of the benefits derived under the 'with policy' scenario result from existing bus users transferring to ART services – a larger number of people benefit by a smaller amount
- More of the benefit generated through new bus users in the 'without policy' scenario – a smaller number of people benefit to a larger amount

3.4.97 It can be surmised that the benefits for Option 3 would lie closer to that of Option 2, and those of Option 3A and 4 closer to that of Option 5A. The benefits of Option 1 (Do Minimum) are likely to be lower than Option 2.

3.4.98 It should be borne in mind that disbenefits to general traffic should be viewed in the policy context where reductions in car-km are sought – an aim of many transport policies and initiative. Behavioural change requires both 'pull' factors (through the provision of high quality and efficient public transport) but also 'push' factors, such as increased car journey times to make travelling by car less attractive. The potential adverse impacts to freight traffic are however acknowledged, and future engagement with the freight sector is required to ensure the movement of goods, and the potential impacts on businesses, are understood and mitigated against.

Key Point: At the time of the STAG work, ART generated significant public transport benefits as well as significant disbenefits to general traffic. Under all options, and with the assumptions used at that time, disbenefits to general traffic outweigh the benefits to public transport users, meaning the overall TEE impact was negative. Disbenefits to general traffic are substantially higher under the higher traffic, 'without policy' scenario.

It is however inevitable that a project which reallocates roadspace away from general traffic will have a negative impact on general traffic and this is something seen regularly, and is accepted in urban areas across the country where certain policy directions are followed. The OBC will address this key issue by: (i) sensitivity testing around the ASAM19 model's representation of modal choice in response to improved public transport, and (ii) developing mitigation measures to deter re-routeing and encourage more modal shift from car to ART. We therefore anticipate that the scale of disbenefits will reduce as the proposals are developed further.

Sensitivity Test Option

3.4.99 The sensitivity test 5P is as per Option 5, except it is assumed that parking costs are doubled in the city centre as a proxy for traffic restraint measures. By increasing the cost of car use (i.e., making the BAU 'worse'), this boosts the relative attractiveness of bus travel and results in an overall TEE benefit of £21m. This **highlights the additional benefits that ART could achieve if appropriate supporting measures, such as parking policy, were implemented alongside the scheme**. Indeed, the sensitivity test is the only option where the benefits to public transport are greater than the disbenefits to general traffic – therefore generating a positive TEE overall.

Wider Economic Benefits - Narrative

3.4.100 Large transport projects can accrue benefits which are not captured by traditional cost benefit analysis. For example, wider labour market catchments for businesses and changes in property values through improved accessibility. These wider impacts are additional and separate to standard transport user benefits.

3.4.101 The analysis presented against the indicators for TPO1 highlighted a range of connectivity improvements to key employment sites.

3.4.102 Furthermore, both static and dynamic agglomeration benefits are likely to be accrued as the ART scheme would increase the effective 'economic density' of Aberdeen. Agglomeration impacts are the productivity benefits which result from businesses being located in closer proximity to each other (i.e., clustered):

- *Static agglomeration* effects occur where there is no change in location of residences or workplaces (i.e., not change in spatial concentration), but the cost of interaction between workers, businesses and consumers decreases

- *Dynamic agglomeration* reflects the situation where transport improvements make an area more attractive to live, shop or do business, which can result in people and businesses relocating to that area. This will increase the effective economic density of that area and so yield positive productivity impacts; however, there may be a corresponding decrease in economic density elsewhere which generates negative productivity impacts.

3.4.103 Agglomeration is particularly relevant in an environment like Aberdeen where there is a high concentration of businesses and employees working within the energy industry. Shorter travel times (which ART would provide) mean lower transport costs, and a larger potential pool of jobs and employees to support businesses i.e. there are static agglomeration benefits.

3.4.104 It is considered unlikely that significant dynamic agglomeration will occur as a result of ART, given the nature and scale of proposals, but some minor dynamic impacts are anticipated.

3.4.105 While the value of agglomeration benefits has not been quantified to date (this will be done in the OBC), the Full Business Case for the Edinburgh Tram York Place to Newhaven Project (February 2019) notes that "*the inclusion of [agglomeration] benefits for public transport projects in large urban areas (UK, outside London) typically adds in the range of 15% to 40% above conventional transport benefits*" (albeit as a sensitivity test).

Indication of Benefit to Cost Ratio

3.4.106 An assessment of the Benefit to Cost Ratio (BCR) of the options was undertaken in the STAG work, with inferences then made as to the likely BCR of the options not modelled. This is not normally undertaken as SBC stage, but is included here as these reports are in the pubic domain. It should be noted however that the BCR assessment is subject to the same caveats as set out in Section 3.4.92 as well as these additional points.

3.4.107 **Scheme Costs – Active Travel**: The estimated scheme costs used in the BCR calculation in the STAG work were derived from the MMCS, where designs were developed for bus and active travel modes. As such, they include costs associated with the provision of both ART *and* active travel infrastructure. Design decisions (such as junction specification, signalling etc., as well as the removal of the central reservation, kerb lines etc.,) were undertaken to accommodate both modes within the available space and the most 'expensive' design elements reflect the need to accommodate active travel infrastructure. As such, the cost used in the BCR is significantly higher than it would be if ART had been designed as a single mode project. Additionally, in line with the 'transformational' approach to corridor design employed in the MMCS, the active travel infrastructure costs could also be viewed

as of the highest standard and therefore a 'worst case' in terms of costs.

3.4.108 **Benefits – Active Travel**: This SBC has been developed focussed on ART, with benefits considered for public transport (and general traffic) and no inclusion or consideration of active travel benefits derived from this infrastructure. As such, the BCR does not reflect the full benefits of the infrastructure to which the costs relate.

3.4.109 These issues are discussed further in the Financial case.

3.4.110 **Date of Scheme Costs**: Lastly, to ensure consistency with the STAG work, scheme costs used in the BCRs presented here are those derived at that time (2021 prices). Revised network costs are presented in the Financial Dimension, with these costs derived on the final recommended network and using the latest design drawings for the corridors.

3.4.111 Notwithstanding the noted caveats, the BCRs from the STAG work are presented to provide an initial indication of the Value for Money (VfM) of the scheme, as modelled at that time and to provide a focus for subsequent OBC work. **Given the range of caveats set out here, these BCRs should therefore not be taken as indicative of the likely BCRs at OBC stage** where much greater in-depth assessment is required to monetise and capture, as far as possible, the wide range of scheme benefits, with more detailed modelling required with includes allowance for mitigation to prevent undesired general traffic redistribution.

BCR Estimates

3.4.112 The work undertaken to inform the BCR considered:

- **monetised benefits** in relation to travel time, fuel and vehicle operating costs, greenhouse gases and indirect tax associated with spend on fuel changes (as derived through TUBA as set out above and in the Climate Change appraisal)
- **cost estimates for the ART infrastructure** given the available information from the ongoing infrastructure design work at the time of the assessment (with optimism bias included as appropriate).
- **operating cost estimates** – including variable costs (staff, maintenance, fuel and tyres), semi-variable costs (vehicles, finance and operational costs such as insurance and cleaning) and fixed costs such as overheads. In the modelled options where the underlying bus network has been integrated into the ART network (Options 5 and 5A), the overall operating costs for the city-wide bus network is lower than under Option 2 (where additional services are provided on the ART corridors), despite the addition of the new cross-city services, although these costs are still increased relative to the base position.
- **vehicles** – where it was assumed that vehicle costs are depreciated over the life of the vehicle as per accounting conventions. This means that vehicle costs represent an annual operating cost, borne by the operator. However, the financing of new vehicles, and by whom, needs further consideration as the ART scheme and delivery mechanism become clearer. The assessment included the additional cost to acquire the new tram-style vehicles and some further cost likely required at maintenance depots (in Options 5 and 5A). Furthermore, where the option includes the integration of existing services with the ART network (as in modelled Options 5 and 5a) there is then a lesser vehicle requirement for existing services. This will offset vehicle costs.
- **revenue** – modelled outputs were utilised within TUBA to generate an estimate of changes to public transport revenue including both lost revenue from integration of existing bus network, any increased revenue existing services, and ART revenue. More detailed revenue modelling will be required at OBC stage.

3.4.113 The monetised capital and revenue costs when compared with scheme benefits, provide an indication of the benefit to cost ratio (BCR), or 'value for money', of each option.

Table 3:13: Present Value of Benefits and Costs and Benefit to Cost Ratio

Scenario	Option	Present Value of Benefit (PVB) (millions)			Present Value of Cost (PVC) (millions)	BCR
		Road	PT	Total Benefit		Road and PT
With Policy	2	-£244	+£49	-£195	£84	-2.3
	5A	-£228	+£218	-£10	£91	-0.1
	5	-£216	+£272	+£56	£91	+0.6
	Sensitivity Test 5P	-£176	+£285	+£109	£91	+1.2
Without policy	5	-£318	+£263	-£55	£91	-0.6

3.4.114 The results indicate:

- ART will generate significant public transport benefits
- The benefits to users of public transport are offset by the disbenefits to general traffic. Under the 'with policy' scenario, with general traffic disbenefits included, the BCRs range from approximately -2.3 (for Option 2) to +0.6 (for Option 5). Future scheme development should seek to minimise these impacts for essential traffic and mitigate the impacts of any re-routeing.
- The potential value for money increases further should supporting traffic restraint measures also be introduced (as per Sensitivity Test 5P), with the BCR estimated at +1.2. This **reaffirms the additional benefits that ART could achieve if the appropriate supporting traffic restraint measures, such as parking control policy, were implemented as part of the scheme.**
- As demonstrated, through the testing of Option 5P (Sensitivity Test), supporting measures that further manage the demand for car travel would improve the predicted benefits of ART in terms of mode shift, car kilometre and greenhouse gas reduction. Further work will need to be carried out, within the context of the Local and Regional Transport Strategies and the wider regional policy framework, in order to identify and assess the most appropriate solutions for the North East in terms of managing the demand for car travel. It is unlikely that simply doubling car parking charges within Aberdeen (used as proxy in the model for wider demand management measures) will be an effective means of achieving this outcome. It is not the role of this Business Case to undertake that option development and appraisal but rather for it to identify the additional benefits that such measures could bring and the risks to ART and wider council priorities of not pursuing such supporting measures.

Table 3:14: Economy Appraisal

Option	Assessment against Economy Criteria	Impact
BAU	Does not support the CC&BMP objectives to **grow the city centre employment base**, as well as be **environmentally responsible.**	✗
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	It is assumed that the TEE benefits for Option 1 (Do Min) would be less than that of Option 2 given the lower anticipated modal shift meaning a lower public transport benefit but with similar road disbenefits.	✗
Option 2: Enhanced existing commercial services using enhanced infrastructure	TEE analysis indicates that Option 2 will generate an overall TEE dis-benefit of £122m. This disbenefit, when compared with scheme costs, generates a BCR of -2.3.	✗
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	It can be surmised that the TEE benefits for Option 3 would lie close to that of Option 2 given the similar infrastructure proposals but greater anticipated modal shift under the option. Given this, a BCR figure of around -2 is anticipated. Option 3 also includes the integration of the existing bus network and the economic impacts on the operator and on passengers if services are removed or reduced as a result would need to be carefully managed (if the bus network continued to be operated under the existing commercial bus model).	✗
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	It can be surmised that the TEE benefits for Option 3 would lie somewhere between those of Option 2 and 5A given the similar infrastructure proposals but greater anticipated modal shift under the option than in Option 3 given the new ART platforms and vehicle branding. Given this, a BCR figure of between -2 and 0 is anticipated. Similar to Option 3, the option also includes the integration of the existing bus network and the economic impacts on the operator and on passengers if services are removed or reduced as a result would need to be carefully managed (if the bus network continued to be operated under the existing commercial bus model).	✓
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	It is assumed that the TEE benefits for Option 4 would be similar to Option 5 given the similar proposed new services, vehicles and platforms generating similar journey time benefits. However, no change to the underlying bus network is proposed and as **such the cost of operation of ART 'layered' on to the existing network is likely to impact on the viability of both existing services and the new ART services**, likely resulting in significant economic disbenefits through the overall network delivery cost. More detailed consideration and modelling of the potential impact of this at OBC stage is required if this option is to progress (the recommendation here is that is does not progress for this reason). Given this, a BCR figure of less than 0 is anticipated.	✗
Option 5: New ART services and vehicles with revised / integrated existing services	The public transport benefits are only slightly lower than road disbenefits, resulting in an overall TEE benefit of -£14m and a BCR of approximately +0.6 is estimated. It is considered likely that with appropriate traffic mitigation to prevent re-routeing (and in doing so encourage greater modal shift) an overall positive TEE benefit could be achieved. More detailed consideration and modelling of mitigation at OBC stage is required to confirm this.	✓✓

Option	Assessment against Economy Criteria	Impact
	As noted above, the operating costs for the city-wide bus network (with new ART services and an integrated underlying network) is lower than under Option 2 (where enhanced services are provided on the ART network). The change in operator revenue under these options (taking account of gained revenue from ART services and lost revenue from the underlying network) is greater than the change in operating costs. Based on the model outputs, ART could be introduced with a net operating surplus. *The potential value for money increases further should supporting traffic restraint measures also be introduced (as per Sensitivity Test 5P), with the BCR estimated at +1.2. This reaffirms the additional benefits that ART could achieve if the appropriate supporting traffic restraint measures, such as parking control policy, were implemented as part of the scheme.*	
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	The public transport benefits are lower than road disbenefits, resulting in an overall TEE dis-benefit of -£64m and an estimated BCR of -0.1. It is considered that with appropriate traffic mitigation to prevent re-routeing (and in doing so encourage greater modal shift) an overall positive TEE benefit could be achieved. More detailed consideration and modelled of mitigation at OBC stage is required to confirm this.	✓

Equality and Accessibility

3.4.115 The ART vision states that '*ART will need to support connectivity with other forms of transport, meet specific accessibility needs and recognise that not all users benefit from access to the internet and smart technologies*.' An **Equality Impact Assessment (EIA)Screening** exercise undertaken to support the options appraisal can be referred to for greater detail (see *ART Detailed Options Appraisal - Supporting Technical Note I - Equality Impact Assessment – Screening*, *Stantec, 2023*). Discussions with the Aberdeen Disability Equity Partnership and various Aberdeenshire Access Panels have also informed this appraisal. Furthermore, targeted questions on specific features of the potential ART network were asked during the market research exercise discussed in Chapter 2.

3.4.116 Various features of the options pertinent to equality and accessibility are discussed in the table below.

Table 3:15: Equality and Accessibility – Key Network Features Discussion and Appraisal

Feature	Commentary	Benefit / Impact	Option in which feature included							
			BAU	1	2	3	3A	4	5	5A
Vehicles	New tram-style vehicles, alongside new ART platforms would provide completely level boarding and alighting (like that experienced at a tram stop) via multiple sets of doors, with the vehicles providing a wider corridor for manoeuvring and space to accommodate numerous wheelchairs, pushchairs and prams. ART vehicles would also be covered by on-board CCTV and have real-time visual and audible information, ensuring the information is appropriately communicated to all. Drivers of ART vehicles will also receive enhanced training, above and beyond that received by most bus drivers, and will be able to provide help those who require support with boarding and alighting	Benefit						●	●	●
Platforms	All options propose improvement to bus stop infrastructure, but specifically options proposing new ART platforms would provide highly visible and well-lit stops and feature CCTV, helping to deter anti-social behaviour and/or harassment of stop users. Stops will provide seating arrangements and shelter for waiting passengers, as well as real-time information screens which will notify users of how long they will have to wait until the next bus. Such improvements will offer benefits to those with a long-term illness or disability, the elderly and children, women and some ethnic minority groups (who are more likely to be subject to hate crimes and discrimination) through improving both safety and security at stops as well as through the improved physical waiting environment	Benefit					●	●	●	●

Feature	Commentary	Benefit / Impact	Option in which feature included							
			BAU	1	2	3	3A	4	5	5A
Stop Spacing	It is recognised that certain groups will be impacted disproportionately by wider stop spacing (with stops up to 800m apart – bus stops at present are located between approximately 150m – 400m apart depending on location). The wider spacing will necessitate a longer walk to access bus stops. This is particularly pertinent for the elderly, disabled and those with children, and in places where the removal of parking (to enable road space reallocation) would increase walking distances between cars and homes. This can adversely affect the elderly, disabled, and those with children (although it is noted that the corridor studies are also considering active travel and, as part of this, improving the walking environment which encompasses improvements in walking routes to bus stops). Ongoing and continuous dialogue with equalities groups and local communities is fundamental as the scheme progresses, with improved walking access to bus stops considered as part of the ART project. A balance is needed between bus stop spacing to reduce journey times alongside ensuring accessibly to the ART network for all.	Impact					•	•	•	•
Integration of the underlying network	Some options include the integration of the existing bus network to minimise the duplication of services and associated operating costs and 'bus congestion', while maximising the potential for a financially viable bus network across the city and wider region. The reduction or removal of any existing 'local' buses is likely to impact those less able to easily access the ART network and is likely to disproportionately impact those with a disability or mobility problem, the aged and those with children. Engagement with local communities as the study progresses will be vital to fully understanding the potential impacts once a greater understanding of where any changes required is more firmly known.	Impact					•		•	•
Cross-city services	Some options provide cross-city services which do not currently exist, reducing the waiting and interchange requirements of these trips and benefitting those with mobility problems.	Benefit						•	•	•
Ticketing	Various options for ticketing for the ART scheme have been explored (discussed in *ART Detailed Options Appraisal - Supporting Technical Note D - Ticketing_V2*, *Stantec, March 2023)*. It is noted that any changes to ticketing should ensure simple fare scales, multiple options for ticket duration and specific products aimed at key user groups, ensuring balanced affordable fares. Advantage would be taken of the latest	Benefit			•	•	•	•	•	•

Feature	Commentary	Benefit / Impact	Option in which feature included							
			BAU	1	2	3	3A	4	5	5A
	developments in electronic ticket system technology while maintaining accessibility for users who rely on cash. As such, ticketing across the ART network should be accessible to all, and it is expected that all concession cards will be valid on ART services									
Shorter journey times	With reduced bus journey times and increased car journey times, the travel time differential between the two modes will decrease. This will increase accessibility by public transport and expand the number of jobs, educational opportunities, and services within reach of those living, working and visiting the city. This will help to 'level the playing field' in terms of opportunity, between those who do and do not have access to a car. The impact will be more greatly felt under Option 5, 5A and 5P where the journey time benefits to public transport are greater, and this is borne out in the journey time improvements discussed above with regards to TPO1, where significant benefits for cross-city travel by public transport are noted.	Benefit		•	•	•	•	•	•	•
Affordability	The Affordability or otherwise of travel by bus in Aberdeen is currently a result of the commercially set fares in the area. As a core assumption, any new ART services would not be priced as a premium product. Only through a Franchising arrangement could fares be set by a public authority and this is considered further in the Commercial Dimension.	-								
	Overall scoring given benefits and impacts		-	✓	✓	✓	✓	✓	✓✓	✓

Public Acceptability

3.4.117 Stakeholder and public engagement undertaken to inform this SBC is set out in Chapter 2, with the engagement activities and outcomes from these used to underpin the Case for Investment and evidence the identified problems that ART seeks to address. Furthermore, the Management Case (Section 6) presents details of rolling marketing and communications work undertaken, the aim of which was undertake an engagement and communications campaign to start to raise awareness, develop understanding, and build widespread support for ART, thus removing a major potential barrier to its successful delivery. **This marketing and communications work focussed on the ART vision and the sought outcomes, and did not cover any specifics with regards to the options developed and appraised within this SBC**.

3.4.118 The outcome of these early activities highlighted:

- There is much positivity surrounding the development of ART. Almost all stakeholders that were engaged with, and a large proportion of members of the public, would welcome ART coming to Aberdeen
- There is a strong groundswell of ambition to see it delivered
- There is an understanding of ART amongst target audiences that is generally in line with the Vision
- Few adverse comments or complaints have been made to Nestrans to date
- 66% of people stating a view felt that ART would be good for Aberdeen

3.4.119 Separate to the marketing and communications workstream, and as discussed in Section 2.3, a **market research** exercise was undertaken via online and phone-based surveys across the region to establish a broadly representative sample of bus users and non-bus users, and Aberdeen City and Aberdeenshire residents. This was undertaken in December 2022 and surveyed 400 Aberdeen City and Shire residents. The research exercise covered two main elements:

- Consideration of the existing bus network and services – with respondents asked to rate how satisfied or dissatisfied they were with different aspects of the bus services available to them. This was discussed in Section 2.3 to support the identification of problems and to underpin the Case for Investment.
- Consideration of the factors which would encourage modal shift – and asking about main elements of the options being appraised, with opinions on an ART ‘approaches’ which broadly aligned with Option 2 and Option 5 as set out in the table below.

Table 3:16: Market Research – Broad Approaches discussed

Approach	Aligned with	Factors Included					
		Bus lanes and bus priority at junctions ensuring segregation from general traffic and congestion	Faster and more reliable bus journeys	Turn up and go bus frequencies with a bus at least every 10 minutes	New cross city services, providing new connections to the Park & Ride sites / new mobility hub	New tram style multi-door low emission vehicles	New stops with safe, secure and comfortable waiting environments
1	Option 5	✓	✓	✓	✓	✓	✓
2	Option 2	✓	✓	✓			

3.4.120 The outcomes from this research are presented here to provide an indication of public support on the ART concept. Note that while the research exercise itself did not use explicitly use the option names, these are used below to more clearly set out public opinion around the options.

3.4.121 Of the 400 residents interviewed:

- nearly 40% stated they would be either 'extremely likely', or 'likely', to change their travel behaviour if ART (as per Option 5) were implemented (this dropped to 27% under Option 2). This highlights the greater propensity for modal shift under an option which provides new cross city services, new vehicles and new stops (as in Options 4, 5, and 5A)
- 70% stated they would be either 'willing' (33%) or 'maybe willing' (37%), to walk further to a more comfortable ART stop – as in Options 3A, 4, 5 and 5A
- 72% stated they would be either 'willing' (43%) or 'maybe willing' (29%), to walk further to catch a faster bus – as in Options 3A, 4, 5 and 5A
- 66% stated they would be 'willing' (39%) or 'maybe willing' (27%) to accept that general traffic on the main roads where ART services would operate would need to be more restricted to achieve bus service journey time and reliability improvements – as in all the options
- 81% stated they thought ART would be 'good' (59%) or 'maybe good' (22%) for Aberdeen, with ART being a good news story for the city, providing improvements in access to the hospital and airport, and reducing carbon emissions being key reasons for this view.

3.4.122 Despite the positive outcomes of engagement on the ART concept, it is highly likely that ART will be met with some opposition, particularly by those affected by the reallocation of roadspace and parking space removal or relocation. Consultation undertaken as part of the MMCS, and another recent consultation in Aberdeen on proposals (along Queen Street) involving the reallocation of roadspace to provide space for cycling infrastructure, were

met with strong opposition from some residents and local businesses - although it is important to note the low number of respondents to the consultation and the demographics of respondents overall – which was far from representative of the overall regional demographics. In this regard, **ensuring future engagement on ART gathers a robust sample of fully representative views, especially from those who will benefit as well as disbenefit, is vitally important as ART progresses**.

3.4.123 The *Belfast Rapid Transit Phase 2 – Consultation Report*[125] published in October 2022 noted that the reallocation of road space was an emotive issue, particularly in the retail sector where there were concerns that access to and from their businesses, both for suppliers, staff and customers, would be adversely affected (including any loss of on-street parking). Consultation undertaken as part of the MMCS indicates that this is likely to be a concern within Aberdeen too, with consultation with businesses on King Street, as a recent example, highlighting this as a major concern. However, the Belfast Rapid Transit report highlights that the retail economy along the Glider routes has actually grown, with the Glider service making access to the retail area easier and bringing increased footfall.

3.4.124 Changes in on-street parking are likely to be particularly contentious. This was noted by officers involved in the Birmingham Sprint scheme as being very unpopular and a factor which resulted in some design changes to one of the schemes. 'Fly' parking was also a concern from the public living close to the scheme, i.e., people parking on side roads to catch the Sprint bus. The Bristol metrobus scheme ensured no parking was removed outside of shops. Such decisions will need to be closely identified and the impacts understood and discussed with the public as the project progresses in OBC stage. Furthermore, any additional measures to be implemented to support ART (as reflected through the sensitivity test 5P) have the potential to be met with challenge from the public.

3.4.125 It is also worth reflecting on the introduction of the bus priority measures along the central section of Union Street in 2022, and the bus priority route created in 2024 on Bridge Street, Guild Street (east of Wapping Street), and Market Street (north of Guild Street) which have been met with resistance from some city centre businesses and members of the public and as such have been the subject of several Elected Member debates since their original implementation.

3.4.126 Concerns from both businesses and the general public need to be understood and fully considered as the ART project progresses with appropriate evidence presented to underpin the decision making process. While public acceptability is identified as a high level project risk, it will be important to ensure the project is not undermined by vocal minority interests .

3.4.127 In this regard, it is worth noting the wide range of local community engagement activities undertaken by the Birmingham Sprint team (under a 'Sprint' banner) in the run-up to scheme implementation. This included public realm improvements, local neighbourhood projects and tree planting to create a positive image of Sprint and raise awareness of the scheme and was felt to be highly beneficial in public acceptance of the scheme and implementation success.

3.4.128 Freight industry groups also highlighted concerns about loss of road space during consultation undertaken as part of the MMCS. Freight movements will suffer journey time increases where road space is reallocated to public transport, but they obviously do not have the option of switching to public

[125] Belfast Rapid Transit Phase 2 – Consultation Report | Department for Infrastructure

transport. **Care will be needed to ensure the needs of the freight industry are understood and that the primary routes into the city are maintained at a level which facilitates the effective movement of goods**.

Benefits and Impacts of ART on Protected Groups

3.4.129 Certain features of the ART network and services could have specific impacts, both positive and negative, on different sections of the travelling public. The EIA Screening exercise discussed above in relation to the Equality and Accessibility criteria, and the meetings were held with Aberdeen Disability Equity Partnership, the South Aberdeenshire Access Panel and the Aberdeenshire Central Access Panel have informed the likely acceptability of these proposals by those with protected characteristics.

3.4.130 The following points were noted as likely to be **less acceptable** by protected characteristic groups:

- **longer walking distances to bus stops** for the **elderly and disabled** – with the need to ensure benches and 'places to perch' on routes to stops if longer walking distances were required
- **reduced parking** which would increase walking distances between cars and homes, adversely affecting the **elderly** and **those with children**
- **new platforms** which did not offer suitable infrastructure ((e.g. hand rails, sheltered seating, ticket machines at suitable and reachable height) and other supporting elements (e.g. audio announcements, real time information) to support those with **mobility issues, those in wheelchairs** and those with **visual impairments,** as well as **those with young children / prams etc.**
- **ticket purchase options** which did not provide appropriate purchase options for **those less confident with using technology / apps**
- **restricted or no ability to engage with the driver,** if help is needed getting on / off services, or while in vehicle, especially an issue for those with **mobility issues** and **visual impairments**
- **restrictions on car use** such that those who require access to the city by car (as using the public transport is not an option due to a **disability or long term health condition**), and are unable to do so / caught up in traffic which makes a journey either impossible or unacceptably long
- **Additional interchange requirements at Park & Ride Sites / Mobility Hubs**, dependent on the integration of services running into Aberdeen from Aberdeenshire, especially impacting those **less physically able** for whom interchange is challenging or impossible. The potential wait time at P&R sites if interchange was required was a concern, especially given the generally far less frequent running of services in Aberdeenshire

3.4.131 The above points require careful consideration as the scheme progresses with ongoing communication with access groups, and wider engagement with other protected characteristic groups to ensure the ART network benefits all and does not unfairly disbenefit specific groups within society. In particular, it is worth noting the approach adopted for Belfast Glider (understood through discussion with Translink in March 2025) where disability groups were invited to view the vehicles, with some changes subsequently adopted to accommodate concerns, as well as such groups being involved

in halt design. It is however recognised that some of the points noted above cannot be fully addressed without changes to the ART vision. In particular, the likely longer distances to access bus stops, and potential interchange requirements from local buses onto the ART network.

3.4.132 Furthermore, access to employment by public transport for the most disadvantaged (those in the 20% most deprived areas) was set out in IND2 for TPO1. People residing in such areas are often more reliant on public transport than those in less deprived areas. The analysis showed that while there were only minor improvements in public transport access to jobs located within and close to the city centre (given generally the most deprived areas are also close to the city centre), there were notable improvements in access to employment opportunities at more peripheral sites to the city. There were significant improvements in access to Foresterhill Health Campus, Aberdeen International Airport and Arnhall Business Park under Options 5 and 5A.

Table 3:17: Public Acceptability Appraisal

Option	Assessment against Acceptability Criteria	Impact
BAU	The market research exercise, and other public engagement, as presented in Section 2.3 and consolidated as PR1, highlights poor public perceptions of the existing bus network and services as a low quality travel option. Therefore continuing with the Statis Quo is unlikely to be acceptable to the public.	✗
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	Significant new bus priority across the ART network is likely to be welcomed by bus users who will experience improved journey times and service reliability. However, public perceptions around quality are unlikely to be unchanged. **Non-public transport users, residents and businesses along ART routes may experience some inconvenience due to loss of road space and on-street parking. Recent engagement activities across the city (as noted above) suggest there could be significant challenge to proposals which involve the reallocation of roadspace and loss of parking**. As a result, there may be dissatisfaction with the scheme amongst some, especially if the measures inconvenience drivers and if the scheme is unable to deliver bus patronage growth. This aspect and is a key risk (**applicable across all the options**) and requires careful management as the study progresses, with ongoing positive messaging and clear explanation of the benefits of ART to the public and stakeholders.	✓
Option 2: Enhanced existing commercial services using enhanced infrastructure	Similar to Option 1 but noting that bus users would also benefit from increased existing service frequencies across the ART network. The outcome of the market research exercise is noted, with 27% of respondents noting they would be either 'extremely likely', or 'likely', to change their travel behaviour if such an option were implemented. The potential significant challenge to the proposals due to the reallocation of roadspace and loss of parking, as noted under Option 1, is still relevant here.	✓
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	Similar to Option 2 but noting that the integration of the existing bus network may be met with resistance from users of the current network. However, any changes to existing services would ensure a maintained level of accessibility to the bus network – and in many cases the increased frequency of services across the ART network should is likely to outweigh any minor disbenefit that may arise from network integration. The potential significant challenge to the proposals due to the reallocation of roadspace and loss of parking, as noted under Option 1, is still relevant here.	✓
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	Similar to Option 3 but noting that new ART platforms and wider stop spacing are provided. The new platforms will provide benefits to existing and new users through providing a sheltered and comfortable waiting experience with appropriate lighting and CCTV improving security, and these new platforms and ART branded (and more) frequent services are likely to impact positively on public perceptions around the quality of the bus network. The discussion above with regards to protected characteristic groups, and particularly those with mobility issues, in relation to increased stop spacing is noted and this aspect may be met with resistance by such groups, and the potential significant challenge to the proposals due to the reallocation of roadspace and loss of parking, as noted under Option 1, is still relevant here.	✓

Option	Assessment against Acceptability Criteria	Impact
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	Similar to Option 5, but the inclusion of ART without any changes to the existing bus network may impact on public perceptions of travel by bus. Bus uses may welcome the additional services but an 'over provision' of services and bus congestion may occur at bus stops and non-bus users may have concerns over delay to general traffic caused by this over provision.	✓
Option 5: New ART services and vehicles with revised / integrated existing services	The option includes the introduction of new branded cross-city services, operating using new vehicles which modelling indicates will be better able to deliver greater journey time savings greater than the other options (see TPO1). This will support favourable perceptions of ART delivered as per this option Similar to Option 3 and 3A, the option includes some integration / revision of existing services across and close to the ART network which may be met with some resistance from users of the current network. The point noted in Option 3 with regards to the increased stop spacing impacting on those with mobility issues is also relevant for this option The outcome of the market research exercise showed that 40% of respondents stated they would be either 'extremely likely', or 'likely', to change their travel behaviour if such an option were implemented (a significantly higher figure than under Option 2 – which was 27%), suggesting a more favourably public view of this option. The significant challenge to the proposals due to the reallocation of roadspace and loss of parking, as noted under Option 1, is still relevant here.	✓✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	Similar to Option 5, but with use of branded 'conventional' buses as opposed to new distinctive vehicles may detract from public perceptions of a 'step change' in provision and quality across the network.	✓

Appraisal Summary

3.4.133 The table below summaries the criteria and the benefits awarded against each option.

Table 3:18: Appraisal Summary

Option	Transport Planning Objectives		Appraisal Criteria					
	TPO1: Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve inclusive equality of opportunity	TPO2: Increase public transport mode share in Aberdeen to support placemaking and the North East' s Net Zero ambitions	Environment	Climate Change	Health, Safety and Wellbeing	Economy	Equality and Accessibility	Public Acceptability
BAU	-	×	×	×	×	×	×	-
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	✓	✓	✓	×	✓	×	×	✓
Option 2: Enhanced existing commercial services using enhanced infrastructure	✓	✓	✓	×	✓✓	×	×	✓
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	✓	✓	✓	×	✓✓	×	×	✓
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	✓✓	✓✓	✓	-	✓✓	✓	✓	✓
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	✓✓✓	✓✓✓	✓	-	✓✓	×	×	✓
Option 5: New ART services and vehicles with revised / integrated existing services	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓	✓✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services	✓✓	✓✓	✓✓	✓	✓✓	✓	✓	✓

Appraisal Key Outcomes

3.4.134 Several key points are noted from the appraisal:

Network and Services

- Shorter public transport journey times is an essential requirement of ART, with the vision for ART services to run with average speeds of at least 25kph [16mph]. The appraisal highlighted that the combination of reduced stopping patterns and short bus stop dwell times enables bus speeds of over 20kph [12mph] on all ART corridors and over 25kph [16mph] on two of the four corridors considered. As examples, when reduced stopping patterns and reduced dwell times through the use of multi-door tram-style vehicles are introduced (as per Option 5) a public transport journey time savings of approximately 12 minutes is estimated between Aberdeen airport and the city centre. As another example under Option 5, the public transport journey time between the Bridge of Don and the city centre is reduced by 7 minutes. **Just delivering the bus priority infrastructure (without new stops, stopping patterns, and vehicles – as per Option 1 (Do Min) would not deliver the sought after bus speeds, with journey time reductions of 5 minutes at most between Park & Ride sites and the city centre envisaged.**

- Providing **new cross-city services (as per Options 4, 5 and 5a) facilitates a significant reduction in public transport travel time** for many cross-city movements and removes the need for interchange between services, greatly enhancing cross-city connectivity to jobs, education healthcare and other essential services for residents across the region. As an example, there are significant public transport journey time savings of 31-33 minutes estimated between the Airport and Portlethen P&R (a 39% reduction in travel time) and 20-21 minutes between Kingswells and Bridge of Don (34% reduction in travel time).

- **Reducing the amount of time a bus spends at each bus stop (dwell time)** is an essential part of speeding up journeys, making them more reliable and encouraging modal shift to public transport **(as per Options 4 and 5 which provide faster boarding and alighting through the use of off bus ticketing and multi-door vehicles)**

- **Bus priority infrastructure (as per all options) supports the delivery of services which are more reliable** providing consistency in travel time regardless of the time of day. The scale of benefit associated with bus priority is higher when introduced into a more congested network. Such measures therefore provide long-term future-proofing against traffic growth and provide a highly visual statement of the importance of bus travel.

- Providing a **uniquely branded and visually different offering (as per Options 3A, 4, 5 and 5A)** to existing services, with improved stops, vehicles, and on-board facilities is more likely to improve perceptions of the quality of bus travel.

- The delivery of **ART services will have a significant impact on the underlying bus network which will require more detailed modelling and assessment (as per Options 3A, 4, 5 and 5A).** There would be a substantial transfer of passengers from existing services which will therefore require amendment to integrate with or avoid duplication with ART services, with analysis suggesting around 75% of trips on the ART network are abstracted from existing services. The implications of passenger abstraction need to be carefully considered through more detailed work to understand the financial implications to non-ART commercial and supported services, and to ensure that the accessibility and connectivity of the bus network across the city is maintained.

- **Anchoring the ART network to the P&R sites (as per all options) would support greater use of the currently under-employed sites**, extending the benefits of ART to those travelling into Aberdeen from Aberdeenshire and further afield, with the provision of high frequency cross city services from the sites significantly encourages greater use.

The analysis shows occupancy at P&R sites of around 8% in the future year baseline scenario, rising to just 10% under Option 2, but rising to 31% under Option 5 – when the ART cross-city services are operating.

- **Significant reallocation of road space away from general traffic is required (as per all options)** along the ART corridors to achieve quicker and more reliable bus journeys. Without mitigation, this will cause traffic to re-route onto less appropriate roads, potentially increasing trip distances and hence carbon emissions (if not suitably off-set by reduced carbon emissions from modal shift to public transport). It is therefore crucial that further work is undertaken to fully understand the impacts and to mitigate against this. It is recognised that mitigation measures (such as banning right turns, point closures, and the traffic calming may be met with some resistance by the public. This is recognised as a key risk.

- **Adopting supporting traffic restraint measures alongside the ART scheme is likely to provide additional benefit (as seen through the sensitivity test 5P)** and help ensure scheme success. Such measures will generate greater modal shift, greater overall public transport benefits and as such, will generate the greatest impact in reducing vehicle kilometres. It has also been made clear by the Birmingham Sprint and Bristol Metrobus teams that supporting measures adopted alongside the schemes were significant in increasing scheme patronage. Given the above, **it is clear that supporting traffic restraint measures, such as increased parking controls, would significantly enhance the likely success of ART**. **Public resistance to such measures in noted as a key risk.**

- The ART vision states that '*ART will need to support connectivity with other forms of transport, meet specific accessibility needs and recognise that not all users benefit from access to the internet and smart technologies*.' Some elements of ART have the potential to both negatively and positively impact members of society with particular protected characteristics. New 'tram-style' vehicles and platforms would provide fully accessible public transport and provide enhanced customer-friendly passenger waiting areas. However, wider stop spacing, the removal / relocation of some on-street parking, and the integration of the existing bus network (to minimise the duplication of services and associated city-wide bus operating costs) could impact certain groups disproportionately due to the requirement to walk longer distances to bus stops and to reach facilities. **Ongoing dialogue with equalities groups and local communities is fundamental as the scheme progresses, with improved walking access to bus stops considered as part of the ART project.** In general, increased accessibility by public transport to work, education, healthcare and social and leisure facilities, supports **'levelling the playing field' in terms of opportunity, between those who do and do not have access to a car**. It is expected that all current bus concession schemes will be valid on ART services.

Monetised Benefits, Costs and Scheme Value for Money

3.4.135 The travel time impacts of ART have been estimated and monetised for both road traffic and public transport, albeit the monetised benefits are heavily caveated at this stage. The estimates show that **ART would generate significant public transport travel time benefits as well as significant negative impacts to general traffic**. Greater modal shift to public transport will reduce negative impacts for general traffic and supporting traffic restraint measures, if implemented alongside the scheme, have the potential to further increase the public transport travel time benefits.

Service Delivery

3.4.136 As noted at the outset, there are complexities around the delivery of a project such as ART which set it apart from most transport projects. This section sets out the potential mechanisms available under current legislation to deliver the options. A fuller exploration of the pathways that could be followed to implement ART through these mechanisms is provided in the Commercial Dimension.

BAU

3.4.137 At present, bus services in Aberdeen are delivered under the deregulated model specified in the Transport Act 1985 whereby bus operators determine the services that they wish to provide on a commercial basis and the Councils are responsible for procuring services that are deemed socially necessary but are not provided by the market. Almost all services in Aberdeen are operated commercially by the two main operators, with First services focussed on the City and Stagecoach providing services extending into Aberdeenshire. The public sector, at present, therefore, has a minimal role in planning or supporting services (noting that Aberdeenshire Council does subsidise several socially necessary more rural bus services).

3.4.138 It is therefore not conceivable to deliver the scale of public sector investment to support the delivery of ART without guarantees that the market would deliver ART. A change in the way that bus services are planned / delivered in and around Aberdeen is therefore required. This is discussed in greater detail in the Commercial Dimension in Section 4.

3.4.139 The options developed here represent a series of potential steps away from this commercial operating environment through a partnership approach, to one where services are ultimately planned and franchised by the public sector, where the public sector is also likely to take the revenue risk.

Delivery Mechanisms for the Options

3.4.140 In addition to the deregulated model described above, the Transport (Scotland) Act 2019 specifies the following mechanisms for delivery of local bus services in a Local Transport Authority Area (LTA) area:

- Bus Service Improvement Partnership (BSIP)
- Franchising
- Municipal Ownership

3.4.141 In contrast to England, there is limited published guidance regarding the Transport (Scotland) Act 2019. In particular, it is not clear what role a LTA is permitted to play in facilitating agreements within a BSIP. More specific guidance will be required before a definitive position can be established on the extent to which a partnership approach could be used to deliver ART.

Bus Service Improvement Partnership

3.4.142 A BSIP is defined in the Transport (Scotland) Act 2019. The Act enables a local authority, or local authorities jointly, to introduce a BSIP Plan if it considers it appropriate to do so and to then make one or more BSIP schemes that impose service standards on local bus services and specify facilities and/or measures to be provided by the local authority. Service standards that an LTA may agree as part of a BSIP scheme are:

- Route service standard – frequency and/or timing of a service
- Operational service standard – any other matter including:
  - Vehicles
  - Maximum fares
  - Ticketing

- Pricing of multi-operator travel cards
- Information provision
- Service change dates

3.4.143 The BSIP model is a good fit for the delivery of options that are unlikely to cause significant changes to revenue on existing services or significantly impact on existing operators' commercial businesses.

Bus Franchising

3.4.144 Bus Franchising – where services are defined by the LTA, or local authorities jointly, with commercial decision-making, service planning and potentially, revenue risk all passing to the LTA, with operators becoming contracted suppliers, dependent on a net or gross (minimum subsidy or minimum cost) contract. This would represent a radical change in bus service planning and delivery in and around Aberdeen.

3.4.145 To date, **no franchising scheme has actually been implemented in Scotland**.

3.4.146 Bus Franchising in Greater Manchester Combined Authority commenced in Autumn 2023. This, and other schemes under preparation, will provide useful lessons for subsequent schemes and franchising now looks more feasible than previously. This is further discussed in the Commercial Dimension.

3.4.147 The **challenges involved in establishing a franchising framework are though still significant**. The management and administrative effort required by the LTA to comply with the provisions of the 2019 Act, the potential hostility and lack of co-operation from incumbent operators and the likely need for the LTA to take on the financial (revenue) risk mean that franchising, while feasible, is still a major and largely unproven undertaking.

Municipal Ownership

3.4.148 The 2019 Act restored the power of an LTA to "*provide a service for the carriage of passengers by road using vehicles that require a PSV operator's licence to do so*", provided that the LTA is satisfied that this will contribute to the implementation of its relevant general policies. This had previously been prohibited by the 1985 Act.

3.4.149 Whereas the previous models represent different delivery frameworks for ART, the municipal ownership model is not, in itself, **a delivery option but could be combined either with a BSIP or franchising**.

3.4.150 The feasibility of this course of action would seem to depend largely on resources and funding: resources, in respect of satisfying the PSV Operator's Licence requirements, particularly by employing a transport manager who "*effectively and continuously manages the transport activities of the undertaking*" and funding to a sufficient degree to launch and then maintain the operation on an ongoing basis.

3.4.151 There are two principal means of establishing a bus undertaking in this context:

- Establish a new bus undertaking:
  - Set up an arms-length company with social value objectives related to public transport and the authority's general policies
  - Acquire assets (a depot and some public service vehicles) and appoint a Transport Manager, then apply for an Operator's Licence from the Traffic Commissioners. These tasks would have to be done "at risk" financially

- Begin to tender for local bus service contracts (or bus franchises), recruit staff to operate those services (some staff might be available via TUPE) and secure a workload that allows the company to consolidate and grow as contracts are awarded.
- Where gaps in the current bus service provision are identified and the municipal operator believes it can make a reasonable return, new commercial services could be registered and operated.

- Acquire an existing bus operator's assets and business.

3.4.152 The first option suggests growth would be gradual depending on the timing of new contract or bus franchise start dates, and on the ability of the undertaking to recruit sufficient qualified staff and fund investment in fleet etc.

3.4.153 Conversely, the second option could result in a more sudden and significant entry into the market, but it would depend on the existence of willing sellers.

3.4.154 It is also perfectly possible to combine the two approaches with expansion coming both from acquisition of existing businesses and organic growth, in both cases depending on market opportunities.

3.4.155 Preliminary engagement with operators indicated that a public sector bus company would face the same market pressure than private sector operators do, i.e., recruitment and retention of drivers and qualified maintenance staff, input cost inflation, lead times for new vehicle orders and volatile fuel prices.

Options: Delivery Mechanisms Appraisal

3.4.156 BSIP and Bus Franchising as potential delivery mechanisms, alongside the potential for Municipal Bus Ownership are described fully in the Commercial Dimension with commentary on the pathways that could be followed to implement ART through these mechanisms.

3.4.157 An indication of the applicability of the BSIP and Bus Franchising delivery mechanisms to the ART options is set out below and determines which mechanisms are feasible or appropriate for each option. Where a '?' is noted reflects the uncertainty as to whether the delivery mechanism could be used to deliver the option – with this then discussed in detailed in the Commercial Dimension. Overall however, the table below indicates the confidence in delivering ART through a bus franchising mechanism, but with uncertainty remaining on whether the scheme could be delivered through a BSIP.

Table 3:19: Option Delivery Mechanism – High Level Appraisal

Option	Likely Delivery Mechanism	
	BSIP	**Bus Franchising**
Option 1 (Do Min): Existing commercial services using enhanced infrastructure	✓	-
Option 2: Enhanced existing commercial services using enhanced infrastructure	✓	-
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure	?	✓
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing	?	✓
Option 4: New ART services and vehicles in addition to existing services, sharing enhanced infrastructure	?	✓

Option	Likely Delivery Mechanism	
	BSIP	**Bus Franchising**
Option 5: New ART services and vehicles with revised / integrated existing services	?	✓
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services		

3.5 Workstream 2: Options for ART Routeing (network) - long list

3.5.1 While the form of the network appraisal above presented options with regards to infrastructure, services and vehicles, this was undertaken across the options, to allow for comparison, across a single network.

3.5.2 A separate workstream has considered and compared network permutations, comparing options for the ART network through consideration of routeing and terminus points. The outcome of the analysis was to set out a recommendation for a preferred ART network.

3.5.3 Note that to compare the different networks, the same form of ART was assumed across each network permutation, namely Option 5 (significant bus priority across the network, with two new cross-city services operating using new distinctive vehicles and new distinctive ART platforms with increased stop spacing). Full details of the routeing analysis work undertaken can be found in *Aberdeen Rapid Transit - Routeing Analysis - Report - FINAL, Stantec, May 2024.* An overview of the key activities, appraisal outcomes and subsequent recommendations are presented here.

Routeing Options

3.5.4 Two core strands of work were undertaken to work towards a recommendation for 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

Engagement

3.5.5 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.

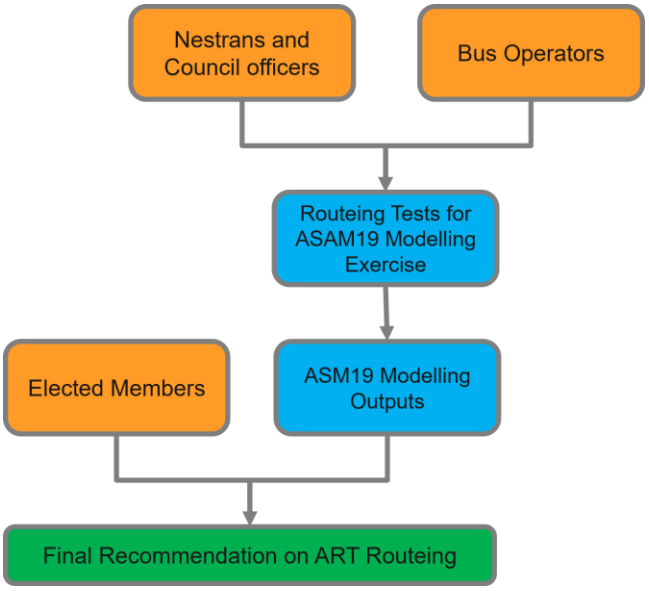

Figure 3:6: Tasks to inform ART routeing

3.5.6 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 the figure below, and broadly reflect the ART vision document. Appendix G provides a detailed discussion across each of the broad corridors considered and the main points raised during the discussions with Nestrans and Council officers, Elected Members, and the two main bus operators in the region, First and Stagecoach.

Figure 3:7: ART corridors under consideration

Options for modelling and modelling assumptions

3.5.7 Given the feedback gain through the engagement, 10 routeing tests were determined.

3.5.8 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.

3.5.9 The core test, and the nine subsequent tests are shown in the table below and subsequent (high level) figures (Appendix I presents figures of each individual test - which also detail the interchange location where the ART routes would cross given the routeing and cross-city connectivity assumed under each test). The orange text in the table below indicates what has changed in each test from the core test.

3.5.10 Note that based on the outcomes of the previous analysis undertaken on the ASAM matrices during earlier work (*Aberdeen Rapid Transit - Options Appraisal - Preliminary Options Appraisal Report, Stantec, June 2022*), a test where ART operates as four (non cross-city) 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).

3.5.11 Each test was modelled in the ASAM19 **2030 'without policy'** model scenario.

3.5.12 A set of indicative 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. As noted in relation to Option 5 above, this exercise by no means sought to establish the exact nature of any changes to the underlying bus services if ART were implemented as per any of the tests.

3.5.13 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 once a preferred ART network has been agreed, and in consultation with operators. The assumption made with regards to the underlying bus network, differing for each test, for the purposes of the routeing modelling exercise can be found in *Supporting Technical Note B: ART Routeing Analysis – Bus Network Changes (Stantec, March 2024).*

3.5.14 Similar assumptions as applied previously for the form of the network options appraisal with regards to 'in-vehicle weighting', bus stop spacing and stop dwell times were assumed.

Table 3:20: Routeing Tests

Test	ART Service Routes	Routeing	Purpose of Test
Core	**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:** Market Street / Victoria Bridge / Wellington Road	N/A
A1	**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. 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	Changed routeing at airport. 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 *direct* 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:** Ellon Road / King Street	Gauge benefits of routeing beyond Bridge of Don P&R to the Blackdog development site (580

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:** 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	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-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 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 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	**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)	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
	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	**East:** Justice Street / Beach Boulevard **South (Portlethen P&R):** Market Street / Victoria Bridge / Wellington Road **South (RGU):** Holburn Street / Garthdee Road	

Figure 3:8: North Corridor Tests (Core, B1 and B2)

Figure 3:9: North-West Corridor Tests (Core, A1 and A2)

Figure 3:10: West Corridor Tests (Core, C1 and C2)

Figure 3:11: South Corridor Tests (Core and D1)

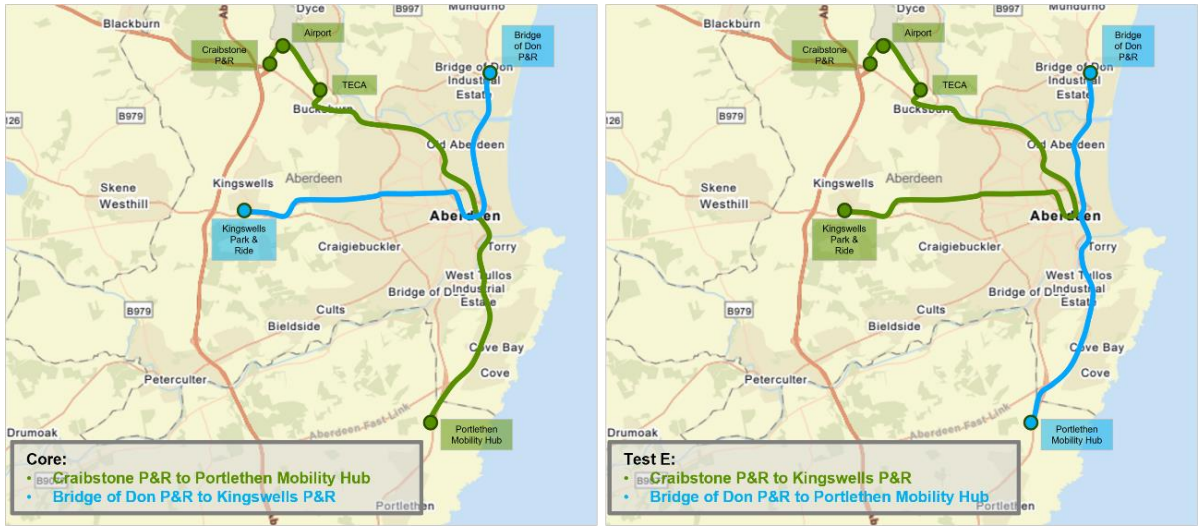

Figure 3:12: Alternative cross-city routeing test (Core and Test E)

Figure 3:13: Alternative cross-city routeing test (Core and Test F)

Routeing Options Appraisal

3.5.15 A range of modelling outputs were considered to compare the route, including:

- Passenger flow changes
- Road Traffic flow changes
- Changes in travel time by public transport
- Changes in travel time for road traffic
- Modal shift – across an 'inner' and 'outer' cordon
- Changes in Park & Ride / Mobility Hub use

3.5.16 A summary of the core findings is presented below, but full details can be found in *Aberdeen Rapid Transit - Routeing Analysis - Report - FINAL, Stantec, May 2024.*[126]

Modal Shift

3.5.17 Modal shift has been considered across two cordons as shown in the figure below.

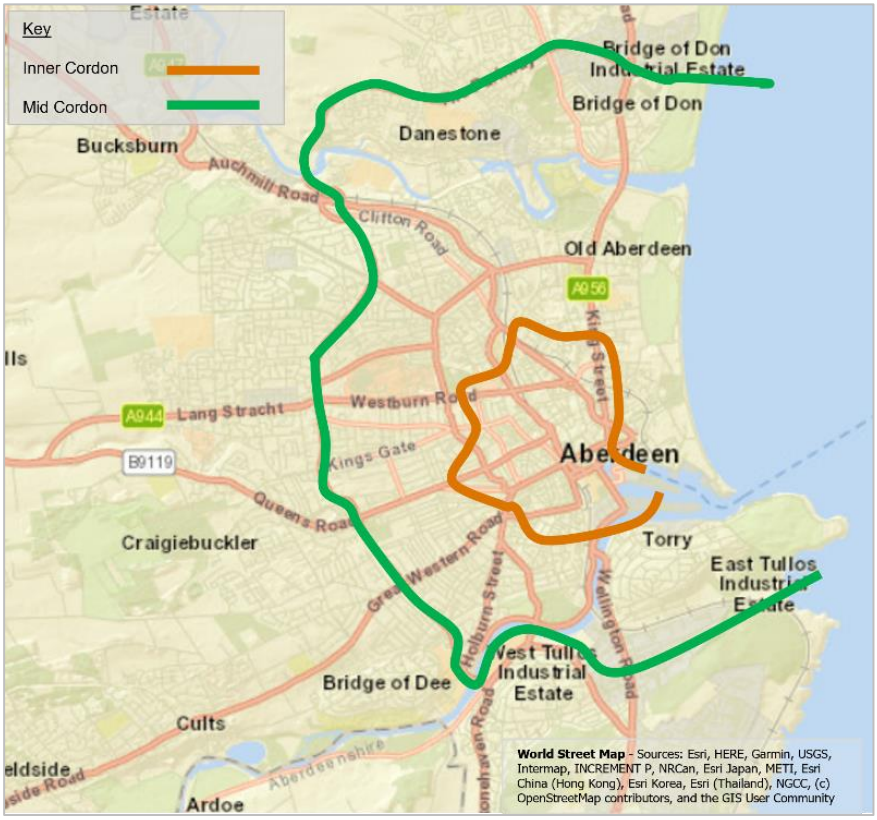

Figure 3:14: Inner and Mid Cordon locations

3.5.18 The modal shift results from the two cordons are presented below with bus passenger flows and general road traffic flows across the cordons presented in Table 3:21 and Table 3:22 respectively.

[126] Appendix-1_Aberdeen-Rapid-Transit-Network-Routeing-Analysis-Report-Final.pdf

Table 3:21: Bus Passenger 12-hour passenger flow across the cordons (All Tests) - 2030

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%	6%	6%	6%	8%	8%	4%	7%	5%	8%
	Out	6%	6%	6%	6%	8%	8%	4%	7%	5%	8%
	Tot	**6%**	**6%**	**6%**	**6%**	**8%**	**8%**	**4%**	**7%**	**5%**	**8%**
Mid	In	14%	14%	14%	13%	16%	17%	9%	15%	13%	13%
	Out	10%	10%	10%	10%	12%	13%	6%	11%	9%	12%
	Tot	**12%**	**12%**	**12%**	**11%**	**14%**	**15%**	**8%**	**13%**	**11%**	**12%**

Table 3:22: General Road Traffic 12-hour flow across the cordons (All Tests) - 2030

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	-3.0%	-3.0%	-3.0%	-2.0%	-3.0%	-3.0%	-3.0%	-3.0%	-3.0%	-2.0%
	Out	-1.0%	-2.0%	-2.0%	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%	0.0%
	Tot	**-2.0%**	**-2.0%**	**-2.0%**	**-2.0%**	**-2.0%**	**-2.0%**	**-2.0%**	**-2.0%**	**-2.0%**	**-1.0%**
Mid	In	-4.0%	-4.0%	-4.0%	-4.0%	-4.0%	-4.0%	-3.0%	-4.0%	-4.0%	-4.0%
	Out	-7.0%	-7.0%	-7.0%	-7.0%	-7.0%	-7.0%	-7.0%	-6.0%	-7.0%	-7.0%
	Tot	**-5.0%**	**-5.0%**	**-6.0%**	**-5.0%**	**-5.0%**	**-5.0%**	**-5.0%**	**-5.0%**	**-5.0%**	**-5.0%**

Total Vehicle Kilometres

3.5.19 Changes in total vehicle kilometres under each test 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-routeing under the tests. Note that modal shift to bus under each test will differ and will be impacting on these figures i.e. greater modal shift to bus equates to reduced vehicle kilometres.

Table 3:23: Daily (24hr) 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	-0.20%	-0.20%	-0.20%	-0.10%	-0.20%	-0.20%	-0.20%	-0.10%	0.00%	-0.20%
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%

3.5.20 The comparisons show all tests increasing vehicle kilometres overall but with an increase within Aberdeen City and a decrease in Aberdeenshire. To provide a proportionate approach to the modelling undertaken at this early stage, no mitigation to prevent inappropriate re-routeing was modelled during this modelling exercise. 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.

3.5.21 Whilst the number of vehicles crossing the cordons reduces in all tests, overall vehicle-km increases. The assumption here is the reduction in vehicle-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 (due to road space reallocation). While some of this re-routing may be deemed acceptable e.g. traffic routeing via the AWPR, further and more detailed analysis of any negative re-routing impacts on local communities, and identification of appropriate mitigation will be required as the study progresses to OBC.

Routeing Option Recommendations

3.5.22 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 (to integrate with onward rail travel). 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) – although it is noted that this would need to be considered through the appropriate planning approval process.

- The Bridge of Don P&R site is not well located for access, has not been successful, and as such, is currently only served by an hourly long distance Edinburgh to Aberdeen coach service and not directly by a local bus service. 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, or a destination in Cove, to form the southern terminus could be explored as an interim option to support in a phased delivery of ART.

3.5.23 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.

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

3.5.25 In addition, the following are noted for further consideration at OBC stage:

- 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.

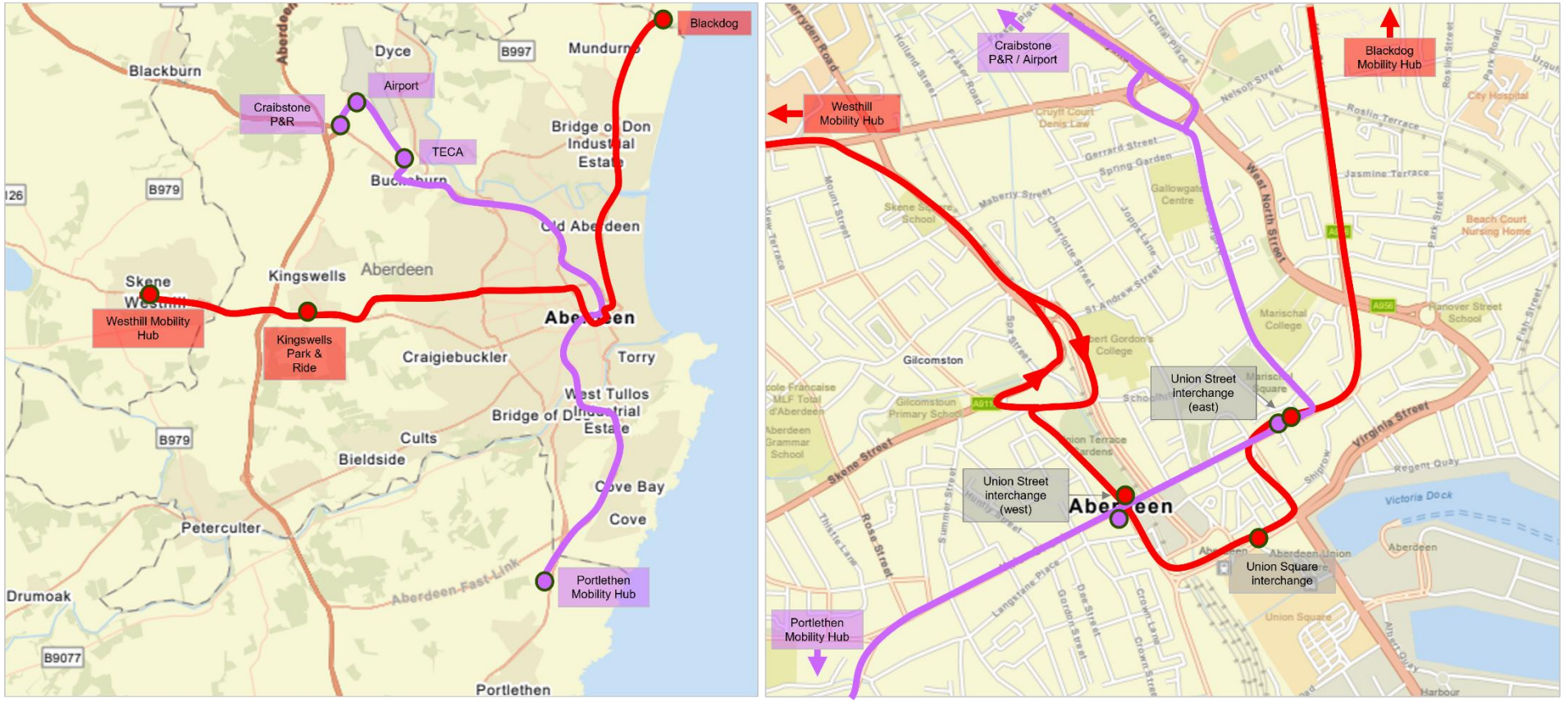

Figure 3:15: Recommended ART Network

3.6 Option Sifting

3.6.1 An option sifting process has been undertaken to reduce the options from the long list, down to a short list to be taken through and explored further at OBC stage. This has been considered through reviewing holistically the outcomes of the options appraisal as presented above, and considering the advantages and disadvantages of each – noting the key appraisal outcomes as described in Section 3.4.134.

3.6.2 A recommendation for each option is noted as to whether the analysis suggests the option should be Discounted, Carried Forward, or (at this stage) is considered the Preferred Way Forward.

3.6.3 This sifting process reduces the options from the long list down to a short list for progression to OBC stage. The Commercial, Financial, and Management Cases of this Business Case then explore in more detail the Preferred Way Forward under each of these Dimensions respectively.

Option Sifting

Table 3:24: Option Sifting

Option	Network	Delivery Model		Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
		BSIP	Bus Franchising		
BAU	Blackdog to Kingswells / Westhill (via A944) Craibstone P&R / Airport to Portlethen via West Tullos	✓	-	**Discount**	Policy Alignment: It is recognised across a wide range of policy documents that the bus network is a core element in supporting transport, economic, environmental, place making, and equality aims and objectives (as set out in the Strategic Dimension). Continuing with BAU is unlikely to help in supporting meet the Scottish Government climate change targets or the *Net Zero Aberdeen Route map* and would not realise economic benefits. Value for Money: As set out in the Strategic Case, the number of passenger bus journeys and bus service vehicle kilometres operated have been declining since a peak (in the North East, Tayside and Central region) in 2007/8. Despite bus industry efforts to boost passenger numbers, a range of external factors have hampered this. Simply **continuing with BAU is likely to see these trends continuing, creating further associated disbenefits**, as set out against the existing problems in Chapter 2, and **reducing the value for money of the bus network**. **Progressed to OBC as the BAU comparator**
Option 1 (Do Min): Existing commercial services using enhanced infrastructure		✓	✓	**Discount**	Policy Alignment: The addition of significant bus priority aligns with a range of policy documents. However, while Aberdeen City Council's *Net Zero, Environment and Transport Committee* continue to support ART with the Co-Leaders of the Council also strong advocates for the scheme, this support is for the ART vision (a real 'step change' in public transport) which includes improved and new services, vehicles etc. and is much more than the implementation of bus priority infrastructure alone (as is proposed under Option 1). Value for Money: The quantitative benefits (from the modelling exercise) for Option 1 are not available, but results from Option 2 (as set out below against Option 2) were used to infer the likely benefits of Option 1. While several assumptions and caveats (as set out in Section 3.4) were noted, this suggests: • the option is unlikely to deliver the desired bus speeds across the ART network (as highlighted in the appraisal against TPO1), and the continuation of existing services may look very much like 'business as usual'. • the option is likely to have the least impact in improving access by public transport to employment, education, healthcare and the city centre • the reduction in vehicle kilometres generated through modal shift is not enough to outweigh the impact of additional general traffic re-routeing emissions

Option	Network	Delivery Model: BSIP	Delivery Model: Bus Franchising	Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
					• the option is likely to have the lowest overall TTE benefit and be significantly negative • the option is likely to have the lowest modal shift from car to bus • given the lowest modal shift, the option is therefore likely to have the lowest accident reduction benefit • the option is likely to have the lowest impact in supporting the realisation of the CC&BMP objectives • the option is likely to only marginally increase use of the Park & Ride sites (under Option 2 Park & Ride capacity increased from 8% to 10%) so an increase lower than this is anticipated **It is therefore considered that, even considering the unquantified benefits, Option 1 cannot deliver an acceptable VfM.** Summary: Simply providing new infrastructure but no specific enhanced existing or ART services does not provide a step change in public transport in the city, with limited benefits in relation to accessibility and equality, and disbenefits to general traffic, without facilitating a significant shift to public transport. **It is recommended that this option is not progressed further in the OBC**.
Option 2: Enhanced existing commercial services using enhanced infrastructure		✓	✓	**Discount**	Policy Alignment: Similar to Option 1, while the addition of significant bus priority aligns with a range of policy documents and there are proposed enhancements to existing services under this option, this does not deliver the step change in public transport as envisaged through the ART vision. Similar to Option 1, the modest enhancements to existing services may look very much like 'business as usual'. Value for Money: Quantitative benefits derived from the modelling of Option 2 suggest: • the option only provides minor public transport accessibility improvements to employment, education, healthcare and the city centre • the reduction in vehicle kilometres generated through modal shift is not enough to outweigh the impact of additional general traffic re-routeing emissions (with monetised greenhouse gas emissions of -£1.2m) • the option shows an overall negative TEE benefit (£-122m) – while this should not necessarily be viewed overly negatively given the positive public transport TEE figure within this (+£111m), it is significantly lower than Options 5 and 5A • the option generates an increase in public transport usage of just 2% • the option is likely to have only a small accident reduction benefit given the low public transport usage increase • the option is likely to a low impact in supporting the realisation of the CC&BMP objectives

Option	Network	Delivery Model: BSIP	Delivery Model: Bus Franchising	Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
					• the option only increases the use of the Park & Ride sites from 8% occupancy to 10% occupancy Overall, the option BCR (based on monetised elements only) is estimated at -2.3 ('with policy' scenario). Delivery: The option is likely to be deliverable under a BSIP arrangement and be less open to challenge than more involved options – but robust partnership working would be required to work through ensure appropriate service enhancements were delivered alongside the bus priority infrastructure. Summary: The implementation of the significant level of bus priority across the ART network will help deliver benefits, and there are proposed enhancements to some existing services operating on the ART network, but this is not considered sufficiently significant enough to offset some of the negative impacts derived through scheme implementation. **It is therefore considered that Option 2 cannot deliver an acceptable VfM.** **It is recommended that this option is not progressed further in the OBC**.
Option 3: Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure		**?**	✓	**Discount**	Policy Alignment: Like Options 1 and 2, the addition of significant bus priority aligns with a range of policy documents and there are proposed enhancements to existing services under this option which aligns with policy. Additionally, there are proposals to integrate existing services to form a coherent and efficient ART 'network' of services across the city, which is likely to have political support. However, the option is still not considered to deliver the step change in public transport as envisaged through the ART vision, with the enhancement of existing services likely seeming very much like 'business as usual'. Value for Money: Similar benefits and impacts as noted for Option 2 are anticipated. However, compared to Option 2, the integrated network should have a lower overall operating cost, due to the removal of parallel running services, making services more viable. Delivery: Through strong partnership working, such an option *may* be able to be delivered through a BSIP delivery arrangement and be less open to challenge. Robust partnership working would be required to understand whether such an option could be delivered through a BSIP arrangement, and a form of franchising may be required to deliver the proposals. As such, uncertainty remains as to the delivery mechanism that would be required to deliver the option.

Option	Network	Delivery Model: BSIP	Delivery Model: Bus Franchising	Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
					Summary: The option is unlikely to have significant political support (is does not deliver the 'step change' sought) and does not deliver sufficient benefits against a range of criteria, likely not generating an acceptable VfM. **It is recommended that this option is not progressed further in the OBC**.
Option 3A: As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing		?	✓	**Carried Forward**	Policy Alignment: The option builds on Option 3 by combines the introduction of ART branding across the more frequent running existing services across the ART network, and with new and branded ART 'halts'. The combination of the infrastructure improvements with the visual branding is likely to be viewed as a greater change in bus provision across the network, offering something different from BAU and of a higher quality. Value for Money: As per Option 3, the scale of the additional benefit has not been modelled, and as such it is not possible to draw firm conclusions as to whether the option could deliver an acceptable VfM. However, the scale of the benefits is assumed to be greater than that of Option 3 given the introduction of branding and distinctive halts / faster running times likely to more greatly encourage modal shift, reduce car kilometres and reduce carbon emissions. New ART platforms will also provide improved accessibility to vehicles with improved safety and security at stops. Delivery: Through strong partnership working, such an option *may* be able to be delivered through a BSIP delivery arrangement and be less open to challenge. Robust partnership working would be required to understand whether such an option could be delivered through a BSIP arrangement, and a form of franchising may be required to deliver the proposals. As such, uncertainty remains as to the delivery mechanism that would be required to deliver the option. Summary: Even though the full ART vision would not be delivered, it could deliver a noticeable step-change improvement in public transport provision across the city and the likely less involved, and less open to challenge, delivery approach (if, once through further guidance is provided, is deemed achievable) may be a preferred pathway forward given the time, cost, and risk involved to the Council in progressing through a franchising route (see further details in Commercial, Financial and Management Dimensions). **It is recommended that this option be retained and further progressed at OBC stage**.
Option 4: New ART services and vehicles in addition		?	✓	**Discount**	Policy Alignment: The option proposes new cross-city services operated with ART branded and visually different 'tram-style' vehicles enabling mass capacity movements and reducing dwell times significantly, with bus priority infrastructure

Option	Network	Delivery Model: BSIP	Delivery Model: Bus Franchising	Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
to existing services, sharing enhanced infrastructure					and new ART 'platforms' across the ART network. This strongly aligns with the ART vision, and presents a clear 'step change' in public transport provision. However, additional ART cross-city services operating alongside existing services are likely to cause demand abstraction from existing services, making services less commercially viable and so be **challenged by bus operators**. ART patronage may be less given the greater passenger bus choice, making ART less financially sustainable. Overall **across the city network, the cost per passenger will be higher**. Operators may make some form of commercial response to the introduction of ART services, for example through frequency reductions on parallel services (or existing services may be reduced or removed as a result), but such measures alone are unlikely to fully offset the financial impact of revenue abstraction. The local authority may then need to provide financial input to ensure existing service provision is maintained, or more likely, an area-wide franchise will be required, with the local authority taking on all financial risk. Value for Money: While Option 4 has not been modelled, the appraisal noted new cross-city services would facilitate a significant reduction in bus journey times (removing interchange) with new halts and multi-door vehicles providing faster boarding and alighting times making journeys even quicker and more attractive. Providing a uniquely branded and visually different offering to existing services, with improved stops, vehicles, and on-board facilities is more likely to improve perceptions of the quality of bus travel. In this regard, there are many benefits to be derived though this option and these features are likely to be met favourably by the public, stakeholders and businesses given the new services and distinct vehicles with a modern image and a feeling of a new public transport offering in the city. Delivery: The option is likely to require a franchise delivery model. Summary: Given the unlikely political support and financial implications, **it is recommended that this option is not progressed further as part of the ART scheme development**.
Option 5: New ART services and vehicles with revised / integrated existing services		**?**	✓	**Preferred Way Forward**	Policy Alignment: The option provides all the benefit of Option 4, with new cross-city services operated with ART branded and visually different 'tram-style' vehicles enabling mass capacity movements and reducing dwell times significantly, with bus priority infrastructure and new ART 'platforms' across the ART network. Providing a uniquely branded and visually different offering to existing services, with improved stops, vehicles, and on-board facilities is more likely to improve perceptions of the quality of bus travel. There are many benefits to be derived though this option and

Option	Network	Delivery Model		Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
		BSIP	Bus Franchising		
					these features are likely to be met favourably by the public, stakeholders and businesses given the new services and distinct vehicles with a modern image and a feeling of a new public transport offering in the city. Unlike Option 4, the option includes the integration of the underlying network which will provide a lower overall city-wide bus network operating cost, due the removal of parallel running services and integration of feeder services, making ART and the overall city bus network more viable and with a reduced cost per passenger. This reduces the financial risk and removes the potential challenge from existing operators and subsequent service risks as discussed above against Option 4. <u>Value for Money:</u> The appraisal noted new cross-city services would facilitate a significant reduction in bus journey times (removing interchange) with new halts and multi-door vehicles providing faster boarding and alighting times making journeys even quicker and more attractive. Quantitative benefits derived from the modelling of Option 5 suggests: • the reduction in vehicle kilometres generated through modal shift is enough to outweigh the impact of additional general traffic re-routeing emissions (with monetised greenhouse gas emissions of £1.6m). *The Option 5 sensitivity test (5P) highlights the much higher benefit of +£5.1m.* • the option shows an overall negative TEE benefit (-£14m and -£125m under the 'with policy' and 'without policy' scenarios respectively) –this should not necessarily be viewed overly negatively given the positive public transport TEE figure within this (+£196m and +£182m under the 'with policy' and 'without policy' scenarios respectively) • the option generates an increase in public transport usage of 12% • the option is likely to have the greatest accident reduction benefit given the greatest anticipated modal shift • the option improves access (by bus across the city) with public transport access to employment increased by 12% • the option is likely to provide significant support in the realisation of the CC&BMP objectives • the option increases the use of the Park & Ride sites from 8% occupancy to 31% and 34% occupancy under the 'with policy' and 'without policy' scenarios respectively Overall, the option BCR (based on monetised elements only) is estimated at +0.6 ('with policy' scenario) and -0.6 ('without policy' scenario). Given the number of qualitative (and not monetised) benefits not included in the VfM calculation, and several caveats to the modelling, **it is considered that Option 5 would deliver an acceptable VfM.** *In addition, note that the Option 5 sensitivity test (5P) generated a BCR of +1.2, reaffirming the additional benefits that ART could achieve if the appropriate supporting traffic restraint measures, such as parking control policy, were*

Option	Network	Delivery Model: BSIP	Delivery Model: Bus Franchising	Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
					implemented as part of the scheme. Under this sensitivity test, the project shows a BCR > 1 indicating scheme VfM even without the inclusion of range of un-monetised qualitative benefits. Delivery: Through strong partnership working, such an option *may* be able to be delivered through a BSIP delivery arrangement (more simply than under a franchise) and be less open to challenge. Robust partnership working would be required. Given the more significant proposals here, with new services and vehicles, and a greater need to adapt the existing network in particular across the proposed ART network, the option is deemed **less likely to be deliverable through a BSIP arrangement**. Summary: Given the above, **the option is considered the preferred way forward**. As part of this, the additional benefits as highlighted through the sensitivity test 5P (some form of additional traffic restraint measures) should be further explored, with the sensitivity test, or a more refined test if specific measures are identified, taken forward and considered at OBC stage.
Option 5A: as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services		**?**	✓	**Carried Forward**	Policy Alignment: The option is like Option 5 but does not introduce distinctive vehicles operating on ART routes across the network, but ART branding of more conventional existing operating vehicles. Value for Money: The benefits are similar, but slightly reduced, compared to Option 5 due to the use of more 'conventional' bus vehicles as opposed to tram-style vehicles. This reduces the benefit of lowered dwell times and the mass capacity offered by a more distinctive 'tram style' bus vehicle as assumed in Option 5. While the branding of vehicles is included in the option, there is likely to be a reduction in the perception of a 'step change' and feeling of a new public transport offering in the city. Quantitative benefits derived from the modelling of Option 5A suggests: • the reduction in vehicle kilometres generated through modal shift is enough to outweigh the impact of additional general traffic re-routeing emissions (with monetised greenhouse gas emissions of +£0.6m) • the option shows an overall negative TEE benefit (-£64m under the 'with policy') –this should not necessarily be viewed overly negatively given the positive public transport TEE figure within this (+£156m) • the option generates an increase in public transport usage of 9% • the option is likely to have a slighter lower accident reduction benefit than Option 5 given the slightly lower anticipated modal shift • the option improves access (by bus across the city) with public transport access to employment increased by 11% • the option is likely to provide significant support in the realisation of the CC&BMP objectives • the option increases the use of the Park & Ride sites from 8% occupancy to 26%

Option	Network	Delivery Model		Discount, Carry Forward or Preferred Way Forward	Rationale for Select / Reject
		BSIP	Bus Franchising		
					Delivery: Similar to Option 5, the option *may* be deliverable through strong partnership working, but progression to **delivery through a form of franchising is more likely.** Summary: **The option is recommended to be carried forward for further consideration at OBC stage, as a variant of Option** 5. As design work progresses for the ART network, any engineering challenges identified for more distinctive vehicles are likely to be more easily overcome through the use of 'conventional buses' – but the loss of benefits as a result of this should be recognised.

3.7 Short-listed Options and Preferred Way Forward

3.7.1 The option appraisal set out to determine whether delivering only elements of the ART Vision via more straightforward delivery pathways could deliver the step change in the quality of public transport in and around Aberdeen required to (i) support the transformation of the city centre (CC&BMP) and (ii) deliver a range of benefits (including economic and health) aligned with regional and national priorities.

3.7.2 From the appraisal, it is clear that simply implementing bus priority infrastructure, without the wider elements of the ART vision, would not deliver these outcomes, and what can be achieved in terms of the vision will be significantly influenced by the preferred delivery mechanism. Given this:

- If, in addition to the bus priority infrastructure, new cross city bus routes were implemented using new multi-door 'tram-style' vehicles (or similar) operating from new more widely spaced stops, then far more significant benefits could be realised. This would include
  - greater public transport journey time reductions
  - improved journey time reliability
  - greater modal shift
  - improved perceptions of public transport quality
  - increased P&R use
  - improved equality and accessibility to the public transport network.

3.7.3 Implementing ART in such a way would realise the ART vision and could provide Aberdeen with what could be considered a world class transit system. Such a solution is likely to ultimately require a **bus franchising delivery model**, although there are uncertainties at this stage as to what can be achieved through a BSIP pending Scottish Government guidance.

3.7.4 If the new ART services were instead operated using conventional vehicles, this would result in the loss of some of the scheme benefits meaning longer journey times, lower modal shift, lower P&R use and lower levels of public transport benefits. However, this would come with a cost saving as new vehicles and depot alterations to accommodate the tram-style vehicles would not be required.

3.7.5 The recommendation therefore is that **Option 5 is considered the preferred way forward**, with **Option 5A also carried forward** into OBC. Recognising the additional benefits gained when supporting additional traffic restraint measures are implemented (as highlighted through the consideration of Sensitivity Test 5P), alongside the option, such **supporting measures should be considered for implementation in tandem with the ART scheme**, regardless of the form of the option or delivery mechanism.

3.7.6 Considering an approach where ART is delivered as the bus priority infrastructure with enhanced existing services on ART corridors (using ART branded conventional buses), and importantly an integrated existing network is also worthy of consideration. Such an approach recognises the delivery risks and uncertainties of Option 5 and could potentially be pursued through a **BSIP**. The financial risks associated with the BSIP process are likely to be relatively modest for both local authorities and operators and as such, is unlikely to face resistance or legal challenge from bus operators. As such, **it is recommended that Option 3A is carried forward for further consideration at OBC**. Successful BSIP delivery however is critically dependent on the goodwill and co-operation of bus operators and an understanding of what can be achieved under such an arrangement will require careful negotiation. Further Guidance

on legislation is required from Transport Scotland to understand the level of collaboration amongst operators that is legally allowed in this regard.

3.7.7 The Commercial, Financial and Management Dimensions within the remainder of this report, explore in greater detail these dimensions for the recommended preferred way forward and carried forward options.

4 Commercial Dimension

4.1 Overview

4.1.1 The commercial dimension is focussed on the **key contractual and delivery arrangements** for ART. At the end point of the business case process, it should set out the potential implications of the proposed procurement strategy and other commercial arrangements such as contractual mechanisms and timescales and risk apportionment.

4.1.2 At SBC stage, the Commercial Dimension is focussed on the deliverability of ART, in terms of:

- the potential **commercial and regulatory viability** of the options available to deliver the proposed ART services
- the potential **delivery pathways** for ART – taking cognisance of the anticipated commercial viability of the services
- the procurement options and potential contract structure of a significant **capital investment** infrastructure project
- the ongoing management of the **maintenance** of new scheme infrastructure

4.1.3 Of the four elements listed above, the focus of this chapter is on the first – the commercial and operational deliverability aspects of the ART network of services. This is explored in the context of the **Preferred Way Forward** (Option 5) as identified in Chapter 3.

4.2 Commercial Viability

4.2.1 The main components of the preferred way forward (Option 5) are set out in the table below. A key feature of this is the integration of other (existing) services operating both within Aberdeen and into Aberdeenshire to enable an efficient city-wide bus network.

Table 4:1: ART options carried forward and the preferred way forward

Op.	Extensive bus priority	Services	Bus Stops	Stop Spacing	Vehicles	BRT Feature			
						High Seg.	Fast	Frequent	High Capacity
5	✓	New ART cross-city services Integration of other services to feed ART services	Platform style	800m	Tram-style / Multi-door	✓✓✓	✓✓✓	✓✓✓	✓✓✓

4.2.2 **The starting point here is that bus services in and around Aberdeen currently operate almost entirely on a commercial basis and therefore without subsidy from Aberdeen City Council**. Aberdeenshire Council does however fund some supported services primarily across the rural hinterland rather than to / from Aberdeen.

4.2.3 Option 5 proposes the introduction of ART cross-city services in tandem with the modification or removal of some existing services which would otherwise overlap with the ART services (as part of the non-ART 'supporting network'), to **create an efficient city-wide bus network**. A key issue for ART is (i) whether the ART services could run on a commercial basis or whether they would require subsidy, and (ii) whether the supporting network could run on a commercial basis or whether it would require subsidy. **The scale of any subsidy requirement will clearly be a key issue for the public sector and the potential delivery pathways for ART.**

4.2.4 This issue was explored via the modelling of Option 5 using the ASAM19 strategic transport model, as set out in Section 3.4.This analysis suggested that the operating costs for the new city-wide bus network were lower than city-wide operator revenue. Therefore, based on this, **ART could be introduced with a net operating surplus across the complete bus network.** While this provides an early indication of the commercial viability of the network, this needs to be heavily caveated given:

- ASAM19 was used off the shelf, without any specific enhancement for an ART application
- the assumed ART network at the time of modelling did not match the recommended network and routeing that has now emerged
- the assumptions made with regards to the supporting network need much wider consideration and discussion with operators and other stakeholders
- the bus priority design has progressed significantly since the work was undertaken etc.

4.2.5 Recognising that the revenue estimates have been derived from the ASAM19 modelling outputs, **it is advised that detailed analysis of the revenue impacts is undertaken in the OBC to provide confidence in the likely revenue impacts, and thus any potential subsidy implications. This is a key risk area.**

4.3 Local Authority Powers to Deliver ART

The Transport Act 1985

4.3.1 As noted above, bus services in Aberdeen are **currently delivered under the deregulated model established in the Transport Act 1985**, whereby the two main operators – First and Stagecoach – determine the services that they wish to provide on a commercial basis. Therefore, the public sector has a minimal role in planning or supporting services, noting that Aberdeenshire Council does subsidise a range of socially necessary, more rural bus services as per Section 63(2) of the 1985 Act.

4.3.2 Although the Councils could arguably operate their own services as per Section 34 of the Transport (Scotland) Act 2019, the nature of the network in the Aberdeen city region **would still require the voluntary cooperation of existing commercial operators**. This could undermine the effectiveness of ART due to:

- The potential for **operators running competing commercial services**, potentially using parallel routes that avoid the ART corridors (and infrastructure) but still attracting passengers
- Operators **cherry-picking profitable sections along the ART corridors**, introducing the risk of gaps in the desired ART network
- The fact that o**perators would not be obliged to adopt a single ticketing system or fare structure**[127], therefore ruling out the potential for seamless travel and control over fares across the network
- **Operators withdrawing services or changing routes at short notice** (subject to registration rules), which could lead to gaps in the network and constrain service reliability

[127] It is worth noting that a multi-operator ticketing scheme could be imposed by the Councils over and above the individual operators' own fares and ticketing structures as per the Transport (Scotland) Act 2011.

- **Limited to no appetite from operators to invest in longer multi-door vehicles**, thus undermining the passenger experience and legibility of the network. Multi-door access could also introduce issues with revenue protection as it would remove driver checks.

4.3.3 Based on the above, it can be concluded that the scale of public sector investment required to realise ART (new infrastructure and, potentially, vehicles) **would be at significant risk of not delivering its intended outcomes under 'business as usual'**, i.e., relying heavily on the voluntary cooperation from private sector operators with limited or no controls over routes, fares, service levels and branding.

4.3.4 In addition, the preferred way forward (Option 5, see Table 4:1) represents a fundamental change in bus service planning and delivery within the area, as it would likely require a significant recast of the local and regional bus networks. This could not realistically be achieved under the current arrangements.

The Transport (Scotland) Act 2019

4.3.5 Section 3.4 outlined the two main mechanisms provided by the Transport (Scotland) Act 2019 which could be used to deliver ART:

- Bus Service Improvement Partnerships (BSIPs)
- Bus franchising

4.3.6 The remainder of this section explores the limitations of each mechanism to deliver the ART concept, proposing a number of potential delivery pathways to deliver the preferred way forward for ART, i.e., the introduction of ART cross-city services in tandem with the modification or removal of some existing services to create an efficient region-wide bus network.

Bus Service Improvement Partnerships

4.3.7 In contrast to England, at the time of writing, there is limited published guidance regarding the Transport (Scotland) Act 2019 and more specific guidance will likely be required before a definitive position can be established on the form under which a partnership approach could be used to deliver ART. The key constraints and uncertainties are discussed below.

4.3.8 Under the Act, Aberdeen City Council, jointly with Aberdeenshire Council, could develop a BSIP proposal, made up of a BSIP Plan, *section 35(3A)*, and one or more BSIP Schemes, *section 35(3B)*. A partnership scheme, as per *section 35(3B)(3)*, would allow the local authorities to:

a. **Impose one or more service standards** in relation to the local services that have one or more stopping places in that area

b. **Specify one or more facilities to be provided in the area as part of the scheme or measures to be taken under the scheme by the LTA**, i.e., infrastructure such as dedicated bus lanes, priority signals, improved passenger facilities and other bus priority measures such as bus gates

4.3.9 It is worth noting that the Councils are currently developing a BSIP 'Plan' which contains five 'Schemes'.

4.3.10 As per *section 35(3C)*, the service standards that a partnership scheme may impose include:

- A 'route service standard' in relation to the **frequency or timing** allowed in relation to a local service

- An 'operational service standard' which may impose requirements about the **vehicles** which are to be used to provide the services; the **maximum fares** that may be charged; **ticketing**; the pricing of **multi-operator travel cards**; the **provision of information** to the public about local services; the dates on which the timing of local services may be changed

4.3.11 As per *section 35(3F)*, if a partnership scheme imposes a service standard in relation to a local service, **the operator of the service must comply** with the service standard. Equally, **an LTA must provide any facility or take any measure** that may be specified in the scheme.

4.3.12 *Schedule A1, Part 1, paragraph 3* imposes an obligation on the LTA to invite local operators to participate in the preparation of the partnership proposal, i.e., a partnership plan and scheme (or schemes). Therefore, the Act makes provision for **the LTA working collaboratively with local operators** to prepare the partnership proposal for consultation. However, it is worth noting that, under *paragraph 5*, operators of *qualifying local services* may object to the partnership proposal moving forward to consultation. The **Bus Services Improvement Partnerships (Objections) (Scotland) Regulations 2024**[128] provide further details about the objection process and the meaning of "qualifying local services".

4.3.13 When considering this collaborative approach, compliance with the Competition Act 1998 and the Competition Test provisions of the Transport (Scotland) Act 2001 must be taken into account. The **Transport (Scotland) Act 2019 (Consequential Provisions and Modifications) Order 2023**[129] updates *section 2(1)* of the Competition Act 1998 to take account of the additional powers available to LTAs following the 2019 Act, **including the development of partnership proposals**.

4.3.14 However, the order generally prohibits actions *which have as their object or effect the prevention, restriction or distortion of competition*. The Order does though provide for some exemptions to this prohibition through the concepts of 'qualifying agreements', i.e., **an agreement between bus operators of local services only**, 'qualifying decisions' and 'qualifying practices'. It is worth noting that the Act does not provide a definition for the precise meaning of either 'qualifying decision' or 'qualifying practices'. Specifically, a qualifying agreement is exempt if (*article 21*):

- It contributes to the attainment of one or more bus improvement objectives (which would be defined under a partnership plan)
- It does not impose restrictions on the concerned operators which are not indispensable to the attainment of those objectives
- It does not afford the concerned operators the possibility of eliminating competition

4.3.15 Crucially, the Order states, under *article 17(2)(c)*, that a partnership scheme is not to be regarded as a qualifying agreement, qualifying decision or qualifying practice when it comes to Competition Tests, i.e., the guidance does not refer to any circumstance in which a partnership scheme would be exempt.

4.3.16 Based on the above, Aberdeen City Council working jointly with Aberdeenshire Council, could theoretically deliver ART under a partnership approach. However, there is still significant uncertainty and key limitations around the extent to which legislation would enable the full delivery of the ART concept as a partnership, which may or may not be resolved in future guidance:

a. Implementing ART would require, among others, a significant recast of the local and regional bus networks. Further regulations and guidance will be required to **clarify the**

[128] The Bus Services Improvement Partnerships (Objections) (Scotland) Regulations 2024

[129] https://www.legislation.gov.uk/uksi/2023/80/contents/made

mechanisms by which operators and the LTA may work together to integrate 'feeder' and other services – which may or may not fall under the scope of the partnership proposal – such as regional bus services heading into town (timetables, fares, ticketing, exemptions etc.). The LTA will need to carry out in-depth network analysis, in collaboration with local operators under the umbrella of the partnership, to **develop a detailed understanding of what the resulting network, with ART in operation, may be**.

b. The above should take cognisance of the need to comply with the **Competition Act 1988 and the Competition Test provisions of the Transport (Scotland) Act 2011**, particularly in a multi-operator environment such as Aberdeen and Aberdeenshire. Although the 2023 Order introduces 'qualifying agreements', it crucially states that a partnership scheme is not to be regarded as a qualifying agreement. This requires clarification to understand precisely what is intended. There is a direct interpretation that **a partnership scheme shall be subject to the enforcement of the Competition and Markets Authority** and, as such, the competition tests within the Transport (Scotland) Act 2001 would apply.

c. It is also not clear from the Order **what role an LTA is permitted in facilitating agreements between operators** to mitigate any risks around compliance with the required service standards. This is particularly relevant when it comes to the frequency or timing of particular local services, which could be introduced, for example, to deal with overprovision of services in a multi-operator environment.

d. Working collaboratively with operators in developing and making the partnership proposal will offer plenty of opportunity to raise any concerns with the LTA before the period for objections commences, so that early resolution can be sought. However, there is still a risk that an agreement cannot be reached, **thus leading to operators' objections and the making of the partnership stalling**. Key areas of objection may include vehicle standards or frequency requirements at certain times (evening, Sundays etc.). Additional regulations are required to clarify the meaning of 'a sufficient number of persons' and 'qualifying local services' in the 2019 Act, as this could be key to **determine the extent to which a potential objection from a single operator may impact the making of the scheme**.

e. Operating under a partnership proposal would still constitute a deregulated market. Therefore, there would still be a risk of **new operators running competing non-ART services** on the ART corridors or along parallel routes that still attract passengers. Even if qualifying agreements are used, **the extent to which they may help reinforce a partnership proposal with regards to on-street competition is not clear and further guidance will be required**.

f. Under a partnership approach, there would be **limited opportunities for the Council to realise any cash-releasing benefits**. Although a revenue sharing model could be developed (in return for infrastructure investment there could be access payments to the LTA), it is unclear how that could work in a deregulated market and the 2019 Act does not include any provisions in this regard.

4.3.17 Other limitations of and uncertainties around the partnership approach are outlined in Table 4:2. These are presented against the key project workstreams and required outputs of the ART project introduced in Table 2:6.

4.3.18 Delivering the ART concept **will require a significant amount of capital investment** for the implementation of the infrastructure and, potentially, for the purchase or leasing of the vehicles. Prior to making any investment decision, the Council would need to **consider the extent to which investing under the framework of a partnership proposal would deliver the intended outcomes under the ART vision with enough certainty**.

Local services franchises

4.3.19 Under the Act, Aberdeen City Council, jointly with Aberdeenshire Council, could establish a franchise framework as defined in *section 38(13A)*. Such a framework would allow the Councils to determine:

- What local services are to be provided in the area to which the framework relates
- The standards to which the services are to be provided
- Any additional facilities or services that are to be provided in the area to which the framework relates

4.3.20 Local services would then be provided in the area to which the framework relates only under a franchise agreement, as defined in *section 38(13A)(4)*. Under the agreement, the LTA would grant to an operator the **exclusive right to operate the local services to which the agreement relates**, as long as the services are provided on the specified terms, in particular with regards to frequency, fares and standard of services. Effectively, **operators become contracted suppliers** with commercial decision-making, service planning and, potentially, revenue risk all passing to the Council.

4.3.21 *Section 38(13B)* implies that a local service that is not included in the framework is not to be provided in the area to which the framework relates, unless specifically exempt. This effectively **introduces a local regulated market** that removes the risk for on-street competition.

4.3.22 It is worth noting that **before making a franchising framework** as per *section 38(13K)*, the Council must:

- Prepare a proposed franchising framework specifying, the area to which the framework relates and the local services that are to be provided under franchise agreements
- Prepare an assessment of the proposed framework, setting out the extent to which the framework would contribute to the implementation of their relevant policies, comparing it to other courses of action available and describing the expected effect of the proposed framework
- Obtain a report from an auditor on the analysis of the financial implications contained in the assessment
- Give notice of the proposed franchising framework and carry out an extensive consultation exercise as per *section 38(13G)*
- Make such modifications as they consider appropriate in light of the consultation and, if necessary, repeat the steps above
- Obtain approval to make the proposed framework from a panel convened for that purpose by the Traffic Commissioner

4.3.23 In conclusion, a local services franchise **could apparently address some of the concerns about competition and local authority control** outlined for the partnership approach. However, there are still key uncertainties, risks and limitations that must be considered:

a. A local services franchise has not yet been deployed in the Scottish market and, therefore, **there could be unforeseen consequences** for services within the franchise area and beyond. For example, the area covered by the franchising framework may include routes where non-ART services operate.

b. Establishing a local services franchise is a **complex and lengthy process**. It would require a significant financial and administrative resource commitment by the LTA, with a risk of little to no reward depending on the response from local (and non-local) operators and other key stakeholders throughout the different stages of the process.

c. The assessment stage in the franchising process, as per *section 38(13E)*, requires the LTA to compare the proposed framework to other courses of action available. To make the case for a local services franchise over other models, **the LTA would need to rule out the partnership approach (as per the process presented in 4.4) prior to proceeding with a local services franchise.**

d. A franchising agreement would need to be tendered, with the potential risk of **pushing out incumbent operators, legal challenges and operator withdrawal** from the local market even before a franchising framework is in operation. The latter would have a severe effect on the network, given that, at present, there are only two operators providing virtually all services in Aberdeen and Aberdeenshire.

e. Given the step change required in the vehicles operating across the ART network, it is unlikely that local operators will have these readily available within their fleets. Therefore, under a local services franchise, **the LTA should carefully consider operators' appetite for delivering the required vehicle standards as part of a franchising agreement**. Further work will be required to understand how, for example, the maintenance and replacement costs for the vehicles, insurances and others may be dealt with in a franchising agreement.

f. Only services under a franchise agreement may operate in the area covered by the franchising framework as dictated by *section 38(13B)(1)(b)*. Although exemptions may be permitted as per *section 38(13D)(2)*, arrangements for services crossing the franchise boundary should be carefully considered **to avoid any unforeseen impacts on the wider network**.

4.3.24 An alternative to a franchising framework covering a wide area would be to **select specific corridors for franchising**. This has been described as 'micro franchises' in the Department for Transport's guidance *'Setting up a bus franchising scheme'*, updated in 2024 (see below). In theory, such an approach could help limit the impact of any unforeseen consequences on the wider network. Although the definitions of franchise areas in the 2019 Act may be subject to further guidance, there is nothing in the legislation to prevent the adoption of this approach.

4.3.25 Other limitations of and uncertainties around a local services franchise are outlined in Table 4:2.These are presented against the key project workstreams and required outputs of the ART project introduced in Table 2:6.

England, the Bus Services Act 2017 and the Bus Service Improvement Plan

4.3.26 The **National Bus Strategy for England**[130] (the Strategy) was published in March 2021. It sets out the vision and strategy to transform the quality of bus services in England outside London, making them more attractive, convenient, good value and popular for all to use.

4.3.27 The statutory framework for the delivery of the Strategy is provided by the **Bus Services Act 2017 (the 2017 Act)** and the key document setting out the vision, objectives and delivery plans of LTAs and their partners, including bus operators and local stakeholders, is the **Bus Service Improvement Plan (BSIP)**.

4.3.28 The Strategy recognises that there can be no return to a situation where bus services are planned on a purely commercial basis, with little or no engagement with, or support from,

[130] https://www.gov.uk/government/publications/bus-back-better

LTAs. **BSIPs allow LTAs, working closely with their local bus operators – whether private sector or publicly owned – and local communities**, to set out a vision and plan for delivering the step-change improvement in local bus services required by the Strategy.

4.3.29 On broad terms, the Strategy set out a three-step process for LTAs to deliver its provisions at local level:

- Step 1 – decide which statutory path to follow, whether to pursue an Enhanced Partnership (EP) or develop a bus franchising assessment
- Step 2 – publish a BSIP
- Step 3 – have an EP Plan and Scheme in place, either as an end-state, or as a transition state to franchising

4.3.30 Therefore, the Strategy is clear that all LTAs should have both a BSIP and an EP Plan and Scheme in place prior to considering any franchising. Additional regulations and guidance are clear as to how this may work in practice.

4.3.31 Table 4:2 below reflects the challenges and limitations to deliver ART following the 2019 Act and the extent to which the current provisions with English regulations and guidance may provide an initial reference for the development of mitigation strategies for ART.

4.3.32 The guidance published by DfT in support of the 2017 Act and consulted in the preparation of Table 4:2 includes:

- National Bus Strategy: 2024 Bus Service Improvement Plans (Guidance to local authorities and bus operators)[131]
- The Bus Services Act 2017: New powers and opportunities[132]
- Bus Services Act 2017: Enhanced Partnership creation[133]
- Setting up a bus franchising scheme[134]

[131] https://assets.publishing.service.gov.uk/media/65a6becf96a5ec000d731aa9/bus-service-improvement-plans-guidance-to-local-authorities-and-bus-operators-2024.pdf

[132] https://assets.publishing.service.gov.uk/media/5f6240efd3bf7f7239aa13e0/bus-services-act-2017-new-powers-and-opportunities.pdf

[133] https://www.gov.uk/government/publications/bus-services-act-2017-enhanced-partnership-creation

[134] https://www.gov.uk/government/publications/bus-services-act-2017-bus-franchising-creation/setting-up-a-bus-franchising-scheme-december-2024?utm_source=chatgpt.com

Table 4:2 Analysis of the regulatory environment against the project's key workstreams and required outputs

Key workstreams and required outputs	BSIP Plan and Scheme(s)	Local Services Franchises	The English regulatory environment
ART routes, *i.e., the ability of the LTA to get inputs from local operators into the identification of the preferred routes*	**The Councils must invite local operators to participate in the development of the partnership proposal**, which includes an analysis of the local services and the development of policies and objectives for the area and period of the plan.	If considering a franchising framework in isolation instead of an end state from a partnership proposal, **the Councils would determine the preferred ART routes with limited to no inputs from local operators**, which may lead to a compromised case for investment. This effect may be mitigated by the Councils bringing in the relevant expertise.	**Guidance from DfT provides a scenario in which franchising is jointly developed with a local operator**. In a first phase, a model network is tendered for, but with operators invited to bring forward proposals for profit share with the LTA. In a second phase, the final bidders would be invited to propose variations on the model network to deliver the LTA's objectives for bus. It is, however, unclear how this could benefit the delivery of ART.
Integration of non-ART services, *i.e., the extent to which the powers in the 2019 Act may enable the integration of existing local, regional and other services operating into the ART corridors*	**Further regulations and guidance will be required to clarify the mechanisms by which operators and the Councils may work together to integrate 'feeder' and other services** – which may or may not fall under the scope of the partnership proposal – such as regional bus services heading into Aberdeen (timetables, fares, ticketing, exemptions etc.). The Councils will need to carry out in-depth network analysis, in collaboration with local operators under the umbrella of the partnership, to develop a detailed understanding of what the resulting network, with ART in operation, may look like.	Further guidance will be required as to how a franchise framework may enable the integration of other non-ART services, particularly with regards to the Councils' flexibility to define the franchise area. The Councils will need to carry out in-depth network analysis to develop a detailed understanding of what the resulting network, with ART in operation, may look like. Under a franchising framework, however, **the analysis will likely be undertaken with limited to no inputs from local operators, which may lead to challenges in achieving an integrated local bus network that works together as a single system**.	Guidance from DfT and regulations provide extensive statutory and non-statutory advice **about the flexibility that may be built in an EP scheme with regards to network and service integration**. This includes regional 'feeder' services, cross-boundary services, how exemptions may be applied, fare subsidies operating into the EP area and coordination of timetables. There is also **detailed guidance from DfT about how the franchising powers may be applied in different situations, even alongside an existing EP when this is required to deliver the outcomes of the BSIP**. Of particular interest is the micro-franchising model referred to in the guidance, where franchising is applied across a very tightly defined area such as a specific corridor. It is also worth noting that regulations require an LTA to **introduce a 'service permit scheme' when a franchising scheme is in operation**. A service permit is required for any additional PSV operating in the franchising scheme area but outside of the franchising scheme itself. This may include some community bus services, DRT and any services running tours or excursions, for example.
ART infrastructure Part 1, *i.e., the extent to which infrastructure investment using the powers in the 2019 Act may deliver the intended ART outcomes*	The Councils must invite local operators to participate in the development of the partnership proposal, as part of which the partnership scheme(s) would include the measures and facilities to be provided by the Councils under one or more partnership schemes. **Local operators will likely provide a valuable source of local and detailed knowledge about the key issues to be addressed by the facilities and measures** to be delivered by the Councils.	If considering a franchising framework in isolation, the Councils would determine the potential requirements for measures and facilities with limited to no inputs from local operators. Although this could lead to a non-optimal operation of the ART services, **even under a franchising framework there would be an appropriate governance structure built into the planning of any infrastructure requirements**.	Guidance from DfT and regulations provide statutory and non-statutory advice around the application of both EPs and franchises, both in isolation and combined, to deliver the required outcomes. This provides a robust framework for LTAs to consider any risks associated with investing in the required infrastructure.
ART infrastructure Part 2, *i.e., the potential for the phased introduction of the required facilities and measures*	A partnership scheme must specify the period to which it relates. The BSIP Plan may include a number of Schemes with different target dates within each, thus facilitating the phased delivery of infrastructure under this regulatory framework.	If considering a franchising framework in isolation, the Councils would likely need to deliver all the required facilities and measures ahead of the framework coming into operation to guarantee an adequate response from the market. **There would be limited scope for realising the benefits of phasing the introduction of the infrastructure unless a partnership proposal is considered as a preliminary step to the franchising framework**. However, there is limited guidance as to how this may be achieved in Scotland.	Guidance from DfT is clear about the fact that **a single EP scheme may set different implementation dates for separate elements within it or that different schemes may be introduced under a later date under the same EP plan**. Regulations also allow LTAs to phase in their franchising schemes through the use of 'sub-areas'. **By splitting a franchising area into a number of sub-areas, the services in each sub-area may transition to franchised services at different times**. This may allow certain flexibility when considering the phased introduction of any facilities and measures that the LTA may put in place to complement franchised services.
ART vehicles, *i.e., the extent to which the LTA may be able to deliver the required vehicle standards*	Working closely with local operators under the umbrella of the partnership proposal may help determine to what extent operators may have appetite for delivering the required vehicle standards as part of a BSIP scheme. However, it is worth noting that **despite partnership working, financial support from the public sector may still be required to deliver the ART vehicles**.	If the vehicle requirements built into the franchising agreement are considered too onerous for operators, they may show little appetite for tendering a franchising agreement or they may build in extra costs as part of their proposition to the Councils. The key challenge is that under a franchising framework, engagement with operators would be limited and,	The different operational models proposed by DfT in their guidance would address most of these issues, particularly where an EP is used as a transition state towards franchising. This would provide opportunities to work collaboratively with operators and agreeing vehicle

Key workstreams and required outputs	BSIP Plan and Scheme(s)	Local Services Franchises	The English regulatory environment
		therefore, **there would be limited opportunities to understand their position with regards to vehicle requirements**.	requirements and the mechanisms by which these may be delivered.
Network identity and branding, *i.e., how the powers in the 2019 Act may contribute to create a unique identity for ART*	It has been assumed that a strong network identity may be delivered by setting out specific operational service standards in the partnership scheme(s). However, **additional guidance is required as to how this may be achieved in practice**, as the 2019 Act provides limited detail. A unique network identity for ART could require additional incentives from the Councils, particularly in the form of marketing and publicity material.	It has been assumed that a strong network identity may be deliverable as part of a franchising agreement. However, **additional guidance is required as to how this may be achieved in practice**, as the 2019 Act provides limited detail. A unique network identity for ART could require additional incentives from the Councils, particularly in the form of marketing and publicity material.	DfT has published extensive guidance about how to deliver a strong network identity as part of an EP scheme, whether this is through marketing of services and ticketing products by the LTA or operators or through the introduction of operational service requirements that specify particular logos, colour schemes, the numbering of individual services or other types of branding or publicity material.
Fares and ticketing, *i.e., how the powers in the 2019 Act may contribute to achieve a seamless, integrated local ticketing between operators and across all modes of transport*	These are specific operational services standards that may be introduced under a partnership scheme and, as such, potentially planned for and developed in direct collaboration with local operators. **In a multi-operator environment, however, achieving a unified fare structure with seamless integrated local ticketing will require operators to work together and co-operate fully between them and with the Councils**. **Further consultation with the CMA will be required to understand any potential issues on competition grounds**. There may also be challenges associated with the provision of off-bus ticketing if the Councils do not retain the revenue risk. It is worth noting that the Grasshopper scheme currently provides a multi-operator ticket with different pricing options for travel in Aberdeen and Aberdeenshire.	Under a franchising framework, the Councils can, if appropriate, retain as much control as it wishes over fares and ticketing across the franchised area. However, **the potential to deliver a unified fares structure with seamless ticketing across the network may be limited by the geographical extent of the franchising framework** and, therefore, it could require a complementary partnership scheme. Further guidance will be required from Transport Scotland as to how this may work in practice.	Guidance published by DfT provides numerous examples of how seamless, integrated local ticketing between operators may be delivered through an EP scheme. For example, EP schemes can introduce requirements – used individually or in combination – to provide tickets: • That are valid on 'feeder' local or regional services connecting with ART into or out of town • For travel on any bus service that operates between specific locations, e.g., between a specific neighbourhood and the city centre • For travel at particular times, including a defined off-peak ticket that can be used across all services in Aberdeen and Aberdeenshire (including ART) • For travel in particular areas or zones • For use by particular groups of passengers, setting out eligibility criteria EP schemes also include specific powers to specify the price of a multi-operator ticket, which may include arrangements for price variations over times etc.
Provision of information, *i.e., how the powers in the 2019 Act may contribute to provide clear and sufficient information for passengers*	Under a partnership proposal, **there are several mechanisms the Councils could use to create an integrated experience for passengers**, including: • Through the provision of integrated information facilities at bus stops including real-time information • Through the introduction of an operational service standard that makes particular reference to the provision of information to the public about local services	These provisions may also be built into a franchising agreement. However, as outlined above, **there may be issues with regards to the Councils' flexibility to define the franchise area and how these provisions may be applied outwith the scope of the franchising framework**.	There is extensive guidance published by DfT as to how EP and franchising powers may be applied to provide clear information on all aspects of using bus services, so it becomes a seamless, integrated experience for passengers.
Market appetite, *i.e., the extent to which the powers in the 2019 Act may incentivise local operators to participate and invest in ART*	Engagement with local operators carried out to date indicates that, in their view, **ART can be achieved under a partnership proposal**.	**Local operators have expressed concerns about using franchising to deliver ART.**	Any franchising scheme cNould be developed on the back of a BSIP established by the LTA and one or more EP schemes. Therefore, it can be assumed that this transition towards franchising would have enabled plenty of opportunities to determine market appetite.
Contracts Part 1, *i.e., the extent to which ART operations may be assured through contracts*	Fully operating ART under a partnership proposal would require **the voluntary cooperation of local bus operators, particularly on a multi-operator environment such as Aberdeen**. Although the 2023 Order introduces 'qualifying agreements' between operators, it is unclear what role the Councils may play in facilitating these agreements and how they may help providing assurances around some of the required service standards. Further guidance will be required in this respect.	**A franchising framework effectively introduces a regulated environment across the franchised area**, under which the Councils grant to an operator the exclusive right to operate the local services to which the franchising agreement relates, as long as the services are provided on the specified terms.	Guidance from DfT and regulations provide extensive statutory and informal advice with regards to the role the LTA may play in an EP scheme. Specifically, guidance covers different mechanisms the LTA may use to manage issues related to competition under an EP scheme. The guidance also provides advice as to how franchising micro-franchising may be used by the LTA along a specific corridor or route to retain control over the use of the infrastructure and the services.

Key workstreams and required outputs	BSIP Plan and Scheme(s)	Local Services Franchises	The English regulatory environment
Contracts Part 2, *i.e., the complexity of any required contracts*	Effectively, there would not be any contracts between the Councils and the operators under a partnership proposal. There may be a requirements for the Councils, however, to establish some form of agreement or memorandum of understanding about how they will work together to deliver ART and the wider network.	Establishing a local services franchise is a complex and lengthy process. It would require a significant financial and administrative resource commitment by the Councils, with a risk of little to no reward depending on the response from local operators and other key stakeholders throughout the different stages of the process.	Although the franchising model has not yet been deployed in Scotland, several LTAs in England are pursuing franchising, which could enable a more detailed understanding of what the process may involve.
The regulatory environment Part 1, *i.e., the extent to which ART may be achievable using the powers in the 2019 Act*	As **there is no precedent in Scotland for a bus rapid transit scheme delivered through the powers introduced by the 2019 Act**, this remains subject to further guidance from TS, engagement with operators and other stakeholders and more extensive analytical work.	As **there is no precedent in Scotland for a bus rapid transit scheme delivered through the powers introduced by the 2019 Act**, this remains subject to further guidance from TS, engagement with operators and other stakeholders and more extensive analytical work.	This refers specifically to the powers introduced by the 2019 Act and, therefore, English regulations and guidance are not relevant.
The regulatory environment Part 2, *i.e., whether delivering ART using the powers in the 2019 Act will comply with CMA requirements*	Working with operators under the framework of a partnership proposal should take cognisance of the need to comply with the Competition Act 1988 and the Competition Test provisions of the Transport (Scotland) Act 2011, **particularly in a multi-operator environment such as Aberdeen and Aberdeenshire**. How this may be achieved will require further guidance and engagement with the CMA.	A franchising agreement would likely be subject to market competition as part of a tender process. Therefore, a franchising framework significantly reduces the risk of issues arising from competition law.	Guidance from DfT and regulations provide extensive statutory and informal advice with regards to several competition issues that may arise from an EP scheme, including: • Allowing new entry • Service integration • Dealing with overprovision and under-provision of services • Cross-boundary services • The risk of geographic segregation, for example operators threatened by a new entrant may decide to retreat to 'core' territories, thus reducing the effectiveness of the EP scheme Guidance also provides LTAs with valuable tools about how to use competition in favour of the intended BSIP outcomes.
The regulatory environment Part 3, *i.e., other competition issues (on-street competition, medium- and long-term impact on the local market, overprovision and under-provision etc.)*	There are **fundamental issues related to competition for which further guidance and, potentially, regulations will be required** if ART is to be delivered under a partnership proposal, including: • The entry of new (or existing) operators in the market operating competing (and compliant) services within the area defined in the partnership scheme • New entrants and competition could lead to overprovision of services, which may result in competing services operating similar timetables and leaving large service gaps • Subsidising bus services where they may not be commercially viable but they are considered necessary • Cross-boundary and regional services and ticketing	A local services franchise has not yet been deployed in the Scottish market and, therefore, there could be unforeseen consequences for services within the franchise area and beyond. The issues raised for the partnership proposal may be dealt with through franchising. However, this will be highly dependent on the LTA's flexibility to define the franchising area.	As above.
Funding and capital spending - infrastructure, *i.e., the potential strength of the case for Government funding*	The partnership approach may present a more robust proposal for Government funding, given that **operators will have been invited to participate in the development of the proposal**.	A franchising framework **would require a separate business case demonstrating that franchising is the only available option to deliver ART** and, therefore, make a separate case for investment.	This refers specifically to the impact the powers introduced by the 2019 Act may have on making the case for Government funding and, therefore, English regulations and guidance are not relevant.
Funding and capital spending - vehicles, *i.e., the potential for mobilising private sector investment for the ART vehicles*	Further engagement with operators will be required to determine **under which conditions they would be willing to invest in delivering the required vehicle standards** as part of a BSIP scheme.	Further engagement with operators will be required to determine **under which conditions they would be willing to invest in delivering the required vehicle standards** under a franchising framework.	This refers specifically to the appetite of local operators in Aberdeen and Aberdeenshire and, therefore, at this point in time, English regulations and guidance are not relevant. It may be interesting, however, to understand how other schemes in England may have addressed this as part of the OBC.
Other set up and implementation costs, *i.e., the likely scale of technical, advisory, legal and other specialised resource to set up ART*	The partnership proposal has been assumed as the baseline to deliver ART, i.e., a BSIP Plan and Scheme(s) will need to be developed by the Councils prior to considering the potential for franchising.	The partnership proposal has been assumed as the baseline to deliver ART.	The experience of other LTAs in England may help inform the likely set up and implementation costs of both models. Therefore, it is recommended undertaking a benchmarking exercise as part of the early stages of the OBC.

Key workstreams and required outputs	BSIP Plan and Scheme(s)	Local Services Franchises	The English regulatory environment
Revenue spending, *i.e., the likely scale of operational and administration costs to be taken on by the LTA*	Further analytical work will be required to determine the final form of ART and the preferred approach for each of the project workstreams and required outputs set out here. Therefore, it would be challenging, at this point, to compare both models with regards to the likely scale of revenue spending.	Further analytical work will be required to determine the final form of ART and the preferred approach for each of the project workstreams and required outputs set out here. Therefore, it would be challenging, at this point, to compare both models with regards to the likely scale of revenue spending.	This refers specifically to the final form of ART and the likely delivery model. In addition, DfT guidance is limited in providing information that could help assess the likely revenue spend under a partnership or a franchise.
Scheme affordability, *i.e., the likely scale of financial risks to be taken on by the LTA*	In normal circumstances**, the majority of key financial risks under a partnership proposal would remain with operators**. However, there may be a need for the Councils to provide subsidies across the partnership area to mitigate the risk of under-provision. Further analytical work and engagement with operators will be required to understand the actual requirements for financial risk apportionment.	Under a franchising framework, operators become contracted suppliers, **with commercial decision-making, service planning and, usually, revenue risk, all passing to the Councils**.	DfT guidance is limited in providing a comparison between both models with regards to financial risks. This will be dependent in the final form of ART, ongoing engagement with local operators and additional in-depth analytical work.
LTA control, *i.e., the extent to which the LTA may retain control over ART operations using the powers in the 2019 Act*	The issues of Councils' control have been commented above extensively, particularly with regards to the fact that operating ART under a partnership proposal would still constitute a deregulated market.	Franchising provides the Councils with the maximum level of control over ART operations. There may be issues, however, with the flexibility the Councils may have to define the franchising area and how this may impact non-franchised services.	The approach to the issues with regards to LTA control and competition in English guidance and regulations have been commented above.
Operational management resource, *i.e., the level of resource the LTA may need to deploy to manage ART operations*	Further analytical work will be required to determine the final form of ART and the scale of management resource that the Councils will need to deploy.	Further analytical work will be required to determine the final form of ART and the scale of management resource that the Councils will need to deploy.	This refers specifically to the final form of ART and, therefore, DfT guidance and English regulations are not relevant to this element of the project.
Monitoring and evaluation, *i.e., the LTA's ability to measuring success and reviewing the strategy for implementing the ART intended outcomes*	The 2019 Act contains provisions **for the information that the Councils may request from operators under a partnership scheme**. These would be the basis of any monitoring and evaluation plan and, therefore, measure the success of ART.	The Councils could build **specific provisions in a franchising agreement about the information that operators must provide to the Councils during the franchising period**. These would be the basis of any monitoring and evaluation plan and, therefore, measure the success of ART.	DfT guidance provides extensive advice about the type of information that the LTA requests from operators under an EP scheme.
Future operational changes, *i.e., the LTA's ability to react to unexpected market outcomes or deliver further improvements post implementation*	The 2019 Act contains provisions for varying a partnership scheme. However, further guidance will be required as to the potential impact of these provisions on normal ART operations.	Similarly, the 2019 Act contains provisions for varying a franchising framework. However, further guidance will be required as to the potential impact of these provisions on normal ART operations.	Guidance from DfT and regulations provide statutory and informal advice as to the type of situation that could lead to varying an EP or a franchising scheme and how these may apply in practice.

Northern Ireland, the Transport Act (Northern Ireland) 2011

4.3.33 The **Belfast Rapid Transit Phase 1 (BRT1)** pilot route network and service operated by Translink **opened on 3rd September 2018 under the Glider brand**, providing a rapid transit service between East and West Belfast through the City Centre, with a link to Titanic Quarter. The Glider largely replaced the Metro bus service on the Falls Road and Upper Newtownards Road corridors with two new services:

- G1 - McKinstry Road - City Centre - Dundonald P&R
- G2 - City Centre - Titanic Quarter

4.3.34 BRT1 is operated by **Translink, a subsidiary of the Northern Ireland Transport Holding Company (NITHC)**. Other subsidiaries include Ulsterbus, Metro and Northern Ireland Railways, but they all trade jointly as Translink. NITHC is a public corporation and its responsibilities include holding and managing property assets and the oversight, in terms of support, control and supervision, of its private limited subsidiary companies. The NITHC was established under **Section 47 of the Transport Act (Northern Ireland) 1967**.

4.3.35 The **Transport Act (Northern Ireland) 2011** gave the **Department for Infrastructure (DfI)** powers to enter into *service agreements* with any operator for the provision of public passenger transport services or issue *service permits* to any operator for the provision of *non-contracted services* (in the absence of a service agreement). The power conferred to enter into service agreements includes the power to award public service contracts.

4.3.36 The Act also introduced, under section 1(3), an obligation on the Department, to *'secure that most public passenger transport services continue to be provided by the Holding Company [NITHC] and its subsidiaries*'. Section 1(7) also **makes providing of an unregulated service an offence liable to a fine**, which is understood to constitute the main mechanism to mitigate any risk of other operators running competing non-Glider services on the BRT1 corridors or on parallel routes.

4.3.37 The Public Service Agreement (PSA) forms the basis for the relationship between Translink and DfI. The service agreement implements European and Northern Ireland (NI) legislation on the provision of public transport. It establishes **Translink as the main provider of timetabled services in NI with an obligation to manage and operate a comprehensive, integrated network of bus and train services** and that **DfI will compensate Translink for the discharge of this public service obligation**. The current PSA was signed on 1st April 2022 for a minimum period of 5 years.

Conclusions

4.3.38 There are still fundamental questions as to how achievable ART may be using the powers introduced by the Transport (Scotland) Act 2019. Although **the provisions in the Act may provide flexibility for the Councils to address some of the key limitations and uncertainties**, particularly when referring to the English guidance and regulations, this will need to be confirmed through **further engagement with TS, as well as more detailed regulations and guidance**.

4.3.39 To make the most out of any future engagement, not only with TS but also with operators, **developing a detailed understanding of what the future network may look like is recommended as a critical first step**, in direct collaboration with local operators. This analysis should determine the preferred network across Aberdeen and Aberdeenshire once ART is introduced, taking into account any potential phasing.

4.3.40 Clarifying the final network (and any intermediate states if the introduction of ART is phased) **will help determine, with more certainty, how the Councils may use the powers in the 2019 Act to deliver ART**. It should be taken into account, however, that the final statutory pathway to deliver ART may include, for example, a franchising framework that is limited to

the ART corridors operating alongside a wider (potentially covering Aberdeen and Aberdeenshire) partnership proposal. This is because each model presents clear advantages over the other on different issues. For example, a geographically contained franchising framework could help resolve some of the competition-related concerns raised for the partnership proposal.

4.3.41 Finally, a key to the success of BRT1 in Belfast, i.e., Glider, was the fact that it was a publicly-owned (but operating on a commercial basis), single-operator environment, i.e., Translink. Engagement with Translink to date has indicated that this was **key to address some of the key issues with regards to network planning and integration**.

4.3.42 Considering a publicly-owned company for Aberdeen and Aberdeenshire, however, could have severe implications on the current market and require yet additional investment to set up the new company. The new company would still need to compete with existing operators in a deregulated environment or, if franchising is introduced, bid for any franchising agreements. Therefore, the remainder of this section will focus on the assessment of the delivery pathways on a multi-operator environment, with no regard to the potential for one of these operators being a publicly-owned company.

4.4 Pathways to Delivery

4.4.1 ART represents a fundamental change in bus service planning and delivery within Aberdeen and Aberdeenshire, as it will probably **require a significant recast of the local and regional bus networks**. Understanding how ART would reshape these existing networks is the logical first step of any delivery pathway. By carrying out this analysis in collaboration with bus operators, it would:

- Provide an early understanding of operators' commercial appetite to deliver the required service standards
- Represent an opportunity to get buy-in from critical stakeholders
- Help present a strong narrative to potential funders, i.e., working together with operators from the outset, the LTA may address some of the early uncertainties around the deliverability of ART

4.4.2 The BSIP approach provides the Councils with a mechanism to **invite operators to participate in the preparation of the partnership proposal**. In addition, preliminary engagement with operators indicated that delivering ART through a partnership proposal was their preferred approach. They did not endorse the local services franchising on the basis of the complexity and the commercial risks it could introduce in the local market.

4.4.3 The steps outlined here are only recommendations based on our interpretation of the regulations and all supporting guidance published to date. It is also worth noting that as the OBC progresses, **the timings associated with these delivery pathways will become clearer**. As such, these steps should not be interpreted as a linear process at this stage because **the final delivery of ART may involve, for example, some form of franchising framework complementing a pre-existing partnership proposal**, subject to further guidance from TS.

4.4.4 The diagram below illustrates the delivery pathways further explained below.

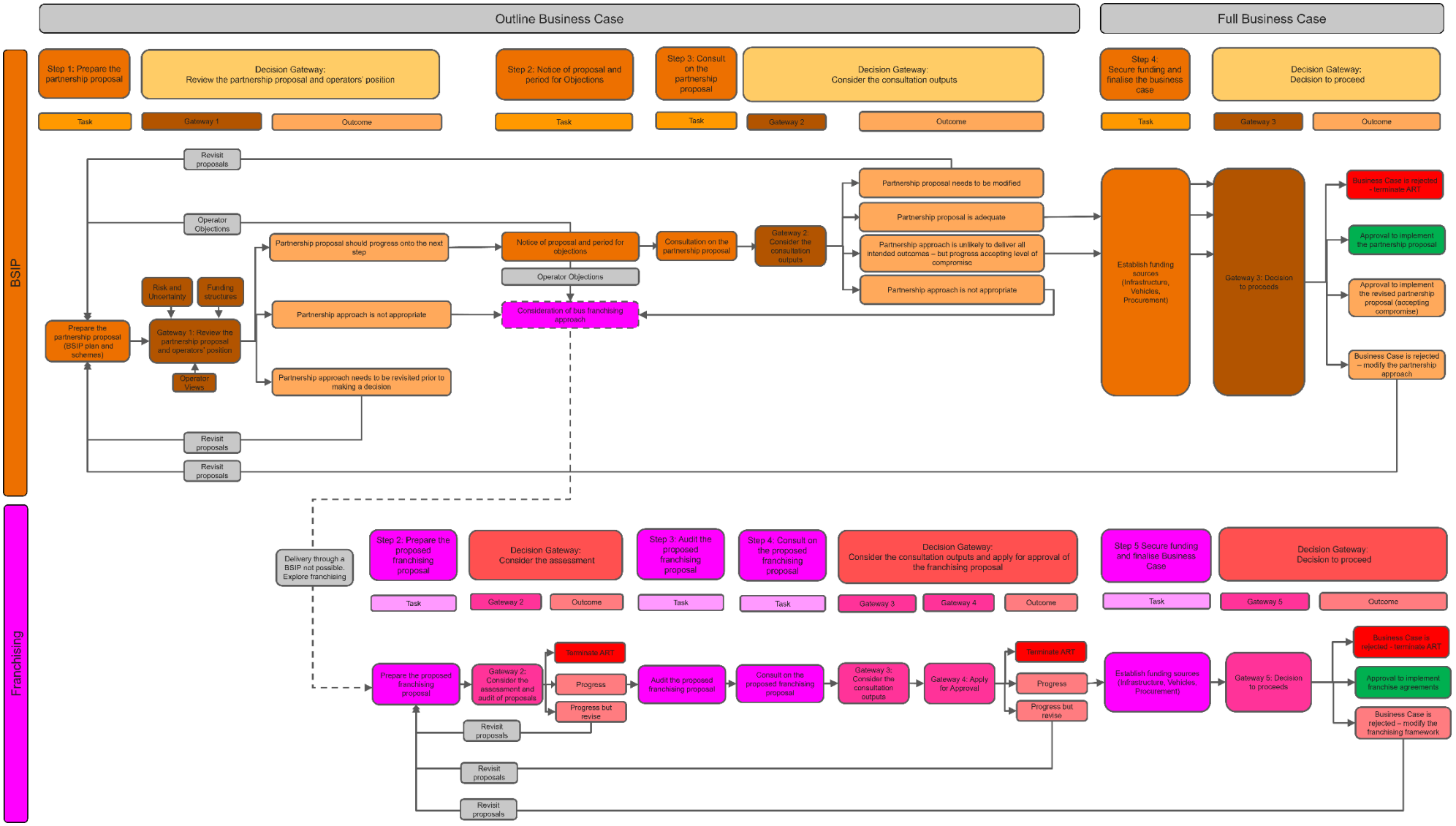

Figure 4:1: Delivery Pathways

Step 1 – Prepare the partnership proposal

4.4.5 The partnership proposal would comprise a partnership plan and one or more partnership schemes. A partnership plan, as per *section 35(3A)* of the 2019 Act is a plan that:

- **Specifies the area and the period** to which the plan relates
- For the specified area, sets out an analysis of the local services, policies and **the objectives to be met with regards to the quality and effectiveness** of the local services provided
- Describes how the partnership scheme (or schemes) will support the implementation of the policies and the delivery of the objectives
- Describes **the intended effect of any such scheme (or schemes)** on areas which are adjacent to the area specified in the plan

4.4.6 The partnership plan would effectively provide the framework to conduct a network review working in partnership with local bus operators. This would provide the opportunity to reach an early agreement with operators about **the preferred supporting network taking account of the potential effects of ART**. The final infrastructure, measures and service standards (see 4.3.8 and 4.3.9 for additional details) required under ART would have been progressed through one or more partnership schemes.

4.4.7 Having operators feed into the preparation of the partnership proposal will provide the Councils with an early understanding of their appetite to deliver the service standards required to deliver the ART concept.

Gateway 1 – Review the partnership proposal and operators' position

4.4.8 At this point, the Councils, should consider the partnership proposal in detail prior to moving on to the next steps in the delivery pathway, including:

- The **key areas of risk and uncertainty** that could have an impact on the delivery of the intended outcomes and any concerns about the coordination of services becoming anti-competitive
- The views operators would have expressed throughout the development of the partnership proposal **with regards to the required service standards**, including their capacity and appetite for providing the ART vehicles
- The key priorities for investment and the potential **funding structures** for both the infrastructure and the vehicles

4.4.9 The anticipated outcomes of this gateway are:

i. The Councils may decide that **the partnership proposal should progress onto the next steps**. In this case, it is expected that operators would have provided the Councils with enough confidence in their appetite to deliver ART. There would also be more clarity about the application of powers in the 2019 Act and an agreed funding position to deliver, at least, the required infrastructure. [Delivery Pathway 1]

ii. The Councils may decide that **a partnership approach is not appropriate** and, therefore, may choose to pursue a delivery pathway alternative to the partnership approach, i.e., a **local services franchise**. This could be due to a lack of clear guidance around the application of the powers in the 2019 Act, an uncertain funding position that could result in affordability issues and a high likelihood that operators would object to the partnership proposal. [Delivery Pathway 2]

iii. The Councils may consider that **it is necessary to revisit ART as set out in the partnership proposal prior to making a decision**, reassessing some of the areas of risk and uncertainty to establish a clearer position and taking into account that a level of compromise may be required.

4.4.10 More detailed terms of reference for this and other gateway reviews proposed in these delivery pathways, including the information required to feed into the decision-making process, will be established prior to any work commencing on the OBC.

Delivery Pathway 1 – Continue with the partnership approach

4.4.11 This pathway assumes that the Councils have decided to continue making the partnership proposal.

4.4.12 It is worth noting that existing guidance is not clear about **the point at which the partnership proposal should be assessed against the Competition Act 1988 and the Competition Test provisions of the Transport (Scotland) Act 2001**. However, it is recommended that this happens prior to any notices being issued (see below), thus minimising the risk of objections being made on the basis of competition.

Step 2 – Notice of proposal and period for (operator) objections

4.4.13 The requirements for this step are defined in *Schedule A1, Part 1, paragraphs 4 and 5* of the Transport (Scotland) Act 2019. More specifically, *paragraph 5(1)* states that the local transport authority (in this case, the Councils) may not progress the partnership proposal if, within the period for objections, a *sufficient number* of operators of *qualifying local services* object to the proposal being made. This is all set out in the Bus Services Improvement Partnership (Objections) (Scotland) Regulations 2024.

4.4.14 In the case that there are objections to the partnership proposal, **the Act does not provide for the Councils to respond to these objections.** Therefore, it is difficult to define the decision-making process to progress onto the next step until further guidance is provided by Transport Scotland. However, the rest of this pathway is built on the assumption that **the Councils may continue making the partnership proposal**.

Step 3 – Consult on the partnership proposal

4.4.15 As per *Schedule A1, Part 1, paragraph 6*, the Councils must consult

- All **operators of local services** who are likely to be affected by the partnership proposal
- Organisations that are representative of users of local bus services
- Any other local transport authority or Transport Partnership that the authority consider may be affected by the partnership proposal
- The Traffic Commissioner
- The chief constable of the Police Service of Scotland
- The **Competition and Markets Authority**
- Other relevant individuals or stakeholders

Gateway 2 – Consider the consultation responses

4.4.16 The Councils should consider the consultation responses, based on which they may decide that:

i. **The partnership proposal is adequate** and, therefore, it should progress onto the next steps. Thereafter, the Councils may proceed to adopt and implement the partnership plan and scheme (or schemes) as per the provisions in *Schedule A1, Part 1, paragraph 8*.

ii. **The partnership proposal needs to be modified**, going back to Step 1. In this case, a full review of the suitability of the partnership approach is recommended before restarting the process.

iii. The partnership approach is **unlikely to deliver all of the intended outcomes** and, therefore, **the Councils may choose to pursue a different delivery pathway**, i.e., a local services franchise

iv. The partnership approach is **unlikely to deliver all of the intended outcomes**, but the Councils still **decide to progress through *Pathway 1 – Continue with the partnership approach* accepting that a level of compromise may be required**

Step 4 – Secure funding and finalise the business case

4.4.17 A decision to continue with the partnership approach in the previous gateway would effectively mean that **a fully approved OBC with a clear steer to implement ART through a partnership proposal is in place**. The OBC would constitute the basis for the Councils to apply for Government funding to deliver ART.

4.4.18 Depending on the operators' commercial position, **a funding source for the purchase or leasing of the vehicles**, in addition to the delivery of the infrastructure, **may need to be established**. This should be clearly determined in the OBC as it will be a significant element of the total funding ask.

4.4.19 Once funding has been committed in principle, the Councils should initiate the approved procurement procedure for any remaining infrastructure they committed to provide under the adopted partnership proposal (assuming the delivery of infrastructure was phased as described in 6.4.38 onwards).

4.4.20 If it is considered that any 'qualifying agreements', 'qualifying decisions' or 'qualifying practices' are required to provide more certainty around network coordination, **these may be drafted at this stage**. It is worth noting the lack of clarity around the permitted role that the Councils may have in facilitating agreements under the 2019 Act and, therefore, how these should feature within the business case.

4.4.21 The outputs of the procurement procedure identifying a preferred bidder or bidders for the delivery of the infrastructure should feed into the **Full Business Case (FBC)**. The process described so far is, however, purely methodological. As work on the OBC progresses, this should be reviewed to take account of timings relative to:

- The phased introduction of the facilities and measures to be provided by the Councils
- How the decision-making process, i.e., the business case, fits into the timings for making the BSIP
- The commencement of ART operations or any transitional state

Gateway 3 – Decision to proceed

4.4.22 This gateway is the last decision point under this delivery pathway, as it would provide the **go ahead for the expenditure committed by the Councils** under the partnership scheme (or schemes), i.e., the implementation of infrastructure and other required measures.

4.4.23 This gateway should demonstrate how the decision made has taken into account **the extent to which investing under the framework established by the partnership proposal would**

deliver all of the intended ART outcomes, as well as all the residual risks and uncertainties that could impact the delivery of those outcomes. Taking this into account, there are three key decision outcomes:

i. The provisions in the FBC are approved and, therefore, **the Councils are given the go ahead to implement the partnership proposal**

ii. The provisions in the FBC recognise that **there will likely be a compromise on the full delivery of the intended ART outcomes**. However, the partnership proposal is still recognised as the best possible pathway and **the Councils are given the go ahead to implement the partnership proposal**.

iii. **The provisions in the FBC are rejected** and, therefore, the Councils need to consider what the next steps may be:

- Consider **modifying the partnership proposal** – however, this may not be a viable option at this stage as the proposal would have already gone through a significant amount of scrutiny
- Adopt **a different delivery pathway**, i.e., a local services franchise – however, this may not deliver a viable pathway this late in the process without a significant risk of antagonising the local market with all the network implications that could have
- **Terminate the ART project** altogether

4.4.24 As a final conclusion, it is worth noting that pursuing a local services franchise will not necessarily mean dropping the partnership proposal. They may work alongside each other to mitigate some of the uncertainties and limitations outlined before. However, further guidance will be required to clarify how this may work in practice for ART.

Delivery Pathway 2 – Local services franchise

4.4.25 Based on the decision-making gateways and reviews within the previous delivery pathway, a local services franchise may be considered in the following cases:

- There is a recognition that **the risks, uncertainties and limitations of delivering ART through a partnership proposal are not acceptable** in light of the capital investment required (see 4.3.16)
- There is an indication that **securing Government funding (or other external funding) to deliver ART through a partnership proposal will be challenging**. Funding limitations could require the Councils to compromise on the infrastructure or measures in the partnership scheme, which would probably result in objections to the partnership proposal or reduced operators' appetite. In this case, a local services franchise could be used as a mechanism to compel the market to bid for a franchise agreement.
- Local **operators do not cooperate with the preparation of the partnership proposal or they object to it** during the objections period. This would likely be a result of operators considering that the service standards required to deliver ART are too onerous and, therefore, may not constitute an attractive commercial proposition without public sector subsidy.

4.4.26 As noted above, **it is not recommended pursuing a local services franchise at the point of rejecting the FBC for the partnership proposal**. This is because at that stage commercial operators would have a strong expectation that delivery of ART would be through a partnership proposal. Therefore, a local services franchise would shift the nature of their relationship with the Councils, particularly when it comes to risk apportionment and commercial incentives to develop and market the network.

4.4.27 If a decision is made to pursue a local services franchise to deliver ART, the Councils would need to go through the steps outlined below. These steps assume that the work carried out to develop the partnership proposal under Step 1 would not be necessarily abortive.

Step 2 – Prepare and assess the proposed franchising framework

4.4.28 The proposed franchising framework, as per *section 38(13D)*, must specify, as a minimum:

- **The area to which the framework relates** which would be, in principle, similar or equal to that established in the partnership plan
- The local services which are to be provided under franchise agreements
- The date by which the framework is to come into operation and the period during which it is to remain in operation, also as defined in the partnership plan
- The **standards to which services must be provided under franchise agreements** including, in particular, as to frequency, fares and standard of services

4.4.29 It is worth noting, however, that if a proposed franchising framework relates to an area to which a partnership scheme also relates, **the proposed franchising framework must include provisions either revoking or varying the partnership scheme**. This is stated in *section 38(13D)(4)* of the 2019 Act. This is a factor not commented on before, which could add another layer of complexity to the delivery of ART through a local services franchise.

4.4.30 In parallel to the preparation of the franchising framework, the Councils must prepare an assessment of the proposed framework, which may require some level of iteration. The assessment must, in the specific context of ART and its intended outcomes:

- Set out how, and to what extent, **the proposed framework will contribute to the implementation of the Council's relevant policies**
- Compare the making of the proposed framework **to one or more other courses of action** available to them to implement those policies, i.e., the status quo and the partnership proposal
- Describe the expected effect of the proposed framework on any areas which are adjacent to the area of the framework
- Set out how the Councils intend to operate the proposed framework
- Determine the extent to which the Councils considers **that they will be able to secure that local services will be operated under franchise agreements**
- Set out their analysis of the financial implications for them of making the proposed framework
- Set out how they propose to review the effectiveness of the proposed framework

4.4.31 Note that, as per *section 38(13E)(4)*, the Councils must seek views about the proposed franchising framework from operators who are providing local services in the area to which the proposed framework relates.

4.4.32 *Section 38(13E)(5)* notes that the Scottish Ministers are yet to issue guidance in relation to the preparation of the 'assessment' which may, in particular, refer to the methods to be used when assessing a proposed framework.

Gateway 2 – Consider the assessment of the proposed framework

4.4.33 Prior to moving onto the next step, the Councils should consider the outputs of the assessment in detail, including:

- The **data, information and methodologies** used to carry out the assessment, establishing the level of confidence provided by the outputs
- The extent to which the proposed framework **addresses any of the limitations of delivering ART through a partnership proposal**
- The key areas of risk and uncertainty that could have an impact on the delivery of the intended outcomes and, in particular, **the risk of putting pressure on the market and any concerns about potential unforeseen consequences**
- The likelihood, through engagement with operators, of **legal challenges from or withdrawal from the local market** if unsuccessful to secure a franchising agreement

4.4.34 Based on the above, the Councils may decide that:

i. The proposed franchising framework **should progress onto the next steps**

ii. The proposed franchising framework **needs to be reviewed prior to moving onto the next step**

iii. The proposed franchising framework is unlikely to address all the limitations of delivering ART through a partnership proposal (as identified in Step 1) and, as such, **will not deliver all of the intended outcomes**. In this case:

- The Councils may decide to progress with making the proposed franchising framework **accepting that a level of compromise may be required**
- The Councils may decide to **terminate ART**

Step 3 – Audit the proposed franchising framework

4.4.35 If the Councils decide to proceed with the proposed framework after Gateway 2, the authority must obtain a report from an auditor on the analysis of the financial implications contained in the assessment. The report must state whether, in the opinion of the auditor:

- The information relied on by the Councils, as well as its analysis, are of sufficient quality
- The Councils had regard to any guidance that may have been issued by the Scottish Ministers with regards to the preparation of the assessment (see 4.4.32)

4.4.36 The Councils should consider the outputs of the auditor's report and acknowledge any potential risks that it may introduce in the next stages.

Step 4 – Consult on the proposed franchising framework

4.4.37 At this point, the Councils must give notice of their intention to make the proposed franchising framework as per *section 38(13G)(3)*. After giving notice, the Councils must consult:

- All operators of local services in the area to which the proposed framework relates
- Any other individual holding a PSV operator's licence or community bus permit who, in the opinion of the authority, is likely to be affected by the proposed framework

- Organisations that are representative of employees of such operators
- Organisations that are representative of users of local bus services
- Each Council or Transport Partnership that is, in the opinion of the authority, likely to be affected by the proposed framework
- The Traffic Commissioner
- The chief constable of the Police Service of Scotland
- The Competition and Markets Authority
- Other relevant individuals or stakeholders

4.4.38 The consultation documents should include the report obtained from the auditor under Step 3. This highlights the importance of carefully considering any risks that this report may introduce in the process at this point.

Gateway 3 – Consider the consultation outputs

4.4.39 The Councils should consider the consultation outputs, based on which they may decide that:

i. **The proposed franchising framework is adequate** and, therefore, it should progress onto the next steps. Therefore, the Councils may apply for approval of the proposed franchising framework as per *section 38(13I)*.

ii. **The proposed franchising framework needs to be modified**. If the Councils consider that the modifications materially affect any part of the assessment prepared under Step 2, they must prepare a new assessment of the proposed framework as modified. However, *section 38(13H)(5)* notes that the Scottish Ministers are yet to issue guidance in relation to the circumstances in which a local transport authority must prepare a new assessment of a proposed framework.

iii. The proposed franchising framework is unlikely to address all the limitations of delivering ART through a partnership proposal and, as such, **will not deliver all of the intended outcomes**. In this case:

   - The Councils may decide to progress with making the proposed franchising framework **accepting that a level of compromise may be required**
   - The Councils may decide to **terminate ART**

Gateway 4 – Apply for approval of the proposed franchising framework

4.4.40 If Gateway 3 results in a decision to proceed, the Councils must request that the Traffic Commissioner convene a panel, as per section 38(13J), to consider whether to approve the making of the proposed franchising framework. The panel may then decide:

- To approve the making of the proposed franchising framework, thus **enabling the Councils to make the proposed franchising framework**
- To approve the making of the proposed franchising framework **subject to the Councils making such modifications** as the panel may specify
- Not to approve the making of the proposed framework. In this case, the Councils may decide to either seek further guidance from Transport Scotland or terminate ART.

4.4.41 *Section 38(13T)* of the 2019 Act provides a list of those aspects of making a franchising framework that are still subject to further guidance being published by the Scottish Ministers. It is worth noting that the make-up of the panels to be convened for the approval of the proposed framework is set out in the Local Services Franchises (Traffic Commissioner Notices and Panels) (Scotland) Regulations 2024[135].

Step 5 – Secure funding and finalise the business case

4.4.42 The approval of the proposed franchising framework in the previous gateway would effectively mean that **a fully approved OBC with clear steer to implement ART through a local services franchise is in place**. The OBC would constitute the basis for the Councils to apply for Government funding to deliver ART.

4.4.43 Once funding has been committed in principle, the Councils should initiate the approved procurement procedure for the infrastructure and any supporting facilities and measures. The Councils should also begin the tender procedure for the required franchising agreements.

4.4.44 An added complication here is the **difference between the required timescales for procuring and delivering the infrastructure** – which could vary between 2 to 4 years depending on the level of ambition – **and the timescales for entering into a franchising agreement**, which could be relatively short once the franchising framework has been approved (which could in itself take several years). This could lead to a situation in which **the Councils are compelled to make a decision to deliver the ART infrastructure 'at risk'**, i.e., without having developed a full understanding about the viability of delivering ART through a local services franchise. This would not be the case if ART were to be delivered through a partnership proposal.

4.4.45 The outputs of the procurement procedures identifying a preferred bidder for the delivery of the infrastructure and the franchising agreements, as well as the negotiated contractual arrangements should feed into the **FBC**.

Gateway 5 – Decision to proceed

4.4.46 This gateway is the last decision point under this delivery pathway, as it would provide the **go ahead for the expenditure committed by the Councils** under the franchising framework, i.e., the implementation of infrastructure and other required measures and in this case, the purchase or leasing of the ART vehicles.

4.4.47 This gateway should demonstrate how the decision made has taken into account **the extent to which investing a franchising framework would address the key limitations identified for the partnership approach**, while mitigating the additional risks of adopting a local services franchise. Taking this into account, there are three potential outcomes:

i. The provisions in the FBC are approved and, therefore, **the Councils are given the go ahead to deliver the infrastructure and enter into franchise agreements**

ii. The provisions in the FBC recognise that **there will likely be a compromise on the full delivery of the intended outcomes**. However, the proposed franchising framework is still recognised as the best possible pathway and **the Councils are given the go ahead to deliver the infrastructure and enter into franchise agreements**.

iii. **The provisions in the FBC are rejected** and, therefore, the Councils need to consider what the next steps may be:

- Consider **modifying the franchising framework** to make it more appealing to the market and potential funders

[135] The Local Services Franchises (Traffic Commissioner Notices and Panels) (Scotland) Regulations 2024

- **Seek further guidance from Transport Scotland** about any other options that may be available to deliver ART
- **Terminate the ART project** altogether

What are other local authorities doing?

4.4.48 Various potential delivery pathways for ART have been considered and are discussed below. To inform this, discussions were held with other local authorities to explore the routes being taken to provide bus improvements in their respective areas. This included discussion with those involved in the delivery of similar bus schemes, as well as those involved in progressing towards area wide franchising, and included discussions with:

- Officers from Transport for West Midlands (TfWM) involved in the delivery of the Birmingham Sprint scheme – being delivered through an Enhanced Partnership, although scheme delivery through franchising was considered but such an approach, while considered the 'cleanest' option, was not progressed by decision makers
- Officers from the West of England Combined Authority (WECA), involved in the delivery of the Bristol metrobus scheme - being delivered through a Quality Partnership Scheme supported by a voluntary partnership agreement with maximum fares and minimum frequencies stipulated
- Officers from Portsmouth City Council, where city wide bus improvements are being delivered through partnership working and a funded BSIP
- Officers from Liverpool Combined Authority – currently working towards area wide bus franchising after a mayoral decision. Note that bus franchising is not being implemented here to deliver a specific project (like ART) but to give the local authority control over the network.
- Officers from West Yorkshire Combined Authority – currently working towards area wide bus franchising after a mayoral decision. Like Liverpool, bus franchising is not being implemented here to deliver a specific project (like ART) but to give the local authority control over the network.

4.4.49 The main points raised from each meeting are set out in Appendix K .

Summary and Conclusions

4.4.50 The two delivery pathways presented – a partnership proposal and a local services franchise – have varying levels of deliverability uncertainties under the existing legislation and guidance as of early 2025. It is clear, therefore, that **further engagement with and guidance from the Scottish Ministers (and Transport Scotland) is required to establish the extent to which ART may be deliverable under the powers available to the Councils in the 2019 Act**.

4.4.51 Therefore, the default recommendation is to initiate the process of preparing a partnership proposal working collaboratively with bus operators, to the extent that they show appetite for doing so. This would:

- Provide an early understanding of operators' commercial appetite to comply with the service standards required to deliver all the intended outcomes of the ART vision
- Represent an opportunity to get buy-in from and establish an effective dialogue with bus operators, which are critical stakeholders for both delivery pathways

- Help present a strong narrative to potential funders, i.e., working together with operators from the outset, the Councils have addressed some of the early uncertainties around the deliverability of ART

4.4.52 It is also recommended that the Councils only considers a local services franchise if it is established that ART cannot be delivered through a partnership proposal. It is expected that further guidance may resolve some of the uncertainties and limitations of the partnership approach.

4.5 Infrastructure Procurement

4.5.1 This section provides the first steps into the adoption of a procurement strategy for the delivery of the ART infrastructure, including a review of typical procurement risks, the procurement objectives and the range of procurement options available to the Council.

Procurement Risks

4.5.2 As identified in the HM Treasury Green Book, the first stage of setting the procurement objectives is to identify the key procurement risks, i.e., those that '*can arise from the contractual arrangements between two parties*'. Although the specific procurement risks will be determined as part of the OBC, the table below sets out the typical procurement risks on projects of a similar nature to ART (construction of infrastructure in urban environments) and their potential impact on the project's deliverability.

Table 4:3: Typical procurement risks

Risk Category	Description	Potential mitigation
Contractor quality assurance	There is a risk that contractors may have limited technical experience of constructing new urban infrastructure on 'live' roads. This could result in the scheme not meeting satisfactory safety, durability or design standards, resulting in unforeseen cost, exposure, programme and reputational impact on Aberdeen City Council and its partners.	▪ Include pre-qualification quality questions during procurement process to select a preferred bidder who has a track record of constructing similar projects ▪ Bidders required to outline and evidenced detailed methodology for undertaking work ▪ Bidders required to demonstrate robust processes for managing quality control / health and safety / environmental management
Project constraints	There is a risk that contractors may not appropriately account for the typical constraints (environmental, traffic restrictions, planning etc.) of delivering new urban infrastructure on 'live' roads, resulting in additional costs and a potential impact on the delivery programme.	▪ Ensure the tender information incorporates a detailed brief of the current context, including key known risks from the design process ▪ Bidders to provide clear methodology and processes for managing and mitigating key project-specific risks
Contractor insolvency	There is a risk that contractors may be unable to meet their financial obligations and liquidate during the construction process, resulting in additional unforeseen cost, reputational and programme impacts for the ART project. This will be the subject of an entire section in the future OBC.	▪ Incorporate robust pre-qualification financial credit checks as part of procurement process ▪ Include procedures in the event of contractor failure within the draft contract in the procurement process ▪ Introduce measures to reduce the impact of any insolvency event through the contract such as performance bonds, parent company guarantees, collateral warranties, and regular financial checks

Risk Category	Description	Potential mitigation
Legal challenge	There is a risk that the outputs of any procurement procedure could be challenged by unsuccessful bidders, thus resulting in a lengthy legal process prior the Council before being able to award any contracts.	▪ Gain feedback from contractors on the potential process through pre-market engagement prior to procurement process ▪ Ensure the procurement procedure has a robust and transparent process, consistent with Scottish regulations, which can stand up to scrutiny
Contract terms	There is a risk that contractors may not agree with the contractual terms post-tender, thus resulting in additional programme impact during negotiation / re-tendering period.	▪ Ensure procurement process incorporates draft contract terms for prior review by potential contractors.
Unclear contract terms	There is a risk that ambiguities in agreed contract with the preferred bidder results in subsequent dispute(s) relating to perceived non-compliance with terms during project delivery, thus resulting in legal and financial challenges for Falkirk Council.	▪ Utilise standard, industry-recognised contractual frameworks such as the Engineering and Construction Contract (ECC) NEC suite of contract
Market appetite	No guarantee of market appetite for a competitive procedure, which could result in no bids being submitted by contractors.	▪ Undertake pre-market engagement prior to procurement process to seek feedback and tailor approach to bolster appetite, where possible
Programme (contractor)	There is a risk that contractors may propose an unrealistic construction programme for the works, which could result in additional unforeseen costs and reputational impact.	▪ Set broad programme expectations as part any market engagement or procurement process ▪ Account for lessons learnt on other infrastructure projects and programmes in Aberdeen
Programme (contractor)	Prolonged periods of poor weather, unforeseen issues or poor contractor performance results in delays during construction process.	▪ Build in contractual clauses through procurement to manage risk to the Council (e.g., delay damages)
Programme (procurement)	Risk that cross-organisational approval processes delay the contract award, thus resulting in the contractor being appointed later than expected and having a knock-on impact on the original construction programme.	▪ Initiate early discussions with all parties at the outset to align appointment timescales and agree cross-organisational processes to reduce complexity and delay risk
Programme (procurement)	There is a risk that an unexpectedly high number of bids may be received which results in the procurement process taking much longer than expected, thus resulting in a contractor being appointed later than expected and having a knock-on impact on the original construction programme.	▪ Include pre-qualification quality questions during procurement process to narrow field of contractors submitting a bid ▪ Consider using a mini competition (via a framework) rather than open competition
Project cost overrun	There is a risk that unforeseen costs during the construction stage (e.g., unexpected inflationary increases, ‘unknown unknowns’, disputes) could result in the original project budget being overrun.	▪ Ensure cost submission required as part of bid for contractors is rigorous and itemised ▪ Consider contractual mechanisms to deal with the risk of cost overruns, particularly in relation to the potential impact of inflation ▪ Account for lessons learnt on project costs from other construction projects of a similar nature in Aberdeen or Scotland

Risk Category	Description	Potential mitigation
		▪ Undertake Quantitative Cost Risk Analysis (QCRA) prior to any tender procedure and once it has been complete
Unrealistic costs	There is a risk that tender evaluations may not be able to identify an abnormally low value bid, potentially resulting in future unforeseen additional costs to during the construction process.	▪ Include a screening process during procurement process to query or filter out abnormally low value bids ▪ Include a suitable quality vs. cost scoring ratio during the bidding process to secure value for money ▪ Ensure cost submission required as part of bid for contractors is itemised to allow easier comparison between contractors ▪ Account for lessons learnt on procurement from other projects procured by Aberdeen City Council

4.5.3 In addition to the above, careful consideration should be given to the ticketing infrastructure. This is particularly relevant if off-bus ticketing is to be delivered as part of ART. Ticketing machines will usually be proprietary technology that will have an interface with the civils and architecture at the bus stops. Deciding whether the infrastructure contractor(s) will have responsibility for this interface or if it will remain with the Councils is a decision that may have an impact on the construction prices and the allocation of construction risks. More detailed analysis will be provided within the OBC once the preferred ticketing system is determined.

4.5.4 A similar situation may develop for other infrastructure elements that may be required to deliver ART, for example:

- Charging (or other powering) technology at depots and other locations
- Traffic signals, particularly where major junction refurbishments are required
- Underground obstructions including utility diversions

4.5.5 This analysis should take into account the level of risks associated with these interfaces, the market's appetite (and potential costs) to take on these risks, how each approach may impact the construction stage and the Councils' capacity and capabilities to manage these risks.

Procurement Objectives

4.5.6 A series of procurement objectives have been developed based on the risks presented in Table 4:3, whilst also accounting for the desired project outcomes. These objectives are presented below.

Table 4:4: Preliminary procurement objectives

Procurement objective	Key desired outcomes
Objective 1: Ensure a tender process that is attractive to the market – both UK wide and locally	▪ Receive competent tenders for the works ▪ Receive multiple competitive bids which can result in the identified of a preferred bidder and contract award ▪ Ensure form of contract is suitable ▪ Ensure terms and conditions are proportionate
Objective 2: Attract competent bidders that have a track record of providing	▪ Contractors can demonstrate they have undertaken similar works recently ▪ Contractors can demonstrate methodology to achieve delivery of works.

Procurement objective	Key desired outcomes
similar works to those required	▪ Demonstration of management systems to control processes covering quality management, health and safety, environmental management etc.
Objective 3: Ensure that contractors can proactively and robustly manage and mitigate risks through the project to reduce exposure to the Council and its partners	▪ Contractors can demonstrate a detailed understanding of the local context, including key locally specific risks to manage through the project ▪ Contractors can demonstrate robust processes for managing and mitigating key risks across key areas (e.g., programme, financial, quality) ▪ Ensure terms and conditions are proportionate and apportion risk appropriately
Objective 4: Ensure that contractors offer the best value for money to the Council and can demonstrate the project can be delivered within the assigned project budget	▪ Contractors can demonstrate that they can deliver the project to meet required quality standards within the available assigned project budget ▪ Cost submissions received from bidders is robust and itemised to allow easy comparison between bidders
Objective 5: Ensure contractors can demonstrate that the project can be delivered according to the approved programme	▪ Contractors can demonstrate a coherent, achievable and realistic programme which account for lessons learned for other similar projects
Objective 6: Ensure the bidding process is compliant with legislative requirements, fair and transparent	▪ Ensure compliance with procurement legislation and regulations ▪ Bids are handled in a fair, robust and transparent way which can stand up to scrutiny and reduce likelihood for future challenge

4.5.7 The objectives identified in Table 4:4 are considered to be SMART as they are:

- Specific to what needs to be achieved by implementing the procurement strategy
- Measurable with regards to knowing to what was set out has been achieved.
- Attainable in that they can be delivered
- Relevant to the project's known risk profile and wider project objectives
- Time-bound to the potential project delivery programme and wider timescales

Sifting of Procurement Options

4.5.8 There are several potential procurement options which could be considered by the Council which are set out in the Public Contracts (Scotland) Regulations 2015. Each of these potential options are listed and described in further detail within Table 4:5. Once further details become available about the different infrastructure elements as part of the OBC, further consideration will be given to how the procurement process may incorporate Modern Methods of Construction, sustainability, the local contracting market, community benefits etc.

Table 4:5: Procurement options

Procurement option	Description
Open procedure (regulation 28)	▪ This procedure allows any contractor to participate without a pre-selection stage. It is typically used when a small number of bids are expected.

Procurement option	Description
	▪ It typically involves initial advertisement of a contract notice (e.g., on Public Contracts Scotland) to invite all interested bidders to participate. All bidders who respond to the advertisement receive the complete ITT (without the application of any pre-selection criteria) and are free to submit a tender. ▪ Tenders are then assessed to determine the most economically advantageous bid: the basis of contract award
Two-staged procedure (form of restricted procedure under regulation 29)	▪ This is a two-stage procurement process typically used when market analysis suggests a high number of bids are likely to be received. ▪ It typically works through a two-stage process consisting of an initial selection stage, where the bidders' capability, capacity and experience to perform the contract is assessed. Those successful are shortlisted at the end of this stage. ▪ The second stage is when the Invitation to Tender (ITT) is issued to the shortlisted bidders. Upon receipt of bids, submissions are assessed to determine the most economically advantageous bid: the basis of contract award.
Framework – direct award (form of restricted procedure under regulation 29)	▪ This option involves the direct appointment of a pre-approved contractor through an established and suitable framework. This approach is typically used to reduce procurement window timescales.
Framework – mini-competition (form of restricted procedure under regulation 29)	▪ Similar to above, this involves a mini competition between contractors who already meet pre-qualification criteria on an established framework (see above for list of potential frameworks to consider). Tenders are then assessed to determine the most economically advantageous bid: the basis of contract award.
Competitive procedure with negotiation (regulation 30)	▪ This process allows clarification of bids received following the submission of fully formed initial tenders (either through a restricted or open procedure). ▪ This procedure is typically used in situations where the technical needs or legal / financial requirements of the contract cannot be precisely defined at the outset of the ITT stage.
Competitive dialogue (regulation 31)	▪ This process allows bidders to submit a request to participate in response to a contract notice, albeit the number of bidders may be limited. ▪ It allows the local authority to negotiate proposed solutions with bidders until a solution is developed which aligns with their needs. It is a process that is typically used for complex and high-risk projects where there are gaps in requirements, knowledge, outcomes, contracts or commercials. During the dialogue, bidders gain a more in-depth understanding of specific contract requirements; thus, allowing them to tailor their proposals accordingly.
Innovation partnership (regulation 32)	▪ This is a procurement procedure that allows a local authority to collaborate with one or more partners to research and develop an innovative service that does not currently exist in the marketplace. Once completed, the resulting services are typically purchased from the organisation without further competition. It is typically used as a mechanism to stimulate markets, encourage research and address specific needs through tailored development contracts.
Negotiated procedure without prior publication (regulation 33)	▪ This process can only be used in exceptional cases when other procurement routes are deemed to be unfeasible, such as where a competitive procedure has not yielded any suitable bids, in cases where there is extreme urgency or in exclusive situations (e.g., exclusive rights to a design).

4.5.9 The above procurement options have been subject to a sifting exercise to remove those considered to be unsuitable at this stage. Sifting has considered the relative compliance with Public Contracts (Scotland) Regulations 2015 and the procurement objectives.

Table 4:6: Procurement options - Sifting

Procurement option	Rationale for sifting
Open procedure (regulation 28)	As there is still uncertainty around the number of bids to be received, this option is **recommended to be progressed into the OBC for further consideration** to guarantee the competitive nature of the procurement process.
Two-staged procedure (form of restricted procedure under regulation 29)	This option is considered to be more advantageous than an open procedure given there would be an opportunity to eliminate bidders with insufficient experience at the first stage. This would typically allow for a more proportionate resource impact on the Council during the subsequent assessment and scoring process of bids during the second stage. Therefore, this option is **recommended to be progressed into the OBC for further consideration**.
Framework – direct award (form of restricted procedure under regulation 29)	**This option has been sifted out** as no significant programme constraints have been identified so far which would require the shortening of a procurement window. It is also unlikely to meet procurement objective 4 given the likely challenges to demonstrate value for money relative to other contractors.
Framework – mini-competition (form of restricted procedure under regulation 29)	This option would offer several advantages given it would meet several of the procurement objectives, including the ability to filter submissions only to competent bidders that have a track record of providing similar works. Therefore, this option is **recommended to be progressed into the OBC for further consideration**.
Competitive procedure with negotiation (regulation 30)	**This option has been sifted out** as it would likely result in additional resource pressures on officers as well as specialist technical knowledge to undertake negotiations. Additionally, no significant challenges have been identified that would require a negotiated procedure.
Competitive dialogue (regulation 31)	**This option has been sifted out** given the potential challenges in meeting procurement objectives. It would likely result in additional resource pressures on officers as well as specialist technical knowledge to undertake negotiations.
Innovation partnership (regulation 32)	**This option has been sifted out** as the infrastructure works are unlikely to involve the research and delivery of an innovative service that is not yet already available in the market.
Negotiated procedure without prior publication (regulation 33)	**This option has been sifted out** as the project does not meet the exceptional circumstances criteria set out in the Public Contracts (Scotland) Regulations 2015.

4.5.10 Based on the outcomes of the sifting process it is recommended that the following two procurement route options offer the most advantages and should be retained for further consideration:

- **Open procedure** (regulation 28)
- **Two-staged procedure** (form of restricted procedure under regulation 29)
- **Framework – mini-competition** (form of restricted procedure under regulation 29)

4.5.11 These options will be further developed and analysed during the development of the OBC, including a more detailed overview of their pros and cons, a review of the potential frameworks available, the need for early contractor involvement and market engagement, the preferred contractual arrangement and risk apportionment.

4.6 Maintenance

4.6.1 The new infrastructure delivered under the ART project will add new maintenance requirements, the responsibility of which would fall under the local roads authority, i.e., Aberdeen City Council and Aberdeenshire Council as required. These new requirements will translate into new revenue costs that will need to be considered when assessing the economic and financial viability of the scheme. These will include, among others:

- Different maintenance and renewals requirements for additional sections of bus lane
- Additional and potentially more complex traffic signals
- Additional signage
- Enhanced placemaking elements such as lighting and, potentially, planting
- Operating and maintaining new mobility hubs, interchange facilities and, depending on the preferred commercial approach, also depots and new charging infrastructure
- Potentially new ticketing machines at bus stops

4.6.2 Further engagement will be required with Council officers to develop a better understanding of future maintenance requirements. However, it is clear that additional maintenance requirements will introduce new pressures on existing revenue (and capital in the case of renewals) budgets already under pressure.

4.6.3 The OBC should explore the appetite, across infrastructure operators, for adopting a private sector led approach specific to the mobility hubs and P&R facilities. However, this is usually applied on large-scale infrastructure projects and, in any case, it would be subject to the Councils' capacity to demonstrate a viable financial model for these elements once ART is operational.

4.6.4 There is significant uncertainty around the vehicles to be able to consider maintenance options. Maintenance responsibilities may fall under the remit of the operators, particularly if the new vehicles can be accommodated within existing depots. These requirements will be further explored as part of the OBC and a range of maintenance options developed and assessed. However, regardless of how maintenance of the vehicles is approached, it may require the allocation of a new revenue budget.

5 Financial Dimension

5.1 Introduction

5.1.1 The purpose of the financial dimension is to demonstrate the affordability and funding of the preferred way forward, including the support of stakeholders and customers, as required.

5.1.2 Demonstrating the affordability and fundability of the preferred option ultimately requires a complete understanding of the capital and revenue whole life costs of the scheme and of how the project will impact upon the balance sheet, income and expenditure and pricing arrangements (if any) of the organisation. The challenge is to identify and resolve any potential funding gaps during the lifespan of the scheme.

5.1.3 At SBC stage, with a more significant weighting on the Strategic and Economic Dimensions, the Financial Dimension provides an overview of the estimated capital infrastructure and vehicle costs (at a high level) of the scheme, the costs associated with the potential delivery mechanisms and explores funding routes for further scheme development.

5.2 Infrastructure costs

5.2.1 Costs estimates have been developed during both the STAG work and this SBC work, and both are outlined below as the former was used in the Benefit Cost Ratios reported in the Economic Dimension.

Cost Estimates - STAG

5.2.2 During the STAG work, an estimate of construction cost was made for ART as defined at that time. This estimated the cost at approximately **£215m** in 2021 prices (including optimism bias and preliminaries). A new cost estimate for the infrastructure has now been developed and is presented below.

5.2.3 However, it is worth noting that when estimating the previous cost:

- Work was still ongoing across many of MMCS, and indeed many of the studies were still appraising a range of different options. Therefore, assumptions were made where design detail was not available, and an option variant was chosen from each study to cost.
- Given the designs were still progressing and some were unavailable at the time of the exercise, costs were derived using a broad cost per kilometre, graded by the infrastructure proposed – as opposed to on an individual link and junction based approach. Junction changes were similarly graded into low / medium and high with a broad cost for each category applied as appropriate.
- The previous estimates were in 2021 prices. There has been significant construction cost inflation since then, of around 25%,[136] which has impacted heavily on cost estimates.
- Costs associated with the mobility hubs were previously not considered – the extension to Westhill and Blackdog not then being part of the ART concept. Furthermore, a ballpark estimate for the cost of the Portlethen Mobility Hub was applied, as more detailed plans were yet to emerge through the MMCS.
- The original costing exercise assumed the network as it was when it was modelled and appraised as set out in Section 3.4, and not with the final recommended network (as set

[136] Construction output price indices - Office for National Statistics

out in Section 3.5) and the one for which the estimated cost within this Financial Case has been developed.

Cost Estimates - SBC

Source of design and costs, and implications thereof - SBC

5.2.4 The ART scheme includes significant infrastructure proposals to deliver the bus priority infrastructure required to realise the journey time and reliability benefits of the scheme. As noted previously, transformational options for Aberdeen's main radial corridors (covering most of the proposed ART routes) were initially developed through the MMCS in the context of Transport Scotland's Bus Partnership Fund (since cancelled). The commencement of the MMCS preceded the ART project, but the ART project has, in the first instance adopted these designs. The infrastructure costing exercise is therefore based largely on the MMCS designs which have been worked up to 'outline design' stage (i.e. RIBA Stage 3 General Arrangement plan in AutoCAD using Ordnance Survey mapping) across the network.

5.2.5 It is important to note that these designs will be subject to review and refinement as the project progresses.

Active Travel

5.2.6 The scope of the MMCS included the delivery of significantly improved infrastructure for active travel (particularly cycling), in addition to bus priority, and the designs therefore include a **high level of provision for walking, wheeling and cycling**, reflective of Cycling by Design - including high quality cycling provision often in the form of a two-way segregated cycle track. The inclusion of the cycle track often substantially increases the overall infrastructure costs, specifically:

- **At junctions** – enabling safe passage through junctions for cyclists, especially in the case of the two-way track requires significant junction modifications, often with a larger junction footprint (and in some cases roundabout conversion to a signalised junction) and reconfigured signals

- **Along links** – where due to space constraints, while bus priority on its own (through the reallocation of road space) can be reasonably easily achieved, to accommodate the cycle track, more significant highway changes are often required. In many instances, this has involved narrowing or removing the central reservation (with the relocation of street lighting), the realignment of the carriageway and kerb lines, and a requirement for third party land.

5.2.7 This significantly increases the capital costs compared to a set of designs which focussed only on bus priority measures.

5.2.8 As the infrastructure designs have been developed in an integrated way for all modes, is it not straightforward at this stage to estimate the scheme costs attributable to each mode individually. However, to provide an indication of this, and to highlight the cost of including the proposed cycling infrastructure, assumptions have been applied across the ART network links and junction to estimate the cost attributable by mode. These are presented below, alongside the overall estimated capital costs.

Approach to Bus Priority

5.2.9 Furthermore, as set out in the Design Principles in the Economic Dimension, a key feature of the proposed bus priority is the provision of bus priority at junctions, as this is often where most time is lost. Enabling such priority through signal control is more easily achieved through providing a bus lane up to the junction stop line. However, this often requires a reconfigured junction and signal stages, often with a greater junction footprint (and in the current designs creates further complexity when considered in tandem with the signal changes required to

accommodate the cycling proposals). In some cases, existing (uncontrolled) roundabouts require conversion to signalised junctions, creating a greater highways signals maintenance cost.

5.2.10 Reflecting the ambitions of the MMCS, in the first instance, and where deemed possible, bus lanes have been designed up to junction stop lines, with junctions reconfigured to accommodate this. The additional costs of junction design could be reduced through reconsideration of this and setting back bus lanes from the stops lines to both reduce junction reconfiguration costs (and impacts on junction capacity if deemed unacceptable) while recognising the reduction in journey time benefit to buses (note though that careful placement of bus lane set-backs could ensure buses progressed through junctions on the next green phase).

5.2.11 In addition to the proposals for cycling and bus, and again in line with the ambitions of the MMCS, the designs also include for significant walking and wheeling improvements across the ART network, in part recognising such modes as a key component of any bus trip, and therefore an important element of the ART infrastructure.

Cost Assumptions

5.2.12 For the raw construction costs, the following percentage increases have been applied:

- Preliminaries at 35% of the infrastructure cost including 10% for site supervision and 10% for temporary traffic management costs. The remainder includes an element to cover the engineering design costs required for construction but not the design and assessment costs required for statutory approvals and road construction consents
- As per guidance optimism bias at 44% has been applied to the infrastructure plus preliminary costs and accounts for the uncertainty in the costs given no Quantitative Risk Assessment has yet been undertaken

5.2.13 The costs do not account for:

- Land / property acquisition
- Adjustments to public utility apparatus – note that this has the potential to be a significant cost but is unknown at this stage until further investigations are undertaken (and could be reduced depending on the approach to cycle infrastructure inclusion within the ART scheme)
- Surveys and investigation
- Value Added Tax (VAT)
- Inflation, as the date of construction is yet to be established
- Any investment that may be required in new technology to provide bus priority ‘hurry calls’ at junctions
- Any additional depots that may be required – this would be dependent on the vehicles to be used, and the overall delivery mechanism for the scheme
- Costs for potential existing Park & Ride site reconfigurations

Capital Costs

5.2.14 The table below sets out the costs across the ART network by corridor into the city centre.

5.2.15 Two of the ART corridors (West (A944) and North-West (A96)) have an interface or overlap with Aberdeen City Council's proposed Berryden Corridor Improvement Project (BCIP) which introduces new sections of road and widens existing roads to create a dual carriageway between the Kittybrewster and Maberly Street / Rosemount Place roundabouts. As requested by the Council no bus priority or traffic management measures are proposed in addition to those of the BCIP scheme - except at the Clifford Road junction with the Great North Road / Powis Place. At this junction, modifications are required to accommodate the proposed two-way cycle track through the junction between the Great Northern Road and Powis Terrace.

5.2.16 The North-West (A96) corridor includes two cost estimates to reflect the design options between the Don Street and George Street junctions, where a decision is yet to be made on a preferred design over this section:

- The option 'without additional significant infrastructure' assumes no significant road widening over this section which is currently a single carriageway road compared to the rest of the corridor which is dual carriageway

- The other 'with additional infrastructure' option creates a four lane road over this section through extensive road widening which includes replacement of the Belmont Road railway bridge and a retaining wall next to the freight railway line on Powis Terrace. This is included to provide continuous bus priority through this constrained section, while enabling the continuation of the proposed cycle track. The proposals have a significant cost.

Table 5:1: ART Network – Capital Infrastructure Cost Estimates

Item	North Corridor (£m)	North-West Corridor (£m)		West Corridor (£m)	South Corridor (£m)	Total* *(£m)*	
		Without significant infrastructure (1)	With significant infrastructure (2)			*Without significant infrastructure (1)*	With significant infrastructure (2)
Junctions	£64.6	*£35.2*	£38.6	£54.7	£22.4	***£176.9***	**£180.3**
Number of modifications	11	*14*	14	20	11	***56***	**56**
Links	£18.6	*£28.5*	£62.7	£30.6	£11.7	***£89.4***	**£123.7**
Link Length (km)	5.96	*8.29*	8.29	13.33	8.75	***36.32***	**36.32**
Bus Stops	£1.3	*£2.2*	£2.2	£1.9	£1.3	***£6.7***	**£6.7**
Mobility Hubs: Blackdog, Westhill & Portlethen** *(excluding land costs)*	£3.3			£3.3	£6.1	***£12.6***	**£12.6**
Total	**£87.8**	***£65.9***	**£103.5**	**£90.4**	**£41.5**	***£285.7***	**£323.3**
Cost per km[137] (£M/km)	*£14.2*	*£8.0*	*£12.5*	*£6.5*	*£4.0*	*£7.6*	*£8.6*

**cost exclude land or property acquisition, any utilities works, surveys and investigations, investments in new technology, depots, VAT and potential inflation*
***Mobility Hubs costed assuming 200 space car park within Blackdog and Westhill hubs, and 400 spaces at Portlethen as per designs from Laurencekirk to Aberdeen study*

5.2.17 The overall infrastructure cost for the ART corridors as emerging from the MMCS is anticipated to be between **£286m - £323m** – dependent on the inclusion, or not, of the significant infrastructure on the A96 between the Don Street and George Street junctions (as discussed above). The highest cost rates (where the cost per km is more than £10m/km) occur along the North and North-West corridors reflecting the need for either extensive road widening, modification / removal of the central reservation or where large roundabouts are removed and replaced with signal controlled cross roads. The scheme costs range should be viewed as a conservative estimate given the potential for cost reduction through 'value engineering' as discussed above.

[137] Excluding Mobility Hubs

5.2.18 To highlight those locations where costs are highest, the mapping in the figure below shows the link and junction costs coded into a High, Medium or Low cost banding, with the table thereafter providing an explanation for the increased costs. There is also a 'Very High' banding to cover cost outliers associated with major infrastructure items as such the bridge or junction replacements mentioned above on Powis Terrace.

5.2.19 This cost banding assessment for junctions and links (cost / km) has been undertaken to inform the next design stage into OBC. It highlights areas where significant change is required to provide the greatest benefit for ART and where a balance of cost against benefit may be required through 'value engineering'.

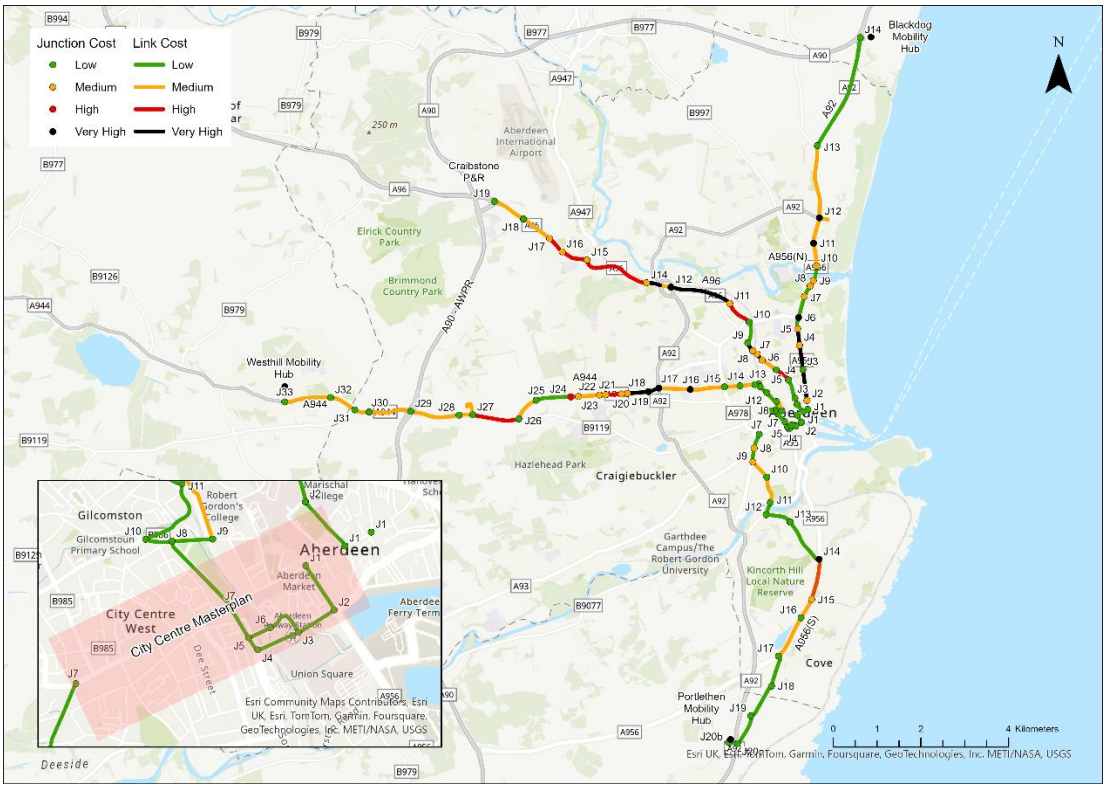

Figure 5:1: Infrastructure RAG Mapping

Table 5:2: ART Network – RAG Mapping of Costs – Significant Cost Locations

Item	Location	Cost (£m)	Cost per km (£m/km)	Reason for Significant Cost
Junctions (Cost exceeds £3m)	A944 West Corridor - J16 Westburn Road junction with Foresthill Road	£5.8	-	Junction widened to accommodate a segregated cycle route, improved pedestrians facilities and set-back bus lanes
	A944 West Corridor - J17 Lang Stracht junction with North Anderson Drive	£14.6	-	Junction widened to accommodate a segregated cycle route, improved pedestrians facilities and bus lanes up to junction stop lines
	A944 West Corridor - J18 Lang Stracht junction with Mastrick Drive	£5.8	-	As J16 above
	A944 West Corridor - J24	£4.9	-	As J16 above

Item	Location	Cost (£m)	Cost per km (£m/km)	Reason for Significant Cost
	Lang Stracht junction with Maidencraig Drive			
	A96 - North West Corridor - J12 Haudagain roundabout	£5.8	-	Priority roundabout replaced with signal-control cross roads
	A96 - North West Corridor - J13 Auchmill Road junction with Haudagain bypass	£4.9	-	Junction widened to accommodate a continuous bus and cycle track on the north side
	A956 - North Corridor - J6 King Street junction with Machar Drive & School Road	£14.6	-	Priority roundabout replaced with signal-control cross roads
	A956 - North Corridor - J11 Ellon Road junction with North Donside Road & King Roberts Way	£14.6	-	As J6 above
	A956 - North Corridor - J12 A92 Ellon Road junction with The Parkway & Parkway East	£14.6	-	As J6 above
	A956 - South Corridor - J14 A92 junction with A90	£9.7	-	New signal controlled pedestrian crossing facilities
Links (cost exceeds £3m/km)	A944 - West Corridor - Link 18 Lang Stracht	£2.0	£7.8	Road widening to accommodate bus lanes and cycle track
	A944 - West Corridor - Link 19 Lang Stracht	£2.5	£5.1	As Link 18 above
	A944 - West Corridor - Link 22 Lang Stracht	£3.5	£3.3	As Link 18 above
	A944 - West Corridor - Link 27 A944	£1.3	£3.6	Central reservation narrowing to accommodate cycle track
	A96 - North West Corridor - Link 5 Causewayend	£1.0	£3.2	Requires removal of central reserve
	A96 - North West Corridor Link 6 Powis Place	£1.4	£4.0	Requires removal of central reserve
	A96 - North West Corridor - Link 7 Powis Terrace	£19.6	£87.3	Retaining wall to widen highway into land under Railway ownership
	A96 - North West Corridor - Link 8 Powis Terrace	£14.9	£119.0	Replacement of the rail bridge to accommodate road widening for bus lanes and cycle tracks
	A96 - North West Corridor - Link 9 Powis Terrace	£1.1	£4.8	Road widening requires extensive carriageway resurfacing and regrading
	A96 - North West Corridor - Link 11 Great Northern Road	£2.0	£3.2	Road widening requires extensive carriageway resurfacing and regrading and 2 no. Toucan crossing upgrades.
	A96 - North West Corridor - Link 12 Great Northern Road	£7.2	£5.1	Requires removal of central reserve and 3 no. Toucan crossing upgrades

Item	Location	Cost (£m)	Cost per km (£m/km)	Reason for Significant Cost
	A96 - North West Corridor - Link 14 Auchmill Road (Auchmill Terrace - Haudagain bypass)	£1.7	£5.4	Requires removal of central reserve and 3 no. Toucan crossing upgrades
	A96 - North West Corridor - Link 15 Auchmill Road (Bucksburn r/a - Auchmill Terrace)	£5.6	£3.6	Subway modification and 1 no. Toucan crossing
	A96 - North West Corridor - Link 16 A96 (Bankhead r/a - Bucksburn r/a)	£2.0	£3.3	Subway modification and 1 no. Toucan crossing
	A96 - North West Corridor - Link 17 A96 (Auchmill Road (Bucksburn r/a - Auchmill Terrace)	£1.5	£3.6	Requires removal of central reserve and 1 no. Toucan crossing upgrade
	A956 - North Corridor - Link 3 Broad Street (Berry Street - Upper Kirkgate)	£3.6	£5.0	Road widening on both sides of the road
	A956 - North Corridor - Link 4 Gallowgate (Mounthooly r/a - Berry Street)	£2.7	£5.0	As Link 3 above
	A956 - North Corridor - Link 5 Causewayend (Fraser Place - Mounthooly/ Hutcheon Street)	£1.9	£5.0	As Link 3 above
	A956 - South Corridor - Link 10 Great Southern Road (Holburn Street to Winhill Road)	£1.6	£3.3	Requires removal of central reserve
	A956 - South Corridor - Link 11 Great Southern Road (Winhill Road to Riverside Drive)	£2.2	£3.7	Requires removal of central reserve
	A956 - South Corridor - Link 15 Wellington Road (Hareness Roundabout to Souterhead Roundabout)	£3.2	£3.4	Requires removal of central reserve
Significant miscellaneous costs	A96 - North West Corridor - Link 4 Mounthooly roundabout	£0.5	-	Subway modifications to improve walking and cycle route
	A96 - North West Corridor - Link 7 Powis Terrace	£119.4	-	Widening into railway land ownership
	A96 - North West Corridor - Link 8 Powis Terrace	£7.5	-	Bridge modification to provide bus lanes and cycle track
	A96 - North West Corridor - Link 15 Auchmill Road (Bucksburn r/a - Auchmill Terrace)	£0.5	-	Subway modification to accommodate cycle track
	A96 - North West Corridor - Link 16 A96 (Bankhead r/a - Bucksburn r/a)	£0.5	-	Subway modification to accommodate cycle track
	A96 - North West Corridor - Link 18 A96 (Dyce Drive - Gough Burn Crescent)	£0.5	-	Bridge modification to accommodate cycle track
	A96 - North West Corridor - Link 19 A96 (Craibstone r/a - Dyce Drive)	£0.5	-	Bridge modification to accommodate cycle track
Mobility Hubs	A944 - West Corridor - Westhill	£3.3		Circa 200 space parking facility
	A956 - North Corridor - Blackdog	£3.3		Circa 200 space parking facility

Item	Location	Cost (£m)	Cost per km (£m/km)	Reason for Significant Cost
	A956 - South Corridor - Portlethen	£6.1		Circa 400 space parking facility

Capital Costs – Estimates by Mode

To aid in the understanding of the cost impact of the inclusion of the cycle track across the ART network, the following table presents the infrastructure costs approximately by mode. This has involved applying the following assumptions:

- **Along links** it is relatively straight forward to identify the infrastructure supporting a particular mode. For example, bus lanes, bus stops and traffic gating proposals are allocated to the supporting the bus while new and upgraded crossing/ footways are allocated to pedestrians.

- **At junctions** the allocation of cost is a little more difficult as many of the changes at junctions are shared by modes. For example, improvement to crossings facilities can benefit both pedestrians and cyclists and junction widening to get a bus lane to the stop line makes it easier to accommodate dedicated cycle crossings in the method of signal control. The allocation of cost was therefore based on a broad but informed assumption of the benefit each mode would accrue as a percentage split between bus, cycle and pedestrian.

Table 5:3: ART Network – Capital Infrastructure Costs – Option 5 – By Mode

		Total Cost* (£m)		Cost By Mode (£m)		Approx. % of total cost across item	
Item	**Mode**	***Without significant infrastructure (1)***	**With significant infrastructure (2)**	***Without significant infrastructure (1)***	**With significant infrastructure (2)**	***Without significant infrastructure (1)***	**With significant infrastructure (2)**
Junctions	Bus	£176.90	£180.30	£82.00	£85.40	46%	47%
	Pedestrian			£30.80	£30.80	17%	17%
	Cycle			£64.10	£64.10	36%	36%
Links (including bus stops)	Bus	£96.10	£130.40	£26.20	£60.40	27%	46%
	Pedestrian			£15.90	£15.90	17%	12%
	Cycle			£54.00	£54.00	56%	41%
Mobility Hubs**	Bus	£12.60	£12.60	£12.60	£12.60	100%	100%
	Pedestrian	£0.00	£0.00	£0.00	£0.00	100%	100%
	Cycle	£0.00	£0.00	£0.00	£0.00	100%	100%
Total	**Bus**	**£285.60**	**£323.30**	**£120.80**	**£158.40**	**42%**	**47%**
	Pedestrian			**£46.70**	**£46.70**	**16%**	**15%**
	Cycle			**£118.10**	**£118.10**	**41%**	**38%**
Total (without cycling infrastructure)	**Bus and Pedestrian**	**£167.50**	**£205.10**				

**cost excludes land or property acquisition, any utilities works, surveys and investigations, investments in new technology, depots, VAT and potential inflation*
***Mobility Hubs costed assuming 200 space car park within Blackdog and Westhill hubs, and 400 spaces at Portlethen as per designs from Laurencekirk to Aberdeen study*
****Mobility Hub costs assumed to lie fully with ART and the bus mode*

5.2.20 It can be seen in the table that the inclusion of MMCS cycle infrastructure accounts for between 38% - 41% of the overall infrastructure costs dependant on whether the significant infrastructure on the A96 (as detailed above) is included. **Scheme costs without the inclusion of cycling infrastructure are therefore estimated to range from £167m to £205m.**

Scheme Cost Summary

As a summary of scheme infrastructure costs (in 2025 prices):

- Across all modes and as designed through the MMCS, scheme costs are estimated at between **£286m - £323m**
- Without the inclusion of MMCS cycling infrastructure, scheme costs are estimated to reduce to **£167m to £205m**

This provides a broad cost envelope of **£167m - £323m** depending on the specification of the scheme.

Developing the Scheme Costs for OBC

5.2.21 The designs and cost estimates as presented in this SBC should therefore be viewed as a reflection of the original MMCS ambitions and the ART design principles combined. During the next stage of Business Case, detailed work should be undertaken to ensure the balance of cost and benefits is appropriate and acceptable. This should also reflect on the likely maintenance implications. It is likely that through a process of 'value engineering' (considering where design cost and impact, and scheme benefits, and can be balanced) that scheme costs will be reduced.

5.2.22 In particular, the **MMCS cycling infrastructure** requires further consideration in the context of the emergence ART in terms of its inclusion and / or alternative integration with the ART scheme. To this end there are potentially three broad approaches to the OBC:

- **Approach 1 – Continue with current corridor designs**: expand OBC to include quantified cycling benefits, reflecting the aims of the MMCS, aim to provide segregated cycle provision along much of the ART routes in addition to bus priority; reframe the OBC (e.g., 'ART plus Associated Measures') to include the costs and benefits of ART and the full ambition for active travel provision
    - *Consequences*: Delivery will likely require road widening in places, significant junction modifications and compromises in terms of the pedestrian environment, in order to accommodate the infrastructure for both active travel and ART. In some places bus journey times / reliability may be compromised in order to deliver segregated cycle provision. Scheme costs will be higher and even with active travel benefits taken into consideration, a low BCR is likely
- **Approach 2 – Separate ART and Cycling OBCs**: Continue with current corridor designs – but split out and set aside the cost increment associated with the cycling provision as currently configured; continue with ART OBC on the basis of the costs associated with the bus priority only; will require a more detailed analysis of a 'hypothetical cost' of a bus priority only scenario
    - *Consequences*: ART attributable scheme costs significantly reduced leading to improved BCR for ART; would require separate business case and funding for the integral active travel proposals; this may be impractical as both elements would require to be constructed at the same time; overall scheme costs will be high
- **Approach 3 – Progress corridor designs to maximise benefits for active travel while prioritising ART:** Further develop corridor designs in line with the updated ART TPOs and the transport supply side measures that have been identified as required to meet these objectives. Under this approach, public transport movements would be prioritised over other modes, segregated cycle provision would be accommodated where current roadspace allows but cyclists may have to mix with motor traffic where space is constrained. This approach is in line with the RATN principles for Primary Mixed Traffic

Streets and Secondary Streets. Alternative provision for cyclists on parallel corridors and integration of ART corridors into the wider active travel network, will be considered through the development of the RATN.

- *Consequences*: Increased certainty for ART as bus journey times and reliability prioritised on ART corridors. Active travel provision continues to be integrated into ART designs and incorporated into the business case but a lower level of intervention and therefore cost, leading to improved BCR and deliverability for the project as a whole.

5.2.23 **A decision on which approach to adopt at OBC stage is a critical before the project progresses further**.

5.3 Vehicles and Depots

5.3.1 The preferred way forward involves an additional cost to acquire the new tram-style vehicles and some further cost likely required at depots. It has been assumed that 18m articulated vehicles would operate the ART routes (similar to the Glider system in Belfast). A similar tram-like vehicle, such as the Irizar e-mobility ie tram[138] costs approximately £840,000 (2024 prices). By way of context, a fully electric 70-seat double decker model such as the Alexander Dennis Enviro400 EV or BYD eBus BD11 would cost approximately £400,000 (2024 prices). It is estimated that 36 Irizar vehicles would be needed to operate the two cross city ART routes, at an approximate cost of £30.2m (2024 prices). Vehicle costs are likely to be revenue rather than capital costs.

5.3.2 It is also worth noting the potentially high cost of depot construction / acquisition and potential depot upgrade requirements to accommodate new vehicles. At this stage, these have not been included in the costs above. Once greater certainty on the vehicles to be used becomes available, depot requirements and costs can be estimated at the next stage.

5.4 Revenue

5.4.1 As set out in the Commercial Dimension, previous analysis undertaken suggests that the operating costs for the new city-wide bus network were lower than city-wide operator revenue. Therefore, based on this, **ART could be introduced with a net operating surplus across the complete bus network.** While this provides an early indication of the commercial viability of the network, this was caveated in relation to the ASAM model application for this use, and assumptions made with regards to the proposed infrastructure, network and services at the time of the analysis.

5.4.2 It was concluded that detailed analysis of the scheme revenue is required to be undertaken in the OBC to provide confidence in the likely revenue across both ART and non-ART services, and thus any potential subsidy implications. **This is a key risk area.**

5.5 Delivery Pathways – Set up Costs and Financial Risks

BSIP

5.5.1 There are costs incurred in establishing a BSIP Plan and Scheme given the need for workstreams to review the current network; assess delays to buses on key corridors and develop a programme of bus priority works; and review multi-operator and multi-modal ticketing. Some of this work has already been undertaken or is in programme for ART.

[138] https://irizar-emobility.com/en/vehicles/irizar-ie-tram

5.5.2 The financial risks associated with the BSIP process are considered to be relatively modest and consistent with 'business as usual' for both local authorities and operators. There is no material transfer of risk between the parties who should be well able to manage the process.

5.5.3 The BSIP concept is consistent with the various transport partnership approaches promoted by the Scottish Government and is unlikely to face resistance or legal challenge from bus operators. Key decisions relating to their commercial businesses remain largely in the control of the operators and any diminution of their freedom of action could be expected to be outweighed by the benefits arising from the requirement for the local authority to provide new facilities or implement new measures.

5.5.4 The above, however, needs to be put in the context of the uncertainties surrounding the delivery of ART through a partnership proposal as noted in Table 4:2. Any decision to go ahead with the required infrastructure investment should be made only if sufficient confidence has been built about the Councils' ability to deliver ART as a partnership.

Franchising

5.5.5 The challenges involved in establishing a franchising framework are significant. The management and administrative effort required by the local authority to comply with the provisions of the 2019 Act, the likely hostility and potential lack of co-operation from incumbent operators and the financial modelling and management required mean that franchising, while feasible, is still difficult and costly.

5.5.6 The franchising model introduces new costs and financial risks for a local authority, compared to a BSIP or BAU, including those incurred in set-up and ongoing management.

5.5.7 Franchising involves two streams of management and administration costs:

- during set-up to prepare and assess the proposed framework, obtain an auditor's report and conduct consultation
- on an ongoing basis to undertake service planning, tendering and monitoring & management

Set-Up Timescale

5.5.8 The timescale for delivering a bus franchising framework can be lengthy – and the key tasks to be undertaken by the local authority were set out in the Commercial Dimension. Estimates, based on admittedly limited experience of the few schemes that have been pursued thus far, suggest a **timescale of up to seven years for delivery**.

Financial Risks

5.5.9 The set-up costs associated with franchising will depend on the extent of any legal challenges and are therefore difficult to estimate accurately.

5.5.10 Franchising also transfers many of the market risks from operator to the local authority, most particularly farebox revenue where the local authority needs to be able to fund any unexpected shortfalls and / or respond quickly to re-align costs, if it can.

5.5.11 It would be theoretically possible to use net cost contracts with a franchising framework, i.e., transferring the revenue risk back to the operator but it is doubtful if this would be practicable. First, with a high degree of uncertainty in a new market regime, operators will err heavily on the side of caution in their revenue estimates leading to higher net costs; and secondly, the local authority will lose the flexibility to amend contracts 'mid-life' to respond to market conditions if it then needs to engage in revenue renegotiations.

5.5.12 Franchising also transfers an element of operating cost risk from operator to the local authority. While contract prices are generally fixed (apart from any specified indexation) for the duration of a contract, the local authority has no control over the prices submitted when contracts are retendered.

5.5.13 Franchising, therefore, creates additional costs and financial risks compared to other models. While some of these are similar in nature to the current (very limited) tendering regime, they will be of a far greater magnitude and others are not borne by the local authority at present at all.

Legal Risks

5.5.14 The risk of a legal challenge to a franchising proposal is considered to be very high. Incumbent operators have vigorously resisted all previous attempts to introduce franchising or, under previous legislation, quality contracts. In the case of Nexus, a special board established by the Traffic Commissioner ruled against a quality contract scheme in Tyne & Wear, but it was clear that operators were prepared to take legal action if the decision had gone the other way. More recently, in Greater Manchester the Metro Mayor's proposals for bus franchising were challenged by two operators who sought judicial review, one of them taking the case as far as the Court of Appeal. While these challenges were unsuccessful, they did add time, cost and uncertainty to the process. It is also worth noting that Strathclyde Partnership for Transport (SPT) published its draft Strathclyde Regional Bus Strategy (SRBS) for public consultation in February 2025, and part of the preferred options approved by the full partnership is that SPT should commence work on establishing local bus franchising, in line with the requirements of the Transport (Scotland) Act 2019. Subsequently, a major bus operator in the region has launched searing condemnation of the proposed bus franchising plans, and is threatening legal action against SPT.[139]

Likely Costs

5.5.15 While noting the differences in population size and the large area coverage of the franchise schemes, it is worth noting that:

- A Transport Act Scoping Study commissioned by SPT and Glasgow City Council in 2022 which explored the options available to local transport authorities arising from the Transport (Scotland) Act 2019 estimated the cost of establishing a Bus Franchising Scheme in the SPT area to be between £4m and £15m[140]
- West Yorkshire Combined Authority estimate that there will be an initial cost of £20m to set up franchising (see discussion in Appendix K). In addition, it is estimated £85m-£100m will be required to acquire depots.
- It has been estimated that the transitional cost to achieving franchising in the Liverpool City Region is expected to be around £20m, which could rise to £38m if a number of "key risks" materialise[141]. Delivery of the depot strategy outlined in the franchising assessment was estimated at around £56m while fleet acquisition costs were estimated at £85m.
- Transport for Greater Manchester estimated that approximately £135m will have been spent to complete the transition to a franchised network, when networks will have been enhanced and fully integrated simplified ticketing will be in place[142]

[139] McGills: threatens legal action against franchising - Bus & Coach Buyer

[140] bus-scoping-study-final-report-january-2022.pdf

[141] Liverpool City Region confirms bus franchising preference - routeone

[142] Major reform of Greater Manchester's bus network one step away after nine out of 10 councils approve historic plans - Manchester Evening News

5.6 Further scheme development costs

5.6.1 As per the recommendations set out in Section 6.5, the scoping exercise for the next OBC stage will follow this SBC. This will enable the development of more accurate costings for the next development stages.

5.6.2 Depending on the preferred delivery pathway, developing the ART project to a point where it is ready for implementation could be a significant undertaking requiring several million pounds to complete. The costs below aim to provide a reference of typical development costs for infrastructure schemes across Scotland:

- The whole design development process for Edinburgh's City Centre West East Link was over £3.5 million, for a total scheme cost of approximately £21 million
- Completing the OBC and Full Business Case for Shetland Island Council's Fair Isle Ferry Replacement was nearly £5 million, for a total anticipated cost of over £49 million (construction is due to start in March 2025)
- The City of Edinburgh Council estimates that the OBC and completing the consenting process (including a TAWS Order) for the future extension of the tram network between Granton and Shawfair could have a cost of up to £40 million

5.6.3 In conclusion, the costs for developing the OBC will be subject to further scoping work and ultimately, the level of legal support required based on the preferred delivery pathway. Given the extent of the design work required (over approximately 50km of carriageway, covering works at over 70 junctions, and with the build of three new Mobility Hubs), case making, modelling, advisory work, communications, legal inputs and, potentially, site investigation works developing the OBC could have a significant cost, into the order of tens of millions of pounds.

5.6.4 However, there may be benefits in adopting a programme-level approach to the development of the OBC, i.e., a Programme Level OBC. By doing this, ART would be treated as an overarching programme that would be the umbrella under which individual projects develop. At programme level, the OBC would seek to further develop the review of the network and determine the preferred delivery pathway for ART, including any potential phasing. Individual projects could refer to, for example:

- The different phases that ART may be split into, whether these refer to measures, facilities, service standards
- The introduction of different stages based on the application of the powers in the 2019 Act. For example, an initial project could look at delivering improvements across the network through a partnership proposal, whereas a second stage could introduce a franchising framework along the ART routes. There may also be other intermediate stages.
- Different elements of the ART project could also progress as separate projects. For example, the specification and purchase of the vehicles may be treated as a separate project. The same could apply to the implementation of an off-bus ticketing system at a later stage.
- There could also be multiple combinations of the above, as projects could refer to a mix of phasing and different elements of ART.

5.6.5 Treating the next OBC stage as a programme would also present a benefit with regards to the costs of the next stage. This is because workstreams like site investigations and detailed legal inputs would only be required once individual projects progress and not as part of Programme Level OBC. It is recommended further reflecting about treating the next OBC stage at

programme level when developing the Project Initiation Document (see 6.3 below), considering the potential advantages and how it would work in practice.

5.7 Funding

5.7.1 Various funding streams have been identified for the future funding of the project. These include:

- **Bus Infrastructure Fund (BIF)**: This could potentially be a significant source of funding, particularly for the development of the OBC. It is however noted that that while the fund could provide a potential vehicle for funding, it depends on the scale of the fund and whether it offers the potential for multi-year, as opposed to single year funding

- **Aberdeen City Region Deal**: the current funders of the ART project. Making the case for ART within the current Deal (up to March 2027) provides the opportunity for ART to be included as a delivery project in any future Deal.

- **Local Authority Funding**: Local councils, such as Aberdeen City Council and Aberdeenshire Council, can allocate funds from their budgets to support the development and implementation of the scheme. However, at present, current capital plans do not include the scheme and are typically catering for essential expenditure only.

- **Scottish Government Grants**: Various grants and funding programs are available from the Scottish Government aimed at improving public transport and reducing emissions

- **Private Sector Investment**: Partnerships with private companies, including bus operators and developers, can provide additional funding and resources. This, however, will remain subject to the financial viability of the scheme and the identification of areas for investment appetite. It could be of particular interest for the purchase or lease of the ART vehicles. Another form of private sector investment may materialise through developer contributions. In this regard it is worth noting that ART is aligned with the region's strategic development corridors and can support in facilitating sustainable development - there is therefore an expectation that developer obligations will be a funding stream. This will be further explored during the OBC.

- **UK Infrastructure Bank:** The UK Infrastructure Bank is operationally independent but wholly owned by HM Treasury. The bank has £27.8bn to help crowd in private investment and drive growth across the UK. The banks could be a potential source of funding.

- **Scottish National Investment Bank:** The **Scottish National Investment Bank** provides patient (long term) capital to businesses and projects throughout Scotland to support the development of a fairer, more sustainable economy. The Bank's ambition is to not only invest its allocated public capital, but to encourage additional private capital to invest alongside it, to support the delivery of our missions. The bank could be a potential source of funding.

5.7.2 These funding options can be combined to create a robust financial plan for ART, ensuring its successful implementation and sustainability.

6 Management Dimension

6.1 Introduction

6.1.1 The Management Case within the SBC provides a high-level overview of the management arrangements required for the successful delivery of the ART project. Therefore, this chapter aims to develop the thinking around:

- Who is involved in the ART project, both inside and outside the Council, including users, sponsors, suppliers and other key stakeholders
- The achievability of the ART project and its objectives, taking into account the Council's organisational readiness and its current capabilities
- The nature of the work needed to develop more detailed management proposals

6.1.2 Given the complexities of the proposed ART scheme, some uncertainties will remain with regards to the management resources and governance structures required for the delivery and operational stages of the project. As such, this chapter of the Strategic Business Case will be limited to outlining the work required at the next development stages to establish the framework and methodologies that will be deployed to ensure the successful delivery and operation of the ART project.

6.1.3 Taking the above into account, this Management Case is structure as follows:

- An initial review of other urban infrastructure projects in Aberdeen and Scotland, identifying lessons that may be applicable to the ART project
- A review of the current Project Framework, providing recommendations for a governance structure specific to the ART project
- An analysis of the current risk environment and how the current uncertainties may impact the achievability of the ART project
- Next steps

6.2 Review of Urban Infrastructure Projects in Aberdeen and Scotland

Aberdeen Western Peripheral Route

6.2.1 The Aberdeen Western Peripheral Route (AWPR) is a major road that stretches north from Stonehaven through Kincardineshire and crosses both the River Dee and River Don before terminating at Blackdog, with a total length of 26 miles. The construction of the AWPR was coupled with extensive upgrades to the A90 continuing north with the 9-mile section between Balmedie and Tipperty. The new road first opened in 2018 although some works continued until its official completion in 2019.

6.2.2 This section is based on an internal audit report for Aberdeen City Council produced by *pwc* in May 2014[143] and various progress updates and governance reports to Aberdeen City Council's Enterprise, Planning & Infrastructure Committees.

6.2.3 Backed by the Scottish Government (SG), the road was developed by Transport Scotland (TS) in partnership with Aberdeen City Council (ACC) and Aberdeenshire Council (AC). An Agency Agreement was entered into between ACC and the Scottish Ministers in November

[143] https://committees.aberdeencity.gov.uk/documents/s38889/AWPR%20Governance%20-%20FINAL%20Report.pdf

2003 (and subsequently varied in 2008, 2012 and 2013) whereby ACC became the Appointed Agent of the Scottish Ministers under section 4 of the Roads (Scotland) Act 1984. Under the terms of the Agency Agreement, ACC was responsible for the provision of all services in connection with the procurement, preparation and construction of the AWPR project on behalf of the Scottish Ministers.

6.2.4 Funding for the project was the subject of a tripartite Memorandum of Understanding (MoU) between the Scottish Ministers, ACC and AC signed on October 2003 (and subsequently varied in 2007 and 2013 to reflect changes to the project). The MoU committed both local authorities to make a percentage contribution towards the scheme development and capital construction costs.

Project governance

6.2.5 ACC committed to the AWPR project on a 'multi agency' basis, i.e., in partnership with the Scottish Government via TS and Scottish Futures Trust (SFT) as well as AC. The Council approved its financial commitment and **delegated decision-making powers to its then Chief Operating Officer (COO)** in her capacity as a Project Board member. The COO attended Project Boards alongside the Head of Planning and Sustainable Development. There were also arrangements in place for delegation of the COO powers to the Head of Planning and Sustainable Development.

6.2.6 The review conducted by *pwc* evidenced robust involvement of ACC in key project decisions. For example, **approval of the final tender submission fell to the Project Board**, i.e., the COO using her delegated powers.

6.2.7 The AWPR was delivered under the Independent Project Assurance Model (IPAM) protocols, which have now evolved into more comprehensive models such as the Infrastructure and Projects Authority (IPA) *assurance review toolkit*[144] or the Association for Project Management (APM) white paper *assurance assessment toolkit*[145]. This ensured that **focussed independent reviews took place at all key decision points** over the life of the project. The sharing of these reviews with ACC's Elected Members was a prerequisite to providing the comfort they required.

6.2.8 A key recommendation from the *pwc* paper was that the Project Board should **regularly report financial expenditure on the project to the relevant Council Committees**. The paper also noted that the Council should seek to identify and routinely review its recurring and non-recurring reporting needs (including IPAM reviews) to ensure the project's visibility at relevant senior executive and Elected Members' Committee meetings.

Procurement and cost management

6.2.9 The development of the procurement strategy **was led by TS, with close involvement of the two local authorities and SFT**. Technical, legal and financial advisors were appointed to assist during the procurement process, despite TS having extensive delivery experience in multi-party schemes on major transport infrastructure projects, e.g., M8 M73 M74 Motorway Improvements and Forth Replacement Crossing.

6.2.10 A point of concern noted in the *pwc* paper (raised by ACC's finance lead) was the need for **effective profiling of the likely timing of expenditure by all parties** involved in the project. This was to assist in good treasury management and effective reporting. However, this was considered to be a challenge to the project due to uncertainties around the levels and timing of payments for land compulsory purchase orders.

[144] https://www.gov.uk/government/collections/infrastructure-and-projects-authority-assurance-review-toolkit

[145] https://www.apm.org.uk/v2/media/qejjzb50/assurance-assessment-toolkit.pdf

Trams to Newhaven

6.2.11 Passenger services on Edinburgh's tram line extension to Newhaven launched on 7th June 2023 after a 4-year construction period (contracts were approved by the City of Edinburgh Council's Finance and Resources Committee in March 2019). Since its opening to the public, the project has received numerous industry awards recognising its success in delivering on time and within its £207.3 million budget, as well as deploying an effective and innovative procurement strategy.

6.2.12 This section reviews the Management Case within the **Trams to Newhaven Full Business Case**[146] to develop an understanding of the factors that contributed to the project's success.

Project governance and organisation

6.2.13 A key lesson learned from the first phase of tram related to the project governance and contract management structures. Following mediation, revised governance structures were put in place that served the project well through to its opening to passenger services. Therefore, similar arrangements were adopted from the outset on the Trams to Newhaven extension. The key principles underpinning the project's governance structure were:

- Strong leadership from the top of the Council, key stakeholders and the contractors selected to carry out the works
- Strong political support and regular reporting by officers on risks, issues and costs
- Clearly defined roles and responsibilities within the Council, with clear reporting lines
- Clear management information used to report through all project levels
- Professional project management support to the project

6.2.14 Responsibility within the Council for the project resided with the **Senior Responsible Officer (SRO) who led the project senior management team**. Core project decisions were taken by **the Project Board** or by **the Council's Corporate Leadership Team**, as appropriate. A separate **Finance and Risk Sub-Group, chaired by the Council's Head of Finance**, was also established to provide detailed challenge and oversight. This sub-group also oversaw project risk contingencies. Political oversight was provided by the **All Party Oversight Group**, with reporting to Council Committees as required.

6.2.15 A **managed delivery unit** was also established, mainly made up of the Council's advisory team and led by the **Project Director**. The remit of the managed delivery unit was to successfully manage all aspects of the project through to completion. Both the Project Director and the SRO were members of the Project Board and took joint responsibility for all aspects of project delivery.

6.2.16 This top level governance is reflected in Figure 6:1 below.

[146] https://www.edinburgh.gov.uk/tramstonewhaven/downloads/download/137/covid-19-final-business-case-refresh

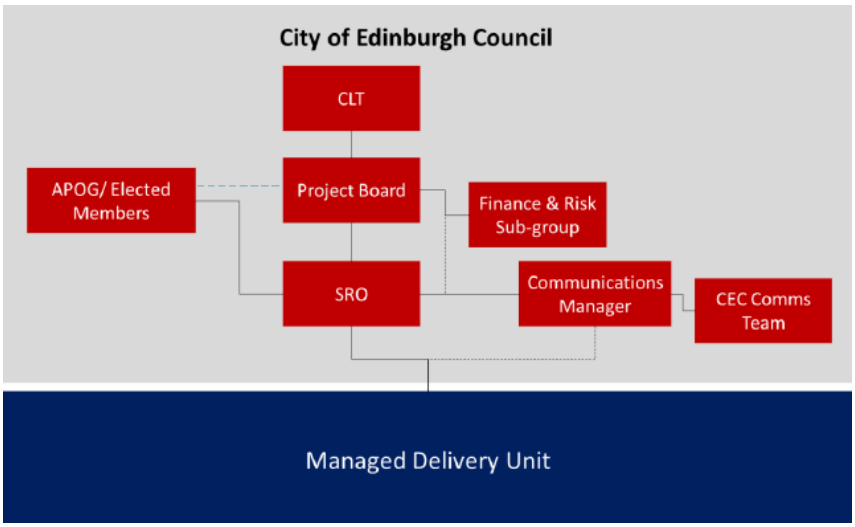

Figure 6:1: Trams to Newhaven top level governance structure (*Trams to Newhaven Full Business Case*)

The delivery strategy

6.2.17 Based on lessons learned from the construction of the first phase of tram, the delivery strategy for Trams to Newhaven was based on the following:

- Traffic management arrangements were designed at the **Early Contractor Involvement stage** to facilitate opening large sections of the site at any one time to enable flexibility around the works programme in the event that problems arise during construction
- A continuous approach to construction was deployed wherever possible whereby the diversion of utilities was carried out immediately prior to the installation of the tramway, thus minimising disruption, cost and speeding up the construction process
- Recognising the impact that this approach was likely to have on the local community, a Support for Business scheme was developed to maintain the vibrancy, desirability and accessibility of the streets affected by the project during construction

6.2.18 The above approach was **built into the scope of the two main construction contracts (infrastructure and signals)** to ensure the Council had the appropriate contractual guarantees around the preferred delivery strategy.

Edinburgh Trams operations

6.2.19 This section provides an overview of how tram operations are arranged in Edinburgh, including a review of revenue and operating and maintenance costs for the year ended 31st December 2023[147].

6.2.20 Edinburgh Trams has responsibility for the operations and infrastructure management of the city's tram system between the airport and Newhaven on behalf of the City of Edinburgh Council (CEC). A fleet of 27 trams operates seven days a week, serving 23 stops, with the opening of the Newhaven line introducing eight new stops to the network.

6.2.21 Edinburgh Trams remains fully responsible for the management of maintenance contracts with the following contractors:

[147] Edinburgh Trams Limited Financial Statements for year ended 31st December 2023 https://edinburghtrams.com/sites/default/files/2024-09/ETL%20Statutory%20Accounts%202023.pdf

- Construcciones y Auxiliar de Ferrocarriles S.A. (CAF) for tram maintenance
- Flowbird Transport Ltd for ticketing equipment maintenance
- Infraco (a consortium between Siemens Mobility Ltd and Bilfinger Construction UK) for infrastructure maintenance

6.2.22 Edinburgh Trams are responsible for the full payment of maintenance costs made directly to their maintenance providers. There are monthly formal meetings to monitor the contractors' performance and agree payment in terms of their individual contracts. The contracts were amended to take account of the additional maintenance requirements for the Newhaven extension.

NESS Energy from Waste

6.2.23 The NESS energy from waste facility, located in East Tullos, processes non-recyclable waste from Aberdeen City, Aberdeenshire and Moray councils, produces electricity for the national grid, and will provide heat for a local district heating network. Waste taken to the facility is burned cleanly and completely, meeting strict EU emission standards.

6.2.24 The facility was delivered through a partnership between the three Councils, which added additional complexity to an already highly technical project. The main governance arrangements were designed to ensure that the interests of each of the three partner authorities were taken into account, but also to balance the need to have effective and timely decision making and appropriate levels of accountability.

6.2.25 Whereas the project had a Project Director who was accountable to the Project Board, key decisions were referred to each of the Councils' committees. A governance structure for the project is provided in the figure below.

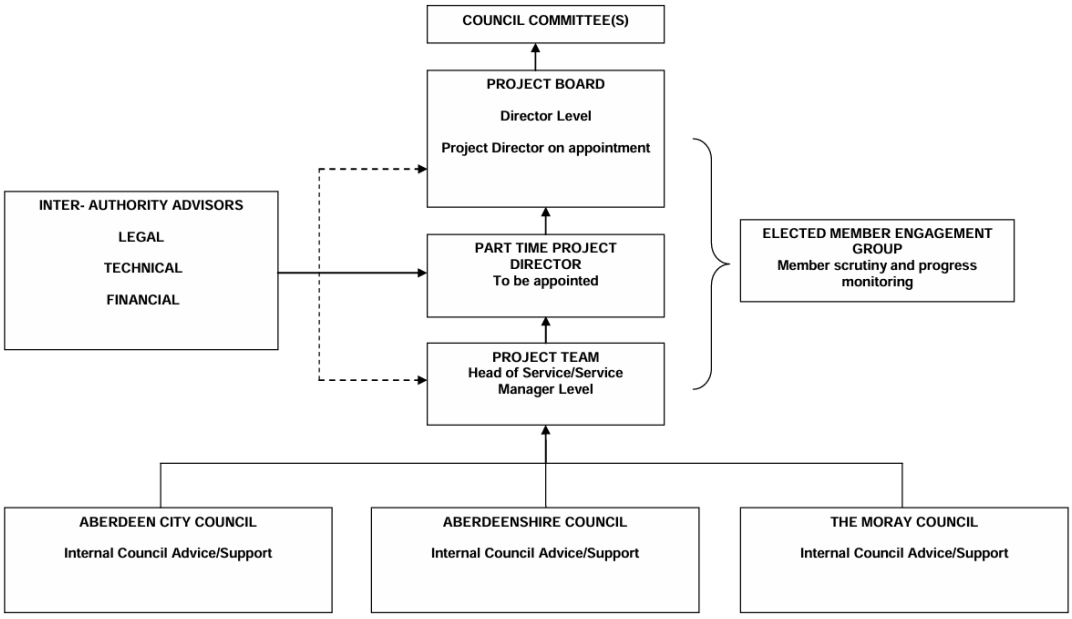

Figure 6:2: Energy From Waste – Governance Structure

Conclusions

6.2.26 Throughout the review of the above projects, a number of key lessons for application to the ART project have been identified:

- Similar to the AWPR project, the ART project will likely require some form of 'multi-agency' work between, at least, Aberdeen City Council, Aberdeenshire Council, Nestrans and, potentially, the UK and Scottish Governments. In this context, it will be critical to **establish a nominated authority to lead the development of the ART project**, clearly defining the role of other partners involved.

- The lead authority should consider **delegating powers to an officer with sufficient seniority to make project decisions** within the scope of that delegation. In the case of the AWPR this was the COO, whereas for Trams to Newhaven there was a nominated SRO. In both cases, **a Project Board was established** as the conduit for core project decisions within the limits of those delegated powers

- Both projects **adopted an assurance framework and established separate groups within their governance structures** to provide detailed challenge and oversight to decisions and operational arrangements

- **Elected Members were regularly informed of project progress**, including financial expenditure. This helped increase political visibility and minimise uncertainty at key decision points.

- Given the likely legal and commercial complexities of the ART project, **consideration should be given to engaging with SFT** with the objective of mobilising their expertise in infrastructure financing, procurement and delivery

- **Management of ART operations and maintenance** of both the infrastructure – including ticketing infrastructure and future renewals – and vehicles will drive the requirements for operational resource. Although not critical at this stage, the OBC should establish these requirements in detail depending on the preferred delivery pathway.

6.3 Project Framework

6.3.1 This section aims to provide an overview of the current organisational structure set up by Aberdeen City Council around the ART Project, the reporting and governance arrangements and the key roles and responsibilities. The main focus is to carry out a high-level gap analysis with regards to the likely governance and resource requirements for the next stages, namely the development of the OBC, and provide recommendations.

Current Governance Arrangements

6.3.2 As the project was initially funded through Transport Scotland's BPF, a **BPF Programme Board** was set up to provide oversight of all the BPF Programme across the region. The Board included senior managers from Aberdeen City Council, Aberdeenshire Council, and Nestrans. The BPF Programme Board reported to the relevant **committees within both Aberdeen City Council and Aberdeenshire Council**, the **Nestrans Board** and the **North East Bus Alliance Board** (bringing bus operators and Bus Users UK into the BPF Programme). The North East Bus Alliance Board has responsibility for the development of a **Bus Service Improvement Partnership (BSIP) Agreement**, the development of which was a stipulation of the BPF funding.

6.3.3 However, the BPF funding was paused in March 2024 for the 2024/25 financial year. Despite the pause in funding from the Scottish Government, there was a strong desire to continue work across the previously BPF funded studies, including the ART project. As a result, the current project stage is funded through the **Aberdeen City Region Deal (ACRD)**.

6.3.4 The ACRD is the agreement between the UK Government and the Scottish Government with Aberdeen City Council, Aberdeenshire Council and **Opportunity North East (ONE)**. ONE is a delivery mechanism for the Region's economic vision which focuses on transformational investment supporting the evolution of the region's key sectors, sustainable business growth and creating green jobs for the future.

6.3.5 In the context of the ACRD, Aberdeen City Council and Aberdeenshire Council established the **Aberdeen City Region Deal Joint Committee** as the "Constituent Authorities". It consists of Elected Members of both local authorities and members of ONE. The Joint Committee drives and governs the implementation of the City Region Deal programme and its links to the Regional Economic Strategy. The Aberdeen City Region Deal Joint Committee reports to both Scottish Government and UK Government as joint ACRD funders.

6.3.6 As part of the ACRD, the BPF Programme Manager currently also reports to the **Aberdeen City Region Deal Transport Working Group** (which oversees the transport programme under the ACRD) which, in turns, reports to the **Aberdeen City Region Deal Programme Board**. Additional details of all these groups and their reporting structure can be found in section 2.2 and Figure 2:1.

6.3.7 It is worth noting that decision making remains under the remit of each of the Councils' relevant committees.

6.3.8 The above represents the typical approvals route for the entire BPF Programme (assuming there are no changes in future funding). However, the known complexities of the ART project, its scale and the likely decision-making challenges probably grant setting up **a dedicated governance structure that enables an efficient decision-making and escalation route**.

6.3.9 Therefore, the rest of this section, explores a series of governance recommendations aimed to provide operational oversight specifically for the development of ART as a standalone project, with Aberdeen City Council as the lead (or client) organisation.

6.3.10 The key principles underpinning these recommendations are:

- Informed leadership from the top of the client body, enabling a more efficient relationship with both the stakeholders and the suppliers involved in the delivery of the project
- Strong political and senior management support through regular reporting on risks, issues and investment requirements
- Clearly defined roles and responsibilities within the client organisation with clear reporting lines, thus providing a strong sense of ownership by individuals
- Viable for Aberdeen City Council to implement
- Clear management information used to report at all levels
- Professional project management and advisory support embedded in the client organisation
- Recognises the role of key stakeholders, including Aberdeenshire Council and both the UK and Scottish Governments

6.3.11 The recommendations presented here are based on the broad application of the PRojects IN Controlled Environments (PRINCE2) project management methodology and learnings from other projects of a similar nature. PRINCE2 represents proven good practice in project management and is the recommended methodology in the HM Treasury's 'Better Business Cases: for better outcomes' framework.

The Senior Responsible Owner

6.3.12 The **Senior Responsible Owner (SRO)** is a key role in PRINCE2. The SRO is accountable for the project, and for ensuring that it meets its objectives and delivers the expected benefits. The individual who fulfils this role should be able to lead and champion the project and must be empowered to direct the project team and take decisions; for example, whether to delay or stop progress on any of the workstreams outlined in Table 2:6.

6.3.13 The SRO must have sufficient seniority and authority to provide leadership to the project and take on accountability for delivery. The role of the SRO is pivotal in ensuring that the project aligns with the Council's strategic goals and priorities.

6.3.14 It is worth noting that **the Council has not yet appointed an SRO**. It is recommended that this appointment takes place prior to any major work commencing on the OBC. **The SRO may be appointed by the Council's Chief Executive**, Angela Scott, **or via decision of the Council's Net Zero, Environment and Transport Committee**. This is a key recommendation that will contribute to increase the visibility of the ART project within Aberdeen City Council.

6.3.15 A **Project Director** may be nominated to deputise for the SRO and provide day-to-day leadership. However, the Project Director should not replace the SRO and its appointment is not recommended until the later stages of the OBC. At that point, a closer relationship between a senior representative of the Council and the private sector (contractors, operators etc.) will likely be required. Among other responsibilities, a Project Director could help establish and maintain those relationships on behalf of the SRO.

Political Oversight

6.3.16 The purpose of ensuring there is an appropriate level of political oversight is to help raise the profile of the ART project across Elected Members. Given the regional nature of the ART project, it is recommended that political oversight materialises through Nestrans Board, which includes cross-party representation across both Councils, Charis of relevant committees and officer representatives of planning, active travel, health and wider infrastructure development, as well as the relevant Council committees.

The Project Board

6.3.17 As the main decision-making body, the remit of the **Project Board** is to provide clear operational oversight across all the workstreams and required outputs (Table 2:6) of the ART project. Acting as the main client body, the role of the Project Board is to provide challenge to the resolution of issues and to be the sign-off point for change requests. The responsibilities of the Project Board include:

- The appointment of **the Council's Project Manager** (already in post) and the wider allocation of resources, including budget and personnel
- Approval of the business case, including the project objectives and the scope
- Approve the **Project Initiation Document (PID)**
- Ensure effective communication and engagement takes place across the adopted governance structure and with stakeholders
- Consider recommendations and authorise future actions on the project, including the early termination if the project is no longer viable or there is not a robust case for investment
- Project assurance
- Manage and monitor the project budget, authorising expenditure in line with the provisions set out in the PID and taking account of any delegated authority provisions to the SRO and the Project Manager that may be in place
- Provide direction, if required, to the Project Manager in the negotiation of contracts and signing off contract provisions prior to tender and contract award

- Sign off any change request to the scope (including requirements), the master schedule, the project budget, the PID and the provisions in this business case
- Monitor the delivery of the scope in line with the project objectives and within the agreed quality parameters
- Oversee the identification and management of risks, ensuring that appropriate mitigation strategies are in place

6.3.18 The Project Board should have representation of the three main areas of interest in the project:

- The **Project Executive**, represented by the SRO and the Project Director (whose role will be further defined in the PID), as well as **Nestrans Director** and **Aberdeenshire Council's Head of Environment and Sustainability**, is ultimately responsible and accountable for the successful delivery of the ART project
- **Senior Users (SrU)** represent the end user or customer and their needs, being responsible for ensuring that the project's outputs and deliverables meet their requirements and expectations. In the Project Board, these are representatives of Strategic Place Planning, City Development and Regeneration, Operations and Capital.
- **Senior Suppliers (SrS)** represent the suppliers or vendors providing goods or services for the project, ensuring that the project's outputs and deliverables are feasible and can be delivered on time according to the master schedule and within the approved project budget. At this stage, these will be mostly senior representatives from the consultancy team supporting the Councils and will act as advisors to the Project Board.

6.3.19 In addition to the above, it is recommended that the Project Board has some representation, as and when required, from key support functions within the Council, including, as a minimum, legal, finance, procurement, asset management and communications.

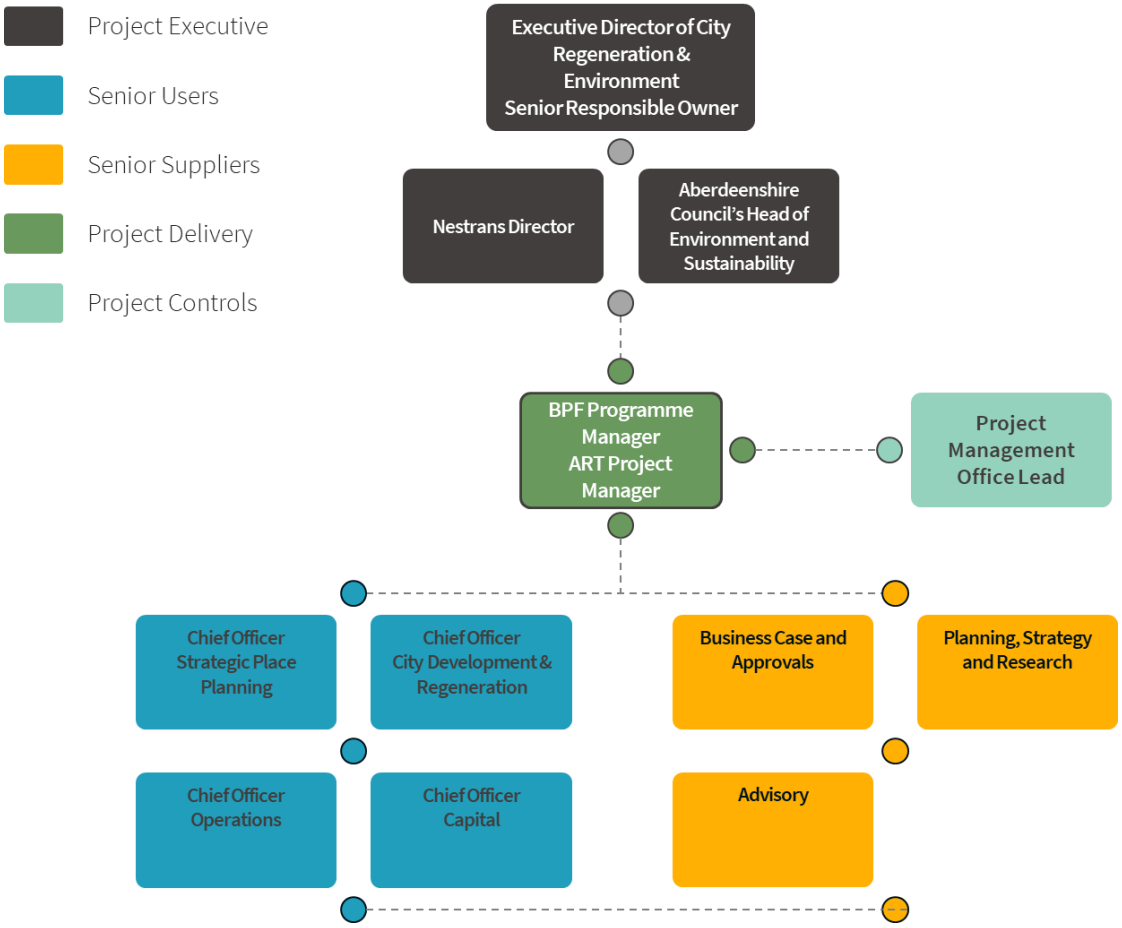

Figure 6:3 Proposed structure for the ART Project Board

The ART Project Manager

6.3.20 **The ART Project Manager is ACC's BPF Programme Manager**. The main responsibility of the Project Manager is to ensure the project delivers the right outputs, to the required level of quality and within the specified constraints of time, cost, resources and risk, including:

- Build up and manage the Project Team, ensuring it is adequately resourced through the different project stages
- Maintain an effective relationship with the SRO and other members of the Project Board
- Develop and maintain key project documents and information, including the PID and the business case
- Identify, evaluate and manage risks and issues, agreeing, assigning responsibilities for and monitoring the delivery of mitigation actions
- Manage and control changes to the Scope (including requirements), the Project Plan (including individual stage plans and the project budget) and resources
- Present project reports and information to the SRO, the Project Board and other relevant stakeholders, seeking approvals and inputs into decisions as required
- Ensure that the project's deliverables and required outputs meet the required specifications and quality standards

The Project Initiation Document

6.3.21 The PID is a core, live document that defines the project in detail. When correctly maintained, it serves as a reference point throughout the project for both the Project Team and the wider Council as the client organisation. It is recommended developing and signing off the PID prior to any work commencing on the OBC. Although the responsibility for maintaining the PID would reside with the Project Manager, the Project Board may use it to continuously assess the viability of the ART project and make informed decisions. The PID should include, as a minimum, the following provisions:

- The ART vision, project objectives and scope
- The expected benefits of the ART project
- The organisational structure set up around the project, including the detailed definition of roles and responsibilities
- Project communications (internal) and the reporting framework
- The **Project Plan**, including an overview of the deliverables, the activities required to deliver them and validate their quality, the resources and time needed for all activities (including specific capabilities and competencies), the dependencies between activities and any associated constraints, when activities will occur and the points at which progress will be monitored, controlled and reviewed
- The mechanisms for monitoring and controlling the project's progress
- The risk management strategy, the framework within which risks will be identified, mitigated and managed and the risk register
- Change management
- Plans for communications and engagement with the community and stakeholders
- Project assurance
- Post-project evaluation strategy

The Project Team

6.3.22 Reporting directly to the Project Board, it is recommended setting up a **Project Team** to provide two differentiated but integrated functions – project delivery and project controls. In addition, there may be a third support function focused on providing advice to the Project Team about different aspects of the Council's own procedures and regulations. These functions are outlined in Table 6:1 below. The Project Team would be **led by the nominated Project Manager**.

Table 6:1: Proposed ART Project Functions

Project Delivery	Project Controls	Project Support
This function is central to ensuring that the project's deliverables and required outputs are aligned with the project objectives and meet the required specifications and quality standards, with key areas of responsibility including:	This function provides critical analysis, monitoring and reporting across the following areas of the project: ▪ The approved Project Plan ▪ Cost and budget variance	Project support is crucial for ensuring that the project runs smoothly and that everyone involved has the required information and the resources they need to perform their roles effectively, including:

Project Delivery	Project Controls	Project Support
▪ The identification and onboarding of the appropriate resources, including specific capabilities and competencies ▪ Steer and manage the design development process ▪ Quality, environmental and health and safety management, including compliance with the Construction (Design and Management) Regulations (CDM) 2015 ▪ Business case development and approvals ▪ Planning and consents ▪ Communications, engagement and consultation, both within the project structure and with stakeholders ▪ Steer and manage the development of the project's key workstreams and required outputs as per Table 2:6	▪ Risk, including regular reviews of the risk register and, when applicable, any quantified risk analysis ▪ Change management, including the production of reports with as many information as required to facilitate the decision-making process with regards to change request ▪ Information management and document control ▪ Decisions log ▪ Project assurance ▪ Post-project evaluation ▪ Interface co-ordination	▪ **Corporate Project Support** provides guidance to the Project Team to ensure that the project is delivered in line with the Council's adopted best practices and governance standards ▪ **Operational Project Support** provides the Project Team with administrative and logistical support including the management of the project's resources ▪ **Functional Project Support** provides specialist support to the Project Team in areas such as finance, IT, legal, or procurement, ensuring compliance with relevant regulations and standards, and helping to manage any risks or issues that may arise within their area of expertise ▪ **Client Service(s) Project Support** provides advice to the Project Team about the requirements and expectations from different service areas within the Council

6.3.23 The **specific roles within the project delivery function** will be **set out within the PID**, in consultation with both **the Project Manager and the SRO**. It is recommended that, as a minimum, the areas of responsibility listed below should be considered for the early stages of the OBC, made up of a mix of Council officers and advisors. Each of them should take on different areas of responsibility based on the key project workstreams and required outputs set out in Table 2:6:

- Business case and approvals
- Infrastructure design and procurement
- Vehicles design and procurement
- Commercial and operational pathways
- Wider interdependencies
- Communications, consultation and engagement

6.3.24 It is recommended that the **project controls function** within the core Project Team includes, as a minimum:

- The **Project Management Office (PMO) Lead**, further explained below, and
- An **Interface Coordinator**, responsible for liaising with the project delivery roles to ensure they are working together to deliver a coordinated and consistent set of outputs

6.3.25 Finally, the Project Team may include a **Project Support Coordinator**, whose role would be to make sure that the Project Manager and other members of the Project Team have access to the required support, knowledge and inputs from the project support function (primarily made up by Council officers) in a timely manner.

6.3.26 Figure 6:4 below provides a preliminary overview of the current thinking around the recommended structure of the Project Team for the early stages of the OBC. As work progresses, consideration may be given to adding a construction readiness role (or others) to the project delivery function.

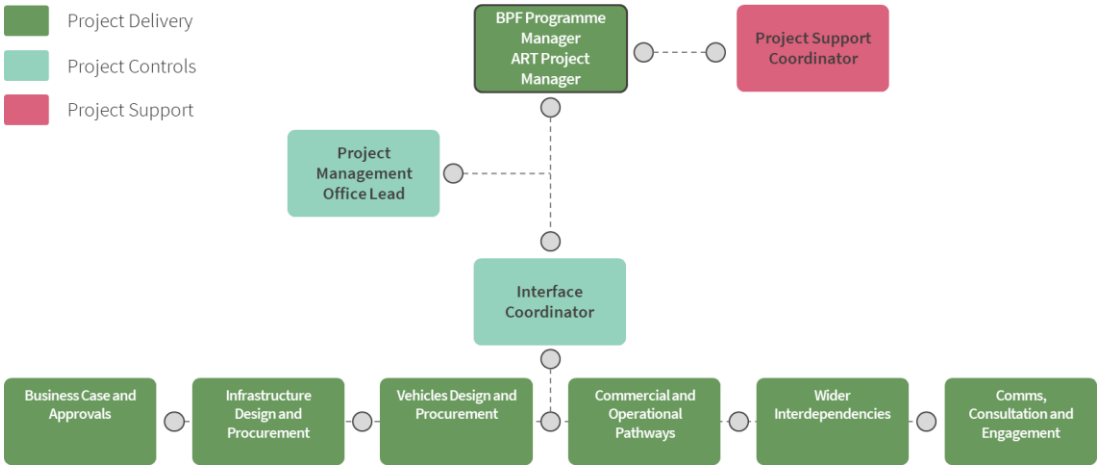

Figure 6:4: Proposed preliminary structure for the Project Team

6.3.27 Each of the Project Delivery functions in Figure 6:4 is outlined below:

- The Business Case and Approvals function will be responsible for developing the case for investing in ART, securing approvals at key decision gateways and ensuring the information provided is accurate and based on objective research and analysis. This function will also be responsible for the detailed review of the network as part of the OBC.
- The Infrastructure Design and Procurement function will be responsible for the development of design proposals, ensuring these are deliverable by the market, including bus priority and halts, mobility hubs, depots, information and ticketing etc.
- The Vehicles Design and Procurement function will be responsible for determining the number, type and specifications for the vehicles, ensuring these are deliverable by the market
- The Commercial and Operational Pathways function will take responsibility for determining commercial risks and compliance, as well as how the different elements of ART may be delivered using the powers introduced by the 2019 Act
- The Wider Interdependencies functions will be responsible for ensuring that ART remains aligned with other local programmes currently under development such as the City Centre and Beach Masterplan, as well as the Councils' policies and strategies
- The Comms, Community and Engagement function will be responsible for all the engagement and consultation activity on the project, as well as all the communications with external parties and the public

The Project Management Office

6.3.28 As noted above, the Project Management Office (PMO) Lead may be a key part of the project controls function within the Project Team. As such, the PMO Lead, as head of the PMO, would be responsible for:

- Maintaining the Project Plan, reporting progress and deviations across all the activities, deliverables and their dependencies with regards to quality, resources (including budget) and time
- Maintaining the Risk Register (and, when appropriate, quantified assessments) on behalf of the Project Manager, including monitoring progress on agreed mitigation strategies and actions
- Providing critical analysis and producing reports to facilitate the decision-making progress with regards to change management
- Maintaining logs for relevant project information, documents and decisions, including those affecting the design development process
- Project assurance
- Preparing reports for the Project Manager to present to the SRO and the Project Board

6.3.29 The specific roles within the PMO, besides that of the PMO Lead, will be set out in the PID in consultation with the Project Manager.

Further Considerations

6.3.30 TS has extensive experience, as an organisation, of delivering major infrastructure projects with complex commercial and organisational requirements. Additionally, TS will be responsible for publishing future guidance on the application of the Transport (Scotland) Act 2019. Therefore, **considering regular engagement with TS as part of the OBC stage** could unlock a valuable source of knowledge and insights for the ART project.

6.3.31 Additionally, keeping both he UK and Scottish Governments informed as the ART project develops could help improve the future prospects for government funding

6.3.32 The governance recommendations outlined above do not include any representation of **local bus operators or bus users**. As key ART stakeholders, there would likely be an expectation to maintain regular contact with these groups. Although it could be argued that the North East Bus Alliance Board and its sub-groups include bus operators and Bus Users UK, their remit currently extends to the entirety of the BPF Programme. Therefore, the PID should include provisions about the most appropriate way to **integrate these groups into the governance structure specific to the ART project**.

6.3.33 Although one of the recommendations is to include a Project Support Coordinator as part of the Project Team, consideration should be given to setting up an additional **Project Support Group** sitting underneath the core Project Team. This group would be chaired by the Project Support Coordinator and its remit would be to ensure that all the requirements for corporate, operational and functional client support are addressed in a timely manner, as well as supporting the project assurance framework.

6.3.34 The current funding arrangements dictate that the approval of the business case should follow the ACRD governance structure as per Figure 2:1. **The approvals process including key gateways** will be reviewed and set out in the PID prior to any work commencing on the OBC.

6.4 Achievability of the ART Project

6.4.1 This section reviews the current risk environment of the ART project to determine the main areas of uncertainty that could impact its achievability. As the viability of the project will be subject to continuous assessment (see 6.3.21), this section also provides recommendations for the key elements of the project assurance framework.

The Risk Environment

6.4.2 Risk is the possibility of a 'negative' event occurring, adversely impacting on the project. At this stage in the development of the business case, the main focus is to identify the key areas of risk and uncertainty that are likely to have the biggest impact on the achievability of the ART project.

6.4.3 These key areas of risk have been approached from the point of view of Aberdeen City Council as the lead organisation. As such, the analysis of the risk environment is presented across the following categories:

- **Business risks** are those that, at present, remain fully with Aberdeen City Council and cannot be transferred by the organisation, such as the political and reputational risks
- **Service risks** fall within the design, build, financing and operational phases of the ART project specifically and may be shared with other project partners outside of the organisation, including the private sector
- **External risks** are inherently unpredictable and random events that are not connected directly with the ART project, including technological disruption, legislation, general inflation and catastrophic risks

Business risks

6.4.4 Given its transformational nature, delivering the ART project will require significant support from within Aberdeen City Council, both from Elected Members and senior officers. Progressing through the OBC to reach a preferred position will likely involve making difficult decisions with regards to routes, road space allocation and the potential impact on the underlying network and existing bus services. These decisions will need to be made under a framework in which decision makers have a **clear understanding of the desired benefits and expected outcomes** of the ART project.

6.4.5 However, the current governance arrangements around the ART project are limiting the extent to which the Council's political leadership and senior managers may be able to take ownership for the delivery of ART and the decision-making process. If not changed, this situation **could result in poor political and senior officer support at key decision points** throughout the development of the project.

6.4.6 In response to this risk, the recommendations around governance presented in Section 6.3 aim to establish a clear communication channel with the Council's political leaders and senior officers. This includes nominating the Executive Director of City Regeneration & Environment as the project's SRO

6.4.7 Besides political and senior leadership support for the project, the Council will need to develop a detailed understanding of **the level of resource and specialisation required to successfully deliver ART**. Resolving some of the key project uncertainties during the OBC will require complex analysis and having access to **legal, financial, project management and technical capabilities** that may not be currently available within the Council. A compromise on these requirements could result in delays to progressing the OBC and **introduce serious reputational risks** around the objective nature of the decision-making process.

Service risks

6.4.8 At this stage, most of the project-specific translate into areas of uncertainty that will need to be further developed as part of the OBC. A review of these is provided in Table 6:2.

Table 6:2: ART service risks and uncertainties

ART Project	Risks and Uncertainties
ART infrastructure	The infrastructure options for much of the ART corridors were developed through several MMCS. The resulting infrastructure proposals have now been integrated into the ART designs. However, the scope of the MMCS included an ambition to deliver a high-quality provision for active travel (particularly cycling) and placemaking, in addition to bus priority. This is driving significant infrastructure cost increases, specifically at junctions and along links. There is a risk, therefore, that **the inclusion of high-spec active travel infrastructure along the ART corridors could put into question the economic viability** of the ART project. It is recommended to consider different options, as part of the OBC, with regards to the level of provision for active travel and placemaking (recognising its potential benefits, impacts and risks), **based on the ART design principles** detailed in Table 3:1. It is worth noting that totally removing the provision for active travel or, at least, providing alternatives, could result in a reduced investment appetite from the UK and Scottish Governments.
ART vehicles	There has been limited analysis with regards to the ART vehicles – specifications, number, power etc. – besides the benchmarking exercise presented in 3.4.10 onwards. The vehicles operating across the ART network will be a key feature of the scheme. They will not only have a direct bearing on the success of ART but will also be a **key driver for capital and revenue (maintenance, management and operations) costs**. Therefore, there is a risk that the uncertainties around the vehicle requirements and their impact on significant elements of the ART project (stops and halts, ticketing systems, fleet and depot requirements, drivers and training, maintenance etc.) **could have an impact on the economic viability and affordability** of the ART project. It is recommended to **engage with the market as a key priority of the OBC**. This would help develop a better understanding of the options readily available within the market, as well as their specifications and fit with the ART vision.
Fares	As well as having a direct impact on the affordability of the ART project, the fare structure will likely dictate the public's perception of the scheme. An unbalanced fare structure could result in **a service that is not affordable for users** or, on the other hand, **little to no appetite from the private sector** to get involved in the delivery and operation of the scheme. Both of them could translate into a scheme that is not achievable, with the resulting reputational impact on the Council and its partners. Therefore, it is recommended to prioritise, as part of the OBC, additional work around: ▪ The Council's ability to keep **control over maximum fares**, thus guaranteeing their affordability for users ▪ The factors with regards to fares **that likely had an impact on the success of other transit systems** in Scotland, elsewhere in the UK and, potentially, Europe, e.g., clarity, fare caps etc. ▪ The views from the market (beyond existing local operators) of **the impact of fares into the commercial attractiveness** of the scheme
Mitigation and supporting measures	The introduction of changes to the current street layout along the ART corridors will likely have an impact on other operations, particularly on-street parking provision and motorised traffic. These would be a direct result of street space reallocation and the likely requirement for demand management measures. There is a risk, therefore, of **significant opposition to the ART scheme** from local communities and other project stakeholders. This could have a direct **impact on the political decision-making process**

ART Project	Risks and Uncertainties
	and limit the effectiveness of future engagement and communication activities. As only strategic modelling (ASAM19) has been carried out to date, there is limited understanding of the potential impacts at local level. Therefore, it is recommended to develop, prior to starting any work on the OBC, **a comprehensive modelling strategy and** methodology that supports the identification of priorities for mitigation and supporting measures.
ART routes	Establishing the preferred way forward with regards to the ART routes has been a major step forwards in this Strategic Business Case. However, a level of uncertainty remains around: ▪ The integration with other programmes and projects (i.e., City Centre and Beach Masterplan, Berryden Corridor Improvement Project), development proposals and major trip attractors ▪ The suitability of the ASAM19 model as a key component of the options appraisal As a result of the above, **there is a risk around the consistency of future demand predictions**, which could result in project failure due to patronage being lower than expected. Besides the potential financial impact, this situation could have significant reputational consequences for the Council and its partners. In addition, it is recommended to carry out **a project application suitability audit of the ASAM19 model** as part of the development of a modelling strategy, identifying any gaps and improvement requirements to guarantee its effectiveness for the OBC.
Mobility hubs, P&R and interchange	The provision for and effectiveness of mobility hubs, P&R and interchange in supporting the ART network will be determined within the OBC. Although significant work is still required around these assets, they are not considered a key priority within the early stages of the OBC.
Market appetite	It is likely that delivering the ART project will require some form of partnership with the private sector, whether this is by operating the services or through direct investment. Market appetite will be dependent, however, on the commercial attractiveness of the proposed ART network and the Council's approach to contractual arrangements, payment mechanisms and risk apportionment, among others. Without ascertaining the conditions within which the market would be keen to participate in the delivery and operation of ART, there would be **a significant risk around the achievability of the ART project**. Therefore, it is recommended **to develop an early understanding of how the market would view a potential partnership for the delivery and operation of ART**, including potential incentives, risk appetite, investment scenarios etc.
Contracts structure and complexity	The required contract arrangement will be directly informed by the preferred delivery pathway and operational model, as well as the extent to which the private sector will be involved. Although this is a critical area of project development, it is not considered a key priority risk within the early stages of the OBC. It is worth noting, however, that the Council will likely need to have access to significant legal and commercial expertise to establish the preferred position with regards to contracts (see 6.4.7).
The regulatory environment	Transport Scotland are yet to provide guidance on the application of the powers derived from the Transport (Scotland) Act 2019. As long as this guidance is not published, the Council's ability to utilise any of the contractual and operational mechanisms discussed in the Commercial Dimension and, therefore, **the achievability of the ART project will remain uncertain**. As per the recommendation in 6.3.30, **enabling and advisory role for Transport Scotland within the ART governance structure** could provide early insights into any future guidance in support of the legislation.
Market competition	The Council's approach to address the potential form market or on-street competition will be determined as part of the OBC. It will be directly informed by the preferred delivery pathway and operational model.

ART Project	Risks and Uncertainties
	Although this is not considered to be a key priority risk within the early stages of the OBC, it is recommended to include the issues of competition in the scope of future market engagement activities.
Integration of non-ART services	The introduction of new ART services could subject existing services to significant operational and financial pressure if not planned at network level. This could result in the **withdrawal of non-commercial, less profitable services** or, in the most extreme cases, the withdrawal of operators from the region. This could result in increased isolation for certain areas within Aberdeen and Aberdeenshire, thus **leading to poorer transport outcomes**, the failure of the ART project and an unacceptable reputational damage to the Council and other project partners. The recommendations for treating this risk are: ▪ Carry out a **full connectivity review across the region** that includes different ART scenarios prior to or as early as possible into the OBC stage ▪ Carry out a **full review of the bus network assuming ART (and other initiatives such as LEZ, bus gates etc.) is in operation** to identify actions that could help mitigate the potential impact on existing bus services
Vehicle availability in the market	It is anticipated that the readiness of the market to provide the required vehicles and technology will directly impact the extent to which the ART benefits may be realised. Recommendations were provided above (under 'ART vehicles' to **engage with the market** as a key priority of the OBC.
Funding and capital investment – infrastructure	There is an expectation that the majority of the infrastructure costs may be covered by a mix of Scottish Government and local authority funding. Additionally, there may be an opportunity to mobilise private sector investment if a financially attractive proposition can be developed. However, **the requirements and sources of funding for the delivery of the infrastructure remain a key** uncertainty which could affect the achievability of the ART project. It is recommended to **develop a comprehensive financial model** as part of the OBC that allows decision-makers to consider different scenarios for the financial viability of ART. **This could help increase confidence across potential funders** and, therefore, mitigate any potential funding risks that may remain at the end of the OBC stage. To guarantee the effectiveness of the financial model, it is recommended to maintain regular communication with both the UK and Scottish Governments throughout the development of the OBC. In the shorter term, there may be a question mark about funding for the next development stages after March 2027.
Funding and capital investment – vehicles	Although funding for the purchase and leasing of the vehicles could be part of a future funding agreement with the Scottish Government, financing for the vehicles remains a bigger source of uncertainty than the infrastructure. Even if the private sector were to provide the vehicles as part of a commercially attractive deal, this will remain subject to the financial viability of the services, the preferred delivery pathway and the operational model. Therefore, progressing this as an early priority of the OBC may be challenging and, as such, it may not be treated as a key priority risk within the early stages of the OBC.
Other set up costs	Besides the capital investment requirements for the infrastructure and vehicles, there could be significant shorter-term design, development and legal costs involved in setting up the ART operation. Issues around scheme development costs could result in scope creep, a slower development programme and insufficient, inappropriate resource. This could ultimately lead to project failure and a loss of confidence in the Council's ability to promote a transformational scheme such as ART. It is recommended to **undertake a scoping exercise prior to starting any work on the OBC** to understand the likely resource requirements and the potential need to split it into different stages.

ART Project	Risks and Uncertainties
Scheme affordability	Scheme affordability – and any risks around it – will ultimately require a financial model as noted above under 'Funding and capital investment – infrastructure'.
Transport authority control	The Council's ability to retain control over the ART operations – maximum fares, quality of service etc. – will be subject to the preferred delivery pathway and operational model. Compromising on control could, however, **lead to undesired outcomes across the ART network**, thus leading to reduced patronage which could ultimately result in project failure. It is recommended to undertake, as an early priority of the OBC, a review of the potential risks derived from the hypothetical situation of the Councils losing control of ART operations. This will help inform the Council's position about risk appetite and the potential involvement of the private sector.
Operational management resource	This is a key business risk that was discussed in 6.4.7
Public and stakeholder acceptability	Poor perception of bus travel is often a key reason for not travelling by bus. This is, for some segments of the population, a barrier to use the bus and could lead, ultimately, to the failure of the ART scheme. In addition, the ART is also a street space reallocation scheme, which will likely require taking space away from cars. This could lead to significant opposition and **result in a compromised decision-making process**. This is a **critical risk to the project that will need to be monitored and planned for throughout all project stages**. An initial engagement strategy has been prepared in support of this Strategic Business Case. It will be reviewed and updated during the development of the PID.
Benefits realisation	Arrangements should be put in place, including roles and responsibilities, to ensure the ART project delivers the benefits identified in the strategic and economic cases. Benefits realisation is under the remit of the SRO.
Future operational changes	Future operational changes may be required to react to unexpected market outcomes or deliver further improvements post implementation. A change management strategy extending to the operational stage should be put in place and will need to be built into any contractual arrangements as part of the delivery pathway.

External risks

6.4.9 Transport Scotland are yet to provide guidance on the application of the powers derived from the Transport (Scotland) Act 2019. As long as this guidance is not published, the Council's ability to utilise any of the contractual and operational mechanisms introduced in section 4.3 and, therefore, the achievability of the ART project will remain uncertain.

6.4.10 As per the recommendation in 6.3.28, **regular engagement with TS throughout the OBC** could provide early insights into any future guidance in support of the legislation.

6.4.11 Other external, market-related risks likely to affect the ART project include price fluctuation and the potential for contractor (delivery of the infrastructure works) or operator insolvency. The mitigations for these risks will be considered as part of the development of the OBC.

The risk register

6.4.12 A preliminary risk register has been developed and is maintained in Excel format. The register includes an assessment of each risk, control and mitigation actions, risk ownership and details of recent reviews. The risk register will be reviewed as part of the development of the PID.

6.4.13 Additionally, the PID will include a comprehensive risk, opportunity and issues management strategy aligned to ISO 31000. The strategy will dictate roles and responsibilities with regards to risk management, as well as the timings and format of the different risk management interventions including risk register reviews, risk dashboard reporting, quantitative risk analysis etc.

Project Assurance

6.4.14 Project assurance is 'the process of providing confidence to stakeholders that projects, programmes and portfolios will achieve their scope, time, cost, quality objectives, and realise their benefits' [148]. A key part of the assurance process is the conduct of reviews, whether on specific elements or on the entirety of the project.

6.4.15 The PID will include a detailed project assurance framework specific to the ART project. The proposed framework will be based on the Association for Project Management (APM) assurance assessment toolkit '*Measures for Assuring Projects*'[149], developed by the APM Assurance Specific Interest Group (SIG), a group of professionals with diverse backgrounds in the field of project and programme management and assurance.

6.4.16 The framework will serve as a reference for the Project Team to provide a measure of their confidence in the achievability of the ART project. It should be noted that:

- The ART Project Manager and the SOR should have a full understanding of the Council's assurance landscape, including the role of auditors and stakeholders within the organisation
- The assurance protocols may be subject to change as the project develops, subject to agreement by the Project Board, if new major risks are identified

6.4.17 The framework will dictate the required assurance reviews, the roles and responsibilities and how the results of the assessment will be reported and used by the Council to drive improvements.

6.4.18 The proposed framework will adopt the 3 Levels of Defence (LoD) model by ensuring that there is representation in the project assurance framework of risk owners, a compliance function and an internal audit function. If a further requirement for an external audit function were required, there could be an opportunity to engage with Transport Scotland to provide that role.

Communications, Community and Stakeholder Engagement

6.4.19 Recognising that one of the most significant risks and likely greatest challenge to the ART project will be obtaining stakeholder and public buy-in, this section will analyse all communications and engagement activity carried out to date, providing recommendations for the next stages.

6.4.20 To date, engagement and communications activities have included:

- Research into the potential benefits of ART and of local people's attitudes and aspirations for the scheme
- Presentation of the benefits of ART through written materials (website, press releases, newsletter articles, etc) and through virtual and face-to-face meetings
- Engagement with key decision makers, other stakeholders and members of the public
- Preparation of marketing collateral for future use (a brand for ART, website, visuals, etc)

6.4.21 An **ART Toolkit** has been created providing:

[148] *APM Body of Knowledge 6th edition*. ISBN 978-1-903494-40-0

[149] assurance-toolkit-final-v2.pdf

- A stakeholder register
- A future monitoring and evaluation framework
- An ART logo and ART brand book (a guidance document on appropriate use of the brand)
- A range of ART imagery
- An ART website and social media content and advertising
- Press releases
- Business bulletins
- Mailing list details
- Media contract and Frequently Asked Questions with answers (with a public-facing version and an expanded version provided to Bus Alliance partners to provide clarification on key points and enable consistency of messaging across all partner communications)
- Details of the market research undertaken in September 2022
- Promotional materials including an animated video, case study video, personas (six personas, representing a cross-section of people types who could benefit from ART, and highlighting their needs and aspirations for the service), a two-page note on the economic, social and environmental benefits of bus rapid transit schemes , pull-up event banners
- Stakeholder engagement materials including materials suitable for elected members, business representative, frontage businesses, business people, community councils and general material

6.4.22 The Toolkit has already supported the following activities:

- Face-to-face visits to 318 businesses with frontages on four proposed ART corridors (as set out in the vision document) resulting in direct engagement with 102 businesses (in February 2023)
- Online briefings to the North East Bus Alliance Board (two sessions during 2022)
- An online briefing to which all Aberdeen City and Aberdeenshire Councillors were invited and attended by around 70 elected members and Council officers (October 2022)
- An in-person breakfast briefing for partners and business leaders attended by around 20 representatives (January 2023)
- An in-person briefing for the North East Transport Consultative Forum (NETCF) attended by 23 individuals, comprising Forum members, officers and consultants (February 2023)
- Two online briefings for local businesses with frontages on the proposed ART corridors attended by around 30 individuals across both sessions (March 2023)
- An online meeting with King Street businesses, to discuss ART and the Ellon to Garthdee corridor study attended by around 15 business people (May 2023)
- Identifying potential advocates/influencers for ART

- Recruiting and undertaking hour-long interviews with eight people over two days in (February 2023)

- Undertaking focus groups with a representative sample of local residents, to test ART brand concepts and to undertake market research on views of ART

6.4.23 The outcome of activities to date has highlighted that, in terms of awareness and support for ART:

- There is much positivity surrounding the development of ART. Almost all stakeholders that were engaged with, and a large proportion of members of the public, would welcome ART coming to Aberdeen

- There is a strong groundswell of ambition to see it delivered

- There is an understanding of ART amongst target audiences that is generally in line with the Vision

- Few adverse comments or complaints have been made to Nestrans to date

- 66% of people stating a view felt that ART would be good for Aberdeen

6.4.24 It is important to reflect here on the other strands of engagement undertaken on the MMCS studies and other recent engagement on projects requiring road space reallocation and parking loss, as discussed in the Economic Dimension. Despite the positive engagement outcomes on the ART concept, engagement at the more local level of more detailed proposals has been met with challenge from some affected people and businesses. **This challenge, as the project progresses, and more detail is available at the local level, is recognised as a high level project risk.**

6.4.25 The activities to date have provided some momentum for the scheme that it is important to maintain. In addition, as the ART scheme develops it will be important to reduce any general confusion around the inter-relationships and inter-dependencies between ART, the CC&BMP, and the corridor studies. Given the scale of the scheme it will also be important to minimise potential scepticism around its delivery. In this regard, protracted timescales for decisions regarding some other key city centre projects in recent years has exacerbated this risk.

6.4.26 It is also important to be mindful that during 2023 there has appeared to be some withdrawal of public support from measures to promote sustainable transport in the UK (evidence includes challenges to the Glasgow Low Emission Zone and the apparent impact of the London Ultra Low Emission Zone expansion on the Uxbridge and South Ruislip byelection, as well as recent adverse reactions to the introduction of traffic management changes in Aberdeen – notably with regards to the introduction of bus priority around Union Square). The marketing and communications element for ART will have an increasingly important role, and the situation suggests that leading messaging with the benefits of ART may be more effective than those which promote its carbon-saving potential - until further work is undertaken to understand the potential for traffic re-routeing, there is a risk of making a case for carbon savings given modelling outcomes reported to date.

6.4.27 Importantly, Aberdeen City Council's Net Zero, Environment and Transport Committee continue to support ART with the Co-Leaders of the Council also fully supportive and strong advocates for the scheme. The Nestrans Board is also very supportive. **Maintaining this political buy-in, especially through any leadership changes is vital as the scheme progresses** (with the next Scottish Parliament elections to be no later than May 2026, and with local council elections due to take place in 2027).

6.4.28 The above sets out the work undertaken through the earlier dedicated Communication and Engagement Plan. The plan focused on awareness and building positivity around the concept of a rapid transit system rather than specifically on options or detailed feedback on proposals

(as these were still being developed). Additionally, during ART option development, various engagement activities were being undertaken for the multi-modal corridor studies – but these were focused on infrastructure, were undertaken independent of one another, and were not fully underpinned by the wider ART scene setting to bolster the rationale and benefits of the individual proposals.

6.4.29 As the SBC concludes, a strategy for engaging on the outcomes of the business case at this stage, drawing together workstreams, and planning for ongoing engagement as the scheme progresses through OBC stage is essential.

6.4.30 For this purpose, an Engagement Strategy (*Aberdeen Rapid Transit – Engagement Strategy, Stantec, January 2025*) covering future engagement on the project has been developed. The Strategy sets out:

- the aims of the Strategy
- the parameters for engagement
- engagement activities undertaken to date
- the proposed approach to engagement and consultation as the scheme moves from SBC to OBC

6.4.31 The Strategy recognises that public and stakeholder support for the scheme is recognised as a **key risk** for the delivery of ART, particularly given how schemes where the reallocation of road space away from general traffic and parking has been a feature have been received in Aberdeen in recent years. Therefore, it is important to set out a plan for how future engagement will seek to:

- Build support for ART among key stakeholders, the public and businesses
- Avoid and mitigate any negativity around the scheme, especially through misunderstood assumptions about the scheme
- Reduce the level of challenge
- Ensure a scheme which can deliver the benefits sought while mitigating against / minimising any potential impacts

6.4.32 The overall purpose of the engagement for ART is therefore to build support for the scheme, building advocacy among elected officials and key stakeholders while allaying concerns from the public and businesses.

6.4.33 The engagement will seek to do this through setting the project at the heart of wider policies and strategies and building a strong narrative to show the scheme will be the linchpin of public transport in and around Aberdeen. It is important that the engagement clearly shows how the delivery of ART is key for the performance of public transport in the region, enabling other routes and services to run efficiently and giving the region a more reliable network that will allow people to have a genuine alternative to the car. It is also important to outline how the delivery of ART will have wider societal benefits, setting out the bigger picture of how the scheme ties into other policies and plans to support economic growth in the region, support reduced carbon emissions and improve environmental and placemaking outcomes.

6.4.34 A key element of the engagement will be to allay concerns from stakeholders, the public and businesses through clear and consistent messaging around the benefits of the scheme and the potential impacts on factors such as e.g., relocation of parking spaces. It is important to always be transparent and admit that some impacts are likely to be negative for some people. However, the ambition is to show how these negative impacts are far outweighed by positive impacts elsewhere and wider benefits to Aberdeen and the City Region.

6.4.35 In particular, the Strategy reflects on the outcomes of engagement to date, and other recent engagement activities across the city which have highlighted the likely significant challenge to proposals which require the reallocation of roadspace, parking removal / relocation, bus priority implementation etc. In some consultation, the views of those likely to benefit from the proposals have not been robustly captured or have often been drowned out by those potentially more directly impacted (who represent a small but vocal minority). More representative engagement is essential to ensure a fair and balanced assessment of the benefits and impacts of the ART proposals.

6.4.36 The Strategy proposes engagement on conclusion of the SBC and during development and towards conclusion of the OBC. It is underpinned by strong political advocacy - which needs to be in place before further engagement begins.

6.4.37 The strategy will be reviewed, updated and expanded as part of the development of the PID and will be presented as a more detailed and 'live' **Communications, Community and Stakeholder Engagement Plan**.

Project Phasing

6.4.38 The proposed ART infrastructure (road space reallocation, junction and signalling changes, new Mobility Hubs, road widening, technology implementation to enable bus detection to provide priority at signals etc.) across the full network is a significant infrastructure project, and its implementation will need to be iterative and coordinated to realise scheme benefits as the whole network is established.

6.4.39 Recognising this, the infrastructure proposals across the network have been considered in terms of their benefits, risks and costs, and through discussion with local bus operators, the various elements of the proposed infrastructure (at a broad level) have been allocated into foundational, early implementation, and full implementation measures. These are discussed below. This is an initial consideration of the infrastructure and how it's implementation could be phased. Note that the measures listed below could be implemented on a corridor by corridor by corridor (or ART line by line) basis, to minimise construction disruption and target priority locations first. However, work at OBC stage is required to determine greater detail around the phasing and the incremental benefits that could be realised.

6.4.40 As an overarching approach:

- **Foundational measures (0-2 years)**: are 'quick win' measures which provide benefit and set the scene across the network for the longer term ART intentions
- **Early implementation measures (2-5 years)**: provide further works to enable bus priority across the full ART network with associated junction reconfigurations
- **Full implementation (5-10 years)**: full scheme implementation - including new ART services operating from established Mobility Hubs, with branded, and (potentially depending on the option chosen) new vehicles operating out of new depots and serving new platforms with rationalised stops across the network

6.4.41 Note that the phasing here relates to infrastructure (and the potential to implement improved / new services) as a result. It does not consider the phasing and work required with regards to the delivery mechanism i.e. working through BSIP and franchising development.

Foundational Measures (Approx. 0-2 years)

6.4.42 The foundational measures considered, with a shorter-term implementation timeframe, focus on the desire to set out longer term intention for ART, as well as implementing elements of the proposals considered 'quick wins' which can provide immediate benefit without lengthy lead in times. It also recognises those elements less likely to be open to challenge as implementation progresses. Some of the proposed shorter term measures do not realise the greatest benefits

but will start to provide some clarity to the public and stakeholders of the longer term intentions and ART vision. In this regard, the foundation measures implementation provides a good test as to the wider deliverability of the project, and the political, public, funder appetite during the very early stages of implementation.

6.4.43 In the short term the elements of the ART network as set out in the table below are suggested for implementation.

Table 6:3: Foundational Measures (approx. 0-2 years)

Proposed Network Element	Location	Rationale for inclusion as foundational measure
Technology to enable bus detection and signal changes at junctions (to improve bus flow through junctions)	Junctions across the ART network	It is clear from discussion with operators that delay at junctions is one of the greatest delay factors across services. Investment in a system with the ability to detect different bus types and alter signals accordingly to prioritise buses through junctions can deliver early benefits. Such a system needs to be adaptable to junction change as the network is developed – especially to accommodate significant junction modifications and to enable safe incorporation of active travel modes. Likely to be a high cost item but unlikely to require significant infrastructure street works to implement. Early discussion required with those responsible for signals management and maintenance at Aberdeen City Council to coordinate needs and understand systems already in place, how they could be adapted to support ART, and understand any potentially conflicting desired outcomes of signal configuration in terms of managing bus priority, general traffic delay, and the needs of active travel users.
Resurfacing of bus lanes and lining and signing renewal	Network wide where bus lanes already present	Straightforward to implement and reinforces bus lanes supporting adherence. Effective low cost measure and sets intention for improved bus priority. Such improvements could in the early stages be implemented across an individual corridor, or individual ART route in the first instance. This would provide evidence of the benefit of such improvements.
Extended and consistent bus lane hours of operation – in tandem with review of waiting and loading restrictions	Network wide where bus lanes already present	Increased bus priority across more of the day. Provides consistency to the public and avoids any confusion around different hours of operation. Such improvements could in the early stages be implemented across an individual corridor, or individual ART

Proposed Network Element	Location	Rationale for inclusion as foundational measure
		route in the first instance. This would provide evidence of the benefit of such improvements.
Improved enforcement ensuring adherence to bus lanes	Increased enforcement of bus lanes through use of cameras to maximise adherence and provide more effective bus lane operation	Straightforward to implement and reinforces bus lanes supporting adherence. Effective low cost measure and sets intention for improved bus priority. There are known issues across the network with cars parked in bus lanes making the lanes wholly ineffective.
Existing bus stop improvements	Upgrades to bus stops across the network to provide lighting, shelter, seating and security, and real time information where missing	Providing an improved waiting environment at bus stops in the shorter term is likely to encourage an improvement in the perception of bus travel cross the network and benefiting existing users. Such improvements could in the early stages be implemented across an individual corridor, or individual ART route in the first instance. This would provide evidence of the benefit of such improvements. Specific locations could be trialled for consideration of upgrades to accommodate longer tram-style vehicles. Such trials could be undertaken at locations known to cause issue for the longer 'bendy bus' First services in operation on certain services on the existing network.
New services	• Bridge of Don P&R to Kingswells P&R (short term destination until Mobility Hub established at Westhill) • Craibstone P&R / Airport to Cove (short term destination until Mobility Hub established at Portlethen)	Initial ART service offering – either through enhanced services along corridors (Option 3A) or through implementing new ART services (using existing branded vehicles as in Option 5A). Such services would need to operate over shorter routes with terminus at Kingswells and Cove – until the Mobility Hubs are built and operational

Early Implementation Measures (Approx. 3-5 years)

6.4.44 Early implementation measures would start to build on the foundational measures to more fully implement bus priority across the network. On implementation, there will be a high level of the envisaged bus priority across the corridors in place. These measures are set out in the table below.

Table 6:4: Early Implementation Measures (approx. 3-5 years)

Proposed Network Element	Location	Rationale for inclusion as early implementation measure
Bus lane implementation over dual carriageway sections of the network	• North - A92 / A956(N): A92/B999 junction to Esplanade	Limited need for any major highway changes to implement. Would set out the longer term ambition for continuous and dedicated bus lanes

Proposed Network Element	Location	Rationale for inclusion as early implementation measure

	• North-West - A96: Craibstone to Printfield Walk (North-West of Kittybrewster Roundabout)
	• West - A944:
	  ○ East of AWPR junction to Jessiefield Roundabout (A944/A9119)
	  ○ Westburn Road (North Anderson Drive to Cairnfield Place)
	• South:
	  ○ West Tullos Road
	• Great Southern Road (junction with West Tullos Road to Holburn Street)
		between terminus points and the city centre.
		
		Measures require reallocation of road space without the need for road widening – but note that at points there are required changes to the existing central reservation (narrowing / removal) to achieve this. Need to ensure bus lanes at these locations are long enough to be effective.
		
		Inbound bus lanes could be implemented first across the noted carriageway sections
		
		Consideration of required traffic restraint measures to ensure any impacts of bus lane implementation are mitigated e.g. do not want traffic routeing through Kincorth as a result of West Tullos Road bus lanes

Bus lane implementation over other sections of ART network – not already implemented in short term	• King Street • Holburn Street • Lang Stracht • Wellington Road (south of West Tullos Road)	To enable maximum bus priority across the network between terminus points and city centre. Such measures will require streetscape works with extensive engagement with businesses and the public as proposals are developed. There is a need to balance bus priority, particularly on King Street and Holburn Street, with urban realm improvements. Likely to be high cost to implement.
Queue relocation management	• Printfield Walk (to maximise bus priority between Printfield Walk and Kittybrewster roundabout) • Westburn Road (eastern end – to maximise bus priority between Cairnfield Place and Rosemount Terrace)	At locations where providing dedicated bus lanes is challenging (and likely to be a longer term measure – see table below), traffic queue management measures will provide a level of bus priority over general traffic.
Woomanhill to Blackfriars bus access	• Wolmanhill Roundabout	Works to enable access from Woomanhill to Blackfriars to provide route for proposed inbound ART bus route from Westhill to the city centre (and then onwards to Blackdog)
Junction changes to maximise bus priority	At junctions requiring reconfiguration to enable improved bus priority e.g. roundabout conversion to signalised junctions or increased junction footprint to enable bus lanes up to junction stop lines etc.	Likely to be high cost to implement and require significant highways works. Inclusion at medium term enables further and more complete bus priority across the network to then enable the implementation of ART services which can achieve the level of reliability and speed desired.

Proposed Network Element	Location	Rationale for inclusion as early implementation measure
New services (if not implemented in short term already)	• Bridge of Don P&R to Kingswells P&R (short term destination until Mobility Hub established at Westhill) • Craibstone P&R / Airport to Cove (short term destination until Mobility Hub established at Portlethen)	Initial ART service offering – either through enhanced services along corridors (Option 3A) or through implementing new ART services (using existing branded vehicles as in Option 5A). Such services would need to operate over shorter routes (than those envisaged on full scheme completion) with terminus at Kingswells and Cove – until the Mobility Hubs are built and operational

Full Implementation Measures (Approx. 6-10 years)

6.4.45 The implementation of longer term full scheme implementation measures completes the overall scheme and provides the infrastructure across the full network to enable ART services to be fully operational (assuming an appropriate delivery mechanism was then in place to allow this). These measures are set out in the table below.

Table 6:5: Full Implementation Measures (approx. 6- 10 years)

Proposed Network Element	Location	Rationale for inclusion as full implementation measures
New Mobility Hubs	• Blackdog • Westhill • Portlethen	The implementation of the new mobility hubs at Blackdog, Westhill and Portlethen requires progression through the planning process and with consideration of the land acquisition strategy. The location, size and design of the Mobility Hubs requires consideration. The Mobility Hubs implementation enables ART services to operate across the full envisaged network. Early discussion is required with developers, at Blackdog in particular, to ensure such a hub can be incorporated into site design. Depending on hub implementation timescales, these could be phased, allowing for one ART route to become operational over its full extent before the other.
Reconfigured / improved access to existing P&R sites (as well as rebranding as Mobility Hubs)	• Kingswells • Bridge of Don	Existing access to Kingswells Park & Ride site would be circuitous when ART services extend to Westhill. Ensuring direct and fast access for buses into and out of the Kingswells site is essential to encourage use of ART services to and from Westhill (and from further afield by those using the Mobility Hub). . Reconfiguration of the Kingswells site will be required to enable suitable

Proposed Network Element	Location	Rationale for inclusion as full implementation measures
		access (this may include consideration of the use of Old Lang Stracht and serving Kingswells village). If the Bridge of Don site is retained, then suitable ART platforms on Ellon Road (and access to the site from and to the platforms) will be required – to avoid the current circuitous routeing for bus services into the site. Similarly to Kingswells, this will be particularly important to encourage
Significant infrastructure	• Bridge widening at Bedford Road • Kittybrewster to Printfield Walk dualling	It is still unclear whether these major infrastructure element will be included within the final scheme and their inclusion needs to be considered through work at OBC stage to examine the value of their inclusion in the scheme. If they are to be progressed as part of the scheme, they are likely to be implemented at this later stage given the work required through the planning process to deliver. For the Bedford Road bridge widening this would require engagement with Network Rail and ultimate track possessions with associated charges. It may also be that bridge widening may need to align with potential future electrification of the line.

6.5 Carbon Management

6.5.1 Aberdeen City Council and Aberdeenshire Council both have targets of reaching net zero carbon by 2045 and the delivery of this scheme will seek to support these ambitions through the following:

Adoption of Low Carbon or Reduced Carbon Construction techniques

6.5.2 This will be managed in two phases.

6.5.3 Firstly, during scheme development and design the ACC PM team will ensure that the appointed consultants consider carbon savings as part of the design process in line with PAS2080.

6.5.4 Secondly, as part of the procurement of the construction of the scheme part of the selection of a contractor will consider their carbon reduction commitments to support the goal of achieving net zero by 2045. ACC's PM will then be responsible for ensuring that the chosen contractor follows through on their commitments.

Consideration of the implementation of Low Emission or Zero Emission buses

6.5.5 As part of the design process at OBC stage consideration will be given to how to accommodate low emission or zero emission buses, this could include provision of charging points at termini or adjustments to timetables to maximise battery use.

Supporting the shift to Public Transport

6.5.6 A major shift in travel behaviour is required to achieve Net Zero. This project will support the push to net zero through providing new public transport infrastructure that prioritises buses over other road transport via road space reallocation and signal improvements.

6.5.7 An assessment of the scheme's impact on operational carbon has been considered as part of economic appraisal.

6.6 Recommended Next Steps

6.6.1 These recommendations are aimed to clear some of the uncertainties presented in Table 6:2 **prior to starting any work on the OBC**. It is anticipated that the cost of the OBC could be several million pounds. Therefore, the next steps below aim to address some of the major risks prior to committing any significant expenditure.

Recommendation 1 – The Project Initiation Document (PID)

6.6.2 A fundamental element of the PID is the establishment of a project-specific governance structure. By developing the PID and **implementing as many of its provisions as practically possible prior to starting any work on the OBC**, the ART project will benefit from, among others:

- A **clear communication channel with the Council's political leaders and senior officers**, mainly through the nomination of the Executive Director of City Regeneration & Environment as the project's SRO and the formalisation of the Project Board
- A more detailed **understanding of the level of resource and specialisation** required to successfully deliver the ART project
- **A clear development pathway for, at least, the initial stages of the OBC** that is based on resolving key priority risks to the project
- **Well-defined roles and responsibilities specific to the ART project**, including a project delivery role dedicated to ensuring that the project takes account of any wider interdependencies, including other projects and programmes developing in parallel to ART
- **Increased confidence from partners and potential funders** that the organisation around the project is well structured and designed to address its key challenges
- Having access to **early insights from Transport Scotland** with regards to any future guidance on the application of the powers derived from the Transport (Scotland) Act 2019
- A better understanding of risks
- Effective mechanisms for **project controls and regular reporting**

- **An agreed baseline Communications, Community and Stakeholder Engagement Plan** the implementation of which will likely contribute to mitigate the critical risks around public and stakeholder acceptability

Recommendation 2 – Review of Design Options

6.6.3 The OBC will need to consider different infrastructure design scenarios with regards to the level of provision for active travel, placemaking and bus priority, recognising their potential benefits, impacts and risks. This is particularly relevant at key location such as King Street and Holburn Street and, more generally, at junctions and along links.

6.6.4 At this stage is it recommend that a set of **Service Standards** are agreed which can guide infrastructure designs decision.

6.6.5 Agreeing what these options are (based on the ART design principles detailed in Table 3:1 and the above Service Standards), prior to starting any work on the OBC, will likely **mitigate the risk of future abortive work on options that may not be consistent with the ART principles**, as well as its deliverability and affordability.

Recommendation 3 – Scope Out Market Engagement

6.6.6 Although the engagement with the market itself would take place early within the OBC stage, **it is recommended that a scoping exercise is carried out in advance**. The scoping would include, among others, designing the questionnaires, establishing who will be engaged (including operators, the local contracting market and other LTAs across the UK, among others), the specific engagement methods, how the outputs will be reported and agreeing the timeline.

6.6.7 This would likely provide **early insights, both from the private sectors and other transport authorities, on some of the key priority topics to be addressed at the OBC stage commences**, including:

- The risks around market and on-street competition
- Vehicle options readily available in the market, their specifications, compatibility with the ART vision and a better understanding of purchase or leasing costs
- Maintenance and operational requirements including costs
- Driver training requirements
- The factors with regards to fares that likely had an impact on the success of other transit systems in Scotland, elsewhere in the UK and, potentially, Europe
- The views from the private sector of the potential impact that fares could have on the commercial attractiveness of the ART scheme
- How the private sector (infrastructure operators, manufacturers, bus operators) would envision a potential partnership for the delivery and operation of ART, including incentives, risk appetite, private investment etc.
- How the above may translate into more specific contractual arrangements and key clauses
- The market views about their likely response to different levels of local authority control

Recommendation 4 – Public Transport Connectivity Review

6.6.8 A critical risk to the ART project is the potential impact it could have on non-ART services which, in the most extreme cases, could lead to existing operators withdrawing from the region. Therefore, there is a need to ensure that **the resulting public transport network – once ART is in operation – is cohesive, viable and that there are no accessibility gaps in the region**.

6.6.9 As a first step in addressing this critical risk, it is recommended to **carry out a full review of public transport accessibility and connectivity prior to any work starting on the OBC**, in close collaboration with local bus operators and, potentially, other high-interest stakeholders. This will help identify key areas with poor connectivity and limited access to public transport and will provide the basis for a full network review as part of the OBC.

Recommendation 5 – OBC Modelling & Appraisal

6.6.10 This recommendation is driven by the need to identify priority mitigation and supporting measures that may be designed early into the development of the OBC. Issues around this **will likely be at the core of future public debate** and could impact the political decision-making process and limit the effectiveness of future engagement activities. However, only strategic modelling has been carried out to date and, therefore, there is **limited understanding of any impacts the ART project may have at local level**.

6.6.11 Additionally, the OBC will need to demonstrate the robustness of the model forecasts of passenger numbers, the impact of ART on the wider network and the proposals for supporting bus services.

6.6.12 It is recommended that the following tasks are undertaken prior to the OBC:

- A project application audit of ASAM19, identifying any gaps and scoping out any enhancements required to improve its suitability for the OBC
- A deep dive into the modelled disbenefits of ART, based on an updated run of the strategic model, to understand the source of the disbenefits and determine whether these are legitimate or not
- Identify the priorities for mitigation measures and other measures that would support the realisation of the ART benefits, providing recommendations for more detailed local modelling during the OBC
- The full range of STAG / TAG compliant quantifiable benefits is scoped out for clarity in advance of the OBC

Recommendation 6 – Set Up the Financial Model

6.6.13 A robust and comprehensive financial model will allow decision makers and potential funders to consider different scenarios with regards to the financial viability of ART, thus increasing confidence that all financial risks have been considered in detail at the end of the OBC. Financial modelling will likely run in parallel to demand modelling during the OBC as finding the optimal solution will likely involve an iterative process between both.

6.6.14 It is, however, recommended to **develop the structure, inputs requirements and parameters of the financial model prior to any work starting on the OBC**. This will help focus future efforts on the specific required inputs, making the wider modelling tasks more cost effective and purpose driven. This will also enable **a more informed dialogue with potential funders** from the outset at the OBC stage.

Recommendation 7 – Changes in Guidance

6.6.15 Transport Scotland may publish more detailed guidance about the application of the provisions established in the Transport (Scotland) Act 2019. Further to the governance provisions with regards to Transport Scotland, the Project Board may want to consider **preparing future points for discussion with Transport Scotland or commentary** based on the likely outcomes of the guidance.

Recommendation 8 – Scoping Out the OBC Stages

6.6.16 Table 6:2 provides an overview of the key project priorities to be addressed at the OBC stage. These, however, should be set out in a separate briefing document that considers the likely methodology, activities involved, logical sequences and required stages, resource requirements and what may be delivered by the Council, project partners or external advisors. This is recommended to be carried out prior to any work starting on the OBC and would shape any future procurement exercise.

Appendix A North Corridor

A.1 Introduction

A.1.1 This appendix presents a range of data with respect to the A90 / A956 strategic route into Aberdeen from the North. A key source of has been the *Ellon P&R to Garthdee Transport Corridor – STAG Based Appraisal – Problems, Issues, Opportunities and Constraints (Aecom, November 2020)* and *Aberdeen Rapid Transit - Options Appraisal - Case for Change (Stantec, May 2022).*

A.1.2 Note that much of the information was developed several years ago as part of previous studies. Some information was updated in the Spring of 2022. Given this, some of the data presented is likely to have altered since then. However, it still provides a good overview of the corridor.

A.2 Corridor Overview

A.2.1 The A956 (King Street) / A90 north of Aberdeen links from the east end of Union Street northwards to Ellon, Peterhead and Fraserburgh. The corridor is varied in terms of its characteristics, ranging from accessible rural areas within Aberdeenshire to dense urban areas within the city. Within Aberdeen City, there are a number of key destinations that the corridor provides access to including the Beach Esplanade, University of Aberdeen, North East Scotland College, and the city centre. There is a sizeable population and retail and industrial space in Bridge of Don. The figure below shows the bus services operating along the corridor and the location of existing bus lanes, and also highlights the location of key destinations and the location of future development sites along the corridor.

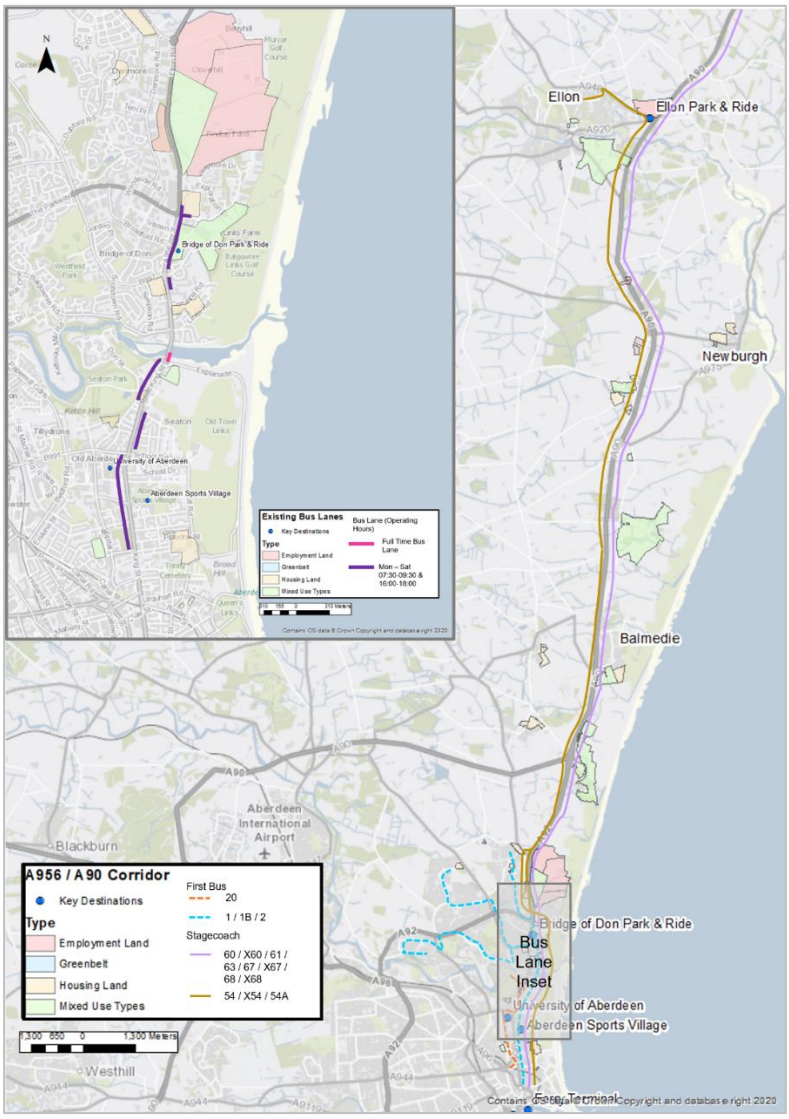

Figure A:1: A956 (King Street) / A90 (North) – Bus services, existing bus lanes and future development sites (as of Spring 2022)

A.2.2 Car (both driver and passenger) is the main mode of travel for commuting purposes within the corridor with bus the primary mode for public transport-based trips reflecting the absence of rail services.[34] Ellon is within daily commuting distance of Aberdeen, with the Ellon Park & Ride site (282 spaces) linking to Peterhead, Fraserburgh and other locations on the A90 corridor.

A.2.3 There is a further, larger Park & Ride site at Bridge of Don (650 spaces) but utilisation has been declining year on year.

A.2.4 Both First and Stagecoach operate bus services along the corridor as highlighted in the figure above and detailed in the table below. There are several services that operate between Aberdeen and Ellon, primarily via the A90. Some services (60/X60/61/X61/63) connect onwards to Peterhead whilst others (67/X67/68/X68) connect north to Fraserburgh via the A952. Further services operate via Newburgh and Balmedie to either Peterhead or Ellon.

A.2.5 There is no bus priority within the Aberdeenshire section of the corridor between Ellon and Blackdog, and no bus priority to the north of The Parkway Roundabout within Aberdeen City. There is a dedicated lane for those accessing Bridge of Don P&R for approximately 1.1km on approach to the junction which buses can use. To the south of The Parkway Roundabout,

there are various sections of bus priority. There are also priority signals for buses at the junction with the Beach Esplanade.

Table A:1: A956 (King Street) / A90 (North) – Bus Service Details (as of Spring 2022)

Bus Operator	Bus Service	Route	Key Destinations	Services per hour (10:00 – 11:00)
First Bus	1, 1B, 2	Robert Gordon's University Garthdee Campus to Danestone and Ashwood, via the city centre	Robert Gordon's University Campus, Union Street, Aberdeen University Campus, Bridge of Don Industrial Estate, Bridge of Don Park and Ride, and the residential areas of Garthdee, Broomhill, Denmore and Danestone	4
	8/8A	Shielihill to City Centre, via the Aberdeen Royal Infirmary	Aberdeen Royal Infirmary, University of Aberdeen, Union Street and residential areas of Shielhill, Danestone and Hilton.	1
	13	Scatterburn to Seaton Golf Links, via the city centre	Old Pittodrie Football Stadium, Aberdeen Sports Village, Union Street, and the residential areas of Seaton, Rosemount, Mastrick and Northfield	3
	20, 40	Hillhead of Seaton to Balnagask Circle, via the city centre	Hillhead Aberdeen University Accommodation, RGU Sports Centre, Aberdeen University Campus, First Bus Depot, Union Street and the residential area of Torry	2
Stagecoach	50	Aberdeen to Ellon Park & Ride	Aberdeen University Campus, Bridge of Don Industrial Estate, Ellon Academy, and the residential areas of Seaton, Bridge of Don, Balmedie and Newburgh	2-hourly
	53	Aberdeen to Ellon Market Street	Aberdeen University Campus, Bridge of Don Industrial Estate, and the residential areas of Seaton, Bridge of Don, Balmedie and Newburgh	2-hourly
	X60	Aberdeen to Peterhead	Aberdeen University Campus, Bridge of Don Industrial Estate, Ellon Park & Ride, and the residential areas of Seaton, Bridge of Don, Newburgh and Balmedie	1
	61	Aberdeen to Peterhead	Aberdeen University Campus, Bridge of Don Industrial Estate, Ellon Park & Ride, and the residential areas of Seaton, Bridge of Don, Newburgh and Balmedie	Mornings and evenings
	X63	Aberdeen to Peterhead	Aberdeen University Campus, Bridge of Don Industrial Estate, Ellon Park & Ride, and the residential areas of Seaton, Bridge of Don, Newburgh and Balmedie	1
	X67	Aberdeen to Fraserburgh	Aberdeen University Campus, Bridge of Don Industrial Estate, Ellon Park & Ride, North East Scotland College, and the residential areas of Bridge of Don, Tipperty, Ellon, Clola and Fraserburgh	1
	X68	Aberdeen to Fraserburgh	Aberdeen University Campus, Bridge of Don Industrial Estate, and the residential areas of Seaton, Bridge of Don, Tipperty, Ellon, Strichen and Fraserburgh	1

A.2.6 Journeys along the corridor take longer by bus than by car and often significantly so. In addition, there are particularly long travel times notable for trips where access is to key destinations that are not in or in close proximity to the corridor e.g. Aberdeen Royal Infirmary and Aberdeen Airport.[34] This reflects the need for interchange on these journeys where direct services are not available. The average speed by car is approximately 21.5mph, compared to 12.7mph by bus[34] (based on a range of trips along the corridor by bus and car to key destinations – undertaken in December 2020).

6.6.17 There is very high car/van availability in each of the key settlements within the Aberdeenshire section of the corridor (86%) relative to the Aberdeen city and the national average of 69%, although car ownership in Bridge of Don (within the city) is similar to that of the Aberdeenshire settlements, at 86%[34].

A.2.7 There is predicted future increased traffic on the A90(N) between Blackdog and the River Don due to housing and employment development in the corridor.[34]

A.2.8 There are a large number of developments planned along the A956 / A90 North corridor, which are shown in the table below., with the larger developments outlined in more detail.

Table A:2: A956 (King Street) / A90 (North) – Future Development

Location	Employment Land	Residential Land		Mixed Use	Comments
	Area (ha)	Units	Area (ha)	Area (ha)	
Pittodrie Park			5.9		Residential land for redevelopment
AECC, Bridge of Don Offshore Technology Park				18.4	
Findlay Farm, Murcar	16.5				Existing employment land for redevelopment
Cloverhill		550			Located on old employment land
Blackdog	4	600			
Balmedie OP1	11	80			
Balmedie OP3		500			
Foveran	2	100			3 ha of strategic land reserve
Ellon OP1	2	980			Primary school and associated facilities
Ellon OP4	29				

Appendix B North-West Corridor

B.1 Introduction

B.1.1 This appendix presents a range of data with respect to the A96 strategic route into Aberdeen from the North. A key source of information has been the *A96 Collective Travel Study (Aecom, April 2018)* and *Aberdeen Rapid Transit - Options Appraisal - Case for Change (Stantec, May 2022).*

B.1.2 Note that much of the information was developed several years ago as part of previous studies. Some information was updated in the Spring of 2022. Given this, some of the data presented is likely to have altered since then. However, it still provides a good overview of the corridor.

B.2 Corridor Overview

B.2.1 The A96 corridor links Aberdeen city centre with Dyce, Blackburn, Kintore, Inverurie, Insch, Huntly and on to Inverness, as well as to many rural hinterland communities. The corridor crosses the AWPR west of the airport access road with a link from the A96 / Airport access roundabout to join the AWPR south-west of the junction. The junction provides strategic access onto the wider trunk road network.

B.2.2 The A96 route is multifunctional with key trip generators and attractors along its length including settlements (with towns located along the route to Huntly considered within daily commutable distance of Aberdeen), development sites, centres of employment (namely Aberdeen city centre, Dyce and Kirkhill industrial estate), the airport and leisure facilities, most notably The Event Complex Aberdeen (TECA).

B.2.3 In addition, the A96 also provides access to the Aberdeen University campus located close to St. Machar roundabout, the North East Scotland College campus site at Gallowgate and the Berryden and Kittybrewster retails parks. The corridor, therefore, has bi-directional demand along its length, i.e., not solely focused travel into Aberdeen City Centre.

B.2.4 The figure below shows the bus services operating along the corridor and the location of existing bus lanes, and also highlights the location of key destinations and the location of future development sites along the corridor.

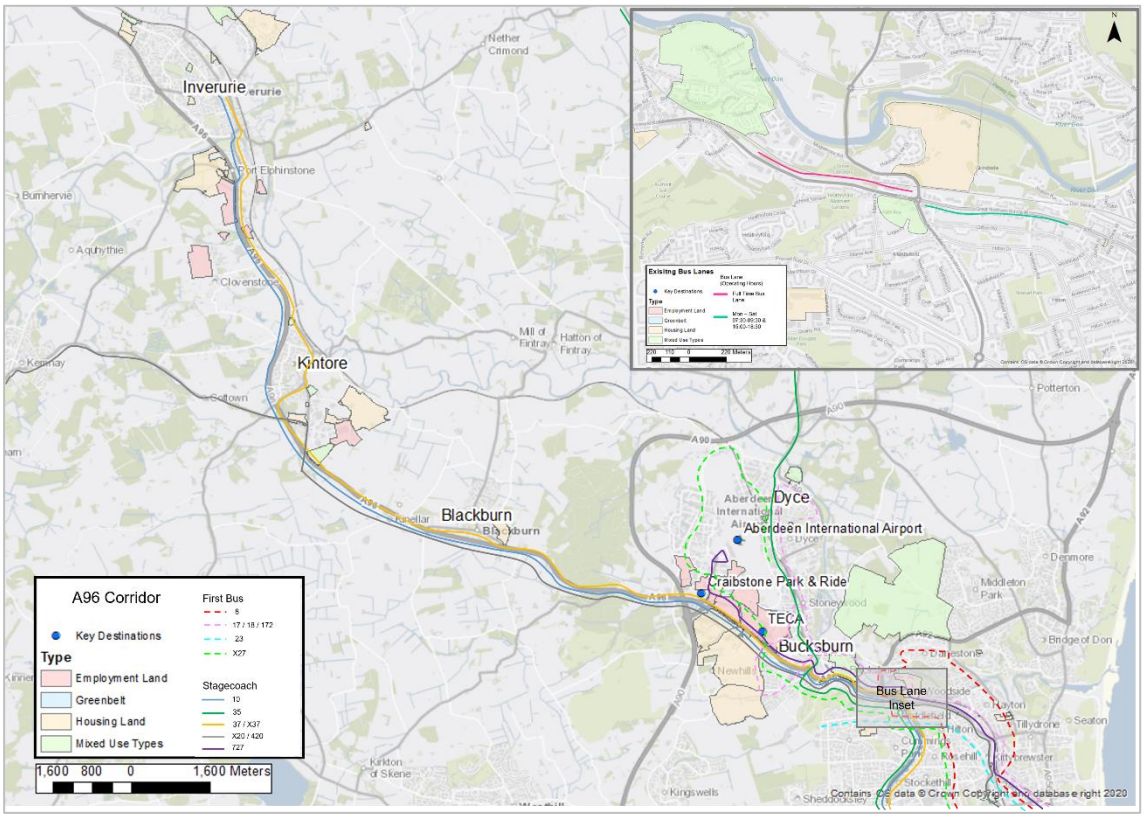

Figure B:1: A96 – Bus Services, existing bus lanes and future development sites (as of Spring 2022)

B.2.5 Craibstone Park & Ride site is located close to Aberdeen Airport with services (pre-pandemic) connecting to Aberdeen centre, Inverurie, and other locations on the A96 corridor. The site is not well used (less than 1% capacity) and is (as of early 2022) temporarily closed with no buses serving the site due to the downturn in bus patronage due to the pandemic. On opening, up to ten buses per hour operated from the site, with minimal patronage. Journey times to the city centre were cited as dissuasive factors for users (due to insufficient bus priority between the site and the city centre).

B.2.6 By comparison, the rail station car parks at Dyce and Inverurie were often above 100% capacity[35] pre-pandemic (note that the station at Kintore opened during the pandemic making it difficult to gauge 'normal' utilisation).

B.2.7 Despite both bus and rail access along the corridor (with rail stations at Inverurie, Kintore and Dyce), there is still high (pre-COVID) car use for travel to work and education along the corridor, and surveys undertaken in 2017 showed high levels of single occupancy vehicles on the corridor (ranging from almost 90% SOVs observed at Port Elphinstone during the AM peak to just under 65% during the Inter-Peak at Dyce Drive and Causewayend).[35]

B.2.8 While the corridor is served by both bus and rail, analysis of travel time and cost has showed that while rail offers a competitive alternative to the private car, bus journey times are substantially longer than the quickest car-based journey (though competitive during peak congestion periods), and bus journey times are almost twice as long as rail[37]. Bus journey times have been exacerbated by the construction work for the A92/A96 Haudagain Improvement project.

B.2.9 Analysis of both pre- and post AWPR traffic flows (pre-COVID) indicates a marked (approximately 50%) decrease in traffic on the A96 east of Haudagain roundabout, reducing from around 40,000 Average Annual Daily Flow (AADF) to around 20,000 AADF. Traffic reduces further as the A96 routes into Aberdeen centre, reducing to around 13,000 ADDF on Powis Place.[35]

B.2.10 There is predicted future increased traffic on the A96 between Aberdeen (including Great Northern Road and Berryden) and Inverurie due to housing and employment development in

the corridor. This includes specific increases southbound at Inverurie and on Great Northern Road at Kittybrewester. Dyce Drive / Airport Link Road and Great Western Road / Anderson Drive junction are predicted to be close to maximum capacity by 2037.

B.2.11 Both First and Stagecoach operate bus services along the corridor as highlighted in the figure above and detailed in the table below.

B.2.12 There are existing sections of bus priority lanes along the corridor on the approaches to the Haudagain roundabout. Eastbound, (inbound to Aberdeen) the bus lane starts approximately 500m west of the Haudagain junction and is in operation 24hours. In the westbound direction (outbound of Aberdeen) the bus lane starts just west of Deer Road, approximately 850m from the Haudagain junction and is operational during the AM and PM peaks only (07:30 – 09:30 and 15:00 – 18:30).

Table B:1: A96 – Bus Service Details (as of Spring 2022)

Bus Operator	Bus Service	Route	Key Destinations	Services per hour (10:00-11:00
First Bus	8/8A	Shielihill to City Centre, via the Aberdeen Royal Infirmary	Aberdeen Royal Infirmary, University of Aberdeen, Union Street and residential areas of Shielhill, Danestone and Hilton.	1
	17, 18, 172	Dyce Shopping Centre to Kincorth Shopping Centre and Altens, via A96 and city centre	TECA, Dyce Railway station, Kittybrewster Retail Park, Union Street, Altens Industrial Estate, SUEZ Recycling Centre	10
	19	Tillydrone residential area to Peterculter, via the city centre and Great Western Road	Union Street, The Marcliffe Hotel and Spa, International School Aberdeen, and residential areas of Braeside, Cults and Peterculter	4
	23	Sheddocksley to Heathryfold, via the A944, city centre and Clifton Road	Woodend Hospital, Aberdeen Royal Infirmary, Union Street, Kittybrewster Retail Park, and the residential areas of Sheddocksley, Rosemount, Hilton and Northfield	5
	X27	Dyce Railway Station to Aberdeen Train Station, via Aberdeen Airport, the A96 and the city centre	Dyce Railway Station, Kirkhill Industrial Estate, Aberdeen International Airport, TECA, Aberdeen Royal Infirmary, Union Street, Aberdeen Train Station, Aberdeen Bus Station and the residential areas of Bucksburn, Hilton and Rosemount	2
Stagecoach	10	Aberdeen to Inverness	Aberdeen Bus Station, Aberdeen Royal Infirmary, and TECA	3
	35	Aberdeen to Elgin	Aberdeen Union Square and Aberdeen Royal Infirmary	2
	37	Aberdeen to Inverurie	Aberdeen Union Square, Aberdeen Royal Infirmary, and TECA	1
	727	Aberdeen International Airport to Union Square Bus Station	Aberdeen Airport, TECA, Kittybrewster Retail Park, Union Street and the residential areas of Bucksburn, Hilton, Kittybrewster and Bucksburn	6

Bus Operator	Bus Service	Route	Key Destinations	Services per hour (10:00-11:00
	220	Aberdeen to Kemnay	Aberdeen Union Square, Kittybrewster Retail Park and Berryden	1

B.2.13 The corridor has a lower level of car ownership than Scotland, Aberdeenshire, and Aberdeen City as a whole - but the level of ownership varies considerably along the settlements on the corridor. Households in commuter towns such as Kintore and Blackburn have significantly higher proportions of car ownership than those based in the city centre. Reflecting this, in Kintore, 86% of people who travel to a place of work, do so as a car driver, whereas only 1% travel by foot. In comparison, 41% of those who travel to work from the City Centre West area do so as a car driver, with 26% doing so by foot.

B.2.14 There are several key development sites which are located along the A96 corridor, outlined in the table below. The high number of housing and employment sites planned for this area will lead to an increase in demand for travel along the A96.

Table B:2: A96 – Future Development

Location	Employment Land	Residential Land		Comments
	Area (ha)	Units	Area (ha)	
Woodside		300		
Rowett North	34.5			Employment land for redevelopment
Rowett South		1,940		
Craibstone South		1,000		
Dyce Drive	66.3			
Garioch, Kintore	20	1,000		
Port Elphinstone		737		Community facilities included

Appendix C West Corridor

C.1 Introduction

C.1.1 This appendix presents a range of data with respect to the A944 / A9119 strategic routes into Aberdeen from the North. A key source of information has been the *A944-A9119 Case for Change (Stantec, August 2020)* and *Aberdeen Rapid Transit - Options Appraisal - Case for Change (Stantec, May 2022).*

C.1.2 Note that much of the information was developed several years ago as part of previous studies. Some information was updated in the Spring of 2022. Given this, some of the data presented is likely to have altered since then. However, it still provides a good overview of the corridor.

C.2 Corridor Overview

C.2.1 The A944 corridor runs from Mounthooly roundabout in Aberdeen city centre, westwards to the communities of Kingswells and Westhill, before continuing further westwards to connect to many hinterland communities. Both Westhill and Kingswells are key employment areas immediately adjacent to the corridor, with the Prime Four business park located at the south of Kingswells (adjacent to the Park & Ride site and with around 4,000 jobs located within the park) and Arnhall business park located to the south of Westhill (with around 10,000 jobs located within the park). Aberdeenshire Council offices are located immediately adjacent to the route to the north-east of the A944 / North Anderson Drive junction. There are a cluster of region-wide healthcare facilities focussed along the corridor including: Aberdeen Royal Infirmary, Children's Hospital, Woodend House, Maternity Hospital, Royal Cornhill Hospital and Roxburgh House. Between the Foresthill Health Campus, the Royal Cornhill Hospital and Aberdeenshire Council Headquarters there are around 21,000 jobs located immediately adjacent to the corridor to the east of North Anderson Drive.[36]

C.2.2 Figure C below shows the bus services operating along the corridor (as well as those on the A9119 corridor which joins the A944 east of Kingswells) and the location of existing bus lanes, and also highlights the location of key destinations and the location of future development sites along the corridor.

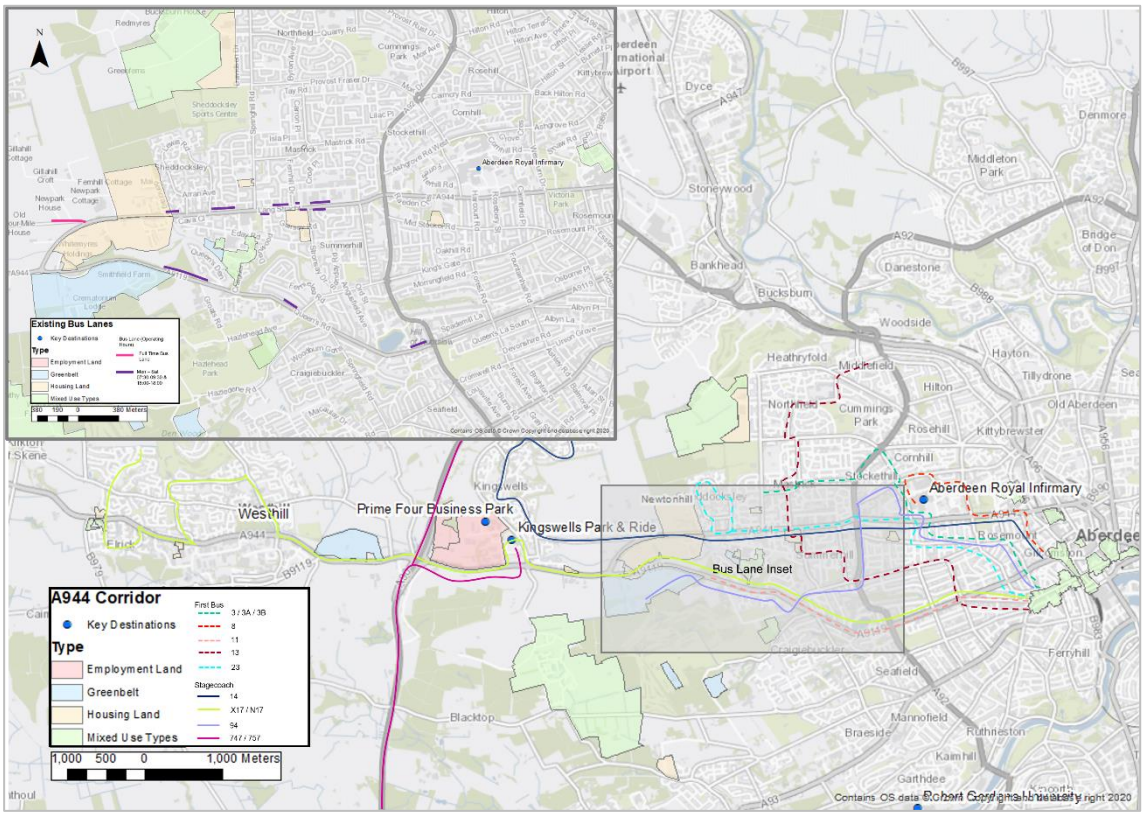

Figure C:1: A944 – Bus Services, existing bus lanes and future development

C.2.3 There is high car use for travel to work and education along the corridor. Travel to Work Data from the 2011 Census, shows that 14% of those who live within the study area travel to work by public transport.[36] While representative of the Aberdeen City average, this is approximately half the level of public transport use seen in Glasgow and Edinburgh. It is important to also note that the public transport mode share varies strongly along the corridor – from 7% at the west of the corridor to 30% in the city centre.[36] There is predicted future increased traffic around the North Anderson Drive area due to increased employment at Aberdeen Royal Infirmary and by 2037 the Lang Stracht / North Anderson Drive junction is anticipated to be over capacity.

C.2.4 There is a Park & Ride site at Kingswells (915 spaces) linking to the city centre, Westhill, Alford, Elrick and Countesswells. The site is not well used and was operating at 21% parking capacity in 2018[150] although this had increased to 29% in 2023.

C.2.5 Both First and Stagecoach operate bus services along the A944 (and A9119) corridors as highlighted in the figure above and detailed in the table below. While First operate services along only eastern sections of the corridor closer to Aberdeen centre, Stagecoach operate a number of services connecting Westhill and Kingswells into Aberdeen. There are sections of intermittent bus lanes along the corridor between the A92 (North Anderson Drive) and Kingswells. The bus lanes along this section are approximately 475m eastbound and 250m westbound but these are only operational during the morning and evening peak periods and are perceived to be ineffective due to the short distances between signalised junctions and crossings. There is also a bus gate at the junction of the A944 and Old Lang Stracht (enforced by traffic signal cameras).

[150] Monitoring-report-2020.pdf (nestrans.org.uk)

Table C:1: A944 – Bus Service Details

Bus Operator	Bus Service	Route	Key Destinations	Services per hour (10:00-11:00)
First Bus	11	Northfield to Woodend, via the city centre and the A9119	Berryden Retail Park, Union Street, Citibase Aberdeen Hill of Rubislaw and the residental areas of Northfield, Midstocket, Berryden, Rubislaw and Hazelhead	3
	13	Scatterburn to Seaton Golf Links, via the city centre (crossed both A944 and A9119 corridors but does not serve the corridors themselves)	Old Pittodrie Football Stadium, Aberdeen Sports Village, Union Street, and the residential areas of Seaton, Rosemount, Mastrick and Northfield	3
	23	Sheddocksley to Heathryfold, via the A944, city centre and Clifton Road	Woodend Hospital, Aberdeen Royal Infirmary, Union Street, Kittybrewster Retail Park, and the residential areas of Sheddocksley, Rosemount, Hilton, and Northfield	5
Stagecoach	4	Aberdeen to Countesswells	Woodend Hospital, Kingswell Park & Ride, Prime 4 Business Park, and residential areas of Rosemount, Midstocket and Countesswells	2
	5	Aberdeen to Westhill	Woodend Hospital, Kingswell Park & Ride, Prime 4 Business Park, and residential areas of Rosemount, Midstocket and Westhill	2
	6	Aberdeen to Westhill	Woodend Hospital, Kingswell Park & Ride, Prime 4 Business Park, and residential areas of Rosemount, Midstocket and Westhill	1
	4, 5 & 6	Kingswells Park & Ride to Aberdeen	As for 4, 5 and 6 above between Kingswells Park & Ride to Aberdeen	Combined offering of 6 buses per hour
	14	Aberdeen to Kingswell	Aberdeen Royal Infirmary, and Kingswells	2

C.2.6 Car ownership/availability to the west of the corridor is high, further discouraging public transport use. Car ownership grows strongly as you move westwards along the corridor, from 0.5 cars per dwelling in Aberdeen city centre to 1.7 cars per dwelling in Westhill.[36]

C.2.7 There are many large housing developments planned for the A944 corridor which are shown in Figure C. The key future development sites are highlighted in Table C which could result in a greater number of journeys taking places along this corridor.

Table C:2: A944 – Future Development

Location	Employment Land	Residential Land		Comments
	Area (ha)	Units	Area (ha)	
Maidencraig, South East		450		
Maidencraig, North East		300		
Countesswells	10	3,000		Existing employment land for redevelopment
Prime Four	50			Existing employment land for redevelopment
Kingswells Prime Four Phase 5 Extension	12.8			For specialist employment
Woodend Hospital			7.1	

Appendix D South Corridor

D.1 Introduction

D.1.1 This appendix presents a range of data with respect to the A90 / A92 / A956 strategic routes into Aberdeen from the North. A key source of information has been the *Wellington Road Multi-modal corridor study, STAG Part 1 report (Aecom, April 2018)* and *Aberdeen Rapid Transit - Options Appraisal - Case for Change (Stantec, May 2022).*

D.1.2 Note that much of the information was developed several years ago as part of previous studies. Some information was updated in the Spring of 2022. Given this, some of the data presented is likely to have altered since then. However, it still provides a good overview of the corridor.

D.2 Corridor Overview

D.2.1 The Wellington Road (A956) routes from Aberdeen city centre by the communities of Torry, Kincorth and Cove, before joining the A92 at Charleston junction. The A92 routes to the south of Aberdeen across the Bridge of Dee southwards to Charleston junction before routeing further south past Portlethen and Newtonhill (around 10 miles south of Aberdeen) before linking with the A90 just north of Stonehaven.

D.2.2 Towards the north of the corridor the industrial estates at Altens and East Tullos are key employment centres located adjacent to Wellington Road and the site of the new harbour at Nigg Bay is located to the east of the road south of the city centre. There is also economic activity focussed south of Souterhead Roundabout at the Balmoral and Gateway Business Park. Further south the Badentory Industrial Estate holds a number of key employers, and in recent years, there has been significant development in the north of Portlethen ('Hillside'), including housing and a new business park.

D.2.3 The figure below below shows the bus services operating along the corridor and the location of existing bus lanes, and also highlights the location of key destinations and the location of future development sites along the corridor.

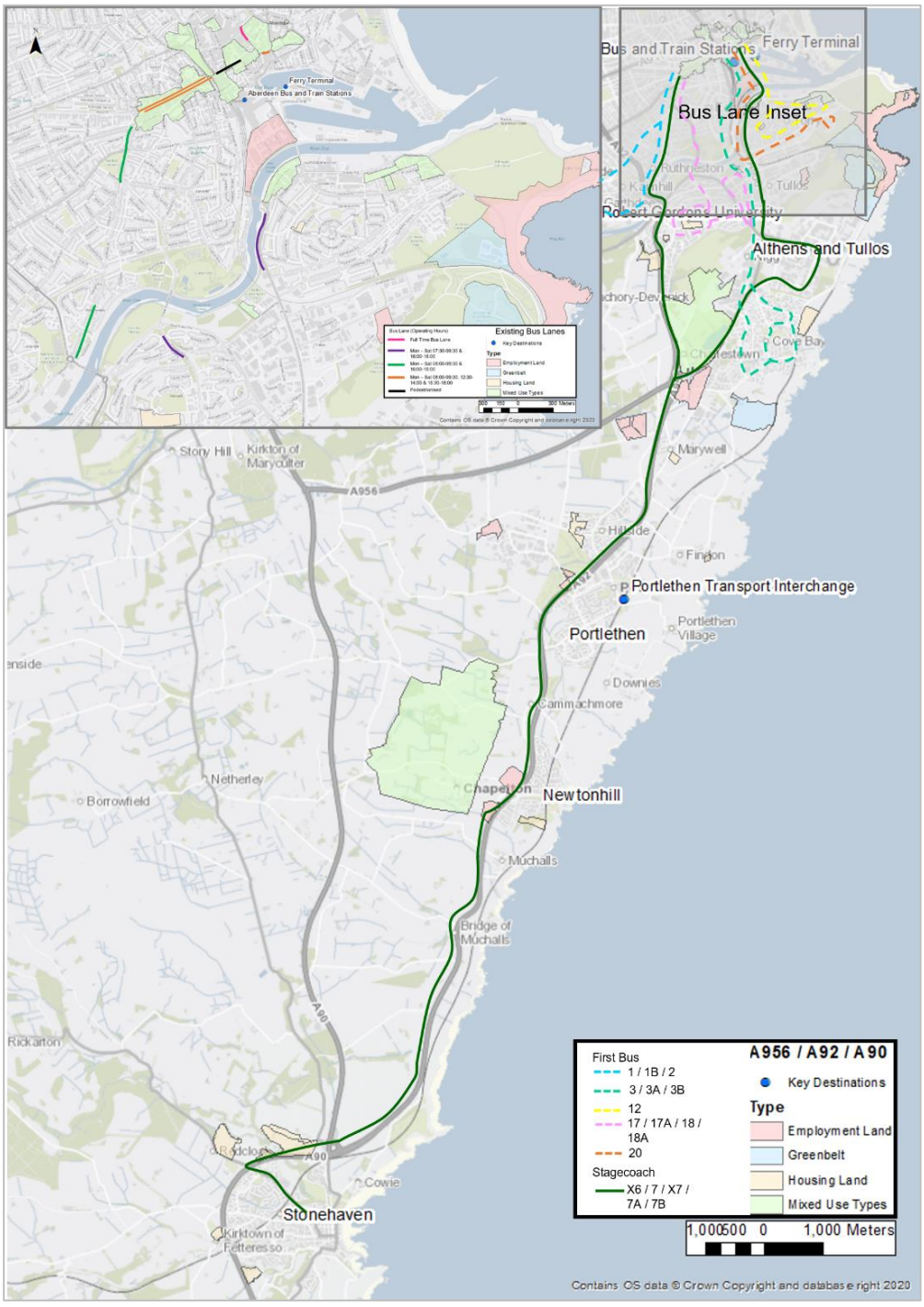

Figure D:1: A956 / A92 / A90 – Bus Services, existing bus lanes and future development

D.2.4 There are high rates of driving to work in each of the main corridor settlements, particularly Newtonhill (72%[152]). Cove Bay has the highest mode share of travelling to work by bus (10%) reflecting the higher frequency of bus services in this area and its closer proximity to the city centre[152].

D.2.5 There is one bus based Park & Choose facility, a relatively small site, located on the west side of the A92 at Newtonhill, which was provided by the developer of Chapelton of Elsick. The site has 46 spaces, a large bus shelter and a small number of cycle racks. Usage data indicates the site is operating at well under capacity, with utilisation at 28% in 2023, falling from peak utilisation of 41% in 2019.

D.2.6 There is predicted increased future traffic across the River Dee and from the AWPR to Altens with specific hotspots predicted on the A90(S) between Portlethen and Charlestown and with key junctions along Wellington Road including at the Souterhead junction. There is one bus-based Park & Ride facility located on the corridor – a relatively small site located on the west side of the A92 at Newtonhill, which was provided by the developer of Chapelton. The site has 49 spaces, a large bus shelter and a small number of cycle racks. The site is served by services X7 and 7/7A/7B, with links provided to Aberdeen and Stonehaven every 20 minutes, Portlethen every hour (with additional services during peak periods) and Montrose, Arbroath, Dundee and Perth every hour[152]. Parking surveys undertaken by Nestrans on an annual basis found that parking numbers at the Park & Ride site have increased from five in 2015 to nineteen in 2019[152], indicating the site is operating at well under capacity (40% based on the 2019 figure[151]). It is also worth noting that here have been proposals historically for a Park & Ride site at Schoolhill near to Portlethen. The site previously obtained Planning Permission in Principle (PPiP) for a 1,000 space Park & Ride, which also included the option for an overnight lorry parking facility. While the PPiP has since lapsed, there is still an aspiration to deliver this facility, as noted within the draft RTS:2040.

D.2.7 Both First and Stagecoach operate bus services along the corridor as highlighted in the figure above and detailed in the table below. While First operate services focussed within the northern end of the corridor closer to Aberdeen centre (connecting Torry, Kincorth and Cove with the city centre), Stagecoach operate a number of services connecting Stonehaven and Portlethen into Aberdeen. There are also rail stations at Stonehaven and Portlethen connecting into Aberdeen and also southwards towards Dundee, Edinburgh and Glasgow.

D.2.8 There is a short section (around 400m) of bus lane on Wellington Road (northbound between Kerloch Place and just south of the where the road crosses the River Dee) but this is only operational during peak AM and PM periods. The weight limit on the Bridge of Dee effectively prevents bus services from accessing the Robert Gordon University campus from the south.

Table D:1: A956 / A92 / A90 – Bus Service Details

Bus Operator	Bus Service	Route	Key Destinations	Services per hour (10:00-11:00)
First Bus	3/3A/3B	Mastrick to Cove Bay, via the city centre and Wellington Road	Aberdeen Royal Infirmary, Union Street, Altens Industrial Estate, SUEZ Recycling Point and residential areas of Mastrick, Rosemount, Torry and Cove	6
	12	Heathryfold to Torry, via the city centre	Berryden Retail Park, Union Street and the residential areas of Northfield, Hilton, Berryden and Torry	5
	17, 18, 172	Dyce Shopping Centre to Kincorth Shopping Centre and Altens, via A96 and city centre	TECA, Dyce Railway station, Kittybrewster Retail Park, Union Street, Altens Industrial Estate, SUEZ Recycling Centre	6
	20	Hillhead of Seaton to Balnagask Circle, via Ellon Road and the city centre	Bridge of Don Industrial Estate, Hillhead Aberdeen University Accommodation, RGU Sports Centre, Aberdeen University Campus, First Bus Depot, Union Street and the residential area of Torry	2
Stagecoach	7	Aberdeen to Stonehaven	Union Square, Cove, Portlethen, Badentoy, Newtonhill, Newtonhill Park & Choose, Chapelton, Stonehaven	

[151] Source: Nestrans

Bus Operator	Bus Service	Route	Key Destinations	Services per hour (10:00-11:00)
	X7	Aberdeen to Stonehaven	Union Street, Newtonhill Park & Choose and Stonehaven	3 (1 extending to Montrose, Arbroath, Dundee and Perth)
	59	Northfield to Balnagask, via Union Street Bus Station	Aberdeen Royal Infirmary, Foresterhill Hospital, Union Square and the residential areas of Northfield, Stockethill, Westburn, Ashgrove and Torry	4

D.2.9 The Wellington Road section of the corridor has a lower level of car ownership than both Scotland and Aberdeen City as a whole, and a greater proportion of Wellington Road residents travel to work by bus or coach than the Aberdeen City and Scotland averages. However, across the wider corridor there is very high car/van availability in all of the key settlements relative to both the regional and national average[152]. Car/van availability is particularly high in Newtonhill where 93% of households have access to at least one car or van. Cove Bay and Portlethen also have high car/van availability rates, with 89% and 90% of households having access to at least one car in the settlements respectively[152].

D.2.10 There are large housing developments planned along the A956 / A92 / A90 corridor presented in Figure D. A more detailed summary of the proposed plans is shown in Table D, which could increase the number of journeys which take place. Additionally, there are large areas of employment land which have been highlighted for redevelopment.

Table D:2: A956 / A92 / A90 – Future Development

Location	Employment Land	Residential Land		Comments
	Area (ha)	Units	Area (ha)	
Loriston	11	1,500		
Charleston	20.5			
Chapelton	11.5	4,045		11 ha identified as strategic reserves
Stonehaven		21		

[152] *Aberdeen-Laurencekirk Multi-modal Feasibility Study, Initial Appraisal: Case for Change, Aecom, October 2020*

Appendix E Derivation of BRT Success Factors

E.1 Introduction

E.1.1 This Appendix provides a summary of the outcomes of the review of other bus-based BRT schemes, a review of the Institute for Transportation & Development Policy (ITDP) produced evaluation tool for BRT schemes, a review of the 'Target' and 'Minimum' standards set for the Sprint scheme, as well as details of the outcome of discussions with those involved in the development and implementation of the Birmingham Sprint and the Bristol MetroBus schemes. Greater detail on the above can be found in the *Aberdeen Rapid Transit Case for Change* report.[59]

E.2 Review of UK and European based Bus Rapid Transit (BRT)-type schemes

E.2.1 The review identified some significant challenges and key issues impacting the delivery and operation of BRT schemes and these would need to be considered as part of the development stages for the ART vision. While these issues impact the viability of BRT schemes, many can be overcome if they are considered early on in the option development stage.

Regulatory Operating Environment

E.2.2 Birmingham Sprint, Belfast Glider, Glasgow's FastLink and Bristol's metrobus were all proposals put forward as part of a wider partnership between the local authority in conjunction with a bus operator. In some cases, there is also a larger funding body involved in the partnership to ensure the partial funding of the scheme when the proposals are presented to funding bodies.

E.2.3 In many cases outlined above, a network brand has been created to help promote the services, such as 'Glider' and 'Sprint'. This allows the schemes to be easily marketable and means there are no clear ties to the operating company as the operations can be put out to tender when contracts end.

Highway Operating Environment (including road safety)

E.2.4 The safety of busways within areas of higher pedestrian movement and their impact on the public realm can also be a concern (Ftrmetro Swansea, TfL). The resultant layout of the road needs to be clear and safe for pedestrians and cyclists. In Birmingham, where the BRT scheme is being integrated with active travel routes the interaction between the bus stop and passengers and cyclists has been considered in great detail. As a result, the cycle lane runs behind the bus stop to prevent cyclists having to pull out into the general traffic lanes to navigate a stopped bus. To make this safe for pedestrians, the cycle lane is clearly marked with a different surface and clear markings meaning cyclists must give way to pedestrians.

E.2.5 Very few of the schemes investigated have fully segregated bus lanes, in most cases they are simply separated by road markings and enforced by cameras. To help distinguish the difference between the main road and the bus lane, the colour of the road surface is different as in the Glasgow FastLink scheme.

Traffic Demand Management

E.2.6 Across many of the schemes, the use of Automated Number Plate Recognition (ANPR) and bus lane cameras is general practice to catch non-bus users who use the bus priority lanes and fine them to discourage future use. This also allows the lane to remain clear for the buses, giving them priority over the general traffic.

E.2.7 The main traffic demand management is through the enforcement of bus lanes, removal of car parking and only allowing buses to use the bus priority lanes.

Intelligent Transport Systems

E.2.8 Guidance systems have been identified as a significant risk with schemes failing (Millennium Busway) or needing modification (Cambridge/ Luton-Dunstable) to maintain safety, however, recent advances in autonomous guidance technology should reduce the extent of this issue. It is noted though that guided busways increase operating costs and barriers to entry for other operators.

E.2.9 All the BRT schemes see the introduction of real time information screens at the bus stops / shelters to allow for the tracking of the service. On some of the newer buses, there is real time information onboard and this is normally combined with next stop announcements.

E.2.10 Traffic signal prioritisation at junctions for buses is an additional way to allow for the buses to be prioritised over general traffic. This has been done by bus activation technology that triggers signals (using transponders) as part of the Kent Fastrack services.

Vehicle Type

E.2.11 To create a modern image, distinctive vehicles are often desirable, but this brings increased capital and operational costs related to maintenance, repair, depot provision, fuel efficiency and a requirement for conductors if multi-door vehicles are used (Ftrmetro Swansea). Special authorisation is also required if vehicles are over 18 metres in length (Birmingham Sprint).

E.2.12 New hydrogen buses have been adopted in several of the BRT schemes considered and they produce zero-emissions and can travel longer distances than their electric counterparts. Although as shown in the Kent Fastrack network, the use of electric buses is possible with safe charging stations that can fully charge a bus in 6 minutes. Both hydrogen and electric propulsion methods are worthy of equal consideration in the development of ART, with cognisance given to the increasing costs of electricity – both for use in direct charging and in producing hydrogen.

Fare Collection

E.2.13 To reduce the amount of dwell time spent at bus stops, the introduction of pre-purchased tickets is commonplace among the various BRT schemes. This comes in the form of either ticket machines at bus stops, mobile tickets or bus passes which are activated prior to use on the services. However, the introduction of capped contactless ticketing (in place with First Aberdeen and planned at Stagecoach) may eliminate the need for expensive and unreliable ticketing infrastructure. Roadside ticket machines also present a theft risk and are another asset to maintain.

E.2.14 As shown through the Ftrmetro services in Swansea, the use of conductors on the buses added to the overall operational costs as there are two employees per vehicle and this requires more training than if the tickets were bought from the driver or by app / machine. **The principal cost of bus operation is labour, and in the context of ART, effectively doubling this cost on the ART corridors could jeopardise the viability and sustainability of services**.

Cost (Construction, Maintenance / Repair, Operational)

E.2.15 Construction costs are significant, often requiring road carriageway widening, major junction modification, land acquisition and extensive utility diversions (Birmingham Sprint, Belfast Glider) but the infrastructure also makes changes to the route more expensive e.g., for route extensions, new bus stops, pedestrian crossing facilities (East London Transit). Several schemes have also incurred substantial repair costs and left local highway authorities with increased highway maintenance liabilities although this generally relates to schemes that have raised sections of guideway (Cambridge, Luton-Dunstable).

E.3 Institute for Transportation & Development Policy's *Evaluation Toolkit for UK-based BRT schemes*

E.3.1 The Institute for Transportation & Development Policy (ITDP) has produced an evaluation tool for BRT schemes based on international best practice which seeks to ensure BRT has a common definition and standard.

E.3.2 It provides a framework to designers and decision makers to support the implementation of schemes that provide a 'world class passenger experience, have significant economic benefits and deliver positive environmental impacts'.

E.3.3 Schemes are scored against the criteria as set out in the table below. The scoring against the various criteria indicates the importance of public transport priority and junction design but also notes a wide range of criteria to consider.

Table E.1: Institute for Transportation & Development Policy (ITDP) - *Evaluation Toolkit for UK-based BRT schemes – Scorecard*

Component	Category	Points
BRT Basics (38 points)	Dedicated Right-of-Way	8
	Busway Alignment	8
	Off-board Fare Collection	8
	Junction Treatments	7
	Platform-level boarding	7
Service Planning (19 points)	Multiple Route	4
	Express, Limited, and Local Services	**3**
	Control Center	**3**
	Located in Top Ten Corridors	**2**
	Demand Profile	**3**
	Hours of Operations	**2**
	Multi-corridor Network	**2**
Infrastructure (13 points)	**Passing Lanes at Stops**	3
	Minimizing Bus Emissions	3
	Stops Set Back from Intersections	2
	Stops in centre of road	2
	Pavement Quality	2
Stops (10 points)	**Distances Between Stops**	2
	Safe and Comfortable Stations	3
	Number of Doors on Bus	3
	Docking Bays and Sub-stops	1
	Sliding Doors in BRT Stations	1
Communications (5 points)	**Branding**	3
	Passenger Information	2
Access and Integration (15 points)	**Universal Access**	3
	Integration with Other Public Transport	3
	Pedestrian Access and Safety	4

Component	Category	Points
	Secure Bicycle Parking	2
	Bicycle Lanes	2
	Bicycle-Sharing Integration	1

E.3.4 However, a review of this evaluation tool by the BRT UK group found that the criteria and scoring used did not fit well with existing schemes in the UK, resulting in those perceived to be high quality only achieving a 'Bronze' level of accreditation with many others falling outside the standard. This could be explained by the scorecard being geared towards schemes in countries where cities had significantly different demographics, population densities and highway provisions, with 'Gold' standard schemes tending to be in cities such as Rio de Janeiro and Guatemala City.

E.3.5 The BRT UK group proposed changes to the scorecard to better reflect the qualities of schemes in the UK and this allowed schemes such as the Cambridgeshire Guided Busway to score 'Gold' and Crawley Fastway to score 'Silver'.

E.4 Birmingham Sprint Targets and Minimum Standards

E.4.1 Birmingham Sprint is a bus based rapid transit mode which is part of the vision for the future network of world class public transport in the West Midlands.

E.4.2 In order to achieve the best Sprint solution, a set of the 'Target' and 'Minimum' standards (as presented in the figure below) were developed, acknowledging that the best Sprint Solution needed to achieve the Targets. The project noted that the Minimum standard should only be applied to individual factors when the Target level was not practical or economically feasible. It is expected that each Sprint route should achieve the Target standard in a majority of factors to provide the step change required.

	Target standard – required for high standard Sprint. Provides a high level of attractiveness and efficiency.	Minimum standard – required for a good standard of Sprint. This is an acceptable solution that provides a good level attractiveness.
FACTOR	**TARGET STANDARD**	**MINIMUM STANDARD**
Sprint Operation		
Frequency and reliability	A "turn-up and go" service with 95% reliability	*A "turn-up and go" service with 95% reliability*
Stop distance	Stops every 500-800m	Stops 300-500m or more than 800m apart
Vehicles		
Identity	Easily distinguishable with an appearance closer to tram and multi-door boarding	*Easily distinguishable with an appearance closer to tram and multi-door boarding*
Features	Free Wi-Fi, on board CCTV, on board real-time information, and next stop announcements	*Free Wi-Fi, on board CCTV, on board real-time information, and next stop announcements*
Accessibility	Access for all	*Access for all*
Sprint shelters and interchanges		
Shelters	High quality shelters with real time information, CCTV, wayfinding and walking passage-ways	High quality shelters that clearly signify they are served by Sprint, include wayfinding, and promote accessibility
Interchanges	Park and ride provided on Sprint route	Stops in key locations to interface with other forms of transport
Cycle facilities	Storage provided at shelters where Sprint routes interface with cycle routes	Wayfinding to cycle facilities provided at stop
Fares and fare collection		
Fares	Payment systems to encourage cashless payment and fares aligned with local bus services	*Payment systems to encourage cashless payment and fares aligned with local bus services*
Ticketing	Ticketing facilitated through conductors	Off board ticketing and on board validation
Highways and priority		
Carriageway separation	Dedicated bus lanes	Dedicated bus lanes in priority locations with mixed traffic roads elsewhere
Signalling	Full signal priority with no interfering vehicles at junctions	Active measures for Sprint vehicles, such as priority at traffic signals
Stop approaches	Clean approach to allow close docking, easy boarding and marked boarding positions	*Clean approach to allow close docking, easy boarding and marked boarding positions*
Local bus Interaction	Lay-bys provided for local bus services	Sprint priority over local bus services
Journey times	Comparable to car journey times	Approximately 20% quicker than conventional bus
Enforcement	Priority measures actively enforced with fixed CCTV cameras	Priority measures will be self-enforcing
Intelligent transport systems		
Systems	Vehicles with automatic vehicle location for signal controlled junctions, fleet operation and headway management	Real time passenger information will be provided at all Sprint shelters, and through internet and smartphone services
Branding, marketing and customer service		
Brand	Distinct Sprint brand to be used on vehicles, stops, signage, information and marketing material	*Distinct Sprint brand to be used on vehicles, stops, signage, information and marketing material*
Customer service	Regular customer satisfaction surveys, continuous specialised training programmes and an on-board presence	*Regular customer satisfaction surveys, continuous specialised training programmes and an on-board presence*
Environmental credentials		
Emissions	Better than Euro VI technology	*Better than Euro VI technology*

Figure E:1: Birmingham Sprint - 'Target' and 'Minimum' standards[153]

E.5 Discussions with BRT scheme officers

E.5.1 Discussions were held with council officers involved in the development and implementation of two BRT schemes in the UK. The key points from these discussions are noted below but

[153] *Sprint Standards, Document for adoptions by the ITA, West Midlands ITA Policy and Strategy Team, Birmingham Council, March 2016*

provided valuable insight into the main challenges, successes, and risks associated with the schemes.

Birmingham Sprint

E.5.2 A meeting with officers from Transport for West Midlands (TfWM) involved in the delivery of the Birmingham Sprint scheme was held on 3 March 2022. Details on the Sprint scheme itself can be found in the *Aberdeen Rapid Transit - Options Appraisal - Case for Change report* (Stantec, May 2022).

E.5.3 Key points noted from the meeting include:

- **Early setting of the standards** for Sprint was essential and these standards were agreed upfront. This helped to communicate the objectives of the scheme clearly from the outset.

- **Early communication with leaders and politicians** was essential, in order to gain political buy-in from the very start. The mayor in particular was a real advocate for the scheme. This early communication made it clear what the benefits of Sprint were to the region and how the scheme aligned with the wider transport network for the West Midlands. It was important not to promote the scheme in a vacuum and communicate the link to wider strategies. In this regard, the narrative was developed and then advocacy sought. The Sprint scheme has 'hooks' into HS2, the Commonwealth Games and the wider tram (metro) system in Birmingham.

- **Political Change presented challenges.** Elections every 3 out of 4 years created a level of uncertainty. However, more recently, the 'all out' election system[154] in Birmingham has made it easier to deliver schemes within a now four-year period.

- **There are key benefits in implementing a bus-based scheme**. In deciding between a bus-based scheme and other potential mass transit modes, it was noted that bus-based BRT schemes are around a fifth of the cost of a tram / light rail alternative, and can be delivered in around a third of the time. While guided busway was considered, the implementation of the system would require a Transport & Works Act and the challenges for parallel running services unable to utilise the busway were seen as a disincentive for a busway approach. Additionally, the timescales for scheme implementation and the franchising agreements that would be required could not be accommodated within the scheme delivery window, with the scheme needed prior to the 2022 Commonwealth Games.

- **Network choice** was influenced by corridors with a strong existing bus market. Other corridors were considered through analysis of population density. Initially 26 corridors were considered as part of a provisional Sprint network. On these corridors, the commerciality of the service was considered (assuming services every 10 minutes). A 20% improvement in bus journey times, and a bus journey time comparable to the car was sought. The level of roadspace reallocation required to achieve this was investigated and the appetite for such changes discussed with the relevant local authority. The 20% journey time reduction desired was not achievable on every corridor. Some business cases for certain corridors were developed but could not build traction. Eventually, six routes were progressed. The network was included in the Local Transport Plan (including roadspace reallocation).

- **Corridor Feasibility** was established (for the six corridors) through bus service AVL data analysis with stop-to-stop journey time standard deviation used as the metric on which to measure service reliability.

[154] A local election where all council seats are up for election at the same time

- **Infrastructure.** An optioneering process identified measures that could be implemented at the worst performing locations (note that due to cost, a centralised public transport 'core' was not considered). From this, a highway package for each corridor was developed to suit all bus services operating along the corridor. Land acquisition was avoided where possible and Phase 1 of the scheme requires no land acquisition (Phase 2 requires three land parcels). At present, two Sprint routes are operational but are quite different in nature. The A34 route goes through residential areas where there was already significant dual carriageway in place - some road widening was still required. The other route, on the A45, required different infrastructure including a large section of road widening with a railway line and industrial premises nearby to be taken into account.

- **Scheme costs** averaged across both implemented Sprint corridors to date is around £4-£5 million per km. The construction cost was approximately 50% of this total cost. The scheme costs were very much driven by the infrastructure costs. However, the cost of accommodating / moving utilities was by far the greatest cost. In addition, street lighting was required to be moved. In general, a 'tram approach' to utilities was adopted (i.e., utilities were moved) to build reliability into the scheme. In particular, it was noted that the shelters adopted for the scheme were 9-9.5m long with narrow sides and a cantilever design with no front support. This increased the risk of having to relocate utilities as the cantilever design required deep footings.

- **Bus Stop Spacing** was a key topic during design. The original Sprint scheme took out more than 50% of the existing stops. This was subsequently changed but there is still an overall reduction in bus stops along the routes.

- **Parking removal was very unpopular.** In one community, every house had 'No to Sprint' signs in the windows. Due to this public pressure, the design of the scheme along the corridor in question was changed and compromised as the designs progressed. However, the removal of parking was not unpopular everywhere. Some communities never engaged at all, even though parking was being removed. One key issue noted by communities was the issue of 'fly parking' i.e., people parking on side roads to catch the Sprint bus.

- **Improving journey time reliability was considered very important**. Indeed, due to the journey time savings now achieved, some services are now cross city services (and are operated by a single vehicle) reducing interchange and also importantly reducing the number of bus vehicles in the city centre – a key selling point with politicians.

- **Multi-door vehicles** were considered essential to reduce bus stop dwell times

- **Off-board ticketing** is also considered a key factor in speeding up boarding times and is seen as an important differentiator between Sprint and local bus services. There is no interaction with the driver with 'reduced driver interaction' set out in the Sprint Standards.

- **Safety Benefits** of the scheme were increased through the bus shelters adopted (despite the increased cost of the utilities works required to accommodate this as noted above). This was due to the safety benefits accrued through the much improved lighting and CCTV cameras within the shelters.

- **Delivery Options** considered included**:**

    - Operation within current deregulated framework
    - Fully commercial models
    - Supported service models
    - Combined authority buying vehicles and leasing

- **Market Sounding Exercise** was undertaken to discuss the potential delivery options with potential operators. Concerns from the market were raised on cost, risk and competition. It was noted that in the West Midlands, National Express is dominant, operating around 75% of all milage in the region but with around 90% of passenger revenue. It was also noted that First and Stagecoach, the current dominant operators across Aberdeen and Aberdeenshire respectively, were part of the market sounding exercise.

- **Franchising** was noted as the 'cleanest' option in terms of enabling the network to be delivered with the Sprint standards as defined and with the 'look and feel' of the network being set by TfWM. However, delivery through a franchise was noted as being a political decision.

- **Final Delivery** of the scheme was through an enhanced partnership plan with defined minimum vehicle standards. Originally it was hoped an agreement could be entered into before scheme delivery, but this was not possible due to timescales and challenges around coordinating the start of the enhanced partnership with funding. This was noted as a definite risk. In terms of the vehicles, a bid to the Government for grant funding under the Zero Emission Bus Regional Areas (ZEBRA) fund for 224 hydrogen vehicles (200 double deckers and 24 artics) is in progress.

- **Supporting Measures** were noted as key to the scheme success, particularly in terms of the segmentation that has been developed within the city. This means that driving through the centre of Birmingham is no longer possible and has led to reduced car use within the centre. This was felt to be the greatest benefit to the Sprint scheme and it was really important to address city centre measures to support the implementation of Sprint. Indeed the cross city Sprint routes were then able to offer shorter journey times than the car. It was also noted that the city centre segmentation was relatively 'cheap' and easy to deliver through the use of planters, signage and white lines, as opposed to through junction redesign.

Bristol Metrobus

E.5.4 A meeting with officers from West of England Combined Authority (WECA), involved in the delivery of the Bristol metrobus scheme, was held on 16 May 2022. Details on the metrobus scheme itself can be found in the *Aberdeen Rapid Transit - Options Appraisal - Case for Change report* (Stantec, May 2022).

E.5.5 Key points noted from the meeting include:

- **Scheme objectives were set out early** with a clear objective to **maximise segregation from general traffic**

- **Political, Stakeholder and Public Opinion** could often be initially negative. The Business Cases which were originally developed in 2010 were de-scoped after the coalition government came in and the political direction changed. It was difficult to get a political champion and there was no-one to really push the scheme forward, although latterly the Chair of the Joint Transport Executive Committee did become involved. Businesses, and especially the larger ones, were supportive of the scheme including the University of the West of England and the Bristol & Bath Science Park. The public consultation in 2008 / 2009 into the Ashton Vale to Temple Meads scheme saw around two-thirds respond positively to the proposals. However, this scheme in particular subsequently attracted very strong opposition from a core minority which came out to oppose the scheme and wanted rail investment instead. While this was not reflective of the wider public, it easily swayed politicians and was part of the reason the Ashton to Temple Meads scheme was de-scoped and re-routed.

- **High Specification for design, marketing and branding** was adopted and is considered successful

- **Infrastructure:** Around 25% of the metrobus network is segregated and the infrastructure includes a bus only junction onto the motorway and a bus only lane on the motorway. One route also includes kerb-guided busway. Similar guided busway was proposed elsewhere but was scoped out. The challenges around the bus only lane on the motorway were significant, requiring a speed restriction on the motorway and needed ministerial approval. Additionally, significant objections from impacted allotment holders necessitated unforeseen scheme costs as well as the requirement to provide a new amenity building. In terms of the reallocation of road space, relatively few controversial decisions were made, and highway widening was undertaken where needed. On-street parking was not generally taken away outside of any shops. Very few Compulsory Purchase Order along the routes were required and where needed these were negotiated rather than dealt with through public inquiry. Infrastructure works during construction caused disruption in the city centre. It was noted that there was an ongoing issue with reliability on one of the lines and buses are getting badly impacted by general traffic congestion. The HOV lane that could provide benefit was often not enforced. It was noted however, that on one route some bus journey times into the city centre have halved (40 minutes down to 20 minutes).

- **Platforms** are long with high shelter standards. Each has a 'iPoint' which allow passengers to buy tickets, plan journeys and view live running information for onward services. Platforms are spaced approximately 800m apart, double normal stop spacing. It was noted that no significant concerns were raised around accessibility issues due to this. There is cycle parking at all stops, with the number of cycle park spaces available dependent on the stop location. Originally only metrobus services were allowed to stop at the metrobus stops, but this has changed recently to allow local services to stop also and is ensuring improved interchange between local services and the metrobus network.

- **Vehicles** were initially considered with a Streetcar design (a 'tram on wheels' similar to the Glider in Belfast). Potential operators were less keen on articulated vehicles, and they had been withdrawn in London. It was noted that 'bendy' buses use more fuel and have higher operating costs. However, **it was felt that publicity around the scheme would have been much more straightforward had the Streetcars been adopted**. The chair of the Joint Committee was concerned that Streetcars were overall perceived negatively and eventually the schemes have adopted double decker buses which are biomethane powered through a deal with the Gas Bus alliance. The WECA considered buying the vehicles with the intention to then lease to operators, but this was not possible. **Twin door vehicles were considered very important** in aiding in speeding up boarding times. It was noted that **vehicle branding has been a real success**. Driver shortages have been an issue and it was decided it was better to have reliable services than over promise on frequencies.

- **Ticketing is all off-board** and cashless and no tickets are available to purchase from the driver. Consideration of equity (for example for children and someone without a bank account) means tickets can be purchased in some local shops.

- **Delivery** is through a Quality Partnership Scheme supported by a voluntary partnership agreement with maximum fares and minimum frequencies stipulated. First had challenges with the initial vehicle depot capacity and sub-contracted to Bristol Community Transport for some services. It was noted that it took a long time to work through all the contractual processes which meant the scheme opened later than planned and this caused some political pressure.

- **Scheme Costs** were costed at £197m, of which the Department for Transport paid £113m. The final scheme came in at £230m. Using too many contractors for the construction work was considered to be a key reason for the scheme coming in over budget. It was also felt that the guided busway design may have reduced interest for the contractors.

- **Patronage** varies by route. The Year 1 report showed passenger numbers overall are in line with expectations with some lines over-performing and some under-performing. The Ashton to Temple Meads route has not performed as well as hoped in terms of passenger loadings. Route changes from those originally envisaged, with the route diverted as it approached the city centre increased passenger journey time and are felt to have reduced the attractiveness of the service. However, the Emersons Green route has been very successful with substantial modal shift to public transport. First initially went with a loss leader to build passenger volumes with an existing core patronage from the University of the West of England having both the University buildings and Halls of Residences along the route.

- **Revenue Support** for the scheme was considered to break-even.

- **Impacts on the existing bus network** was a key area of concern. There have been adjustments to the existing network bus frequencies but generally more minor adjustments were made. It was noted there have been no instances of services which have been completely withdrawn as a result of metrobus implementation. Transport modelling forecasts estimated that around 75% of the metrobus patronage would come from the existing local bus network although this included like-for-like service replacement such as the Long Ashton P&R service.

- **Impact on general traffic** is considered to be limited, although it was recognised that policy in this regard has moved forward since the scheme was developed.

- **Supporting Measures.** Parking policy in the city centre is felt to have supported the success of the scheme and had a significant impact on supporting patronage growth. Long stay parking is expensive and short stay parking cheaper, and this is reflected in the boarding profile on the metrobus scheme. Part of the scheme included major public realm improvement works around the cenotaph in the city centre which included landscaping, new trees and increased public space. However, it was felt that the link between the metrobus scheme and these improvements was not understood by the public and as such was not recognised as a direct benefit of the scheme.

E.6 ART Further Success Factors

E.6.1 Given the above, the following further success factors have been derived for ART.

Table E:2: ART Key Success Factors: Commentary on and categorisation of the success factors

Success Factor	Category	Sub-Category	Commentary
The ART network and services align with policy (Transport, Planning, Economic, Environmental etc.)	Strategic Fit and Business Need	Political Support & Policy Compliance	The ART network should fully align with Transport, Planning, Economic, and Environmental policies at National, Regional and Local levels.
Lead Council Members support ART			Political support, and importantly, political ownership, of the ART scheme is essential and needs to underpin the scheme from conception through to delivery. The support of Council Member across the political alliances is key to this, due to the changing political environment after local elections. Both the Head of the Council's Transport Committees and the indeed the Heads of both Aberdeen City Council and Aberdeenshire Council need to be behind the scheme, including understanding the implications road space reallocation, parking and positive messaging around the scheme to the public. Transport Scotland should be a scheme sponsor.
Wider stakeholder / business buy-in			To ensure broad support for the ART network, companies who are willing to actively support the new routes and services should be identified and included within the project delivery process. This could include companies who are willing to support the use of ART services through employee incentives or have longer term ambitions to relocate of offices into the city centre.
BRT services are integrated physically with other transport services		Regulatory Framework & Funding	Connections between ART services and the wider bus network should be designed and agreed to ensure bus routes complement each other to create an attractive and efficient public transport network. This should be achieved through agreement between the operators and integrated ticket arrangements.
		Highway Operating Environment	ART bus stops should integrate with the wider bus and rail networks at key locations along the corridors. They should be designed to create an efficient, safe and accessible interchange between public transport services but also key cycle routes. P&R sites should be designed to minimise the driver interchange penalty and minimise any bus time penalty from serving the sites.
BRT services have integrated ticketing with other public transport services		Regulatory Framework & Funding	Tickets should allow interchange between ART services and other local bus services and be integrated with parking charges at Park & Ride sites.
		Technology	

Success Factor	Category	Sub-Category	Commentary
Routes serve dense residential areas and key employment sites and support residential / employment growth areas	Potential Value for Money	Demand	Understanding the potential passenger demand for ART services is essential to establishing the viability of the scheme. This should utilise all existing travel data, undertake surveys gather new data and plan/ design new major residential and employment development along the ART corridors.
BRT services operate safely		Highway Operating Environment	The design of the highway along which ART services operate should adopt Vision Zero principles with road safety principles and bus operating practices designed to eliminate all serious and fatal personal injury collisions.
Buses are low maintenance and economical to operate (and net zero carbon)		Vehicles	To maintain reliable services across the ART network, vehicles should utilise tried and tested technologies that reduce vehicle running costs and minimise vehicle breakdowns. Vehicle maintenance schedules should be consistently applied, and sufficient vehicle parts held within the depot to minimise the time buses spend waiting to be repaired. Vehicles should be fuel efficient (either battery or hydrogen powered) and be one-person operated.
Buses are comfortable, safe and inclusive			The accessibility and inclusivity of vehicles used as part of the ART network is a key factor in encouraging use by all. This should include adequate provision for those with pushchairs, those in wheelchairs and any other persons with a mobility impairment. 'Next bus stop' information should be provided via on-board displays and for those who are partially sighted or blind through automated announcements.
Buses are high quality, distinctive and branded			ART vehicles should look the same with distinctive branding to promote the extent of the network and the quality of the service.
Travel by private car is discouraged		Supporting Measures	Political support is required for demand management measures including changes to parking charges/ provision, low emissions zone implementation, workplace parking licenses etc. Scottish Government policy is now clearly leading the way for change and the targets set out in policy documents need to be driven through by Local Authorities – providing momentum and rationale for successful ART scheme delivery. In addition, existing assets, specifically the Park & Ride sites need to be fully integrated and their potential maximised as part of the ART scheme.

Success Factor	Category	Sub-Category	Commentary
BRT services are frequent		Highway Operating Environment Vehicles	ART services should provide 'turn up and go' frequencies during the day while 'out of hours' services should be timed to depart at standard 'clock face' times from bus stops within the city centre other at other significant locations.
Bus stops are easy to access and provide an accessible boarding / alighting environment		Highway Operating Environment Vehicles	The bus stop layouts and vehicle designs must achieve a boarding and alighting environment that is fully accessible, ensuring the bus network is inclusive and does not discriminate against those with a mobility impairment. This should be achieved by a level access between the bus stop and vehicle and allowing the efficient deployment of access ramps to support those in wheelchairs. The bus stop itself should be easy to access from the local area with appropriate crossing facilities, good footways and street lighting that provides suitable levels of visibility and sense of security along routes.
Bus stops provide a comfortable, safe and branded inclusive waiting environment		Highway Operating Environment Supporting Measures	The design of bus stops should allow for the installation of an appropriately sized bus shelter that provides good levels of cover, visibility and lighting for the number of people waiting for at the stop at any one time. The bus shelter should provide seating, bus timetables/ route maps and real-time next bus information.
BRT journey times are fast (equivalent to the car) and reliable		Highway Operating Environment Technology	The highway should provide a dedicated route for ART services to operate, and which fully isolates buses from general traffic congestion. Junctions should be configured to prioritise bus movements, bus stops designed to reduce dwell times and ticket purchasing mechanisms designed to be fast and simply. It is essential ART services maintain a high level of adherence to the timetable to build confidence amongst users that the services will be available when they are required.
Buses operate outside the peak periods		Regulatory Framework & Funding	ART scheme must provide a service that users feel confident will operate when they are needed. For example, early morning and evening services to support shift working and late-night services to support the city centre night-time economy.

Success Factor	Category	Sub-Category	Commentary
Fares are priced to be affordable, competitive and offer Value for Money			Standard fares should be comparable with the combined cost of travel by car and associated city centre parking charges with weekly/ monthly season ticket prices affordable to those workers on the 'living wage'. Discounted tickets should be available to students (noting that the introduction of the Scotland wide under-22 free bus travel scheme will remove the need for this to some extent).
Capital funding	Potential Affordability	Regulatory Framework & Funding	Funding streams to provide the capital funding for the scheme should be identified at an early stage. While the scheme will be predominantly funded by the public sector, private sector funding through Section 75 contributions and the Community Infrastructure Levy (if applicable) may also be available. Introduction of a Workplace Parking License within the city would also provide a valuable funding stream while also encouraging a shift away from the private car towards public transport.
Revenue funding			The ART scheme should be designed to operate without subsidy, but a source of revenue funding should be identified to support start-up costs, out of hours services and potentially ongoing operating costs if fare revenues do not cover the operating costs.
BRT does not compete with other PT services			The ART scheme could operate under various regulatory frameworks, most notably Bus Service Improvement Partnerships (BSIP) or potential franchise arrangements. These arrangements allow varying levels of competition within the public transport network, so it is important these services do not undermine the economic viability of the ART network or diminish the integration and connectivity of ART services within the public transport network as a whole. Conversely, it is also important that ART service do not undermine ethe economic viability of the wider public transport network.
Bus drivers are customer facing	Supplier Capacity and Capability	Vehicles	As part of measures to ensure bus users have a high-quality travelling experience.
Tickets are easy to purchase		Technology	To help reduce the barriers to bus travel. Fast and simple ticket mechanisms can also improve ART service journey times and performance through reduced dwell times at stops. It is worth noting that with tickets purchased off vehicle there is an additional consideration in relation to revenue protection with a level of fares evasion likely to be occurring.
Journeys are easy to plan			ART services should provide accurate and reliable real-time travel data to support travel planning apps. Preferably, this should include a public transport app for the region that allows travel planning and bus arrival times across all bus and train services.

Success Factor	Category	Sub-Category	Commentary
Bus service information is easy to access, accurate and timely			Real-time bus stop arrival data should be available via mobile phone/ apps and displays at main bus stops.

Appendix F Form of the ART Network – Additional Detail

F.1 Introduction

F.1.1 This Appendix provides greater detail on assumed nature of various elements with regards to the form of the ART network (infrastructure, services and vehicles).

F.2 ART Platforms / Stops

F.2.1 In terms of stops on ART routes, there are two broad scenarios:

- **Existing stops on ART corridors undergo upgrade** (Options 1 (Do Min), 2 & 3):
  - Bus stop clearways are protected by a Traffic Regulation Order that is fully enforceable and keeps the bus stop clear of parked vehicles at times when buses operate (ideally this should cover a 24 hr period, 7 days a week to improve compliance)
  - The boarding point should be located beyond the bus stop flag to support those who are visually impaired
  - Bus stop kerb heights will allow level boarding
  - Boarding/alighting zones are clear from street furniture or other obstacles and will be indicated using tactile paving as appropriate.
  - Bus shelters provide a good level of protection against the weather
  - Waiting passengers have clear visibility of oncoming traffic
  - Bus shelters are well lit and be exposed to high levels of natural surveillance
  - Bus shelters will contain suitable seating arrangements for waiting passengers
  - Easy to understand real-time information about bus routes, destinations and service arrival times is provided at all stops
  - Bus stops are clean and well-maintained
- Bus stopping locations are rationalised on ART corridors (800m spacing) and **new premium 'platform' ART stops are installed** (Options 3A, 4, 5, and 5A). These 'platforms' will feature:
  - Level boarding similar to a tram
  - Modern, distinctive and attractive design, which makes the platforms easy to locate on a street environment and reinforces the ART branding
  - Spacious, weather protected shelters, which provide a comfortable waiting experience for ART users
  - Infrastructure constructed from high quality materials which inhibit vandalism and require cleaning/maintenance in line with what the transport authority can reliably provide

- Internal and external lighting, CCTV and a ‘one button’ security system which allows platform users to contact a security attendant
- Ticket machines / advance fare collection to support speedy boarding (although such machines may not be necessary given advances in payment mechanisms with potential for contactless self-service ticket machines on the vehicles rather than at the stops)
- Suitable seating arrangements for waiting passengers
- Real-time service information, including dynamic messaging which can provide warnings/additional information to passengers as required
- Bicycle storage and/or access to bike share
- ART branding and a unique name for each stop/stop pair

F.2.2 A visualisation of an ART ‘platform’ from the vision document is shown in the figure below.

Figure F:1: Visualisation of an ART Platform (Nestrans)

F.2.3 Examples of similar ‘platforms’ in place for existing bus rapid schemes are shown in the figures below for the Belfast Glider and Birmingham Sprint Schemes.

Figure F:2: Birmingham Sprint Bus Stop (photos courtesy of Transport for West Midlands)

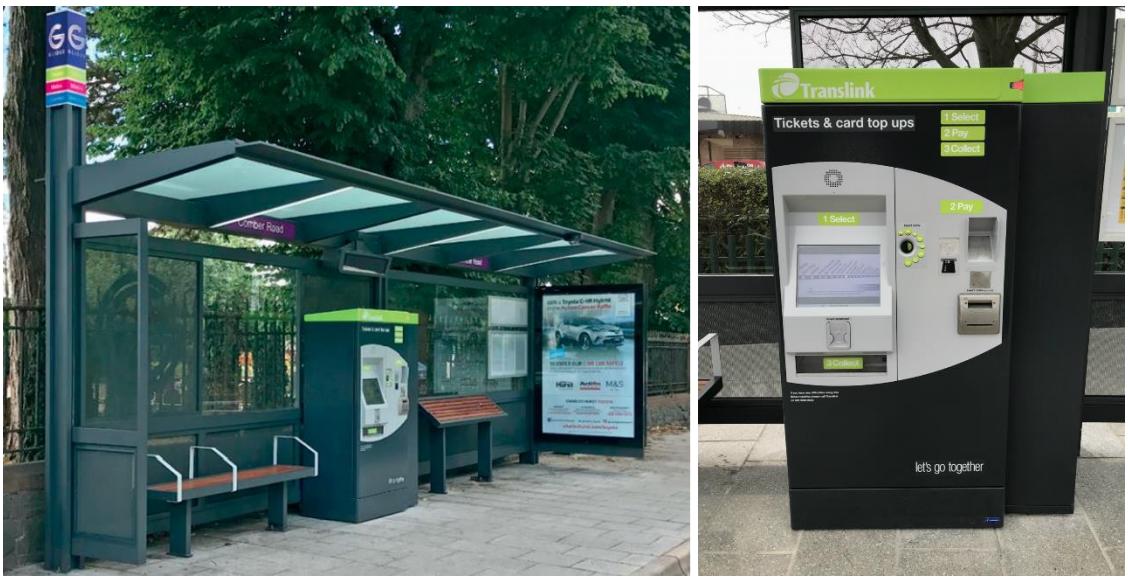

Figure F:3: Belfast Glider Stop (photo courtesy of Translink)

F.2.4 The upgrading of an existing stop along the ART corridor or the introduction of a new ART 'platforms' have differing costs, as incorporated into the ART infrastructure costs presented in the Financial Case. Constructing a new ART platform carries a greater cost than upgrading an existing bus stop.

F.3 Integration with Existing Services

F.3.1 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.

F.3.2 Options 1, 2 and 4 do not include proposals for the revision of existing bus services which run along ART corridors. However, Options 3, 3a, 5 and 5A include proposals integrating the existing underlying network. Proposals for Options 3 and 3A are somewhat different from those for Options 5 and 5A, given that 3 and 3A involve the enhancement of existing bus services, whereas Option 5, 5A and 5P comprise the provision of a new ART service which will essentially replace the services enhanced under Options 3 and 3A. For the purposes of

option appraisal, the analysis undertaken to consider this has been developed for Option 5, and 5A.

F.3.3 A detailed discussion of how the existing network has been considered, and the existing network revisions used within the testing of Options 5, 5A and the Sensitivity Test 5P as part of the appraisal, is presented in a Supporting Technical Note to the STAG Detailed Options Appraisal (Support Technical Note C). The main steps undertaken were:

- Analysis of the existing bus network, considering the role of existing intra-urban and inter-urban bus services
- Mapping of all existing bus stops served by current services
- Route Assessment – consideration of existing bus routeing to identify routes that overlapped or ran closely with proposed ART services. Depending on the extent of the overlap or parallel running, these services were identified as candidates for:
  - Retention of the route
  - Removal of the route
  - Cutting-back or shortening of the route
  - Extending the route
  - Increased service frequency

F.4 Vehicles

F.4.1 In terms of vehicles which could operate on the ART network, there are three broad scenarios:

- Existing vehicles (or those as would be brought into service through natural cycles of operator fleet upgrades) are used, with no change to appearance (Options 1, 2 & 3)
- Existing vehicles (or those as would be brought into service through natural cycles of operator fleet upgrades) are used, and are branded to indicate that they are part of the ART network (Options 3A and 5A)
- New multi-door tram-style vehicles are used (Option 5)

Existing Vehicles

F.4.2 Since 2010, bus operators have made significant investments in the vehicle fleet, installed new electronic ticket machines, made website and app developments, introduced contactless payment methods and invested in new fuel technologies.

F.4.3 Under Options 1, 2 and 3, selected bus routes operating on the ART corridors would see more frequent services on the enhanced bus priority infrastructure. These services would continue to be operated using existing vehicles, which would be upgraded in line with the natural cycles of operator fleet upgrades.

Branded existing vehicles

F.4.4 Branding vehicles on strengthened existing or new routes (as proposed under Options 3A and 5A) would generate an ART ‘brand’ awareness and provide visual distinction of the services from existing services. This likely to raise awareness and positive perceptions around the service offering.

Distinctive ART vehicles

F.4.5 It is clear through review of BRT schemes elsewhere that multi-door vehicles are an essential element in ensuring scheme success due to the significant part such vehicles play in reducing dwell times at stops through enabling large numbers of passenger to board and alight simultaneously and by removing the need for interaction with the driver.

F.4.6 For the purpose of the appraisal, it has been assumed that in Options 4 and 5, the vehicles operating on the ART routes are similar to those employed on the Belfast Glider system, which operate with 18m tram-style Van Hool ExquiCity[155] articulated buses and are as shown in the figures below.

Figure F:4: Belfast Glider tram-style vehicle at stop (Photo courtesy of Translink)

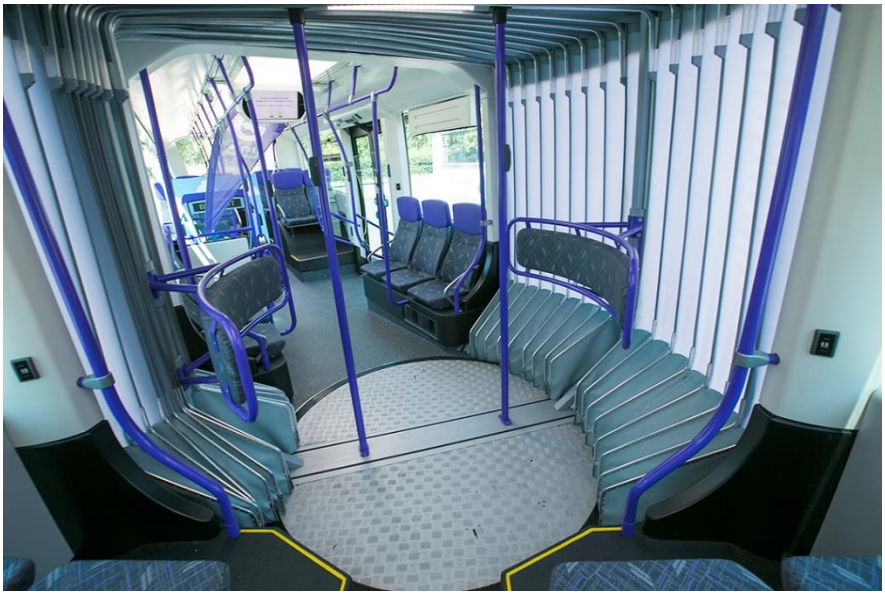

Figure F:5: Belfast Glider tram-style vehicle - interior (Photo courtesy of Translink)

F.4.7 Each Glider vehicle operates with three doors, and the vehicles:

[155] Exqui.City18 Electric | Van Hool

- utilise a mixture of seating and standing, with designated space for wheelchairs and prams
- have free wifi and USB charging sockets
- display real-time visual and audible information
- are covered by on-board security CCTV

F.4.8 While the Van Hool ExquiCity vehicles operating on the Glider utilise the best available low-emission technology in terms of value-for-money, which is currently diesel-electric hybrid engines, it is assumed for ART that due to technological advances, the vehicles will use zero-emission technology.

F.4.9 It is noted that significant infrastructure changes may be required at the depots of the chosen operators for overnight fuelling and/or recharging as well as for undertaking preventative maintenance and presentation (cleaning) activities of the new fleet of vehicles.

F.5 Ticketing

F.5.1 The options available for ticketing and fares collection on the ART system have been considered, alongside the benefits, shortcomings and risks of each. The detailed discussion is presented in in a Supporting Technical Note to the STAG Detailed Options Appraisal (Support Technical Note D). and covers the price and range of ticketing products offered, as well as the means of purchase, method of payment, validation process, eligibility criteria, physical form and relationship with other tickets/systems.

F.5.2 Conclusions drawn from the discussion include:

- **Pricing** - it is recommended that ART is **not priced as a premium product**, principally because it is anticipated that there will be instances where ART replaces existing services, and it would not be appropriate for those users' fares to rise when they do not have an alternative (cheaper) service
- **Structure** - it is recommended that pricing follows latest best practice in the bus industry with **simple fare scales, multiple options for ticket duration and specific products aimed at key user groups**. The need to balance affordable fares with avoiding interference with individual operator tickets is important
- **Purchase** – in terms of the options for payment and purchase arrangements, it is recommended that advantage is taken of the latest developments in **electronic ticket system technology** while maintaining **accessibility for users who rely on cash**

F.5.3 Further work is required at OBC to more fully consider the ticketing mechanism adopted.

Appendix G Routeing Analysis: Corridor Overview

G.1 Introduction

G.1.1 This Appendix sets out the main points noted trough discussion with Nestrans and Council officers and bus operators (First and Stagecoach) on the potential network and routeing options for ART. The information gained through these discussions was used to establish a set of network and routeing test to undertake in ASAM19 to inform the most advantageous network for ART.

G.1.2 The information presented here provides a detailed discussion across each of the broad corridors considered and the main points raised during the discussions.

North

Figure G:1: North Corridor - Routeing and Terminus Considerations

G.1.3 Consideration was given to:

- Routeing 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)

Key Points
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. However, 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 as 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 social housing being developed at the Cloverhill site was noted.
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.
Connections from the north to Foresterhill Health Campus considered very important

North-West

G.1.4 At the **western end** of the corridor, consideration was given to:

- 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)

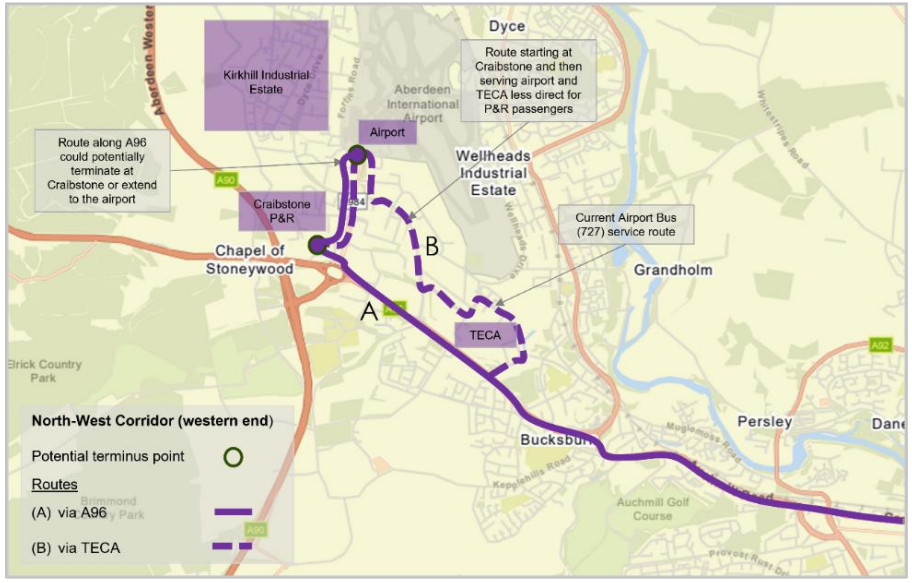

Figure G:2: North-West Corridor (Western end) - Routeing and Terminus Considerations

Key Points
It was considered desirable that ART serve the airport as a key destination in the city
There is a need to utilise the Craibstone P&R 'white elephant' asset
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.

G.1.5 At the **eastern end** of the corridor, consideration included 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 Street[156]

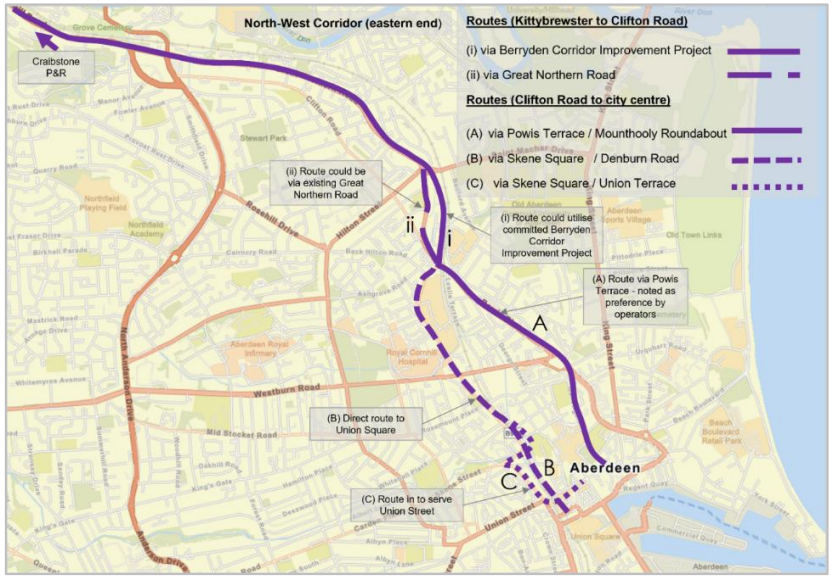

Figure G:3: North-West Corridor (Eastern end) - Routeing Considerations

Key Points	
Additional bus priority on the 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)	Routeing via Denburn Road to Union Square (B) - 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
Operators favoured a route along Powis Terrace and Powis Place (A) given the volume of passengers boarding and alighting along this section	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.
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)	

[156] Note a new bus only southbound link would be required to connect Denburn Road and Blackfriars Street

West Corridor

G.1.6 Consideration was given to:

- Routeing:
  - via the A944 (Westburn Road / Langstracht) (A)
  - via the A9119 (Queens Road / Skene Road) (B)
- Terminating at:
  - Kingswells P&R
  - at Westhill

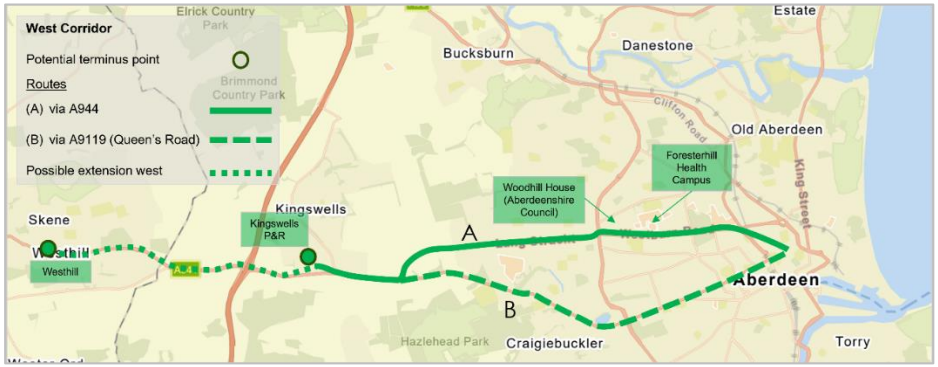

Figure G:4: West Corridor Considerations

Key Points
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 and was considered desirable
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.
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
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
There was a need for ART to serve the Cormack Park training ground (i.e. with an ART stop at the ground)

G.1.7 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 the figure opposite, several potential routes into the city centre have been considered (drawing on information from the A944 / A9119 MMCS). 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)

Key Points
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 routeing chosen, could potentially create a 'dog leg' route inbound via Gallowgate to route back northbound towards Bridge of Don or Craibstone P&R

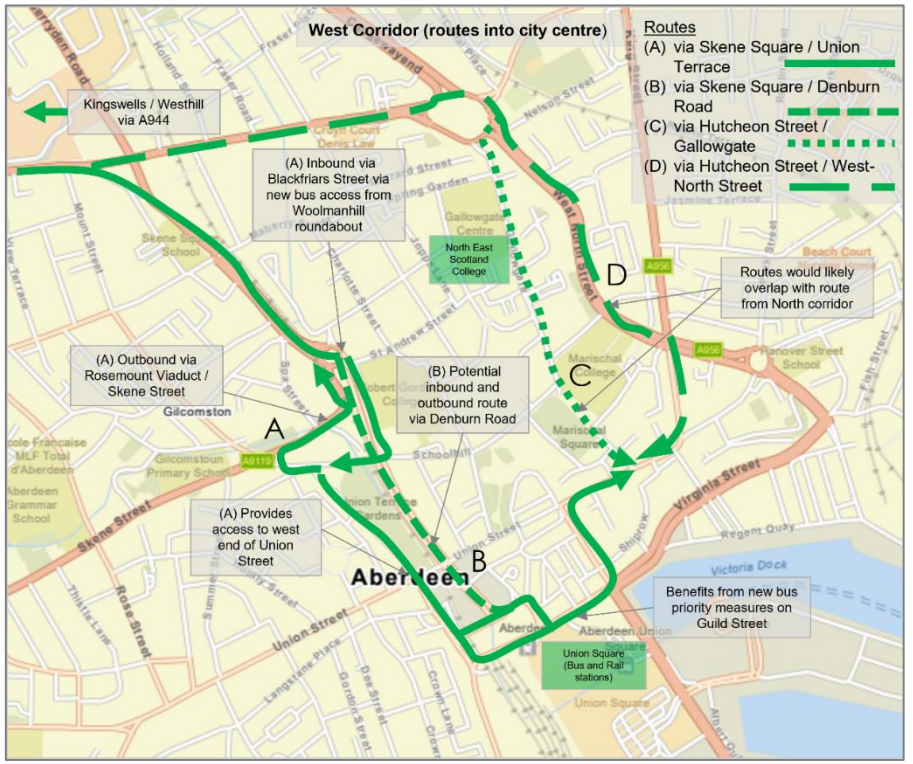

Figure G.5: West Corridor Considerations - Routeing into city centre from A944

South

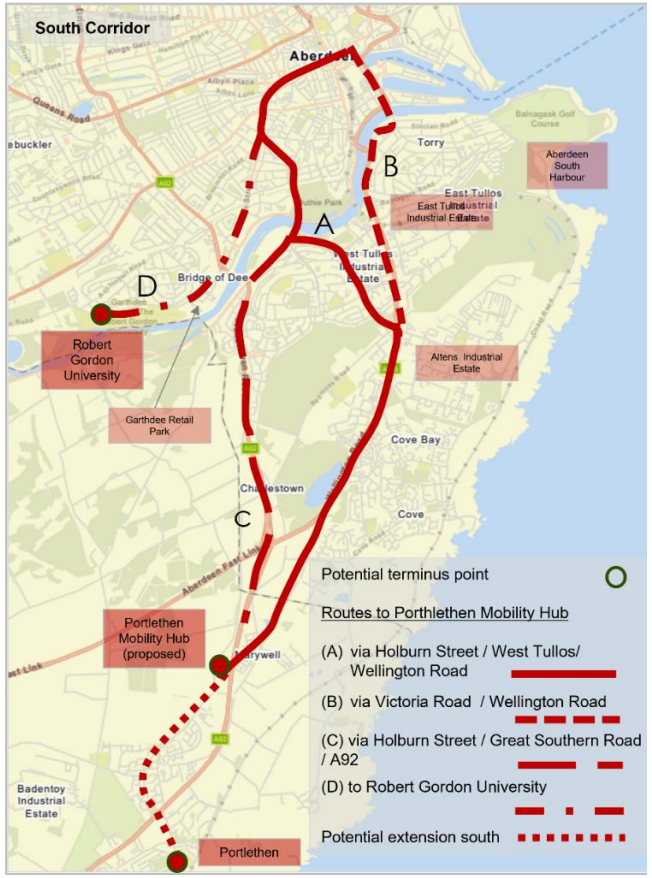

Figure G:6: South Corridor Considerations

G.1.8 Consideration was given to:

- Terminating at a (new) Portlethen Mobility hub / or Portlethen, with routeing:
  - 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 routeing 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*

Key Points
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 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 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.
From a terminus at Robert Gordon University: A route via Holburn Street (D) 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

Appendix H Routeing Tests – Modelled Tests

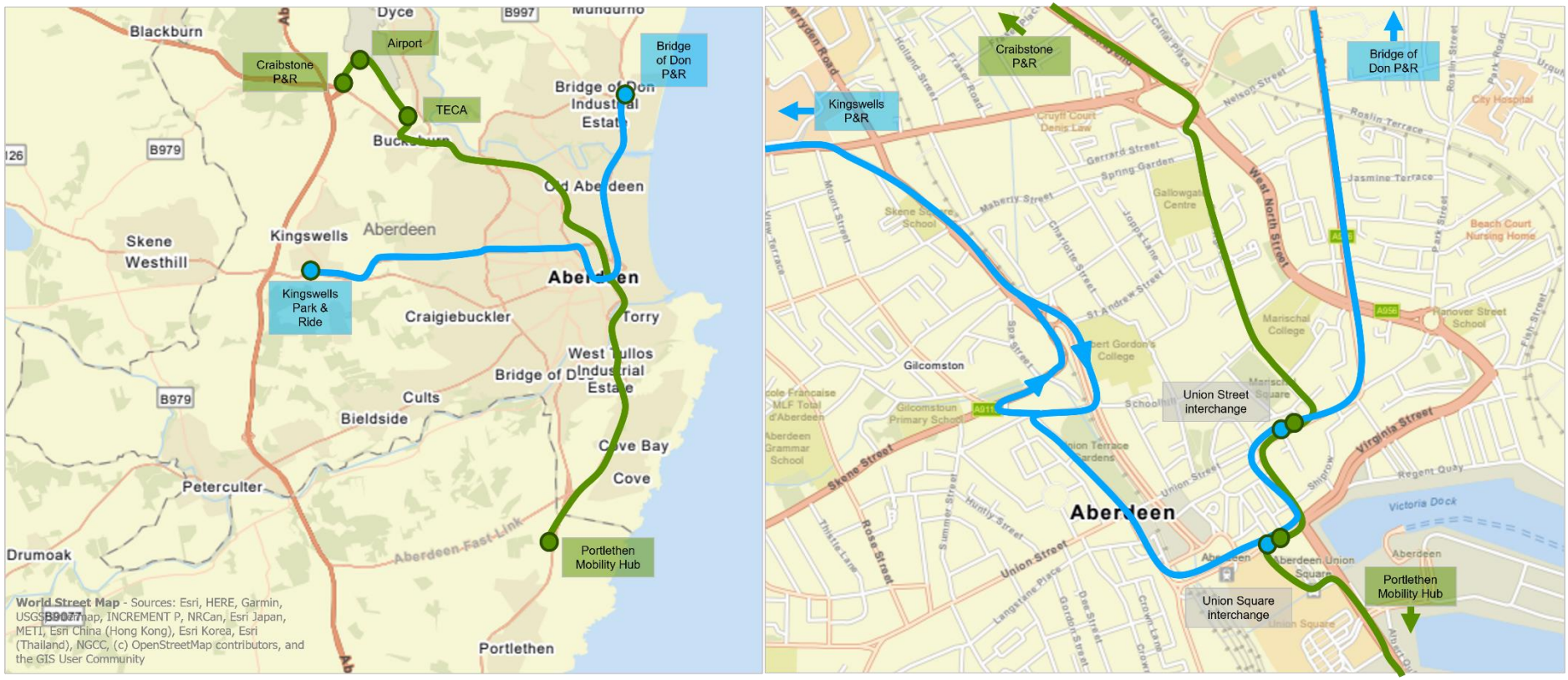

Figure H:1: Core Test – Routeing and city centre interchange

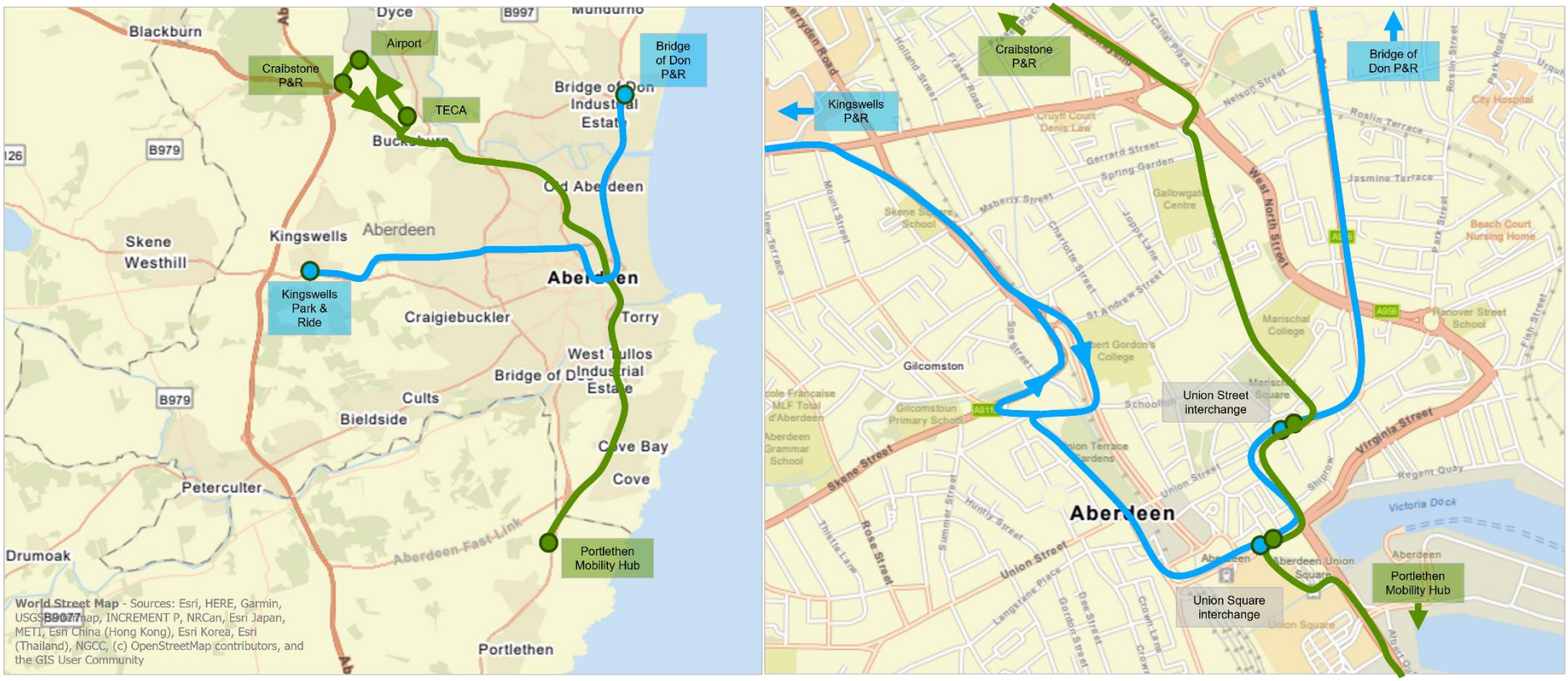

Figure H:2: Test A1 – Routeing and city centre interchange - *Airport routeing*

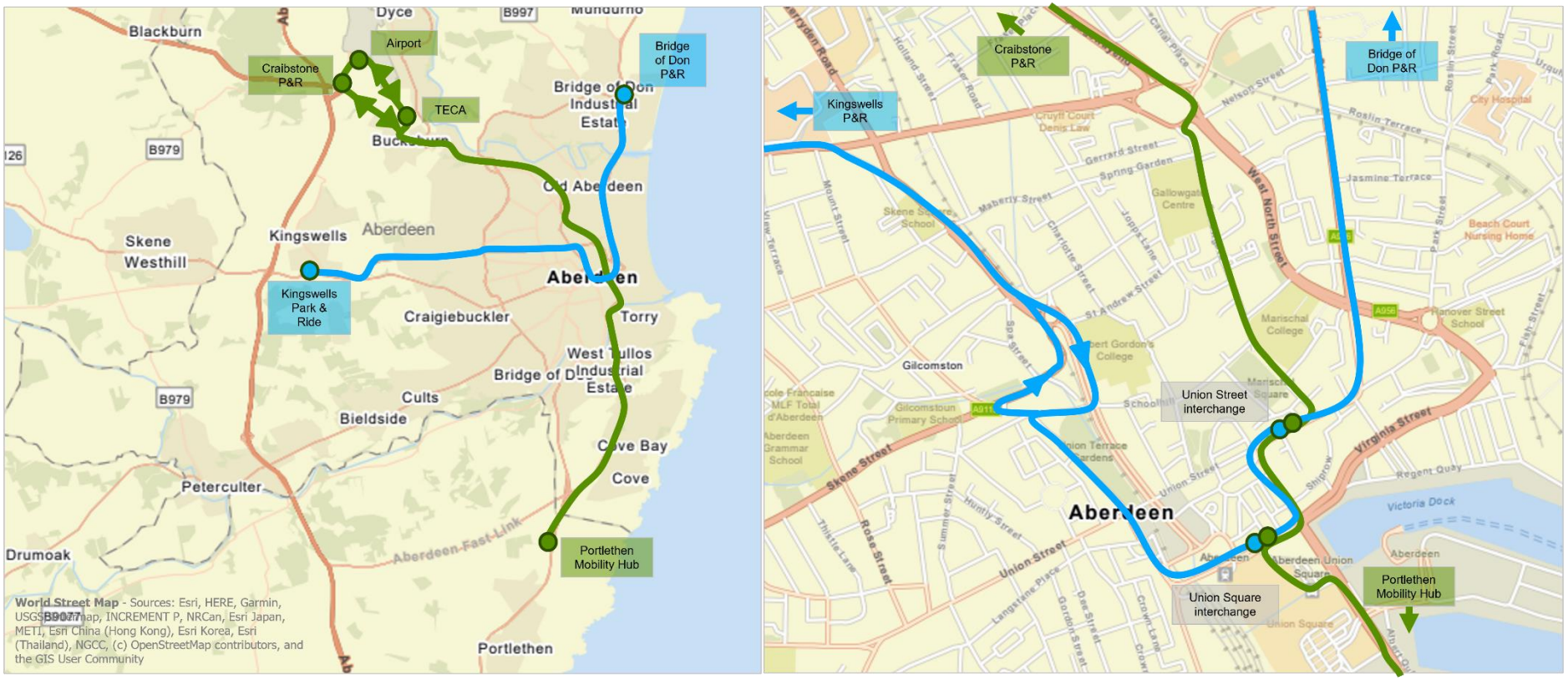

Figure H:3: Test A2 – Routeing and city centre interchange - *Craibstone and Airport routeing (ART both clockwise and anti-clockwise at western terminus)*

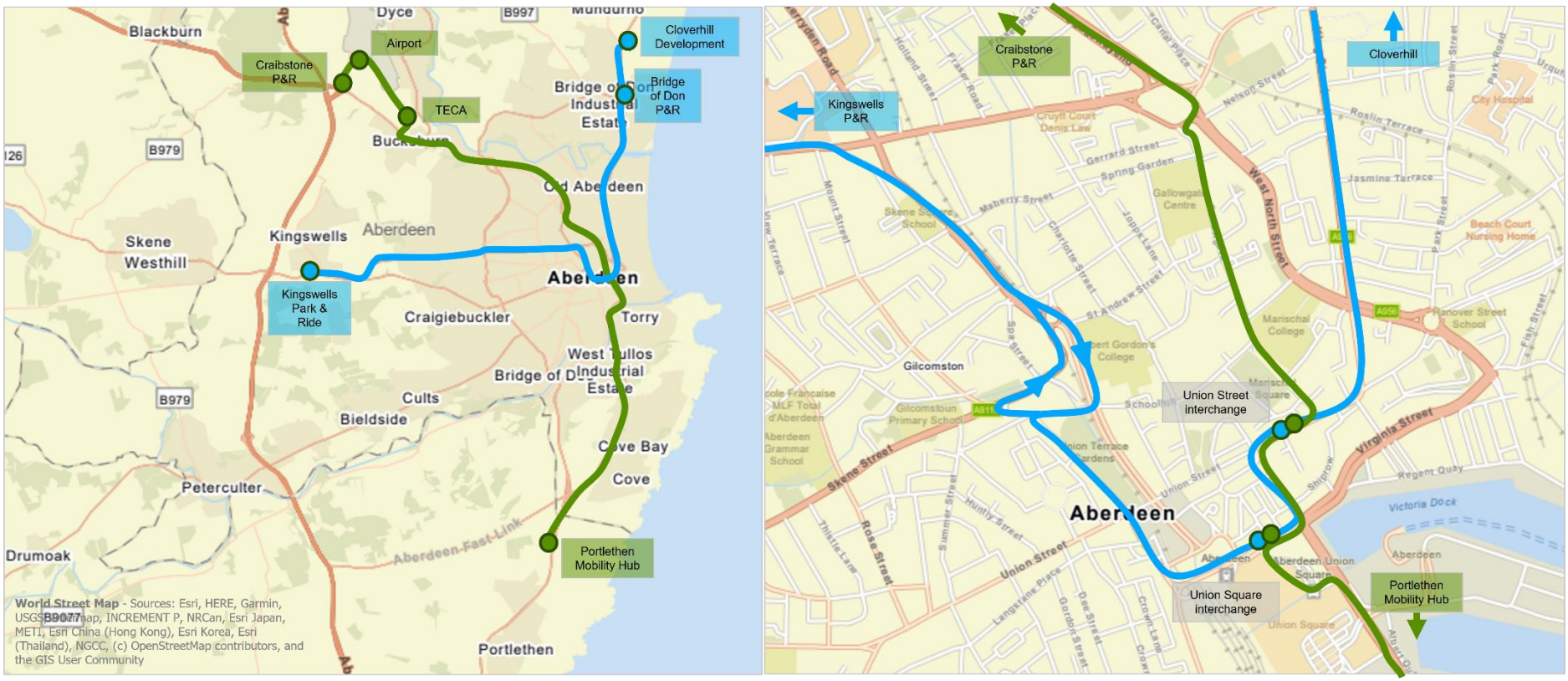

Figure H:4: Test B1 – Routeing and city centre interchange - Cloverhill

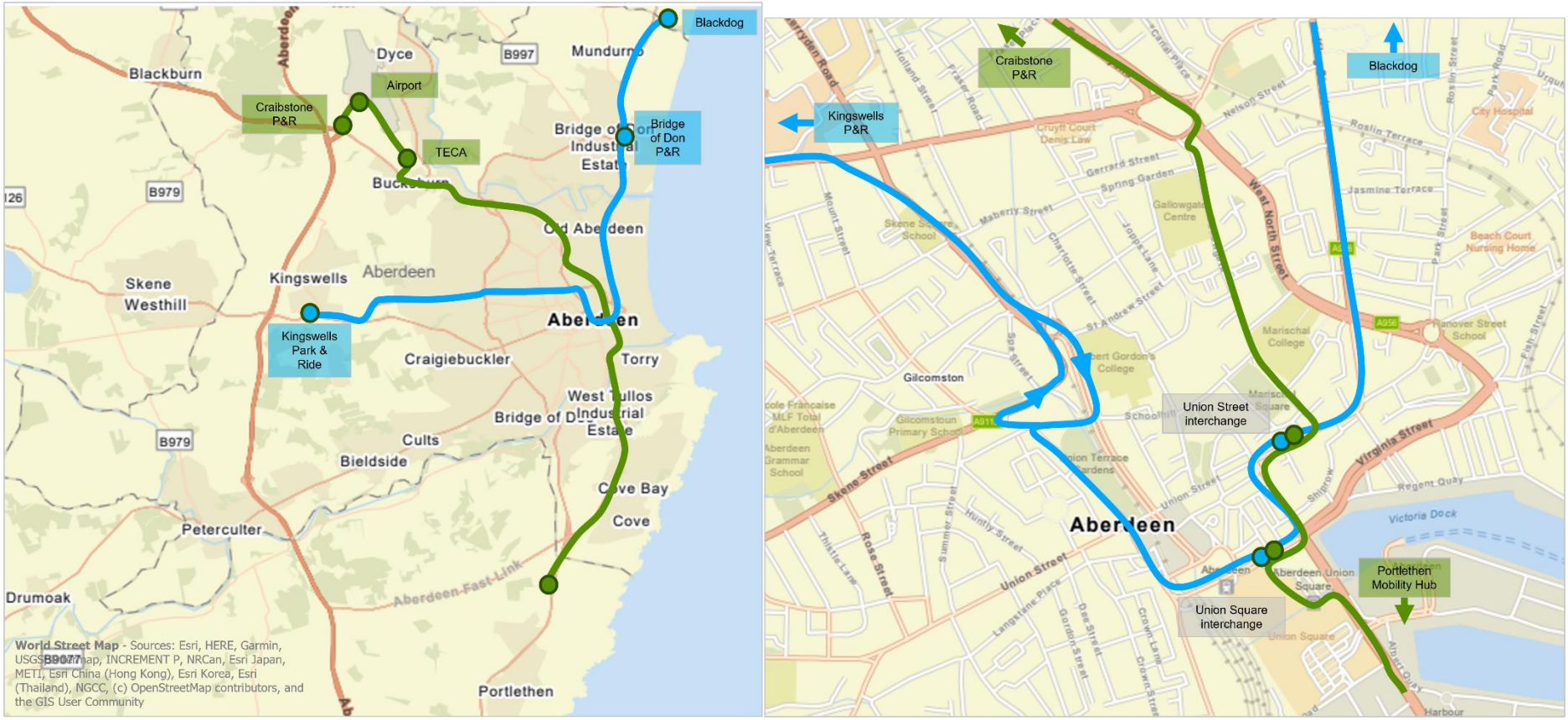

Figure H:5: Test B2– Routeing and city centre interchange – Blackdog

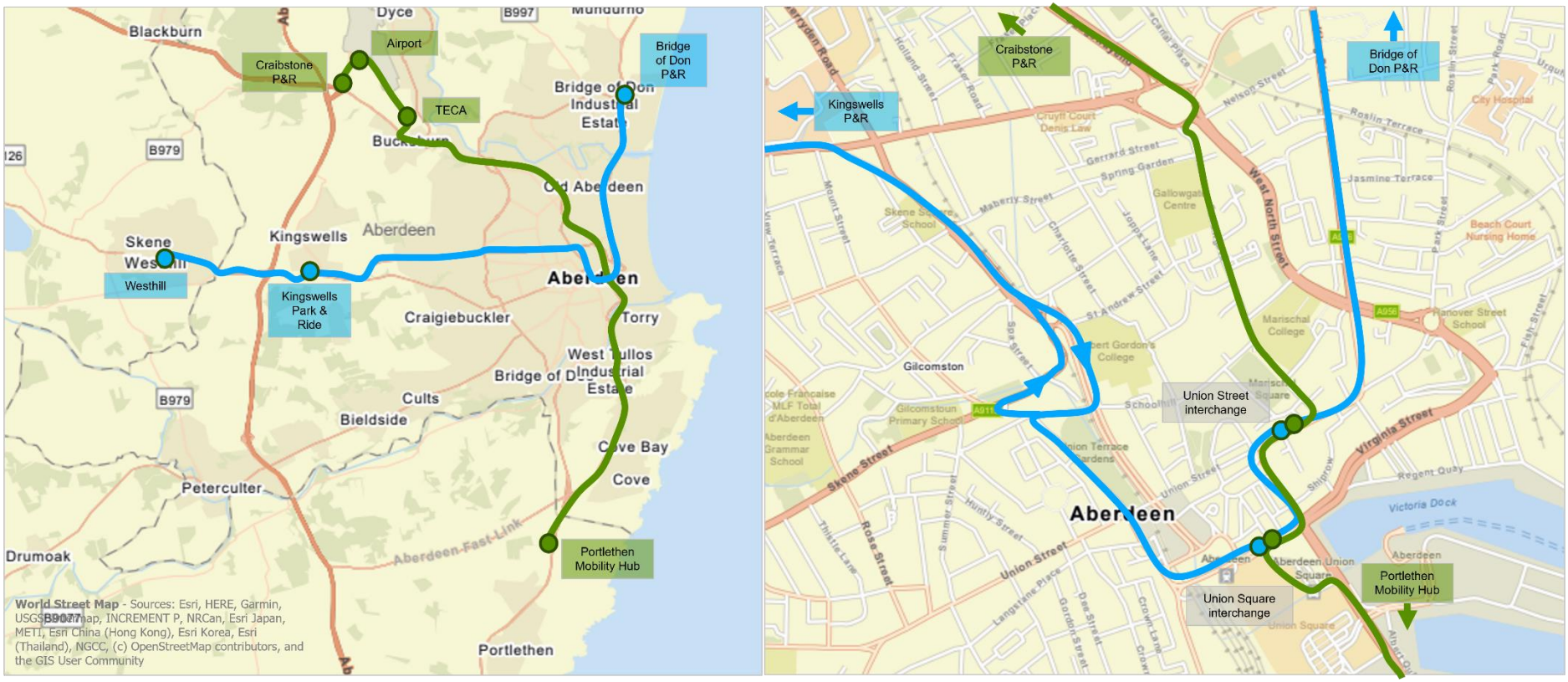

Figure H:6: Test C1– Routeing and city centre interchange - Westhill

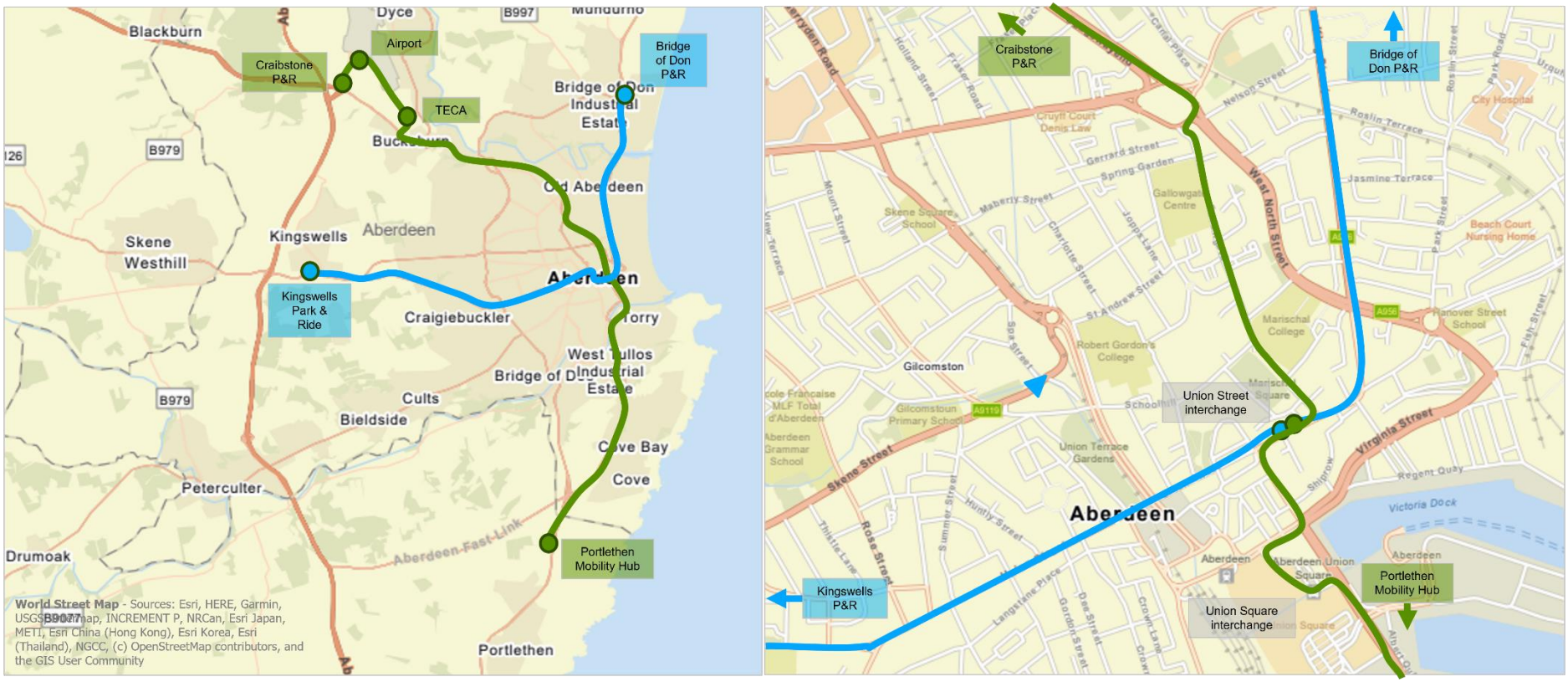

Figure H:7: Test C2– Routeing and city centre interchange – A9119 Routeing

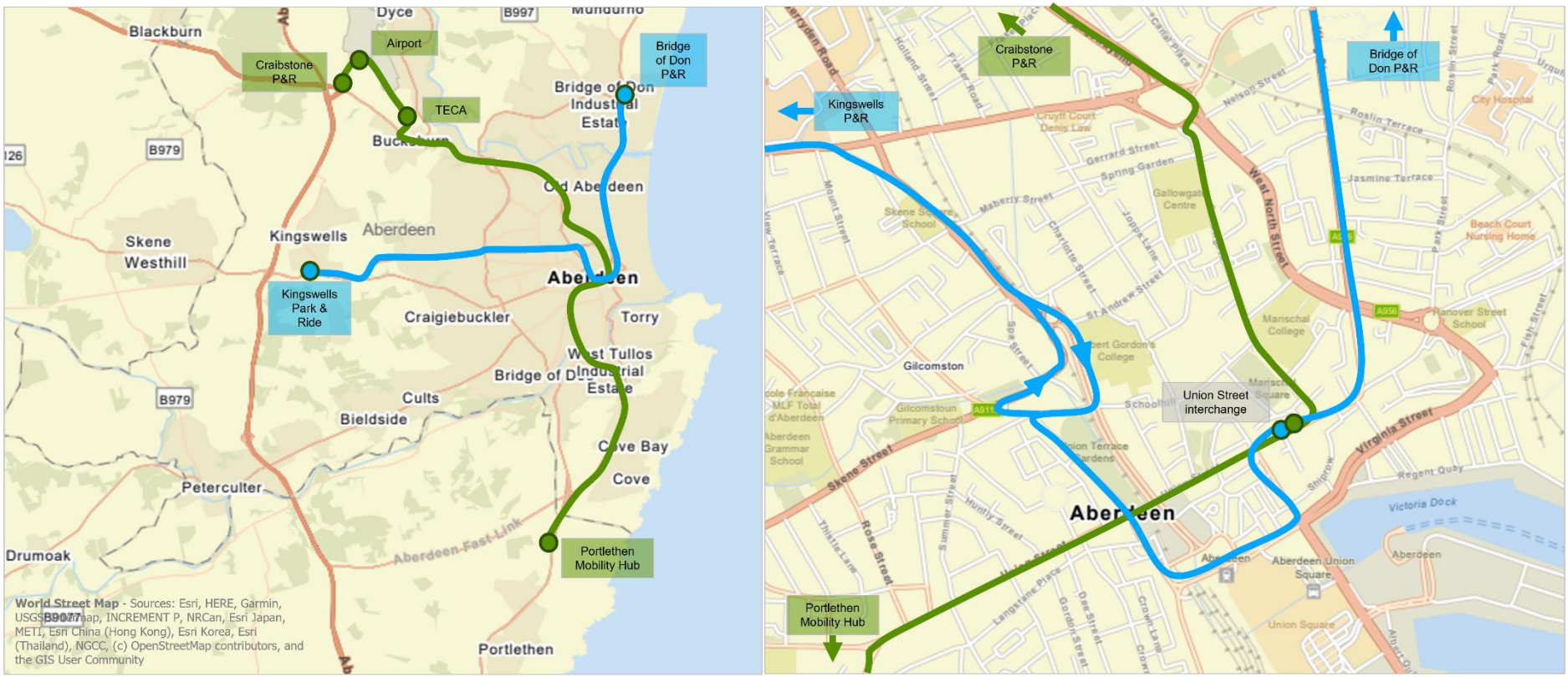

Figure H:8: Test D – Routeing and city centre interchange – Routeing via Holburn Street / Great Southern Road / West Tullos Road / Wellington Road

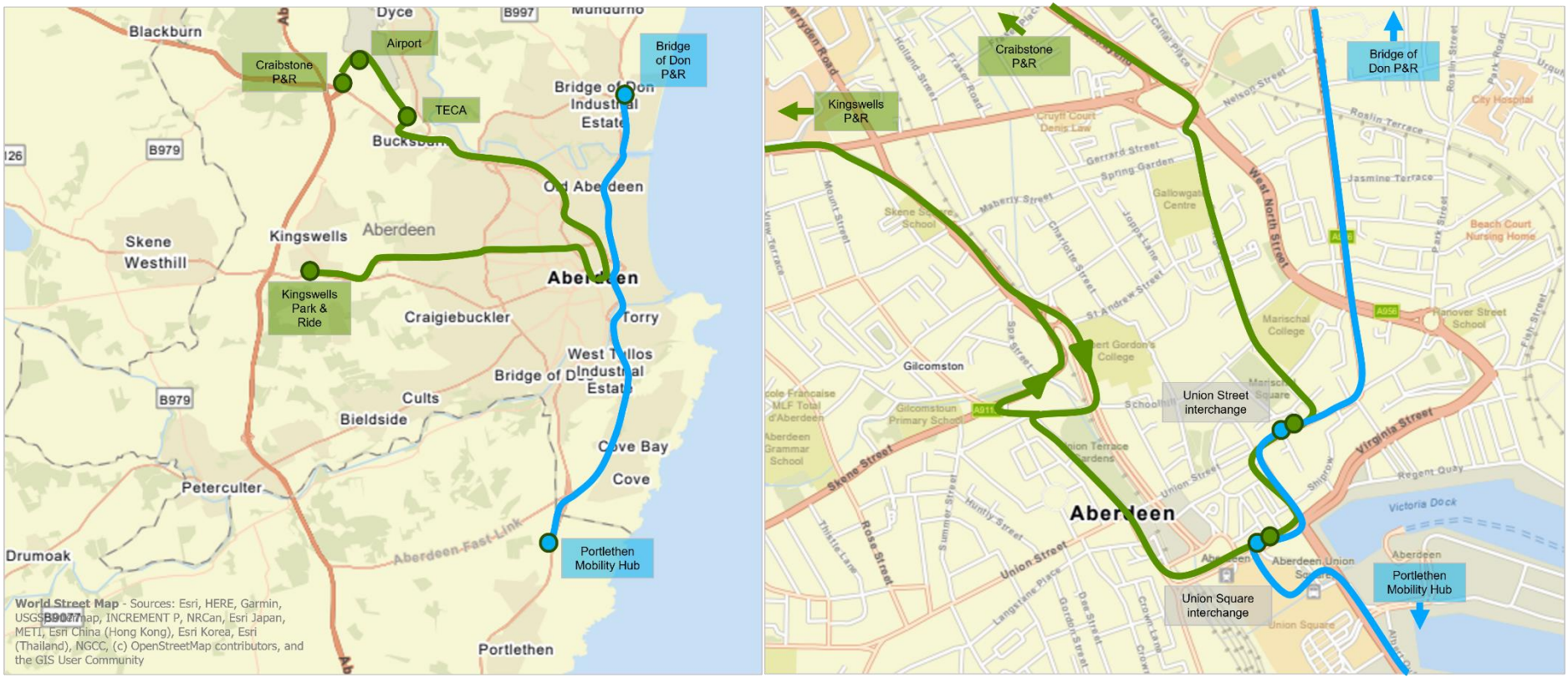

Figure H:9: Test E – Routeing and city centre interchange – Changed cross-city connectivity

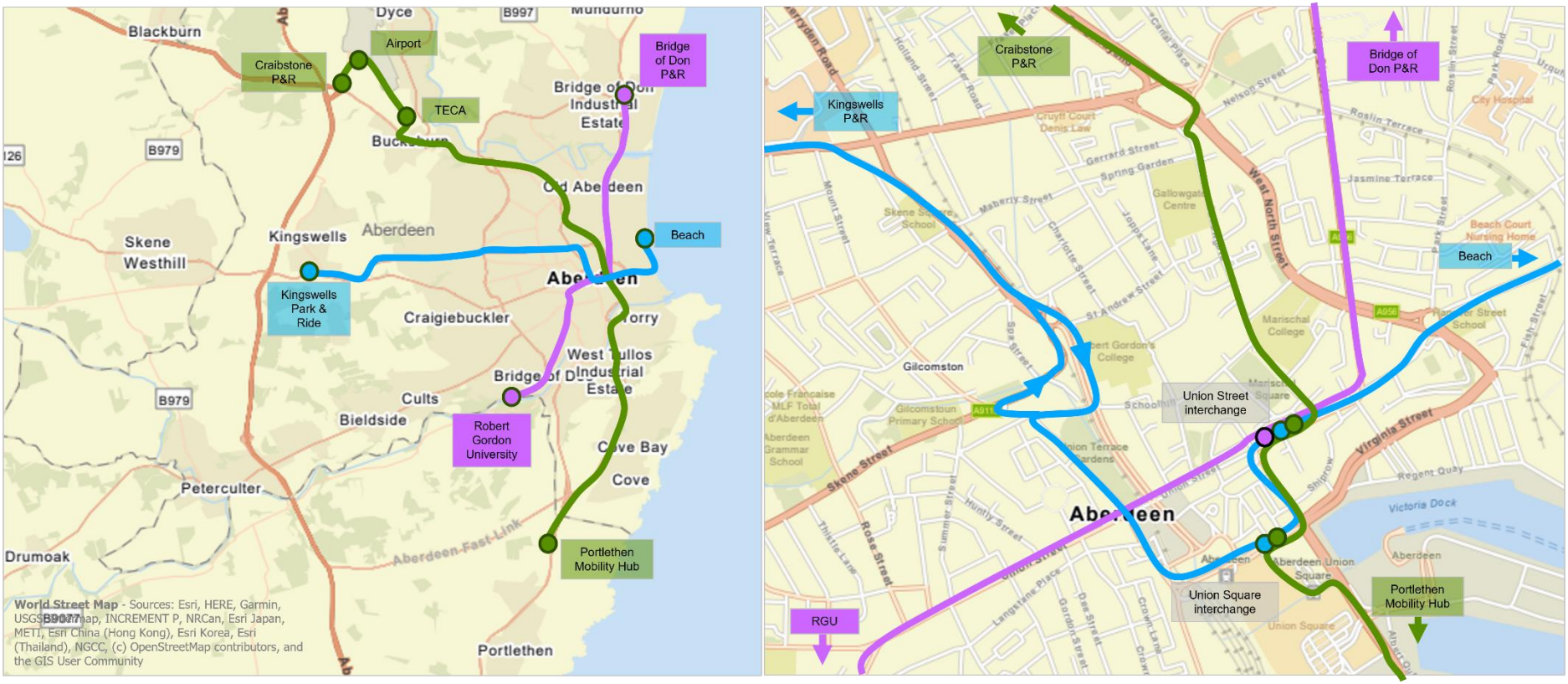

Figure H:10: Test F– Routeing and city centre interchange – Three ART lines variant

Appendix I TPO1 Analysis

I.1.1 This Appendix sets out the methodology analysis undertaken to inform option appraisal against the five metrics to measure the success of the options against TPO1. These are:

- **IND1: Access to employment (all)**: Population able to access each key employment site across the city by public transport in less than 45 minutes
- **IND2: Access to employment (most disadvantaged):** Population in the lowest 20% SIMD zones able to access each key employment site across the city by public transport in less than 45 minutes
- **IND3: Access to Healthcare**: Population able to access Foresterhill Health Campus by public transport in less than 60 minutes
- **IND4: Access to Education:** Population able to access the two universities and other key educational establishments (i.e. colleges) by public transport in less than 45 minutes
- **IND5: Access to City Centre:** Population able to access the city centre by public transport in less than 45 minutes (with access to Market Street / Union Street taken as a proxy for this)

I.1.2 All indicators have been appraised through drawing on outputs from the ASAM modelling exercise undertaken, using outputs from the 2045 AM modelled period.

IND1: Access to Employment (all): Population able to access each key employment site across the city by public transport in less than 45 minutes

I.1.3 Access to employment has been considered by analysing the population able to access several key employment sites in less than 45 minutes by public transport – with 45 minutes considered at the extent of what may be considered an 'acceptable commute'.

I.1.4 The analysis is presented in the table below which presents each employment site, alongside the approximate number of jobs associated with the datazone in which the site falls (the level at which employment data is available). These datazones have been mapped to appropriate ASAM model zones to then consider the public transport travel times from all ASAM zones (to which population data is assigned) to the respective employment datazone. From this, the population catchment within 45 minutes of the employment zone has been calculated. (*Note that in further development of the Business Case, the number of working age adults within origin zones would provide a more detailed metric, as opposed to overall population in origin zones*).

I.1.5 The table below presents the percentage increase in population (compared to the (2045) BAU) able to access each employment site by public transport in less than 45 minutes.

Table I:1: IND1: Access to employment - % increase in population able to access employment sites in less than 45 minutes (2045, AM Peak)

Employment Site	Approx. Jobs in relevant Datazone	% Difference from BAU			
		With Policy			Without Policy
		Option 2	Option 5	Option 5A	Option 5
Union Street / St Nicholas Street	14,000	1%	10%	8%	10%
Union Square Shopping Centre	12,000	4%	13%	12%	12%

Employment Site	Approx. Jobs in relevant Datazone	% Difference from BAU			
		With Policy			Without Policy
		Option 2	Option 5	Option 5A	Option 5
North East Scotland College	11,000	6%	15%	15%	16%
West End Office District	11,000	7%	6%	5%	7%
Foresterhill Health Campus	8,000	4%	15%	12%	16%
Altens Industrial Estate / Energy Transition Zone	7,000	0%	11%	11%	7%
Bridge of Don Industrial Estate / Aberdeen Energy and Innovation Parks	6,000	-2%	18%	16%	14%
Aberdeen Airport	5,000	80%	148%	140%	148%
Arnhall Business Park	5,000	0%	382%	356%	350%

I.1.6 Overall, the analysis shows:

- Under **Option 2**, for most sites there are only modest improvements compared to the BAU. Changes are generally negligible or minor, falling within 5% of the BAU (✓), except:
  - To the airport – where the catchment increases from around 29,000 to over 50,000, expanding the catchment by 80% compared with the BAU
  - To North East Scotland College – where the catchment increases from around 158,000 to 168,000, expanding the catchment by 6% compared with the BAU
- Under **Option 5 / with policy**, there are significant improvements in catchment compared to the BAU (✓✓✓), particularly:
  - To the airport – where the catchment increases from around 29,000 to over 70,000, expanding the catchment by nearly 150% compared to the BAU
  - To Arnhall Business Park – where the catchment increases from around 158,000 to 168,000, expanding the catchment by 6-7% compared with the BAU
  - Urban centres like Union Street, Union Square Shopping Centre, and North East Scotland College see substantial catchment increases of between 10-15%
  - An additional 20,000 people can access Foresterhill Health Campus, increasing the catchment by 6%
- **Option 5 in the 'without policy' scenario** shows similar results to in the 'with policy' scenario, with slightly more modest gains at peripheral sites (✓✓✓)
- Slightly smaller increases under **Option 5A** than under Option 5 but still with significant increases in catchment compared to the BAU. Similar to Option 5, the largest increases are to the airport and Arnhall (✓✓✓)
- The new cross-city services in place in Options 5 and 5A, particularly connecting to the airport and Arnhall show significant increases in population catchment to these employment locations

- It is inferred that changes in catchment under **Option 1 and 3** would be like those under Option 2 (✓)
- It is also inferred that changes in catchment under **Option 3A** would lie between those of Option 2 and Option 5 (✓✓)
- Changes in catchment under **Option 4** are inferred to be like those under Option 5, given the similar introduction of ART cross-city services and therefore similar connectivity and journey time improvements (✓✓✓)

IND2: Access to employment (most disadvantaged): Population in the lowest 20% SIMD zones able to access each key employment site across the city by public transport in less than 45 minutes

I.1.7 Access to employment from the most deprived areas has also been considered. This considered similar data to that for IND1, but only considered the population in datazones falling within the lowest 20% within the Scottish Index of Multiple Deprivation (SIMD) rankings. The only such datazones in Aberdeenshire are in Peterhead and Fraserburgh, a significant distance from the ART network and so were excluded. In total, 29 datazones in Aberdeen City, focussed around Torry, Seaton, Tillydrone, Heathryfold and Middlefield were included within the analysis, combining to give a total origin population for the analysis of around 26,000. The results are presented in the table below.

I.1.8 Given many of these areas are located close to the city centre, all the areas are already within a 45 minute catchment of some of the site considered. Given this, there is no increase in catchment to these sites - it appears in the table as a 0% increase. To aid understanding and provide context, the total proportion of residents in most deprived zones able to access each site is also provided in the table.

Table I:2: IND1: Access to employment - % increase in population able to access employment sites in less than 45 minutes – 20% most disadvantaged (2045, AM Peak)

Employment Site	Approx. Jobs in relevant Datazone	% Difference from BAU				% of residents in most deprived SIMD zones within a 45 minutes public transport catchment					
		With Policy			Without Policy	With Policy				Without Policy	
		Option 2	Option 5	Option 5A	Option 5	BAU	Option 2	Option 5	Option 5A	BAU	Option 5
Union Street / St Nicholas Street	14,000	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%
Union Square Shopping Centre	12,000	0%	0%	0%	1%	100%	100%	100%	100%	94%	95%
North East Scotland College	11,000	6%	6%	6%	6%	95%	100%	100%	100%	95%	100%
West End Office District	11,000	10%	7%	0%	13%	63%	70%	68%	64%	60%	68%
Foresterhill Health Campus	8,000	8%	29%	20%	37%	78%	84%	100%	94%	73%	100%
Altens Industrial Estate / Energy Transition Zone	7,000	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Bridge of Don Industrial Estate / Aberdeen Energy and Innovation Parks	6,000	0%	40%	40%	40%	6%	6%	8%	8%	6%	8%
Aberdeen Airport	5,000	134%	152%	152%	134%	16%	37%	40%	40%	16%	37%
Arnhall Business Park	5,000	n/a	n/a	n/a	n/a	0%	0%	18%	18%	0%	18%

I.1.9 The results show:

- Under **Option 2**, largely modest benefits but more notable improvements when accessing non city centre sites (✓), with:
  - No change for access to Union Street / St Nicholas Street and Union Square - all can already access these locations within 45 minutes
  - North East Scotland College, Foresterhill Health Campus and West End Office District zones see modest increases of 1,400 (6%), 1,600 people (8%) and 1,600 (10%) people respectively
  - Aberdeen International Airport seeing a notable rise in population catchment of 5,500 people (134%)
  - Under the BAU, Arnhall Business Park in Westhill is not accessible within 45 minutes by public transport from any of the deprived areas and this remains the case under Option 2
- Under **Option 5**, while there are proportional changes against the respective **'with policy'** and **'without policy'** positions, there is negligible difference between the policy scenario results. In terms of the number of people who can access key employment sites from deprived areas there are similar results to Option 2 to the employment sites in the central city areas, but there are some notable differences at the more peripheral sites (✓✓), specifically at:
  - Foresterhill Health Campus where the option sees a substantial increase in the number of people able to gain access by public transport from deprived area with 5,700 additional people (a 29% increase from the BAU) within a 45 minute public transport catchment under the option. Critically, this allows 100% of residents of deprived areas access by public transport to the major regional health site.
  - Aberdeen International Airport shows a significant increase in catchment by public transport of 6,200 people (an increase of over 150% compared to the BAU).
  - Arnhall Business Park cannot be accessed by public transport within 45 minutes from deprived areas within Aberdeen under the BAU. Under the option the site can now be accessed by 18% of residents of deprived areas within 45 minutes by public transport, equating to approximately 4,700 additional people being able to access the site.
- Under **Option 5A**, there are significant accessibility improvements relative to the BAU (and mostly similar to those noted under Option 5) (✓✓), with the exception of:
  - West End Office District where Option 5A provides no improvement on the BAU (compared with a 7% increase under Option 5)
  - Foresterhill Health Campus, where Option 5A increases the catchment by around 20% (approximately 4,000 additional people within a 45 minute public transport catchment (compared with a 29% increase under Option 5)
- Similar to that noted above, it is assumed that accessibility under **Option 1** and **Option 3** would be similar to that under Option 2 (✓), with accessibility under **Option 4** similar to that under Option 5 (✓✓) and improvements under **Option 3A** sitting between those of Option 2 and 5.

I.1.10 It is important to note that the 20% most deprived data zones considered all lie within 5km of Aberdeen city centre. The analysis

has shown that most residents can access city centre employment sites within 45 minutes by public transport in the BAU. This results in negligible improvements being apparent in terms of access to the city centre.

I.1.11 However, access to peripheral sites is very poor in the BAU and so there are significant proportional increases seen for peripheral sites under the options.

I.1.12 To provide context for these changes, the following graph shows the proportion of residents who can reach key employment sites by public transport within 30, 45 and 60 minute time bands under the modelled options (under the 'with policy' scenario). Note that given the results for Option 5A are like those for Option 5 these have not been displayed).

I.1.13 The graph shows, particularly when considering the employment centres closer to the city centre, that the options improve accessibility to these locations, bringing many within a 30 minute travel time by public transport. The proportion of residents from deprived areas able to access key sites in 30 minutes or less by public transport:

- increases for access to the city centre (Union Street / St. Nicholas Street) from just under 30% in the BAU to just less than 40% under Option 2, and to more than 55% under Option 5

- increases for access to the North East Scotland College campus from just over 30% in the BAU to more than 45% under Option 5

I.1.14 As noted for IND1, in further development of the Business Case, the number of working age adults within origin zones would provide a more detailed metric, as opposed to overall population in origin zones.

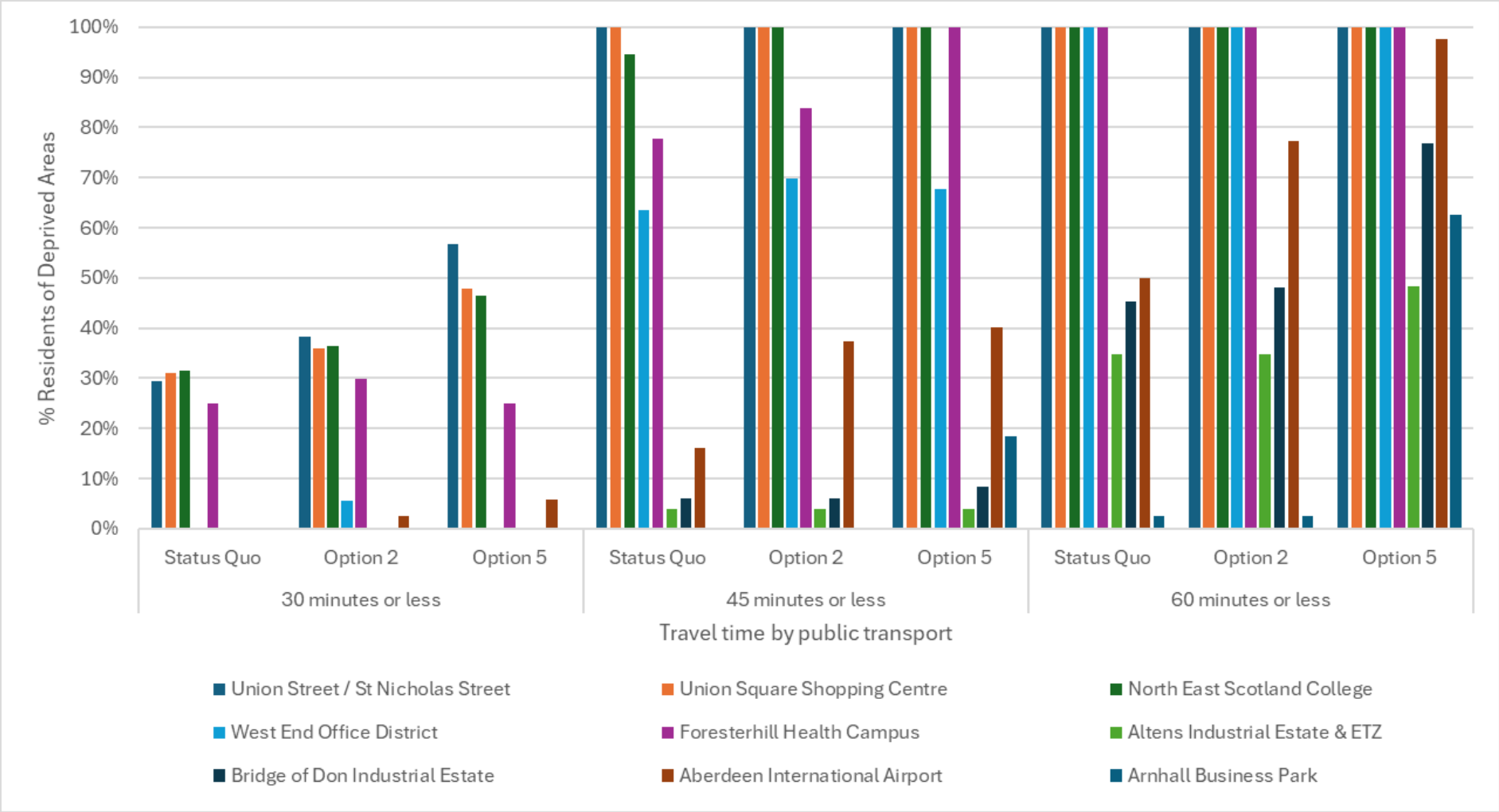

Figure I:1: Proportion of residents in 20% most deprived areas able to access key employment sites in less than 30, 45, and 60 minutes (2045, AM)

IND3: Access to Healthcare: Population able to access Foresterhill Health Campus by public transport in less than 60 minutes

I.1.15 Modelling data has been interrogated to identify how each of the modelled options may affect the number of people who could reach Foresterhill Health Campus (where the ARI is located) within one hour by public transport during the AM Peak in 2045.

I.1.16 The results are summarised in the table below.

Table I:3: Accessibility to Foresterhill Health Campus (2045, AM Peak)

Scenario	Option	No. people living with one hour of ARI (by Public Transport)	Change relative to the BAU
'With policy'	BAU	202,000	-
	Option 2	213,000	+6%
	Option 5	230,000	+14%
	Option 5A	226,000	+12%
'Without policy'	BAU	198,000	-
	Option 5	225,000	+13%

I.1.17 The analysis shows that all options will increase the accessibility of Foresterhill Health Campus by public transport.

I.1.18 Under **Option 2** (and inferred similarly under **Option 1 and 3**) a 6% increase in accessibility is seen (✓)

I.1.19 Under the '**with policy**' scenario, **Option 5** performs the best, allowing an additional 28,000 (+14%) people to access to the health campus within 60 minutes by public transport. Similar results are seen under the '**without policy**' scenario. Results under **Options 5A** are similar but slightly lower, with results under **Option 4** assumed to be more similar to those under Option 5 (✓✓). Improvements under **Option 3A** are inferred to lie between those of Option 2 and 5.

IND4: Access to Education: Population able to access the two universities and other key educational establishments (i.e. colleges) by public transport in less than 45 minutes

I.1.20 Key higher and further education campuses in Aberdeen were identified as:

- University of Aberdeen – Old Aberdeen
- Robert Gordon University (RGU) – Garthdee
- North East Scotland College – City Centre
- Scottish Rural Agricultural College – Craibstone

I.1.21 Consideration of the population able to access these sites in 45 minutes or less by public transport was undertaken, and compared with the (2045, AM) BAU. The results as shown in the table below.

Table I:4: Accessibility to Key Education Campuses (2045, AM Peak)

Education Campus	% Difference from BAU			
	With Policy			Without Policy
	Option 2	Option 5	Option 5A	Option 5
University of Aberdeen	-2%	10%	6%	11%
Robert Gordon University	1%	9%	10%	5%
North East Scotland College	6%	15%	15%	16%
Scotland's Rural College	26%	355%	348%	379%

6.6.18 The results show:

- Across all scenarios, the Scottish Rural Agricultural College (Craibstone Campus) shows the most substantial improvements in accessibility, with increases ranging from 26% to 379%. The North East Scotland College, University of Aberdeen and RGU also see positive impacts, particularly under the Option 5 in both the 'with policy' and 'without policy' scenarios.
- Under **Option 2**, there are negligible improvements to public transport access to the two university sites (✓) but:
  - North East Scotland College City Campus can be accessed by an additional 10,000 people within 45 minutes (+6%)
  - Scottish Rural Agricultural College, can be accessed by an additional 5,500 people within 45 minutes (+26%)
- **Option 5** yields much more substantial benefits (✓✓✓) across the board including:
  - A 9% increase in the number of people able to access RGU (+5,000 people) within 45 minutes by public transport, compared to the BAU
  - A 10% increase in the catchment for University of Aberdeen (Old Aberdeen Campus), increasing access within 45 minutes by public transport for 15,000 people
  - A 355% increase in the catchment to the Scottish Rural Agricultural College Campus at Craibstone, boosting the catchment from approximately 9,500 people to 43,000 people and potentially transforming the way students and staff travel to the site.
- **Option 5a** performs similarly to Option 5, except in terms of access to University of Aberdeen's Old Aberdeen Campus. Option 5a increases the catchment for this location by 6% (9,500 people), although this is somewhat below the +10% (15,000 person) improvement delivered by Option 5. (✓✓)
- Again, it is assumed that accessibility under **Option 1** and **Option 3** would be similar to that under Option 2 (✓), with accessibility under **Option 4** similar to that under Option 5 (✓✓).

<u>IND5: Access to City Centre</u>: Population able to access the city centre by public transport in less than 45 minutes (with access to Market Street / Union Street taken as a proxy for this)

I.1.22 As set out in Section 2, the *CC&BMP* is a 20-year regeneration blueprint that is transforming the city centre while conserving its proud heritage. The *CC&BMP* seeks to revitalise the city centre (with Union Street being the central 'pillar') and as such, access to Aberdeen centre for all purposes (e.g. shopping, leisure etc. as well as for employment) is important.

I.1.23 Analysis in relation to access to key employment sites was discussed under IND1, which included consideration of the accessibility of the city centre. The analysis is presented again below for city centre. It shows:

- The minor increase in accessibility to the city centre under **Option 2** (1%) (**-**)
- A more significant increase under Option 5 (10%) (✓✓)
- The results for option 5A slightly lower (8%) (✓✓)
- Again, it is assumed that accessibility under **Option 1** and **Option 3** would be similar to that under Option 2 (**-**), with

accessibility under **Option 4** similar to that under Option 5 (✓✓).

Table J:5: IND1: Access to employment - % increase in population able to access the city centre in less than 45 minutes (2045, AM Peak)

City Centre Location	% Difference from BAU			
	With Policy			Without Policy
	Option 2	Option 5	Option 5A	Option 5
Union Street / St Nicholas Street	1%	10%	8%	10%

Appendix J TPO2 Analysis

J.1.1 This Appendix sets out the methodology analysis undertaken to inform option appraisal against the eight (of nine) metrics to measure the success of the options against TPO2. This includes:

- IND1: % increase in trips made by public transport in Aberdeen
- IND2: Bus Speeds on ART corridors
- IND3: Consistency in travel time for trips made on ART network across the day and the week
- IND4: General traffic volumes on ART corridors
- IND5: Total motorised vehicle kilometres travelled within the Aberdeen city boundary
- IND6: Greenhouse Gas emissions
- IND7: % of bus users either satisfied or very satisfied with travel by bus into and across Aberdeen
- IND8: % of bus users either satisfied or very satisfied with travel by bus safety and security
- IND9: % increase in trips made by active travel in Aberdeen – note that this metric has not been analysed at this stage but will be considered in greater detail at OBC stage

IND1: Trips made by public transport in Aberdeen

J.1.2 The level of mode shift associated with each option provides a broad indication of the impact on traffic levels and their associated negative environmental impacts. A comparison of modelled public transport trips was undertaken for the Aberdeen urban area (including relevant parts of Aberdeenshire e.g., Westhill) for the options modelled in ASAM under the 'with policy' and 'without policy' scenarios.

Table J:1: Modal Shift and change in vehicle kilometres (0700-1900)

Scenario	Option	Change in public transport trips vs BAU (0700-1900, 2045)	
		No. trips	%
With Policy	Option 2	+1,700	+2%
	Option 5A	+6,500	+8%
	Option 5	+8,900	+11%
	Option 5P (Sensitivity)	+9,600	+12%
Without Policy	Option 5	+9,700	+14%

J.1.3 For 2045, this comparison shows:

- Under **Option 2** ('with policy' scenario), a **2% increase** in public transport usage - translating to approximately **1,800** people changing mode (✓)
- Under **Option 5** ('with policy' scenario), a far larger **12% increase** in public transport usage - translating to approximately **8,900** people changing mode (✓✓✓). This increases to 14% in the 'without Policy' scenario.
- Under **Option 5A** ('with policy' scenario), a **8% increase** in public transport usage - lower than Option 5 reflecting the

longer journey times when using 'conventional' rather than tram-style multi-door vehicles and the greater attractiveness of the tram-style vehicles assumed in Option 5 (as represented in ASAM through the use of lower perceived in-vehicle time factor). This translates to approximately **6,400** people changing mode, reinforcing the **importance of reducing boarding and bus dwell time at stops in encouraging modal shift to public transport** (✓✓)

- *Under **the sensitivity test 5P** ('with policy' scenario), a **13% increase** in public transport usage - this figure is the higher than the other options (under the 'with policy' scenario) and translates to approximately **9,600** people changing mode. This is as expected, given the option includes a doubling of city centre parking costs and **highlights the additional scheme success that could be derived if such a supporting measure were implemented*** (✓✓✓)

- In the 'with policy', compared to the 'without policy' scenario, there are a higher number of public transport trips being made in the comparator BAU. This less congested road network means the overall modal shift change to public transport is lower than the corresponding modal shift percentage uplift in the 'without policy' scenario. However, it should be noted that overall, **there are more people using public transport overall in the 'with policy' forecast scenario and option tests.**

- It can be surmised that modal shift under **Option 3** is likely to be similar to Option 2 (✓) and modal shift under **Option 1** is likely to be the lower, and the lowest of all the options – given the options just considers priority infrastructure but no proposed improvement to services (✓) – but noting that the infrastructure itself will deliver significant journey time benefits to bus passengers (see IND2).

- Modal shift under **Option 3A** is anticipated to be higher than Option 3 given the branding of services and new platforms to create greater visibility of services and improve perceptions around the quality of bus travel (✓✓)

- It can be surmised that modal shift under **Option 4** is likely to be similar to Option 5, given the similar proposals to introduce new cross-city services operated with 'tram-style' / multi-door vehicles enabling mass capacity movements and reducing dwell times significantly, and with bus priority infrastructure and new branded ART 'platforms' across the ART network (✓✓✓)

- The future position for the BAU is anticipated to follow existing declining passenger and bus vehicle kilometre trends and as such, there is expected to be ongoing modal shift *away* from the bus.

Key Point: Reducing bus dwell time at stops is essential in encouraging modal shift to public transport. If ART is implemented with complementary supporting measures, such as parking policy, greater scheme success can be realised.

IND2: Bus Speeds on ART corridors

J.1.4 The *Bus Rapid Transit Planning Guide* (Institute for Transportation & Development Policy, 4th edition) notes that a Gold Standard BRT system speed will be roughly 20 kph in a 'downtown' area and about 25 kph on a major urban arterial. Designers of BRT systems should aim to engineer a network which can achieve average urban vehicle speeds of 25 kph or higher, and a similar aspiration is held for ART. As such, consideration of each options potential to achieve a 25kph average speed has been considered.

J.1.5 Average weekday bus speeds were calculated from the ASAM forecast year of 2045, across the four ART network corridors for those options modelled, with the results presented below.[157]

Table J:2: Journey Time Comparisons

Scenario	ART Corridor	Average speed (kph)					*In Bus Time Saving vs Reference Case (minutes)*			
		Reference Case	Option 2	Option 5A	Option 5	Option 5P (Sensitivity)	*Option 2*	*Option 5A*	*Option 5*	*Option 5P (Sensitivity)*
With Policy	A956N	16	16	23	24	24	*-1*	*-6*	*-7*	*-7*
	A944	15	17	26	27	27	*-3*	*-11*	*-12*	*-12*
	A96	20	24	30	31	31	*-5*	*-10*	*-12*	*-12*
	A92S	18	18	20	20	20	*-2*	*-1*	*-2*	*-2*
Without Policy	A956N	15	-	-	23	-	-	-	*-7*	-
	A944	15	-	-	27	-	-	-	*-12*	-
	A96	19	-	-	31	-	-	-	*-12*	-
	A92S	17	-	-	20	-	-	-	*-3*	

J.1.6 Given that **Option 5** provides new cross city connections, a comparison of journey time reductions for the full cross-city journeys (not just individual corridors) against the (future year) Reference Case travel times by car and public transport has been undertaken and is shown in the table below for

[157] *These values were calculated using 2045 AM Peak Hour, IP Average Hour and PM Peak Hour travel time information for the sections identified above from ASAM19 files. Hourly values were factored up to 12-hour values using ASAM19 specific peak hour to peak period factors.*

the AM 2045 period. It should be borne in mind that the values for public transport include time walking to and from bus stops, whereas those for road only reflect time spent driving.

Table J:3: Cross-city Car to Public Transport Travel Time Differentials

Route	Scenario	Option	Journey Time (mins)		Difference from Reference Case (mins)	
			Car	Public Transport	Car	Public Transport
Airport to Portlethen[158]	With Policy	Reference Case	20	85		
		5	20	52	0	-33
		5A	20	54	0	-31
		5P (sensitivity)	20	52	0	-33
	Without Policy	Reference Case	21	86		
		Option 5	22	53	+1	-33
Kingswells to Bridge of Don	With Policy	Reference Case	21	62		
		5	25	41	+4	-21
		5A	25	42	+4	-20
		5P (sensitivity)	24	41	+3	-21
	Without Policy	Reference Case	22	64		
		Option 5	26	41	+4	-23

Key Point: The combination of reduced stopping patterns and short bus stop dwell times associated with the use of 'tram-style' / multi-door vehicles enables bus speeds of over 20kph on all corridors and over 25kph on two of the four corridors. Providing new cross-city services facilitates a significant reduction in public transport travel time for cross-city movements. The Reference Case, Option 1 and Option 2 do not deliver the required bus speeds.

[158] Note that a trip by car between Aberdeen Airport and Portlethen would most likely be made via the AWPR and as such will not be impacted by any reduction in road space due to the proposed ART infrastructure

J.1.7 The key points from the analysis presented above highlight:

- In the **Reference Case:** there is no change from the current position. Existing levels of bus delay likely to remain with unchanged journey speeds, with average speeds ranging from 15 – 20 kph (✗)
- Under **Option 1** (Do Min - Existing commercial services using enhanced infrastructure): bus speeds are likely to be similar to Option 2 given the similar proposed infrastructure (✗)
- Under **Option 2** (Enhanced existing commercial services using enhanced infrastructure): In the 'with policy' scenario, the option is forecast to facilitate speeds of between 16kph and 24kph in urban areas, which translates to journey time savings of up to six minutes, compared with the Reference Case . This is close to but does not meet the sought after 25mph average speed (✗)
- Under **Option 3** (Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure): Vehicle speeds would be slightly higher than in Option 2 given that there would be less parallel running of services and congestion at stops, but without modelling, the exact scale of this difference cannot be quantified (✓)
- Under **Option 3A** (As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing): likely to provide bus speeds like Option 5A given similar reduced stopping pattern assumed; however, Option 3A would not provide the benefits of a full cross-city service as interchange would still be required in the city centre (✓✓)
- Under **Option 4** (New ART services and vehicles in addition to existing services, sharing enhanced infrastructure): likely to provide bus speeds similar, but lower, than Option 5 given no changes are proposed to the underlying bus network, and hence there will be a level of bus congestion along the corridor slowing the new cross city services (✓✓✓)
- Under **Option 5** (New ART services and vehicles with revised / integrated existing services): Comparing cross-city journey times under Option 5 with the future year Reference Case highlights even further the scale of journey time savings that can be accrued when there is no need to interchange in the city centre. Cross-city journey time savings of 31-33 minutes are expected between the Airport and Portlethen P&R and 20-21 minutes between Kingswells and Bridge of Don. Once parking search and travel from car parking to the final destination are factored in, it is considered that journey times between Kingswells and Bridge of Don will be comparable, but it will remain faster to travel by car between the Airport and Portlethen (via the AWPR). Under the 'without policy' scenario, average Reference Case bus speeds are slightly higher due to the higher levels of underlying congestion under this scenario. Options produce similar results to the 'with policy' scenario, although speeds remain slightly lower and journey times are up to 3 minutes longer. From comparison with the Option 2 results, given both use the same priority infrastructure, it is clear that **a significant part the journey time reduction achieved is gained through reduced stopping patterns and reduced boarding and bus dwell time at stops.** (✓✓✓)
- Under **Option 5A** (as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services): Bus speeds achieved are slightly lower (and hence bus journey time reductions slightly less) than under Option 5 and reflects the lower journey time benefits

gained from using more 'conventional' types of bus vehicles as opposed to tram style 'multi-door' vehicles. Bus speeds range from 20 – 30kph and journey time reductions from 1 to 11 minutes, with again the greatest benefits accrued on the A944 corridor (✓✓✓)

IND3: Consistency in travel time for trips made on ART network across the day and the week

J.1.8 ASAM19 outputs were reviewed for the future year Reference Case under the 'with policy' scenario, and it was identified that the greatest variation in journey times between the Interpeak and AM/PM peak occurs in the outbound direction during the PM Peak.

J.1.9 Consideration was then given to how the gap between interpeak and PM peak journey times would be affected by the options being considered. This was calculated using the same journey time information gathered for TPO1 (i.e. journey times for 1B, 7B, 14 and 727 services under the Reference Case and Option 2, and travel times for the same journeys on the new cross-city services for the modelled Options 5 and 5A, and for the sensitivity test 5P). The table below sets out these findings.

Table J.4: Journey Time Variability (2045, IP vs PM period)

Scenario	Corridor	Difference between PM Peak and Interpeak journey times (mm:ss)					*Change from the Reference Case (mm:ss)*			
		Reference Case	Option 2	Option 5A	Option 5	Option 5P (Sensitivity)	*Option 2*	*Option 5A*	*Option 5*	*Option 5P (Sensitivity)*
With Policy	A956(N)	1:40	2:40	2:10	2:10	1:50	*+1:00*	*+0:30*	*+0:30*	*+0:10*
	A96	1:50	1:00	0:30	0:20	0:20	*-0:50*	*-1:20*	*-1:30*	*-1:30*
	A944	3:00	1:20	1:00	0:50	0:50	*-1:40*	*-2:00*	*-2:10*	*-2:10*
	A92(S)	3:10	2:20	1:40	1:40	1:40	*-0:50*	*-1:30*	*-1:30*	*-1:30*
Without Policy	A956(N)	2:30	-	-	3:00	-	-	-	*+0:30*	-
	A96	2:10	-	-	0:20	-	-	-	*-1:50*	-
	A944	6:10	-	-	0:50	-	-	-	*-5:20*	-
	A92(S)	4:10	-	-	1:40	-	-	-	*-2:30*	-

J.1.10 The key points from the analysis presented above are:

- In the **Reference Case:** The future year Reference Case under the 'with policy' scenario indicates that there is at most a difference of 3 minutes between average peak hour and interpeak journey times on the identified corridors and services. This suggests that the assumed policy changes under this scenario (if implemented) have successfully reduced congestion on these corridors, which has in turn aided journey time consistency, in the absence of ART. Under the 'without policy' scenario, it should be noted that PM Peak journey times are typically two to six minutes longer than interpeak journey times, which relates to PM peak journey times being up to 30% longer than interpeak. If the 'with policy' position were not to arise, buses are likely to continue to suffer some existing service punctuality and reliability issues (as set out and evidenced as a problem (PR5) in Chapter 2) (✗)

- Under **Option 1** (Do Min - Existing commercial services using enhanced infrastructure): Modelling was not undertaken for Option 1, but it is estimated that journey time consistency will be similar to Option 2 given the similar level of bus priority infrastructure proposed across the network (✓)

- Under **Option 2** (Enhanced existing commercial services using enhanced infrastructure): Journey time consistency will be aided by new bus priority infrastructure. PM peak journey times are estimated to be up to 3 minutes longer than interpeak journey times under the 'with policy' scenario. This reflects an improvement of between 50 seconds and one minute forty seconds on the A96, A944 and A92(S). However, on the A956(N), interpeak journey times reduce more than PM Peak journey times and the gap between interpeak and PM peak journey times extends by one minute. Given the findings from Option 5 (see below), there is expected to be a greater improvement to journey time consistency under the 'without policy' scenario (✓)

- Under **Option 3** (Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure): Modelling was not undertaken for Option 3. But it is estimated that improvements would be as per Option 2 but with **bus stop rationalisation** likely to further increase journey time consistency due to the reduced number of stops. The proposed existing **service integration** would further increase the consistency across the ART network by removing any potential delay from other services on the corridors (✓)

- Under **Option 3A** (As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing): Modelling was not undertaken for Option 3A, but it is estimated that journey time consistency will sit somewhere between Options 3 and 5A, as increased stop spacing and off-vehicle ticket purchase will reduce time lost for boarding/alighting but standard vehicles will be used (✓✓)

- Under **Option 4** (New ART services and vehicles in addition to existing services, sharing enhanced infrastructure): Modelling was not undertaken for Option 4, but it is estimated that journey time consistency will sit somewhere between Options 3 and 5, as **increased stop spacing**, **multi-door vehicles** and off-vehicle ticket purchase will reduce time lost for boarding/alighting. However, **without changes to the existing bus network** there is likely to be an element of bus congestion on the ART network, with existing buses creating delay to the new cross-city services (✓✓)

- Under **Option 5** (New ART services and vehicles with revised / integrated existing services): Under Option 5, journey time consistency will be aided by new bus priority infrastructure and **wider stop spacing**, in addition to the use of distinctive **multi-door vehicles** and off-vehicle ticketing, both of which will reduce dwell time at stops. In addition, integration of the existing bus network will reduce any potential delay due to bus congestion across the network. In the 'with policy

scenario, the greatest improvements to travel time consistency, occur on the A944 and A96 corridors, where typical journey times during the PM peak hour fall within one minute of journey times during the interpeak. By comparison, peak to interpeak travel times in the Do Minimum vary by over a minute on all corridors, with the A944 and A92S showing a variation of approximately 3 minutes. In the 'without policy' scenario, there is greater consistency benefits are obtained for Option 5 in the 'without policy' scenario, as bus journey times in the equivalent Do Minimum are more variable due to the more congested networks (e.g., the variability on the A944 between peak and interpeak journey time is over 6 minutes). **This highlights the greater ability for bus priority measures to provide benefit when the underlying traffic network is more congested** (✓✓)

IND4: General traffic volumes on and around ART corridors

J.1.11 Traffic volume changes across the ART network and the wider city and region because of ART, including the potential redistribution of traffic has the potential to generate both positive and potentially negative impacts on the urban realm and 'placemaking' across the ART network.

J.1.12 To provide the priority needed for public transport, significant road space reallocation away from general traffic is required along the ART corridors. Reduced road space for general traffic is likely to encourage modal shift to bus by increasing congestion on the road network for general traffic and reducing traffic across the ART network routes creating a more pleasant urban environment. However, there is also the potential for traffic redistribution onto less appropriate routes, with traffic routeing on more circuitous routes, potentially increasing trip distances and hence carbon emissions (if not suitably off-set by reduced carbon emissions from modal shift to public transport). Anticipated changes under the options in terms of vehicle kilometres and associated carbon emissions are discussed against IND5 and IND6 below.

- Under **Option 5A** (as per Option 5 but with existing vehicles branded and used to operate the new cross-city ART services): journey time consistency will be aided by new bus priority infrastructure and wider stop spacing. It is estimated that the difference between peak and off-peak journey times will reduce to under two minutes under the 'with policy' scenario. However, more substantial consistency improvements would be yielded under the 'without policy' scenario where there is more underlying congestion on the network. The use of existing vehicles for the new cross-city services means bus dwell time consistency will not be improved as under Option 5 (✓✓)

J.1.13 All the options are based on essentially the same quantum of roadspace reallocation, and the impacts of the different options in this regard will be similar, albeit the scope for negative impacts is reduced somewhat where modal shift to bus is greater.

J.1.14 The figure below illustrates how road traffic volumes are expected to change across the city if the options were implemented, under the 'with policy' scenario. This is presented for Option 5 but is felt to be broadly representative of the potential traffic distribution impacts across all options given the similar quantum of roadspace reallocation. The figure shows the potential extent of traffic rerouting and shows the reduction in traffic across the modelled ART network, and the wide-spread rerouting that occurs as a result. Note that the Do Minimum referred to in the figure key represents the ASAM19 model Do Minimum (and should be read as the *2045 Reference Case* in the context of the options being discussed here).

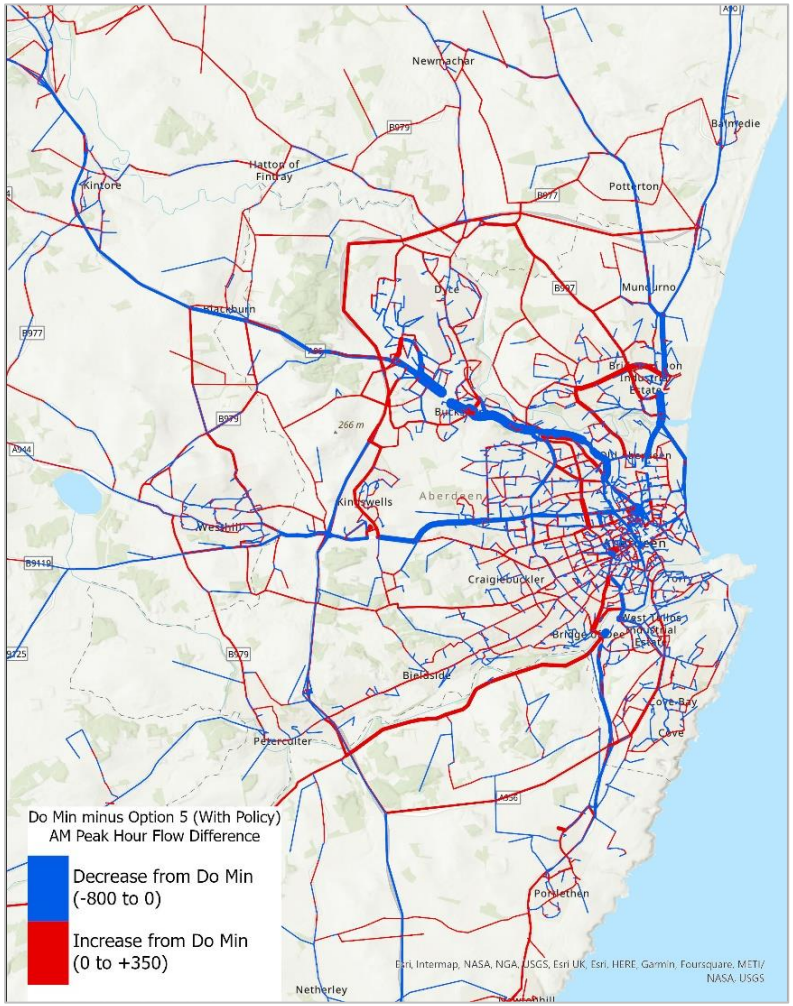

Figure J:1: Flow Difference Diagrams (Option 5, 'with policy')

J.1.15 Traffic flow differences between the Reference Case (ASAM Do Minimum) and the option networks show **significant traffic reductions on the ART corridors** where general traffic capacity has been reduced. The most significant reduction is noted on the A96. The reduction in traffic across the ART network will create a much improve urban realm environment along these main arterial routes in the city centre, where there will be reduced traffic related noise and vibration and increased air quality. There would also be an increase in visual amenity. The inclusion of (where feasible) segregated active travel infrastructure (as considered within the development of the infrastructure for ART) will also provide placemaking benefits to active travel users. In terms of traffic reductions across the ART network, the greatest reductions will occur for those option generating the greatest modal shift. As such, **the benefits are anticipated to be greatest for Options 4, 5 and 5A**.

J.1.16 ART will also contribute to reduced traffic in the city centre due to modal shift to bus, in tandem with other schemes such as the Berryden Corridor Improvement Project, the bus priority scheme implemented around Market Street, Bridge Street and Union Square (note that the modelling work undertaken to inform this appraisal was done prior to this implementation), and the plans being implemented under the CC&BMP itself. ART will support the placemaking aspirations of the CC&BMP and the SUMP through improving the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times, and improving connectivity between key destinations in and around the city centre by sustainable modes of transport.

J.1.17 In terms of **increases in traffic** across the city and wider region, there is an increase of traffic on the AWPR, in the northbound direction from the A93 to Craibstone and in the southbound direction from Blackdog in the north to Craibstone, where traffic is routeing round the AWPR to find alternative arterial routes into the city centre.

J.1.18 Across the options overall, traffic re-routeing generates increases in traffic on less strategic and minor roads including alternative routes between the ART corridors, including on the:

- B997 (linking the AWPR into the Bridge of Don)
- Esplanade and Park Road into the city centre
- Stoneywood Road through Dyce
- C898C Chapel of Stoneywood – Fairley Road liking from the A944 through Kingswells to Bucksburn and Craibstone
- A9119 / Kings Gate, running parallel to the A944 from east of Kingswells into the city centre
- Countesswells Road
- A93 from the AWPR into the city centre
- On the B9007 from west of the AWPR through Banchory of Devenick and towards the city centre
- Wellington Road from the AWPR into the city centre

J.1.19 While the figure highlights extensive traffic redistribution it should be recognised that **at this stage the ART network has not been modelled with any allowance made through mitigation to manage this rerouting**, and its potential negative impacts - including those in relation to the environment such as increased noise, vibration and tail pipe pollution on less strategic routes and within residential areas. The impacts shown are therefore an estimate of the impacts on the network if no further measures were implemented to manage the impact. In this regard it represents an unlikely outcome but is nonetheless helpful in understanding what the potential impacts requiring mitigation are likely to be.

J.1.20 It is crucial that further work is undertaken as the ART scheme develops to mitigate against the impacts of traffic redistribution across a wider area due to delay on the ART corridors. Additional measures to prevent this may provide further scheme benefit through creating additional delay on the road network and encouraging greater modal shift to public transport. **Generating adverse impacts to general traffic should not be viewed wholly as negative in the context of the study (and Scottish Government policy) objectives, as this will encourage modal shift and support the Government's 20% vehicle kilometre reduction target.**

Key Point: Enabling bus priority through significant road space reallocation has the potential to reduce traffic volumes across the ART network and significantly enhance the sense of 'place' on the key routes into the city, and within the city centre. However, without any mitigation to prevent it, there may be additional delay and traffic re-routeing onto less appropriate local roads with the subsequent negative environmental impacts cause significant disbenefits to general traffic. While generating adverse impacts to general traffic should not be viewed wholly as negative in the context of the study (and Scottish Government policy) objectives, it is crucial that mitigation is developed as the ART scheme progresses to minimise / remove such adverse impacts.

IND5: Total motorised vehicle kilometres travelled and IND6: Greenhouse Gas Emissions

J.1.21 Greenhouse gas emissions (as reported through the analysis of the ASAM19 modelling outputs in the Department for Transport's (DfTs) Transport Users Benefit Appraisal (TUBA) software), have been considered to estimate the carbon impacts of the modelled options and are presented in the table below. The monetised benefits (over the 60-year scheme appraisal period) are set out in the table below. Also shown is the 12hr daily change in vehicle kilometres under each option.

J.1.22 ART has the potential to impact on vehicle kilometres across the Aberdeen road network. The extent of the impact will depend on the balance of modal shift from car to public transport and the additional car-km caused by traffic re-routeing in response to the reduction in road space. The modelling results to date suggest

that the impact of mode shift is generally outweighing that of re-routeing. **If traffic redistribution impacts are further mitigated against, this will likely encourage further modal shift to public transport and support an increased reduction in vehicle kilometres**.

Table J:5: Greenhouse Gas Benefits (for future year 2045, as estimated through TUBA)

Scenario	Option	12 hour daily change in road vehicle km from Reference Case (2045, 0700-1900)		Greenhouse Gas Benefits (millions) (monetised and discounted over the 60-year appraisal period)
		Total change	% change	
With Policy	2	-22,300	-0.1%	-£1.2
	5A	-41,600	-0.3%	£0.6
	5	-51,400	-0.3%	£1.6
	5P (Sensitivity)	-76,400	-0.5%	£5.1
Without policy	5	-59,700	-0.3%	£1.6

J.1.23 The results show that:

- In all options, vehicle kilometres reduce, with the greatest reduction in the options generating the greatest modal shift (i.e. Options 5 and 5A)
- Under **Option 2:** the modal shift achieved *does not* outweigh the additional greenhouse gas 'cost' of the reducing road space for general traffic and subsequent traffic re-routeing, with the result that traffic greenhouse gas emissions are expected to increase overall (✗). It is anticipated that a similar result would occur under **Option 3.**
- Under **Options 5 and 5A**: the benefits of modal shift *do* outweigh the greenhouse gas 'cost' of the reducing road space for general traffic (which causes traffic rerouting and associated increased carbon emissions) (✓). A similar outcome is anticipated under **Option 4.**
- Given the greater modal shift anticipated under **Option 3**A, it is assumed that greenhouse gas benefits will be better than in Option 2, and lie somewhere between that of Option 2 and Option 5A (**-**)
- *The most positive greenhouse gas benefit is highlighted for the **5P sensitivity**, again evidencing the additional benefits of ART that could be derived if further supporting traffic restraint measures were implemented in tandem with the ART scheme or incorporated as part of the ART scheme*.

J.1.24 The CO_2 figures derived in TUBA do not include emissions from buses. The options which involve the immediate purchase of new zero-emission ART vehicles (as in Option 4 and 5) may bring forward carbon reductions compared to other options where the transition to zero emission buses is more evolutionary.

IND7: % of bus users either satisfied or very satisfied with travel by bus into and across Aberdeen,

J.1.25 Poor public perceptions of bus travel persist as set out in PR1 in Section 2.3. The analysis highlighted (across both Aberdeen and Aberdeenshire) that bus reliability (turning up on time), quality of bus stops / shelters, and the range of destinations served without requiring interchange, were the three factors that people were most dissatisfied with. Facilities at Park & Ride sites was noted as the top factor existing Aberdeenshire bus residents were most dissatisfied with.

J.1.26 All options would generate change in the perception of public transport:

- **Existing bus users** would benefit from the improved infrastructure providing better waiting, and boarding and alighting environments, enabling faster journey times and improved service reliability, although the degree of change would vary based on the option.
- Those **switching to ART** will do so in part due to an improved perception of quality (Option 3A, Options 4, 5 and 5A particularly given the new halt infrastructure and in Options 4, 5 and 5A given the new vehicles), and potentially also as a result of the new Mobility Hub facilities at Portlethen, Westhill and Blackdog which should facilitate access to public transport.
- Some **non-bus users** may deem the reallocation of road space to provide bus priority as a negative impact if their journey time by car is increased consequently, and they cannot / do not want to travel by bus, while some may welcome the improvements and 'step change' in provision, particularly given the climate emergency, even though they are unable to use the services.

J.1.27 WebTAG Table M.3.2.1 defines characteristics of a quality bus service as being: audio announcements on buses; CCTV at bus stops; CCTV on buses; climate control on buses; new bus shelters; new bus with low floor; new interchange facilities; on-board screen displays; real time information; simplified ticketing and trained drivers

J.1.28 An exercise has been undertaken to identify whether each of the identified options can satisfy these criteria and is summarised in the table below.

Table J:6: IND7 - Quality Appraisal

Factor	Option								Comment
	BAU	1 (Do Min)	2	3	3A	4	5	5A	
Audio announcements on buses	✓	✓	✓	✓	✓	✓	✓	✓	It is assumed that next generation vehicles will all provide this functionality
CCTV at stops					✓	✓	✓	✓	Stop specific CCTV is not presently provided.
CCTV on buses	✓	✓	✓	✓	✓	✓	✓	✓	CCTV is provided on the majority of buses operating in Aberdeen in 2023.
Climate control on buses						✓	✓		Heating is available on most buses in Aberdeen. Air-conditioning equipment is fitted on most Stagecoach vehicles but a minority of First services. It is understood that in some cases, air conditioning equipment is fitted but is not used, due to impacts on fuel efficiency.
New bus shelters		✓	✓	✓	✓✓	✓✓	✓✓	✓✓	Modern bus shelters are present on Union Street, but there are few modern shelters beyond the city centre.
New bus with low floor	✓	✓	✓	✓	✓	✓✓	✓✓	✓	All buses operating in Aberdeen are 'low-floor' and DDA compliant, but it should be noted that new tram-style buses proposed under Option 5 will provide a level floor across the full-length of the vehicle, a wider corridor than standard buses and both doors will be equipped with wheelchair ramps.
New interchange facilities		✓	✓	✓	✓✓	✓✓	✓✓	✓✓	At present, interchange facilities in Aberdeen are of varying quality. Aberdeen bus station is modern and attached to a shopping centre providing high quality facilities. Existing Park and Ride sites around Aberdeen require modernisation. New Mobility hubs are proposed at Portlethen, Westhill, and Blackdog. Under Options 3A, 4, 5, and 5A, a new ART interchange will be provided on Union Street (east end) adjacent to existing shops, restaurants and coffee shops.
On-board screen displays	✓	✓	✓	✓	✓	✓	✓	✓	It is assumed that all buses will have this functionality by 2030.
Real time information at stops	✓	✓	✓	✓	✓	✓	✓	✓	Real-time information is available at stops in the city centre but is not present at the majority of stops outside this area. Under all options, stops across ART corridors will be updated to provide real-time information screens.

Factor	Option								Comment
	BAU	1 (Do Min)	2	3	3A	4	5	5A	
Simplified ticketing	✓	✓	✓	✓	✓✓	✓✓	✓✓	✓✓	Tap-On Tap-Off / Tap and Cap contactless ticketing is available on most buses which currently operate in Aberdeen.
Additional training for drivers						✓	✓	✓	All bus drivers in Aberdeen receive training, but drivers of new ART services under Options 5A and 5A would be given enhanced training.
Change vs BAU	**-**	**+1**	**+2**	**+2**	**+4**	**+6**	**+6**	**+5**	

Park and Ride Usage

J.1.29 The factors above include '**new interchange facilities'**. Recognising that existing P&R sites would be upgraded and reconfigured (to ensure both ease of car and bus access), and a new Mobility Hub provided north of Portlethen (and potentially elsewhere to facilitate interchange (such as at Westhill and Blackdog (see the Routeing Analysis appraisal later in this chapter), consideration has been given to P&R use in the modelled options.

J.1.30 The ART network assumed for modelling purposes includes the three existing P&R sites at Bridge of Don, Craibstone and Kingswells, and a new Mobility Hub north of Portlethen, with the aim of increasing the use of the existing underutilised assets and promoting ART for use by those travelling into Aberdeen from Aberdeenshire and further afield.

J.1.31 Assessing use of the sites under the options provides an understanding of the potential modal shift that may occur, specifically from the Aberdeenshire area, and highlights the benefits that ART could deliver for the wider region.

J.1.32 P&R site occupancies in the BAU and options (for the forecast year of 2045) have been analysed across all four sites. It should be noted that the results here stem from the model and are subject to the modelling sensitivities and assumptions around P&R use. As such, rather than focusing on the absolute figures, it is perhaps more reasonable to focus on the relative changes between the options.

J.1.33 Under the 'with policy' scenario':

- Under the BAU scenario, P&R occupancy across all four sites is 8%
- Under **Option 2,** occupancy rises to 10%
- Under **Option 5**, occupancy rises to 31% and slightly higher to 32% under **the sensitivity test 5P**. Under **Option 5A** occupancy is 26%. The much higher use of P&R in the Option 5 variants reflects both the new ART cross city services and the faster journey times, as well as the higher attractiveness of travel using the new 'tram-style' vehicles.

J.1.34 Under the 'without policy' scenario, P&R use would be expected to be greater than in the 'with policy' scenario, given the higher traffic levels and associated congestion. Indeed, the results show that under **Option 5**, P&R occupancy is at 34% (compared to 31% in the 'with policy' case).

J.1.35 Across all options, Kingswells shows the greatest P&R occupancy, with Craibstone (perhaps influenced by the rail line alongside the corridor) the lowest. The planned P&R site north of Portlethen shows occupancy at close to 40% under Options 5 and 5A in the 'with policy' scenario and close to 50% in the 'without policy' case.

J.1.36 Given the narrative and analysis presented above, it is envisaged that:

- **Option 1, 2**, **and 3** from a quality perspective, are likely to appear similar to the BAU, and as such are unlikely to significantly alter bus or non-bus user satisfaction in the bus network – albeit the introduction of bus priority will improve bus journey times and should have a significant impact on journey time reliability (✓)
- **Option 3A** is anticipated to have a more significant impact on satisfaction, with new platforms and branded buses creating an increased perception of positive change and increased quality (✓✓)
- **Option 4 and 5** are anticipated to have an even more significant impact on satisfaction, with new platforms and distinctive fully accessible vehicles offering a significant

quality increase across the ART network. In addition, the cross-city services operated will increase the range of destinations served without requiring interchange – one of the top three factors with which people are most dissatisfied (✓✓✓)

- **Option 5A** is anticipated to offer an increase in satisfaction lying between that anticipated for Option 3A and Option 5 (recognising the new cross-city routes, new platforms and bus branding – but without the introduction of distinctive vehicles) (✓✓)

- The existing trend of increasing car use and declining bus service vehicle kilometres and use across the region, means congestion is likely to keep increasing, and that satisfaction in the bus network is likely to decrease if the existing (BAU) position is maintained (✗)

Key Point: Anchoring the ART network to existing (rebranded) P&R sites and the new proposed mobility hubs would support greater use of the currently underutilised sites, with the provision of high frequency cross city services from the sites significantly encouraging greater use.

IND8: % of bus users either satisfied or very satisfied with travel by bus safety and security

Personal Injury Collisions

J.1.37 A switch to bus travel from car would reduce traffic on and around the ART network and within the city centre.

J.1.38 Modal shift from car to public transport should support a reduction in both casualties and accidents, on and around the ART network and within the city. The associated number of road accidents and injuries will depend on the extent of the modal shift achieved.

J.1.39 Travel by bus is safer than travel by car, bicycle and indeed as a pedestrian. In the UK in 2019, there were 128 passenger casualties per billion passenger kilometres driven by car, compared with 95 passenger casualties per billion passenger kilometres when travelling by bus (i.e., bus casualty rate is 26% lower)[159].

J.1.40 Any reduction in accidents will provide savings to the public purse from the reduced social-economic cost including:

- Loss of output due to injury
- Human cost of casualties
- Damage to vehicle and property
- Police and insurance administration cost

J.1.41 For this reason, options which can generate greatest modal shift (e.g., Options 5) will generate greater road safety benefits.

J.1.42 There is however the potential for an increase in casualties where traffic re-routes onto less suitable routes – if this not mitigated against.

J.1.43 No quantitative assessment has been made at this stage, but this may be required at a later stage as mitigation strategies are developed for roads affected by traffic re-routeing.

[159] RAS0203: Transport Casualty Rates by Mode, Transport Statistics Great Britain 2021, Department for Transport

Security

J.1.44 ART stops will be upgraded under all Options, although the extent of improvement will vary by option: Under Options 2 and 3, existing bus stops will be enhanced to provide better lighting, improved shelters which offer good natural surveillance and Real Time Information screens to confirm how long users should expect to wait for their service. Under Options 3A, 4, 5, and 5A, new state-of-the-art ART 'platforms' will be provided which will additionally provide CCTV, and 'help points' to allow users to request assistance if they feel concerned. This would offer improved security over the current situation which includes stops that are poorly lit (often only relying on street lighting levels), positioned in secluded locations and/ or where visibility to and from the stop is obscured by street furniture, parked cars or highway structures. Under the Birmingham Sprint scheme significant benefits to personal security were accrued through the introduction of improved bus stop facilities including improved lighting and CCTV cameras within stop shelters.

J.1.45 Under Options 4 and 5, new distinctive tram-style vehicles will additionally be single level and incorporate substantial amounts of glass, making passengers more visible.The key points from the analysis presented above are:

- **BAU**: No change to current network or services and therefore no change to current perceptions around quality across the bus network (as set out and evidenced as a problem (PR1) in Chapter 2). (✗)

- Under **Option 1** (Do Min - Existing commercial services using enhanced infrastructure): While the new bus priority infrastructure will support improved journey times and service reliability, perceptions of public transport less likely to be as greatly impacted as other options as the option continues with existing services which may look like 'business as usual'. A 'business as usual' perception is unlikely to encourage new users to the bus network. (✓)

- Under **Option 2** (Enhanced existing commercial services using enhanced infrastructure): Similar to Option 1 but the increased number of services across the ART network will help reduce negative perceptions around insufficient bus service frequencies (as set out and evidence as a problem (PR2) in Chapter 2). (✓)

- Under **Option 3** (Enhanced existing commercial services and revised / integrated existing services using enhanced infrastructure): Similar to Option 1 but the increased number of services across the ART network will help reduce negative perceptions around insufficient bus service frequencies (as set out and evidence as a problem (PR2) in Chapter 2). (✓)

- Under **Option 3A** (As per Option 3 but with ART vehicle branding and new ART 'halts' with approximately 800m spacing): Similar to Option 3 but note however that the option includes ART branding of specific existing services (those which are enhanced) and new ART 'platforms' across the ART network. This branding combined with new platforms is likely to increase the perception of quality across the ART network. Vehicle branding was also considered a factor in the success of the Bristol MetroBus scheme (✓✓)

- Under **Option 4** (New ART services and vehicles in addition to existing services, sharing enhanced infrastructure): Likely to increase perceptions of the quality of bus travel through the operation of uniquely branded 'tram style' vehicles and new ART platforms generating 'brand' awareness and providing a very visually different offering to existing services. (Officers involved in the development of the Bristol metrobus scheme stated that had the original Streetcar ('tram on wheels') type

vehicle been adopted, publicity around the scheme would have been much more successful.) (✓✓✓)

- Under **Option 5** (New ART services and vehicles with revised / integrated existing services): Similar to Option 4 (✓✓✓)

- Under **Option 5A**: As the option uses 'conventional' but ART branded vehicles, and also new ART 'platforms' across the ART network. This branding combined with new platforms is likely to increase the perception of quality across the ART network. As noted for Option 3A, vehicle branding was also considered a factor in the success of the Bristol MetroBus scheme (✓✓).

Appendix K Delivery Pathways - Discussions with other local authorities

K.1 Birmingham Sprint (delivered through Enhanced Partnership)

K.1.1 A meeting with officers from Transport for West Midlands (TfWM) involved in the delivery of the Birmingham Sprint scheme was held on 3 March 2022. Details on the Sprint scheme itself can be found in the *Aberdeen Rapid Transit - Options Appraisal - Case for Change report* (Stantec, May 2022).

K.1.2 Key points noted from the meeting include:

- **Early setting of the standards** for Sprint was essential and these standards were agreed upfront. This helped to communicate the objectives of the scheme clearly from the outset.

- **Early communication with leaders and politicians** was essential, in order to gain political buy-in from the very start. The mayor in particular was a real advocate for the scheme. This early communication made it clear what the benefits of Sprint were to the region and how the scheme aligned with the wider transport network for the West Midlands. It was important not to promote the scheme in a vacuum and communicate the link to wider strategies. In this regard, the narrative was developed and then advocacy sought. The Sprint scheme has 'hooks' into HS2, the Commonwealth Games and the wider tram (metro) system in Birmingham.

- **Political Change presented challenges.** Elections every 3 out of 4 years created a level of uncertainty. However, more recently, the 'all out' election system[160] in Birmingham has made it easier to deliver schemes within a now four-year period.

- **There are key benefits in implementing a bus-based scheme**. In deciding between a bus-based scheme and other potential mass transit modes, it was noted that bus-based BRT schemes are around a fifth of the cost of a tram / light rail alternative, and can be delivered in around a third of the time. While guided busway was considered, the implementation of the system would require a Transport & Works Act and the challenges for parallel running services unable to utilise the busway were seen as a disincentive for a busway approach. Additionally, the timescales for scheme implementation and the franchising agreements that would be required could not be accommodated within the scheme delivery window, with the scheme needed prior to the 2022 Commonwealth Games.

- **Network choice** was influenced by corridors with a strong existing bus market. Other corridors were considered through analysis of population density. Initially 26 corridors were considered as part of a provisional Sprint network. On these corridors, the commerciality of the service was considered (assuming services every 10 minutes). A 20% improvement in bus journey times, and a bus journey time comparable to the car was sought. The level of roadspace reallocation required to achieve this was investigated and the appetite for such changes discussed with the relevant local authority. The 20% journey time reduction desired was not achievable on every corridor. Some business cases for certain corridors were developed but could not build traction. Eventually, six routes were progressed. The network was included in the Local Transport Plan (including roadspace reallocation).

[160] A local election where all council seats are up for election at the same time

- **Corridor Feasibility** was established (for the six corridors) through bus service AVL data analysis with stop-to-stop journey time standard deviation used as the metric on which to measure service reliability.

- **Infrastructure.** An optioneering process identified measures that could be implemented at the worst performing locations (note that due to cost, a centralised public transport 'core' was not considered). From this, a highway package for each corridor was developed to suit all bus services operating along the corridor. Land acquisition was avoided where possible and Phase 1 of the scheme requires no land acquisition (Phase 2 requires three land parcels). At present, two Sprint routes are operational but are quite different in nature. The A34 route goes through residential areas where there was already significant dual carriageway in place - some road widening was still required. The other route, on the A45, required different infrastructure including a large section of road widening with a railway line and industrial premises nearby to be taken into account.

- **Scheme costs** averaged across both implemented Sprint corridors to date is around £4-£5 million per km. The construction cost was approximately 50% of this total cost. The scheme costs were very much driven by the infrastructure costs. However, the cost of accommodating / moving utilities was by far the greatest cost. In addition, street lighting was required to be moved. In general, a 'tram approach' to utilities was adopted (i.e., utilities were moved) to build reliability into the scheme. In particular, it was noted that the shelters adopted for the scheme were 9-9.5m long with narrow sides and a cantilever design with no front support. This increased the risk of having to relocate utilities as the cantilever design required deep footings.

- **Bus Stop Spacing** was a key topic during design. The original Sprint scheme took out more than 50% of the existing stops. This was subsequently changed but there is still an overall reduction in bus stops along the routes.

- **Parking removal was very unpopular.** In one community, every house had 'No to Sprint' signs in the windows. Due to this public pressure, the design of the scheme along the corridor in question was changed and compromised as the designs progressed. However, the removal of parking was not unpopular everywhere. Some communities never engaged at all, even though parking was being removed. One key issue noted by communities was the issue of 'fly parking' i.e., people parking on side roads to catch the Sprint bus.

- **Improving journey time reliability was considered very important**. Indeed, due to the journey time savings now achieved, some services are now cross city services (and are operated by a single vehicle) reducing interchange and also importantly reducing the number of bus vehicles in the city centre – a key selling point with politicians.

- **Multi-door vehicles** were considered essential to reduce bus stop dwell times

- **Off-board ticketing** is also considered a key factor in speeding up boarding times and is seen as an important differentiator between Sprint and local bus services. There is no interaction with the driver with 'reduced driver interaction' set out in the Sprint Standards.

- **Safety Benefits** of the scheme were increased through the bus shelters adopted (despite the increased cost of the utilities works required to accommodate this as noted above). This was due to the safety benefits accrued through the much improved lighting and CCTV cameras within the shelters.

- **Delivery Options** considered included**:**

  - Operation within current deregulated framework

  - Fully commercial models

- Supported service models
- Combined authority buying vehicles and leasing

- **Market Sounding Exercise** was undertaken to discuss the potential delivery options with potential operators. Concerns from the market were raised on cost, risk and competition. It was noted that in the West Midlands, National Express is dominant, operating around 75% of all milage in the region but with around 90% of passenger revenue. It was also noted that First and Stagecoach, the current dominant operators across Aberdeen and Aberdeenshire respectively, were part of the market sounding exercise.

- **Franchising** was noted as the 'cleanest' option in terms of enabling the network to be delivered with the Sprint standards as defined and with the 'look and feel' of the network being set by TfWM. However, delivery through a franchise was noted as being a political decision.

- **Final Delivery** of the scheme was through an enhanced partnership plan with defined minimum vehicle standards. Originally it was hoped an agreement could be entered into before scheme delivery, but this was not possible due to timescales and challenges around coordinating the start of the enhanced partnership with funding. This was noted as a definite risk. In terms of the vehicles, a bid to the Government for grant funding under the Zero Emission Bus Regional Areas (ZEBRA) fund for 224 hydrogen vehicles (200 double deckers and 24 artics) is in progress.

- **Supporting Measures** were noted as key to the scheme success, particularly in terms of the segmentation that has been developed within the city. This means that driving through the centre of Birmingham is no longer possible and has led to reduced car use within the centre. This was felt to be the greatest benefit to the Sprint scheme and it was really important to address city centre measures to support the implementation of Sprint. Indeed the cross city Sprint routes were then able to offer shorter journey times than the car. It was also noted that the city centre segmentation was relatively 'cheap' and easy to deliver through the use of planters, signage and white lines, as opposed to through junction redesign.

K.2 Bristol Metrobus (delivered through Quality Partnership)

K.2.1 A meeting with officers from West of England Combined Authority (WECA), involved in the delivery of the Bristol metrobus scheme, was held on 16 May 2022. Details on the metrobus scheme itself can be found in the *Aberdeen Rapid Transit - Options Appraisal - Case for Change report* (Stantec, May 2022).

K.2.2 Key points noted from the meeting include:

- **Scheme objectives were set out early** with a clear objective to **maximise segregation from general traffic**

- **Political, Stakeholder and Public Opinion** could often be initially negative. The Business Cases which were originally developed in 2010 were de-scoped after the coalition government came in and the political direction changed. It was difficult to get a political champion and there was no-one to really push the scheme forward, although latterly the Chair of the Joint Transport Executive Committee did become involved. Businesses, and especially the larger ones, were supportive of the scheme including the University of the West of England and the Bristol & Bath Science Park. The public consultation in 2008 / 2009 into the Ashton Vale to Temple Meads scheme saw around two-thirds respond positively to the proposals. However, this scheme in particular subsequently attracted very strong opposition from a core minority which came out to oppose the scheme and wanted rail investment instead. While this was not reflective of

the wider public, it easily swayed politicians and was part of the reason the Ashton to Temple Meads scheme was de-scoped and re-routed.

- **High Specification for design, marketing and branding** was adopted and is considered successful

- **Infrastructure.** Around 25% of the metrobus network is segregated and the infrastructure includes a bus only junction onto the motorway and a bus only lane on the motorway. One route also includes kerb-guided busway. Similar guided busway was proposed elsewhere but was scoped out. The challenges around the bus only lane on the motorway were significant, requiring a speed restriction on the motorway and needed ministerial approval. Additionally, significant objections from impacted allotment holders necessitated unforeseen scheme costs as well as the requirement to provide a new amenity building. In terms of the reallocation of road space, relatively few controversial decisions were made, and highway widening was undertaken where needed. On-street parking was not generally taken away outside of any shops. Very few Compulsory Purchase Order along the routes were required and where needed these were negotiated rather than dealt with through public inquiry. Infrastructure works during construction caused disruption in the city centre. It was noted that there was an ongoing issue with reliability on one of the lines and buses are getting badly impacted by general traffic congestion. The HOV lane that could provide benefit was often not enforced. It was noted however, that on one route some bus journey times into the city centre have halved (40 minutes down to 20 minutes).

- **Platforms** are long with high shelter standards. Each has a 'iPoint' which allow passengers to buy tickets, plan journeys and view live running information for onward services. Platforms are spaced approximately 800m apart, double normal stop spacing. It was noted that no significant concerns were raised around accessibility issues due to this. There is cycle parking at all stops, with the number of cycle park spaces available dependent on the stop location. Originally only metrobus services were allowed to stop at the metrobus stops, but this has changed recently to allow local services to stop also and is ensuring improved interchange between local services and the metrobus network.

- **Vehicles** were initially considered with a Streetcar design (a 'tram on wheels' similar to the Glider in Belfast). Potential operators were less keen on articulated vehicles, and they had been withdrawn in London. It was noted that 'bendy' buses use more fuel and have higher operating costs. However, **it was felt that publicity around the scheme would have been much more straightforward had the Streetcars been adopted**. The chair of the Joint Committee was concerned that Streetcars were overall perceived negatively and eventually the schemes have adopted double decker buses which are biomethane powered through a deal with the Gas Bus alliance. The WECA considered buying the vehicles with the intention to then lease to operators, but this was not possible. **Twin door vehicles were considered very important** in aiding in speeding up boarding times. It was noted that **vehicle branding has been a real success**. Driver shortages have been an issue and it was decided it was better to have reliable services than over promise on frequencies.

- **Ticketing is all off-board** and cashless and no tickets are available to purchase from the driver. Consideration of equity (for example for children and someone without a bank account) means tickets can be purchased in some local shops.

- **Delivery** is through a Quality Partnership Scheme supported by a voluntary partnership agreement with maximum fares and minimum frequencies stipulated. First had challenges with the initial vehicle depot capacity and sub-contracted to Bristol Community Transport for some services. It was noted that it took a long time to work through all the contractual processes which meant the scheme opened later than planned and this caused some political pressure.

- **Scheme Costs** were costed at £197m, of which the Department for Transport paid £113m. The final scheme came in at £230m. Using too many contractors for the construction work was considered to be a key reason for the scheme coming in over budget. It was also felt that the guided busway design may have reduced interest for the contractors.

- **Patronage** varies by route. The Year 1 report showed passenger numbers overall are in line with expectations with some lines over-performing and some under-performing. The Ashton to Temple Meads route has not performed as well as hoped in terms of passenger loadings. Route changes from those originally envisaged, with the route diverted as it approached the city centre increased passenger journey time and are felt to have reduced the attractiveness of the service. However, the Emersons Green route has been very successful with substantial modal shift to public transport. First initially went with a loss leader to build passenger volumes with an existing core patronage from the University of the West of England having both the University buildings and Halls of Residences along the route.

- **Revenue Support** for the scheme was considered to break-even.

- **Impacts on the existing bus network** was a key area of concern. There have been adjustments to the existing network bus frequencies but generally more minor adjustments were made. It was noted there have been no instances of services which have been completely withdrawn as a result of metrobus implementation. Transport modelling forecasts estimated that around 75% of the metrobus patronage would come from the existing local bus network although this included like-for-like service replacement such as the Long Ashton P&R service.

- **Impact on general traffic** is considered to be limited, although it was recognised that policy in this regard has moved forward since the scheme was developed.

- **Supporting Measures.** Parking policy in the city centre is felt to have supported the success of the scheme and had a significant impact on supporting patronage growth. Long stay parking is expensive and short stay parking cheaper, and this is reflected in the boarding profile on the metrobus scheme. Part of the scheme included major public realm improvement works around the cenotaph in the city centre which included landscaping, new trees and increased public space. However, it was felt that the link between the metrobus scheme and these improvements was not understood by the public and as such was not recognised as a direct benefit of the scheme.

K.3 Portsmouth City Council (delivery through Enhanced Partnership)

K.3.1 A meeting with officers from Portsmouth City Council (PCC) involved in the delivery of the Portsmouth BSIP was held on 7th November 2024.

K.3.2 The Portsmouth BSIP[161] is Portsmouth's visionary delivery scheme aligned with the government's National Bus Strategy and aims to dramatically improve bus services in Portsmouth and to encourage passengers back to the bus. The This programme is managed by an enhanced partnership between local bus companies Stagecoach South, First Solent and PCC.

K.3.3 The BSIP is being implemented through a £48.3m grant from the Department for Transport (DfT), awarded in April 2022 for delivery between 2022 and 2026. Of this, £13m is being spent on revenue projects including ticketing initiatives. The remaining £35.3 million is being spent on capital improvements increasing bus priority to the city, which includes adding bus lanes, making bus stops more accessible amongst other initiatives.

[161] BSIP - Travel Portsmouth

K.3.4 The BSIP aims to:

- Improve bus journey times
- Increase passenger numbers
- Increase journey time reliability
- Increase passenger satisfaction

K.3.5 To date, the BSIP has already funded early morning travel, and later night services, tap on tap off technology, fare free weekends to encourage residents to try the bus, Christmas Day bus services and many other initiatives. Of particular note, Portsmouth hit a major milestone in 2024, with over 1 million bus journeys being taken each month, a 22.3% increase in bus usage compared to 2023.[162]

K.3.6 Key points noted from the meeting include:

- Portsmouth is an 'island city' with several main corridors linking to the mainland. It is the most densely populated place in the UK outside of London
- In terms of bus patronage, the city has seen the greatest recovering to pre-COVID use across all cities in England, and has the highest user satisfaction across England, at 85%
- The need to invest in bus improvements was pushed for through the Local Transport Strategy 4[163], which then provided a strong building block to work from. It provided a 'shovel ready' plan for when funding was available
- The BSIP and the Enhanced Partnership were co-developed
- The capital programme of improvements included bus lanes, bus gates, stop and shelter upgrades and implementation of real time information at stops (now with 90% RTI coverage). Overall, a very data driven approach was taken to identify key locations for intervention
- Bus lane enforcement has been essential, with cameras and civil enforcement
- There has been success with early and late running services. These were initially funded, but some of these have now turned commercial, In addition, 'free fares' weekends have seen around a 10% retention rate.
- There has been an introduction of tap on, tap off, and multi-operator ticketing
- The BSIP is backed up by a Passenger Charter
- Ongoing PCC resources have been involved in engagement, with a Communications and PR lead, and an additional engagement officer. These communication resources were embedded into the BSIP team and were considered essential to the success of the BSIP. In terms of engagement, ensuring the 'voice of the bus user' was heard was central.
- The need to create confidence for the commercial operators to then invest was highlighted as essential, and a 'one team' approach which included the operators as part of the decision making process was noted as one of the reasons for the BSIPs success. There were joint bids for zero emission buses and agreements, through a strong working partnership as opposed to through any statutory process, that is the public implemented

[162] Portsmouth sees over 1 million monthly bus passengers as bus usage surges by 22.3% - Travel Portsmouth

[163] Local Transport Plan 4 (LTP4) - Portsmouth City Council

measures to reduce journey times, the operators would commit to service improvements. Commitments were made with regards to ticketing, technology, and service levels

- The main challenge has been the limited period of the funding and challenges around delivery the full Plan
- The need for strong political support, as well as positive media support was also noted

K.4 Liverpool Combined Authority (Progressing through Bus Reform – to an area franchised position)

K.4.1 A meeting with officers from Liverpool City Region Combined Authority (LCA) involved in Bus Reform was held on 4th October 2024.

Background

K.4.2 The LCA took a decision in September 2018 to publish the required statutory notices and commence a detailed evaluation of the options available under the Bus Services Act 2017 to reform bus services within the Liverpool City Region.

K.4.3 Two options were considered:

- Franchising
- Enhanced Partnership (EP)

K.4.4 The LCA commenced an assessment of the options in 2018. This included conducting a market engagement exercise in 2021 to provide current and prospective operators with information about the LCA's commercial proposition for bus franchising and to seek input from interested parties to inform the LCRCA's understanding of the capabilities of the market.

K.4.5 The Assessment was completed by the LCA in March 2022 where Franchising emerged as the preferred future model of bus governance for the Liverpool City Region. It was considered that franchising could deliver the vision for the bus transport network. Doing nothing wasn't an option as the expenditure for supporting bus services was growing.

K.4.6 In 2023 a major public consultation[164], under a 'Moving Buses Forward' campaign, was held on the future of bus services in the Liverpool City Region, with people being asked to have their say on how the network should be run. The focus was on franchising and it's benefits, rather than on the EP.

K.4.7 Engagement events were held in community centres, shopping malls etc. and over 6000 responses were received. Almost 70% of those respondents supported the introduction of franchising and saying the believed it would have a positive impact on future bus network improvements. It is worth noting that the public were not really concerned with the details around franchising but were keener to know when improvement would come.

K.4.8 Extensive engagement was undertaken with Chief Officers within the Council to ensure the financial risks were fully understood. There were further sub-groups where there was an opportunity for debate and challenge throughout the process.

K.4.9 Significant work went into determining the real costs of franchising leading to a review of initial plans and a delivery timeline to 2027.

[164] Liverpool City Region Bus Franchising Consultation

K.4.10 After careful deliberation and analysis of the results, in October 2023, the City Region Mayor took the landmark decision to take back control of bus services, reversing nearly 40 years of deregulation.

K.4.11 To ensure a smooth transition, franchising will be introduced in phases starting in 2026. It is planned that the move to a fully franchised system across the whole of the Liverpool City Region will be complete by the end of 2028.

K.4.12 Since October 2024 there has been:

- Further engagement on the first franchise area
- Engagement with trade unions re. TUPE and general engagement on plans
- Power grid upgrades to deliver electric vehicles
- Work on a financial baseline model – the need to start this early was noted
- Development of a Bus Priority Programme – although this is running separately to Franchising

K.4.13 It was noted that the ownership of depots was seen as a way through franchising of securing an open market competition and 'laying out a level playing field'. It also provides a way to invest in a net zero depot.

K.4.14 Furthermore, in August 2024, a Glider bus on loan from Belfast was trailed in Liverpool to raise public awareness around the types of vehicles that could be deployed across the bus network and help the public understand road space needs and road space reallocation to get the bus journey times desired.

K.5 West Yorkshire Combined Authority (Progressing through Bus Reform – to an area franchised position)

K.5.1 A meeting with officers from West Yorkshire Combined Authority (WYCA) involved in Bus Reform was held on 17th September 2024.

K.5.2 The West Yorkshire Bus BSIP sets out the Combined Authority's vision for buses in the region and the short, medium and long-term goals that aim to help reverse the shift away from public transport that was seen during the Covid-19 pandemic and encourage passengers back to bus. The BSIP was developed with bus operators in the region and local authorities, through the West Yorkshire Bus Alliance. Our vision for better buses is built on the ambitions of the West Yorkshire Plan 2040[165] and The Mayor's West Yorkshire Local Transport Plan[166] (LTP).

Current Situation

K.5.3 WYCA is currently in an Enhanced Partnership (EP) with bus operators (three main operators) and local authorities. This is delivered through the West Yorkshire Bus Alliance and works to improve the passenger experience for bus users in West Yorkshire.

K.5.4 The EP includes an EP Plan which reflects the ambitions and content of the BSIP but focuses on the improvements that can be made in the shorter term, in the period up to 2027.

[165] https://www.westyorks-ca.gov.uk/growing-the-economy/the-west-yorkshire-plan/

[166] https://www.yourvoice.westyorks-ca.gov.uk/ltp

K.5.5 The EP includes two supporting EP Schemes, which commits the Bus Alliance and partners to deliver specific obligations:

- **Bus Infrastructure** – concentrated on bus priority and infrastructure schemes with benefits to bus
- **BSIP** – comprising fares reductions, new and enhanced bus services and measures to support bus priority infrastructure and safety

Bus Reform

K.5.6 The Mayor's Big Bus Chat[167] was initiated between July and September 2022.The The aims of the engagement were to understand from local residents whether the proposals within the BSIP were favoured and in line with current attitudes towards bus services. In total, 3,590 people were engaged with over 15,000 visits to the engagement 'Your Voice' website, with five different interactive ways to share views, and with 14 public drop in events.

K.5.7 A Bus Reform Assessment was published in September 2023.[168] It set out a case for change for bus reform in West Yorkshire, considering two bus reform options against policy objectives of the Combined Authority, neighbouring authorities and national level initiatives. The two reform options , Franchising and Enhanced Partnership (EP+) were considered against the current Enhanced Partnership governance model.

K.5.8 The EP+ model as a governance mechanism was noted to, subject to operator agreement, provide:

- **Network**: route rationalisation and fleet redeployment through Qualifying Agreements, greater accountability for the Combined Authority through bus registration powers
- **Fares and ticketing:** further capping schemes allowing for further simplification of multi-operator ticketing
- **Customer service and information**: joint operator communications and marketing, including a unifying brand. Working with operators to establish a consistent information offer
- **Bus priority**: Aligning bus priority with EP+ schemes and Qualifying Agreements to reduce issues with reliability and punctuality.
- **Green and Better Vehicles**: specification of buses through allocated funding, partnership led gradual transition to zero emission fleet, specification of zero emission corridors through EP schemes.

K.5.9 The Franchising governance model was considered on a gross cost basis and considered:

- A West Yorkshire wide area
- All services included within the franchise (with permitting for cross-boundary services)
- Full fare box control and revenue risk on all contracts
- Staged investment in full asset ownership (bus depots and fleet)

[167] The Mayor's Big Bus Chat | Your Voice

[168] Bus Reform | Your Voice

- Mixed sized contract bundles to facilitate competition and participation of smaller-to-medium sized operators

K.5.10 The Franchising model as a governance mechanism was noted to provide:

- **Network**: ability to set routes and frequencies and enforceable performance regime for franchise contracts
- **Fares and ticketing:** ability to set fares and simplify customer offer through single retail channel
- **Customer service and information**: ability for single brand with single app and point of customer contact
- **Bus priority**: better alignment with planned bus priority through network powers
- **Green and Better Vehicles**: ability to set standards and specifications, Combined Authority led transition to zero emission fleet

K.5.11 The assessment concluded that both the EP+ and Franchising models could deliver greater benefits than the existing EP model. However, while there are clear benefits of working in partnership with operators through the EP+, interventions would depend on the agreement of operators. The assessment concluded that *the Proposed Franchising Scheme therefore demonstrates the greatest strategic benefits across the bus reform objectives related to network, fares and ticketing, and customer service and information. This brings greater opportunity to achieve the Combined Authority's wider objectives and ambitions for West Yorkshire, compared to the reference case Enhanced partnership and Enhanced Partnership Plus.*

K.5.12 A decision was made on the 14th of March 2024 by the Mayor of West Yorkshire to bring buses back under local control.

K.5.13 The proposed franchising scheme was published in March 2024, with work underway to start procuring the first contracts in October 2025, with the first franchised buses on the road from March 2027.

K.5.14 It is estimated that there will be an initial cost of £20m to set up franchising.[169] An estimated £85m-£100m on depot costs.

[169] West Yorkshire Combined Authority

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27th May 2025 Our Ref: AK/N13/4/1

Dear Councillor,

A Partnership approach to delivery of Aberdeen Rapid Transit

I am writing to you as the Chair of the North East of Scotland Bus Alliance to express the Alliance's continued commitment to working with Aberdeen City Council, Aberdeenshire Council and Nestrans on the development of Aberdeen Rapid Transit (ART).

Our partners, including bus operators First and Stagecoach, are committed to further exploring the partnership approach to delivery of ART and believe that this is a viable pathway to delivery of this transformative project.

As demonstrated in our support for the initial funding bid to the Scottish Government's Bus Partnership Fund back in 2021, the Alliance is committed to delivering a step-change improvement in public transport provision in the north east and recognises that the enhancements in service provision that ART aims to bring are key to unlocking the delivery of significant bus priority for the benefit of ART and the wider bus network.

The Bus Alliance partners are committed to the development of a Bus Services Improvement Partnership (BSIP) Plan, with a draft already developed through collaborative working across all partners. In January 2025 the Bus Alliance Board also agreed to the development of five potential BSIP Schemes (in line with the legislation, a BSIP Plan must be supported by at least one Scheme). Key to the development of ART is Scheme E a joint Bus Operator / Local Transport Authority Network Review to identify opportunities for enhancing service provision for passengers and identify how ART could be delivered in partnership as part of an improved bus network.

The Bus operator partners are committed to working with the local authority partners of the Alliance to bring forward this network review at the earliest opportunity to inform the development of the ART Outline Business Case.

By joining forces, we can leverage our collective expertise and resources to enhance the public transport network in the north east, providing residents and visitors with a public transport system that supports the ambitions of our city region and delivers against the ART objectives to:

- Improve sustainable transport connectivity into and across Aberdeen, to support sustainable economic growth, widen opportunities, and improve inclusive equality of opportunity; and
- Increase public transport mode share in Aberdeen to support placemaking and the North East's Net Zero ambition.

Should the Council committees and Nestrans Board agree that a partnership approach with bus operators provides a viable pathway to delivery of ART, the Bus Alliance commits to continue to support the development of the Outline Business Case as it progresses and we look forward to building on the many years of successful partnership working in the north east.

Yours sincerely

Robert Andrew
Chair of the North East of Scotland Bus Alliance

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	20mph Speed Limit Proposal (Central/South)
REPORT NUMBER	CR&E/25/111
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 The Net Zero, Environment and Transport Committee on Tuesday 11 June 2024 instructed a report is made available to this committee upon the completion of the consultation process needed for the speed limit orders for 20mph speed limit in the proposed streets, with or without objections. The consultation period for the making of the 20mph speed limit in seven electoral wards in the central and south of Aberdeen has now been completed, this report highlights the area where the 20mph speed limit was proposed and considers the objections and comments received during the statutory consultation period.

2. RECOMMENDATION(S)

That the Committee: -

2.1 note the Scottish Government's vision behind the 20mph initiative;

2.2 note the Council wards where 20mph speed limit was proposed;

2.3 note the benefits of introducing 20mph speed limit highlighted, to date. For example, improve road safety, reduce collision risk, improve carbon emissions etc;

2.4 note the objections received to the Speed Limit Orders as a result of the public advertisement of the 20mph speed limit proposal in the north / central /south of Aberdeen in section 3.6 of the report;

2.5 note the comments received in relation to the proposed temporary Speed Limit Orders and approve the making of the Orders at section 3.7 of the report;

2.6 note the comments received from various community councils;

2.7 in terms of the proposed temporary Speed Limit Orders for sections of the A93 North Deeside Road at Bieldside and Cults, acknowledge the suggestion by Cults, Bieldside and Milltimber Community Council whereby the lengths concerned should be modified and thereby instruct officers to promote the temporary orders in-line with the Community Council suggestion and Aberdeen City Council's initial proposal; as specified in the Council's new proposal in the plans at Appendix 5.

2.8 overrules the objections received in relation to THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.1A) ORDER 202X" and approve this order be made as originally advertised;

2.9 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.2A) ORDER 202X" and approve this order be made as originally advertised;

2.10 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.4A) ORDER 202X" and approve this order be made as originally advertised;

2.11 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.7) ORDER 202X" and approve this order be made as originally advertised;

2.12 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.8) ORDER 202X" and approve this order be made as originally advertised;

2.13 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.9) ORDER 202X" and approve this order be made as originally advertised;

2.14 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.10) ORDER 202X" and approve this order be made as originally advertised;

2.15 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.11) ORDER 202X" and approve this order be made as originally advertised;

2.16 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.12) ORDER 202X" and approve this order be made as originally advertised and

2.17 overrules the objections received in relation to “THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.13) ORDER 202X” and approve this order be made as originally advertised.

3. CURRENT SITUATION

3.1 Background

3.1.1 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 perception 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.

3.1.2 On 29 August 2023, the Aberdeen City Council Road Safety Plan 2023 to 2030 was presented to this committee, in this plan, Officers reported that Aberdeen City Council is currently meeting the road safety target set by Transport Scotland. However, percentage of casualties by speed limit presented in the Road Safety Plan 2023 to 2030 shows that the highest number of serious and slight injuries from road collision happened on 30mph roads. Furthermore, one of the 5 pillars considered for achieving road safety in the Road Safety Plan 2023 to 2030 document is ‘Safe Speeds’. This document explains the key factors considered before setting speed limits, it then explains the benefit of reducing appropriate roads to 20mph. The plan concludes with the Action “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.”

3.2 20mph speed limit assessment criteria

3.2.1 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.

3.2.2 Below are the criteria prescribed by the Scottish Government for road assessment:

a) Roads within 100m 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.

3.3 **Committee Report (CR&E/24/139)**

3.3.1 A report about Officers' intention to promote 20mph speed limit on appropriate roads in Aberdeen was submitted to this committee on Tuesday, 11 June 2024. To view the report content, please refer to section 11.2, Citywide implementation of 20mph speed limit - CR&E/24/139 (Pages 413 – 426) in the following link: -

https://committees.aberdeencity.gov.uk/documents/g9062/Public%20reports%20pack%2011th-Jun-2024%2010.00%20Net%20Zero%20Environment%20and%20Transport%20Committee.pdf?T=10

3.4 **Committee Decision**
(Citywide Implementation of 20mph Speed Limit (CR&E/24/139))

3.4.1 Upon the review of the Citywide Implementation of 20mph Speed Limit report by the Net Zero, Environment and Transport Committee, Officers were instructed to promote Speed Limit Orders for the streets listed in the report and on conclusion of the Order process, with or without objections, report back to the same Committee for consideration prior to implementation.

3.4.2 Similarly, a Temporary Speed Limit Order process was instructed for roads in the city that have been identified to meet the Scottish Government's criteria, or link sections of roads that meets the place criteria, which would encourage a more consistent reduction in speed across a wider area. Where, however, the nature and use of such roads may imply higher speed and could make travelling at 20mph more challenging, officers were further instructed to conduct an informal public consultation process for these roads and to report its outcome to the committee.

3.5 **Process Undertaken**

3.5.1 To carry out the Orders process and implementation process effectively, the city was divided into 3, the northern electoral wards, the central electoral wards and the southern electoral wards.

3.5.2 Starting with the northern electoral wards, Officers completed the statutory process needed for the implementation of 20mph speed limit in 489 streets. The public consultation period ran between September 23 and October 14, 2024. The objections and comments received during that consultation period were presented to this committee on January 21, 2025. The committee approved the promotion of 20mph speed limit in the proposed streets except for Fairview Street. The Speed Limit Order for the approved streets has now been made and programme to install the necessary signs will commence this financial year.

3.5.3 Following the successful completion of the Orders process for the north of Aberdeen, Officers proceeded to promote a proposal for the central and southern electoral wards. This proposal therefore included qualified streets in the following electoral wards.

Central Electoral Wards
1. Midstocket / Rosemount
2. George St / Harbour
3. Lower Deeside and
4. Hazlehead / Queens Cross / Countesswells

Southern Electoral Wards
1. Airyhall / Broomhill / Garthdee
2. Torry / Ferryhill and
3. Kincorth / Nigg / Cove

3.5.4 Following a review of the northern wards, certain roads that meet the Scottish Government's requirements have been added to this round of proposals. The affected electoral wards are Dyce / Bucksburn / Danestone, Bridge of Don, and Northfield / Mastrick North. For details of the affected streets, please refer to appendix 3.

3.5.5 The public consultation for qualified streets in the central and southern electoral wards, and the remaining north wards, started on April 16, 2025, and was concluded on May 8, 2025. During this time, residents and members of the public were given the opportunity to submit their objections and comments in relation to the proposal. This report presents the details of their objections and the corresponding response provided by officers. Plans showing the proposed streets in each of the electoral wards are included within appendix 1. While the street notices for each of the proposals are included in the appendix 2. Redacted copies of objection letters received are attached within appendix 4.

3.5.6 Alongside the public consultation carried out for the making of the permanent Speed Limit Orders for qualified roads, an informal consultation was conducted

towards the making of a temporary speed limit orders. Details of the affected streets and their respective electoral wards can be viewed in appendix 3.

3.6 **Objections to the Speed Limit Orders**

3.6.1 Over 150 objections were received against the making of this speed limit proposal. Public consultation was conducted using newspaper advert and the placement of street notices in the affected streets. Many of the objectors agree to making 20mph the mandatory speed limit on residential roads, they however believe distributor roads should be left out, as they consider 20mph not appropriate for roads in this category. The various reasons for objecting to the proposal have been summarised in **bold type** and our response in *italics* in the sections below.

3.6.2 **Targeted vs Blanket Approach: Many objectors feel a blanket approach rather than a targeted one was taken in the proposal, they said 20mph limits should only be applied in areas with high pedestrian activity, schools, or accident-prone zones, rather than a blanket implementation across the city.**

Officers responded by first stating the reason for the initiative, we explained to objectors that this is a national project and that the Scottish Government have a 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. We further explained that, "to deliver 20mph speed limit across Scotland, the Scottish Government established 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 ONLY. 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." We explained that Aberdeen City Council assessed roads in Aberdeen using the criteria provided by the Scottish Government and only qualified streets were proposed to be reduced to 20mph.

3.6.3 **Traffic Flow and Congestion: Objectors explained that a 20mph limit could disrupt traffic flow, leading to increased congestion, longer commute times, and frustration among drivers. They believe this could affect businesses particularly delivery drivers and taxis. They perceive this as counterproductive to efficient city navigation.**

Officers responded to this objection saying that this proposal applies mainly to residential areas which is home to many families with young children, pets, the elderly and other vulnerable groups. As young people are known to have poor judgement of speed and road safety, introducing lower speed will reduce severity of injury should collision occur. We also explained that the outcome of various speed traffic surveys we have conducted in different residential areas

with 30mph speed limit in Aberdeen, revealed that the average driving speed is usually around 25mph, therefore, reducing speed on residential roads to 20mph will have minimal impact on travel time whilst improving road safety citywide. We also added the following information "based on an evaluation conducted by the Department for Transport in relation to the effectiveness of sign only 20 mph limits and how it affects journey times, journey time was estimated to have increased by 3% in residential areas and 5% in city centre areas, based on the observed change in median speed (from GPS journey speed data). This adds less than half a minute to a two-mile trip and less than a minute to a five-mile trip. It is therefore anticipated that any adverse impacts would be minimal."

3.6.4 **Economic and Practical Impacts: Concerns were raised about increased costs for vehicle maintenance. They said modern vehicles are not designed for low driving speed. They questioned the economic value of spending public funds on signage and enforcement for a policy perceived as ineffective.**

Using an information published by Drivetech, a part of the Automobile Association (the AA), Officers explained that "modern cars can drive at 20mph without damaging the engine or components. Spain implemented a standard 30KMph (19mph) speed limit in urban areas in 2021, and there is no reported evidence of vehicle damage resulting from driving at this new default limit, while the number of pedestrians killed in these areas has reduced by 13%, compared with pre-pandemic data." In terms of the implementation cost, the citywide implementation cost will be covered by the Scottish Government.

3.6.5 **Safety and Effectiveness Doubts: Many argued that there is insufficient evidence to prove that a 20mph limit will significantly improve road safety. They questioned the enforceability saying that Police Scotland do not have the resources to enforce.**

Officers explained that "The Scottish Government's strategy to introduce 20mph speed limit in built up areas of Scotland was based on the many benefits it offers, and the outcome obtained in other places where lower driving speed have been introduced. The result of an evaluation of 40 different cities across Europe where the speed limit was reduced to 30km/h showed that reductions in speed limits improved road safety by decreasing the likelihood of crash risk and the severity of crashes that do occur. On average, the implementation of 30 km/h speed limits in European cities demonstrated a 23%, 37%, and 38% reduction in road crashes, fatalities, and injuries, respectively." Officers further explained the need for a speed limit reduction using the Scottish Government's criteria as it is mainly for residential areas using a report published in September 2023 by The Royal Society for the Prevention of Accidents (ROSPA), their report shows the casualty detail of road collisions on built up

roads in Great Britain. The report shows that in 2022,770 people were killed, 19,697 were seriously injured, and 81,574 were slightly injured. According to this report, majority of these collisions happened on roads with a 30mph speed limit.

In relation to enforcement, officers explained that this initiative is anticipated to result in a cultural shift where individuals will become more aware of speed. In the meantime, enforcement priority is given to 20mph roads around schools where speeding issues have been reported.

3.6.6 **Environmental Concerns: Many objectors were concerned about the impact that reducing speed limits to 20mph could have in the environment, they said that this could lead to increase vehicle emissions due to lower engine efficiency and longer travel times. They said that this contradicts environmental goals and could worsen air quality.**

A response was provided using the outcome of a survey that was carried out in Europe where speed limit was reduced to 30km/h. The result showed that emission rates decreased on average by 18%, noise pollution levels by 2.5 dB, and fuel consumption by 7%, indicating enhanced fuel efficiency and reduced environmental impact. We also added that fuel consumption is mainly influenced by the way we drive, research shows that driving at a consistent speed is better than stopping and starting. A smooth, consistent driving style prevents unnecessary speeding up and slowing down, thereby saving fuel. Furthermore, driving at 20 mph speed requires less energy and fuel usage as it requires less acceleration and deceleration, thereby reducing emissions from tyres and brakes.

3.6.7 **Public Consultation and Trust Issues: Some objectors feel that the proposal lacks adequate public consultation. Many express distrust in the council's decision-making process, citing previous unpopular measures like LEZs and bus gates.**

Officers explained the various consultation processes we conduct for Speed Limit Order. We consult stakeholders, such as Police Scotland, Fire Service, Community Council etc, we added that members of the public are also consulted for a minimum period of 21days. Public consultation is done through newspaper advert and street notices in the affected streets. We explained that copies of the proposal documents are also available on our consultation page.

3.6.8 While objectors have raised their concerns, it is important to state that the primary objective for introducing the 20mph speed limit is to enhance road safety for all users. The introduction of a lower speed limit is a preventive measure aimed at minimizing potential risks. For example, the Welsh Government recorded the least level of road casualties on their 20mph and

30mph roads between July and September 2024. Their record shows there were around 100 fewer people killed or seriously injured in the 12 month period after the introduction of the 20mph speed limit, compared to the same period a year before.

3.7 **Comments received in response to the informal consultation on Temporary Speed Limit Orders**

3.7.1 **Legal Concerns with the use of temporary Speed Limit Orders: One objector felt that the use of a Temporary Speed Limit Order for implementing a 20mph speed limit is inappropriate. They argued that temporary orders are meant for situations, such as roadworks or public safety concerns, and not for policy-driven measures. They suggested that a permanent Order with full public consultation should be used instead. They argued that the proposed 20mph speed limit does not meet the legal criteria for temporary Order implementation under the Road Traffic Regulation Act 1984.**

Officers explained that during the assessment period, some roads were found to meet the criteria, however, their role and function in the network implies drivers might not comply with the reduced speed limit and, for such roads, the new speed limit is to be promoted using a temporary speed limit order. It was further explained that a temporary order lasts for 18 months and, during this time, the reduced speed will be tested, where residents and other users of the road will be able to experience the speed reduction, and officers will have the opportunity to monitor compliance and practicality of 20mph speed limit on such roads. At the end of this period, Officers will determine if the speed reduction improves road safety and therefore should be promoted as a permanent Speed Limit Order. If promoted as a permanent Order, then the full statutory consultation process will be undertaken and any objections will be reported back to Committee for a final decision.

Officers stated that a temporary Order can be implemented as a safety measure without consultation. However, in terms of this scheme, council officers are seeking informal initial feedback from consultees with regards to roads where a temporary Order is proposed. Accordingly, your objections, along with any others, will be reported back to the Council Net Zero, Environment and Transport Committee prior to any proposals proceeding to implementation."

3.7.2 **Impact on Traffic Flow and Emergency Services: Concerns were raised about the potential negative impact of a 20mph speed limit on traffic flow and emergency response times for many of these roads. They said some of them are distributor roads and used by many drivers, serving large volume of vehicles daily.**

Officers responded by providing the criteria used for assessing these roads. We explained that although some of them are A class roads, their use and function in the immediate environment/section where the lower speed limit is proposed is of residential type. We also explained that, a temporary orders was used because the function and type of the proposed road suggests that drivers might not comply to the speed, hence using the 18 months period that the restriction will apply for, the reduced speed will be tested, residents and other users of the road will be able to experience it and, Officers will have the opportunity to monitor compliance and practicality of 20mph speed limit on these roads. At the end of this period, Members will be able to decide if the speed reduction on such roads is desirable as a permanent Order will be required to make the measure permanent. We further explained that, a pre and post implementation vehicular speed survey will be conducted and it's outcome will determine if the 20mph speed limit will be refined or modified by length, introducing additional speed management measures, for example, local plans that are complemented by the lower speed limit, such as active travel measures or accept that the road is not appropriate and reverted to a speed limit of 30 mph.

3.8 **Comment from community council**

Below are some of the comments received from community councils.

3.8.1 **Culter Community Council**

The Culter Community Council shared the proposal on their Facebook page and received several comments from residents. The feedback shows an even split between those that supports the proposal and those that are opposed to it. Below is a summary of the responses received.

- **Demand for data:** Many residents asked for data and evidence to support the assertion that lowering speed limits will reduce injuries and fatalities.
- **Concerns about enforcement:** Some questioned how the new speed limits will be enforced effectively.
- **Support for speed reduction in specific areas:** Some residents advocate the 20mph limits should apply on residential roads, roads near schools and medical facilities.
- **Scepticism about effectiveness:** Several residents expressed doubt that merely lowering the speed limit will change driver behaviour, especially for those who already ignore existing limits.
- **Call for infrastructure improvements:** Some residents argue that funds should be allocated to fixing potholes and improving road conditions instead of implementing new speed limit signage.

3.8.2 **Cults, Bieldside and Milltimber Community Council**

This community council responded saying they visited the roads where the speed restriction has been proposed using a temporary Order, they therefore recommended the following amendments are made to the proposals.

a) The proposed temporary Order on Baillieswells Road should be modified so that its northern limit is moved south by some 400 metres from the junction with Dalhebity Court to the junction with Baillieswells Crescent (North). The removed section does not appear to meet any of the 6 selection criteria in the Implementation Guide.
b) The proposed temporary Order on Kirk Brae should be removed completely as it does not appear to meet any of the 6 selection criteria in the Implementation Guide.
c) The proposed temporary Order on the Bieldside section of the North Deeside Road should be moved eastwards to be bounded between Prospecthill Road and a point 50 metres to the east of Bieldside Station Road to include the church and bus stop on North Deeside Road. (The section between Old Ferry Road and Prospecthill Road does not appear to meet any of the 6 selection criteria in the Implementation Guide)
d) The temporary Order on the Cults section of North Deeside Road to be extended westwards from School Road by some 150 metres to include the entrance to the Cults Kirk Centre.

Details of the Cults, Bieldside and Milltimber Community Council (CBMCC) recommendation and Aberdeen City Council's proposal can be viewed in appendix 5.

3.8.3 The **Kincorth & Leggart Community Council** responded saying they are satisfied with the proposal.

3.9 **<u>Support for the proposals</u>**

We received a few comments from individuals expressing support for the proposal, below is one of the comments received.

3.9.1 "I am writing in support of the 20mph proposal for cars in Aberdeen. It is absolutely astounding to me to hear the arguments against this traffic order. Weighing people's slight inconvenience against the value of human life is heartbreaking. Until traffic violations become a thing of the past, until distracted driving doesn't exist anymore, until there is an impenetrable barrier between every child and every car, then we need to limit the damage a driver can cause to a vulnerable road user.

I lost a friend last year who was hit by a driver on a 30mph street. I know there are so many others in Aberdeen mourning the loss of a loved one who merely had the audacity to cross the street, or walk to work, or ride a bicycle.

The potential benefits are clear, all we need is the political will. Please have the courage to see this through. And my message to voters: please have the patience to support the council in this change. Change is hard, but if you or I ever get hit by a car travelling 20mph within Aberdeen, then there's a chance that this traffic order will have saved our lives. I think that's a chance worth pursuing."

4. FINANCIAL IMPLICATIONS

4.1 Aberdeen City Council is in receipt of a grant from the Scottish Government in 2025/26 towards implementation of 20 mph Speed limits, which will be applied to the execution of these traffic measures.

4.2 The Scottish Government grant excludes any internal staff time required to deliver these measures, and these will be funded from the Road Safety Fund budget contained within the Council's General Fund Capital Programme.

5. LEGAL IMPLICATIONS

5.1 Approving the recommendations in this report means Aberdeen City Council will be in sync with the rest of Scotland and in conformity with the Scottish Government's road safety initiative. Non-approval, however, will result in a setback in the Scottish Government's vision to have the best road safety performance in the world by 2030 and their ambitious long-term goal where no one is seriously injured or killed on Scottish roads by 2050 may be jeopardised.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The approval of the recommendations in this proposal will improve safety around the road network, thereby encouraging more walking and cycling. This can in turn reduce car use, and the rate of congestion and air pollution. It will also as a result reduce noise and environmental pollution. Furthermore, 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 widespread 20mph speed limit change may imply Aberdeen City Council is negating its LOIP objective for PLACE.	The implementation of 20mph speed limit on qualifying streets.	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 widespread assessment of speed limits in residential areas of Aberdeen using the Scottish Government's criteria and subsequent implementation.	L	**Yes**
Operational	It is envisaged that the volume and scale of this project may result in delays and varying implementation times across the city due to limited resource available to carry out and manage the workload.	A realistic delivery plan has been adopted, proposal/implementation will be done in three phases. The city has been divided into three, that is northern, central and southern electoral ward groupings. This will allow for effective implementation and monitoring.	L	**Yes**
Financial	No significant risks identified			
Reputational	Non-implementation of the proposal will be inconsistent with the rest of Scotland.	Approval of the recommendations in this proposal will allow ACC to meet the Scottish	L	**Yes**

		Government's initiative.		
Environment / Climate	If the recommendations within this report are not approved, Aberdeen City Council's Local Transport Strategy to improve road safety within the city and improve air quality may be compromised.	Successful approval of the recommendations in this report and subsequent implementation of 20mph speed limit on street supports these aspirations.	L	**Yes**

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the expansion of mandatory 20mph speed limits in residential areas where this is supported by communities.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	LOIP stretch outcome 13, reducing the speed limit in built up areas will result in a safer road network where walking and cycling will be encouraged and as a result, reducing emissions 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 Citywide implementation of 20mph speed limit - CR&E/24/139 (Pages 413 – 426) in the following link https://committees.aberdeencity.gov.uk/documents/g9062/Public%20reports%20pack%2011th-Jun-2024%2010.00%20Net%20Zero%20Environment%20and%20Transport%20Committee.pdf?T=10

10.2 20mph Speed Limit Proposal (North) Report https://committees.aberdeencity.gov.uk/documents/s164875/20mph%20Report_Final%20Draft.pdf

10.3 Aberdeen City Council Road Safety Plan 2023 to 2030 RES-23-239-RSP-2023.pdf RES-23-239-RSP-2023.pdf

11. APPENDICES

11.1 Appendix 1: Proposed Speed Limit Plans
Appendix 1a: Proposed plan for Dyce / Bucksburn / Danestone ward
Appendix 1b: Proposed plan for Bridge of Don (Clashieknowe and Thomas Glover Place)
Appendix 1c: Proposed plan for Northfield / Mastrick North (Mastrick Road)
Appendix 1d: Proposed plan for Midstocket / Rosemount
Appendix 1e: Proposed plan for George Street / Harbour
Appendix 1f: Proposed plan for Lower Deeside
Appendix 1g: Proposed plan for Hazlehead / Queens Cross / Countesswells
Appendix 1h: Proposed plan for Airyhall / Broomhill / Garthdee
Appendix 1i: Proposed plan for Torry / Ferryhill
Appendix 1j: Proposed plan for Kincorth / Nigg / Cove

11.2 Appendix 2: Street notices

11.3 Appendix 3: List of proposed streets by wards

11.4 Appendix 4: Redacted copies of Community Councils' comments

11.5 Appendix 5: Cults, Bieldside and Milltimber Community Council proposal plan

11.5 Appendix 6: Redacted copies of objection letters

12. REPORT AUTHOR CONTACT DETAILS

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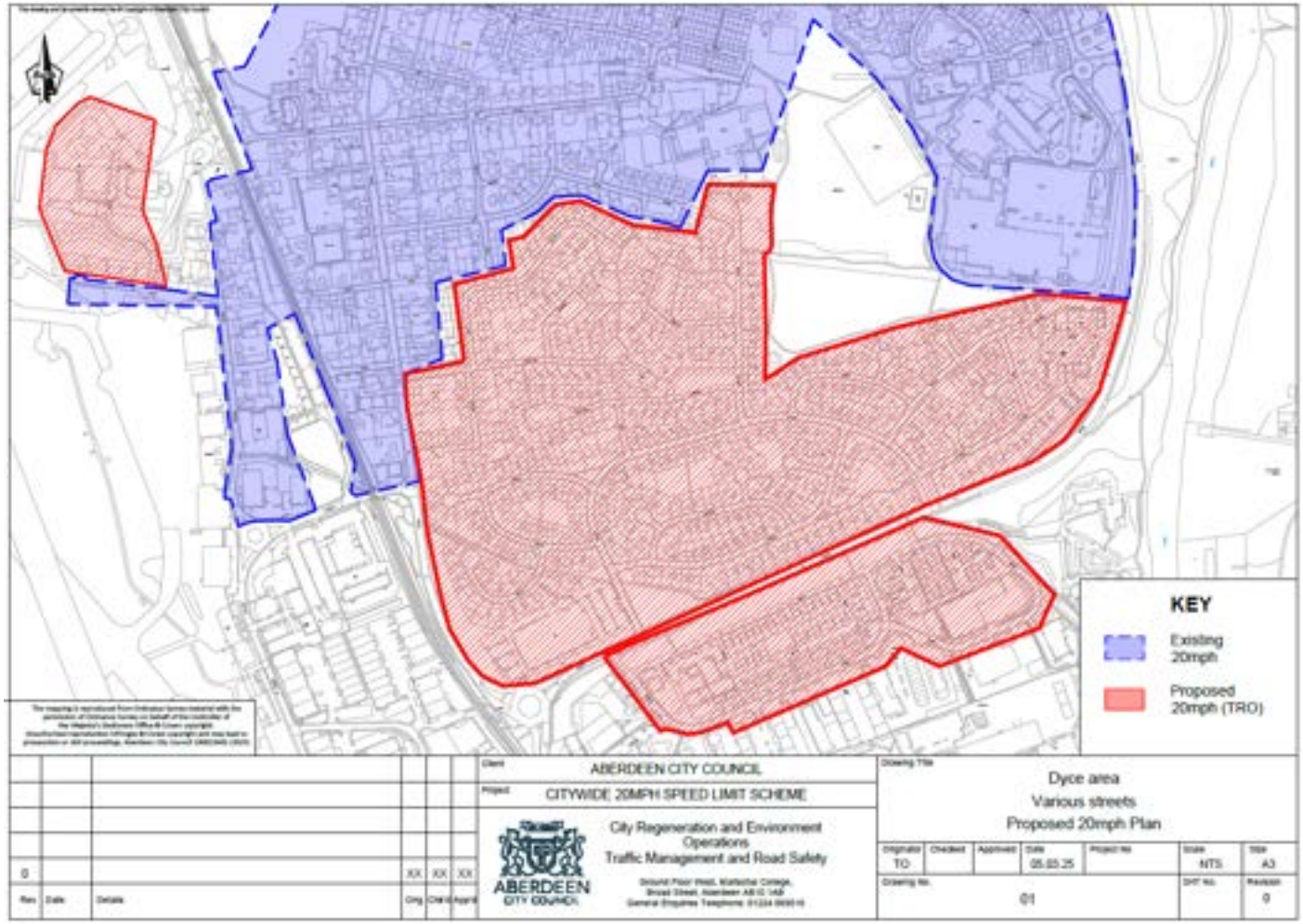
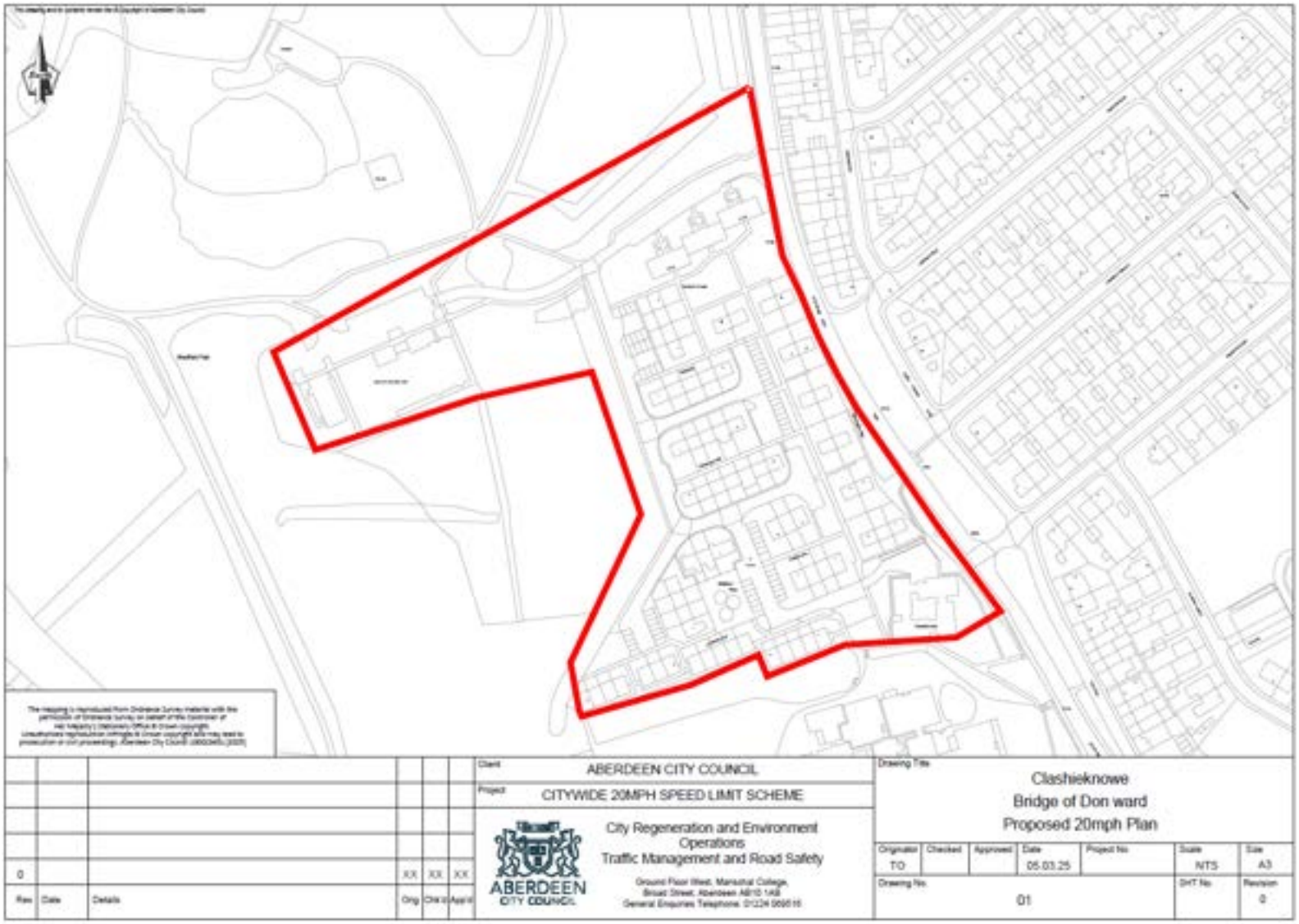
Tel	+44 1224 069516

Appendix 1 – Proposed Speed Limit Plans

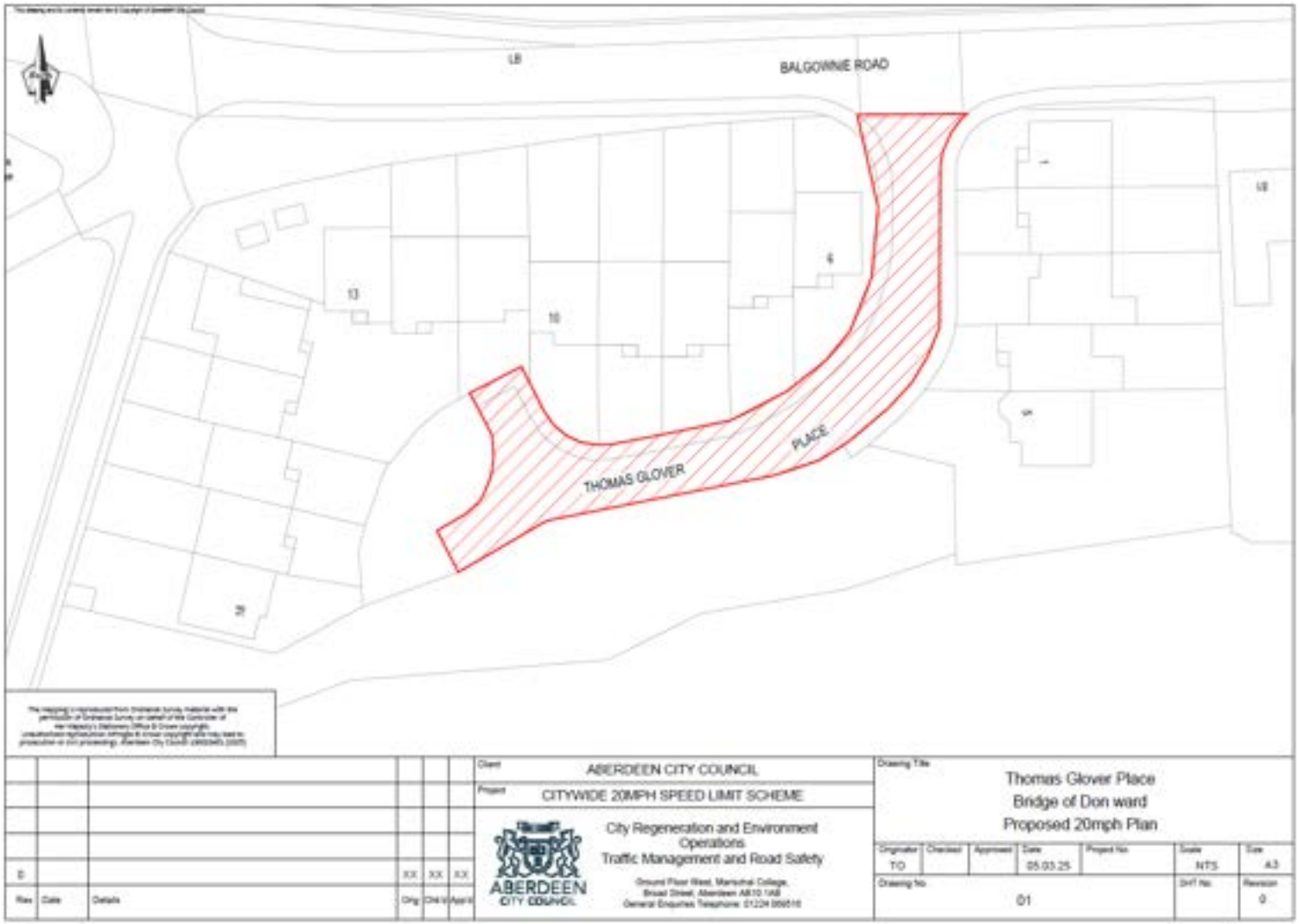
Appendix 1a **–** Proposed plan for missed streets in Dyce / Bucksburn / Danestone ward



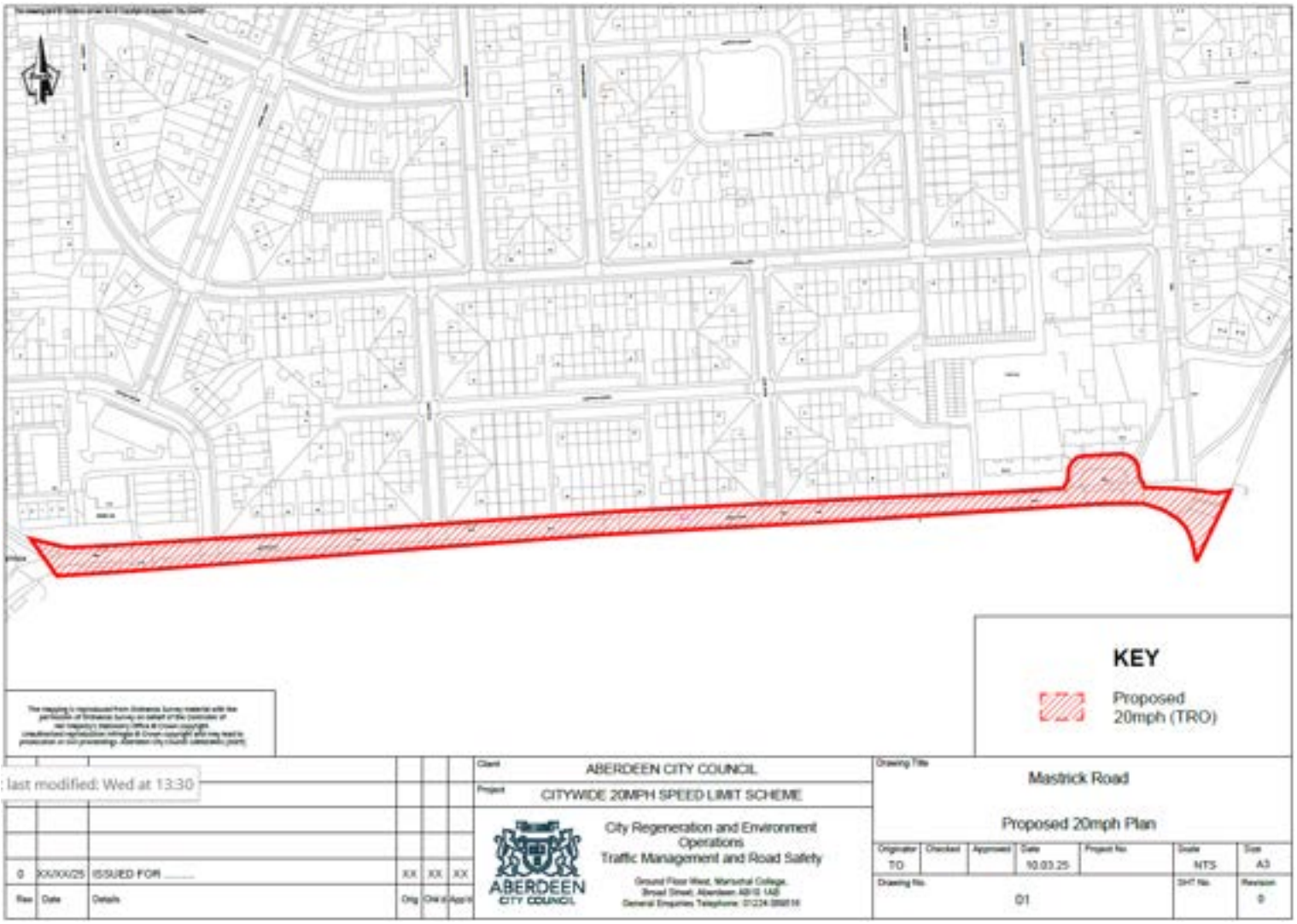
Appendix 1b - Proposed plan for Bridge of Don (Clashieknowe)



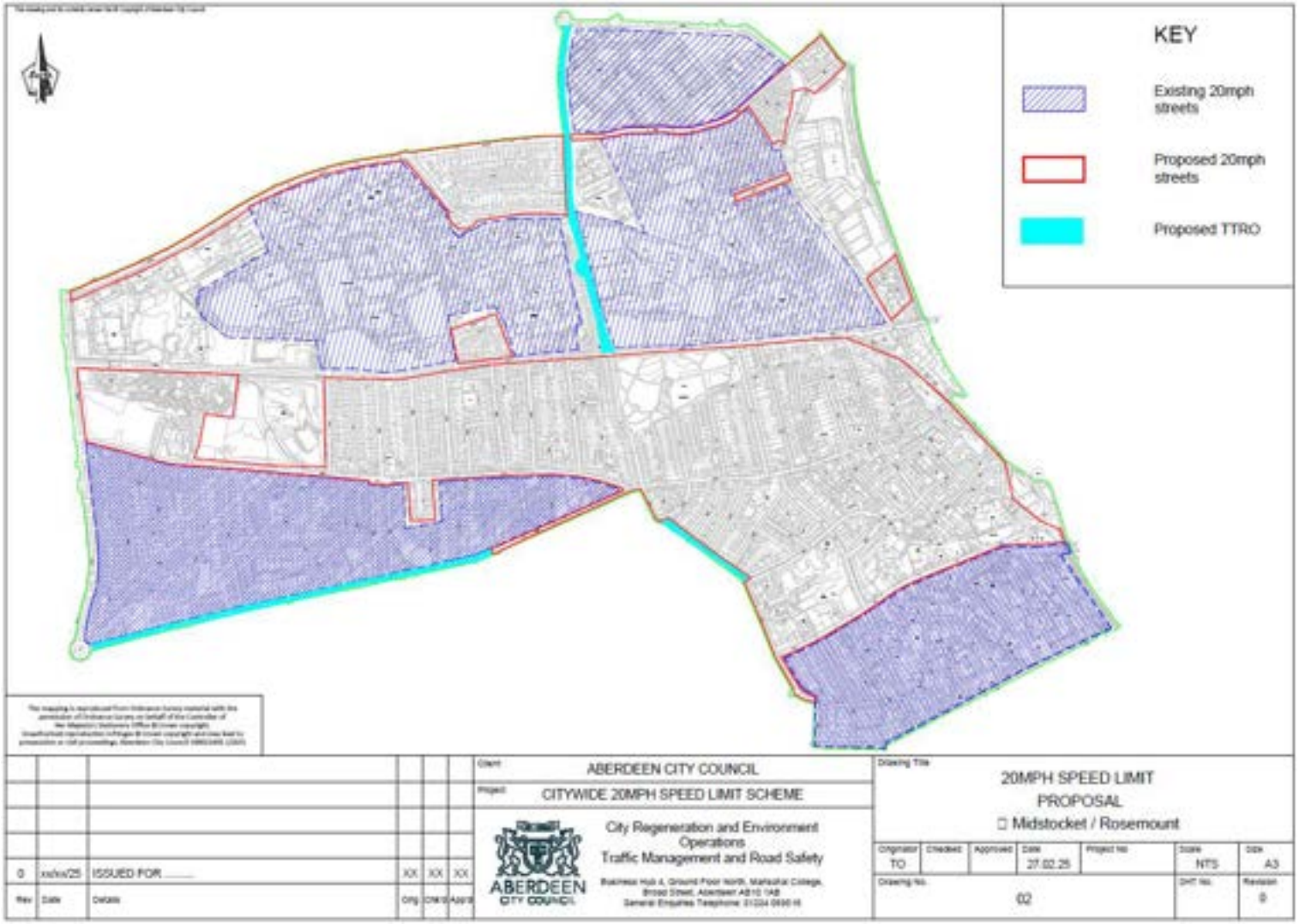
Appendix 1b - Proposed plan for Bridge of Don (Thomas Glover Place)



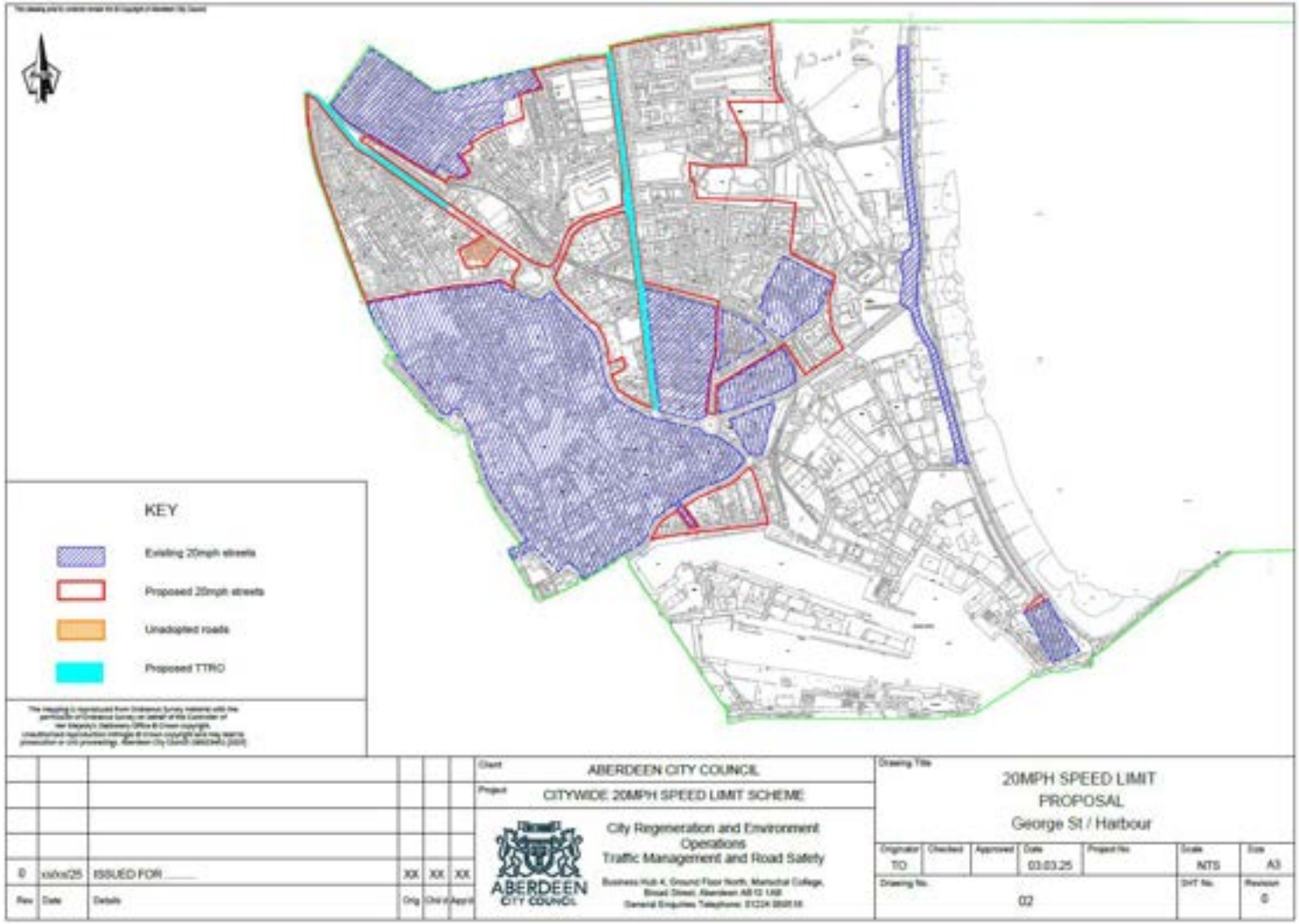
Appendix 1c - Proposed plan for Northfield / Mastrick North **(Mastrick Road)**



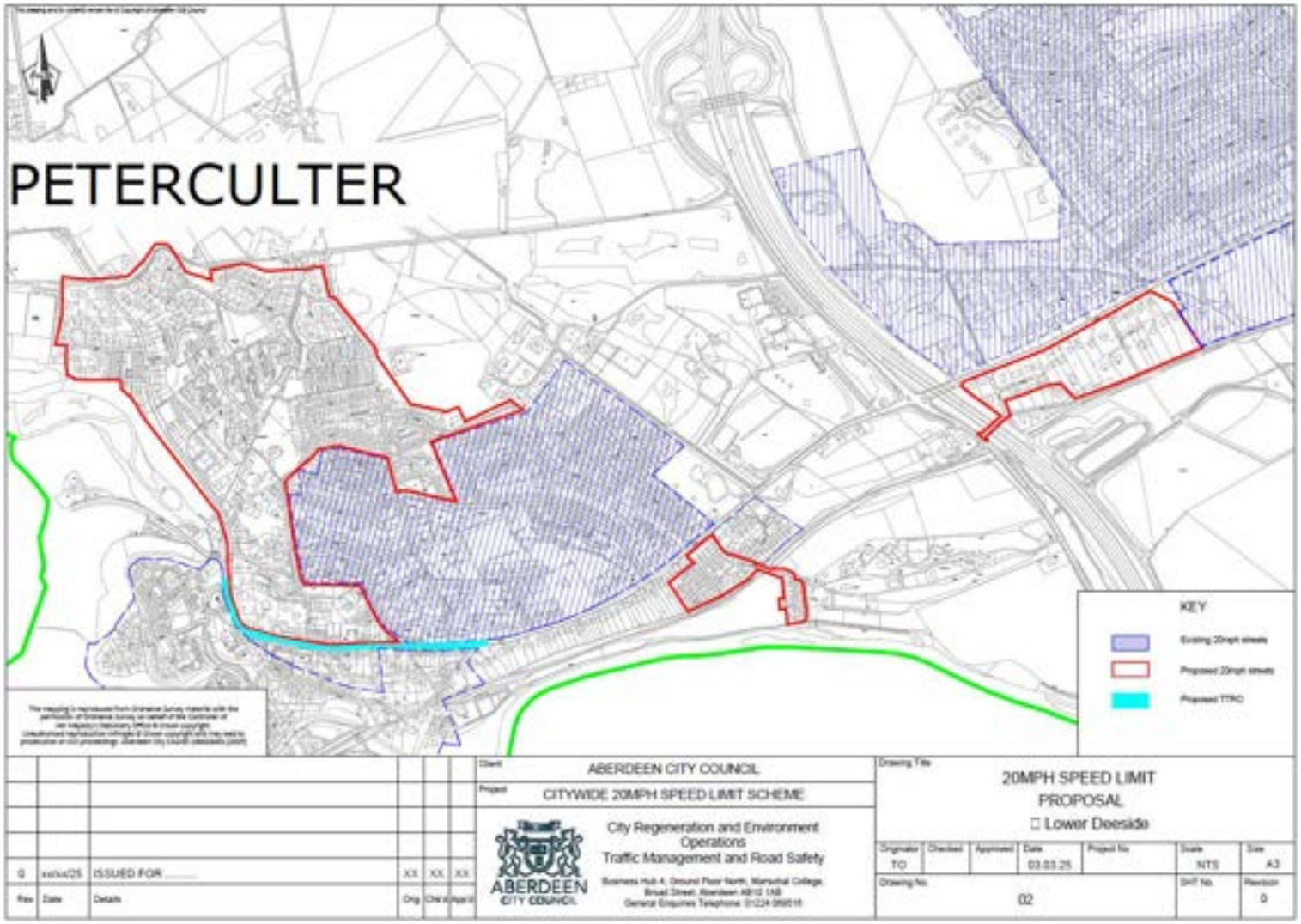
Appendix 1d - Proposed plan for Midstocket / Rosemount



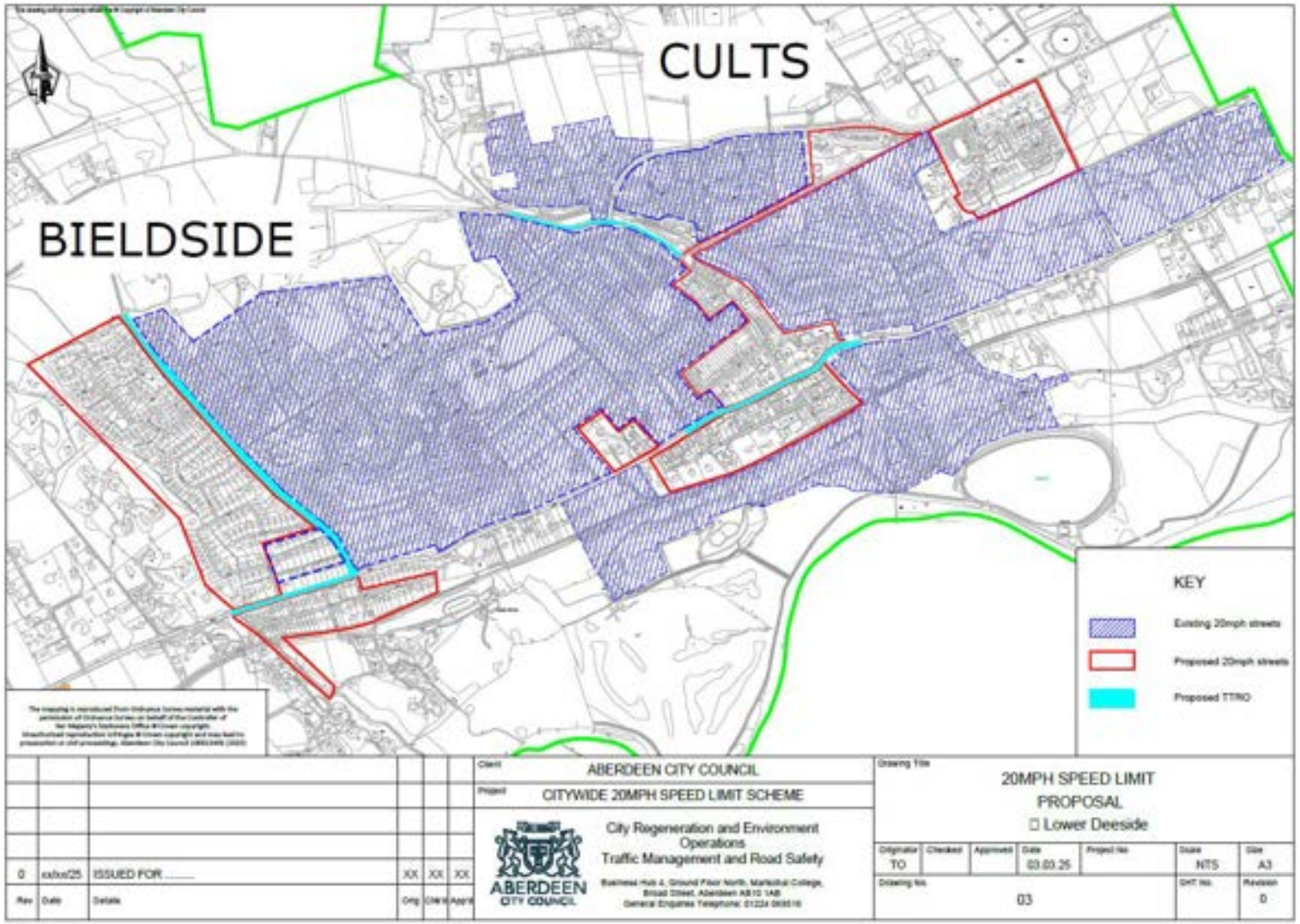
Appendix 1e - Proposed plan for George Street / Harbour



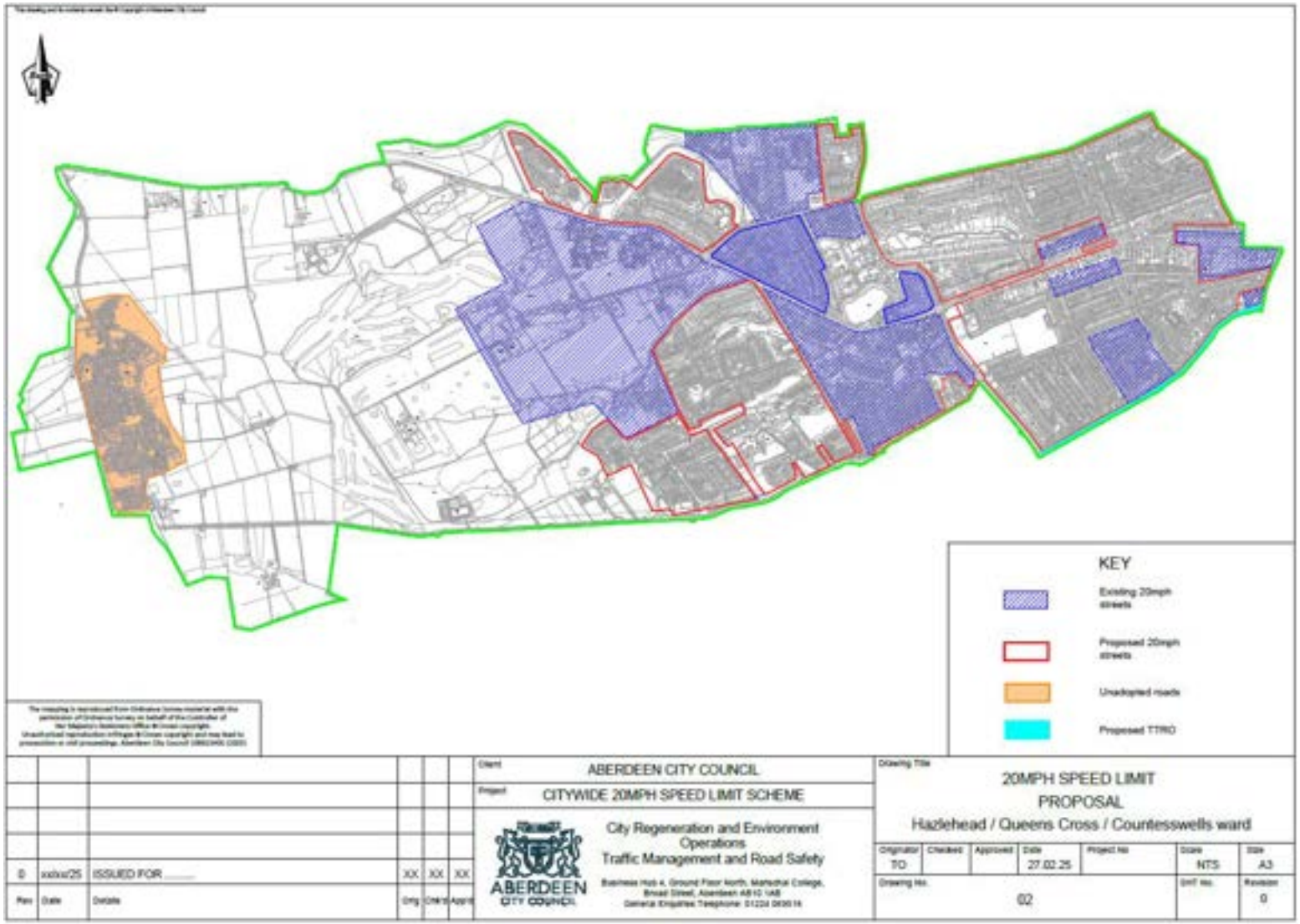
Appendix 1f - Proposed plan for Lower Deeside (Peterculter section)



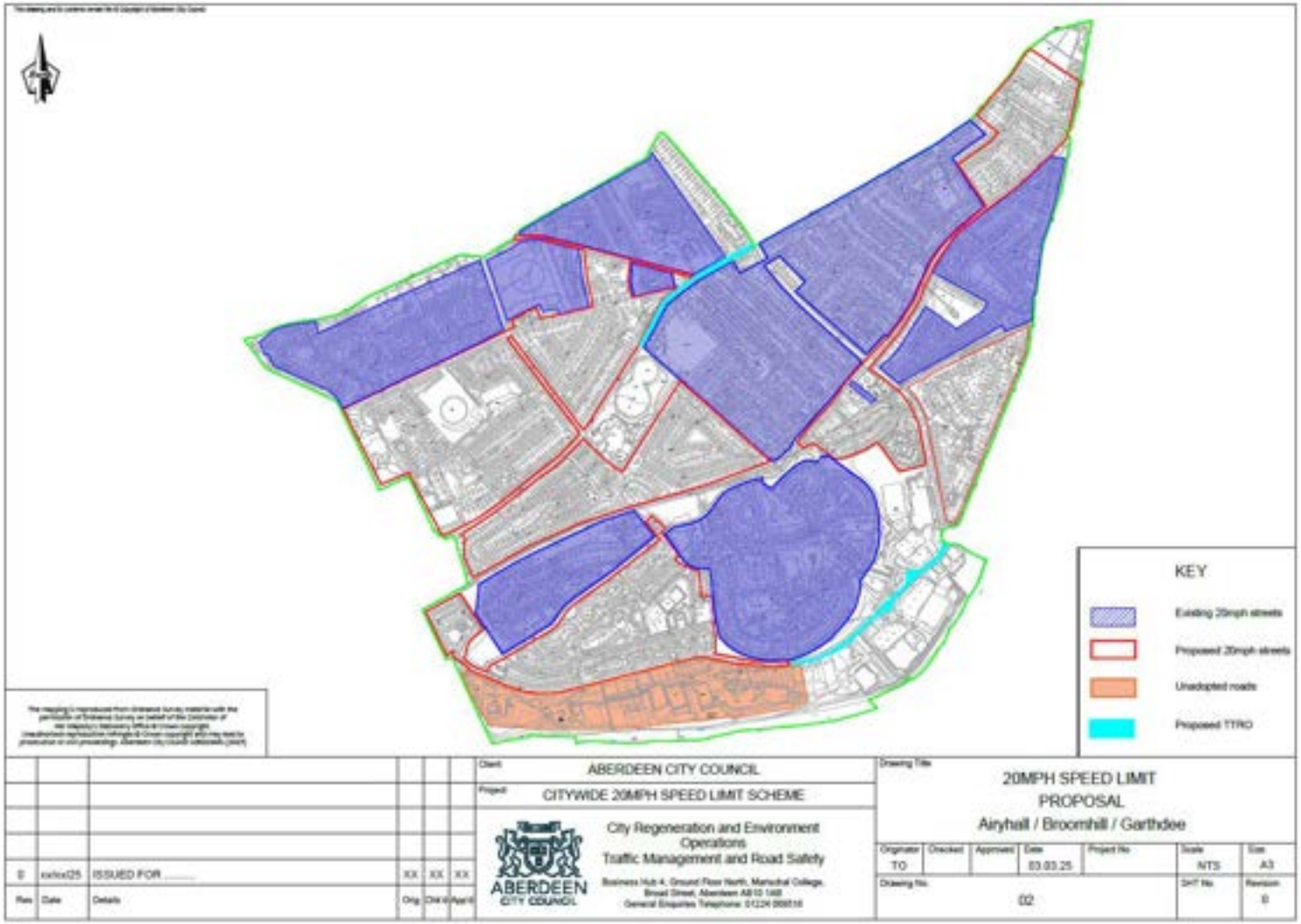
Appendix 1f - Proposed plan for Lower Deeside (Bieldside and Cults section)



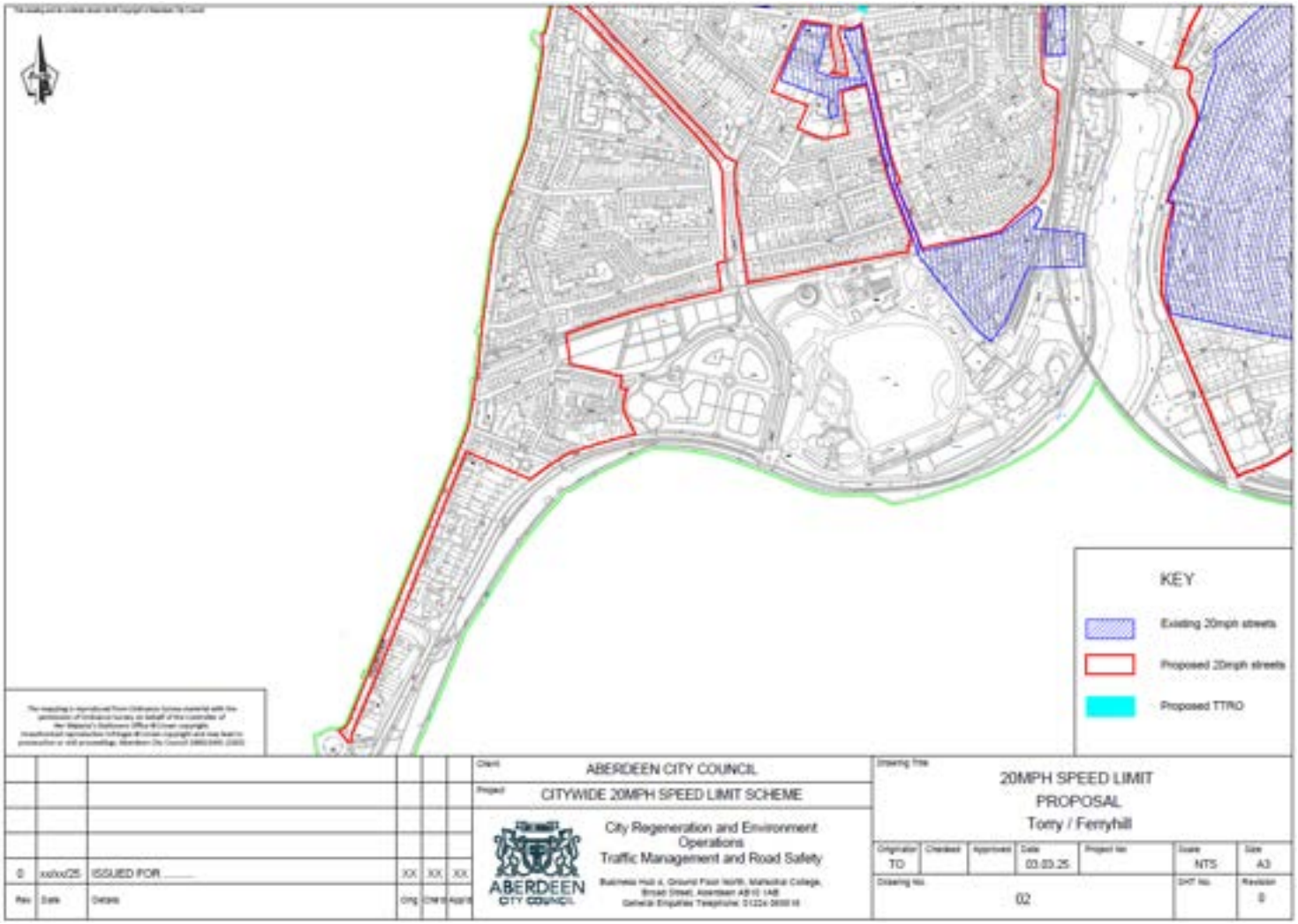
Appendix 1g - Proposed plan for Hazlehead / Queens Cross / Countesswells



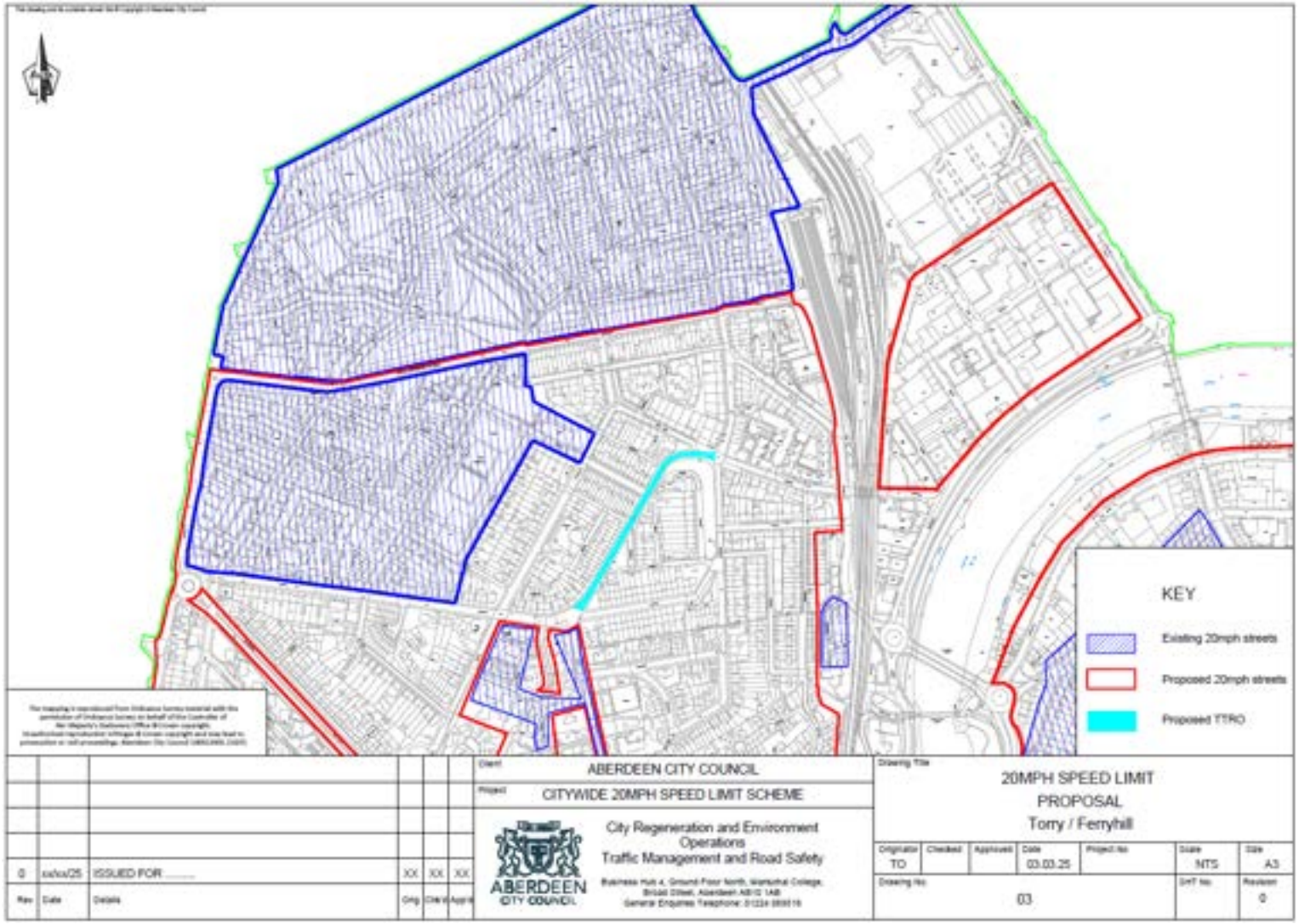
Appendix 1h - Proposed plan for Airyhall / Broomhill / Garthdee



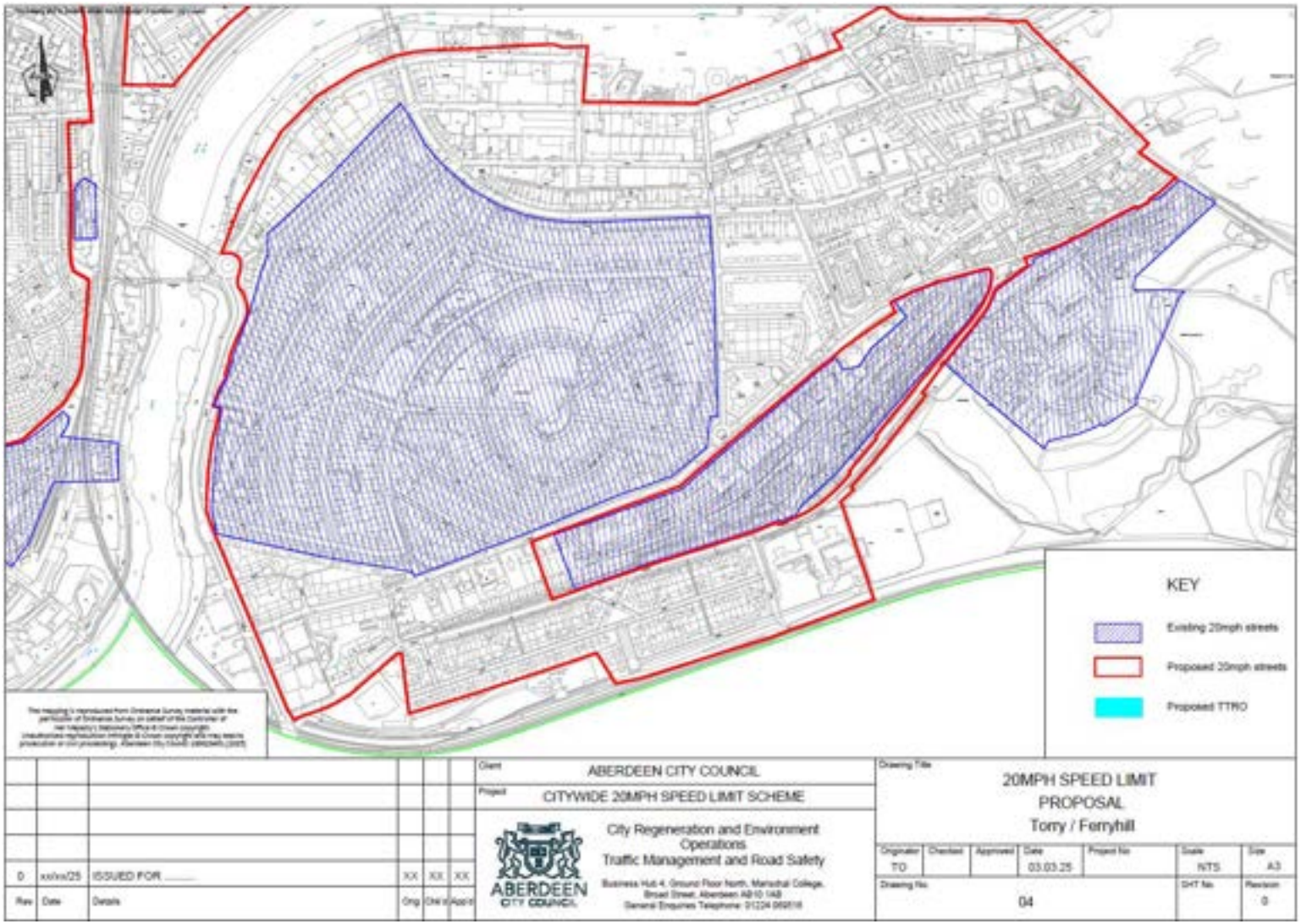
Appendix 1i - Proposed plan for Torry / Ferryhill (01)



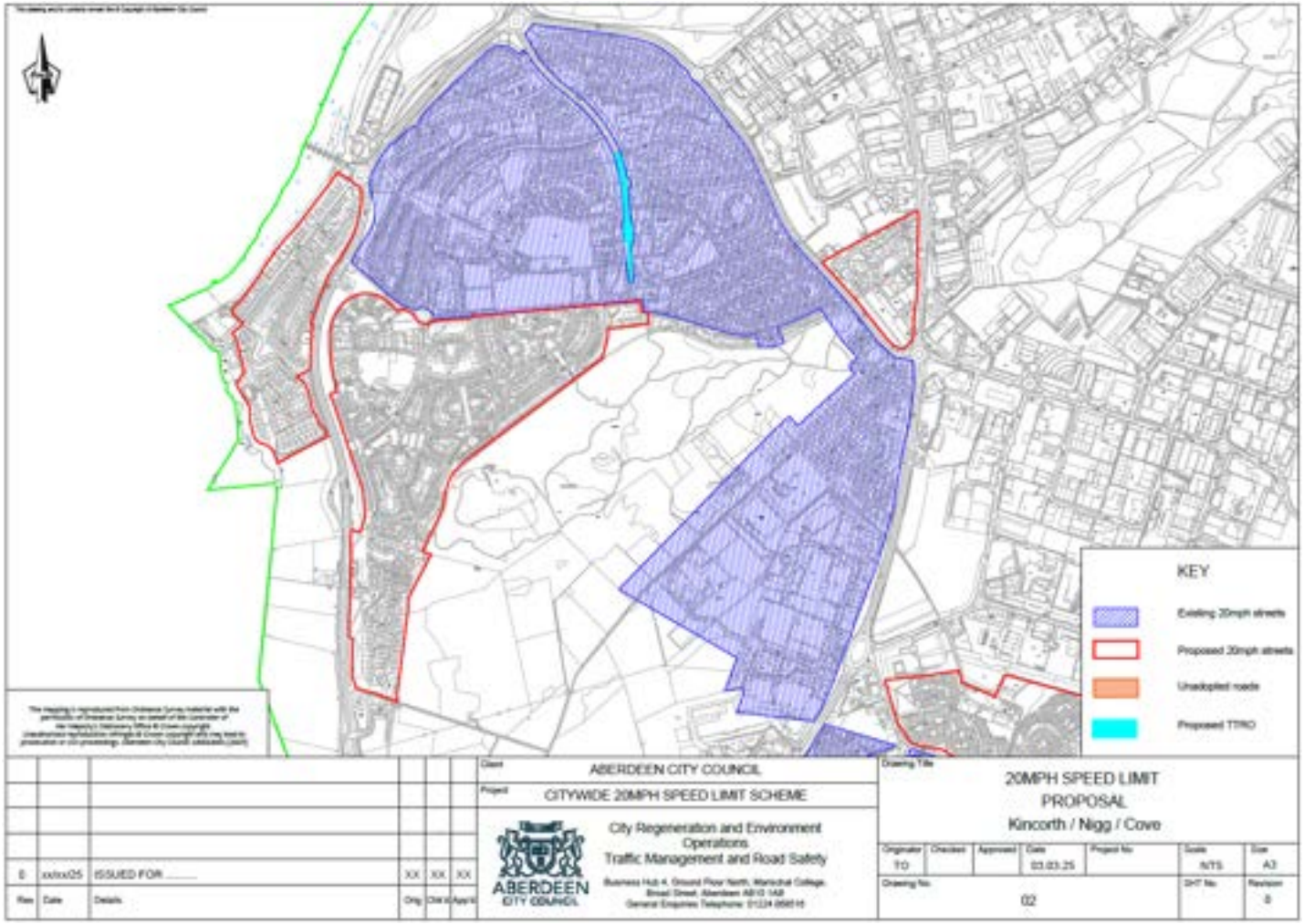
Appendix 1i - Proposed plan for Torry / Ferryhill (02)



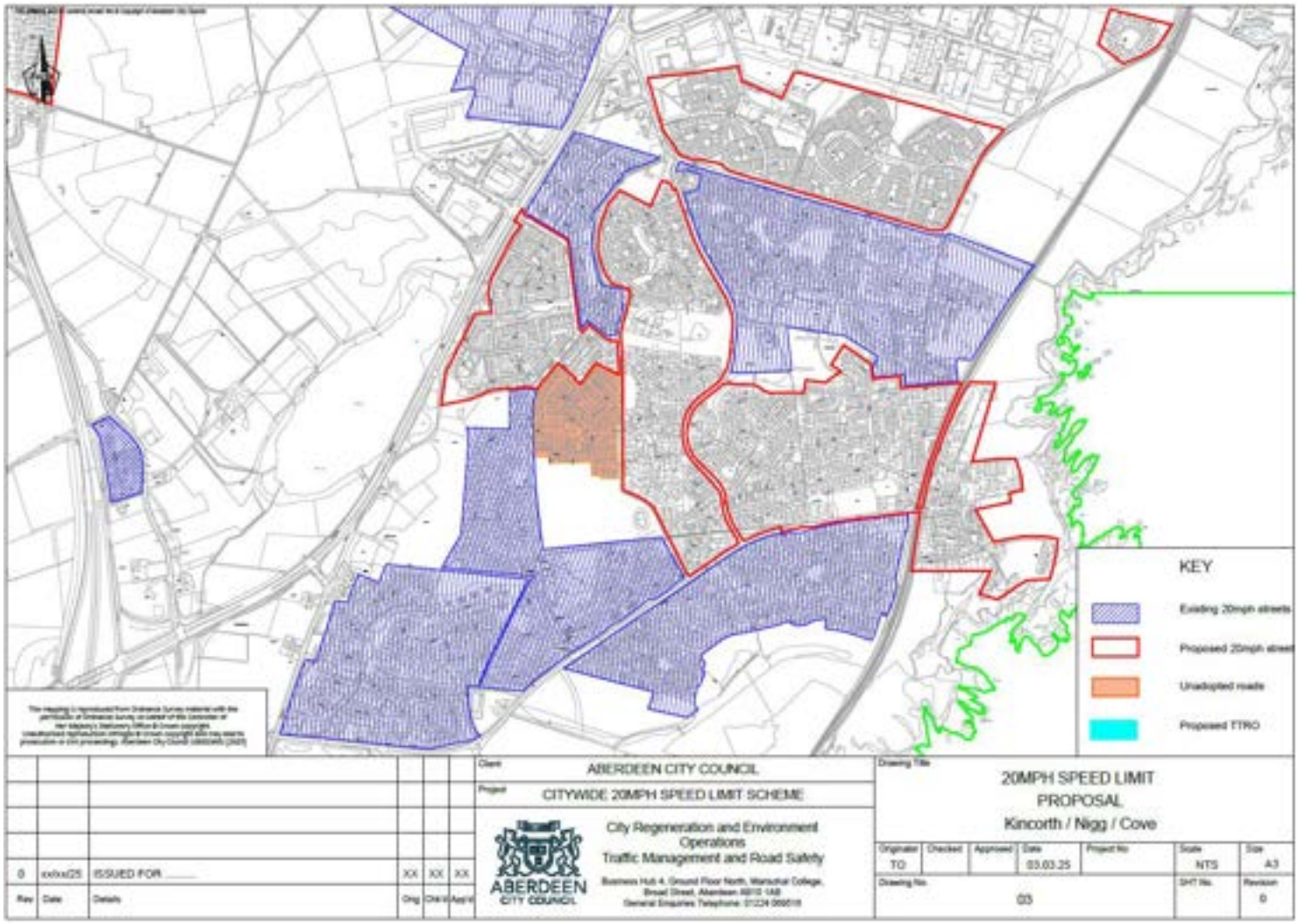
Appendix 1i - Proposed plan for Torry / Ferryhill (03)



Appendix 1j - Proposed plan for Kincorth / Nigg / Cove (01)



Appendix 1j - Proposed plan for Kincorth / Nigg / Cove (02)



Appendix 2 - Street notices

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 01A) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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: https://20mphspeedlimitproposal2025.commonplace.is or by scanning the QR Code below. The consultation will run between **16 April and 8 May 2025**. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, in writing to the address below, or, by e-mail to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from **16 April to 8 May 2025** inclusive.

Any person who submits an objection to a proposed road traffic regulation order should be aware that any objection made will be available to members of the relevant committee considering the proposal, 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, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Dyce / Bucksburn / Danestone

Aspen Place, Beech Manor, Burnside Drive, Burnside Park, Burnside Road, Burnside Walk, Fairview Walk, Fairview Wynd, Fionavon Close, Glen Avenue, Glen Drive, Glenhome Avenue, Glenhome Court, Glenhome Crescent, Glenhome Gardens, Glenhome Terrace, Glenhome Walk, Grampian Gardens, Mill Park Crescent, Mill Park View, Mugiemoss Road ***(From Good Hope Road, northwards for 115 metres or thereby)***, Overton Avenue, Overton Circle, Overton Crescent, Overton Park, Overton Walk, Overton Way, Park Crescent, Parkhill Avenue, Parkhill Circle, Parkhill Way, Victoria Street ***(From its junction with Liddell Place, northwards for a distance of 162 metres or thereby)***, Waterton Garden, Waterton Lawn, Wellheads Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 02A) ORDER 202X

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Bridge of Don

1. Clashieknowe
2. Thomas Glover Place

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 04A) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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: https://20mphspeedlimitproposal2025.commonplace.is or by scanning the QR Code below. The consultation will run between **16 April and 8 May 2025**. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Northfield / Mastrick North

1. Mastrick Road

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 07) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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: https://20mphspeedlimitproposal2025.commonplace.is or by scanning the QR Code below. The consultation will run between **16 April and 8 May 2025**. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Midstocket / Rosemount

Albert Den, Albert Lane, Albert Street, Argyll Place, Ashgrove Avenue, Ashgrove Road, Ashgrove Road West, Baker Street, Beattie Avenue, Beattie Place, Beechgrove Terrace, Belgrave Terrace, Belmont Gardens, Belmont Road, Belvidere Crescent, Belvidere Street, Belvidere Street Lane, Berryden Gardens, Berryden Mills, Berryden Park, Berryden Road *(Between Belmont Road and Ashgrove Road)*, Bob Cooney Court, Bonnymuir Place, Burnside Gardens, Cadenhead Place, Cairnfield Place, Cairnfield Place Lane, Camperdown Road, Carden Place, Carnie Drive, Chestnut Row, Cornhill Road ***(Between its junction with Westburn Drive and Ashgrove Road West),*** Craigie Loanings ***(Between Belvidere Crescent and Rosemount Place),*** Eden Place, Elder Place, Esslemont Avenue, Farmers Hall, Forbes Street, Foresterhill Court, Gilcomston Park, Gillespie Crescent, Gillespie Place, Grosvenor Place, Grove Crescent, Harcourt Road, Hosefield Avenue, Hosefield Lane, Hosefield Road, Hutcheon Street, Jacks Brae, Kintore place, Leadside Road, Loanhead Terrace, Lower Denburn, Mackie Place, Mid Stocket Road, Midstocket Lane, Midstocket Mews, Mile-End Avenue, Mile-End Avenue Lane, Mile-End Lane, Mile-End Place, Mount Street, Northfield Place, Raeburn Place, Raeden Avenue, Raeden Court, Raeden Crescent, Raeden Park Road, Raeden Place, Richmond Street, Richmond Terrace, Richmond Walk, Richmondhill Gardens, Rosebery Lane, Rosebery Street, Rosemount Place, Rosemount Square, Rosemount Viaduct, Short Loanings, Skene Street (***Between its junction with Lower Denburn and Albert Street),*** South Mount Street, Spa Street, Stevenson Court, Thomson Street, Thomson Street Lane, Upper Denbrurn, View Terrace, Wallfield Crescent, Wallfield Place, Watson Lane, Watson Street, Watson Street Lane, Waverley Place, West Mount Street, Westburn Court, Westfield Road, Whitehall Place.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 08) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

George St / Harbour

Advocates' Road, Ardarroch Place, Ardarroch Road, Bannermill Place, Boddie Place, Calsayseat Road, Canal Place, Canal Road, Canal Street, Charles Street, Colville Place, Commerce Lane, Constitution Street, Erroll Place, Erroll Street, Farrier Lane, Fraser Court, Fraser Place, Fraser Road, Fraser Street, Frater Place, Froghall Gardens, Froghall Road, Froghall Terrace, Froghall View, George Street, Holland Place, Holland Street, Hunter Place, Hutcheon Street, Jackson Terrace, Jamaica Street, James Street, Jute Street, King's Crescent, Lamond Place, Leslie Terrace, Links Street, Linksfield Place, Maltman Grove, Mary Elmslie Court, Mcdonald Court, Mealmarket Street, Mearns Street, Merkland Lane, Merkland Place, Merkland Road, Merkland Road East, Merkland Road East Lane, Millbank Lane, Millbank Place, Millbank Place, Nelson Court, Nelson Lane, Nelson Street, New Pier Road, Park Road ***(Between its junction with Roslin Terrace and Seaforth Road),*** Park Road Court, Park Street, Pittodrie Lane, Pittodrie Place, Pittodrie Street, Powis Lane, Powis Place Lane, Regent Quay, Roslin Place, Roslin Street, Seaforth Road, Shore Lane, Spencer Court, Spital, St Clair Street, St Peter Lane, St Peter Street, St Peter's Gate, Stafford Street, Sugarhouse Lane, Theatre Lane, Urquhart Lane, Urquhart Place, Urquhart Road, Urquhart Street, Urquhart Terrace, Water Lane, Weigh-House Square, Willowdale Place.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 09) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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: https://20mphspeedlimitproposal2025.commonplace.is or by scanning the QR Code below. The consultation will run between **16 April and 8 May 2025**. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Lower Deeside

Ardbeck Place, Baillieswells Crescent, Baillieswells Drive, Baillieswells Grove, Baillieswells Place, Baillieswells Terrace, Bieldside Station Road, Brighton Court, Brighton Grange, Brighton Place, Bucklerburn Close, Bucklerburn Drive, Bucklerburn Park, Bucklerburn Place, Bucklerburn View, Bucklerburn Wynd, Cairnlee Avenue East, Cairnlee Road, Cornyhaugh Road, Coronation Road, Craigton Crescent, Craigton Drive, Craigton Grove, Craigton Terrace, Crombie Circle, Crown Crescent, Crown Place, Crown Terrace, Cults Court, Dalhebity Court, Dalmaik Crescent, Dalmaik Terrace, Denhead, Dunmail Avenue, Eldenside, Friarsfield Road, Golfview Road, Hillside Crescent, Hillside Place, Hillside Road, Hillview Road, Johnston Gardens, Kirk Brae ***(Between its junction with North Deeside Road and Friarsfield Road)***, Kirk Brae Court, Kirk Brae Mews, Lewisvale, Lochnagar Crescent, Lochnagar Road, Malcolm Road ***(Between its junction with Bucklerburn Road and North Deeside Road (Peterculter)),*** Manor Place, Marchbank Road, Melrose Walk, Millden Road, Milltimber Brae ***(section between North Deeside Road (Milltimber) and B979)***, Milltimber Brae East, Old Ferry Road ***(Between its junctions with A93 North Deeside Road and Golf Road),*** Pinecrest Drive, Pinecrest Gardens, Pinecrest Walk, Pittengullies Brae, Pittengullies Circle, Priory Park, Prospecthill Road, School Crescent, School Lane, School Road (Peterculter), South Avenue, Springdale Court, Springdale Crescent, Springdale Park, Springdale Place, Springdale Road, St Devenick's Crescent, St Devenick's Mews, St Devenick's Place, St Ronan's Circle, St Ronan's Crescent, St Ronan's Drive, St Ronan's Place, Station Road, Station Road East, The Bush, Towerview Road, Woodlands Avenue, Woodlands Crescent, Woodlands Gardens, Woodlands Terrace, Woodlands Walk.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 10) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Hazlehead / Queens Cross / Countesswells

Albert Lane, Albert Terrace, Albert Walk, Albyn Grove, Albyn Lane, Albyn Place, Albyn Terrace, Albyn Terrace Lane, Anderson Drive (inset) ***(Section serving property numbers 51 to 79 Anderson Drive, Section serving property numbers 162 to 168 Anderson Drive),*** Annfield Terrace, Ashley Road, Ashvale Place, Balfron Place, Bayview Road, Bayview Road South, Beaconsfield Lane, Beaconsfield Place, Blenheim Place, Burnieboozle Crescent, Burnieboozle Place, Burns Gardens, Burns Road, Campsie Place, Carden Place, Carlton Lane, Carlton Place, Carnegie Crescent, Carnegie Gardens, Chattan Place, Claremont Grove, Claremont Mews, Claremont Place, Claremont Street, Countesswells Avenue, Countesswells Crescent, Countesswells Place, Countesswells Road ***(From its junction with Seafield Road, westwards for a distance of 64 metres or thereby),*** Countesswells Terrace, Craigden, Craigie Park, Craigie Park Place, Craigiebuckler Avenue, Craigiebuckler Drive, Craigiebuckler Place, Craigiebuckler Terrace, Craigieburn Park, Cromwell Gardens, Cromwell Road, Denseat Court, Desswood Lane, Desswood Place, Devonshire Road, Dumgoyne Place, Earl's Court Gardens, Fernielea Road, Fintray Road, Forbesfield Lane, Forbesfield Road, Forest Avenue, Forest Avenue Lane, Forest Road, Forest Road Lane, Fountainhall Lane East, Fountainhall Lane West, Fountainhall Road, Friendship Terrace, Gladstone Lane, Gladstone Place, Granton Gardens, Granton Place, Great Western Place, Hamilton Lane, Hamilton Place, Harlaw Place, Harlaw Road, Harlaw Terrace, Hartington Road, Kemnay Place, Kildrummy Road, Kinaldie Crescent, Kinkell Road, Learney Place, Louisville Avenue, Macaulay Drive, Macaulay Gardens, Macaulay Grange, Macaulay Park, Macaulay Place, Macaulay Walk, Maryville Park, Maryville Place, Mayfield Gardens, Monymusk Terrace, Moray Place, Morningfield Mews, Morningfield Road, Osborne Place, Oyne Road, Pinewood Avenue, Pinewood Place, Pinewood Road, Pinewood Terrace, Prince Arthur Street, Queen's Cross, Queen's Den, Queen's Gardens, Queen's Gate, Queen's Lane South, Queen's Road (insets) ***(Section serving properties 1 to 81 Queen's Road, Aberdeen Section serving properties 298 to 364 Queen's Road, Aberdeen),*** Rosewell Drive, Rosewell Place, Rosewell Terrace, Royal Court, Rubislaw Den Gardens, Rubislaw Den North, Rubislaw Den South, Seafield Road, Spademill Lane, Spademill Road, Springfield Gardens, Springfield Place, Springfield Road (inset) ***(Section serving property numbers 205 to 219, Springfield Road, Aberdeen, Section serving property numbers 54 to 78, Springfield Road, Aberdeen),*** St Swithin Street, St Swithin Street Lane, Stanley Street, Summerhill Road, Union Grove, Union Grove Lane, Westfield Terrace, Whitehall Place, Whitehall Road, Whitehall Terrace, Woodburn Avenue, Woodburn Crescent, Woodburn Gardens, Woodburn Place, Woodend Avenue, Woodend Crescent, Woodend Drive, Woodend Place, Woodend Road, Woodend Terrace

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 11) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Airyhall / Broomhill / Garthdee

Airyhall Road ***(From a point 33 metres or thereby west of its junction with New Fox Lane, eastwards to its junction with Northcote Road),*** Allan Street, Balmoral Place, Braeside Avenue, Braeside Place, Braeside Terrace, Broomhill Road, Copper Beech Court, Countesswells Road ***(Between its junctions with Great Western Road and Springfield Road),*** Craigielea Gardens, Craigielea Mews, Craigton Avenue, Craigton Park, Craigton Road ***(From its junctions with Great Western Road to a point 15 metres or thereby west of its junction with the access road serving Northcote Lodge),*** Craigton Terrace, Deeside Avenue, Deeside Crescent, Deeside Drive, Deeside Gardens, Deeside Lane, Deeside Park, Deeside Place, Deeside Terrace, Devenick Place, Gaitside Crescent, Gaitside Drive, Gaitside Place, Gaitside Road, Gaitside Terrace, Garthdee Farm Gardens, Garthdee Farm Lane, Garthdee Road ***(From its junction with Craigievar Road to its junction with Garthdee Farm Gardens),*** Gordon Lane, Gordon Road, Gordon Terrace, Great Western Road (inset) ***(Section serving property numbers 211 to 239 Great Western Road, Aberdeen),*** Headland Court, Holburn Road, Inchbrae Drive, Inchbrae Road, Inchbrae Terrace, Irvine Place, Kenfield Place, Margaret Place, Morningside Avenue, Morningside Crescent, Morningside Place, Morningside Terrace, Nellfield Place, New Fox Lane, North Deeside Road (inset) ***(Section serving properties 2 to 62, North Deeside Road, from its junction with Northcote Road, in its entirety),*** Northcote Avenue, Northcote Crescent, Northcote Hill, Northcote Park, Northcote Road, Ramsay Gardens, Ramsay Place, Ruthrie Gardens, Ruthrie Road, Ruthrie Terrace, Ruthrieston Circle, Ruthrieston Crescent, Ruthrieston Gardens, Ruthrieston Place, Ruthrieston Road, Ruthrieston Terrace, Seafield Court, Seafield Road, South Anderson Drive (inset road) ***(East of carriageway, section serving properties number 2 to 84 South Anderson Drive),*** Springfield Road (inset) ***(Section serving properties number 1 to 15 Springfield Road, Section serving properties number 2 to 12 Springfield Road, Section serving properties number 14 to 34 Springfield Road),*** St John's Terrace (inset) ***(Section west of Gordon Terrace, serving properties number 5 to 29 St John's Terrace Aberdeen)***

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 12) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Torry / Ferryhill

Abbey Lane, Abbey Place, Abbey Road, Abbey Square, Abbotsford Lane, Abbotsford Place, Allenvale Gardens, Allenvale Road ***(From a point, 25 metres or thereby east of its junction with Allenvale Gardens to its junction with Hardgate.),*** Balmoral Road, Balnagask Place, Balnagask Road, Balnagask Terrace, Bank Street, Baxter Place, Baxter Street, Bloomfield Court, Bloomfield Place, Bloomfield Road, Bloomfield Road Lane, Bon-Accord Street, Bright Street, Brunswick Place, Caledonian Lane, Caledonian Place, Craig Place, Crathie Terrace, Crombie Place, Crombie Road, Crown Street, Deemount Avenue, Deemount Gardens, Deemount Road, Deemount Terrace, Devanha Crescent, Devanha Gardens, Devanha Gardens East, Devanha Gardens South, Devanha Gardens West, Devanha Lane, Devanha Terrace, Fernie Brae, Ferryhill Gardens, Ferryhill Lane, Ferryhill Place, Ferryhill Terrace, Finnan Brae, Finnan Place, Fonthill Gardens East, Fonthill Gardens West, Fonthill Road, Fonthill Terrace, Gairn Circle, Gairn Crescent, Gairn Mews, Gairn Road, Gairn Terrace, Girdleness Road, Girdleness Terrace, Girdlestone Place, Glenbervie Lane, Glenbervie Road ***(section between Mansfield Road and Abbey Place)*** Great Southern Road (inset) ***(Section serving property numbers 5 to 71 Great Southern Road, Section serving property numbers 24 to 44 Great Southern Road),*** *Gregness Gardens*, Greyhope Road, Hardgate, Hardgate Lane, Highgate Gardens, Holburn Street, Kerloch Gardens, Kerloch Place, Kirkhill Place, Kirkhill Road, Ladywell Place, Loirston Place, Mansefield Road, Marine Court, Marine Lane, Marine Terrace, Millburn Street, Murray Terrace, North Balnagask Road, Old Church Road, Old Ford Road, Palmerston Road, Pentland Close, Pentland Road, Portland Street, Poynernook Road, Prospect Court, Prospect Terrace, Raik Road, Riverside Drive (inset) ***(Section serving property numbers 1 to 27 Riverside Drive),*** Riverside Terrace, Rosebank Gardens, Rosebank Terrace, Russell Road, Sinclair Road, South Crown Street, South Esplanade East, South Esplanade West, South Mile End, Springbank Terrace, St Fittick's Road ***(From a point 22m or thereby south of its junction with North Balnagask Road, northwards to its junction with Greyhope Road),*** Stell Road, Sycamore Place, Victoria Road, Wellington Place, Westbank, Whinhill Gardens, Whinhill Road, Willowbank Road, Wood Street, Wood Street Lane

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 13) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Kincorth / Nigg / Cove

Allison Close, Annat Bank, Bervie Brow, Birchfield Place, Boyd Orr Avenue, Boyd Orr Place, Boyd Orr Walk, Buchanan Gardens, Buchanan Place, Buchanan Road, Bunstane Terrace, Burnbanks Village, Burnbutts Crescent, Caiesdykes Crescent, Caiesdykes Drive, Caiesdykes Road, Cairngorm Place, Cairnvale Crescent, Charleston Park, Charleston Road North, Cassie Close, Clashrodney Avenue, Clashrodney Road, Clashrodney Walk, Clashrodney Way, Clerk Maxwell Crescent, Colsea Road, Colsea Terrace, Cormorant Brae, Cove Road ***(Between its junctions with Cove Crescent and Loirston Road),*** Craighill Terrace, Craigmaroinn Gardens, Craigpark, Crawton Ness, Cruickshank Crescent, Deeside Brae, Deeside Lane, Deeside View, Doolie Ness, Dunlin Crescent, Dunlin Road, Earn's Heugh Avenue, Earn's Heugh Circle, Earn's Heugh Crescent, Earn's Heugh Place, Earn's Heugh View, Earn's Heugh Walk, Earn's Heugh Way, Findon Ness, Fittick Place, Gardner Crescent, Gardner Drive, Gardner Place, Gardner Road, Gardner Walk, Hetherwick Road, Laws Drive, Laws Road, Leggart Avenue, Leggart Crescent, Leggart Place, Leggart Road, Leggart Terrace, Loirston Place, Loirston Road, Mackay Road, Maple Place, Marchmont Place, Marchmont Street, Matthews Road, Nigg Kirk Road, Nigg Way, Partan Skelly Avenue, Partan Skelly Way, Pinewood Place, Redwood Crescent, Scurdie Ness, Seal Craig Gardens, Seaview Terrace, Shepherd Place, Shieldhill Gardens, Sinclair Crescent, Sinclair Place, Sinclair Terrace, Skelly Rock, Slessor Drive, Slessor Road, Spark Terrace, Stoneyhill Terrace, Strathburn Street, Tern Road, Todhead Gardens, Tollohill Lane, Tollohill Square, Usan Ness, Webster Road, Wellington Close, Wellington Gardens, Wellington Green, Wellington Grove, Wellington Park, Wellington Row, Wellington Terrace, Wellington Wynd, Whitehills Crescent, Whitehills Drive, Whitehills Gardens, Whitehills Park, Whitehills Rise, Whitehills Row, Whitehills Way

Appendix 3 – List of proposed streets by wards

Dyce/ Bucksburn/Danestone			
1	Aspen Place	21	Mugiemoss Road ***(From Good Hope Road, northwards for 115 metres or thereby)***
2	Beech Manor	22	Overton Avenue
3	Burnside Drive	23	Overton Circle
4	Burnside Park	24	Overton Crescent
5	Burnside Road	25	Overton Park
6	Burnside Walk	26	Overton Walk
7	Fairview Walk	27	Overton Way
8	Fairview Wynd	28	Parkhill Crescent
9	Fionavon Close	29	Parkhill Avenue
10	Glen Avenue	30	Parkhill Circle
11	Glen Drive	31	Parkhill Way
12	Glenhome Avenue	32	Victoria Street ***(From its junction with Liddell Place, northwards for a distance of 162 metres or thereby)***
13	Glenhome Court	33	Waterton Garden
14	Glenhome Crescent	34	Waterton Lawn
15	Glenhome Gardens	35	Wellheads Road
16	Glenhome Terrace		
17	Glenhome Walk		
18	Grampian Gardens		
19	Mill Park Crescent		
20	Mill Park View		

Bridge of Don	
1	Clashieknowe
2	Thomas Glover Place

Northfield / Mastrick North	
1	Mastrick Road

Midstocket / Rosemount							
1	Albert Den	31	Chestnut Row	61	Mile-End Lane	91	Wallfield Place
2	Albert Lane	32	Cornhill Road ***(Between its junction with Westburn Drive and Ashgrove Road West)***	62	Mile-End Place	92	Watson Lane
3	Albert Street	33	Craigie Loanings ***(Between Belvidere Crescent and Rosemount Place)***	63	Mount Street	93	Watson Street
4	Argyll Place	34	Eden Place	64	Northfield Place	94	Watson Street Lane
5	Ashgrove Avenue	35	Elder Place	65	Raeburn Place	95	Waverley Place
6	Ashgrove Road	36	Esslemont Avenue	66	Raeden Avenue	96	West Mount Street
7	Ashgrove Road West	37	Farmers Hall	67	Raeden Court	97	Westburn Court
8	Baker Street	38	Forbes Street	68	Raeden Crescent	98	Westfield Road
9	Beattie Avenue	39	Foresterhill Court	69	Raeden Park Road	99	Whitehall Place
10	Beattie Place	40	Gilcomston Park	70	Raeden Place		
11	Beechgrove Terrace	41	Gillespie Crescent	71	Richmond Street		
12	Belgrave Terrace	42	Gillespie Place	72	Richmond Terrace		
13	Belmont Gardens	43	Grosvenor Place	73	Richmond Walk		
14	Belmont Road	44	Grove Crescent	74	Richmondhill Gardens		
15	Belvidere Crescent	45	Harcourt Road	75	Rosebery Lane		
16	Belvidere Street	46	Hosefield Avenue	76	Rosebery Street		
17	Belvidere Street Lane	47	Hosefield Lane	77	Rosemount Place		
18	Berryden Gardens	48	Hosefield Road	78	Rosemount Square		
19	Berryden Mills	49	Hutcheon Street	79	Rosemount Terrace		
20	Berryden Park	50	Jacks Brae	80	Rosemount Viaduct		
21	Berryden Road ***(Between Belmont Road and Ashgrove Road)***	51	Kintore place	81	Short Loanings		
22	Bob Cooney Court	52	Leadside Road	82	Skene Street ***(Between its junction with Lower Denburn and Albert Street)***		
23	Bonnymuir Place	53	Loanhead Terrace	83	South Mount Street		
24	Burnside Gardens	54	Lower Denburn	84	Spa Street		
25	Cadenhead Place	55	Mackie Place	85	Stevenson Court		
26	Cairnfield Place	56	Mid Stocket Road	86	Thomson Street		
27	Cairnfield Place Lane	57	Midstocket Lane	87	Thomson Street Lane		
28	Camperdown Road	58	Midstocket Mews	88	Upper Denburn		
29	Carden Place	59	Mile-End Avenue	89	View Terrace		
30	Carnie Drive	60	Mile-End Avenue Lane	90	Wallfield Crescent		

George St / Harbour					
1	Advocates' Road	33	James Street	67	Roslin Place
2	Ardarroch Place	34	Jute Street	68	Roslin Street
3	Ardarroch Road	35	King's Crescent	69	Seaforth Road
4	Bannermill Place	37	Lamond Place	70	Shore Lane
5	Boddie Place	38	Leslie Terrace	71	Spencer Court
6	Calsayseat Road	39	Links Street	72	Spital
7	Canal Place	40	Linksfield Place	73	St Clair Street
8	Canal Road	41	Maltman Grove	74	St Peter Lane
9	Canal Street	42	Mary Elmslie Court	75	St Peter Street
10	Charles Street	43	Mcdonald Court	76	St Peter's Gate
11	Colville Place	44	Mealmarket Street	77	Stafford Street
12	Commerce Lane	45	Mearns Street	78	Sugarhouse Lane
13	Constitution Street	46	Merkland Lane	79	Theatre Lane
14	Erroll Place	47	Merkland Place	80	Urquhart Lane
15	Erroll Street	48	Merkland Road	81	Urquhart Place
16	Farrier Lane	49	Merkland Road East	82	Urquhart Road
17	Fraser Court	50	Merkland Road East Lane	83	Urquhart Street
18	Fraser Place	51	Millbank Lane	84	Urquhart Terrace
19	Fraser Road	52	Millbank Place	85	Water Lane
20	Fraser Street	54	Nelson Court	86	Weigh-House Square
21	Frater Place	55	Nelson Lane	87	Willowdale Place
22	Froghall Gardens	56	Nelson Street		
23	Froghall Road	57	New Pier Road		
24	Froghall Terrace	58	Park Road **(Between its junction with Roslin Terrace and Seaforth Road)**		
25	Froghall View	59	Park Road Court		
26	George Street	60	Park Street		
27	Holland Place	61	Pittodrie Lane		
28	Holland Street	62	Pittodrie Place		
29	Hunter Place	63	Pittodrie Street		
30	Hutcheon Street	64	Powis Lane		
31	Jackson Terrace	65	Powis Place Lane		
32	Jamaica Street	66	Regent Quay		

Lower Deeside							
1	Ardbeck Place	26	Crown Crescent	51	Marchbank Road	76	St Ronan's Circle
2	Baillieswells Crescent	27	Crown Place	52	Melrose Walk	77	St Ronan's Crescent
3	Baillieswells Drive	28	Crown Terrace	53	Millden Road	78	St Ronan's Drive
4	Baillieswells Grove	29	Cults Court	54	Milltimber Brae (section located to the east of the B979 Milltimber Brae and leading to Station Road and Milltimber Brae East, Milltimber, Aberdeen) ***(Between its junctions with the B979 Milltimber Brae and the A93 North Deeside Road)***	79	St Ronan's Place
5	Baillieswells Place	30	Dalhebity Court	55	Milltimber Brae East	80	Station Road
6	Baillieswells Terrace	31	Dalmaik Crescent	56	Old Ferry Road ***(Between its junctions with A93 North Deeside Road and Golf Road)***	81	Station Road East
7	Bieldside Station Road	32	Dalmaik Terrace	57	Pinecrest Drive	82	The Bush
8	Brighton Court	33	Denhead	58	Pinecrest Gardens	83	Towerview Road
9	Brighton Grange	34	Dunmail Avenue	59	Pinecrest Walk	84	Woodlands Avenue
10	Brighton Place	35	Eldenside	60	Pittengullies Brae	85	Woodlands Crescent
11	Bucklerburn Close	36	Friarsfield Road	61	Pittengullies Circle	86	Woodlands Gardens
12	Bucklerburn Drive	37	Golfview Road	62	Priory Park	87	Woodlands Terrace
13	Bucklerburn Park	38	Hillside Crescent	63	Prospecthill Road	88	Woodlands Walk
14	Bucklerburn Place	39	Hillside Place	64	School Crescent		
15	Bucklerburn View	40	Hillside Road	65	School Lane		
16	Bucklerburn Wynd	41	Hillview Road	66	School Road, Peterculter		
17	Cairnlee Avenue East	42	Johnston Gardens	67	South Avenue		
18	Cairnlee Road	43	Kirk Brae ***(Between its junction with North Deeside Road and Friarsfield Road)***	68	Springdale Court		
19	Cornyhaugh Road	44	Kirk Brae Court	69	Springdale Crescent		
20	Coronation Road	45	Kirk Brae Mews	70	Springdale Park		
21	Craigton Crescent	46	Lewisvale	71	Springdale Place		
22	Craigton Drive	47	Lochnagar Crescent	72	Springdale Road		
23	Craigton Grove	48	Lochnagar Road	73	St Devenick's Crescent		
24	Craigton Terrace	49	Malcolm Road ***(Between its junction with Bucklerburn Road and North Deeside Road (Peterculter))***	74	St Devenicks Mews		
25	Crombie Circle	50	Manor Place	75	St Devenicks Place		

Hazlehead / Queens Cross / Countesswells

1	Albert Lane	29	Chattan Place	57	Forbesfield Lane	85	Macaulay Gardens	112	Rosewell Terrace	139	Woodend Drive
2	Albert Terrace	30	Claremont Grove	58	Forbesfield Road	86	Macaulay Grange	113	Royal Court	140	Woodend Place
3	Albert Walk	31	Claremont Mews	59	Forest Avenue	87	Macaulay Park	114	Rubislaw Den Gardens	141	Woodend Road
4	Albyn Grove	32	Claremont Place	60	Forest Avenue Lane	88	Macaulay Place	115	Rubislaw Den North	142	Woodend Terrace
5	Albyn Lane	33	Claremont Street	61	Forest Road	89	Macaulay Walk	116	Rubislaw Den South		
6	Albyn Place	34	Countesswells Avenue	62	Forest Road Lane	90	Maryville Park	117	Seafield Road		
7	Albyn Terrace	35	Countesswells Crescent	63	Fountainhall Lane East	91	Maryville Place	118	Spademill Lane		
8	Albyn Terrace Lane	36	Countesswells Place	64	Fountainhall Lane West	92	Mayfield Gardens	119	Spademill Road		
9	Anderson Drive (inset) ***(Section serving property numbers 51 to 79 Anderson Drive, Section serving property numbers 162 to 168 Anderson Drive)***	37	Countesswells Road ***(From its junction with Seafield Road, westwards for a distance of 64 metres or thereby)***	65	Fountainhall Road	93	Monymusk Terrace	120	Springfield Gardens		
10	Annfield Terrace	38	Countesswells Terrace	66	Friendship Terrace	94	Moray Place	121	Springfield Place		
11	Ashley Road	39	Craigden	67	Gladstone Lane	95	Morningfield Mews	122	Springfield Road (inset) ***(Section serving property numbers 205 to 219, Springfield Road)***		
12	Ashvale Place	40	Craigie Park	68	Gladstone Place	96	Morningfield Road		Springfield Road (inset) ***(Section serving property numbers 54 to 78, Springfield Road, Aberdeen)***		
13	Balfron Place	41	Craigie Park Place	69	Granton Gardens	97	Osborne Place	123	St Swithin Street Lane		
14	Bayview Road	42	Craiglebuckler Avenue	70	Granton Place	98	Oyne Road	124	St Swithin Street		
15	Bayview Road South	43	Craiglebuckler Drive	71	Great Western Place	99	Pinewood Avenue	125	Stanley Street		
16	Beaconsfield Lane	44	Craiglebuckler Place	72	Hamilton Lane	100	Pinewood Place	126	Summerhill Road ***(Section between King's Gate and Summerhill Terrace)***		
17	Beaconsfield Place	45	Craiglebuckler Terrace	73	Hamilton Place	101	Pinewood Road	127	Union Grove		
18	Blenheim Place	46	Craigleburn Park	74	Harlaw Place	102	Pinewood Terrace	128	Union Grove Lane		
19	Burnieboozle Crescent	47	Cromwell Gardens	75	Harlaw Road	103	Prince Arthur Street	129	Westfield Terrace		
20	Burnieboozle Place	48	Cromwell Road	76	Harlaw Terrace	104	Queen's Cross	130	Whitehall Place ***(section between Albert Street and Prince Arthur Street)***		
21	Burns Gardens	49	Denseat Court	77	Hartington Road	105	Queen's Den	131	Whitehall Road		
22	Burns Road	50	Dessiwood Lane	78	Kemnay Place	106	Queen's Gardens	132	Whitehall Terrace		
23	Campsie Place	51	Dessiwood Place	79	Kildrummy Road	107	Queen's Gate	133	Woodburn Avenue		
24	Carden Place	52	Devonshire Road	80	Kinaldie Crescent	108	Queen's Lane South (west wing)	134	Woodburn Crescent		
25	Carlton Lane	53	Dumgoyne Place	81	Kinkell Road	109	Queen's Road (insets) ***(Section serving properties 1 to 81 Queen's Road, Aberdeen)***	135	Woodburn Gardens		
26	Carlton Place	54	Earl's Court Gardens	82	Learney Place		Queen's Road (insets) ***(Section serving properties 298 to 364 Queen's Road, Aberdeen)***	136	Woodburn Place		
27	Carnegie Crescent	55	Fernielea Road	83	Louisville Avenue	110	Rosewell Drive	137	Woodend Avenue		
28	Carnegie Gardens	56	Fintray Road	84	Macaulay Drive	111	Rosewell Place	138	Woodend Crescent		

Airyhall / Broomhill / Garthdee

1	Airyhall Road ***(From a point 33 metres or thereby west of its junction with New Fox Lane, eastwards to its junction with Northcote Road)***	23	Deeside Terrace	45	Morningside Avenue	67	Ruthrieston Terrace
2	Allan Street	24	Devenick Place	46	Morningside Crescent	68	Seafield Court
3	Balmoral Place	25	Gaitside Crescent	47	Morningside Place	69	South Anderson Drive (inset road) ***(East of carriageway, section serving properties number 2 to 84 South Anderson Drive)***
4	Braeside Avenue	26	Gaitside Drive	48	Morningside Terrace	70	Springfield Road (inset) ***(Section serving properties number 1 to 15 Springfield Road, Section serving properties number 2 to 12 Springfield Road, Section serving properties number 14 to 34 Springfield Road)***
5	Braeside Place	27	Gaitside Place	49	Nellfield Place	71	St John's Terrace (inset) ***(Section west of Gordon Terrace, serving properties number 5 to 29 St John's Terrace Aberdeen)***
6	Braeside Terrace	28	Gaitside Road	50	New Fox Lane		
7	Broomhill Road	29	Gaitside Terrace	51	North Deeside Road (inset) ***(Section serving properties 2 to 62, North Deeside Road, from its junction with Northcote Road, in its entirety)***		
8	Copper Beech Court	30	Garthdee Farm Gardens	52	Northcote Avenue		
9	Countesswells Road ***(Between its junctions with Great Western Road and Springfield Road)***	31	Garthdee Farm Lane	53	Northcote Crescent		
10	Craigielea Gardens	32	Garthdee Road (From its junction with Craigievar Road to its junction with Garthdee Farm Gardens)	54	Northcote Hill		
11	Craigielea Mews	33	Gordon Lane	55	Northcote Park		
12	Craigton Avenue	34	Gordon Road	56	Northcote Road		
13	Craigton Park	35	Gordon Terrace	57	Ramsay Gardens		
14	Craigton Road ***(From its junctions with Great Western Road to a point 15 metres or thereby west of its junction with the access road serving Northcote Lodge)***	36	Great Western Road (inset) ***(Section serving property numbers 211 to 239 Great Western Road, Aberdeen)***	58	Ramsay Place		
15	Craigton Terrace	37	Headland Court	59	Ruthrie Gardens		
16	Deeside Avenue	38	Holburn Road	60	Ruthrie Road		
17	Deeside Crescent	39	Inchbrae Drive	61	Ruthrie Terrace		
18	Deeside Drive	40	Inchbrae Road	62	Ruthrieston Circle		
19	Deeside Gardens	41	Inchbrae Terrace	63	Ruthrieston Crescent		
20	Deeside Lane	42	Irvine Place	64	Ruthrieston Gardens		
21	Deeside Park	43	Kenfield Place	65	Ruthrieston Place		
22	Deeside Place	44	Margaret Place	66	Ruthrieston Road		

Torry / Ferryhill

1	Abbey Lane	26	Crathie Terrace	51	Fonthill Terrace	76	Marine Court	101	South Mile End
2	Abbey Place	27	Crombie Place	52	Gairn Circle	77	Marine Lane	102	Springbank Terrace
3	Abbey Road	28	Crombie Road	53	Gairn Crescent	78	Marine Terrace	103	St Fittick's Road ***(From a point 22m or thereby south of its junction with North Balnagask Road, northwards to its junction with Greyhope Road)***
4	Abbey Square	29	Crown Street (section south of Willowbank Place)	54	Gairn Mews	79	Millburn Street	104	Stell Road
5	Abbotsford Lane	30	Deemount Avenue	55	Gairn Road	80	Murray Terrace	105	Sycamore Place
6	Abbotsford Place	31	Deemount Gardens	56	Gairn Terrace	81	North Balnagask Road	106	Victoria Road
7	Allenvale Gardens	32	Deemount Road	57	Girdleness Road	82	Old Church Road	107	Wellington Place
8	Allenvale Road ***(From a point, 25 metres or thereby east of its junction with Allenvale Gardens to its junction with Hardgate)***	33	Deemount Terrace	58	Girdleness Terrace	83	Old Ford Road	108	Westbank
9	Balmoral Road	34	Devanha Crescent	59	Girdlestone Place	84	Palmerston Road	109	Whinhill Gardens
10	Balnagask Place	35	Devanha Gardens	60	Glenbervie Lane	85	Pentland Close	110	Whinhill Road
11	Balnagask Road	36	Devanha Gardens East	61	Glenbervie Road ***(section between Mansfield Road and Abbey Place)***	86	Pentland Road	111	Willowbank Road
12	Balnagask Terrace	37	Devanha Gardens South	62	Great Southern Road (inset) ***(Section serving property numbers 5 to 71 Great Southern Road) (Section serving property numbers 24 to 44 Great Southern Road)***	87	Portland Street	112	Wood Street
13	Bank Street	38	Devanha Gardens West	63	Gregness Gardens	88	Poynernook Road	113	Wood Street Lane
14	Baxter Place	39	Devanha Lane	64	Greyhope Road	89	Prospect Court		
15	Baxter Street	40	Devanha Terrace	65	Hardgate	90	Prospect Terrace		
16	Bloomfield Court	41	Fernie Brae	66	Hardgate Lane	91	Raik Road		
17	Bloomfield Place	42	Ferryhill Gardens	67	Highgate Gardens	92	Riverside Drive (inset) ***(Section serving property numbers 1 to 27 Riverside Drive)***		
18	Bloomfield Road	43	Ferryhill Lane	68	Holburn Street	93	Riverside Terrace		
19	Bloomfield Road Lane	44	Ferryhill Place	69	Kerloch Gardens	94	Rosebank Gardens		
20	Bon-Accord Street ***(between Fonthill Road and Springbank Terrace)***	45	Ferryhill Terrace	70	Kerloch Place	95	Rosebank Terrace		
21	Bright Street	46	Finnan Brae	71	Kirkhill Place	96	Russell Road		
22	Brunswick Place	47	Finnan Place	72	Kirkhill Road	97	Sinclair Road		
23	Caledonian Lane	48	Fonthill Gardens East	73	Ladywell Place	98	South Crown Street		
24	Caledonian Place ***(section between Ferryhill Road and Bon-Accord Street)***	49	Fonthill Gardens West	74	Loirston Place	99	South Esplanade East		
25	Craig Place	50	Fonthill Road	75	Mansefield Road	100	South Esplanade West		

Kincorth / Nigg / Cove							
1	Allison Close	31	Craighill Terrace	61	Leggart Place	91	Tern Road
2	Annat Bank	32	Craigmaroinn Gardens	62	Leggart Road	92	Todhead Gardens
3	Bervie Brow	33	Craigpark	63	Leggart Terrace	93	Tollohill Lane
4	Birchfield Place	34	Crawton Ness	64	Loirston Place	94	Tollohill Square
5	Boyd Orr Avenue	35	Cruickshank Crescent	65	Loirston Road	95	Usan Ness
6	Boyd Orr Place	36	Deeside Brae	66	Mackay Road	96	Webster Road
7	Boyd Orr Walk	37	Deeside Lane	67	Maple Place	97	Wellington Close
8	Buchanan Gardens	38	Deeside View	68	Marchmont Place	98	Wellington Gardens
9	Buchanan Place	39	Doolie Ness	69	Marchmont Street	99	Wellington Green
10	Buchanan Road	40	Dunlin Crescent	70	Matthews Road	100	Wellington Grove
11	Bunstane Terrace	41	Dunlin Road	71	Nigg Kirk Road	101	Wellington Park
12	Burnbanks Village	42	Earn's Heugh Avenue	72	Nigg Way	102	Wellington Row
13	Burnbutts Crescent	43	Earn's Heugh Circle	73	Partan Skelly Avenue	103	Wellington Terrace
14	Caiesdykes Crescent	44	Earn's Heugh Crescent	74	Partan Skelly Way	104	Wellington Wynd
15	Caiesdykes Drive	45	Earn's Heugh Place	75	Pinewood Place	105	Whitehills Crescent
16	Caiesdykes Road	46	Earn's Heugh View	76	Redwood Crescent	106	Whitehills Drive
17	Cairngorm Place	47	Earn's Heugh Walk	77	Scurdie Ness	107	Whitehills Gardens
18	Cairnvale Crescent	48	Earn's Heugh Way	78	Seal Craig Gardens	108	Whitehills Park
19	Charleston Park	49	Findon Ness	79	Seaview Terrace	109	Whitehills Rise
20	Charleston Road North	50	Fittick Place	80	Shepherd Place	110	Whitehills Row
21	Cassie Close	51	Gardner Crescent	81	Shieldhill Gardens	111	Whitehills Way
22	Clashrodney Avenue	52	Gardner Drive	82	Sinclair Crescent		
23	Clashrodney Road	53	Gardner Place	83	Sinclair Place		
24	Clashrodney Walk	54	Gardner Road	84	Sinclair Terrace		
25	Clashrodney Way	55	Gardner Walk	85	Skelly Rock		
26	Clerk Maxwell Crescent	56	Hetherwick Road	86	Slessor Drive		
27	Colsea Road	57	Laws Drive	87	Slessor Road		
28	Colsea Terrace	58	Laws Road	88	Spark Terrace		
29	Cormorant Brae	59	Leggart Avenue	89	Stoneyhill Terrace		
30	Cove Road ***(Between its junctions with Cove Crescent and Loirston Road)***	60	Leggart Crescent	90	Strathburn Street		

Appendix 4 – Redacted copies of Community Councils' comments

Culter Community Council

Feedback on ACC Proposals for 20mph speed limits in Peterculter

Background

On 28th March Culter Community Council received an email with proposals for 20mph speed limits in Peterculter. The deadline for giving comments is 10th April. We shared these plans on Facebook and received a number of comments.

Summary of Comments

There is a fairly even split between people in favour of the proposals and people opposed to them. People have asked how the 20mph speed limits will be enforced. People have also asked for data and evidence supporting the assertion that the 20mph limit will reduce the number of injuries and deaths.

Details of Comments

Comment #1

I wish to highlight that I responded recently to a Scottish government consultation proposing a blanket 50 mph national speed limit on all Scottish single carriageway roads. I spent several hours reviewing the supporting assessment prepared by Transport Scotland and noted that it was, in my view, as someone who has performed assessment work in oil & gas industry, an inadequate and skewed assessment with glaring uncertainties.
In this case, relating to the ACC proposal, I have not seen any assessment at all, there is nothing provided in the posted information that you've provided for comment.
As a local resident, tax payer and road user, in all usual forms, pedestrian, cyclist and motorist, I wish to see the full assessment on which the ACC have come to their conclusions that a speed limit reduction to 20 mph in the specific proposed areas is justified.

My public comments on your Facebook post are below:

Have ACC provided justification for this extensive list of proposed speed limit reductions? Is there data to show that there is a significant safety risk in these areas with the current limits in place? Personally, speaking as a motorist, pedestrian and commuting cyclist, I don't see a need to change from current 30 mph limits in many of these areas, along with existing 20 mph limits in school zones.

The post above refers to areas where 20 mph is now deemed appropriate. Based on what data? In order to provide meaningful comment ACC should provide us with the data they are using which has lead to them making these proposed changes.

Let's see the data, specific to the areas proposed.

Comment #2

I think the main road should be reduced to 20mph and we need the flashing speed limit reminder signs through the village too. I've lived on North Deeside Road for 15 years now and there are so many vehicles speeding through the village every day and night with little regard for the fact that it's a residential area with kids, OAP's & and pets. The area around the Coop at peak times is chaotic and people park their cars anywhere they want to, to go into the shop, sadly it's probably only a matter of time before there's a nasty accident there.

Comment #3

Hi
I live on Coronation Road. I would love to see 20mph being enforced. The only way I see that happening is if speed bumps are in place. There are far too many cars speeding on this road. We have a medical centre, school and nursing home in close proximity priority should be given to ensure 20mph is enforced.
Thank you

Comment #4

Just a quick message regarding the new proposed speed limits. I don't think there is any reason why any road in our village should be more than 20 mph. The speed some people drive at will take more than a change of speed limit. But given the amount of children elderly and animals something needs to be done. The speed some drive past my new house. Coronation Road is utterly disgusting. And we are a 20 mph road. It will take more than just lowering the speed limit to get drivers to comply. Johnston Gardens should have speed bumps as should all roads surrounding the school.

Comment #5

I agree with the 20mph scheme. I see every Day cars exceeding the speed limit on Coronation Road.

We have already 20mph signs in place on coronation Rd, but this is not adhered to Speed pumps are required.

Comment #6

20 mph. where to start! I am not aware of a high incidence of pedestrian or cyclist injuries or death on any of these roads so I really do not see any need to reduce the limit. folk who ignore the 30 will ignore the 20, so it won't change behaviour of poor drivers not driving safely. I don't see how it can be enforced. And finally, we need money spent more wisely than on 20 mph signposts or white paint when the roads are full of potholes, spend the cash fixing the roads. Some enforcement of parking on the double yellow lines would also contribute to road safety and be money better spent.

Comment #7

So my views are re the imposing of mandatory 20mph limits on just about all roads.

1. In principle I am in agreement for roads around Schools, in the village of Peterculter, Bieldside and Cults.

2. Also on Milltimber Brae by the Deeside Railway Line crossing, the livery yard and to the Rudolf Steiner entrance. But thereafter to the Mary Culter bridge should be national speed limit or 50mph.

3. From the North Deeside Road APWR junction to Bieldside should remain at 30mph (should never have been reduced from 40mph). Bieldside to Cults should remain at 30 mph and Cults to Mannofield should stay at 30mph.

My car is a two year old petrol 1.995 cc fuel efficient car with auto stop.

However it was not designed to drive at 20mph for a forty five minute plus travel time into Aberdeen where I work on the east side of Andersons Drive.

And no there is not a bus service to get me to and from the office effectively, and reliably, when I also use my car for business during the day to visit clients and other business activities that I use my car for on behalf of my employer.

As it is now I have to set it to cruise control on the North Deeside road to have it perform economically and not cause more pollution by decreasing and increasing speed to maintain 30mph. The cruise control will not operate below 25mph so I will be burning and using more petrol and causing even more pollution on that long commute at 20mph.

Also as cyclists and electric bikes are not bound to keep to the speed limits laid out in the highway code. How will a car driver be able to overtake a cyclist safely as now advised by the highway code by giving safe passing distance, when some are cycling at or in excess of 20mph on the North Deeside Road. Are car drivers now to form a long queue behind one cyclist from Peterculter to Anderson Drive?

Also will a cyclist cycling in excess of 20 mph over take a car in the correct manner or will they continue to undertake and cause near accidents as is the case at now?

These are my views from someone who got his first two wheel motor cycle licence in 1969 and car driving licence in 1971 and has driven many thousands of miles in the UK, West Germany that was, Belgium, Spain, Holland and France.

Comment #8

Re the 20mph limits! I was round a lot of these streets last Tuesday looking at rental properties. Almost impossible to travel at more than 20mph anyway.....so totally unnecessary....are there statistics from the Police or Insurance companies re excessive claims to help prove the needless lunacy of these draconian restrictions.

It would make me look elsewhere for a rental, as I need a car to commute to see family & business....very much cross country....buses, not an option....apart from their unreliability!!

Comment #9

I think a 20mph speed limit is the right way forward. I've personal experience after living in SW London (Richmond Borough) where there is a blanket 20mph limit. Generally people obey the limit, or there abouts. There are always drivers who think it doesn't apply to them; doesn't matter what you do!

I live on Bucklerburn Road and it will be interesting to see what happens! The current 30mph is rarely adhered to so 20mph……! I think the 20mph should go right up to the retirement park.

Comment #10

I don't think it reasonable. They have slowed traffic with ribbon development along the North Deeside Road and additional traffic lights. There is very little evidence of a safety problem. Slowing traffic on the North side of the Dee will push traffic to the South Deeside Road where there is a safety issue.

Comment #11

Seems a bit odd not to include Culter House Road (the old one, past Kippie and serving the handful of houses above St Ronan's). It also seems odd that they've decided the whole of Milltimber Brae right along across the river should be 20, when it was only with a fight that it got a 30 limit down the first section and not even as far as Camphill's entrance.

Other Comments

- Just do N Deeside Road through the village. Most villages in Scotland on a main road are down to 20mph. Why not us?
- No problem with these road sections being 20mph. How will they be policed?
- In a residential area where kids and pets are more likely to be in the road it makes sense, but not on North Deeside Road where there are pedestrian crossings.
- I have no issue with the proposals even though I live in a proposed zone.
- How will the new limits be policed?
- Speed limits are a waste of time if they are not enforced.
- Certainly needs a speed reduction around the school. The rest is a bit of overkill. How will it be enforced?
- The money being planned for this should be spent on fixing the roads.
- Repair the roads instead.
- Spend the money repairing the roads.
- Please provide the evidence that this measure will significantly reduce injuries and deaths.
- 20mph speed limits should not be placed on the North Deeside Road.

CULTS BIELDSIDE AND MILLTIMBER COMMUNITY COUNCIL

10th April 2025

[redacted]

Dear [redacted]

Statutory Consultation: 20mph speed limit proposal.

Thank you for your email communication of 27th March seeking our comments/feedback on the subject proposal related to our community area of Cults, Bieldside and Milltimber (CBM).
Having reviewed the proposal, the Transport Scotland 20mph Speed Limit Implementation Guide and physically visited the 3 proposed TTRO roads in our area, our comments are as follows: -

1. We have no comments on 86 of the proposed 87 streets in CBM area to be subject to the permanent TRO.
2. Item 53 in the list, namely Milltimber Brae is unclear. As the street junctions with the B979 and comes to a crossroads with the A93/North Deeside Road (NDR), the extent of the 20mph limit needs to be clarified.
3.The proposed TTRO on Baillieswells Road should be modified so that its northern limit is moved south by some 400 metres from the junction with Dalhebity Court to the junction with Baillieswells Crescent (North). The removed section does not appear to meet any of the 6 selection criteria in the Implementation Guide.
4. The proposed TTRO on Kirk Brae should be removed completely as it does not appear to meet any of the 6 selection criteria in the Implementation Guide.
5. The proposed TTRO on the Bieldside section of the NDR should be moved eastwards to be bounded between Prospecthill Road and a point 50 metres to the east of Bieldside Station Road to include the church and bus stop on NDR. (The section between Old Ferry Road and Prospecthill Road does not appear to meet any of the 6 selection criteria in the Implementation Guide)
6. The proposed TTRO on the Cults section of North Deeside Road to be extended westwards from School Road by some 150 metres to include the entrance to the Cults Kirk Centre.
7. All new 20mph sections to be signed in full compliance with the Implementation Guide.
8. All new 20mph sections to be properly accompanied in advance by publicity and communications as required by the Guide.
9. Please clarify if the 20mph limit also applies to cycles, and how will this be enforced. We note that the Deeside Way does not appear on your list but is a current concern for pedestrians due to speeding cyclists.
10. The speed limit reductions will never meet their stated objectives unless the 20mph limit is rigorously enforced by the police which seems incompatible with their current practice and available resources.

[redacted]

The CBMCC website contains our Data Privacy Notice

11. For the TTRO sections, carry out a full "pre-implementation" baseline monitoring and evaluation and a "post-implementation" evaluation as described in the Implementation Guide 8-point recommendation.
12. Provide full feedback to the Community Council and public of the results of the evaluations.

We hope that the above is helpful feedback in your consultation. Please contact the undersigned if you need further information.

[redacted]

[redacted]
CBMCC Chair, Communications Secretary

From: [redacted]

Subject: Re: 20mph speed limit proposal
Date: 16 April 2025 12:26:10

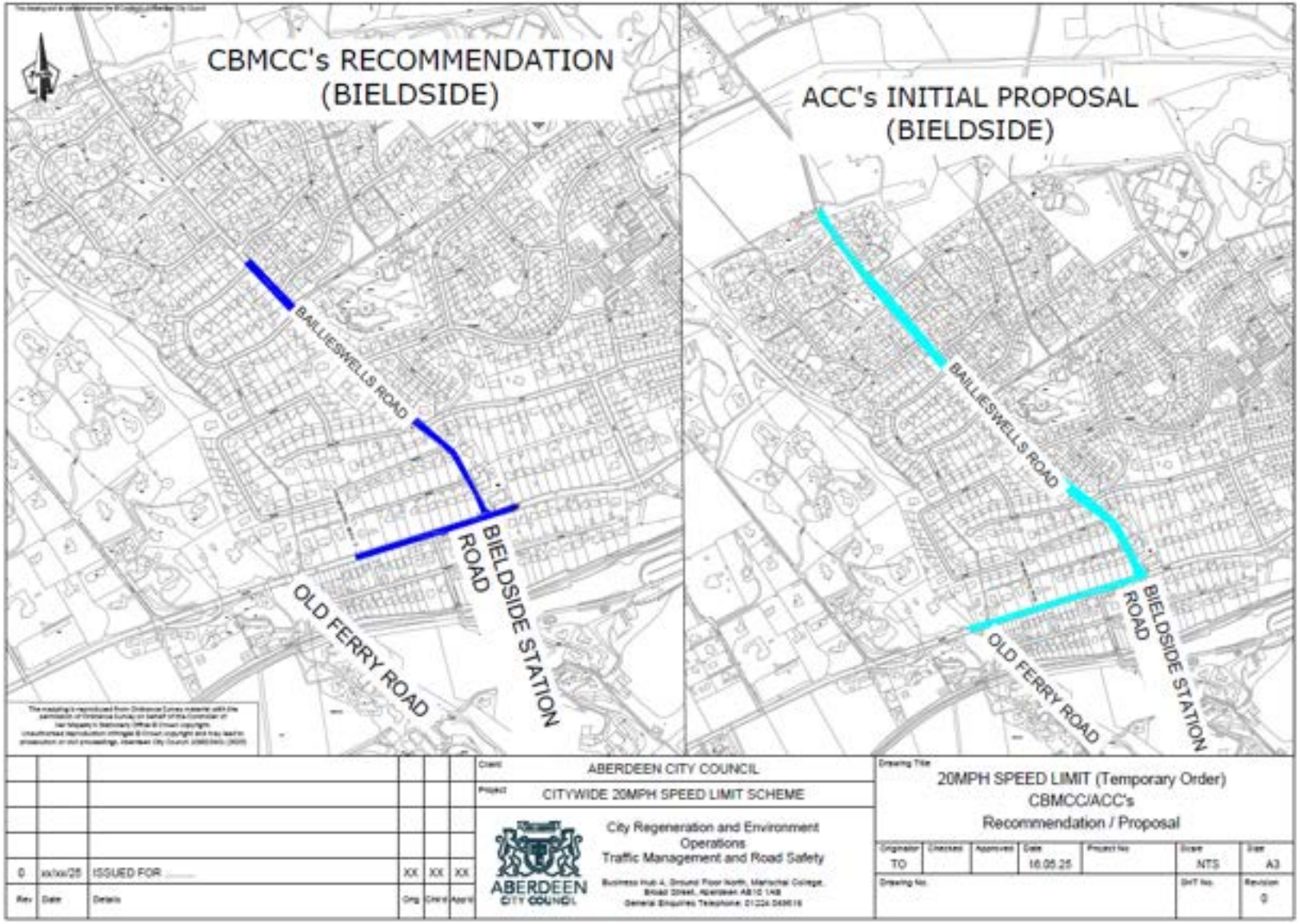
Hi there

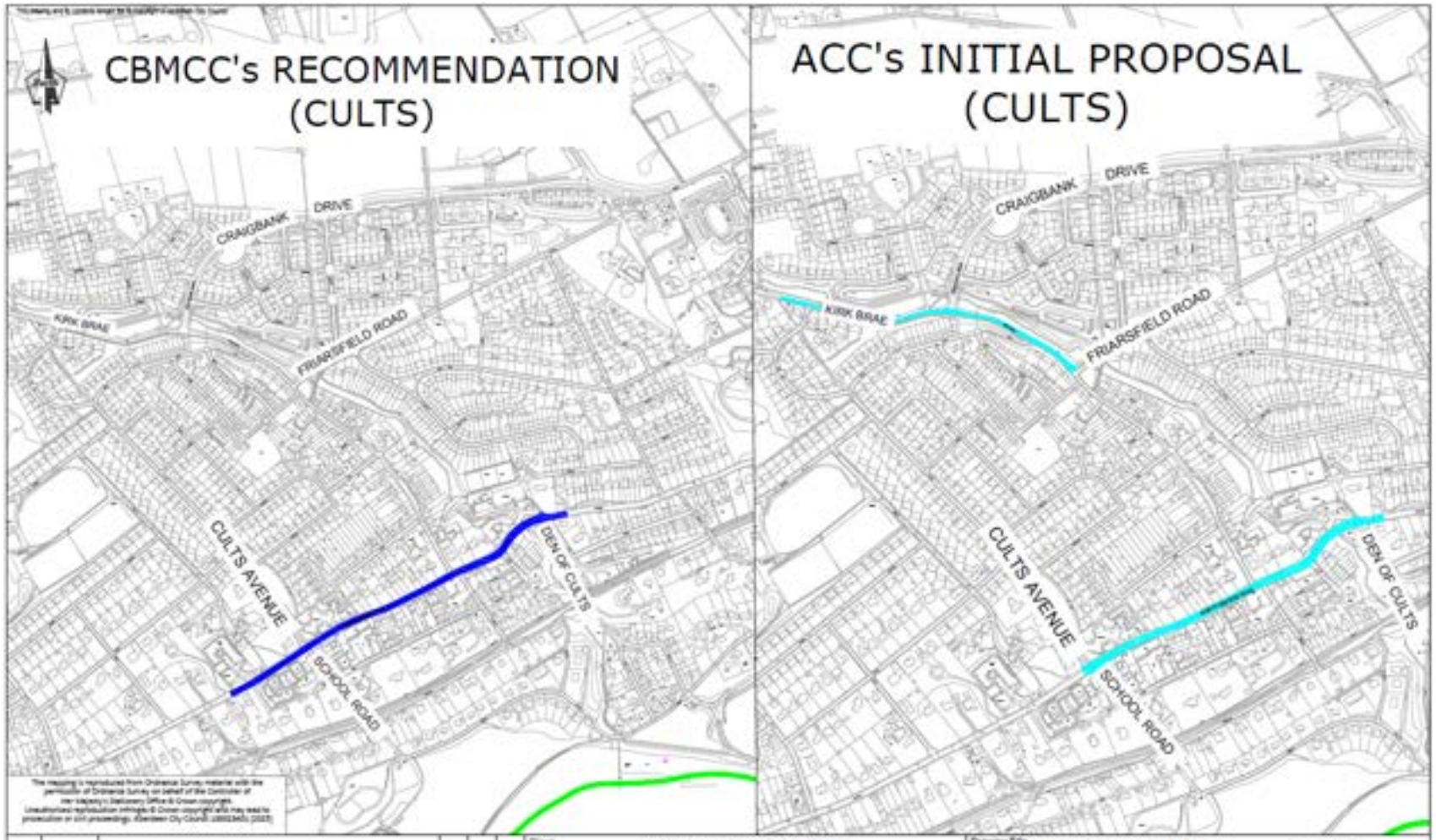
At the Kincorth & Leggart Community Council Meeting on Wednesday 9th April we discussed the **Statutory Consultation: 20mph speed limit proposal and there are no objections.**

Committee Members stated that they would like to see more streets have these restrictions.

Kind regards, [redacted] KLCC Secretary

Appendix 5: Cults, Bieldside and Milltimber Community Council (CBMCC) proposal plans





Rev	Date	Details	Org	Chk'd	Appr'd
0	xx/xx/25	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: CITYWIDE 20MPH SPEED LIMIT SCHEME

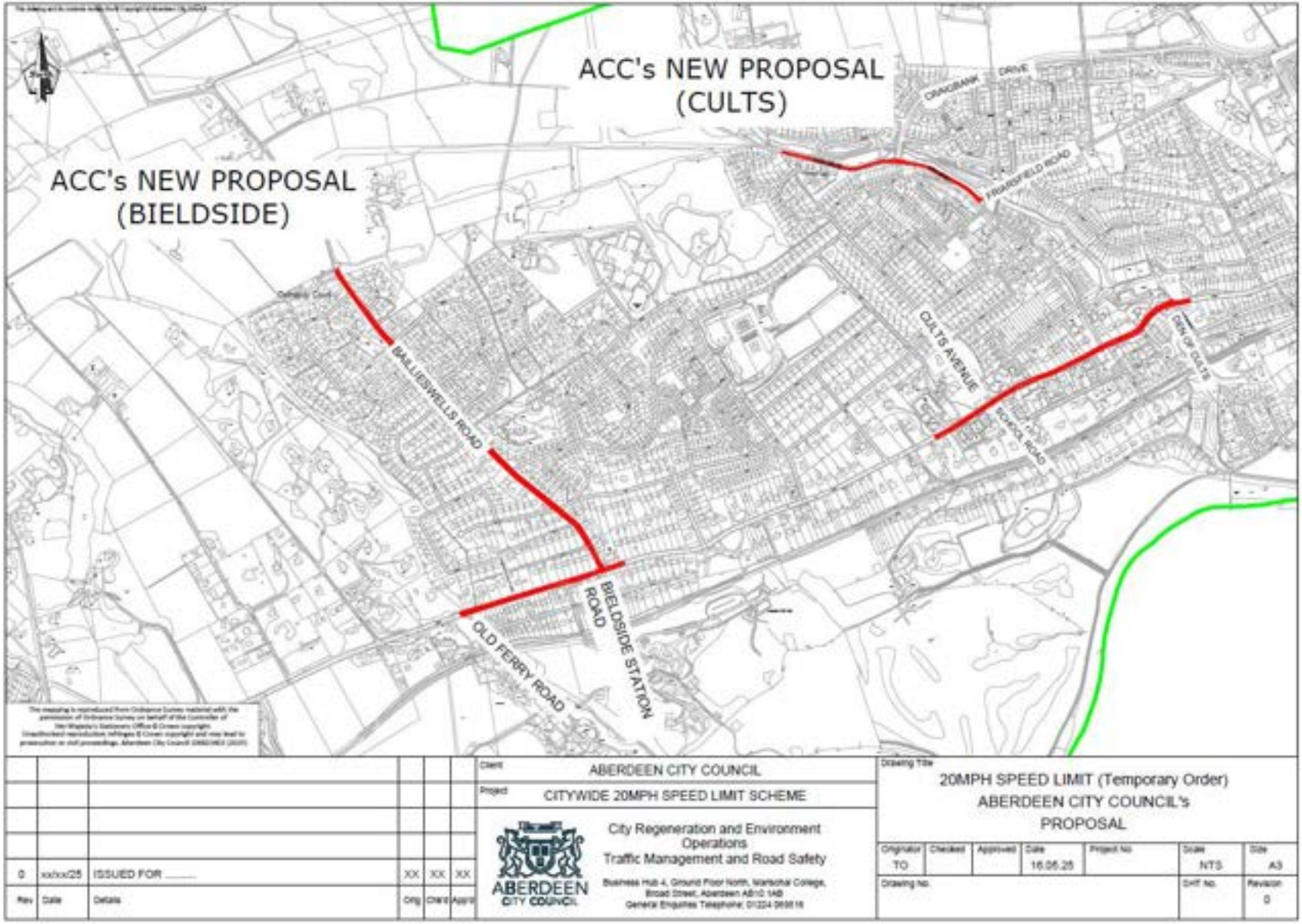
City Regeneration and Environment
Operations
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: 20MPH SPEED LIMIT (Temporary Order)
CBMCC/ACC's
Recommendation / Proposal

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			16.05.25		NTS	A3

Drawing No. | Sht No. | Revision: 0


ACC's NEW PROPOSAL
(CULTS)
ACC's NEW PROPOSAL
(BIELDSIDE)
CRAIGIEBANK DRIVE
FRIARSFIELD ROAD
CULTS AVENUE
BAILLIESWELLS ROAD
BIELDSIDE STATION ROAD
OLD FERRY ROAD
ABERDEEN CITY COUNCIL
CITYWIDE 20MPH SPEED LIMIT SCHEME
City Regeneration and Environment Operations
Traffic Management and Road Safety
20MPH SPEED LIMIT (Temporary Order)
ABERDEEN CITY COUNCIL's
PROPOSAL
0 xx/xx/25 ISSUED FOR ..... XX XX XX
Rev Date Details Orig Chkd Appd
Originator TO
Checked
Approved
Date 16.05.25
Project No.
Scale NTS
Size A3
Drawing No.
CHT No.
Revision 0

Appendix 6: Redacted copies of objection letters

From: [redacted]
To: TrafficManagement
Subject: Objection
Date: 01 May 2025 09:51:45

Regarding the attached issue, I have objection to this proposal.

Aberdeen City is currently at mature stage of life cycle at sustainable economic development, with growth of young, energetic population - A vibrant economy for a caring community (併經濟)， policy set is not cause for incontinence, nuisance (減少擾民政策) - we'd better concerned about lower operating cost at business run, higher percentage of efficiency in transportation consumption for residents' daily commute to work, school and universities, wellbeing activities as well.

Green policies are gimmick to trial and error - to sever one's toe to avoid having them being bitten by sandworms（斬腳趾避沙蟲)， that waste the revenue, precious time and efforts.

Thank you for your attention to this matter.

Kind regards

[redacted]

Sent from Outlook for Android

[redacted]

[redacted]

24th April 2025

To:
Aberdeen City Council
Marischal College
Aberdeen, AB10 1AB

Subject: Objection to Proposed 20mph Speed Limit Implementation

Dear Sir/Madam,

I am writing to formally object to Aberdeen City Council's proposal to implement a 20mph speed limit across various parts of the city. Whilst I acknowledge the intent to enhance road safety and promote active travel, I have significant concerns regarding the environmental implications and the effectiveness of such a blanket policy.

Environmental Impact Concerns:

Reducing speed limits to 20mph may inadvertently lead to increased vehicle emissions. Vehicles often operate less efficiently at lower speeds, potentially resulting in higher fuel consumption and increased emissions of pollutants such as NOx and particulate matter. A study by Emissions Analytics highlights that 20mph is not necessarily better than 30mph for all tailpipe emissions, emphasizing the complexity of the issue and the need for robust data to inform policy decisions.

Given these potential environmental drawbacks, I urge the Council to conduct a comprehensive Environmental Impact Assessment (EIA) to evaluate the full range of consequences associated with the proposed speed limit reduction.

Lessons from the Welsh 20mph Policy

The Welsh Government's experience with implementing a blanket 20mph speed limit offers valuable insights. After significant public backlash and practical challenges, including widespread vandalism of new signs and a petition garnering nearly half a million signatures, the policy is being revised to allow local authorities to increase speed limits back

to 30mph on certain roads.

This example underscores the importance of tailoring speed limit policies to local contexts and ensuring public support and understanding.

Recommendations:

In light of the above, I recommend the following:

1. Conduct a Comprehensive EIA: Before implementing the 20mph speed limit, undertake a thorough Environmental Impact Assessment to understand the potential effects on vehicle emissions and air quality.
2. Pilot Programs: Consider implementing pilot programs in select areas to assess the real-world impacts of the reduced speed limit, allowing for data-driven adjustments.
3. Public Consultation: Engage in extensive public consultation to gather feedback and ensure community support for the proposed changes.
4. Targeted Approach: Rather than a blanket implementation, apply the 20mph limit in areas with high pedestrian activity, such as near schools and hospitals, where the benefits are most pronounced.

I appreciate the Council's commitment to improving road safety and environmental quality. However, it is crucial to ensure that policies are informed by comprehensive data and consider potential unintended consequences.

Thank you for considering my objections and recommendations.

Yours faithfully,

[redacted]

[redacted]

References:
1. Emissions Analytics. "Speed Demonisation." https://www.emissionsanalytics.com/news/speed-demonisation
2. The Times. "Wales to scrap blanket 20mph speed limit after only one year." https://www.thetimes.co.uk/article/wales-to-scrap-blanket-20mph-speed-limit-after-only-one-year-7stvqjdpq
3. The Guardian. "Speed limits reduce deaths, but can they also cause more pollution?" https://www.theguardian.com/environment/2010/apr/19/ask-leo-20mph-speed-limits-pollution

From: [redacted]
To: TrafficManagement
Subject: Objection
Date: 01 May 2025 09:51:45

Regarding the attached issue, I have objection to this proposal.
Aberdeen City is currently at mature stage of life cycle at sustainable economic development, with growth of young, energetic population - A vibrant economy for a caring community (併經濟)， policy set is not cause for incontinence, nuisance (減少擾民政策) - we'd better concerned about lower operating cost at business run, higher percentage of efficiency in transportation consumption for residents' daily commute to work, school and universities, wellbeing activities as well.
Green policies are gimmick to trial and error - to sever one's toe to avoid having them being bitten by sandworms（斬腳趾避沙蟲)， that waste the revenue, precious time and efforts.

Thank you for your attention to this matter.

Kind regards
[redacted]
Sent from Outlook for Android

[redacted]

8th May 2025

Aberdeen City Council - Traffic Management
Business Hub 4
Ground Floor North
Marischal College
Broad Street Aberdeen
AB10 1AB

Subject: Objection to 20 MPH Speed Limit Proposal (Central / South)

Dear Sir / Madam,

I wish to object to the Traffic Regulation Orders (TRO) proposed to be made by Aberdeen City Council under the Road Traffic Regulation Act, 1984 (the Act) and currently under public consultation, as the "20 MPH Speed Limit Proposal (Central / South)"

These proposals include a number of separate draft TRO's within this single public consultation, therefore where a specific TRO's are not referred to below, my objections should be taken to apply to all proposed TRO's within the consultation.

Objections:

1. I object to the lack of any specific justification being given within the public consultation information stating reasons why each individual road has been selected for a proposed 20 MPH speed limit. A very large and diverse range of road are included, but one set of overall general justifications are given in each "statement of reasons" followed by a list of roads included. These include residential streets but also major city travel routes such as the entire length of Holburn Street (within proposed TRO No. 12) with no road (or road type) specific explanation or justification given. I believe this lack of information means it is not possible for the public to meaningfully engage with and respond to this consultation, and therefore the reasons given for the decision to implement the Traffic Regulation Orders are not adequate and do not allow for proper public scrutiny.

2. I specifically object to the inclusion of the following roads within the various proposed TRO's:

Proposed TRO No.10:	Albyn Place, St Swithin Street, Seafield Road, Countesswells Road, Cromwell Road.
Proposed TRO No.11:	Broomhill Road, Holburn Road.
Proposed TRO No.12:	Holburn Street, Sinclair Road, South Esplanade East, South Esplanade West, Victoria Road.

I do not believe these roads are appropriate for a 20 MPH speed limit due to their use as main or significant routes for traffic within the city and distinctly different nature to purely residential streets. No evidence of consideration has been given within the statement of

reasons to the impact on the flow of traffic, operation of public transport (bus routes), congestion, effect on journey times or local businesses and the economy. There is a duty within section 1.22 of the Act for local authorities to consider expeditious, convenient, and safe movement of vehicular and other traffic and, while acknowledging the importance of road safety, there is no evidence within the consultation that the balance with "expeditious and convenient" aspects of these requirements have been appropriately considered and documented for the change in speed limit on these roads.

Yours sincerely,

[redacted]

[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 30 April 2025 06:59
To: TrafficManagement
Subject: TRO proposal Queens Road

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sirs,

I wish to object to the proposed 20 mph speed limit on Queens Road.
I am a resident of Queens Road and drive and walk along it very frequently. I find it works very well There are minor hold ups during the morning and evening rush hours but otherwise flow is quite smooth. The schools are well catered for with crossings and the frequent roundabouts and traffic lights serve as practical traffic calming measures. While I understand that Queens Road may fall within the Scottish government target for reduced speed limit, I think you should recognise that unlike a congested commercial high street, Queens Road is particularly wide and spacious with buildings set back from the road. Pedestrian footfall is also quite low. These combine to make Queens Road a relatively safe place.
I agree that 20 mph should apply in the narrower residential streets near Queens Road but not this important thoroughfare which is performing well. I question how many requests you have received to introduce the proposed lower speed limit? If there were any requests, I would expect them to be for a speed camera to catch the occasional 'boy-racer'.
So, I ask you to put aside any ideology and apply common sense to this issue. Queens Road is not broken, therefore please don't mess with it.
Yours sincerely,
[redacted]

Sent from my iPhone

[redacted]

From: [redacted]
Sent: 29 April 2025 08:06
To: TrafficManagement
Subject: Re: 20mph roads

Morning,

I don't want objection withdrawn. I understand some of the points made, but a lot of the roads chosen will be not required. Fair having rules within settings, but you should physically check settings. Likes of doctor surgeries, certain roads chosen, going at 20 or 30 around there will make zero difference due to the road/pavement set up. Basically meaning if someone going to get hurt, it's because the car has mounted the pavement on purpose for a sustained amount of time.

Now I was told that my street was chosen as 20mph but I am not aware if this was an evening express mistake or council mistake, but my street first of all is not a through road, it's impossible to go faster than 20mph, plus it's a private road, so you have no control over speed limit on that road.

There are other areas been chosen which again would not be possible to get to 20mph, so you have done no thinking into this and will waste public money.

I have no issues for built up areas like around Northfield, areas in Rosemount etc. but the likes of union grove, Cromwell road etc is pointless. Pedestrian safety in these areas are fairly clear to see. I have lived in those areas all my life which is 44 years, and have seen probably no more than 5 issues.

So have another think of the roads, and don't waste money, especially when wales have just had to reverse a lot of their 20mph due to pointless roads being picked

Sent from my iPhone

<image001.jpg> [redacted]

[redacted]

[redacted]

[redacted]

-----Original Message-----
From: [redacted] <[redacted]
Sent: 16 April 2025 14:55
To: TrafficManagement <[redacted]
Subject: 20mph roads

Having seen information on 20mph roads, I do sincerely hope common sense is being used and that main roads like union grove, queens road etc etc will not be changing to 20 mph.
Side roads i have no issue with, but main roads would be utter stupidity, so I am hoping the council are not going to be that stupid

Thanks
Sent from my iPhone

[redacted]

From: [redacted] <[redacted]
Sent: 28 April 2025 21:05
To: TrafficManagement
Subject: Re: 20mph

I don't one bit of the benefits i think its wrong to force us to drive slower as its very unpopular in Wales.
Sent from my iPhone

-----Original Message-----
From: [redacted]
Sent: 16 April 2025 13:44
To: TrafficManagement [redacted]
Subject: 20mph

Hi just so you know I totally oppose more 20mph streets.
Sent from my iPhone

[redacted]

From: [redacted] <[redacted]
Sent: 28 April 2025 16:12
To: TrafficManagement
Subject: OBJECTION TO PROPOSED 20 MPH SPEED LIMIT – NORTH DEESIDE ROAD, BIELDSIDE SECTION BETWEEN ITS JUNCTIONS WITH OLD FERRY ROAD AND BIELDSIDE STATION

Dear Sir/Madam,

I am writing to formally object to the proposed 20 mph speed limit on North Deeside Road - Bieldside Section Aberdeen, under the provisions of the **Road Traffic Regulation Act 1984**.

My grounds of objection are as follows:

1.
Inappropriate for Road Type
North Deeside Road serves as a major thoroughfare road. It is designed for higher vehicle flows and a 20 mph limit is inappropriate given its width, layout, and current usage patterns.

2.
Lack of Evidential Basis
There is no clear evidence presented of a significant accident history or a safety issue on this section of road that would warrant a reduction from the existing speed limit. Without clear supporting data, the introduction of a 20 mph limit appears unjustified.

3.
Impact on Traffic Flow
A reduced speed limit would cause unnecessary slowing of traffic, leading to potential congestion and an increase in driver frustration.

4.
Impact on Emergency Services
North Deeside Road is used by emergency vehicles. Lowering the speed limit without strong justification could delay response times, to the detriment of public safety.

Conclusion
For the reasons outlined above, I respectfully request that Aberdeen City Council reconsider the appropriateness of imposing a 20 mph speed limit on North Deeside Road Bieldside Section and reject the proposal.

Yours faithfully,

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 28 April 2025 15:52
To: TrafficManagement
Subject: OBJECTION - Misuse of Temporary Traffic Regulation Order (TTRO) for 20 mph Speed Limit on Baillieswells Road

Dear Sir/Madam,

I wish to lodge a formal objection to the introduction of a 20 mph speed limit on Baillieswells Road, Aberdeen, under a Temporary Traffic Regulation Order (TTRO).
Under Section 14(1) of the Road Traffic Regulation Act 1984, a TTRO can only be lawfully made where it is necessary due to:

- Works on or near the road,
- The likelihood of danger to the public,
- Prevention of serious road damage, or
- Events likely to cause danger or serious congestion.

In this case, there is no evidence of:

- Any ongoing or planned roadworks,
- An identified danger to public safety specific to Baillieswells Road,
- A risk of damage to the road, or
- Any event causing a material change in traffic conditions.

The introduction of a 20 mph speed limit appears to be a policy-driven measure rather than a response to a temporary or emergency situation. As such, it falls outside the lawful purposes permitted for a TTRO. If the Council wishes to introduce a permanent 20 mph limit as part of a citywide policy, it should do so via a proper Traffic Regulation Order (TRO), following full public consultation and adherence to the statutory process under the 1984 Act.

I therefore submit that the use of a TTRO for this purpose is ultra vires (beyond the Council's legal powers) and request that the proposed temporary order for Baillieswells Road be withdrawn.

Yours faithfully,

[redacted]

Sent from my iPad

[redacted]

From: [redacted] <[redacted]
Sent: 28 April 2025 15:44
To: TrafficManagement
Subject: OBJECTION TO PROPOSED 20 MPH SPEED LIMIT – BAILLIESWELLS ROAD, ABERDEEN

Dear Sir/Madam,

I am writing to formally object to the proposed 20 mph speed limit on Baillieswells Road, Aberdeen, under the provisions of the **Road Traffic Regulation Act 1984**.

My grounds of objection are as follows:

1.
Inappropriate for Road Type
Baillieswells Road serves as a key local distributor road. It is designed for higher vehicle flows and a 20 mph limit is inappropriate given its width, layout, and current usage patterns, there is not a heavy pedestrian or cycling usage.

2.
Lack of Evidential Basis
There is no clear evidence presented of a significant accident history or a safety issue that would warrant a reduction from the existing speed limit. Without clear supporting data, the introduction of a 20 mph limit appears unjustified.

3.
Impact on Traffic Flow
A reduced speed limit would cause unnecessary slowing of traffic, leading to potential an increase in driver frustration.

4.
Impact on Emergency Services
Baillieswells Road is used by emergency vehicles. Lowering the speed limit without strong justification could delay response times, to the detriment of public safety.

Conclusion
For the reasons outlined above, I respectfully request that Aberdeen City Council reconsider the appropriateness of imposing a 20 mph speed limit on Baillieswells Road and reject the proposal.

Yours faithfully,

[redacted]

Sent from my iPad

[redacted]

From: [redacted] <[redacted]>
Sent: 25 April 2025 11:55
To: TrafficManagement
Subject: Fwd: 20mph speed limit proposal (Central/South)

---------- Forwarded message ---------
From: [redacted] <[redacted]>
Date: Fri, 25 Apr 2025 at 11:49
Subject: 20mph speed limit proposal (Central/South)
To: [redacted] <[redacted]>

To whom it may concern

I wish to comment on the 20mph speed limit proposal (Central/South).

I have absolutely no objection to small residential roads being limited to 20 mph, however including roads such as part of Gt Western Rd which is a main artery road, and Craigton, Countesswells and Seafield Rds, which are all main corridor roads in the area is overkill at best.

Craigton Rd - I do see the sense in the lower part of Craigton Rd being 20 mph as there is a sheltered housing complex in the lower half and the road in this part is fairly narrow with parked cars, as well as some sort of residential complex for ?elderly people up near the Springfield Rd junction, however the upper half of Craigton Rd is an entirely different situation. Yes it is residential, however I personally would call 99% of streets in Aberdeen residential, so that surely can't be the only criteria for changing the speed limit.

Countesswells Rd - I see the sense in making the area outside the school 20mph and not just at certain times as this tends to get ignored, however the road past the school up to the roundabout just past Aldi is the same as Craigton Rd in my opinion. There is no necessity to lower the limit on this part of the road. The amount of traffic on that road, has increased in recent years with the playing fields and the new houses, especially at rush hours and I feel sure that reducing the limit would clog them up even more, causing more emissions

Seafield Rd - could arguably be called an even bigger corridor road than the others. The residents there have argued that people cross that road. Yes they do and have a pedestrian crossing at the GP surgery and 2 island crossings at intervals as far up as

the shops. They do have adequate crossings . Pedestrians also have a responsibility for their safety.

Great Western Road - is a main artery road with a large volume of traffic. As it is such a busy road, having one portion of it 20mph and the rest 30 mph is going either be ignored or get clogged up with traffic, more than it already does, causing more emissions , for little gain in my opinion.

The aim of this proposal is increased road safety, which is admirable in tight, wee residential roads, however including the roads as detailed above is going to cause increased emissions, increased frustration etc etc for little to no gain. Also, as an aside, as there are not enough police officers in the city for crime, who will be policing this?

Kind regards

[redacted]

From: [redacted] <[redacted]>
Sent: 23 April 2025 16:39
To: TrafficManagement
Subject: 20mph Speed Limit Proposal (Central/South) - Consultation input

Good afternoon,

Thank you for putting the email address on the website.

I have a series of questions rather than answers for this consultation.
Can these be considered and answered or is that not possible?

Q1) Has there already been a consultation for this proposal, or is this email the invitation to the consultation?
Q2) Can Aberdeen City Council choose NOT to adopt the Scottish governement's programme?
Q3) If you can choose not to, what is the impact?
Q4) Has the Scottish government provided sufficient evidence to the Aberdeen City council to allow you to support this programme?
Q5) What range of changes have been considered? road types, speeds, weather conditions, road layout, vehicle types, future changes in vehicle numbers and types?
Q6) Why is 20mph choosen as the maximum speed? Why not 15mph, 10mph or 25mph?
Q7) What negative results have been identified with this proposal?
Q8) What is the range of policing this may require and associated costs?
Q9) if this does not achieve the desired Scottish Government target in Aberdeen, what happens next?

thank you
[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 23 April 2025 13:48
To: TrafficManagement
Subject: 20mph speed limit proposal (central/south)

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO_2 and NO_x compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO_x emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming

measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Regards,
[redacted]

Sent from Outlook for Android

[redacted]

From: [redacted] <[redacted]
Sent: 23 April 2025 11:45
To: TrafficManagement
Subject: Proposed extension to 20MPH

Police Scotland say they don't have resources to police present 20 MPH speed limits,so why the additional expenses by introducing more roads.
Don't make sense to me unless properly funded.
Regards
[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 23 April 2025 11:28
To: TrafficManagement
Subject: 20mph Speed Limit Proposal (Central/South

Dear Sir/Madam

I wish to object to the further roll out of 20mph across Aberdeen city. Getting across the town or going anywhere in the town is getting increasingly difficult what with bus gates and the closure of part of union street as well as the beach area. I find myself driving further and for longer due to bus gates, and the current 20mph in the town and can't understand how it can be better for the environment to have to drive for further and longer. I've lived in Aberdeen for 38 years AND all these improvements have not improved anything.it is much more complicated and frustrating trying to navigate Aberdeen than it ever was before.

The cost to the council, with new signage, road markings etc etc, when you are already cutting essential services, seems wasteful and is spending money in the wrong areas.

Please just leave the roads alone. If you do want to improve things fix the potholes and police those thoughtless drivers who exceed the current speed limits.

I also note the consultation writes in the section "improve road safety" about perceptions a lot - a perception is purely how something is "thought to be" or an "interpretation" which is not evidence and cannot be used as a basis to do something.

Reduce carbon emissions section "people will feel safer using the road network, which will encourage them to choose active modes of transportation more often.

You cannot definitively say you know how people will feel - and reducing the limit to 20mph means people will use active modes of transportation.

Sent from Sky Yahoo Mail on Android

[redacted]

From: [redacted] <[redacted]>
Sent: 23 April 2025 10:04
To: TrafficManagement
Subject: Fwd: objection on 20mph

Hi

I object to the 20mph poster that was posted along the lamp post where no one can read it unless your on foot. The council needs to make residents more aware than these laminated poster stuck on lmapost.

Certainly, Catherine! Here are some reasons people might object to 20mph zones:

- **Traffic Flow Concerns**: Critics argue that lower speed limits can disrupt traffic flow, leading to congestion and longer travel times, especially in urban areas.
- **Enforcement Challenges**: Without proper enforcement or physical measures like speed bumps, compliance with 20mph limits can be inconsistent, reducing their effectiveness.
- **Economic Impact**: Some believe that slower speeds could negatively affect businesses reliant on quick deliveries or transport, potentially increasing costs.
- **Limited Evidence**: While 20mph zones aim to improve safety and health, some studies suggest that the benefits, such as reduced accidents or improved air quality, are not always significant or consistent.
- **Driver Frustration**: Drivers may feel frustrated by the slower pace, particularly on roads where they perceive the limit as unnecessary or overly restrictive.
- **Cost of Implementation: Installing signs, road markings, and other measures to enforce**
- Cost of Implementation: Installing signs, road markings, and other measures to enforce 20mph zones can be expensive, and some argue these funds could be better spent elsewhere.
- Impact on Emergency Services: Slower speed limits might hinder the response times of emergency vehicles, especially in critical situations.
- Noise Pollution: Some studies suggest that vehicles traveling at lower speeds may produce more noise due to increased engine revving and gear changes.
- Driver Distraction: Constantly monitoring speed to stay within the limit might distract drivers from focusing on the road and surroundings.
- Effectiveness in Rural Areas: In less populated or rural areas, 20mph zones may be seen as unnecessary, as there are fewer pedestrians and cyclists.
- Potential for Increased Emissions: Vehicles operating at lower speeds might not run as efficiently, potentially leading to higher fuel consumption and emissions.
- Potential for Increased Journey Times: For commuters or delivery drivers, extended travel times could lead to inefficiencies and frustration.
- Unintended Consequences: Drivers might seek alternative routes to avoid 20mph zones, potentially increasing traffic on less suitable roads.

- Perceived Overregulation: Some individuals feel that 20mph zones are an unnecessary imposition, especially in areas where accidents are rare.

- Lack of Public Support: If the community isn't adequately consulted, 20mph zones might face resistance from residents who feel their views weren't considered.

- Effectiveness in Mixed Zones: In areas with varying speed limits, frequent changes can confuse drivers and reduce compliance.

- Potential for Increased Fuel Costs: Vehicles operating at lower speeds may not run as efficiently, leading to higher fuel consumption over time.

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 22 April 2025 20:04
To: TrafficManagement
Subject: 20mph on Cairnlee Road

Follow Up Flag: Follow up
Flag Status: Completed

Morning,
I live on Cairnlee Road, Bieldside which is on the list of proposed 20mph streets.
As you this is a private road unadopted by the council can you explain why it is on the list?
It seems like this road is council property when it suits as when the Fibre cables were laid all over Cults and Bieldside we were "missed out" as it is an unadopted road.
Cairnlee Road is not a through road but is used by many schoolchildren as they walk to and from school, which is a danger for them as it is a single track road full of pot-holes.
I look forward to hearing from you regarding this matter.
Regards
[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 22 April 2025 18:46
To: TrafficManagement
Subject: 20 mph Limit Proposal

I feel strongly that in the area I live (Pittodrie) that other road offences are over looked and us as residents live with the consequences of this. Introducing the 20moh limit will just be another road rule that will be ignored and abused. When the city council stands up in our area and takes action on a daily/weekly basis against the students parking on the pavements on every corner of every street, on pavements, parking the wrong way up roads, driving through no entry signs and driving at excessive speed in all the surrounding street. We also deal with moving our own cars on match days for supporters to come and park outside our homes and never receive as much as a ticket. If you want round the streets surrounding Pittidrie Stadium on a match day you will be lucky to see 40 of the hundreds of cars with tickets, who is going to police your 20mph limit ??? Just more nonsense the council is bringing in against the drivers and residents of Aberdeen City Sent from my iPad

[redacted]

From: [redacted] <[redacted]>
Sent: 22 April 2025 12:42
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 12) ORDER

Dear Sir/Madam,

I am writing to object to *The Aberdeen City Council (Citywide (Part Of)) (20mph Speed Limit) (No. 12) Order* under the Road Traffic Regulation Act 1984.

I understand and appreciate the Council's intent to enhance road safety, I have a few concerns regarding the impact of reducing the current 30mph limit to 20mph across the affected roads.

Traffic Flow Disruption: 20mph limit on roads where 30mph is already safely maintained could cause unnecessary congestion, especially during peak hours, affecting commuters, service vehicles, and public transport.

Lack of Evidence for Necessity: To my knowledge, the roads included do not have a high rate of accidents that would justify this change. The lower speed limit would not change the number of accidents, as the problems are drivers not the speed limits. Most of the cars are fitted with enhanced safety features which prevent hitting the objects or people. Looking at the state of the roads near my house does not allow to drive more than 20 mph as there is many holes not getting fixed for years.

From my personal perspective, I can add that I am a carer for both of my parents, who are disabled and live in Seaton. Reducing speed limits on key routes would increase the time it takes for me to reach them, particularly in urgent situations. These changes would add stress and practical difficulty to my already demanding daily responsibilities.

For the above reasons, I respectfully object to the proposed order in its current form and urge the Council to reconsider applying such restrictions across the city without tailored consideration for road type, local context, and the needs of residents.

Yours faithfully,

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 22 April 2025 06:53
To: TrafficManagement
Subject: Speed Limit Proposal (Central/South)

With regards to the proposal, can I please raise an objection for the following reasons

Blanket 20th limits on main roads are going to reduce traffic flow dramatically therefore increasing pollution and frustration levels

Who is going to enforce this limit? When the existing 30mph limit is not enforced

The cost of signage is crazy, and in times of all coasts going up? Is this really government spending wisely?

[redacted]

[redacted]

From: [redacted]
Sent: 21 April 2025 22:02
To: TrafficManagement
Cc: [redacted]
Subject: COMMENT: 20mph limit proposal

Hello there

I am the head of risk management for an international mining company where vehicle incidents are a key source of fatalities.

I support the introduction of 20mph limit, on 2 conditions - 1. It is limited to local roads only where vehicles travel through heavily populated housing estates for example.
2. The incident rate and risk is high.

I do not support 20mph on main roads that travel through an area, eg where the road extends beyond the housing estate, or on roads where houses or schools are not present. For example in Cults, I would support it on St Devenicks Place but not on the main Deeside Road.

It's about getting the balance right. Which many authorities have failed to do, by over applying unrealistic 20mph speed limits to major roads or to roads where the risk is self evidently low. This is important because it loses the support of drivers and weakens their support for all 20mph limits. If you are to manage the risk effectively and actually reduce incidents, it's critical that you achieve the support of majority drivers.

Being honest, Abdn traffic mgt has not achieved the latter in recent years. People do not generally accept previous measures such as bus gates, complex restrictions on use of Union St / Market St and application of ULEZ zoning. Little attempt seems to have been made to drive either simplicity of application or driver buy in. Rightly or wrongly, recent new abdn traffic mgt rules / restrictions are generally perceived as complex, poorly understood, unnecessary, intended to catch people out, perceived as a revenue raiser, lacking in clear purpose, adding to journey time and high risk for drivers. This is a failure in my view. Yet little evidence of listening then adjustment and simplification seems to have taken place?

This track record informs your proposal here I believe. Because it will not be generally trusted I suspect?

One approach could be to introduce a 20mph limit on an obvious high risk road (or v limited # of roads) then test for acceptance and impact on incidents? I would guard again over application, either through an over zealous approach or misunderstanding of risk management. I reiterate that to have meaningful impact, you must win the hearts and minds of drivers. They must 'get it' and support it.

Be aware of context also: the Welsh Govt tried to introduce 20mph limit with disastrous consequences for them. They over applied 20mph limits resulting in unrealistic expectations of people and huge push back. It was a PR disaster for them and reduced the credibility of 20 mph limits everywhere.

I will follow this matter with interest. If you want to discuss further or my support informally, I would be happy to help. My number is [redacted]

All the best and good luck!

[redacted]

Sent from my iPhone

[redacted]

From: [redacted] <[redacted]
Sent: 21 April 2025 16:07
To: TrafficManagement
Subject: Objection to 20mph limit zones

Good afternoon

I write to object to the proposal to change speed limits to 20mph in parts of Aberdeen.

I agree with the proposal for side roads, but not main roads like Great Western Road and Seafield Road.

My street has been 20mph limit for many years, and has humps, but the limit is completely ignored, especially by SUV drivers.

If there has been multiple incidents and a 20mph limit would likely decrease the incidents, then it makes sense.

However, it is very difficult to travel at 20mph, especially as cruise control will not activate on most cars until 25mph +. I use cruise control around town to ensure I don't speed and can concentrate on the road instead of the speed limit. If 20mph limits are introduced, drivers will concentrate on adhering to the limit (hopefully!) instead of the road and pavements.

Regards
[redacted]

[redacted]

From: [redacted]
Sent: 21 April 2025 11:58
To: [redacted]
Subject: 20 MPH

I wish to object to the proposal to reduce the speed limit to 20 MPH for most of the roads in Culter. The reasons for my objections are;

1. You cant enforce it as you cant enforce the current 30 MPH limit. Similarly you cant / don't enforce the dog fouling laws!
2. You don't have any money for new 20MPH signs! You cant clear drains or the falling leaves which block the drains.
3 You ignore the safety aspects of gritting the roads and pavements Several persons were hospitalised over the past few winters due to falling on ice. How many have been knocked down by motorists? I'm guessing none.

Kind Regards
[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 20 April 2025 21:32
To: TrafficManagement
Subject: 20mph zones

Follow Up Flag: Follow up
Flag Status: Completed

Good evening,

I am writing to say that I don't agree with the proposed change to the speed reduction to 20mph. There are so many reasons not to do this. It has been tried in Wales and is currently being reversed.

The council is so short of money, perhaps these funds could be used towards something useful. Maybe mental health? Education? Something positive for the people of Aberdeen.

All I can think is that this is a money making 'scam'? Don't do it. Listen to your people and be honest. This isn't the way to raise funds and fill the shortfall.

[redacted]

Sent from my iPhone

[redacted]

From: [redacted] <[redacted]>
Sent: 20 April 2025 19:46
To: TrafficManagement
Subject: 20 mile per hour zones

Follow Up Flag: Follow up
Flag Status: Completed

I am absolutely appalled at this complete and utter waste of tax payers money.
How dare you think you can run roughshod over us by running a complete dictatorship.
Bus gates, Lez, bus lanes
Roads closed all over the city with no apparent work being done.
The pop holes are atrocious
But you think by slowing traffic down to 20 miles an hour this helps with anything

Right now my commute to work and my return home is a utter nightmare...with all the road closures.
My car is wrecked with bouncing through all the potholes
I sit in traffic causing more pollution.
Our journey times are longer causing more pollution.

I am totally against this and all your other madcap ideas
Union terrace gardens are a disgrace...the money spent o that!!!
Union Street....utter shambles
Bike lanes all through industrial estates....

1 million pounds of tax payers money....how dare you

[redacted]

And my son is in the police and i do NOT have to give you my name and address to object to any council proposal, so go look up the law

[redacted]

From: [redacted] <[redacted]
Sent: 20 April 2025 19:42
To: TrafficManagement
Subject: 20mph implementation opposition

Follow Up Flag: Follow up
Flag Status: Completed

Good evening,

My name and address shouldn't be required to oppose any government backed scheme, however I will provide it and I want a response laying out how my information is being used and the policy of disposal of my information being provided afterwards.

[redacted]

Writing with my objection to the proposed 20mph city wide speed limit.

Reasoning, it will double my commute time, the traffic in Aberdeen is horrendous as is let alone reducing the speed limit.

1 million this is costing??? For new signage?

I'm guessing you will put up a ton of new enforcement cameras and recoup costs via road user fines.

Another method of squeezing the people of Aberdeen.

Try repairing the roads with that money instead.

How about some data, regarding road traffic collisions caused by people driving within the set speed limits.

And data regarding injury/fatality caused by the same?

This is utter madness, all under the guise of environmental reasons when you still allow HGV, buses etc into the city.

You are all making this place genuinely miserable to live in.

Regards

[redacted]

From: [redacted] <[redacted]
Sent: 20 April 2025 16:10
To: TrafficManagement
Subject: 20mph proposal

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO_2 and NO_x compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO_x emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Regards

[redacted]

Sent from my iPhone

[redacted]

From: [redacted] <[redacted]>
Sent: 19 April 2025 20:21
To: TrafficManagement
Subject: 20mph Speed Limit

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO_2 and NO_x compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO_x emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Yours sincerely

[redacted]

From: [redacted]
Sent: 19 April 2025 15:28
To: TrafficManagement
Subject: Objection

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

My name is [redacted].
I object to your proposal to limit certain streets in Aberdeen including those near my home to 20mph (from 30). I object on the grounds that there is no proportionality in your proposal, there are no safety risks and no grounds for this new limit. I should think the Council should be more concerned with the state of the roads. There are dangerous potholes on every street near Balmoral Places and in the past 3 years I have seen no real effort to address these. To reduce speed to 20 simply to be seen as doing something is a waste of council tax.

Kind regards,
[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 19 April 2025 14:53
To: TrafficManagement
Subject: City wide Blanket 20 mph Objection

Follow Up Flag: Follow up
Flag Status: Completed

Hi Traffic Team or to whom is dealing with the objections of the 20 mph.

This is ridiculous to have a city wide 20 mph. It clearly didn't work in for the people in Wales. The 20 mph at specific points as part time is more affective. People are much more willing and able to stick to 20mph around the eg school zones etc.

Commuting will take to long not only for the car drivers. The bus journey's commercial vehicles also companies want be wanting to deliver to Aberdeen and the surrounding area. And cost more to use on offer set changes for deliveries.

Bus gates, lez zone, 20mph there's nothing left for Aberdeen other than the council wasting money and hitting the car drivers etc. are the buses going to follow the the 20mph? They don't need any more excuses to be late this more unreliable than they are. Bus gates has not improved our bus service. Aberdeen basically grinding to a halt. I have to commute from Cove Bay to b of Don buses takes no less than 1hr45 mins. I can't trust their time this makes me miss the connection bus from union st. When I don't wish to spend my life travelling. Now car journey going take ages if most of my route if 20mph.

Our bus service has been reduced so much since I moved to Cove Bay 2009. Regularly while waiting I'm waiting at on loirston AV opposite the primary school. It either doesn't come down street as it should, or if it's early they don't wait to leave the bus stop at the correct time. The bottom line is Aberdeen has become no welcome to the locals nor the tourists. Not a pleasure to have to commute or anything left worth going to in Aberdeen.

I really wish the council would listen to the people, not doubts you'll bash the ridiculous ruling through. It clearly didn't work in Wales! Is that not worth learning from to save us the tax payers a load of money installing the signage and then change mind when it clearly doesn't work

Hopefully you listen to the people.

Regards

[redacted]

[redacted]

From: [redacted]
Sent: 18 April 2025 20:15
To: TrafficManagement
Subject: Reduced speed limits in Peterculter.

Follow Up Flag: Follow up
Flag Status: Completed

I object to the proposal to reduce speed limits to 20mph in a blanket way, covering a large number of roads at all times of the day.
My reasons:
1 the vast majority of motorists drive at speeds appropriate to the conditions. In small residential streets this is usually no more than about 20mph so the new limits will cost money with little or no benefit.
2 for through roads, usually A and B roads, in this case N Deeside Rd and Malcolm Rd, it is inappropriate and unnecessary to reduce limits to 20mph at all times including quiet periods. A 20mph limit is already in place during school hours and could be extended if appropriate.
3 I also think it it is fundamentally wrong that decisions on through roads are made entirely by local councils and residents, with no consideration for other drivers who use these roads for work or other purposes and pay for their upkeep via taxation.

I assume my comments will be ignored?
Regards

[redacted]

[redacted]

From: [redacted]
Sent: 18 April 2025 15:06
To: TrafficManagement
Subject: Proposed 20 mph

Follow Up Flag: Follow up
Flag Status: Completed

Police Scotland say they don't have resources to police current 20 MPH roads,so why incur additional expenses by adding to the issue.

Regards
[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 18 April 2025 13:36
To: TrafficManagement
Subject: 20mph proposal for Hazelhead/Queens Cross/Countesswells - OBJECTION

Follow Up Flag: Follow up
Flag Status: Completed

I object most strongly to the proposed 20mph speed limit in all the streets in these areas on the following grounds:

Pollution
For a council who claim to be striving for a reduction in air pollution it seems to me to be counter productive that they try to enforce measures that will actually result in journeys within these areas taking longer than they do currently!

Traffic Congestion
By enforcing a 20mph speed limit the traffic congestion problems will be exacerbated. It will cause longer queues of traffic at each junction and a longer period of increased pollution within residential areas, as well as the city centre, which is far from desirable.

Unnecessarily over prescriptive legislation
I would also like to know, via my rights under the freedom of information act, exactly how many collisions between pedestrians and moving motor vehicles have occurred within the proposed area over the past 10 years. I suspect the number is so low as to render any such legislation completely unnecessary. In my opinion, the vast majority of responsible adults modify their driving speed according to road conditions which includes taking notice of other road users including pedestrians, cyclists and other drivers.

from
[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 18 April 2025 09:24
To: TrafficManagement
Subject: Objection to city wide 20mph speed limit

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO_2 and NO_x compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO_x emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

6. Cost Concern:

Tax payers' money should not be spent on something that's not evidence based. There are other councils around the country that have done this then revoked it which is a huge waste of time and money. Replacing hundreds of road signs for this not to work is ludicrous.

Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

[redacted]

From: [redacted] <[redacted]>
Sent: 17 April 2025 23:42
To: TrafficManagement
Subject: 20mph Speed Limit Proposal (Central/South) - Objection Letter

Follow Up Flag: Follow up
Flag Status: Completed

To Whoever this may concern,
I would like to formally object to the above proposal.
I take this argument with several reasons.
- It has been stated that the speed change is to improve road safety. I disagree. The current speed limit of 30mph on these roads are suitable for the roads in question. Being someone who lives directly on one of these streets, I have experienced first hand that people don't follow the 30mph speed limit. What makes you think that this will then be followed if it goes to 20mph? Walking and cycling will not increase as those that wish to cycle or walk already are already doing so. Where is your evidence that shows that this will happen? Where are your figures and calculations? Final point to this about cultural attitudes is also incorrect. A very good example of this is North Deeside road where the speed limit went from 40mph to 30mph. Again, first hand I have seen people going well over this. Why have these people not been caught? I can tell you why. Doesn't matter how many cameras you set up or how many times you remind people the Cultural attitude is still the same as people have grown up with it. Trying to control people with Cameras and Fines makes things worse as this actually increases the chances of accidents as studies have proved. It also ends up being a funding drive for the council.
- Next point stated Reducing Collusion risk. Again I disagree. The reaction time at a lower speed takes less time to stop but studies show that driving at slower speeds in particular familiar areas can cause inattention blindness or in other words reduced attention and lower levels of alertness. This means that it can increase the possibility of a collusions or casualties. It is also worth mentioning that a lower speed limit in areas that have been at higher speed causes frustration to some as it takes longer to get to their destination meaning a 20 minute journey becomes a 30 minute journey if traveling at a constant speed. Do you have any proof that this would not happen?
- Reducing Carbon Emissions was also Stated. lowering the speed does not make a large difference in carbon emissions. People will not feel safer and using public transport will not be encouraging for lots of people as the transport system is not reliable enough, time efficient enough or easy enough to manage. Getting into your own car, getting to work and parking can actually end up being cheaper. Public transport is not reliable nor is it time efficient as a 25 minute journey takes a bus nearer 40 minutes to do aswell as the times for the busses don't match up with times that are required for some people getting to work. Trying to take public transport means you are also relying on being on time to get into work. So although there's a slight change in emissions it will not make any noticeable differences unless you can show me real accurate numbers that prove this wrong?

To finalise this email the points above have been made with the help of studies and personal knowledge of the area. All in all this leads me to my final statement that I Object to this proposal because it does not follow the aims of keeping safety, helping to get to Net Zero and encouraging the use of a public transport system which is unreliable at the best of times.

I look forward to hearing your response.

[redacted]

From: [redacted] <[redacted]>
Sent: 17 April 2025 21:55
To: TrafficManagement
Subject: Objection to the 20mph restrictions

Follow Up Flag: Follow up
Flag Status: Completed

I am writing to express my objection to the 20mph restrictions.

Cars driving at 20mph will do damage to the car itself, take longer to get to your destination therefore your driving for longer and producing emissions.

The areas of restrictions apply to nearly every street in Aberdeen. It's hard enough getting about the city efficiently.

We don't have a reliable or varied bus service to encourage people to use public transport. I stay in Bridge of Don and work in Cove so I have to drive to Dyce to get to the bypass instead of coming into the city centre. Emissions and traffic on the bypass are increasing.

It was a disaster in Wales. What are AECC doing differently to avoid the same result?

I understand residential areas and suburbs needing these restrictions but people don't drive safely and within the speed limit just now. How will this be policed? Expensive cameras or more funding to the police?

Kind regards
[redacted]

Sent from Outlook for Android

[redacted]

From: [redacted] <[redacted]>
Sent: 17 April 2025 21:29
To: TrafficManagement
Subject: Objection to Proposed 20mph Speed Limit Order (Traffic Regulation Act 1984)

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO_2 and NO_x compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO_x emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits

risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Many thanks,

[redacted]

Sent from my iPhone

[redacted]

From: [redacted] <[redacted]
Sent: 17 April 2025 14:20
To: TrafficManagement
Subject: 20mph limits

Follow Up Flag: Follow up
Flag Status: Completed

I am opposed to the widespread introduction of 20 mph zones at Hazlehead/ Queens Cross / Counteswells

Parts of Anderson drive being a 20 zone where there is already a sliproad for residents seems pointless. How can you have cars and HGVs going from 40 to 20 back to 40 then back to 20. I feel this will cause many many accidents. Even if it is a 40-20-40 on the southbound and same on northbound it will cause accidents. Emissions will be higher from drivers speeding up again.
Busses are extremely unreliable as it is with always being late or cancelled despite bus lanes being in force.
Have you thought about when people have accidents and need to get to ARI? Injury isn't severe enough for an ambulance yet is still an emergency, patient screaming in pain or has worrying symptoms yet it takes even longer to get required medical attention because of all the 20 mph zones.

Im sure the money that would be spent on all your signage and "cash cow" cameras would be better spent on other things. The revenue from fines wouldn't cover the cost of the cameras.
Have you actually asked people what they would like to see in the city?, what would encourage them to go spend money in the city?

Slower speeds won't stop roads being damaged so what is the actual thinking behind the proposition?

[redacted]

Sent from my iPad

[redacted]

From: [redacted] <[redacted]>
Sent: 17 April 2025 14:01
To: TrafficManagement
Subject: 20 mph

Follow Up Flag: Follow up
Flag Status: Completed

Hi I object to these restrictions Have no problem in areas around schools or children's playgrounds but do not feel the restrictions need to be so widespread
Sent from my iPhone

[redacted]

From: [redacted] <[redacted]>
Sent: 17 April 2025 12:48
To: TrafficManagement
Subject: Proposed 20 MPH Speed Limits

Follow Up Flag: Follow up
Flag Status: Completed

Good Morning

I wish to object to the proposed imposition of 20 mph speed limits in Aberdeen, in all but residential areas within housing estates.
My objection is on the following basis:
Slowing down traffic in main streets will slow down work commutes and thus mean journeys will take longer.
The economic effect in the city will be negative.
Cars are not designed to be driven at speeds of 20mph or lower. This will necessitate driving in lower gears, burning more fuel and creating more pollution.
The proposed lower speed limits are simply not needed. Wales tried it and look what happened there.
The city's economy has already been damaged as the introduction of bus gates has killed the city centre, especially the hospitality sector. Let's not put the final nail in the coffin.

You will note that my address indicates I am equidistant from Aberdeen City and Inverurie. We already choose to use Inverurie as our main shopping and entertainment destination due to the ease of driving and parking. This will become more predominant if these proposed additional 20 mph zones are intruduced in Aberdeen.

Yours Sincerely

[redacted]

Sent from Yahoo Mail for iPad

[redacted]

From: [redacted] <[redacted]
Sent: 17 April 2025 08:07
To: TrafficManagement
Subject: 20mph speed limit proposals

Follow Up Flag: Follow up
Flag Status: Completed

I hereby object to this proposed change.

1) traffic does not flow efficiently as is within the proposed streets, this will make things worse.

2) vehicles optimum speed of 20mph & lower produce more Nox emissions. This is not in keeping with ACC/city objectives to improve air quality.

Please provide full justification.

Regards
[redacted]

[redacted]

From: [redacted]
Sent: 17 April 2025 00:39
To: TrafficManagement
Cc: [redacted]
Subject: 20mph speed limit in town

Follow Up Flag: Follow up
Flag Status: Completed

Hi there,

I can quite happily say, that this is right up there as one of the most ridiculous decisions that the Aberdeen council is about to undertake.

At what point does Aberdeen council actually listen to the people of Aberdeen, time and time again, implementation of vanity projects and backwards thinking agendas are pushed through, without the backing of the residents of this city.

LEZ, bus gates, and some of the worst traffic management ever seen in this city, and now reducing cars to a speed slower than that of a 1970's pedal powered bicycle is just pure insanity.

Shame on you for the continued demise of a once great city at the expense of the people who live here.

When is the council going to learn that people of this city should have a right to decide on monumental decisions such as these, you do not share the voice of the people, this is yet another example of far left environmental extremism, one that we did not vote for, and not joined together in any strategic shape or form what so ever.

An utter, utter disgrace, traffic mismanagement is the departmental title that should beholden to you.

Begin listening to your people for once, this is not what we want for goodness sake.

Yours contemptuously

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 21:27
To: TrafficManagement
Subject: 20mph Speed Limit Proposal

Follow Up Flag: Follow up
Flag Status: Completed

Kindly send an email to the Traffic Management and Road Safety team if you wish to comment or object to this proposal.

I wish to object

The only place 20mph speed limits should be imposed is outside schools

Sent from Outlook for iOS

[redacted]

From: [redacted] <[redacted]
Sent: 16 April 2025 20:56
To: TrafficManagement
Subject: Objection to proposed 20 mph sager speed limit

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I agree with 20 mph safety speed limits around schools, and simular areas; however imposing this limit outwith of school hours, and across more of the city, will raise driver frustration, increase travel times, and make driving more dangerous.

Until cycling is safer and.more reliable, driving is the convenient and flexible choice. It is disappointing that the council appears keen to dissuade drivers from travelling anywhere in the city.

I wish to object to the proposal for the reasons above. Thank you for your consideration.

Kind regards

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 20:51
To: TrafficManagement
Subject: Objection to 20mph roads

Follow Up Flag: Follow up
Flag Status: Completed

Good Evening

I firmly and strongly object to the implementation of a 20mph limit on the city roads. The reason for this objection is that the congestion around the city will only increase due to the slower traffic and this will not bring any benefits to residents. By reducing the speed limit you will cause disruption and inconvenience to residents and this will increase the frustration on the roads.

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 20:20
To: TrafficManagement
Subject: 20mph zones

I strongly object to this as:

- there is little data to back that this is required.
- where I live, there are speed bumps all through village which is a better deterant than unpoliced 20 mph zones
- if people have been injured in 30mph zones, there was likely speeding involved
- the roads where there are issues have not been included
- I think with the councils debt, there are higher priorities
- Council tax is already too high, taxes are too high
- services have been cut and people would benefit and have a better quality of life more from a reduction in tax
- many villages do not have issues that warrant this, especially in the zones included
- huge cost to project manage, replace signs
- vanity project based off somebody's idea, not based on fact
- will cost huge amounts and benefit very few
- people will be frustrated driving 20mph at 7pm at night when roads are absolutely clear.
- those that ignore 30mph are going to ignore 20mph
- it won't be policed, can't be justified to be policed.

Reduce taxes,evaluate council expenditure vs benefit to community. I live in an area that receives nothing from council and I can't honestly see where my taxes are being spent except on paying council wages and pensions.

Thanks

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 20:15
To: TrafficManagement
Subject: 20 mph zones

Follow Up Flag: Follow up
Flag Status: Completed

Just looking thru the new 20 mph zones, this is an absolute joke, I'm all for safety but surely common sense should kick in here.
20mph zones near schools, hospital and play parks should be sufficient.
All Aberdeenshire council is doing is killing the city, making it less attractive for family's to visit and spend money.

[redacted]

Sent from Yahoo Mail for iPhone

[redacted]

From: [redacted]
Sent: 16 April 2025 20:07
To: TrafficManagement
Subject: 20mph speed limit

Follow Up Flag: Follow up
Flag Status: Completed

I object the plans for 20mph speed limit across the city.

Signed
[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 19:38
To: TrafficManagement
Subject: 20 Mph limits

Follow Up Flag: Follow up
Flag Status: Completed

Dear Aberdeen city council Roads

I wish to object to the 20 mph limits being imposed on the main throughfares not the side streets – these I would say include the likes of Great Western Road, Queens Road, Countesswells Road, Broomhill road Garthedee Road Kingsgate

These streets are throughfares that move traffic from one part of the city to another. They are not side streets. If the limit is reduced then why should people use them in preference to the side streets? What is the differentiator between a side street and these Throughfares?

I can't not see the justification for a reduction from 30mph to 20 mph

This will be another reason NOT to do anything in Aberdeen city rather use the shire

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 13:41
To: TrafficManagement
Subject: 20 mph speed limit

Follow Up Flag: Follow up
Flag Status: Completed

Hi.

Is it too late to say my opinion?

20mph will increase the travel time which will increase the pollution and tge rudness of the drivers which i witnessed in my home country.

Regards,

[redacted]

[redacted]

From: [redacted]
Sent: 16 April 2025 17:41
To: TrafficManagement
Subject: 20MPH City prospect.

Follow Up Flag: Follow up
Flag Status: Completed

Dear Councillors

I personally object to the 20 mph limit in our city street, I personally do not believe there is a need for it and if it was implemented, I would be sceptical over the amount of extra emissions being executed in Aberdeen city due to the reduced speed by drivers in their vehicles.

Looking at the statistics for RTA's I cannot see a benefit to this 20 mph proposal.

Regards

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 17:13
To: TrafficManagement
Subject: Proposed city 20mph speed limits

Follow Up Flag: Follow up
Flag Status: Completed

To whoever this may concern

I've just seen the Aberdeen Guardian FB post in relation to the proposed 20mph speed limits in and around the city.

I think this is yet another ridiculous idea from the 'powers that be' for the citizens and visitors to our city (and there have been many of late, ridiculous ideas I mean not visitors).

This will mean that anyone who still bothers to actually venture into our dying city centre will be travelling for longer (with no help from the bus gates and LEZ) thus creating MORE harmful emissions not LESS! I despair.

I object completely to the lowering of the speed limits (but highly doubt anything I, as a citizen who has lived here for 59 years), have to say will have any input whatsoever.

Aberdeen in the 70's 80's 90's was a great place to be but due to daft ideas (probably coming from Edinburgh) I'm actually embarrassed to say I live here.

Regards
[redacted]

Sent from Outlook for iOS

[redacted]

From: [redacted]
Sent: 16 April 2025 16:42
To: TrafficManagement
Subject: Consultation on 20 mph Speed Limit

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir

I am responding to register my objection to this proposed change to the speed limit. This proposal will neither improve road safety nor improve traffic flow. This was introduced in Wales in 2023 in a similar broad brush way, rather than in an appropriate targeted approach and to date there is no published evidence of any benefit.

Yours faithfully

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 16:35
To: TrafficManagement
Subject: Objection to a blanket 20mph speed limit for Aberdeen City

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I raise my utmost concern to your proposal of lowering the speed limit in Aberdeen City and surrounding areas to 20 mph with the following rationale:

1. Increased frustration due to increased travel time:
This concern highlights that many people want to reach a destination in ample time, and lowering the speed limit to 20 mph will have an impact of individuals' stress and frustration levels of this slow pace to just reach their destination. This will in all likelihood increase traffic accidents vehicles and will be a concern for pedestrians and cyclists alike, since now pedestrians might attempt to cross a road whilst a car is travelling at a slower speed, however even 20 mph might still fatally injure someone, and cyclists will now near travel the same speed as traffic unless the human factor of tiredness prevails by which vehicles might struggle to overtake any such road users safely due to minimal difference in speed.
This is counterintuitive to achieving Scotland's Road Safety Framework.

2. Increased emissions
The longer a vehicle is required to travel at a slower speed, the more the increase in carbon emissions deposited by such a vehicle. If all ICE vehicles are subject to this change, it would widely contribute to Scotland's emissions. One caveat would be to subject only electric vehicles to the lower speed limit, as they wouldn't contribute to increased emissions.

3. Mechanical failures of vehicles
Most motor vehicles are manufactured to use a varying speed for adequate mechanical use of all critical components. Most components do not function well under the stress of a systemic low RPM range, which would increase costs for motorists to adequately maintain their vehicles.

4. Data available to support the decreased speed limit, across the UK where this was previously implemented, saw very little statistical change to an increase in road safety, for motorists, cyclists, and pedestrians.
It is not in the best interest of the general population to restrict road usage speeds for motor vehicles to that achievable by bicycle without any motorised assistance.

5a. Modern vehicles are capable of managing a 30/40mph speed limit with mechanical components adequate to stop in a sufficient amount of time prior to a collision.
b. The human factor of recognising a safety concern and reacting is nonsubstantial to roads where 30/40 mph are currently designated, as these speeds are also appropriate to the area of the limits

already imposed. Additionally, the majority of drivers that have passed a full driving license test in the UK is expected to be adequately equipped with the knowledge, anticipation, and reaction skills necessary of them to perform a defensive driving maneuver at 30 or 40 mph, if need be.

In conclusion, it would be demoralising to the average driver, with increased frustration, increased stress levels, increased carbon emissions and little to no benefit to safety of any road user to implement such changes.
I would suggest until any empirical evidence is laid out in full and have undergone rigorous peer reviews attesting to the benefit this might have, it not be imposed to the average law/speed abiding road user driving a motor vehicle.

Thanks for your consideration.

[redacted]

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 16:30
To: TrafficManagement
Subject: Opposition to the Proposed Reduction of Speed Limits from 30mph to 20mph

Follow Up Flag: Follow up
Flag Status: Completed

To whomever it may concern,

I am writing to express my strong opposition to the recent proposal of reducing speed limits from 30mph to 20mph in [specific area/streets if known, e.g., "residential zones" or "across the city"]. While I understand the intent to improve safety, I believe this decision is misguided and will create unnecessary challenges for residents and drivers.

My concerns include:
1. Ineffectiveness in Safety Improvement: Studies show that 20mph zones have mixed results in reducing accidents, particularly on roads designed for higher speeds. Targeted measures like improved signage, pedestrian crossings, or traffic calming in high-risk areas may be more impactful.
2. Increased Traffic Congestion:
Lower speed limits could exacerbate traffic buildup, especially during peak hours, leading to longer commute times and higher emissions from idling vehicles.
3. Frustration for Drivers:
Enforcing a blanket 20mph limit risks alienating motorists who may ignore speed limits altogether, undermining respect for traffic laws.
4. Lack of Community Consultation:
Many residents I've spoken to were unaware of this proposal or feel their voices were not adequately considered. Transparent engagement is crucial for such sweeping changes.

I urge the Council to reconsider this policy and instead focus on evidence-based solutions tailored to specific problem areas, rather than a citywide reduction. If public safety is the priority, investing in better road design, enforcement of existing limits, or educational campaigns would yield more meaningful results.

I would welcome the opportunity to discuss this further or provide additional feedback. Thank you for your attention to this matter.

Sincerely,

[redacted]

Sent from Outlook for Android

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 16:25
To: TrafficManagement
Subject: FW: 20moh speed limit imposition

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

It's hard to believe that you as the local council is prepared to put yet another nail in the coffin to drive motorists away from using the city by imposing a blanket 20mph speed limit across the city

There is no safety benefit in introducing this type of speed restriction whilst forcing drivers to now drive in a lower gear to meet a ridiculously low speed limit

Driving in a lower gear means higher revs for all petrol and diesel engines thus emitting more hazardous fumes whilst forcing vehicles to put engines in an operating environment that they were not designed to operate it fir extended periods

Are we now operating purely in a political world where this type of decision takes precedence over common sense

By making people drive even slower you are increasing the time taken to come in and out if the city outing yet another barrier in the way to wishing to come and use the facilities which the city offers

How are you going to enforce this across the whole city ?

What consequences have you foreseen from this action ?

This is a poor business decision and yet another example of a council which is out of touch with people and business

Rgds

[redacted]
Sent from my iPhone

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 16:24
To: TrafficManagement
Subject: 20 mph

Follow Up Flag: Follow up
Flag Status: Completed

Please acknowledge my dispair at this 20 mph wide aberdeen car speed do you people in aberdeen council never listen to the general public on there thoughts I find this absolutely stupid speed on all streets in aberdeen

[redacted]

From: [redacted] <[redacted]
Sent: 16 April 2025 15:48
To: TrafficManagement
Subject: 20MPH zones

Follow Up Flag: Follow up
Flag Status: Completed

Hi,

I have seen the flyers around the Northfield area and heard it will be city wide.

In theory this makes it safer for all, in reality it stops no one from speeding in residential areas. Our road and part of Spring Hill road have been 20 zones for years. It is common place for drivers to be doing well over 20MPH. There are still drivers, motorbikes and now e-bikes speeding up and down these roads at ridiculous speeds with no concern for others, why? Because no one is enforcing these rules.

The money would be better spent deterring speeders and the balaclava brigade on their e-bikes, they are driving at speed on pavements and over grassy areas, at least the cars are on the roads.

Another massive issue on the rise is red light jumpers, this is getting ridiculous. Again, no deterrent.

I am sure your department deals with many reports about speeding. I feel this, although with good intentions will make little difference at the end of the day.

Best regards

[redacted]

[redacted]

From: [redacted]
Sent: 16 April 2025 15:42
To: TrafficManagement
Subject: 20 mph STRONGLY AGAINST!

Follow Up Flag: Follow up
Flag Status: Completed

This is not going to work on all the roads. Side streets and outside schools, fair enough. It has failed in Wales and is just ridiculous. It's going to cause more emissions and congestion all around the city. Not to mention everyone's stress levels. This is just asking for trouble.
I am so angry about this. As if we haven't got enough to contend with on our roads.

[redacted]

[redacted]

From: [redacted]
Sent: 16 April 2025 15:22
To: TrafficManagement
Subject: Objection to 20mph speed limit

Follow Up Flag: Follow up
Flag Status: Completed

Please acknowledge my objection to the proposed 20mph speed limit imposed in and around Aberdeen city streets.

I object due to the cost of the change to 20mph and the unnecessary restrictions which I believe will make no difference to any accidents that occur on our roads.

Thanks
[redacted]

Sent from Outlook for iOS

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 15:10
To: TrafficManagement
Subject: Objection to 20mph zoning

Follow Up Flag: Follow up
Flag Status: Completed

[redacted]

[redacted]

[redacted]

[redacted]

To Whom It May Concern,

I am writing to express my objection to the proposed 20 mph speed limit across Braeside. As a concerned resident, I believe this change may have unintended consequences that need to be carefully considered.

While I fully support initiatives aimed at improving road safety, I feel that this blanket reduction may not be the most effective solution for our community. In particular:

1. **Traffic Flow and Congestion:** Braeside has several busy roads, and a widespread reduction to 20 mph could lead to increased congestion, particularly during rush hours. This would negatively impact the daily commute for many residents and may lead to frustration and unsafe driving behaviors.

2. **Local Businesses:** Slower traffic could have an adverse effect on local businesses that rely on higher throughput of customers, especially on main roads. A reduction in speed limits could reduce traffic volume and impact footfall, leading to potential economic drawbacks.

3. **Environmental Considerations:** Contrary to the intended environmental benefits, reducing speed limits may lead to less efficient fuel consumption, as vehicles will need to constantly accelerate and decelerate. This may result in higher emissions compared to maintaining current limits.

4. **Inadequate Consultation or Alternatives:** I believe that more targeted and data-driven approaches should be considered. Prior to making this decision, I would appreciate a deeper consultation with the residents and a thorough review of accident data to ensure that any proposed changes are based on clear evidence of need.

I encourage the council to reconsider this proposal and explore other solutions that might better balance road safety with the needs of the community. These could include more focused speed limit

enforcement, traffic calming measures, or improvements to pedestrian infrastructure where the need is greatest.

Thank you for considering my concerns. I look forward to a constructive dialogue on how we can make Braeside a safer, more sustainable community without the potential drawbacks of this blanket 20 mph speed limit.

Sincerely,

[redacted]

[redacted]

From: [redacted]
Sent: 16 April 2025 15:09
To: TrafficManagement
Subject: Not in agreement with blanket 20mph zones

Follow Up Flag: Follow up
Flag Status: Completed

Hi,

As a concerned citizen I do understand the need to have speed zones in place for public safety but it would also mean more congestion and fuel wastage along with higher emissions. 20 is just too low, just keep it at 30 for areas not around school zones or make it conditional. Heck even a 25 mph zone is better as at least you would be able to drive in 3rd gear for that speed.

Kindly take this into consideration as well.

Regards,
[redacted]
Resident of Aberdeen

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 15:05
To: TrafficManagement
Subject: 20mph

Follow Up Flag: Follow up
Flag Status: Completed

Hi
I object to this 20mph on all roads in Aberdeen I don't object to 20mph outside schools which it is already or old folks homes but for others it's a no from me.

[redacted]
Sent from my iPhone

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 15:03
To: TrafficManagement
Subject: 20mph speed limit

Follow Up Flag: Follow up
Flag Status: Completed

I STRONGLY OBJECT THIS PROPOSITION FOR THE CITY OF ABERDEEN

While the 20mph speed limit on paper is a good idea practically it's totally bonkers and makes no sense whatsoever you state lower emissions at which would be wrong at 20 mph you would be high in the rev range in second gear and not enough speed for third gear there for cause more pollution the main reason more people do not use the roads in Aberdeen is the amount of potholes and dangerous defects on the roads both for car drivers and any other user causing a lack of confidence for other users and in Morden cars now there is so much technology and collision alert systems in cars now that reaction time is not as big of factor than it was 20 years ago

walking and cycling would not increase in Aberdeen under the 20 mph as stated before the roads and pavements are just dangerous and this is also one way to drive businesses out of Aberdeen,

Aberdeen Is all ready a dying city with less shops etc let’s not drive everyone out of the city

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 14:55
To: TrafficManagement
Subject: 20mph roads

Follow Up Flag: Follow up
Flag Status: Completed

Having seen information on 20mph roads, I do sincerely hope common sense is being used and that main roads like union grove, queens road etc etc will not be changing to 20 mph.
Side roads i have no issue with, but main roads would be utter stupidity, so I am hoping the council are not going to be that stupid

Thanks
Sent from my iPhone

[redacted]

From: [redacted] <[redacted]
Sent: 16 April 2025 14:30
To: TrafficManagement
Subject: Blanket 20mph speed limit - OBJECTION

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern.

I write in response to the notices posted around the city of Aberdeen and the proposal to implement 20mph speed limits throughout the city.

I strongly object to this proposal and wish for my objection to be formally recorded.

Yours faithfully

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 14:17
To: TrafficManagement
Subject: 20mph Speed Limit Proposal

Follow Up Flag: Follow up
Flag Status: Completed

I object to this proposal on the following grounds:

It has been a failure in Wales,

No evidence of recurring incidents and injuries in residential zones,

Proposed residential streets are sometimes dead ends/cul-de-sacs/have road bumps making it impossible to reach 20MPH,

The frustration caused by drivers travelling at 20MPH will cause more accidents,

Emissions will be increased as cars will be driving in a lower gear, causing more pollution in air quality and harm to health,

The measure will not be enforced due to over stretched police resources,

The funds should be allocated elsewhere. E.g fixing the various pot holes in almost every street in the city.

Aberdeen city council has already ruined the city centre with ridiculous and hurtful bus gates / ULEZ zones.

This is a further control / nanny state approach to manipulate the public and force cars off the road (which will NEVER happen).

Thank you.

[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 16 April 2025 14:17
To: TrafficManagement
Subject: New propose 20mph speed limits

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern
I object as a resident of Aberdeen to the proposed 20mph limit across the whole city, reasons being traffic management I.e crossings/cycle lanes/ pedestrian crossings etc etc has greatly improved sine the speed limits were introduced many years ago, also motor vehicles have greatly improved I.e bigger and better brakes, this is a absolute ludicrous idea Thanks and regards [redacted]

Sent from my iPhone

[redacted]

From: [redacted]
Sent: 16 April 2025 14:13
To: TrafficManagement
Subject: 20mph

Follow Up Flag: Follow up
Flag Status: Completed

I have recently discovered the councils plans to change speed limits from 30mph to 20mph. This is going to put more strain on everyone's vehicle making them last less time and need scrapped sooner, not good. Running at lower gears increases emissions, not good.....But more than this we're all trying to go about our lives after Covid and this council seems to want to make living as difficult as possible. 30mph was implemented decades ago when cars were not as equipped as they are now with saftery features. I personally think this is moronic. Please try listening to the people of Aberdeen who didn't want lez, bike lanes along the beach, and all other mad wastes of money. We want an accessible town centre like the 80's and 90's and the roads to be fit for purpose since we're being taxed beyond belief for them and they're a disgrace. Enough is enough Sent from my iPhone

[redacted]

From: [redacted] <[redacted]
Sent: 16 April 2025 14:12
To: TrafficManagement
Subject: No to 20mph zones

Follow Up Flag: Follow up
Flag Status: Completed

I am strongly opposed to this as it will create more traffic as the traffic will be going slower, but I wouldn't expect the council to take note of this Sent from my iPhone

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 14:08
To: TrafficManagement
Subject: Proposed citywide 20mph speed limit

Follow Up Flag: Follow up
Flag Status: Completed

Afternoon,

[redacted]

I'm emailing to share my concern over the proposed citywide speed limit of 20mph. With the city already being shut off to drivers due to bus gates and Low Emission Zones I find it insulting that the council are proposing further measures to hinder the convenience of driving. By imposing a citywide 20mph speed limit it would delay everybody's journeys (including busses) and ultimately make the city much less practical to navigate. It seems as if the council are trying to push people out of the city by proposing such foolish ideas.

I'd be interested to know how many car crashes there have been on these roads that cause for such a restraining measure? As far as i'm concerned the traffic flows fine as it is and there is usually little to no disruption. On the note of disruption, why do you lot find it so hard to plan road works according and not have multiple roads shut all at once? Is it really that difficult to shut one at a time throughout the year? Bear in mind half of these roads aren't even getting work done, just shut for the sake of being shut!

I speak out of longstanding frustration over the poor management of this council. We have watched the city fall away over the past few years due to idiotic decisions such as this proposed 20mph zones. If your councillors done their job and engaged with their local constituents they'd know that however they don't care about their constituents or the best interest of the general public hence why union street is a shambles and the city as a whole is a crumbling mess. I'm fully aware that this email will fall upon deaf ears as the council have likely already made their mind up, as they've done with every other opposed proposal, however just wanted to share my concern and let you know what a terrible job your doing.

Regards,
[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 16 April 2025 14:07
To: TrafficManagement
Subject: Proposed 20mph expansion

Follow Up Flag: Follow up
Flag Status: Completed

Simple response - this is nothing more than yet another flawed idealistic proposal from our esteemed government and as per, one that is so readily adopted by the lapdogs at Aberdeen City Council.

Provide unquestionable evidence that can be robustly defended that this proposal will make any significant difference to ordinary people's lives rather than change purely because of financial rewards.

Let's concentrate on actually trying to get this once vibrant city back to somewhere near how it was, not just use short term financial blackmail incentives to go against the wishes of the vast majority in order to appease the ever more vocal minority all under the misguided idea that these futile proposals really make any significant difference, they don't. In fact they only turn the vast majority of those contributing tax payers against local/national authorities who feel let down when they are not listened to.
A big fat NO from me

[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 13:55
To: TrafficManagement
Subject: 20mph speed limit

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I would like to note that I am against the 20mph speed limit in Aberdeen and surrounding areas.

Kind regards
[redacted]

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 13:54
To: TrafficManagement
Subject: 20mph Objection

Follow Up Flag: Follow up
Flag Status: Completed

In response to the council's proposed 20mph speed limit across the city, can I please put my note of disapproval in. I believe the current speed of 30mph in built up areas are sufficient to keep safe speeds and decreasing this will just add congestion & increase frustration amongst motorists.
Kind Regards,
[redacted]

Sent from Outlook for Android

[redacted]

From: [redacted] <[redacted]>
Sent: 16 April 2025 13:44
To: TrafficManagement
Subject: 20mph

Follow Up Flag: Follow up
Flag Status: Completed

I think this is so stupid your making places low emissions zones so why would you want all traffic to slow down making fumes off cars worse it makes no sense to do this it's a stupid idea. It's NOT needed
Sent from my iPhone

[redacted]

From: [redacted] <[redacted]
Sent: 16 April 2025 13:44
To: TrafficManagement
Subject: 20mph

Follow Up Flag: Follow up
Flag Status: Completed

Hi just so you know I totally oppose more 20mph streets.
Sent from my iPhone

[redacted]

From: [redacted]
Sent: 16 April 2025 13:43
To: TrafficManagement
Subject: H

Follow Up Flag: Follow up
Flag Status: Completed

I think the what you and the rest of the council need sacked and people who actually care about the people and what they say and want for the city. Yous can't fix the roads but want us to pay road tax etc and it's a joke. You close off half the city to "fix" roads but nothing ever fixed or your workers are standing about playing with their thumbs. The city is dismal. Yous spend millions on a bridge to fight the congestion from bridge of don on to kind street and the haudagain round about. But then you closed off Bedford road.. what did nothing good for the bridge cause everyone still gets stuck in congestion. You making places one ways and making if difficult to get around the city.

Yous are ruin the city. The whole council.

Sent from my iPhone

From: [redacted]
Sent: 09 May 2025 09:33
To: TrafficManagement
Subject: 20MPH PROPOSAL

I write in connection to the above to object to the proposal of 20 MPH zones.

Kind regards,

[redacted]

Tel: [redacted]
Mob: [redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 08 May 2025 23:59
To: TrafficManagement
Subject: FEEDBACK: THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.08) ORDER 202X

Good Evening,

I write in response to the consultation for the 20mph speed limit implementation within Aberdeen City . I understand that this initiative has been outlined by the Scottish Government for which they have provided you principles and guidance on its interpretation and implementation. I agree with most of the high level principles and arguments. However, the strategy and methodology for implementation seems to be ill thought through by the Aberdeen City Council (ACC). I provide my reasoning, evidence and suggestions below.

1. Methodology

The current proposals seem to have been created using high level assumptions generally making all areas 20mph zones that are not already (I have not had time to analyse all 11 consultation maps and realise this statement could be inaccurate. However, I have reviewed the areas of the city I generally use). The areas not proposed to be 20mph zone I don't understand the rational.

These plans need to be consistent with the current transportation strategies. It does not feel that analysis of traffic flows required to attract people to the centre city have been considered. Reference 1 identified a roads hierarchy (primary and secondary) and major roads (reference 2). Due to the traffic flow requirements to navigate around the city all these roads that are not already limited should be exempt from further speed restrictions.

There is a lack of specific evidence to Aberdeen area – only the sweeping generalised statement National Strategy toolkit. Where have serious pedestrian incidences occurred in the last 10 years? Active transport and pedestrians should be adequately separated from road traffic using the current infrastructure. Analysis should be completed of any areas that are higher risk and improvements / mitigations made on a case-by-case basis.

2. Poor use and enforcement of the highway code

My personal view is that use of the highway code post covid has worsened for all road users. This together with some areas of poor ACC management have caused increased risk. Some specific examples are:

- Quantity of non-standard roundabouts and junction
- Poor state of roads causing vehicles avoiding obstacles like potholes, standing water, debris
- Poor or obscured road signage and markings making road user standards necessarily dangerous
- Unclear road directions – Powis place to terrace junction. Powis terrace junction
- Pedestrians right of access causing deteriorating standards and increased confidence (including reduced situational awareness by use of phones / earphones)
- Parking on yellow lines and within 10m of juctions increasing occurrence of blind corners and abrupt braking (highway code 243)
- Lack of indication of cars
- Increase use of (Delivery) electrical bike who don't have lights, helmets, and not use basic cycling proficiency techniques (i.e. signalling)

Everyone has a responsibility to increase their individual compliance. Enforcement and public education should be spearheaded by local and national governments.

Areas for which ACC have jurisdiction should be maintained to the appropriate standard.

3. Past projects / experiences

The ACC implementation and LEZ and Bus Gates surrounding Union Square have been particularly poor. This in conjunction with the complicated traffic management systems surround George Street makes the city unattractive to visitors. Rules need to be simplistic and clear which these are not (reference 2, 3 and 4). I know countless people that avoid the city centre as they don't understand or it's hard to get to the city centre. This has resulted in them going to other towns and cities to complete their shopping etc. (Stoneheaven, Glasgow, Dundee and Edinburgh increasing their carbon emissions). This is also worsened with inadequate park and ride services.

I would suggest excluding all named A roads from your proposal which could allow simple messaging to communicate.

4. Cost

An indicative cost is provided but what is this for? Does this include marketing and all new signage / road markings required. What would be the philosophy for signage requirements? £100,000 seems rather low for such a large proposal.

5. Private Roads (Froghall View)

I am currently a resident of Froghall View which is classified as a private road as per the road signage. I'm not sure you would have jurisdiction to implement these revised restrictions. Can you please provide evidence that you can do this?

Finally, I don't think a 3-week consultation period communicated as poorly as signage to lampposts is adequate for such a large and sweeping proposal. I suspect a large percentage of the population are still unaware of their opportunity to comment.

In summary, I feel there are too many open questions and flawed logic within this proposal for it to move forward further in its current state.

Regards

[redacted]

[redacted]

Ward No 8 - George St / Harbour

Reference Number	Description	Source
1	Roads Hierarchy, Figure 1 & 2, Aberdeen Sustainable Urban Mobility Plan (SUMP)	https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy
2	City centre bus priority routes (bus gates) - graphic	https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/city-centre-bus-priority-routes-bus-gates
3	Navigating the Low Emission Zone - graphic	https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone/navigating-low-emission-zone
4	Overview of traffic changes - graphic	https://www.agcc.co.uk/files/City-Centre-Bus-Gate-Map-Media-Version-Oct22.pdf

From: [redacted] <[redacted]>
Sent: 08 May 2025 23:54
To: TrafficManagement
Subject: 20mph Objection

I have absolutely no expectation that anything anyone says against this insane proposal will have the remotest effect on the anti-car ideologues in Edinburgh or, from the evidence of the ruinification of Union Street, in Aberdeen.
Have the reasons for the failure of a similar scheme in Wales been looked at?
If not why not?
How many deaths a year have been caused by cars doing between 20 and 30mph?
Is it realised that there will be MORE emissions because engines will be doing the same revs at 20mph as at 30mph but spending more time covering a given distance?
You state clearly that you wish to get people to stop driving cars if at all possible. This is 'back to the dark ages' stupidity as it reduces the efficiency of people going about theie business and trying to create wealth, an alien cocept to our rulers.
In general, your scheme wiil simply make people miserable. Every journey will take longer and be more expensive.

To sum up:
1. Lack of Evidence-Based Justification
Implementing a 20 mph limit in areas without a recorded safety issue lacks an evidence-based rationale. Speed limits should be data-driven and respond to demonstrated risks, not imposed preemptively without local context.

2. Reduced Compliance and Respect for Traffic Laws
Unjustifiably low speed limits can lead to widespread non-compliance, undermining respect for speed regulations generally. If drivers perceive the limit as unreasonable, they're more likely to ignore it—even in areas where lower speeds are justified.

3. Negative Impact on Traffic Flow and Efficiency
Slower speeds can unnecessarily impede traffic flow, particularly in urban or suburban areas with no safety concerns. This can lead to increased travel times, congestion, and frustration among drivers.

4. Environmental and Economic Costs
Driving at very low speeds, especially for vehicles not optimized for it, can increase fuel consumption and emissions. Slower travel times also reduce overall productivity for businesses and individuals.

5. Policing and Enforcement Resource Concerns
Enforcing a low limit in a low-risk area may divert police or camera enforcement resources from areas with actual safety issues. This misallocation reduces overall road safety effectiveness.

6. Possible Negative Effects on Public Perception of Safety
Imposing a 20 mph limit in a safe area might create the perception that the area is unsafe, which could have unintended consequences such as reduced pedestrian activity, property value concerns, or parental anxiety.

7. Diminishing Returns on Safety Gains
While lower speed limits can reduce accident severity, the marginal safety benefit in an already safe area may be negligible, making the policy inefficient when compared to other interventions.

Please confirm this has arrived in time for consideration (before midnight on 8th May).

From: [redacted] <[redacted]
Sent: 08 May 2025 22:05
To: TrafficManagement
Subject: 20mile per hour speed limit in Aberdeen

Dear Sir/Madam,
I wish to say that life would become impossible with a 20 mile per hour speed limit throughout the city. It's hard enough to keep going at 30 mile per hour.
So we would be against it.
Yours faithfully
[redacted]
PS don't agree with the bus gates either.

[redacted] ><>
[redacted]
[redacted]
Mob: [redacted]
EMail: [redacted]
When anxiety was great within me,

Your consolation brought Joy to my Soul

Psalm 94:19

From: [redacted] <[redacted]>
Sent: 08 May 2025 18:24
To: TrafficManagement
Subject: 20 miles per hour

Why are the clowns in.our council trying to inflict this ridiculous situation on to our streets? This was tried in Wales and failed miserably. Can they learn nothing from the he failures of other areas? They already have an anti car culture in this city which had made the once bustling town centre a ghost town . How much of our hard earned money will they waste changing all the speed signs only for the next administration - if they have any sense - to have to replace the speed signs to the level they are at now. We don't have too many serious accidents in the town but I can see this reduced limit causing more by pedestrians thinking they can jaywalk safety. I hope that a list of councillors who vote it through will be published so that we can ensure we don't vote for them or their political party. Perhaps the thought of losing their seats will instill common sense - although I doubt it as they haven't shown much so far - and as for listening to their constituents - well we won't even go there. We're not idiots, we're aware of the amount of damage this council has inflicted on our city

From: [redacted] <[redacted]>
Sent: 08 May 2025 18:05
To: TrafficManagement
Subject: Consultation

Hello

I read in the Press and Journal about the proposed 20mph traffic orders.
I am okay with this on very minor roads, such as Lee Crescent. But not on Jesmond Drive for example. That would be ridiculous!
Please try and use common sense in your decision making for roads.
Regards,
[redacted]

From: [redacted] <[redacted]
Sent: 08 May 2025 16:50
To: TrafficManagement
Subject: 20mph speed limit

I am writing to object formally to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit, as published by Aberdeen City Council.

Cars cannot be driven efficiently at 20mph. The proposed speed limit will lead to an increase in exhaust emissions, and to consequent environmental damage.

Sincerely,

[redacted]

From: [redacted] <[redacted]
Sent: 08 May 2025 16:40
To: TrafficManagement
Subject: Objection to 20 MPH Speed Limit Proposal (Central / South)
Attachments: Objection Letter - 20 MPH Consultaton.pdf

Good Afternoon,

Please find attached my letter of objection to the 20 MPH Speed Limit Proposal (Central / South) currently under public consultation.

Regards,
[redacted]

From: [redacted] <[redacted]>
Sent: 08 May 2025 14:59
To: TrafficManagement
Subject: 20mph Consultation

Dear Sir/Madam
I wish to object to the introduction of 20mph speed restrictions in Aberdeen especially on North Deeside Rd and Craigton Rd.
Regarding the rest of Aberdeen this change
1 Will result in greater costs to businesses and other road users due to time wasted, 2. Pollution will increase due to the greater time spent on journeys.
3. Vehicles will not be running at their most efficient speeds to reduce carbon release.
4. No resources will be in place to catch and fine speeders. (I live on a street with a 20mph restriction and it is a complete farce as every day a string for drivers exceed the 20mph with penalty!)
5.I do not believe this is the way to get people onto cycles or into buses as cycling will kill more people due to absence of cycle lanes. Bus routes are too few. Bus tickets are expensive. Buses are not attractive due to state and age of Aberdeen buses.
6. This introduction will result in further collapse of Aberdeen as a place to live and do business. I would move to one of the towns outwith Aberdeen!
7. Mass introduction of 20mph has proved to be a costly mistake in other places. Cardiff, Wrexham and Highland council have all had to reverse the introduction at considerable cost.
8. I support 20mph near schools nurseries and hospitals.
Happy to discuss with anyone brave enough to take me on.
Looking forward to your reply confirming that you have read this submission and reporting your actions.
Yours
Faithfully
[redacted]

From: [redacted] <[redacted]>
Sent: 08 May 2025 14:24
To: TrafficManagement
Subject: Objection to City Wide 20 mph Speed Limits

I am objecting to the imposition of 20 mph speed limits across the City of Aberdeen. The Council should not be wasting money on this proposal which has limited safety benefits (that are based on skewed analysis). The safety benefits are not commensurate with the costs that are involved.

Targeting motorists in this way is unreasonable and antidemocratic. The reduced speed limits are a retrograde step that will introduce inefficiencies and use up more of our valuable time - society should be on an improving trajectory, but this scheme takes us back to a reduced quality of life. Aberdeen Council's approach needs to be reformed.

Pay attention to delivering the services that make a real difference to our quality of life - stop persecuting motorists.

[redacted]
Aberdeen
[redacted]

From: [redacted] <[redacted]
Sent: 08 May 2025 12:57
To: TrafficManagement
Subject: 20mph proposal: objection

[redacted]
Aberdeen
[redacted]

8 May 2025

Dear Sir or Madam

I understand from the Press and Journal that the council is proposing to impose 20mph zones on many city streets. I wish to object to this.

I also wish to emphasise that I learned of the proposal from a report in the Press and Journal, and not from notices that someone – presumably from the council – has fixed to lamp posts around streets where I live.

I have tried to read these but they're written in officialise and legalese, and are very reader-unfriendly. I would be surprised if many, indeed if any, of my neighbours have seen them let alone tried to decipher them.

Many of the roads the P&J article lists are busy arteries and important city connector routes. They include Ashgrove Road, Ashgrove Road West, Broomhill Road, Countesswells Road, stretches of Craigton Road, Esslemont Avenue, Forest Avenue, Forest Road, Garthdee Road, George Street, stretches of Great Western Road, Holburn Road, Holburn Street, Hutcheon Street, King Street, Powis Place, stretches of the North Deeside Road, Rosemount Place, Rosemount Viaduct, Westburn Drive and Victoria Road.

Given the council's supposed role of serving the citizens, who are compelled to pay for it, imposing 20mph limits on any of these roads would do citizens an appalling disservice. That's because the proposals, if enacted, will damage the city's economy and adversely affect citizens' lives, lifestyles and pockets.

They will force people to spend up to 50% longer in vehicles because every vehicle journey at 20mph takes up to 50% longer to complete than at 30mph.

Someone driving for just five miles at 30mph will complete the trip in 10 minutes. At 20mph the same journey will take 15 minutes, 50% longer.

For a twice-daily, 2½-mile drive, commute or school and nursery run, five minutes extra a day is 25 minutes more each working week and just over 19 hours a year.

That's more than half a working week each year spent doing nothing: not at home, not with family, not at work, but stuck in a vehicle. This is literally a waste of time.

Everyone whose livelihood depends on a vehicle, such as plumbers, joiners, electricians, roofers, any kind of domestic repair service, delivery drivers, healthcare and care workers – to name a few off the top of my head – will be forced to spend more of their lives in their vehicles.

Tradespeople will take longer to get to work. If they have to leave a job to fetch tools, materials or equipment it will take longer to do so – up to 50% longer, thus slowing and prolonging their jobs. But their overheads and hourly rates will remain the same. So they'll have to charge customers more, fuelling inflation and damaging the economy.

How do councillors justify deliberately making citizens' home repairs, home improvement and essential home maintenance work more expensive?

Delivery drivers will spend longer in their vehicles, delivering fewer items. Delivery companies' overheads will remain the same but drivers' productivity will fall, so delivery costs are likely to have to go up – again fuelling inflation and damaging the economy.

How do councillors justify a measure that will sabotage productivity when low productivity is one of the biggest blights on the country's economy?

Many Aberdeen citizens run small businesses that involve visiting people's homes – for example to do repairs, provide services or for sales pitches. Under this proposal they will visit fewer customers because the council will have forced them to spend more time in their vehicles. Their overheads will remain the same, so prices will have to rise.

Or, if a small business or sole trader fears that putting their prices up would make them uncompetitive, their income will fall.

How do councillors justify a measure that risks deliberately inflicting damage on local small businesses?

Nurses, healthcare and care workers will spend up to 50% more time driving and will therefore be able to visit fewer patients. Will the NHS have to spend even more public money on more nurses? Again, this would fuel inflation and harm the economy. Or should healthcare and care workers just spend less time with patients?

If the latter, then how would councillors justify a measure that could actively harm citizens' health and healthcare?

Thousands of parents prefer – or are forced by geography and practicality – to do the school run, or take young children to nursery, by car. This proposal will compel them and their children to – literally – waste more of their lives on car journeys. That's both stupid and cruel.

Common causes of road accidents include:

- driver impatience, frustration and aggression
- drivers losing concentration
- drivers fiddling with mobile phones
- misjudgements
- speeding
- driver fatigue
- poor weather conditions
- people driving under the influence of alcohol, drugs or both.

Imposing a 20mph limit would change none of these.

Indeed it's reasonable to argue that the proposal, on busy city arteries, would increase driver impatience and frustration, leading to more drivers driving aggressively and taking chances – aggravating the risk of accidents.

And how do councillors propose enforcing this unpleasantness? Police Scotland can't cope with its current workload.

So exactly which additional areas of service to the public do councillors consider the police should abandon so they can focus on persecuting drivers by having to enforce this dismal, damaging proposal?

Inflicting this proposal on the city will impose additional costs on citizens and harm businesses and livelihoods, as I've described. Yet to pay the cost of implementing the proposal, in signage and road painting for example, the council will be spending taxpayers' money.

How much of taxpayers' money do councillors consider reasonable to spend on measures that will end up costing taxpayers even more money? Tens of thousands of pounds? Hundreds of thousands?

It's bad enough that the council and its bureaucrats have made such an appalling mess of the city centre's roads system, with the associated damage this has inflicted on businesses and the city centre's fragile economy. Thousands of Aberdeen citizens and Aberdeenshire residents now just don't bother driving anywhere near the city centre.

It defies common sense that the council now comes up with proposals that will:

- cause wholly avoidable economic harm to citizens
- harm local businesses, especially small businesses
- further damage an already struggling economy, and
- literally waste citizens' time by forcing them to spend up to 50% longer in vehicles when driving around the city.

I thought the role of councillors and their army of bureaucrats was to serve citizens. I didn't think it was to think up ever new and annoying ways to make Aberdeen citizens' everyday lives more complicated, burdensome, expensive and joyless.

I see no clear, obvious advantage to any aspect of this proposal. But I have listed crystal clear and obvious financial, social and lifestyle disadvantages to the many thousands of Aberdeen citizens who rely on vehicles for work, businesses and for livelihoods, everyday lives and wellbeing.

I would ask councillors to dismiss this terrible proposal out of hand.

Yours faithfully

[redacted]

From: [redacted] <[redacted]
Sent: 08 May 2025 10:48
To: TrafficManagement
Subject: 20mph speed limit

I wish to object to the implementation of the mandatory 20mph speed limit throughout the city of Aberdeen.
A 20 mph speed limit on Holburn St would seriously affect transport links to the Bridge of Dee shopping centre in this area (No 12). Bus routes should remain at 30 mph, as at present, in order to provide a reasonably quick means of travel across the city.
There may be a safety aspect to imposing 20mph in purely residential streets as currently applies where I live. However not all vehicles adhere to the speed restriction.
[redacted]

From: [redacted] <[redacted]
Sent: 08 May 2025 00:00
To: TrafficManagement
Subject: Objection

I wish to object to this badly thought out plan you're just wasting our taxpayers money again.
Have you looked at the state of our city due to the council bad decisions making. Who is going to enforce this!! Just like people going on the pavements it's not enforced people parking on double yellow lines not enforced.
You will have the traffic at a stand still / grid locked and if that happens what about the pollution. So yes I totally object as the majority of the public.
[redacted]
Sent from my iPhone

From: Seafield Development Residents Association <[redacted]
Sent: 21 April 2025 16:07
To: TrafficManagement <[redacted]
Subject: Objection to 20mph limit zones

Good afternoon

I write to object to the proposal to change speed limits to 20mph in parts of Aberdeen.

I agree with the proposal for side roads, but not main roads like Great Western Road and Seafield Road.

My street has been 20mph limit for many years, and has humps, but the limit is completely ignored, especially by SUV drivers.

If there has been multiple incidents and a 20mph limit would likely decrease the incidents, then it makes sense.

However, it is very difficult to travel at 20mph, especially as cruise control will not activate on most cars until 25mph +. I use cruise control around town to ensure I don't speed and can concentrate on the road instead of the speed limit. If 20mph limits are introduced, drivers will concentrate on adhering to the limit (hopefully!) instead of the road and pavements.

Regards
[redacted]

From: [redacted] <[redacted]
Sent: 07 May 2025 23:08
To: TrafficManagement
Cc: [redacted]
Subject: 20mph Speed Limit Objection - Peterculter, Bieldside & Cults

I would like to raise my objection to the proposed change in speed limit from 30mph to 20mph on North Deeside Road (A93) through Peterculter, Bieldside and Cults. I object on the following grounds:

1. The reduction in speed limit is unnecessary as I believe these sections of road have a good safety record with the current speed limits and the accidents that have occurred will most likely not be down to speed but due to: vehicles being parked on double yellow lines (e.g. outside the Peterculter Spar shop and outside the Peterculter village hall), pedestrians not choosing to cross the road at the pedestrian crossings or an alternative safe place, or cyclists not riding to the rules or taking due care and attention. Rather than reduce the speed limit, time and money should be spent on enforcing the current road restrictions such as the 30mph speed limit, double yellow lines, and on education of pedestrians and other road users on road safety.

   In Peterculter the current "20mph limit when lights are flashing" near the roads leading to the primary school is an excellent example of appropriate legalisation and is quite sufficient to slow the traffic at the times and location when there is a heightened likelihood of young persons on the pavements.

2. The reduction in speed limits will have a negative impact on traffic flow and will increase traffic congestion, it will also lead to increased driver frustration, and also increase pollution in sensitive areas due to cars being forced to travel at a speed that does not suit their gear ratios (e.g. my manual gearbox Honda Jazz will need to be in 3rd gear at higher revs to travel below 20mph compared with 4th gear and lower revs to meet the current 30mph speed limit).

3. There has been no evidence provided to support the reduction in speed limits through the towns listed above. I believe that any accidents that have occurred will have a root cause relating to other factors such as illegally parked cars, dangerous manoeuvres conducted by all wheeled road users, and pedestrians crossing the road without taking the appropriate care and attention.

4. The reduction in speed limit will have a negative impact on emergency services response times as emergency vehicles will be held up by the flow of traffic all doing under 20mph with little opportunity to overtake due to the density of traffic, the width of the road and parked cars.

5. The A93 is a major through-route into Aberdeen from Deeside and as such it is heavily trafficked by Aberdeen/Deeside residents and visitors. This road when it passes through Peterculter, Bieldside and Cults have good pavements on each side, a number of pedestrian

crossings with traffic lights that allow persons to cross safely, and in Peterculter the “20mph limit when lights are flashing” which only restricts vehicle speed at appropriate times of the day when school children may be going to or from school. To introduce a generic, untargeted speed reduction of 20mph through the above mentioned towns would be inappropriate for this important main road link between Aberdeen and Deeside.

Please inform whoever is making the decision regarding whether to reduce the speed limit through Peterculter, Bieldside and Cults of my objection.

Regards,

[redacted]

From: [redacted] <[redacted]>
Sent: 07 May 2025 22:00
To: TrafficManagement
Subject: 20mph speed limit objections

Im giving writing notice that i object to the 20mph zone that is being pushed on motorists around the city and cove, reason's being, this will cause more emissions coming from cars therfore creating more pollution in the city, as i have checked on study's that have backed this. The flow of traffic will be heavily effected, journey times for all vehicles will be affected, and it is a waste of our money, there are as you will know plenty of 20mph limits around school area's for the certain times of use which work well as it is and no further change would be beneficial to the public.
Regards

[redacted]

Sent from my Galaxy

From: [redacted] ------- <[redacted]>
Sent: 07 May 2025 21:47
To: TrafficManagement
Subject: 20MPH CONSULTATION OBJECTION

To whom it may concern -

I wish to register my objection to the planned 20mph road zones planned for roads in Aberdeen.

Kind Regards

[redacted]

From: [redacted]
Sent: 07 May 2025 19:28
To: TrafficManagement
Subject: 20mph zones

Absolutely not - under no circumstances should all those city roads become 20mph zones. If done, there will be so much more traffic congestion, giving rise to so much more air pollution . The city will become a ghost town and shops will close and move out, and you will lose the money which they currently provide by way of rates and car parking. I cannot urge you enough NOT to introduce this detrimental change.

[redacted]
Sent from my iPhone

From: [redacted] <[redacted]>
Sent: 07 May 2025 18:42
To: TrafficManagement
Subject: 20MPH Consultation Aberdeen

I have no objection to the 20mph zones on residential roads, but object to the proposal on major roads such as the A93 Great Western Road. This will be at odds with trying to get more people on the bus if it is travelling at jogging pace to and from the west. It could also cause disruption to the bus timetables. The same road is also the main route for emergency vehicles travelling west and very slow moving traffic will only delay these vehicles.

The desire by the government to get more people to use the bus need to address the problem of feral children travelling with their free bus pass causing disruption making many journeys uncomfortable.

Regards
[redacted]

From: [redacted] <[redacted]
Sent: 07 May 2025 15:32
To: TrafficManagement
Subject: Proposed 20 mph Speed Limits

Firstly I wish to make it clear that I fully support 20 mph speed limits on all unclassified residential streets.

With regards to all other streets including, trunk roads, all other A class roads, B class roads and all other roads carrying bus routes, I believe these should remain at 30 mph. To reduce speed limits on the above roads can be counter productive. The 1/3 speed reduction will result in a similar increase in traffic density leading to greater congestion to the detriment of cyclists and endanger pedestrians due to the increased traffic density.This could result in an increase in the number of accidents but such accidents will admittedly be less severe.

Regarding the effects on bus services ,the bus companies will likely be unable to maintain service timetables and will have to rewrite timetables at considerable cost. There will also be increased running costs as it is less efficient to operate at reduced speeds in congested streets. The end result will be increased fares and reduced frequency. There already routes with extended frequencies of 40 minutes (eg route 15) which are totally unacceptable.

Regards
[redacted]

From: [redacted] <[redacted]
Sent: 07 May 2025 15:32
To: TrafficManagement
Subject: 20mph Speed Limit Proposal- Aberdeen City Council

Good afternoon,

I am writing on behalf of the residents of Westfield Terrace.

Having studied your proposals for imposing 20mph restrictions on a great selection of Aberdeen's streets, firstly, we wonder- why?? It seems like, yet again, the Council is simply finding work for "Consultants" to carry out, for no good reason?

Many of the streets that you intend to impose restrictions on, are ones on which it would be impossible to drive at more than 20mph anyway. In the near vicinity of our street (and including our street), all the streets to the east of Craigie Loanings, (Belvidere Crescent, Wallfield Crescent, Wallfield Place, Belgrave Terrace) have parked traffic, making it impossible to travel at more than 20mph at present!

Most of the other major roads outlined do not need to be limited to 20mph. However, importantly, again, logicality seems to have been missing in your selection. In the opinion of the people who actually live here, a major omission to your list is Craigie Loanings, which is dangerous street. This is a street which many cars and motor bikes seem to use as a race track, constantly exceeding the existing 30mph speed limit! We have had several crashes there over the years due to speeding, and near injuries over the years on this stretch of road.

You have selected other adjacent major thoroughfares in the vicinity of Craigie Loanings as being subject to your proposed 20mph speed limit zone- including the streets continuing on from Craigie Loanings at each end, Albert Street and Argyll Place, amongst other major streets nearby- Whitehall Place, Whitehall Road, and Desswood Place.

Why not Craigie Loanings? You do mention a Craigie Loanings on your list, between Belvidere Crescent and Rosemount Place being subject to the new limit. We should point out that this top section of Craigie Loanings is in fact the narrow lane behind Westfield Road! Difficult to drive at 5mph in this lane, let alone 20mph!

We would appreciate your direct response as to why Craigie Loanings is omitted from your list?

If the council is so fixated with these useless speed limits proposals, wouldn't it be more logical and cheaper to provide speed cameras to ensure that the present speed limits are adhered to?

Thank you for your response.

Regards,

[redacted]

[redacted]
[redacted]
[redacted]
[redacted]
Tel: [redacted]
Mob: [redacted]
email: [redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 07 May 2025 15:30
To: TrafficManagement
Cc: [redacted]
Subject: Objection To Proposed 20mph Through Peterculter (North Deeside Road)

I would raise the following objections to the proposed change in speed limit from 30mph to 20mph on North Deeside Road through Peterculter:

1. **The reduction in speed limit is unnecessary.** The road has a good safety record and the accidents that have occurred are not predominantly down to vehicle speed but down to a) drivers parking on double yellow lines outside the Spar shop and outside the village hall, b) pedestrians not choosing to cross the road at the pedestrian crossing or an alternative safe place, or c) other road users (e.g. cyclists) not taking due care and attention whilst using the road. The limited council and government resources should be spent on enforcing the current road restrictions and increasing education of pedestrians and other road users on road safety.

   The current setup on the road with "20mph limit when lights are flashing" near the roads leading to the primary school are quite sufficient to slow the traffic at the times and location when there is a heightened likelihood of young persons on the pavements.

   In addition, over the years since the introduction of the 30mph speed limit, vehicles on the UK road network have improved in terms of other road user safety by orders of magnitude. A modern car disk brakes, ABS, hazard warning and in many instances automatic emergency stopping if a collision with an object ahead is detected and the driver fails to react. So even though the 30mph speed limit for built up areas has not changed over the years, road safety will have improved, negating the need to reduce the speed limit any further.

2. **The reduction in speed limit will have a negative impact on traffic flow.** The current 30mph provides a good balance between calming the traffic through a built up residential area and the needs of public and private vehicle users to transit through the town in a reasonable timeframe. In fact, rather than increase traffic congestion and driver frustration by reducing the speed limit to 20, it would be much more positive to enforce the current 30mph and enforce the double yellow line parking restriction near the village hall as this often causes excessive narrowing of what is a major "A" road.

3. **No evidence to support the reduction in speed limit.** I believe there is no proper traffic surveys, accident data, or risk assessments for the length of road under question to justify the change in speed limit. It is all well and good for decision makers (e.g. politicians, councillors, advisers, etc.) to say reducing speed limits will result in reduced accidents but doing so, without evidence specific to the road in question that it is needed will only create increased driver frustration which would likely lead to increased accidents not less. The existing "20mph limit when lights are flashing" near the roads leading to the primary school is a good example of appropriate and measured management of risks as it is a targeted and time sensitive measure which drivers accept and not a blanket 24/7 restriction where it is not needed.

4. **The reduction in speed limit will have a negative impact on Emergency Services response times.** As noted in 2 above, the proposed reduction in speed limit will have a negative impact on traffic flow and this will result in any emergency service vehicles to be slowed as there is not room for 3 abreast to allow the emergency vehicles to move out and overtake the slow/halted traffic flow they are within.

5. **Reduction in speed limit is inappropriate for the road type.** The North Deeside Road (A93) is a major through-route into Aberdeen from Deeside. It is heavily trafficked by both residents of the towns and villages along Deeside all the way to Braemar, and with the many visitors who visit and travel through Deeside. The road passing through Peterculter has good pavements on each side and a number of

pedestrian crossings with traffic lights that allow persons to cross safely. Introducing the proposed 20mph speed limit through Peterculter would not therefore be suitable for the nature and purpose of the road.

I hope that the decision makers in relation to the proposed change in speed limit to 20mph take due notice of my genuine and material objections.

Yours sincerely,

[redacted]

From: [redacted] <[redacted]
Sent: 07 May 2025 15:23
To: TrafficManagement
Cc: [redacted]
Subject: Objection To Proposed 20mph Through Cults (North Deeside Road)

I would raise the following objections to the proposed change in speed limit from 30mph to 20mph on North Deeside Road through Cults:

1. **The reduction in speed limit is unnecessary.** The road has a good safety record and the accidents that have occurred are commonly not down to vehicle excessive speed but pedestrians not choosing to cross the road at the pedestrian crossings or an alternative safe place, or other road users (e.g. cyclists) not taking due care and attention whilst using the road.

   In addition, over the years since the introduction of the 30mph speed limit, vehicles on the UK road network have improved in terms of other road user safety by orders of magnitude. A modern car disk brakes, ABS, hazard warning and in many instances automatic emergency stopping if a collision with an object ahead is detected and the driver fails to react. So even though the 30mph speed limit for built up areas has not changed over the years, road safety will have improved, negating the need to reduce the speed limit any further.

2. **The reduction in speed limit will have a negative impact on traffic flow.** The current 30mph provides a good balance between calming the traffic through a built up residential area and the needs of public and private vehicle users to transit through the town in a reasonable timeframe. In fact, rather than increase traffic congestion and driver frustration by reducing the speed limit to 20, it would be much more positive to enforce the current 30mph.

3. **No evidence to support the reduction in speed limit.** I believe there is no proper traffic surveys, accident data, or risk assessments for the length of road under question to justify the change in speed limit. It is all well and good for decision makers (e.g. politicians, councillors, advisers, etc.) to say reducing speed limits will result in reduced accidents but doing so, without evidence specific to the road in question that it is needed will only create increased driver frustration which would likely lead to increased accidents not less.

4. **The reduction in speed limit will have a negative impact on Emergency Services response times.** As noted in 2 above, the proposed reduction in speed limit will have a negative impact on traffic flow and this will result in any emergency service vehicles to be slowed as there is not room for 3 abreast to allow the emergency vehicles to move out and overtake the slow/halted traffic flow they are within.

5. **Reduction in speed limit is inappropriate for the road type.** The North Deeside Road (A93) is a major through-route into Aberdeen from Deeside. It is heavily trafficked by both residents of the towns and villages along Deeside all the way to Braemar, and with the many visitors who visit and travel through Deeside. The road passing through Cults has good pavements on each side and a number of pedestrian crossings with traffic lights that allow persons to cross safely. Introducing the proposed 20mph speed limit through Cults would not therefore be suitable for the nature and purpose of the road.

I hope that the decision makers in relation to the proposed change in speed limit to 20mph take due notice of my genuine and material objections.

Yours sincerely,

[redacted]

From: [redacted] <[redacted]>
Sent: 07 May 2025 15:19
To: TrafficManagement
Subject: Proposed traffic orders

Dear Sirs,

I have read that there is a proposal for many city streets in Aberdeen that are currently set at a 30mph speed limit to be reduced to a 20mph speed limit.
Of course, in practice many residential streets already operate at a 20mph limit, and several have the further traffic calming measure of speed bumps installed. On top of this, many other streets have the further (unintentional) measure of potholes, which also impairs the speed at which a motorist can safely travel.

In general, I would like to ask what is the research that supports this reduction in the speed limit? My gut feeling is that this measure will increase car journey times, thereby increasing the traffic on the road and therefore increasing pollution occasioned by car use. If the intention is to increase the use of public transport, I would like to be assured that there has been some market research that motorists will actually use public transport, rather than being forced into using it by measures such as these which seek to make car use more difficult.

I am interested to hear from you! Many thanks.

Best wishes,
[redacted]

From: [redacted] <[redacted]
Sent: 07 May 2025 14:53
To: TrafficManagement
Subject: 20 mph consultation response

Dear ACCTM

I note that you are consulting about ACC's plan to implement 20mph speed limits in the City in accordance with Scot Gov's Scotland's Road Safety Framework to 2030. I suspect any objection to this going ahead will be futile as it is simple for ACC to respond that these moves are to comply with Scot Gov's requirements, although these may be based on vague objectives and unsubstantiated targets.

However, the ACC proposals are very short on detail and should provide more information including the following:

- The cost of implementing the proposals
- Demonstration that ACC has the resources to implement these in the remaining 6 months of 2025 as stated.
- Details on how compliance will be monitored and policed
- The costs of this associated monitoring and policing
- The increased emissions resulting from longer journey times and cars idling in traffic congestion resulting from the lower speed limits
- Demonstration that lessons learned from failed scheme in Wales have been incorporated into the proposals

Please provide the above information to enable a more enlightened evaluation of the proposals.

Kind regards
[redacted]

[redacted]
Email : [redacted]
Mob : [redacted]

From: [redacted] <[redacted]>
Sent: 07 May 2025 12:04
To: TrafficManagement
Subject: 20 mph speed limits

Hello,

I did not realise that the Scottish government was so concerned about road safety! It makes me wonder why the roads, both national and local, are in such a dire state, with many dangerous potholes on many roads not being repaired promptly or properly. This is not only dangerous to motorists, who either sustain damage to their vehicles, or swerve suddenly to avoid them, but they are extremely hazardous to cyclists and motorcyclists. Furthermore road markings on many road surfaces are either faded or nonexistent, including bus lanes, but most importantly pedestrian crossings. There are many 'Zebra' crossings in Aberdeen which have been dangerously neglected, with poorly maintained line markings and often one, and sometimes both 'Belisha Beacons' not working. On Braehead Way Bridge of Don, for example, I reported to the City Council the poor state of the crossing which had a defective light and scrubbed out markings. This crossing is close to the shopping centre, and serves two schools and a nursery, yet it took several months to be fixed. Many B roads have missing centre lines, and continuous white lines which would prevent dangerous overtaking are missing.
If the Scottish government and local authorities care so much about road safety, why are basic safety measures not being taken, instead of political posturing with 20 mph speed limits, which are appropriate in certain areas, but not Citywide. In short, if local businesses were as lax as our politicians, they would be punished with fines or worse!

Kind regards,
[redacted]

Sent from my iPad

From: [redacted] <[redacted]>
Sent: 07 May 2025 07:59
To: TrafficManagement
Subject: Consultation 20mph zones

I object to the imposition of 20mph zones in and around Aberdeen city.

This proposal will cause driver frustration, thereby increasing the risk of accidents.

It will result in a cost to business due to increased journey times. Furthermore emissions from vehicles are unlikely to be reduced for that reason.

This is yet another disincentive to visit Aberdeen city centre. It is not right to make it ever more difficult to support businesses in Aberdeen particularly given the difficult business environment.

I work in the city and live out with it.

[redacted]

Sent from my iPhone

From: [redacted] <[redacted]>
Sent: 06 May 2025 22:27
To: TrafficManagement
Subject: Objection to 20mph limits

I am writing to object to the introduction of 20mph speed limits in Aberdeen City. I have tried driving at 20mph in some of the designated streets and it is simply too slow. At 20mph I found myself easily distracted. Many of the accidents this proposal claims to be aimed at reducing are the result of careless drivers exceeding the existing 30 or 40mph limits, not caused by already careful drivers largely complying with existing speed limits. 20mph significantly narrows the speed differential between cycles and motor vehicle putting the two modes of transport in conflict with one another and making it impossible to safely overtake a cycle to restore safe separation. If Aberdeen City Council had any genuine desire to improve road safety it would have acted to remove the hundreds of illegal electric bikes and scooters that currently present a danger to legitimate road users. The council should reflect on the failure of its own electric bike scheme to understand that for the vast majority of Aberdonians even assisted cycles are not a practical or realistic transport solution given our climate and urban geography.

Yours sincerely

[redacted]

From: [redacted] <[redacted]
Sent: 06 May 2025 18:56
To: TrafficManagement
Subject: Proposed new 20mph speed restrictions

The Traffic Management Team, Aberdeen City Council.

Far too many streets have been designated as potentially benefitting from a 20mph speed restriction. This speed limit should be kept for areas that really need it such as outside schools. The 30mph speed limit is a long established one and is widely accepted as being sensible and effective.

Forcing vehicles to drive more slowly will increase pollution and increase frustration among drivers. The Traffic Management Team should examine the Welsh experience and learn from it.

Cars carry people into the city centre which should be a busy and vibrant area. People, in turn, carry money and by spending it bring prosperity to the city. The failed experiment with the bus gates shows what happens when you discourage vehicular traffic.

The citizens of Aberdeen and visitors to the city want to use their cars in preference to expensive bus travel which is run to a timetable designed mainly for the benefit of the bus companies rather than their customers. If the Team believes that it will manage to get many more people to use bicycles, then try riding one during a Scottish winter and think again.

Nothing annoys people more than having unnecessary restrictions placed upon then. This exercise will greatly increase the resentment and antipathy felt towards the City Council by Aberdeen's long suffering, tax paying residents.

Sincerely,

[redacted]

From: [redacted] <[redacted]>
Sent: 06 May 2025 17:28
To: TrafficManagement
Subject: 20 mph zones

I wish to give my opinion on the proposed 20 mph zones. I think that they are unrealistic and unworkable especially on main bus routes as buses restricted to this speed will add extra time to every journey. And those people on e-motor scooters will be flying past all traffic as they do not adhere to any limits and whizz along the pedestrianised areas on Union Street also.

These limits serve their purpose near schools etc. and should be left as is.

[redacted]

From: [redacted]
Sent: 06 May 2025 09:23
To: TrafficManagement
Subject: Traffic proposal objection

Dear Sir/ Madam

I am writing to object to the current proposals for a 20 mph limit in Aberdeen City. In particular, I feel the imposition of this limit on main roads within the city such as Anderson Drive, Queens Rd, Great Western Road , Kings Gate, Springfield Road and North Deeside Road is not acceptable. It will impede travel within the city for all users - including carers, nurses and non emergency ambulances. I do not object to the limits in small residential streets. Although living in a street with such a limit I regularly note that it is often not obeyed and there is no effective enforcement.

Delays in travel will make Aberdeen a less attractive city to visit for residents and those from out of town.

Slower travel will increase carbon emissions from non electric cars - but even electric cars and buses will encounter traffic delays with slower limits on main roads.

I would be grateful if you could take these objections into consideration

Yours sincerely

[redacted]

[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 06 May 2025 09:02
To: TrafficManagement
Subject: Objection to proposed 20mph implementations in Aberdeen City

[redacted]

6th May 2025

Dear Sir
I would like to complain about Aberdeen City Councils intention to impose 20mph speed limits along Springfield Road, Great Western Road, Anderson Drive and North Deeside Road.

These roads are effectively arterial roads into and around Aberdeen and lower speed limits will significantly impact the ability of traffic to navigate into and around the city…

I strongly oppose the implementation of such a lower limit for the following reasons…

1. Journey times for all users including District Nurses, Delivery vans, general commuting will be significantly increased
2. A 20mph limit will also impact bus timetables and mean greater journey times for people taking public transport. Selecting green transport, the councils preferred option will therefore be downgraded making it a less likely people will use it to come into town
3. The change will result in greater pollution as traffic takes longer to transit areas
4. Lowering speed limits will have minimal impact on safety as all these roads have good pavements and recognized crossing places.
5. The changes will yet again lead to less footfall in Aberdeen City and increase its decline.
6. The money, in excess of £1million would be better spent on other more beneficial initiatives

For once the council needs to listen to local people and not blindly follow naive Scottish Government rhetoric.

I would be grateful if you could take these objections into consideration and not implement the proposed changes

Yours sincerely

[redacted]

From: [redacted]
Sent: 06 May 2025 07:56
To: TrafficManagement
Subject: Proposal to reduce speed limit to 20mph in Aberdeen City

Dear Sirs,

I am writing to object to the proposed plans to set a 20 mph limit on the majority of streets in Aberdeen City,

I firmly believe that you are trying to fix a problem that does not exist.
Whilst I fully understand and agree with the reduction for the likes of school zones when pupils are going to or leaving schools at opening and closing times I do not consider a blanket reduction a meaningful solution.
Flashing lights and reduction to 20 mph at schools at such times currently exists.

I am sure that if you actually looked at the traffic speed in the proposed areas, the vast majority of the time motorists do not drive at 30mph they adhere to the driving principles of only driving at a speed safe to the surrounding environment and road conditions prevalent at the time. Where roads have parked cars at both sides of the road, e.g. nearly every street in Aberdeen, people drive well under 30 mph anyway. The very small minority that do speed will continue to do so no matter if you erect signs with 20 mph on them. Target them not everyone with a heavy handed blanket reduction.

Also can I ask how you intend to enforce your proposal, are you planning on installing traffic cameras on every street in Aberdeen or hiring hundreds of additional policemen to target anyone with the veracity to travel at 20 - 30 mph through Aberdeen city. What is the cost to the council and therefore the cost the every Aberdeen citizen for installing 20mph signs and cameras / additional police to monitor.

Would it not make more sense to fix the potholes, salt and grit the roads and pavements which cause far greater cost to the council in paying for vehicle repairs or more trips to A&E than your 20 mph proposals. Many of your citizens were trapped in their homes unable to go out as a result of the skating rink conditions in our city last year. In addition why don't you do something about the yobs in balaclava's running riot through the streets and pavements of our city on their souped up e-bikes. Many people I have spoken to have nearly been run over on pavements, bikes coming the wrong way down one way streets and being skittled over at pedestrian crossing when these bikes speed through red lights. These are some of the things that really matter to the public.

I sincerely hope that the council makes a common sense decision on this matter. Surely it is the Councils obligation to provide a service for the benefit of the citizens rather than the detriment, which in all honesty the latter appears to be the case in 90% of council decisions these days.

I have lived in this Aberdeen for 65 years and I am appalled and ashamed of our city and the council these days.

Yours Sincerely

[redacted]
Aberdeen

From: [redacted]
Sent: 06 May 2025 01:31
To: TrafficManagement
Cc: [redacted]
Subject: Plans for city-wide 20 mph restriction

I read in the newspaper that there are plans for a city-wide 20mph restriction in order to aim to half road deaths by 2030. For each of the roads/section of roads listed for consideration for the introduction for a 20mph restriction how many deaths have occurred on these roads as a result of traffic accidents during the past 5 years? If there have been no deaths then there is little evidence to suggest the introduction of a 20mph restriction on these roads is necessary or will achieve the goal of halving road deaths on Scottish roads, while costing taxpayers many hindreds of thousands of pounds to introduce. Monies which could be better saved or spent during a cost of living crisis.

Regards,

[redacted]

From: [redacted] <[redacted]>
Sent: 05 May 2025 22:36
To: TrafficManagement
Subject: 20mph proposal for Aberdeen City - OBJECTION

I object to the mass and indiscriminate rollout of 20mph speed limits in Aberdeen City for reasons including:

1) Aberdeen City has been blighted over recent years by the council introducing increasingly prescriptive driving restrictions. These include:
   - Making drivers take unnecessarily long and circuitous routes across the city to get where they want to go.
   - The introduction of bus lanes
   - The introduction of bus gates
   - The introduction of LEZ zones

   and so to now propose a 20mph speed limit across much of the city's residential areas is a(nother) step to far.
2) I believe that the Scottish Government intends to fund the installation of the 20mph signs. Scotland had a national debt of more than £22 billion in FYE2024 and Aberdeen City has the second highest debt burden per citizen in Scotland. Given that, I maintain that Scotland cannot afford to install the signage and Aberdeen City can't afford to police it. As someone that pays both national and local taxes, I do not want my money spent on this.
3) Many long-standing essential services and facilities across Aberdeen City, and across Scotland, have seen radical cutbacks over recent years because of financial constraints. I don't believe that spending the money that they do have on imposing and upholding the 20mph speed limits is a good use of this money.
4) The Highway Code states that the specified speed limits are maximum speeds. They are not target speeds and drivers must always assess their surroundings and adjust their speed based on:
   a. Road Conditions,
   b. Traffic Conditions,
   c. Road Layouts.

   Consequently, I maintain that drivers are currently legally required to moderate their speed to suit the road they are on and associated road conditions – and if they aren't, they are unlikely to adhere to a defined 20mph speed limit – so putting up the 20mph signs is a waste of your time and my money – particularly if they aren't going to be actively policed.
5) The condition of many of the residential roads in Aberdeen dissuades drivers from going above 20mph anyway.
6) Whilst the introduction of 20mph speed limit could possibly offer some environmental benefits, I would suggest that neither the noise levels or the air quality in the proposed 20mph zones is in any way close to the Scottish, British or European recommended limits and so would discount this as a valid reason for imposing the 20mph speed limits. I would also suggest that if the council was so concerned about Aberdeen's environment, then they would not be imposing ever more restrictive and prescriptive road layouts that make motorists drive further, round meandering and tortuous routes that inherently prevent fuel efficient driving. The council-imposed road layouts force vehicles into convoluted arterial routes that are punctuated with traffic lights, pedestrian crossings, no right turn, no left turn no entry LEZ, Bus Gates etc that cause them to drive further, accelerate and decelerate more, use more fuel, incur excessive and unnecessary wear and tear to the vehicles, and to the roads, and cause frustration and delay which can lead to accidents.
7) The following table shows that during the 10-year period between 2014 and 2023 between 22% and 49% of all road accidents in Aberdeen have had a causation factor that included speed. It does not say that exceeding the speed limit caused these 22% to 49% accident – indeed it suggests that exceeding the speed limit was one of four speed related reasons for the accidents – with the other three being 'traveling too fast

for the conditions', 'loss of control' and 'careless reckless driving in a hurry' – and so I would propose that the imposition of a mass 20mph speed limit, which is unlikely to be actively policed, will have a limited effect on these three causation factors.

ALL ABERDEEN CITY - SPEED RELATED CASUALTIES

YEAR	Injured Casualties with causation factor attributed to speed			Totals	Total Yearly Casualties	% of injured casualties where Causation Factor included speed
	F	S	SL			
2014	2	20	25	47	105	44%
2015	5	31	56	92	234	39%
2016	1	35	51	87	197	44%
2017	1	12	48	61	168	36%
2018	1	17	43	61	124	49%
2019	1	16	19	36	101	36%
2020	0	8	11	19	86	22%
2021	2	7	7	16	65	25%
2022	1	11	14	26	82	32%
2023	1	23	19	43	109	39%

Causation Factors: Exceeding Speed Limit/Travelling too fast for Conditions/Loss of Control/ Careless Reckless in a Hurry

Denotes years during the COVID Pandemic

8) The vast majority of Aberdonians are not in favour of blanket 20mph speed limits imposed across large areas of the city - and so to impose them would be undemocratic.

Yours sincerely,

[redacted]

From: [redacted] <[redacted]
Sent: 05 May 2025 20:02
To: TrafficManagement
Subject: OBJECTION to the proposals to set new 20 mph speed limits on many Aberdeen City Roads

Dear Sir/Madam,

I am writing to object to the proposals. It was instituted widely in Wales where it is now being changed back to 30 mph on many roads.

I think it is going to make driving around the city a pretty miserable experience for anyone who has to do so for their work, delivery drivers, couriers, posties, and all the tradespeople in their vans. Likewise for the rest of the motoring population.

Speeds on many residential streets are already effectively 20 mph or thereabouts because of the nature of the roads themselves, small streets, parked cars, many little bends, the prevalence of pedestrians, school children and so forth. Considerate drivers and anyone acquainted with the highway code knows to drive according to the road conditions and not the stated speed limit.

There could also be for instance, and I think I have seen, advisory 20 mph areas, which would stop short of the mandatory "nanny state" Scottish Government and Aberdeen City Council proposals. And save the council tax-payer £1,000,000! Or is it more than that?

I think especially on some of the "through routes" highlighted for change, the reduction of stretches to 20 mph will be particularly galling and frustrating to drivers who can see no good reason for it. Wide roads, wide pavements and if I think of my area, **very few pedestrians** anyway from Peterculter through to Cults or beyond Cults to Mannofield.

Have Aberdeen City Council done any research into the numbers of casualties from road traffic accidents? And the respective number KSI people in the four categories: Car Occupants, Pedestrians, Cyclists and Motorcyclists?
Nationally the numbers seem to be slowly reducing year on year. It would be interesting and educative if the Council could provide the public with such figures for Aberdeen City over the last few years. Would there be a possiblity the City Council could do this?

A further consideration and one I have to say I very much doubt Aberdeen City Council have considered, (although I would be happy to be corrected on that) is whether any cognicance has been taken of the large increase there will inevitably be in air pollution.

Not everyone drives an electric car as yet and 20 mph is not a happy speed for most petrol or diesel engine powered cars over anything but a short distance.
To have all these cars creeping around residential areas will, I would think, seriously compromise the air quality of the area. Particularly as they are all probably taking a bit longer than they normally would to complete their journeys.

I have to say the publicity for this consultation has been very poor in my view. I only know about it because I noticed and read a sign on a lamppost when I was **walking** about!

It was also not easy to object. There was no dedicated page on the Aberdeen City Website. Only a desultory instruction to "Object in writing".
Not very helpful and very poor compared to the facility to object to building planning proposals where it was easy to follow a link to a dedicated page.

I trust my views will be seriously considered, although I also doubt you will get many objections for the reasons given in the above paragraph.

Yours sincerely
[redacted]

PS A final question, will there be a public council meeting at which objectors may speak before any decision is taken? Or has it already been taken and this poorly advertised consultation is only to satisfy statutory requirements?

From: [redacted] <[redacted]
Sent: 05 May 2025 15:56
To: TrafficManagement
Subject: Feedback on Proposed 20mph Zones

Hi there,

While I appreciate the need to extend the 20mph speed limit to more residential streets in Aberdeen, I feel the following roads are not suitable for this change and that the existing speed limit should remain:

- Ashgrove Road
- Ashgrove Road West
- Hutcheon Street
- King's Gate (between Fountainhall Road and King's Gate roundabout)
- King Street (Park Road to Links Road)
- Powis Place
- Powis Terrace
- Great Western Road (South Anderson Drive to Holburn Street and Morningside Avenue to South Anderson Drive)
- Holburn Street
- Sinclair Road
- South Esplanade East
- South Esplanade West

Yours Faithfully,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 05 May 2025 15:02
To: TrafficManagement
Subject: 20mph restriction consultation

good afternoon,

Just a brief email to formally note opposition to proposed introduction of city wide 20mph restrictions.
Essentially so many streets getting this limit would just mean drivers will sit at 20 everywhere to be on the safe side as it will be so difficult to keep track.
Increasing journey times by 50% will surely cause more danger to all road users with an increase of cars on the road at any one time.
The introduction of a LEZ has caused my 12 minute commute to be 25 minutes and this would further increase due to speed limits being lowered. So double the emissions across the city.
It is widely seen that the council has overseen the demise of the city centre with the bus gates and LEZ and this gives drivers another reason to steer well clear.

Thankyou.

[redacted]

Thank you.

From: [redacted] <[redacted]
Sent: 05 May 2025 12:44
To: TrafficManagement
Subject: Re:20mph restrictions

Sent via BT Email App

From: [redacted]
Sent: May 4, 2025 at 3:27 PM
To: [redacted]
Subject: 20mph restrictions

Hi , I wish to lodge my objection to traffic speed reduction to 20mph. I believe this is another step towards reducing the city to a no go area for the General public . More and more people will avoid visiting the city rather than run the risk of falling dowel to these senseless restrictions. I personally would like to see less bicycles on the road as they tend to weave in and out of traffic even on pavements they are a nuisance.

If they were to pay for the privilege to use the roads like all car and commercial vehicles then it would be reasonable for everyone concerned to abide by the rules in General!

I for one would consider boycotting the city all together!!!

Regards,

[redacted]

B.o D. Aberdeen

Sent via BT Email App

From: [redacted] <[redacted]
Sent: 05 May 2025 12:37
To: TrafficManagement
Subject: 20mph Limit Proposal

Hello

I would like to object to roads such as Gt Western Road and Broomhill Road being reduced to a 20mph limit. I believe that driver frustration will increase where the limit is being reduced.

Having a limit on pure residential streets makes complete sense.

Thanks

[redacted]

From: [redacted] <[redacted]>
Sent: 05 May 2025 10:26
To: TrafficManagement
Subject: 20 mph traffic orders

Dear Sirs,

I have read in the Press and Journal that there is a consultation on new 20 mph traffic zones. However, it seems to be impossible to find and may be yet another 'pretend' effort on the Council's part.

I object to these zones appearing in the middle of main roads where there is usually no particular problem. I live in Milltimber and see no reason for parts of North Deeside Road to be changed. There are already crossings in the areas mentioned and I have rarely seen anyone having a problem crossing the road safely. The proliferation of these zones on main thoroughfares merely serves to hamper the free movement of traffic and causes even more congestion. This appears already to be the case in places like Inverness which has implemented the zones.

Yours faithfully,

[redacted]

From: [redacted] <[redacted]
Sent: 05 May 2025 08:59
To: TrafficManagement
Subject: 20 mile limit

Good morning, it would be interesting to know how many accidents there have been in our city streets involving a car and a pedestrian. It would not necessarily be the drivers fault but the pedestrian who steps onto the street without care and attention. It wouldn't make any difference if the driver was drivingat 20 or 30 if the pedestrian was careless. It's bad enough trying to keep to the speed limit on streets like Kings Gate and Gordon Brae, foot on the brake the whole time, so much more difficult at 20. I wish to make an objection to this proposed measure, the cost for a start and probably the inability to enforce it.

[redacted]
Sent from my iPhone

From: [redacted] <[redacted]>
Sent: 04 May 2025 22:01
To: TrafficManagement
Subject: 20mph

Good Evening
I would just like to raise my objection to your proposed (already planned) 20mph zones throughout the city.
There is no scientific evidence that this will help our city & if anything it will congest & pollute the air even more whilst the city roads will be gridlock & almost at a stand still. How is this going to help going forward? If we had a decent alternative then I would back it but we have a half assed attempt at public transport that is an absolute joke.
Can you also tell me what restrictions will be imposed to the harbour area regarding all the ships, boats & ferries that pollute the same roads that transport use? How does the council collate the figures separately as to which air the different modes of transport pollute?
Unless the council have a miracle machine that no one knows about I think I know the answer.
I would also like to know how much tax payers money is/has been wasted in coming up with these absurd suggestions? Did you not see what happened in Wales? The councillors of Aberdeen should grow a set & be man enough to get rid of this before it is even implemented. You would gain so much respect instead of revulsion at doing this.
Regards,
[redacted]

Sent from Outlook for iOS

From: [redacted] <[redacted]>
Sent: 04 May 2025 21:26
To: TrafficManagement
Subject: 20 mph

Evening,

As a commuter by car and bicycle, I would like to comment on the 20mph scheme.

In general, I believe no account has been taken of the fact that if many roads are 20 mph, the need to be on a more main road decreases and it actually INCREASES the amount of traffic on smaller roads (please do not add more speed bumps, which are a pain for cars and bicycles alike). Many relatively main roads seem to be 20mph speed limits making these roads as quick (or slow) as back roads. Also, no account is taken that at 20 mph, cars actually travel closer together than at 30mph, which actually it makes it more difficult for pedestrians to cross the road. They need "to get used to" crossing in front of a car a certain distance away at 20mph that, if it had been going at 30mph, would not have provided enough space to cross.

The phrase "it's a limit, not a target" seems to have been avoided too. If a limit is 30mph, there is no actual need to drive that fast and 20mph may be perfectly reasonable.

Specially, I would object to the following roads being 20mph

- Carden Place
- Kings Gate
- Cragie Loanings
- Mid-stocket Road
- Cromwell Road
- Ashgrove Road
- Hutcheon Street

And also others that are through routes in areas that are not particularly busy, or congested.

I also worry that the next step will be to require a 15mph limit, or 10, or someone with a red flag in front of a car.

Regards

[redacted]

From: [redacted] <[redacted]
Sent: 04 May 2025 21:04
To: TrafficManagement
Subject: Speed limit consultation

I have reviewed the documents provided. While I am in general ok with the limits in residential streets, I don't agree that major routes should be so restricted. Examples I can see are kings gate and great western road. Existing limits on these streets should be maintained.

[redacted]

Sent from my iPad

From: [redacted] <[redacted]
Sent: 04 May 2025 20:10
To: TrafficManagement
Subject: Proposed 20mph

I strongly disagree with the proposed speed limits, ok with areas around schools in and around school days, but enforce speed limits as at present will save as many lives as since covid there are very few people using pavements.
I believe it should be an opt in not for us to opt out.
[redacted]

Sent via BT Email App

From: [redacted] <[redacted]
Sent: 04 May 2025 19:26
To: TrafficManagement
Subject: Proposed 20mph Limit on Roads

Whilst I am in principal agreeable to the reduction of speed limit on residential roads to 20mph I am opposed to including this reduced limit on roads which are in my opinion the main thoroughfares around the city. For example roads with bus stops are main thoroughfares such as Seafield Road, Union Grove, Great Western Road and as such should remain at 30mph. To reduce the speed limit on main thoroughfares will have in my opinion 2 major disadvantages:
1. It will reduce traffic and persons using the city centre. From my perspective I will drive to Westhill or Inverurie rather than visit the shopping areas in the city centre. It will increase bus journey times and reduce the service as I cannot see First Bus putting on more buses to keep the current time frame of schedule in an area. Not everyone is able to walk or cycle. This proposal will increase taxi charges for people who do not have their own transport and may increase delivery charges for goods delivered to your home.
2. If all roads are 20mph drivers will find short cuts and 'rat runs' through residential areas as there is no incentive to use the 'main roads'. It will also increase pollution as traffic will be travelling on the roads for longer.

In addition
How will these speed reductions be policed?
Are cyclists going to be policed to ensure they don't exceed the reduced speed limit?

At no time has anyone provided statistics on the make up of pedestrian injuries. Without proper and detailed statistics it cannot be claimed that pedestrian injuries will cease as a result of these measures. If thorough detailed statistics prove that a large percentage of pedestrian injuries are mainly caused by a) young speeding drivers or b) older drivers who are unfit to drive or c) ignorance by the pedestrian of basic road safety then surely tackling these issues is more productive than a blanket lowering of the speed limit which has been proven to fail in other areas of the UK. How many pedestrians injured on the roads are a result of reckless behaviours such as drink or drugs?

[redacted]

Sent from my iPad

From: [redacted] <[redacted]
Sent: 04 May 2025 18:44
To: TrafficManagement
Subject: 20mph speed limit.

It seems futile to waste tax payers money on another needless venture. Surely the money could be better spent on policing the speed limits we already have which are largely ignored. I personally have experienced drivers passing through 20mph flashing lights adjacent to a primary school at least twice this speed limit.
Regards….. [redacted]

From: [redacted] <[redacted]
Sent: 04 May 2025 16:16
To: TrafficManagement
Cc: [redacted]

Herewith is my response to the consultation on 20mph limits

I disagree strongly with this proposal

Firstly, what would be the rationale for lowering speed limits on roads with no accident histories?

Inevitably, lower limits in 'no problem' areas with no accident histories will be ignored, as being unnecessarily restrictive and adding to journey times, but also risking speed limits generally being treated with contempt
Speed limits were traditionally set on '85% ile' speeds. Speeds were monitored over a period of time and limits set based on recorded speeds of 85% of vehicles; their drivers complying with what they saw as a reasonable speed, based upon road layout, junctions, traffic flows etc

Enforcement is really important; there MUST be a reasonable assumption and expectation by habitual speeders (the remaining 15%) they will get caught and may be disqualified

As an aside, Scottish Govt money (i.e. public money!) would be better spent on the joint measures of road improvements (e.g. fixing potholes and cleaning existing road signs, many of which are marred by green staining) AND promoting a return to the good levels of police traffic patrols previously seen, prior to the formation of Police Scotland 12 years ago, as that seems to have been a pivotal point, when the increase in accidents began

Anecdotal evidence is of a reduction in traffic patrols, with existing patrols covering vast areas. Basically, taking eyes off the Roads Policing ball and diverting the focus on other stuff !!

As the regulations currently stand, 20mph speed limits require 'repeater' signs at regular intervals along the lengths of the restricted areas; a costly process to implement

In my opinion, the proposed scattergun approach of generally decreasing limits, is a 'cop out' (pardon the pun), with blame for it's future, inevitable failure being offloaded from politicians, to the police or others.!

[redacted]
(retired Police traffic patrol officer)

From: [redacted] <[redacted]
Sent: 04 May 2025 15:58
To: TrafficManagement
Subject: 20 mph speed limit consultation

Response to Aberdeen City Council Consultation on 20 mph Speed Limits

Dear Sir/Madam,

I am writing to object to the proposed implementation of a 20 mph speed limit across Aberdeen, particularly in relation to the inclusion of North Deeside Road and Craigton Road.

These roads are key arterial routes that serve not only local traffic but also regional and commuter journeys. Reducing the speed limit to 20 mph on such roads risks creating unnecessary congestion, increased journey times, and potential driver frustration. North Deeside Road, in particular, is designed and used as a primary corridor connecting communities west of the city into Aberdeen. A 20 mph limit on this road would be disproportionate and detrimental to the function of the route.

Craigton Road is used regularly by through traffic and does not have the pedestrian density or accident record that would justify such a blanket speed reduction.

More broadly, I object to the wide-scale implementation of 20 mph limits across the city without clear, evidence-based justification for each specific area. While lower limits can be beneficial in dense residential or school zones, a one-size-fits-all approach risks undermining public confidence in speed regulation, especially when applied to roads where current limits are safe and appropriate.

I urge the Council to reconsider the scope of this proposal, retain 30 mph limits on major routes like North Deeside Road and Craigton Road, and only consider 20 mph zones where there is demonstrable need based on safety data.

Yours faithfully,

[redacted]

[redacted]

From: [redacted] <[redacted]
Sent: 04 May 2025 13:44
To: TrafficManagement
Subject: 20 mph limit

I wholeheartedly DISAGREE with the proposal.
The 85 percentile of drivers comply with a 30 limit because it feels to them to be a safe speed and one they will comply with.

In my opinion, a 20mph limit will be widely disregarded bringing the limit into disrepute.

Enforcement would have to be by camera which causes drivers to slow down only at the camera and makes it the nonsense which it clearly is.

Please reconsider.

[redacted]

From: [redacted] <[redacted]>
Sent: 04 May 2025 10:55
To: TrafficManagement
Subject: 20mph Zones

Good afternoon.
I believe that the proposed traffic measures being introduced are without doubt unnecessary and nothing short of bullying car owners into a public transport to meet a net zero target, which in my opinion is itself unachievable.
Aberdeen City & Shire transport system is already under pressure and the proposed traffic measures will only add to the under pressured transport network.
Many of the roads you propose are totally unsustainable for a 20mph limit and itself will cause long tailbacks.
Running car engine at low reves only increases the exhaust fumes into the atmosphere, which is, as you claim trying to prevent.
Rather increase policing in these areas to reduce accidents, but yet again these services are so underfunded by the Scottish Government that local governments are clutching at straws to make end meet.
Would it not make more sense to spend these large amounts of money, time and effort in repairing the roads in Aberdeen City which are an absolute disgrace bearing in mind the amount of road tax paid by the car users.

Kindest regards

[redacted]

From: [redacted] <[redacted]
Sent: 04 May 2025 09:50
To: TrafficManagement
Subject: 20mph

Re Consultation I am TOTALY against 20mph Road restrictions in and around Aberdeen. As a lifetime resident and council tax payer I strongly oppose the rediculous premise that this will improve life in Aberdeen.
Thanks

[redacted]

From: [redacted] <[redacted]
Sent: 04 May 2025 00:43
To: TrafficManagement
Subject: Proposed 20mph limits

Sent from my iPhone.
Typical council idiots who haven't got a clue about anything including trying to get citizens to use useless public transport!!

From: [redacted] <[redacted]>
Sent: 03 May 2025 21:56
To: TrafficManagement
Subject: 20mph restriction

First of all look at areas next to schools , built up areas through areas of housing.
There are roads now where you are lucky to get up to 20mph if you drive responsibly.
On the whole it looks a good idea but lorry's,buses and older cars running at the 20 mph emitt greater amount of CO2.
If you really want to reduce road accidents take a close look at roundabouts for example Hazlehead which is overgrown with bushes and trees which seriously restrict drivers vision of traffic coming round the roundabout.
A risk assessment would recommend unrestricted visibility at the roundabout.
I have seen quite a few near misses on a daily commute.
As a long term member of the Institute of Advanced Motorists I note the hazards.
Lack of use of indicators is a common fault of local drivers

[redacted]
Sent from my iPad

From: [redacted] <[redacted]
Sent: 03 May 2025 19:21
To: TrafficManagement
Subject: 20 mph zones

What is this council playing when Wales put this in they had to take it out again when are the councillors going to listen the people of Aberdeen they don't want this
If this goes through I will not vote for any counciller who voted for this
How much is this costing to put this in and if it does work it the council will have pay out again to take it out
Is council it going on about short money so why waste money on it

From: [redacted] <[redacted]>
Sent: 03 May 2025 19:14
To: TrafficManagement
Subject: 20 mile an hour speed zones.

While we should be doing everything we can to reduce road deaths and accidents,
I am totally against the reduction of the speed limits in all of these areas there is no evidence being provided that shows these steps will half road deaths by 2030(and what's next if it doesn't) its all guess work. Let's go back to the horse and cart its got more of a chance of reducing deaths OR stop pedestrians walking across roads except at proper pelican crossing and fine them if they don't.

Regards

[redacted]

Sent from my Galaxy

From: [redacted] <[redacted]
Sent: 03 May 2025 19:14
To: TrafficManagement
Subject: Aberdeen 20mph zones

Dear Sir/ Madam

There appear to be many busy & main roads in your 20mph plan. I believe these types of roads are unsuitable for 20mph & should not be considered going forward.

Yours [redacted]

From: [redacted] <[redacted]
Sent: 03 May 2025 18:11
To: TrafficManagement
Subject: 20mph Speed Limit Consultation

Dear Aberdeen City Council,

I am writing in regards to the ongoing consultation regarding 20mph speed limits throughout the city.

I disagree entirely with these measures. The motivations, whilst I'm sure do include road safety, do not combat the fact we have a woefully inadequate and expensive public transport system (where it is cheaper to drive and park, than get a single ticket into the city centre!); and the conditions of the roads are so poor that even reducing the speed limit does not mitigate the risk to drivers (!) in some areas.

Even just this morning, in front of Union Square going onto the cobbled road leading down to the gyratory the road has sunk to the point where it's borderline dangerous.

Perhaps investing some of the money that you would need to spend putting up new speed signs and policing the speed limits on improving the roads in the city, and reducing public transport fares would support your efforts better.

Yours sincerely

[redacted]

From: [redacted] <[redacted]>
Sent: 03 May 2025 18:05
To: TrafficManagement
Subject: 20mph zones

I think that a 20mph zone around Aberdeen main routes is totally ridiculous. It is going to create more congestion and tailbacks. Also more air pollution. They say take public transport they are having a laugh. I live in Cove and there is not even a bus that comes round where I live. The bus route was taken off in 2020. I also think that the City Council needs to be changed and some sensible people making decisions not to Clowns 🤡 that are running the council.

[redacted]😡

Sent from my iPhone

From: [redacted] <[redacted]
Sent: 03 May 2025 17:54
To: TrafficManagement
Subject: Council consultation

I understand 20 miles per hour speed limits in densely packed housing schemes, but not in sparsely populated through roads e.g. The North Deeside Road where the speed limit was dropped from 40 to 30 miles per hour previously. Here frequently traffic is already held up by buses 'filling in time' as well as dropping off and collecting passengers at restrictions where traffic islands already exist.
Trying to encourage cycling is of no use to old and infirm people.
Buses do not go near all homes, mine included .
Buses have set routes, are not always reliable and generally people require more than one bus to reach their destination, so the bus travel you wish to promote is not suitable for all.
Please consider all people, not simply the young and fit.
Yours,
[redacted]

Sent from my iPad

From: [redacted] <[redacted]
Sent: 03 May 2025 15:12
To: TrafficManagement
Subject: 20mph speed limit consultation

I would like to express my objection to extending 20mph speed limits to other parts of the city. The city centre has already become a no go zone for many motorists to the detriment of city centre retail and business, and this would only add to that message. If you want to encourage more cyclists I suggest you stop wasting money on this consultation and spend it on fixing the pot holes and poor road surfaces that are the real hazard to cyclists. It failed in Wales and it will fail here.

[redacted]

Sent from Outlook for iOS

From: [redacted] <[redacted]>
Sent: 03 May 2025 15:05
To: TrafficManagement
Subject: consultation on 20mph speed limit roads in Aberdeen

I would like to express my opinion that I do not believe we should extend the number of 20mph roads in Aberdeen.

I do not think it is necessary to reduce the speed limit in most areas and believe it will cause further congestion and frustration on the roads.

Please just leave things alone, the city is struggling enough with the bus gates and low emission zones that have been imposed on us, people are now avoiding the city centre completely.

30mph is a sensible speed on most roads, it is a balance between safety and practicality.

Thank you.

[redacted]

From: [redacted] <[redacted]>
Sent: 03 May 2025 14:48
To: TrafficManagement
Subject: 20mph zones

I wish that the council would look at what people want and not just what some council members want.
Look at the local government elections in England where people have voted against green and environmental policies which affect their daily lives. 20mph cost Wales a lot of money to implement only to be withdrawn later.
This should be a lesson for Aberdeen council.
Stop wearing blinkers.

[redacted]

Sent via BT Email App

From: [redacted] <[redacted]
Sent: 03 May 2025 14:18
To: TrafficManagement
Subject: Proposed 20 Mph zoning

> Good afternoon,
> I would like to strongly object to the proposed 20 zoning throughout Aberdeen. I believe it would be costly to implement, cause frustration, more confusion and delays and would further contribute to people not visiting the centre of town. I can see no benefit to this proposal at all. The majority of bike users I see in town flout existing legislation and I seriously doubt that this would encourage a significant number of people preferring to cycle.
> I believe public transport in Aberdeen is not fit for purpose due to its unreliability and cost and these should be addressed to encourage more use rather than speed limits.
> Kind regards,
> [redacted]
>
> Sent from my iPad

From: [redacted] <[redacted]
Sent: 03 May 2025 13:43
To: TrafficManagement
Subject: Plans for city wide 20mph restrictions

Dear Sir/Madam,

Having read the above-mentioned article in the Press and Journal today I feel that I must Object to the proposed plans.

I consider that it would be a costly project and do not believe that it is in the interest of safety as quoted in the article.

How would you police it without having cameras on every street which makes me think its all part of the plan to create money for the council through the many fines it will attract.

We all know how cash strapped councils are, but I think the money used for such a project (i.e cameras) would be better spent elsewhere.

As I see it the council is already destroying the city due to the current gate situation and lack of footfall.

Kind Regards

[redacted]

From: [redacted]
Sent: 03 May 2025 13:40
To: TrafficManagement
Subject: 20 mph restrictions

To Whom it May Concern,

I have just read in the P&J that you, the council, are seriously considering 20mph restrictions on most Aberdeen City routes including main thoroughfares like Great Western Road and North Deeside Road.
I am astonished that you think this is a priority with everything else going on in Aberdeen. Why as a council can you not see the failings of your judgements over the years when the residents of Aberdeen can. Your always seem to have misplaced priorities.
These roads are already 30 mph and are perfect for everyone concerned. Reducing the speed limits on all these roads will encourage people to drive faster trying to get to work. Frustration will lead to accidents. Buses will have timetables affected and school children will take longer to get to school.
I would like you as councillors to drive around keeping your speed to 20 miles an hour especially on the main routes.
I am more concerned with undercover police cars suddenly driving 70+ on these roads.
Please I implore you to use common sense and for once be a council we can be proud of.
Kind regards,
[redacted]

Sent from the all-new AOL app for iOS

From: [redacted] <[redacted]>
Sent: 03 May 2025 13:26
To: TrafficManagement
Subject: Proposed 20 mile another consultation

I am objecting to yet another proposal by Aberdeen city council against drivers, reducing the 30mph to 20mph over most of Aberdeen city. This is insane and yet again you are trying to put drivers off from coming into Aberdeen city. There is absolutely no reason for this speed reduction in the city centre.

Sent from my iPad

From: [redacted] <[redacted]
Sent: 03 May 2025 13:18
To: TrafficManagement
Subject: 20mph roads

Would just like to view my opinion on the 20mph roads affected by your proposals .
Some of these roads are major routes such as Garthdee Road, Holburn St, Northdeeside road . Some other roads are totally unsuitable for the 20 mph .

Why are the council pandering to the SNP Scottish government. We all cannot use a bike or buses are unsuitable if you are disabled .

Aberdeen City Council want to listen to the public and waken up and smell the roses or come the next election day good bye to their seats like all the other bad decisions they have made by going against the public wishes .

LOOK what happened in Wales with their 20mph they have woke up and are starting to take a lot of them off and reverting back to 30mph .

[redacted]

From: [redacted] <[redacted]
Sent: 03 May 2025 13:10
To: TrafficManagement
Subject: City wide 20mph proposal

Another scheme from a discredited council that will not be policed. The people who break the speed limit now are still going to break it at 20mph. The council should be improving traffic flow for its citizens not slowing it down or placing unnecessary restrictions in the way, and I include the buses in this not just cars. Has this been requested by the people of Aberdeen probably not, just some anti car Anti choice councillors who think they know better, this will add to pollution not reduce it. Just like the LEZ Zones pie in the sky thinking by those lacking any resemblance of intelligence. When oh when will the council put the people first.

Another disgruntled voter

From: [redacted] <[redacted]
Sent: 03 May 2025 12:27
To: TrafficManagement
Subject: 20mph

Can't believe I'm reading this. Are you trying to kill off our city altogether. I live in Westhill. Used to love to go into Aberdeen town centre shopping but now it's a nightmare with the Lez and bus gates but if what you're planning goes ahead you'll find the town centre will definitely die. Shops are all closing down already with the horrendous mess you are making of our beautiful Union Street. Shame on you all.
[redacted]

Sent from my iPhone

From: [redacted]
Sent: 03 May 2025 12:19
To: TrafficManagement
Subject: AGAINST - 20 mph Zones

Dear Sirs,
I am writing to register my objection to the proposed 20 mph Zones proposal.
It is disproportionate, costly, and will have unforeseen consequences in fostering a wider acceptance of non-compliance in the community.
Similar schemes have been discredited and rolled-back in Wales.

Regards,
[redacted]

From: [redacted]
Sent: 03 May 2025 10:50
To: TrafficManagement; [redacted]
Cc: [redacted] Colin Newbury
Subject: 20mph speed restrictions Aberdeen

To Whom it May Concern,

I have just read in the P&J that you, the council, are seriously considering 20mph restrictions on most Aberdeen City routes including main thoroughfares like Great Western Road and North Deeside Road.
I am astonished that you think this is a priority with everything else going on in Aberdeen. Why as a council can you not see the failings of your judgements over the years when the residents of Aberdeen can. Your always seem to have misplaced priorities.
These roads are already 30 mph and are perfect for everyone concerned. Reducing the speed limits on all these roads will encourage people to drive faster trying to get to work. Frustration will lead to accidents. Buses will have timetables affected and school children will take longer to get to school.
I would like you as councillors to drive around keeping your speed to 20 miles an hour especially on the main routes.
I am more concerned with undercover police cars suddenly driving 70+ on these roads.
Please I implore you to use common sense and for once be a council we can be proud of.
Kind regards,
[redacted]

Sent from the all-new AOL app for iOS

From: [redacted] <[redacted]>
Sent: 03 May 2025 10:18
To: TrafficManagement
Subject: Proposed city-wide 20mph zones

Sent via BT Email App

Sir

I read with a high degree of skeptism about our incompetent council once again embarking on yet another hair brained scheme

Whilst in principle I support the proposal it simply won't work without a traffic management scheme in place - ie speed cameras
I live in Duthie Terrace, a 20mph zone, regularly ignored by many road users. Also Broomhill Road between Duthie Terrace and Auchinyell Bridge, a 30mph zone which is like a Le Mans race track, simply ignored by a group of motorists/bikers.

I can't imagine ACC doing anything to control speeding motorists and a 20mph sign is unlikely to deter some motorists!

[redacted]

From: [redacted] <[redacted]
Sent: 03 May 2025 09:16
To: TrafficManagement
Subject: 20mph proposals

I am fully opposed to the latest council proposal to introduce 20mph limits on many major routes across Aberdeen. The proposal is far too wide ranging and unnecessary. Examples (not exhaustive) are North Deeside Road, Forest Avenue Westburn Drive and Rosemount Place.

[redacted]

From: [redacted]
Sent: 02 May 2025 21:06
To: [redacted]
Subject: Fwd: Formal Objection To 20MPH Zone Proposal
Attachments: Objection_Letter_20mph_Aberdeen[redacted]pdf

Aberdeen City Council

Good evening

Please find attached my formal objection letter to the 20mph zone proposal. Please acknowledge receipt.

Regards
[redacted]

From: [redacted] <[redacted]
Sent: 02 May 2025 17:56
To: TrafficManagement
Subject: 20 mph roll out

Cardiff tried the same thing not too long ago. It was an absolute disaster and was scrapped.
I foresee the same happening in Aberdeen.
The city streets will be clogged with traffic, either slow moving or static, causing an enormous rise in pollution levels. Many vehicles will have to drop a gear or two to be able to run at 20 mph. More pollution!

You want to encourage people to cycle and walk. No fault with that. I regularly catch a bus, but I object to ACC promoting the public use buses to increase the profits of a private company. Shame on you!! No problem if buses taken back to public ownership.

I can't imagine there will be many Council dignatories on the bus?!

If/when the scheme fails, I hope you are proud to have wasted an enormous amount of council tax payers money.

[redacted]

From: [redacted] <[redacted]>
Sent: 02 May 2025 17:22
To: TrafficManagement
Subject: 20mph roads

1) How are the police ever going to enforce this with so many streets listed in the plan. In my opinion it's an impossible task because the police don't have the manpower to deal with what they have deal with right now.
2) How can drivers actually stay safe when they will have so many changing speed limits to contend with. (20/30 and 40mph) As they stand the speed limits listed in the highway cade are easily understood by everyone, so all that needs to happen is for the police to enforce the existing law, catch the speeding drivers and take their licence off them for say a minimum of 6 months instead of as usual "punishing" everyone
3) It might also help if Aberdeen City Council actually repaint most of the official Highway Code painted lines, because most have almost disappeared. Disgraceful.

From: [redacted] <[redacted]
Sent: 02 May 2025 17:21
To: TrafficManagement
Subject: 20 mph speed limits

I strongly disagree with the proposal to change the speed limit to 20 mph in the city and south roads. This will cost a huge amount of money to change the signage and legislation and will cause more pollution by slowing and stopping traffic unnecessarily.
There are many more worthy projects to be spending time and money on. Pot holes being only one of them!
Regards
[redacted]

Sent from my iPhone

From: [redacted] <[redacted]
Sent: 02 May 2025 15:41
To: TrafficManagement
Subject: Objection - Ferryhill 20mph zone

To: Traffic Management Team

From: [redacted]

I object to, and am against the proposal to implement a 20 mph speed limit in the Ferryhill/Torry area.

The current speed restrictions are adequate. It is not necessary to spend council tax money on extra road markings and signage.

If there is extra money available why not reduce council tax. Or boost local businesses by creating a 45 minute free parking zones on Bon Accord Terrace and Golden Square.

Thank you
[redacted]

From: [redacted] <[redacted]
Sent: 02 May 2025 14:32
To: [redacted]
Subject: No to 20MPH Zones

Dear Sir or Madam,

It has been brought to my attention by the Press and Journal today that despite overwhelming public opposition to the 20 mph proposals brought by the **Scottish** Government, and Aberdeen City Council seems destined to implement them.

This is supposed to be a free country, yet day by day government at all levels sees fit to try and reduce the freedoms of the people in what they are able to do.

Of course it would be not in the public interest to allow people to drive at 100mph through residential streets and so in 1934 our society decided to accept the limitations of the safety of drum brakes unassisted by ABS or traction control and we implemented the standard speed limits all across Britain arriving at the conclusion that 30mph provided a good compromise between getting about, and the safety measure of giving a good amount of time to respond and come to a stop an an emergency even in the very rudimentary cars and trucks of the time.

Since the 30s, brakes have become so much more powerful, that what once took around 30 metres to pull up from 60mph to less than 15. This effect is even more noticeable at slow speeds. That ought to really be argument to increase speeds, but that isn't sensible.

Since the 30s, brilliant engineers have given us ABS which ensures we can continue to steer and avoid even on very slippery surfaces. Couple that with traction control and even the most basic car from the 2010s can delivery braking and control performance only dreamed of by the most extreme race cars of the day.

Even more recently, active safety systems such as autonomous warning and braking ensure that even an inattentive driver is supported in the goal of avoiding collisions and most importantly collisions with pedestrians.

Through the amazing work of Euro-ncap, car fronts have themselves become significantly safer for pedestrians. They offer redesigned structures to ensure nothing "solid" for a pedestrian to impact and many have pyrotechnic airbag style systems to provide even further reduced impact forces should a pedestrian be hit.

This is all completely borne out in the data. 40% fewer people were hurt and 40% fewer people were killed in pedestrian impacts from 2004 to 2023. This is despite an increase in pedestrian "miles" of 19%, so the improvement is actually even higher than it seems.[1]

So what is the price for all this enormous progress - we must reduce speed limits to a jogging pace? We must prevent the timely and free movement of our people.

It is clear from failed experimentation on the people of Wales and Edinburgh that it has not made the roads any safer!

Do not sacrifice our freedom of movement for an ideological war on the motorist carried out in the name of safety. It is a lie, safety is improved by science and engineering, not like this.

Do not kowtow to the rhetoric of an unpopular government at Holyrood & keep Aberdeen free.

Yours Faithfully,

[redacted]

[1] Reported road casualties in Great Britain: pedestrian factsheet, 2023 - GOV.UK

From: [redacted] <[redacted]
Sent: 02 May 2025 13:43
To: TrafficManagement
Subject: 20mph speed limits

I wish to object to the proposed changes in speed limits with in the city There are currently many 20mph zones- these are totally disregarded by all including buses and council vehicles Until you can enforce the zones you do have you are wasting a great deal of rate payers money erecting new signage You are just going to increase frustration and journey times especially for tradesmen and delivery drivers which in turn will increase costs and hit everyone's pockets AGAIN Also it will put even more people off from coming in to the city- just another nail in the coffin.
The Scottish government is hell bent on being dictators please stand up to them and respect your citizens [redacted]

From: [redacted]
Sent: 16 April 2025 16:42
To: TrafficManagement [redacted]
Subject: Consultation on 20 mph Speed Limit

Dear Sir

I am responding to register my objection to this proposed change to the speed limit. This proposal will neither improve road safety nor improve traffic flow. This was introduced in Wales in 2023 in a similar broad brush way, rather than in an appropriate targeted approach and to date there is no published evidence of any benefit.

Yours faithfully

[redacted]

[redacted]

From: [redacted] < [redacted] on behalf of Jan Albert-Recht < [redacted]

Sent: 02 May 2025 12:08

To: TrafficManagement

Subject: Decrease of speed limit on Queen's Road to 20mph

Sir

I wish to protest in the strongest possible terms the council's plan to decrease the speed limit on Queen's Road from 30mph to 20mph. This is one of the major arteries into town and such a decrease will certainly lead to traffic jams and frustration. Frustration is a major cause of traffic accidents.

What research has been done into the justification and the likely effect of this proposed change? Are there accident statistics that are likely to improve? In what way? What studies have been done on the possible unintended consequences of such a decrease in traffic speed?

As a cyclist, I do not approve of this measure and do not believe it would significantly alter life for cyclists.

Yours faithfully

[redacted]

From: [redacted] <[redacted]>
Sent: 02 May 2025 11:53
To: TrafficManagement
Subject: 20 mph Traffic Order - Urquhart Road - Email of Endorsement

Good afternoon, hope this email finds you well

I am just reading in the paper with regards to the 20mph limit across the city

I have been in dialogue with your colleagues about it already, stating my eagerness for this to be implemented. I currently live in Urquhart Court, Urquhart Road facing onto the road.

I am whole heartedly in favor if this proposal, and if I had my way I would go further and install speed bumps on this road, or some form of traffic calming measure so that people can't speed.

The distress from people speeding on this road, and the associated road noise as at times unbearable, and if a 20mph limit is imposed, this should help mitigate this considerably. I cannot understate the effects of people speeding on this road has to my health, and If I was in a position to move property, I would have. The noise associated with cars and particularly motorbikes speeding aswell as buses/lorries hurtling down the road causing the building to shake. A 20mph limit should ensure an exponential decrease in the noise/level of vibration entering the properties and make it a more comfortable place to live

I do have concerns as follows:

- When is this due to be implemented, for me the sooner the better, I don't want this to become a drawn-out and continue to have to live with the issues
- How do you enforce this? I live daily with people speeding above 30mph currently, and while some will adhere to a speed limit of 20mph, there are still those that won't, particularly on a stretch of road like mine where people treat it as a quarter mile drag strip. If we people don't follow 30mph, how do we enforce 20mph without putting speed bumps / cameras in place
- Would the council look at installing speed bumps if it were found people aren't following the speed limit, quoting an article here on Bedford place where the council installed speed bumps to reduce people speeding Speed bumps plan to slow down drivers on Aberdeen street, there is no real reason for people to be parking on the road anyway as all the flatted developments have private parking. So double yellowing the road and installing 2/3 speed bumps across the width of the road would not cause any distruption to residents.
- Alternatively, would they install speed cameras?

I am aware there was a speed study done on my stretch of road previously where I believe the average speed was 24mph on the road, I have requested to see this study, I live on the middle of this road and there is not a chance some of these cars are doing 24mph. regularly people are in excess of 40mph
I don't think an average camera is the best method to gauge how fast people are going on a stretch of road 0.2miles long. It need to be an instantaneous speed camera placed at the middle of the road to give you a true reflection of whats going on

I invite you round to my property at any time and you can judge for yourself the speed people go.
I am fundamentally FOR this proposal, and with the ongoing beach works etc. I believe this will make it a more inviting place to be/ live

Thanks

From: [redacted] <[redacted]>
Sent: 01 May 2025 00:19
To: TrafficManagement
Cc: [redacted]
Subject: OBJECTION - 20mph Traffic Regulation Orders Consultation

Dear Aberdeen City Council and councillors of the George Street / Harbour ward.
I hope this finds you well.

I hereby object to your proposals to implement, via a series of Traffic Regulation Orders, a series of permanent speed limit reductions to 20mph across the city.

The reasons for my objections are set out below.

- No one in Aberdeen voted for these changes, or those of the LEZ's or bus gates or bus lanes already implemented. I suggest you put all of these measures to a referendum and you quickly see that really no one supports these measures.
- The changes, like the stupid changes already made through the introduction of pointless bus lanes (at the request of the bus companies with the only principle to maximise bus operators profits) and LEZ's, will further give the impression to the public that Aberdeen City Centre is a crystal maze death trap designed to catch the motorist at every possible turn and fine them £60+ for the privilege, all at the detriment of the businesses that operate in the city centre. Whilst you have all the ships in the harbour (which isn't moving anytime soon) emitting lots of emissions all day long you can't for one second say that these measures, or that of the LEZ's is for the purpose of reducing emissions but rather lining the pockets of the council. For example, my dad, who is a self employed trades person, who regularly visits my property and others in the city centre to perform work, drives a van which is not LEZ compliant, however if he drives out to Cults first and picks up his elderly father in law who is in possession of a blue badge then his van is permitted. Its clear these polices are cash generating vehicles for the council and that's your priority.

- The proposals are not thought out and are being made on the back of the radical policy choices of the SNP / Green Scottish Government and make no concessions to the ordinary citizen or motorist. Aberdeen isn't London where every corner of the city is accessible by rapid, on demand public transport, and it never will be.
- 30mph has been long standing speed limit for streets in towns and cities, there is no need to reduce these speed limits. In fact a reduction will lead to increased accidents as motorists, who have been driving for decades, will be confused and will drive at 30mph regardless. The idea that reducing the speed limits will reduce accidents between motor vehicles and cyclists is unfounded, for example if the hundreds of Deliveroo and Ubereats "cyclists" zipping about the city centre on there electric powered "bikes" started following the laws of the road and stopped cutting across streets and jumping red lights, they wouldn't get run over by cars who are law obiding?
- The belief that these changes will result in increased "Active Travel" and bus usage is nonsense, who wants to take a bus when they are full of rioting teenagers exploiting there "free" bus passes or cycle to work in the typical Aberdeen weather and arrive soaked?

- Reducing the speed limits across the city will slow down the economy and lead to less productivity as everyone will be spending longer on the roads.
- The changes, like the stupid changes already made through the introduction of pointless bus lanes and LEZ's, will further drive people away from the city centre. For example my elderly grandparents used to drive into the city centre, park and shop at various stores in the city centre and visit local cafe's for a coffee, including the now closed M&S St Nicolas for their weekly grocery shopping. They are scared of coming into the city centre now, especially going anywhere close to Union Square and elect to now do their M&S and other shopping activities in Westhill or Inverurie.

Your priorities as a council are all wrong, you should focus on things that people want, like emptying bins (which the communal bins at my development weren't emptied at all last week and were overflowing over the weekend to the enjoyment of the seagulls), running schools, getting rid of the seagulls and fixing the thousands of craters (aka potholes) on the roads.

In short, scrap these 20mph proposals, scrap your LEZ's, scrap your bus gates, scrap your bus lanes, scrap any no right or left hand turn that is non sensical (i.e all of them except for those onto a narrow one way street) and allow the public and motorists to get about there daily lives without the fear of being fined and allow businesses in the city centre to thrive once again.

Whilst I would appreciate if you read to the full contents of this objection and consider all the points raised by everyone who objects to these proposals, I know for a fact that a decision has already been made by the council and regardless of what the public thinks you will just press on with the plans regardless. You only have your selves to blame when yet more shops, cafes, restaurants and bars close in the city centre.

Aberdeen needs Reform, not this garbage.

[redacted]

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Parking Prohibition Implementation Update
REPORT NUMBER	CR&E/25/112
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

This committee on 11 June 2024, approved the introduction of enforcement of the pavement parking prohibition throughout the city except for streets that have been identified for exemption, see link to report below. https://committees.aberdeencity.gov.uk/documents/s158409/Committee%20ReportPavement%20Parking.pdf. The enforcement started on July 1 2024 in Aberdeen.

1.1 The committee instructed the Chief Officer – Operations to report to the Committee no later than July 2025 on the operation of the pavement parking prohibition and to make any necessary recommendations arising from that.

1.2 This report updates the Committee about the level of enforcement and schemes that have been promoted and implemented since the introduction of this prohibition in July 2024. It also updates this committee about the feedback we have received from pedestrians and wheelers across the city.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the Scottish Government's directive to local authorities regarding the pavement parking, double parking and parking at dropped kerbs, prohibitions;

2.2 Note the enforcement data that has been collated to support this report;

2.3 Note the feedback and comments received from members of the public regarding their experience since the prohibition was introduced;

2.4 Instructs the Chief Officer Operations to continue to undertake the Traffic Regulation Order (TRO) process necessary for the exemption of any street that is found to meet the criteria for pavement parking prohibition exemption; and

2.5 Instructs the Chief Officer Operations to continue to undertake the Traffic Regulation Order (TRO) process necessary to introduce prohibition of waiting restrictions on any street as deemed necessary following assessment of a street where pavement parking has historically been an issue.

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. The prohibition comes with Ministerial Directions that provide guidance on specific characteristics that footways or carriageways must have before they 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.

3.3 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 enforcement of 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, in Aberdeen, enforcement started on 1 July 2024, after it was approved by the Net Zero, Environment and Transport Committee during the 11 June 2024 meeting.

3.5 Using the Scottish Government's guideline, the streets listed below were identified for an 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 (Midstocket / Rosemount)
- Countesswells Road (Airyhall / Broomhill / Garthdee)
- Great Northern Road (Hilton / Woodside / Stockethill)

Enforcement

3.6 Enforcement of the pavement parking prohibition started on July 1, 2024, penalty charge notices are being issued to drivers who park on the pavement, double parked (that is, not parked within 50cm of the edge of carriageway) and parked at dropped kerbs (that is, crossing points).

3.7 To gauge the level of awareness and compliance to this prohibition, Officers utilised the data of the penalty charge notice (PCN) that has been issued for the different categories of the parking prohibition city wide.

3.8 Our data shows there has been an overall decline in the number of PCN issued since its introduction in 2024. This data implies that individuals are becoming more aware of the parking prohibition, thereby fulfilling the purpose of this prohibition which is, to provide safe and unhindered passage for pedestrians and wheelers. Please refer to the graph below for details on all PCN issued for the various categories within this prohibition between July 1, 2024, and April 21, 2025.

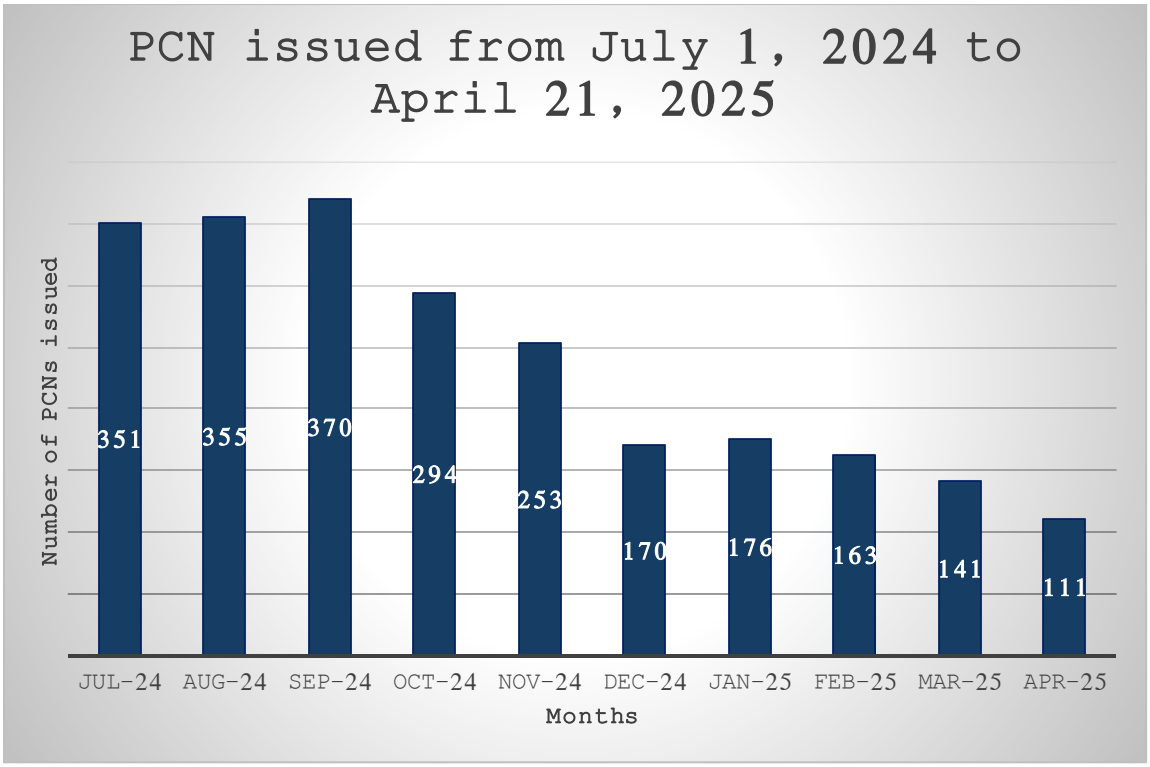


Figure 1: Graph showing the number of PCNs issued for all the categories of the parking prohibition

3.9 Our data was further interrogated to determine the amount of PCNs issued for the various categories of this prohibition, by so doing, we will be informed on the type of offence drivers are being charged for and the most committed

offence among the various categories of the prohibition. This information is conveyed in figure 2 below

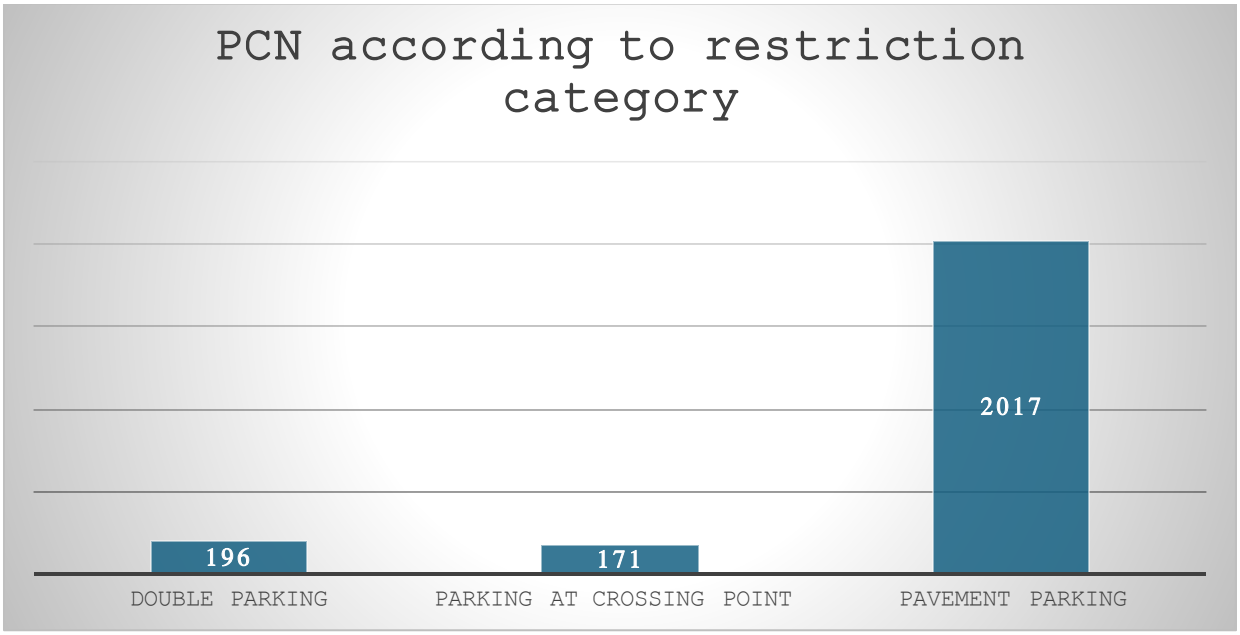


Figure 2: a graph showing the number of PCNs issued for the various parking prohibitions.

3.10 The above graph shows parking on pavement as the most committed offence, it is therefore important to further review this category of the parking prohibition.

3.11 Parking on pavement exposes pedestrians to the danger of injury and collision, this is particularly so for vulnerable individuals like, those with disabilities or mobility issues. Pavement parking causes obstruction and makes it difficult to manoeuvre on the pavement, individuals are sometimes forced to go on the carriageway, exposing them to the danger of oncoming vehicles.

3.12 It is important to understand the pattern/progression of the PCNs issued since the prohibition was introduced. This data will signify if drivers are becoming more aware of the prohibition and are now complying with the restrictions. Figure 3 below summarises the monthly amount of PCNs that have been issued to drivers for parking on pavements since the prohibition was introduced in July 2024. According to our data, there has been a decline in the number of PCNs issued to drivers for parking on the pavement since the enforcement of the prohibition started in July 2024. This therefore shows that drivers are now more aware of this restriction.

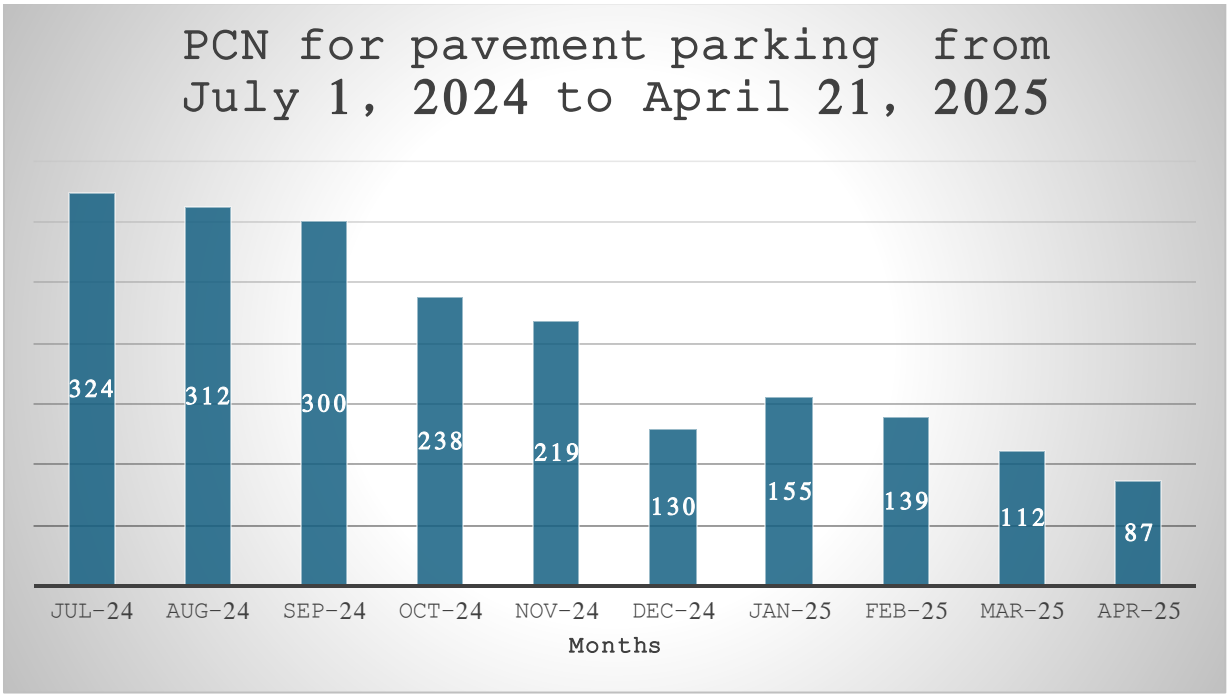


Figure 3: monthly record of PCNs issued for pavement parking

3.13 A comparison was made of the number of PCNs issued per location between July 1 and December 31, 2024, with that issued between January 1 and April 21, 2025. This comparison was made for streets that have received over 10 PCNs since the introduction of the prohibition. Streets with over 10PCNs were considered in this comparison so as manage the size of the data recorded with regards to drivers that received a PCN for pavement parking. 40 streets were involved in this comparison, for some streets, our data shows a sharp decline in the PCNs issued in 2024 compared to what has been issued in 2025, for some streets, our comparison shows there have not been much difference in the number of PCNs received while 2025 record shows no PCN has been received in some streets that received over 10 PCNs in 2024. Please refer figure 4 below to view this comparison.

3.14 While this compares 6 months of enforcement in 2024 to 4 months in 2025 the data is valid in understanding the level of awareness and compliance to the parking prohibition.

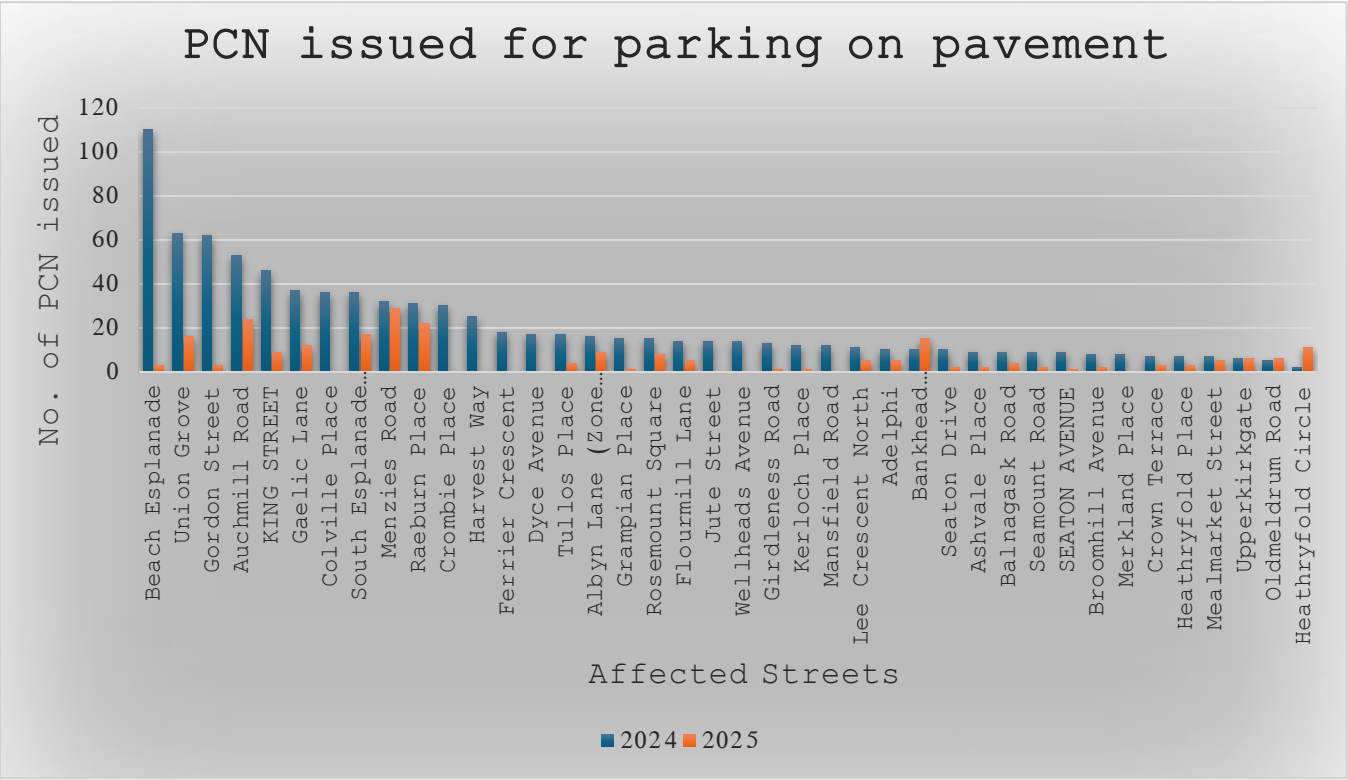


Figure 4: 2024/2025 record of PCNs issued for pavement parking in selected streets

Implementation

3.15 A traffic regulation order (TRO) has been promoted for the exempted streets listed in section 3.5, plans to implement the restriction are underway.

3.16 As stated in section 3.2, the Scottish Government provided a set of criteria a street must meet before they are considered for an Exemption Order. With enforcement of this parking prohibition in Aberdeen, pavement parking exemption (PPE) requests were received from residents of various streets across the city. Requests were investigated and exemption was granted where the street meets the Scottish Government's criteria. We are currently processing a TRO to introduce a PPE on the streets listed below, and for some streets, a prohibition of waiting restriction (double yellow lines) will also be introduced to support the pavement parking exemption.

- Kerloch Place (PPE and double yellow lines)
- Colville Place (PPE)
- Corndavon Terrace (PPE and double yellow lines)
- Ferrier Crescent (PPE and double yellow lines)
- Sandilands Drive (PPE and double yellow lines)
- Countesswells Road (inset section serving properties 70 to 78) (PPE)

3.17 From investigation, Officers discovered that many of the streets we received exemption request from have the capacity to accommodate residents' vehicles, however, they may not be able to park as close to their property as they did

previously. Therefore, pavement parking occurred on those streets for convenience.

3.18 Prohibition of waiting restrictions have been introduced on some streets as a means of managing the parking patterns that occurred on them, post introduction of the parking prohibition. The introduction of double yellow lines became necessary on these streets as a means of ensuring safe and unobstructed passage of vehicles, with this prohibition, drivers are informed/guided on where to park their vehicle. Prohibition of waiting restriction is deemed appropriate for streets where after assessment is determined that they have the capacity to serve the residents living there. Double yellow lines were installed on Kirkhill Road in December 2024, this became necessary to manage the obstruction issues on the street. After investigation, it was discovered that a PPE is not required as the carriageway is able to accommodate resident's vehicles, albeit when they park in a staggered manner. A prohibition of waiting restriction (double yellow lines) was therefore introduced using a temporary traffic regulation order. As this restriction has proven successful in removing the obstruction issue on Kirkhill Road, a permanent order is now being processed to convert the temporary order into a permanent one.

Consultation Feedback

3.19 A survey was conducted using the Commonplace consultation page to seek individual's feedback on what their experience has been since the parking prohibition was introduced. This survey was targeted towards pedestrians and wheelers who are the most affected by pavement parking. The Disability Equity Partnership were informed about this consultation and, individuals who have registered to our consultation page were also notified. The consultation was also posted on ACC social media accounts.

3.20 A total of 128 responses was received from individuals across the city. The following questions were asked in the survey.

- Is there a particular route where you have had trouble travelling around due to vehicles parked on the footway?
- How has the pavement parking prohibition impacted your movement along this route? Do you now find accessibility easier?
- As a pedestrian/wheeler, what is your overall experience in relation with this prohibition?
- Is there any further information you think would be relevant to the review?

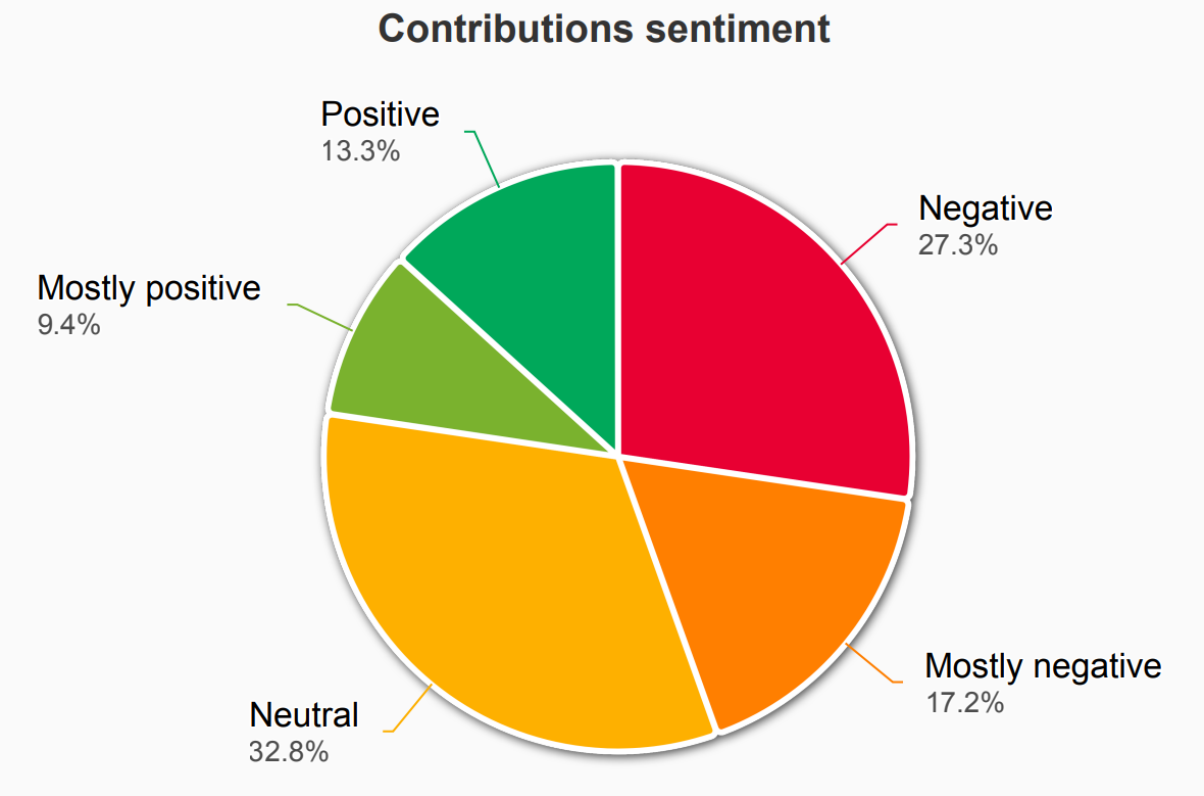
3.21 In terms of the first question asked in the survey, 75% of respondents reported that there are still routes where they have trouble travelling through due to parked vehicles.

3.22 Below is a summary of responses received when asked if they now find accessibility easier.

- **No Improvement**: Many responses indicate that there has been no improvement in accessibility due to pavement parking, some even complained about vehicles parked at dropped kerbs (crossing points).

- **Enforcement Issues**: Several respondents said there is a lack of enforcement of the pavement parking prohibition. Many respondents said the situation is exacerbated during school drop off and pick up hours.
- **Infrastructure issues**: some complained about the width of the carriageway and suggested it forces many drivers to park on the footway. Others complained about individuals that leaves their waste bin on the pavement for an extended period.

3.23 The survey shows that while the introduction of this prohibition has positively impacted some citizens, others' experience is still the same. The chart below shows the response regarding the overall experience of pedestrians and wheelers since the parking prohibition was introduced.



Please note that, not all the responses are from wheelers and pedestrians, some of the respondents reacted to this survey as a driver.

3.24 This survey shows that there is a need for more awareness, education and enforcement. Officers will work with the City Wardens using the suggestions and complaint from the survey.

3.25 Details of the consultation responses is available to view in Appendix 5

4. FINANCIAL IMPLICATIONS

4.1 The cost for implementing any parking restrictions or exemptions necessary will be covered by the Road Safety budget.

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%. With growing awareness of the contravention, revenue from this is expected to be minimal.

5. LEGAL IMPLICATIONS

5.1 This continued implementation and enforcement of this prohibition is 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 continued enforcement and implementation of this prohibition will result in appropriate use and delineation of the pavement and carriageway space in residential areas. This will give adequate and safe accessibility consideration to pedestrians, car owners and emergency vehicles.

6.2 Pavements are not designed to take the weight of vehicular 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-compliance with the Scottish Government's directives.	An assessment of roads and pavements in Aberdeen using the Scottish Government's criteria.	L	**Yes**
Operational	Current workloads and team vacancies may pose as a limitation in implementing and enforcing this prohibition.	Management of workload and setting priority	L	**Yes**
Financial	Not applicable	Not applicable	NA	**NA**
Reputational	Non-implementation of the proposal will be inconsistent with the rest of Scotland.	Enforcement of the prohibitions with minimal exemption, thereby ensuring 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

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report will make active travel 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.
Local Outcome Improvement Plan	

Prosperous Place Stretch Outcomes	The continued implementation and enforcement of 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 points. Also, this proposal will create a safer environment on the road network and help increase walking and cycling**.**

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/

10.3 Implementation of Pavement Parking Prohibition Report (11 June 2024) https://committees.aberdeencity.gov.uk/documents/s158409/Committee%20Report_Pavement%20Parking.pdf

11. APPENDICES

11.1 Appendix 1 - PCN issued for contravening the parking prohibition and the affected streets

11.2 Appendix 2 - PCN issued for double parking and the affected streets

11.3 Appendix 3 - PCN issued for parking at crossing points and the affected streets

11.4 Appendix 4 - PCN issued for pavement parking and the affected streets

11.5 Appendix 5 – Questionnaire responses.

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1

PCN issued for contravening the parking prohibition and the affected streets

Affected street	PCNs issued	Affected street	PCNs issued	Affected street	PCNs issued	Affected street	PCNs issued	Affected street	PCNs issued	Affected street	PCNs issued
Beach Esplanade	120	Balnagask Road	13	Mugiemoss Place	7	BON ACCORD STREET	5	Mastrick Road	4	Union Glen	3
Dyce Avenue	115	Seaton Drive	12	Loch Street	7	Rennies Court	5	Concraig Park	4	Park Road	3
Auchmill Road	77	Schoolhill	12	Littlejohn Street	7	Affleck Place	5	Eday Road	4	Countesswells Road	3
South Esplanade West	76	Mansfield Road	12	Seaton Crescent	7	George Street	5	Windmill Lane	4	Peacock's Close	3
Union Grove (Zone N)	76	Mealmarket Street	12	Cruden Crescent	7	Jesmond Avenue	5	George Street (Zone W3)	4	Whitemyres Place	3
Gordon Street	65	Belmont Street	11	Corndavan Terrace	7	Langstane Place	5	Castle Terrace	4	GRANTON GARDENS	3
Menzies Road	65	SEATON AVENUE	11	Union Terrace	7	Hazlehead Place	5	Thistle Place	4	Sinclair Road	3
KING STREET	56	Ashvale Place	11	Broad Street	7	Denburn Road	5	Kirkhill Road	4	Great Western Road	3
Raeburn Place	53	Oldmeldrum Road	11	Gallowgate	7	Bright Street	5	Gerrard Street	4	Merkland Road	3
Gaelic Lane	49	Nelson Street	10	Justicemill Lane	7	Mansefield Place	5	Donmouth Gardens	4	Greenbank Road	3
Colville Place	40	Regent Walk	10	Jopp's Lane	7	Fraser Road	5	Auchinyell Road	4	Summerfield Terrace	3
George Street (Zone G2)	32	Whitehills Lane West	10	Corthan Place	7	Netherkirkgate	5	Victoria Road	4	Canal Road	3
Harvest Way (access road serving hotel)	28	Broomhill Avenue	10	Huntly Street (Zone A1)	7	Shiprow	5	RUTHRIESTON CIRCLE	4	Battock Place	3
Crombie Road	28	Crown Terrace	10	Trinity Lane	6	Braefoot Road	5	SHORE BRAE	4	Hazlehead Gardens	3
Poynernook Road	27	Heathryfold Place	10	Shore Lane	6	Exchange Street	5	Kidd Street	4	Albyn Grove (Zone N)	3
Bankhead Industrial Estate	26	Duthie Park Car Park Access Road -off Riverside Dr	9	Westburn Road	6	Union Grove (Zone T)	5	Skene Square	4	Riverside Drive	3
Rosemount Square	23	Queen Street	9	Millbank Lane	6	Skene Street (Zone K)	5	Diamond Street	4	Ferrier Gardens	3
Albyn Lane (Zone N)	23	Kincorth Circle	9	Frater Place	6	Davidson Place	5	Skene Terrace	4	Canal Street	3
Tullos Place	21	Accommodation Road	9	Morven Place	6	Falkland Crescent	5	Union Row (City Centre)	4	Beattie Place	3
Flourmill Lane	20	GAITSIDE DRIVE ZONE Y	9	Union Street (Zone 8)	6	Urquhart Lane	5	Marischal Street	4	Hilton Drive	3
Girdleness Road	19	Westerton Crescent	9	Nelson Lane	6	Kerloch Gardens	5	HUNTLY STREET	4	Lochinch Park	3
Ferrier Crescent	18	Frederick Street	8	Bunzeach Place	6	Duthie Place	5	Imperial Place	4	Seaforth Road	3
Adelphi	17	St Andrew Street	8	Craigshaw Place	6	Hill Street	5	Brebner Crescent	3	Craigshaw Drive	3
Merkland Place	17	Bon Accord Street (Zone B1)	8	KEMNAY PLACE	6	Whin Park Road	5	Charlotte Street	3	HOLBURN STREET	3
Holland Street	17	East Main Avenue	8	Erroll Street	6	St Clair Street	5	Woodburn Crescent	3	Garvock Wynd	3
Grampian Place	16	Stell Road	8	Cairnfield Place	6	Whitemyres Avenue	5	Crombie Place	3	Abbey Place	3
Lee Crescent North	16	Palmerston Road	8	Rosemount Place (Zone K)	6	Hillview Road	5	Tornashean Gardens	3	Woodlands Road	3
Jute Street	14	Ivanhoe Road	8	Trinity Street	6	Fernhill Drive	5	Golf Road	3	Huntly Street (Zone C2)	3
Wellheads Avenue	14	SOUTH COLLEGE STREET	8	Willowpark Crescent	6	John Street	5	Gaitside Road	3	Charles Street	3
Kerloch Place	13	Hallfield Road	8	Gardner Drive	6	UNION WYND	4	Boddie Place	3	Union Grove	2
Seamount Road	13	Pittodrie Street	8	Sandilands Drive	6	Constitution Street	4	INCHBRAE ROAD ZONE Y	3	Westburn Road (Zone Z)	2
Pittodrie Place	13	Advocates' Road	8	Craigshaw Road	4	CRAIGIEVAR GARDENS ZONE Y	4	North Deeside Road	3	Carnie Drive	2
Upperkirkgate	13	Correction Wynd	7	Fraser Place	6	Springhill Road	4	Sycamore Place	3	Alford Place	2
Heathryfold Circle	13	Devanha Terrace	7	Howes Drive	5	Union Street West.	4	Calsayseat Road	3	Windmill Brae	2

Affected street	PCNs issued	Affected street	s issued	Affected street	PCNs issued	Affected street	PCNs issued	Affected street	PCNs issued	Affected street	PCNs issued
Causewayend	2	Summer Street (Zone A1)	2	Lerwick Road	1	Arnage Crescent	1	Carmelite Lane	1	HARDGATE (Not In CPZ)	1
Roslin Terrace	2	Salisbury Terrace	2	Clifton Road	1	ROSEMOUNT VIADUCT	1	Access Road Serving 54 John Street	1	Fraser Street	1
Provost Graham Avenue	2	Dee Street (Zone E1)	2	Tollohill Gardens	1	Greenbank Place	1	Bon Accord Square (Zone B)	1	Portland Street	1
Victoria Street (Zone C)	2	Walker Gardens	2	Provost Rust Drive	1	Rosewell Park	1	Fernie Brae	1	St Peter Street	1
Craigshaw Street	2	Sunnyside Road	2	Mastrick Drive	1	Greig Court	1	Gilcomston Park	1	St Ronan's Place	1
Broomhill Road	2	Craigshaw Crescent	2	Hazledene Road	1	Roslin Place	1	BURNSIDE GARDENS ZONE Z	1		
Hutcheon Street (Zone M)	2	Richmond Street	2	Un-named road serving Rose and Davidson House	1	Hamilton Place (Zone L)	1	Deansloch Terrace	1		
Donmouth Road	2	Margaret Place	2	Queen's Gardens	1	Esslemont Avenue	1	Byron Avenue	1		
York Street	2	Thistle Court	2	Wallfield Place	1	Woodlands Drive	1	Upper Mastrick Way	1		
Rosemount Terrace	2	Moir Crescent	2	Coast Road	1	Howes View	1	Craibstone Avenue	1		
Dee Place	2	CADENHEAD PLACE	2	Greenwell Road	1	Portree Avenue	1	Moir Avenue	1		
Links Road	2	Crimon Place	2	Brierfield Terrace	1	Hunter Place	1	Slains Avenue	1		
Raik Road	2	Rosebank Terrace	2	Hardgate	1	Kirkton Drive	1	MONTROSE DRIVE ZONE Y	1		
Urquhart Street	2	Old Ford Road	2	Regent Quay	1	CORNHILL DRIVE	1	Fonthill Road	1		
GRANDHOLM STREET	2	Concert Court	2	Kirkhill Road.	1	Stewart Terrace	1	Mount Street	1		
Berrywell Place	2	BIRKHALL PARADE	2	Abbotshall Gardens	1	School Drive	1	South Esplanade East	1		
Spring Garden	2	Trinity Quay	2	Berryden Road	1	Cairncry Road	1	Waterton Road	1		
Donbank Terrace	2	Princes Street	2	Heathryfold Drive	1	Exchequer Row	1	Craig Place	1		
Claremont Street	2	Boyd Orr Avenue	2	Froghall Terrace	1	Summerhill Drive	1	Wellington Road	1		
Willowbank Road	2	Millburn Street	2	East Green	1	Fairies Knowe	1	South Silver Street	1		
Elder Place	2	Hopecroft Terrace	2	Loanhead Place	1	Berrywell Gardens	1	Charleston Road	1		
Castle Street	2	Stewart Crescent	1	Commerce Street	1	Cornhill Terrace	1	Forest Avenue	1		
Elphinstone Road	2	Bon Accord Terrace	1	Abbey Road	1	Cairnfold Road	1	Barron Street	1		
Rosemount Place (Zone M)	2	Cranford Road	1	Rose Street (Zone C2)	1	Farmers Hall	1	Fountainhall Road	1		
St Nicholas Street	2	Hadden Street	1	Blenheim Place	1	Thistle Street (Zone C2)	1	Whitehouse Street	1		
Carmelite Street	2	Powis Place	1	East North Street	1	INCHBRAE DRIVE ZONE Y	1	Craigie Street	1		
St Paul Street	2	The Green	1	Back Wynd	1	Albyn Lane (Zone T)	1	Oldmill Road	1		
Forbes Street	2	Hardgate (Zone H3)	1	Brighton Place	1	Faulds Row	1	Cabel's Lane	1		
Station Road (Bucksburn)	2	Union Street East.	1	Balnagask Circle	1	MANOR AVENUE	1	Ashley Park Drive	1		
Ashwood Road	2	Primrosehill Gardens	1	Ashwood Circle	1	INCHBRAE TERRACE ZONE Y	1	St John's Place	1		
College Street	2	Granton Place	1	Ardarroch Place	1	GARTHDEE DRIVE	1	Pitmedden Crescent	1		
Little Belmont Street	2	Harvest Way	1	Bedford Road	1	Shoe Lane	1	St Mary's Place	1		
Stirling Street	2	York Place	1	Chapel Street	1	Carden Place (Zone L)	1	Woodcroft Avenue	1		
CRAIGIEVAR CRESCENT ZONE Y	2	Prospect Terrace	1	Belgrave Terrace	1	Faulds Wynd	1	King Street (Zone RR)	1		

Appendix 2

PCN issued for double parking and the affected streets

No.	Affected street	PCN issued
1	Dyce Avenue	90
2	George Street	33
3	Poynernook Road	17
4	Merkland Place	9
5	Beach Esplanade	5
6	Frederick Street	4
7	Girdleness Road	4
8	Harvest Way (access road serving hotel)	4
9	Abbey Place	3
10	Schoolhill	3
11	Stell Road	2
12	Adelphi	1
13	Bon Accord Street (Zone B1)	1
14	Falkland Crescent	1
15	Holland Street	1
16	John Street	1
17	KING STREET	1
18	Langstane Place	1
19	Nelson Lane	1
20	Palmerston Road	1
21	Pittodrie Street	1
22	Sinclair Road	1
23	Skene Square	1
24	St Andrew Street	1
25	Thistle Street (Zone C2)	1
26	Union Grove (Zone N)	1
27	Union Row (City Centre)	1
28	Union Terrace	1
29	Un-named road serving Rose and Davidson House	1
30	Upperkirkgate	1
31	Urquhart Street	1
32	Victoria Road	1

Appendix 3

PCN issued for parking at crossing points and the affected streets

No.	Affected Streets	PCNs issued	No.	Affected Streets	PCNs issued
1	South Esplanade West	23	39	Dee Place	1
2	Dyce Avenue	8	40	Exchequer Row	1
3	Holland Street	8	41	Fernhill Drive	1
4	Erroll Street	6	42	Flourmill Lane	1
5	Pittodrie Place	6	43	Fraser Place	1
6	Huntly Street (Zone A1)	5	44	Gallowgate	1
7	Nelson Lane	5	45	Gardner Drive	1
8	Poynernook Road	5	46	GARTHDEE DRIVE	1
9	Belmont Street	4	47	George Street (Zone G2)	1
10	Colville Place	4	48	Gerrard Street	1
11	Kidd Street	4	49	Girdleness Road	1
12	KING STREET	4	50	Greenbank Place	1
13	Menzies Road	4	51	Greenbank Road	1
14	Calsayseat Road	3	52	Hardgate	1
15	Falkland Crescent	3	53	Hillview Road	1
16	Hazlehead Gardens	3	54	Hunter Place	1
17	Imperial Place	3	55	Littlejohn Street	1
18	Stell Road	3	56	Loanhead Place	1
19	Union Grove (Zone N)	3	57	Merkland Road	1
20	Beach Esplanade	2	58	Mugiemoss Place	1
21	Boddie Place	2	59	Queen Street	1
22	Exchange Street	2	60	Regent Walk	1
23	Frederick Street	2	61	Seaforth Road	1
24	John Street	2	62	SEATON AVENUE	1
25	Justicemill Lane	2	63	Shiprow	1
26	Nelson Street	2	64	Skene Terrace	1
27	Provost Graham Avenue	2	65	South Silver Street	1
28	Seamount Road	2	66	Spring Garden	1
29	St Andrew Street	2	67	St Clair Street	1
30	Bankhead Industrial Estate	1	68	Stirling Street	1
31	Bon Accord Terrace	1	69	Summer Street (Zone A1)	1
32	Brierfield Terrace	1	70	Urquhart Street	1
33	Cairncry Road	1	71	Walker Gardens	1
34	Canal Road	1	72	Wallfield Place	1
35	Causewayend	1	73	Whitehills Lane West	1
36	CORNHILL DRIVE	1	74	Whitemyres Avenue	1
37	Craigshaw Crescent	1	75	Willowbank Road	1
38	Craigshaw Street	1	76	Portree Avenue	1

Appendix 4

PCN issued for pavement parking and the affected streets

Road name	PCNs issued	Road name	PCNs issued	Road name	PCNs issued	Road name	PCNs issued	Road name	PCNs issued	Road name	PCNs issued
Beach Esplanade	113	Oldmeldrum Road	11	Devanha Terrace	7	Fraser Place	5	RUTHRIESTON CIRCLE	4	Riverside Drive	3
Union Grove	79	Seamount Road	11	George Street	7	Fraser Road	5	Shiprow	4	Skene Square	3
Auchmill Road	77	Broomhill Avenue	10	Jopp's Lane	7	Gardner Drive	5	SHORE BRAE	4	Skene Terrace	3
Gordon Street	65	Crown Terrace	10	Loch Street	7	Hazlehead Place	5	Springhill Road	4	Stell Road	3
Menzies Road	61	Heathryfold Place	10	Palmerston Road	7	Hill Street	5	St Clair Street	4	Summerfield Terrace	3
KING STREET	55	Merkland Place	10	Pittodrie Place	7	Howes Drive	5	Thistle Place	4	Sycamore Place	3
Raeburn Place	53	SEATON AVENUE	10	Seaton Crescent	7	Huntly Street (Zone A1)	5	Union Street West.	4	Tornashean Gardens	3
South Esplanade West	53	Accommodation Road	9	Bunzeach Place	6	Jesmond Avenue	5	UNION WYND	4	Union Glen	3
Gaelic Lane	49	Duthie Park Car Park Access Road -off Riverside Dr	9	Cairnfield Place	6	Justicemill Lane	5	Whitemyres Avenue	4	Union Row (City Centre)	3
Colville Place	36	GAITSIDE DRIVE ZONE Y	9	CRAIGIEVAR CRESCENT ZONE Y	6	Kerloch Gardens	5	Windmill Lane	4	Victoria Road	3
Crombie Place	31	Kincorth Circle	9	Craigshaw Place	6	Kirkhill Road	5	Albyn Grove (Zone N)	3	Whitemyres Place	3
Bankhead Industrial Estate	25	Queen Street	9	Craigshaw Road	6	Mansefield Place	5	Battock Place	3	Woodburn Crescent	3
Harvest Way	25	Regent Walk	9	Frater Place	6	Netherkirkgate	5	Beattie Place	3	Woodlands Road	3
Albyn Lane (Zone N)	24	Schoolhill	9	Gallowgate	6	Poynernook Road	5	Brebner Crescent	3	Alford Place	2
Rosemount Square	23	Westerton Crescent	9	KEMNAY PLACE	6	Rennies Court	5	Canal Street	3	Ashwood Road	2
Tullos Place	21	Whitehills Lane West	9	Littlejohn Street	6	Skene Street (Zone K)	5	Charles Street	3	Berrywell Place	2
Flourmill Lane	19	Advocates' Road	8	Millbank Lane	6	St Andrew Street	5	Charlotte Street	3	BIRKHALL PARADE	2
Ferrier Crescent	18	East Main Avenue	8	Morven Place	6	Urquhart Lane	5	Countesswells Road	3	Boyd Orr Avenue	2
Dyce Avenue	17	Hallfield Road	8	Mugiemoss Place	6	Whin Park Road	5	Craigshaw Drive	3	Broomhill Road	2
Adelphi	16	Holland Street	8	Sandilands Drive	6	Auchinyell Road	4	Exchange Street	3	CADENHEAD PLACE	2
Grampian Place	16	Ivanhoe Road	8	Shore Lane	6	Castle Terrace	4	Ferrier Gardens	3	Canal Road	2
Lee Crescent North	16	Nelson Street	8	Trinity Lane	6	Concraig Park	4	Gaitside Road	3	Carmelite Street	2
Girdleness Road	14	Pittodrie Street	8	Trinity Street	6	Constitution Street	4	Garvock Wynd	3	Carnie Drive	2
Jute Street	14	Rosemount Place (Zone M)	8	Union Street (Zone 8)	6	Diamond Street	4	Gerrard Street	3	Castle Street	2
Wellheads Avenue	14	SOUTH COLLEGE STREET	8	Union Terrace	6	Donmouth Gardens	4	Golf Road	3	College Street	2
Balnagask Road	13	Westburn Road	8	Willowpark Crescent	6	Eday Road	4	GRANTON GARDENS	3	Concert Court	2
Heathryfold Circle	13	Belmont Street	7	Affleck Place	5	Fernhill Drive	4	Great Western Road	3	Crimon Place	2
Kerloch Place	13	Bon Accord Street (Zone B1)	7	BON ACCORD STREET	5	Hillview Road	4	Hilton Drive	3	Dee Street (Zone E1)	2
Mansfield Road	12	Broad Street	7	Braefoot Road	5	HUNTLY STREET	4	HOLBURN STREET	3	Donbank Terrace	2
Mealmarket Street	12	Corndavan Terrace	7	Bright Street	5	INCHBRAE DRIVE ZONE Y	4	Lochinch Park	3	Donmouth Road	2
Seaton Drive	12	Correction Wynd	7	Davidson Place	5	Langstane Place	4	North Deeside Road	3	Elder Place	2
Upperkirkgate	12	Corthan Place	7	Denburn Road	5	Marischal Street	4	Park Road	3	Elphinstone Road	2
Ashvale Place	11	Cruden Crescent	7	Duthie Place	5	Mastrick Road	4	Peacock's Close	3	Forbes Street	2

Road name	PCNs issued	Road name	PCNs issued	Road name	PCNs issued	Road name	PCNs issued	Road name	PCNs issued
Frederick Street	2	Ashley Park Drive	1	Cranford Road	1	Mastrick Drive	1	Tollohill Gardens	1
GRANDHOLM STREET	2	Ashwood Circle	1	Deansloch Terrace	1	Moir Avenue	1	Union Street East.	1
Greenbank Road	2	Ashwood Road	1	Dee Place	1	MONTROSE DRIVE ZONE Y	1	Upper Mastrick Way	1
Hopecroft Terrace	2	Back Wynd	1	East Green	1	Mount Street	1	Walker Gardens	1
Hutcheon Street (Zone M)	2	Balnagask Circle	1	East North Street	1	Oldmill Road	1	Waterton Road	1
Links Road	2	Barron Street	1	Esslemont Avenue	1	Pitmedden Crescent	1	Wellington Road	1
Little Belmont Street	2	Bedford Road	1	Fairies Knowe	1	Poultry Market Lane	1	Whitehouse Street	1
Margaret Place	2	Belgrave Terrace	1	Falkland Crescent	1	Powis Place	1	Willowbank Road	1
Millburn Street	2	Berryden Road	1	Farmers Hall	1	Primrosehill Gardens	1	Woodcroft Avenue	1
Moir Crescent	2	Berrywell Gardens	1	Faulds Row	1	Prospect Terrace	1	Woodlands Drive	1
Old Ford Road	2	Blenheim Place	1	Faulds Wynd	1	Provost Rust Drive	1	York Place	1
Princes Street	2	Boddie Place	1	Fernie Brae	1	Queen's Gardens	1		
Rosebank Terrace	2	Bon Accord Square (Zone B)	1	Fonthill Road	1	Raik Road	1		
Rosemount Terrace	2	Brighton Place	1	Forest Avenue	1	Regent Quay	1		
Roslin Terrace	2	BURNSIDE GARDENS ZONE Z	1	Fountainhall Road	1	Richmond Street	1		
Salisbury Terrace	2	Byron Avenue	1	Fraser Street	1	Rose Street (Zone C2)	1		
Seaforth Road	2	Cabel's Lane	1	Froghall Terrace	1	ROSEMOUNT VIADUCT	1		
Sinclair Road	2	Cairnfold Road	1	Gilcomston Park	1	Rosewell Park	1		
St Nicholas Street	2	Carden Place (Zone L)	1	Granton Place	1	Roslin Place	1		
St Paul Street	2	Carmelite Lane	1	Greenwell Road	1	School Drive	1		
St Ronan's Place	2	Causewayend	1	Greig Court	1	Shoe Lane	1		
Station Road (Bucksburn)	2	Chapel Street	1	Hadden Street	1	Slains Avenue	1		
Sunnyside Road	2	Charleston Road	1	Hamilton Place (Zone L)	1	South Esplanade East	1		
Thistle Court	2	Claremont Street	1	HARDGATE (Not In CPZ)	1	Spring Garden	1		
Trinity Quay	2	Clifton Road	1	Hardgate (Zone H3)	1	St John's Place	1		
Victoria Street (Zone C)	2	Coast Road	1	Hazledene Road	1	St Mary's Place	1		
Windmill Brae	2	Commerce Street	1	Heathryfold Drive	1	St Peter Street	1		
York Street	2	Cornhill Terrace	1	Imperial Place	1	Stewart Crescent	1		
Abbey Road	1	Craibstone Avenue	1	INCHBRAE TERRACE ZONE Y	1	Stewart Terrace	1		
Abbotshall Gardens	1	Craig Place	1	John Street	1	Stirling Street	1		
Access Road Serving 54 John	1	Craigie Street	1	Kirkton Drive	1	Summer Street (Zone A1)	1		
Ardarroch Place	1	Craigshaw Crescent	1	Lerwick Road	1	Summerhill Drive	1		
Arnage Crescent	1	Craigshaw Street	1	MANOR AVENUE	1	The Green	1		

Appendix 5

Questionnaire responses.

	Is there a particular route where you have had trouble travelling around due to vehicles parked on the footway?	How has the pavement parking prohibition impacted your movement along this route? Do you now find accessibility easier?	As a pedestrian/wheeler, what is your overall experience in relation with this prohibition?	Is there any further information you think would be relevant to the review?
1	Yes, Rosemount Place beside shops/carry outs. Cars permanently parked on pavement with no enforcement or consequences. Mostly theses are double or single yellow line roads.	Forces you to walk around car if pavement busy placing pedestrians on busy road.	Very bad	How many fixed penalties or other enforcement actions have been taken?
2	Hallfield I can't access me side of the pavement due to parked cars	No	Very bad	I have never seen a warden around the hallfield area and parking on the pavement is ridiculous. It's the side of the play park as well so children can't see. There will be a serious accident if something isn't done
3	No, but as a driver, I am experiencing ongoing issues driving on roads that are too narrow so if a vehicle parks on the road, it's difficult to navigate. ACC are again enforcing policies, despite the fact a large % of roads can't facilitate this change. ACC approve construction of business and residential properties with such narrow through fares, why?	Driving is becoming more stressful and ACC need to understand that we cannot do without cars. The infrastructure and public transport options are not fit for purpose and are unaffordable. ACC need to stop punishing drivers.	Neutral	ACC need to start listening to the people who they are supposed to be representing.
4	Slains Avenue	My children have to walk on the road on their walk to school making his dangerous.	Bad	I have seen absolutely ZERO improvement on pavement parking since the ban came into effect or any consequences to offenders.
5	Forvie Way	Some have changed their parking methods but some do not.	Neutral	More enforcement on residential streets especially around school pickup and drop off times.
6	Mugiemoss Drive, Mugiemoss Place West and East, Mugiemoss Walk, River Don Crescent. Auchmill Road,	People are still continuing to park on pavements. It has made no difference	Very bad	Local areas require enforcement. I note police passing cars illegally parked on pavements and it is not addressed. Local areas do not see City Wardens.
7	Woodside, middlefield, Northfield, hospital routes, city centre, seaton and bridge of don.	There has been no change on any of the routes we use, this includes a child learning his independence in his own chair, he gets stuck on most routes but it's not cars, it's trees, unlevel pavements and no flat drop kerbs at the start and end of all walk routes which leaves him no choice but to use the roads.	Very bad	Cars aren't the issue. The landscape is the problem
8	No, not a particular route but pavement parking is common n many streets in Bridge of Don, e.g. Jesmond Avenue, Forvie Road and many others	No it's not easier, pavement parking is a persistent problem.	Neutral	Who is enforcing the pavement parking legislation? What are the mechanisms for reporting it? Is the legislation widely publicised and is it widely understood?
9	Auchmill Rd, Bucksburn between Cairnfield Pl and Bucksburn Fountain	There is still significant pavement parking on this stretch. On occasions larger SUVs and vans make it difficult to pass as a pedestrian. I very occasionally (but rarely and only in foul weather morning rush hour if I take a particular cycle route) cycle on this section and it not possible to pass.	Neutral	No
10	Most of Hethryfold	No change. Always cars parked on the pavements	Very bad	Enforce the rules

11	No	No difference as usually you can get by as they've left enough room to get by, I actually find it harder at play parks parking and car parks to get the pram passed	Good	It comes down to planning, the are making roads narrower and less places for people to park. There are no busses where I live within the area I live so rely on the car and push chair. Our house has disabled access but planning do not take into consideration when allowing schemes to be built after you get out of your house. Public transport is abysmal on the North East of Scotland and not cost effective so people have to rely on cars. I also have a son with MS, there is no way we would push him 3 miles for a bus
12	Don street old Aberdeen near st Machar drive	Narrow path with bins out all the time and cars on pavement so you have to walk on the road with your back to traffic	Very good	More double lines should be painted and fines should be imposed
13	beach mannor stoneywood, bucksburn nelson street, beside the football and mosque all cars park everywhere and sometime over the lowered kerb when means can't cross the road	no as people don't care or think about people with wheel chairs or mobility scooters	Bad	need to get more strict with people and have more people fined them for doing so
14	Lee Cresent and Lee Cresent North has persistent pavements parkers, especially in the cul de sacs.	It hasn't improved.	Good	Monitoring of persistent offenders and appropriate education.
15	The new Countesswells development.	I feel it is un enforced in the area.	Very bad	Get someone up to Countesswells in an evening and serve tickets. Don't review during the day when everyone is at work, turnup at peak time.
16	Auchmill road very bad	No	Neutral	You need to get more wardens out, have a number to report for an immediate response
17	No	No	Neutral	No
18	Rosemount	Cars regularly parked outside shops etc fully on pavement	Neutral	Parking in and around Rosemount needs addressed
19	All over Northfield are, as well as Mastrick, Hilton and Middlefield	It has not improved at all, it's absolutely impossible to walk on the pavements or cross the roads on the lower kerb areas with a stroller. Due to having 2 small children I have to use a wider double stroller and most of the time I have to walk on the main road with the kids	Very good	The prohibition itself is great, but so far I don't see it being reinforced at all. Maybe a better reporting system/app could help and assistance from the council to build driveways or residential parking where such problems exist
20	Counteswells, Gairnhill, Countesswells park road, fires hill drive	No cars still parked blocking the pavement	Bad	This has been raised in various residents groups and with negative responses from those still partaking oin parking on pavements with no repercussion's. I am a pushchair user and have frequently had to push my baby on the main road due to pavements being blocked.
21	Byron, springfield	No. It does not feel like it is being enforced. And especially worse later on	Bad	More needs done
22	Counteswells	No	Bad	More enforcement. All we hear is its against the law but no enforcement
23	Fairview parade AB22 8ZX	Have to go in road with pram	Neutral	.
24	Union Grove, South Footpath. Holburn Street beside Bloomfield Road Junction. Airyhall avenue near bus stop at junction with Craigton Road.	No effect as there does not seem to be any enforcement.	Neutral	No.
25	Strathmore Drive Aberdeen cars constantly on grass, paths and pavements blocking driveways and dropped kerbs for wheelchair users	no difference	Very bad	Better policing especially at night
26	Burnett Road, Wisely Gardens, Wisely Wynd, Fifeshill Drive, Countesswells Park Road, Deer Park Drive cars on pathways and blocking dripped kerbs	Overall yes it has helped especially when out with pram, however some people now have blocked dropped kerbs	Very good	A portal to report illegal parking on Aberdeen City Council website portal as have tried to report previously and no where to be able to report easily

27	Leggart avenue ab12	Lots of cars still parked on the pavement. I walk with a guide dog I regularly need to walk in the road due to this	Good	Lots of cars still parked on pavement and/or double parked. Accidents waiting to happen
28	No	No	Neutral	Need to consider all roads in aberdeen for accessibility for an hgv. If a bin lorry can't get down a street due to people not being able to park there cars properly how on earth is a fire engine to get down?
29	Summerhill Terrace at school drop off and collection. It is becoming a nightmare. Drivers mounting the pavements driving at children and nearly hitting them. Haven't seen a parking warden down there for the nearly a year that this has been a law. No point in putting a law in place if it is never going to be enforced	For years. I have been complaining about the parking on that street for around 12 years with no improvement the culprits are the parents with children at the holy family RC school on that road	Very bad	Close that Roman Catholic school it would save all of the issues. People are being forced to sell their homes to escape it. The parents are abusive and rude also.
30	No	The same	Neutral	Pavement parking in Duthie Place has caused breaking up on the pavement
31	Holburn Street, Tesco Express	Movement around pavements due to cars has been easier, however some shops have used pavements as a place to store storage trolleys	Good	Whilst cara have been prohibited from parking on pavements, there needs to be further action against businesses blocking pavements and passageways with their hardware. Tesco Express Holburn Street is bad for it
32	No	I haven't noticed any changes as I never noticed a problem previously	Very good	No
33	For myself no	N/A	Neutral	In my own humble opinion no one should park on the pavement
34	All over Aberdeen I'm on and off buses during the day and the amount of cars parked on pavements still is ridiculous and the fact nothing it being done about it it's crazy.	Nope	Bad	Lower speed limit to 20 and get more traffic wardens patrolling even on pushbikes to curb this
35	Kincorth Circle, Arbroath Way.	No	Neutral	Go out at night time around the streets
36	Yes, but more so due to other obstructions need to be taken into account. There are many overgrown hedging that in some locations on my regular dog walk take up footpath space.	Many car owners have now returned to parking on pavements.	Neutral	Take a holistic view on footpath access â€¦ trip hazards â€¦ other obstructions. Not just poorly parked vehicles.
37	Willowpark Crescent. Cars regularly parked over the dropped kerb, half way across the pavement. And fully on the pavement	Have to walk on the road as pavement obstructed. Also, dropped kerb parked across, causing difficulty using scooter	Neutral	No
38	Corthan Place Kincorth	No change cars park on pavement daily caravans park on road	Bad	Regular check on areas with large cars or work vans parked
39	Yes find Denmore Gardens & round towards Cairfold Road difficult to navigate with a wheelchair	Haven't found any difference, cars are still parking on the pavement	Neutral	Think the prohibition is a fantastic idea however reality is a different story as to it being enforced
40	No. I'm a pedestrian but think that if you can get past with a buggie or a wheelchair then the person shouldn't be fined	No just the same	Very bad	Yes I think the council should not carry this on as all it's doing is generating income from fines.
41	No	Council signage for road works etc is aways blocking pavements. Banning parked cars is not going to help if the council themselves are placing obstacles on the pavements.	Bad	This is particularly bad on narrow pavement such as North Deeside Road in the Cults area.
42	Most streets but then the narrowness of streets encourage it.	Blocking views as you negotiate around them plu bins and boxes	Bad	Enforce the law and make it applicable to the police too
43	Whitehills lane west Ab123tf	No. The pavement is blocked every day.	Neutral	I wish to see more city wardens in this area. Ab123tf Charleston

44	Around manor and Northfield areas	Hasn't made a difference	Very bad	Waste of time as not enforced and doesn't actually stop anyone especially Amazon drivers, dpd, gas call etc as they are dumping vans anywhere and causing issues for my wheelchair
45	Abbotswell Road and some streets around Kincorth.	I still sometimes have to go on the road to get around with a double buggy which is inconvenient and unsafe. It's mostly delivery or van drivers that park on the pavement from what I've noticed.	Good	Traffic wardens going around problem areas to monitor parking on the pavement and issues fines/tickets/warnings. There seems to be no repercussions.
46	The car park next to the arches at the bottom of South College Street. Lots of cars park on the pavement next to the units, can never walk on the pavement. Nothing has changed since the restrictions have started. Cars on pavement on balnagask road, beside the chip shop and Indian takeaway, think it may be workers of the takeaways.	No change, still lots of cars on pavement, can't use any of the pavement in car park	Very bad	For the rules to be followed
47	No, but cannot access pavement with wheelchair as cars are always parked across dropped kerbs	There has been no change. Cars still park across dropped kerbs	Neutral	I cannot really answer question 3 as absolutely nothing has changed. Cars still park across dropped kerbs and nothing is done about it
48	Mugiemoss Road	No because there is zero enforcement.	Bad	There just doesn't seem to be enforcement and no one is taking it seriously. The worst offenders are delivery drivers. Amazon in particular but delivery drivers too.
49	Frequent pavement parking still continues on Farburn Terrace, Dyce just before the roundabout with taxis and people waiting on passengers from the heliport.	Hasn't improved despite the pavement parking ban. Still regular pavement parking happening.	Neutral	There is nowhere beside the heliport for picking up passengers but it isn't safe for me to push my grandchild out onto,the road beside a roundabout.
50	Around the car dealership on Abbotswell Road	It is better than it was but I've still had to negotiate cars parked fully on the pavement here or cross the road away from the crossing if I'm heading uphill. They just don't seem to care.	Good	Better enforcement where there are persistent issues (I know there is an issue with lack of funds in general - higher fines for pavement parking would help with that). As a pedestrian and bus user - thank you for the changes in town - feels safer with fewer cars and always busy enough when I've been there so clearly working despite the few but vocal whingers who think they should be able to drive and park anywhere they fancy and endanger whoever they like.
51	Blackthorn Cresent	No change, they are still parking on the pavement even tho all have driveways	Very bad	Start enforcing the restrictions.
52	Corthan Crescent and Corthan Drive	No impact, still as bad	Bad	Evenings are particularly bad, worse on the evening before bin collections
53	Yes . Almost everywhere around Aberdeen.	The pavement parking prohibition has made absolutely no difference to my movement as it still takes place as before because there is no policing of it and the worst roads are the ones that are exempt.	Very bad	Stop wasting everyone's time with this rubbish. Either do it and enforce it properly or don't bother pretending you are. It's the same as double yellows. Loads of people park on them and make exiting certain junctions dangerous but no ticketing is ever used as a deterrent.
54	Many residential streets around the bridge of don/denmore area	There is no noticable difference from before the pavement parking prohibition was introduced	Very bad	Seeing examples of more enforcement to discourage pavement parking would be great.
55	In general people are still parking on the pavements throughout the city	It has in most cases forced me to use the road to move around the vehicles	Very bad	The council needs to promote to the transport users the need to follow the law and not park on the pavements. It also needs to make available contact details of who is responsible in policing and enforcing this law.
56	Grandholm Gardens, Grandholm Avenue and Grandholm Grove	No I don't find it easier as people are still parking on pavements.	Very bad	It would be good to know who to report the vehicles parking on the pavement to.

57	Springhill road and Cruden Crescent	Little easier but still very often cars are parked on pavement	Good	Streets should be more checked and people fined
58	Cars park in on the kerbs and the turning points every day at Poplar Road AB165ES every day.	Getting in and out of a driveway in the street is very difficult due to cars parking to close to the turned kerb and refuse waste collections are sometimes held up due to access to the street	Neutral	Yes what roads/streets are exempt and why?
59	No	Neither better nor worse	Neutral	Another problem is a larger vehicle (eg camper van) parked in a driveway that sticks out into the pavement reducing its width from the opposite side to the kerb. I don't know if the legislation covers this.
60	Rosemount place	No. There's little compliance with these restrictions	Very bad	Pavements are badly damaged Businesses encourage poor and illegal parking practices. Navigating bins, vehicles, parked cars and cars on pavements as well as busy traffic in congested streets is detrimental to living here.
61	Roslin street, Urquhart Road, Bothwell Place, seaforth road, park road particularly on pittodrie match days	It hasn't I've not seen a single warden in the area when it's an issue. Surely known to the council that football matches give increased parking issues in this area at detriment to residents who actually live there and cannot get around. I've experienced more hostility from drivers claiming they can park where they like too	Bad	Trade vans in particular are frequent offenders. Complaints to employers were met with hostility and criticism despite the fact their employees are breaking the law. Claiming exemptions apply which they do not
62	Gardner Drive, kincorth	You have cars on the pavement and bins left out, you have to go on street to get round them	Bad	Speak to the drivers concerned
63	Little/no improvement seen after ban was put in place. It is not working unless it is uniformity enforced across the city.	No, it has not. Especially outside of the city centre.	Bad	Explain to your customers how you will do better in preventing pavement parking
64	Around Woodend/Hazlehead	I did not know it had been implemented No-one is policing it so it is still happening.	Very bad	no
65	Not as such but I see no change in regular pavement parking especially in BOD housing areas	No one is enforcing it so it remains the same	Very bad	Start enforcing it, publish the fines issued.
66	Round fernielea primary school	Still same issue as no one ever stops or issues fines to anyone parking dangerous on pavement/double yellow lines corner across from school	Very bad	Need to see action being taken before it will have a positive impact and make our streets and pavement safer to walk on
67	School drop off time, pick up and any events on at Charleston Primary school. On a daily occupancy. The parents are literally parking their cars on the pavements which all have double lines on the roads too. At thd drop side kerbs. They leave their cars for about 10 minutes. Same offenders, and if you try and chat to them about it, you get shouted out. They drive up on the pavement as if it's a normal parking space, regardless if your walking on it or not!!! All pedestrians should feel safe to walk on a pavement and not have to worry for your kids that a car is going to pull up. But that's the issue's at Charleston and probably other schools too. When traffic wardens are there they behave, and then back to their bad habits! Please install railings or something.	Not one bit.	Very bad	Schools need monitoring!
68	One location where pavement parking was endemic was Auchmill Road where I occasionally walk.	It was walking there more unpleasant, albeit I could walk past the parked cars, but not if with someone side by side. Much better now although some offenders persist.	Very good	Proper enforcement is vital to get the message over to some.

69	Rosemount Place. Numbers 108-114	No change	Very bad	Drivers, delivery drivers, couriers all continue to ignore the ban
70	Yes on ivanhoe road garthdee where i live theres a family with 2 cars and a van and they park on pavement if the cant get parked near there door	Walking is a issue for me so ive got to go onto road to get round veichles	Very bad	As its got worse , might be an idea to get traffic wardens on ivanhoe road garthdee bang on 7 am in mornings guaranteed to get a few cars/ vans daily Evenings as well
71	Sheddocksley drive	No as cars parking at junctions on double yellow lines spring hill road end instead so you can't see properly to cross road so it's still dangerous	Very bad	Please do something about parking on double yellow lines near junction with spring hill road please as children cross there after school
72	Yes	Yes	Bad	The road is not wide enough for all the cars in the street and theres only room for cars parked on one side of the street.You can take a avarage of 2 cars per house hold on my street where I live and there's still not enough room for all the cars
73	Most streets in Bridge of Don	Just the same. As there's no enforcement people are carrying on parking as normal	Very bad	N/a
74	Yes on Ivanhoe Road in Garthdee and surrounding streets	Majority of the time i find it easier but when i am in leaving my house i have to move of the kerb to go around parked vehicles on the pavement	Neutral	Just that the Garthdee area especially ivanhoe road and talisman road is really bad for parked vehicles on the pavements first thing in the morning and late and night
75	My street is currently allowing cars to park on pavements, therefore my neighbour who uses a wheelchair as to use the road as the only other pavements out of our street, have steps down to the path and steps at the end. The other pavement to the right has someone's hedge overhanging most of the path. I also walk on the road as it's my nearest route to the school from my front door to the school for pick up of my grandchild. It was much better when it was only cars parked at one side on the pavement until the recycling bin man left notes on the other cars parked on road. Yet the other binmans had no problem accessing our cul de sac in Cairngorm Crescent. If this cars were still allowed we would still have one footpath accessible for wheelchairs , mobility walkers and buggies.	Already answered this question above . Also its really bad when cars with parents come to pick up their kids at 3pm as they park on corners and on the pavement.	Neutral	Can the council widen our road a bit as there is plenty of grass.
76	Byron crescent outside shops, council vehicles & public parking on footpaths and double yellows Heathryfold circle, Dancingcairns place, Dancingcairns crescent Heathryfold place	More cars parking in junctions and across from junctions or on double yellows where dropped kerbs are at junctions	Neutral	Makes no difference to people when parking is not available, accessible nor provided In the snow areas by housing not gritted enough for either pedestrians nor vehicles causing vehicle abandonment & pedestrians walking on road putting themselves in danger.
77	Yes	No	Very bad	Vans still park on pavements which are routs to school
78	Hilton Street. All round high rises at Tillydrone.	Physically cannot get past in wheelchair.	Very bad	number of 'work vans' parked in residential streets, often half on pavement due to size.
79	Collieston Road, Shielhill Crescent Greenbrae Crescent Greenbrae Drive	No change. Cars and vans still regularly park on pavements throughout the working day and in the evening	Neutral	No

80	Yes there are number of pavements in my local area that have cars parked or bin left out from days that make it impossible to use so hav to use road	Haven't noticed a difference still same as always	Very bad	Don't think people are aware that your no longer allowed to park on pavements
81	Unfortunately it's not the pavements that are at fault. Most of the streets in Aberdeen where there is a problem with people parking on the pavement those streets was build when cars was a luxury	Maybe if council make pavements smaller n more parking spaces then some cars won't be parked on pavements	Neutral	Maybe in some streets could be done with smaller pavements
82	All paths in garthdee	No change, cars still parking on pavements because there is no one to police this. You cannot change the rules unless you are prepared to enforce them. You have no one to enforce them so people ignore your rules.	Very bad	If you are going to enforce new rules, you have to do just that, which you haven't due to lack of staff. It's a joke you think just cause you changed the rules drivers will come. They donr and you don't enforce the rules. No change
83	Invercauld Road, AB16 and surrounding streets	It has made no difference to this area	Bad	Have seen no evidence of implementation of this ban in this area.
84	Gairn Crescent	It has improved but there are still cars parking on the pavement and you have to go onto the road to pass.	Neutral	No
85	Danestone Community area and surrounding streets	Cars are still pavement parking, especially when there's an activity on within the Danestone Community Centre or Church. Multiple cars park on the pavement making it impossible to walk on the pavement. It's about time parking facilities for the area are reconsidered as there insufficient available and it's only going to get worse with the planned expansion to both the Danestone Community centre and Medical Practice.	Bad	Better policing of streets to ensure pavement parking is stopped needs to be put in place, even if it's felt an area of the city isn't important enough to be monitored.
86	Pretty much all of Rosemount Place at any given time. To be fair it's not just pavement parking, it's also parking on double yellows, on single yellows during restricted hours, across junctions and dropped kerbs.	Pavements and kerbs are broken leaving uneven surfaces, sightlines for crossing roads are blocked, narrow spaces to pass when walking the dog	Very bad	Seems there is absolutely no deterrence from the introduction of this prohibition. Will only make a difference of adequately enforced
87	None, but I have issues getting my car up my own street now due to people parking on the street when the pavements are very large and can be accessible as well as aid with parking.	People now park on the road in a randomly staggered way and sometimes too close to one another which makes it very difficult to get up the street by vehicle	Neutral	I think exeptions should be made for streets where there is lots of space for parking on the pavement. Broomhill Avenue has lots of trees planted on the edge of the pavement which would also hinder accessibility if parking on the pavement was an issue. Previous to this people would park on the pavement and there was still lots and lots of room for wheelchairs/pushchairs to get past but now it's making it more difficult for the drivers instead and more likely to scrape cars/break wing mirrors
88	Upper mastrick Way , provost Fraser end access bus top due to cars on pavement Springhill road and many other roads in this area, multiple cars on pavements and grass verges	Nothing has changed not easier, ACC staff need to get out and see for themselves . I'm sure this is city wide not just isolated areas	Very good	ACcCc need to get out and about to see and implement this , nothing has changed
89	Northfield area. Stewart terrace/crescent	No improvement. I have to walk on the road with my double buggy due to several cars parked on the pavements.	Neutral	Needs to be reinforced more.
90	No	It is a nuisance when it occurs	Very good	Enforcement is needed because some motorists feel entitled to leave their vehicles anywhere convenient to them.
91	Bridge of Don, Buckie Road	No, cars still park on footpaths. When walking with small children we have to go on the road as cars don't leave enough space for pedestrians. This can be dangerous for the children.	Very good	I believe that some drivers are not aware of this prohibition and it should be more advertised.

92	No the opposite i come in off Gray street into Broomhill, now the cars are on the road its tight, and before you think oh double yellows NO that will impact residents in the area forcing cars to block their driveways and impact on their parking	on the road NO	Neutral	Yes will you really look at everyones views or just steam ahead with the plan you have in place to make it harder for people driving, these pavements are wide enough
93	Yes, sometimes Craigden where number of vans and vehicles crowd pavement	no impact	Neutral	Difficult when tradesman visit our property and park van at end of our drive in order to work on vehicle on our drive. Reported to Council for infringement although parking only for an hour or so and on our drive end
94	No	I haven't come across an area in Aberdeen where pavement parking has caused me a problem.	Neutral	I'm not aware of anyone being ticketed for parking on the pavement but I do see some cars parked half on pavement where there at narrow streets, presumably to enable larger vehicles such as bin lorries and buses to pass. I hope that in this instance common sense prevails and they are not fined.
95	Skene street just before Gilcomstoun school.	Yes but once in a while some vehicle owner still flaunts the rule and narrow the road for pedestrians.	Very good	Most of these footway parking happens mostly in the morning between 7am - 8am. Makes me wonder maybe the drivers that do this have information on the best time to get away with it.
96	No	no	Good	no
97	No	No change- the structure continues to be ignored	Bad	Road access is generally too narrow to permit parked vehicles as well as normal traffic
98	Kirk Brae and Cults area.	Yes. But there are still people parking on the pavements and ignoring the prohibition. So it is extremely difficult and very dangerous to try to get past the vehicle that is parked on the pavement with my scooter.	Neutral	People who ignore this and still park on the pavement are putting disabled people's lives at risk. Because if we can't get past the vehicle, then we have to go on to the road, which is dangerous, especially on Kirk Brae as vehicles speed up that road, especially lorries.
99	No, there is no particular route where I have had trouble travelling around due to vehicles parked on the footway.	There has been no noticeable change overall.	Good	Despite not having experienced the problem myself, I do appreciate the introduction of this prohibition as I imagine quite a lot of people will benefit from this. Probably including myself in the future.
100	In and around Countesswells Primary while trying to drop off and collect my child	As far as I'm aware there is no pavement parking prohibition in place, at least you wouldn't think it as driver continue parking on pavements to what seems like zero consequences	Very good	My wife had mentioned that the council should introduce an simple app that the user can take a picture of the car in question that is parked on a pavement, add in a few details and send it so that the culprit can be fined. Repeat offenders are to have increased fines and as a last resort have there vehicle crushed
101	The pavement parking prohibition is excellent and has made a positive difference. Just needs greater enforcement to make sure irresponsible drivers realise they have to follow rules and not be selfish	Has increased safety as well as accessibility. Before it was forced to go onto road.	Very good	Greatly appreciate the prohibition. Is vital, fair, makes a positive difference. Please continue to enforce it rigorously and ignore the few selfish car drivers who complain about everything. Thank you.
102	My street (Victoria St AB10) does not have prohibitions (I think). The main problem is vans parking in permitted run-ins but overlapping the pathway. This necessitates walking into the road to pass. How does the new legislation address this problem?	N/k	Neutral	See my answer to Q1

103	Great Western Road parking on wide paved area at the end of Chattan Place	Not really noticed in areas I have seen	Good	Nope. Think its a great idea and just hope this and general parking enforcement are supported
104	Heading up the hill at the slaters yard always vans/cars on pavement also other side of road at Sheddocksley sports centre on Sunday mornings cars half on road / pavement	No getting worse	Very bad	Reported numerous times
105	yes - ruthrieston circle	no	Bad	There has been a car parked totally on the pavement opposite my flat and there are often cars parked party on the pavement . There are a lot of wheelchair users in the area and the pavements are also uneven due to tree roots hence forcing pedestrians and wheelchair uses into the road.
106	Several areas.	When parking Prohibition actually being adhered too, makes walking about easier.	Good	Finding a way to make sure the Prohibition is adhered to.
107	No	No change	Neutral	No
108	Yes	Yes	Bad	Pedestrians are forced on to the road , unsafe if you have a pet , pram , buggy
109	No. Pavement parking was widespread across the city and although it has improved slightly it still occurs in many places. I did make one contact with Wardens over pavement obstruction by a garage business near where I live. The problem no longer occurs at that specific location.	There has been some improvement but as I walk and cycle around the city I still see lots of instances of pavement and double parking, as well as other obstructive parking on some of our main streets. e.g. bus lanes regularly parked in on Holburn St. Existing enforcement does not seem to be effective, as I see it is mostly the same vehicles day after day.	Good	More or better enforcement is required in order for the full benefits of the ban to be delivered to pedestrians. I also note a number of locations where paving slabs have been broken as a result of repeat pavement parking. The cost of repairing these should not be an expense that ACC has to bear, and better enforcement would ensure that this type of damage ceases in the longer term. ACC should not legitimise pavement parking by making exemptions simply as a result of excess parking demand - this will only perpetuate the problems.
110	My father had problems in the Ruthrieston area when travelling to Asda, from Newlands Avenue, with his mobility scooter. Sometimes he could not get past and had to go on the road.	Clear.	Very good	People still park on pavements here and there. Perhaps an advertising campaign could raise awareness.
111	Around Manor Park School and Auchmill Road	Not particularly. Cars and vans still park on the pavements regardless	Neutral	Better enforcement
112	No	No impact at all	Neutral	No
113	Arbroath Way, Gardner Drive	No its even worse now	Bad	.
114	No	N/A	Very good	As pedestrians should not walk on carriageways, motorways, etc, cars should not park on the pavement. Simple as that.
115	No	No change	Very good	No
116	Cornhill School when parents are dropping off and picking up.	It's dangerous as I have small children with me and we have to walk on the road.	Very bad	There is a need for a police/traffic warden at school drop off and pick ups to enforce the law.
117	The beach esplanade where the food vans are parked with one wheel on the pavement to keep them level. That is not what pavements are for. The vans also cause congestion with people and tables and chairs obstructing clear passage.	It hasn't because it isn't being enforced. Access is no easier.	Neutral	It would be good if it was implemented. It should be treated like double yellow lines.

118	Yes, generally with a pram or walking with kids.	Seldom have to take kids on to the road now, when we should be able to fully utilise the acement, as the pavement is seldom blocked by vehicles. When it is now, it is always delivery drivers. I don't think there should be an exception for them. We pay high rates for parcel delivery. Parking safely should be part of this.	Very good	I think the ban on pavement parking should extend to all vehicles. Safer that road users are held up by a vehicle briefly parking, than pedestrians having to go onto a road.
119	Just pavements in general, sometimes I had to walk round the parked vehicles by walking on the road.	There is now no parking on pavements, so no problem	Very good	No
120	Beach Esplanade. Vehicles parked half on road and half on pavement. I have trouble parking round the ones that are dangerously parked on the road and that have their furniture and paraphanalia strewn across the pavement.	I find accessibility along the Beach Esplanade, by car and on foot, increasingly less easy.	Neutral	Please attend to the stramash of vehicles parked on both sides of the road from the double yellow lines just past the wooden bus shelter at Fittie to double parked vehicles with attendant paraphanalia across the pavement along the Beach Esplanade at an early opportunity. Don't turn a blind eye to the obvious
121	Ruthrieston Road nos [redacted] to [redacted] Mostly all the time 4 cars parked on the pavement. Limiting access and also [redacted] st [redacted]. His school bus struggles to get up.	Access has not improved as city wardens rarely on this route. Ruthrieston.	Very bad	More patrols need done. Also parking on corners making blind openings. Emergency vehicles and wastevehicles are struggling to get through. Obviously yellow lines are needed. More wardens to book illegal parking.
122	Trouble - no. I just walk round them or onto the road.	No	Bad	The prohibition is ignored because it is not being enforced.
123	No	No	Neutral	No
124	Tan field walk on junction with Clifton road .between Bairds pharmacy and community centre	Cars are often parked here double parked on occasions where bollards have been in place permanently blocking access to wheelchairs ,disability buggies .Consibering this area is for old and infirm people live I don't think council is doing enough to desuade parking in this area.	Very bad	I've been informed pharmacy employees use this space for parking leaving there cars all day with pedestrians unable to get through.
125	Outside British legion on Balgownie road on a Saturday morning	No	Very bad	So many coffee outlets parked on the pavement along the beach
126	There are often vehicles parked onthe pavement on Crown Street outside the Chinese restaurant. We walk into town from Ferryhill along this route and although we can usually squeeze past cars blocking the path they shouldn't be there.	I haven't noticed any difference. I suspect people are unaware of it and/or there's no enforcement.	Very good	I think it's an excellent policy but needs better enforcement as I haven't noticed any difference in motorist behaviour.
127	No	N/A	Neutral	I think priority should be given to those rewiring the most help I.e. Wheelchair users. Pedestrians have the ability to walk around
128	From our house around kingswells	Cars are still parked on pavements!!!!!	Neutral	Reinforcement would help - drivers are not aware/don't care

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10/06/25
EXEMPT	Report – No Appendices – Section 11.1 – 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 2025-2026
REPORT NUMBER	CR&E/25/126
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 2025/2026 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, legislation 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. RECOMMENDATIONS

That the Committee:-

2.1 Approves the schemes listed in the appendices as the detailed proposals for expenditure within each budget heading; and

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 2025/26 and award contracts relating thereto.

3. CURRENT SITUATION

3.1 Carriageway Condition

An annual whole of network carriageway condition assessment was completed in September 2024. 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 2024 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%
2024	26.32%	51.02%	22.66%

3.3 The RAG ratings show that the overall condition of the network has improved relative to the 2021 to 2023 survey results. Roads will naturally deteriorate over time and with use, however the 1.37% decrease in network classed as red and a 1.2% decrease in amber rated network is positive and suggests that the continued additional investment in roads and maintenance strategy being employed is yielding the intended outcomes. The percentage of network classed as green is up 1.57% on the 2023 survey data and it is hoped that the continued investment in roads assets will continue the positive trend in road condition ratings in the coming years. The proposed programme of capital surfacing appended to this report are designed to support a continued increase in network condition performance.

3.4 It should be noted that the annual whole of network condition survey is completed prior to the completion of all 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**

Transport Scotland (TS) has allocated £37.5m Tier 1 Active Travel Infrastructure Fund for the design, development and delivery of active travel infrastructure measures between all Local Authorities.

The total funding provided in 2025-26 is increased from last year. 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.

The Grant is £1,687,000. A breakdown of the proposed expenditure is included in Appendix D.

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	£325,000
B	Lighting improvements	£1,239,000
C	Lighting improvements – Reserve list	-
D	Tier 1 Active Travel**	£1,687,000
E	Footway resurfacing*	£1,788,000
F	Footway resurfacing – Reserve list	-
G	Carriageway resurfacing*	£4,345,000
H	Carriageway resurfacing – Reserve list	-
I	Drainage	£150,000
J	Weak and major bridge repairs	£1,360,000
K	Signage	£30,000
L	Flooding and coastal protection schemes	£800,000
M	A92/A96 De-trunked programme	£180,000
N	A92/A96 De-trunked programme – Reserve list	-
O	Road Safety Improvement Fund***	£186,000
P	Road Safety Fund - NHC	£200,000
Total		**£12,290,000**

*Including money from the roads and additional investment in roads budget lines
** Grant allowance
***Subject to confirmation of funding from Scottish Government

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 2025/2026 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 world economic climate has displayed some uncertainty in recent times. Whilst prices have stabilised somewhat in the past few years, a 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 Officers have investigated, and continue to investigate lower carbon surfacing options. Trials have been completed using warm mix versions of stone mastic asphalt (SMA) and hot rolled asphalt (HRA). Officers are monitoring the performance of these surfaces. These materials deliver a carbon saving as they can be mixed at lower temperatures then their more traditional counterparts. Whilst officers are optimistic that these materials will perform in a manner comparable to traditional "hot mix", a degree of caution is being exercised regarding the rollout of new materials as officers are mindful of the issues that premature failures could present in future years.

6.3 The use of techniques to preserve carriageway which is in good condition to minimise resurfacing continue to be investigated, however many asphalt preservation methods continue to be targeted at higher speed network and are not all appropriate for urban networks.

7. RISK

7.1 The Roads Service is currently experiencing capacity challenges and the service is actively seeking to resolve these through service transformation. There is a risk to the delivery of the all Roads Capital programme should these challenges not be resolved. Outsourcing of the capital works would not fully mitigate this risk as there is not the level of technical staff to issue and oversee high volumes of capital schemes.

7.2 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 claims for compensation.	By appropriately maintaining assets and operating a robust set of inspection regimes, the Council can minimise risk of statutory non-compliance.	L	**Yes**
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	Appropriate maintenance of assets will lead to a lower whole of life asset maintenance cost.	L	**Yes**

	costs across the network.			
Reputational	The deterioration of the assets to which this report relates are highly visible to our customers. Failure to maintain these will result is 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

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement *Section iii* *Place* *5. Continue to invest to resurface damaged roads and pavements throughout the city*	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.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Place Stretch Outcomes	*14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.* This report details footway and carriageway improvement schemes which are necessary to provide customers with a safe infrastructure for walking and cycling.
Regional and City Strategies NESTANS Regional Transport Strategy 2040	The proposals set out in the appendices to this report support the NESTRANS regional transport strategy and include schemes funded by NESTRANS.

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 2024-2025
10.2 Approved Budgets Agenda Supplement for Council 01/03/2023
10.3 Approved Budgets Agenda Supplement for Council 06/03/2024

11. APPENDICES

11.1 1 Appendices A to P – public appendices
2 Appendices A to P – exempt appendices

Appendix A **Traffic lights and pedestrian crossings**
A capital budget of £325,000 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 £1,239,000. 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 **Tier 1**
Transport Scotland (TS) has allocated £1,687,000 Tier 1 Active Travel Infrastructure Fund for the design, development and delivery of active travel infrastructure measures between all Local Authorities. Appendix D outlines how this will be spent.

Appendix E **Footway Resurfacing**
A budget of £1,272,000 comprising £1,000,000 from the roads capital budget and £272,000 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 2025/2026 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 £3,264,000 comprising £2,566,000 from the roads capital budget and £698,000 from the additional roads capital budget. The programme has been prepared using the most recent full network condition assessment carried out during September 2024. 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 £150,000 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.

Appendix O **Road Safety Improvement Fund**
Programme of expenditure in relation to the Transport Scotland grant.

Appendix P **Road Safety Fund - NHC**
As part of a £1M commitment to Road Safety over 5 years by the Partnership, we propose to spend £200k this year delivering small scale but important traffic management changes to the network to improve safety.

12. REPORT AUTHOR CONTACT DETAILS

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Public Appendices to Roads and Transport Related Capital Budget Programme 2025-2026 excluding exempt information

11.1

Appendix A - Traffic lights and pedestrian crossings

ITS Unit Traffic Signal Refurbishment Programme 2025/2026

Site	Works	Estimated Cost
King St/ Orchard St/ Linksfield Pl	Signalised Junction Upgrade	-
Gt. Western Road/ Forest Ave	Signalised Junction Upgrade	-
Leslie Road/ Gt. Northern Road	Ped Crossing Upgrade	-
Gt. Southern Road/ Riverside Dr	Ped Crossing Upgrade	-
Westburn Rd/ Foresterhill Rd	Signalised Junction Upgrade	-
	Total	**£325,000**

ITS Unit Traffic Signal Refurbishment Programme 2025/2026 – Reserve List

Site	Works	Estimated Cost
Various Corroded Haldos/Poles	Corroded Haldos/Poles – Controller replacements	-
Jesmond Drive at Whitestripes Avenue	Ped Crossing Upgrade	-
Stoneywood Road near Stoneywood Park	Signalised Junction Upgrade	-
Wellheads Drive near Dyce Drive	Signalised Junction Upgrade	-

Appendix B – Proposed Lighting Capital Programme 2025/26

Scheme	Estimated Cost	Quantity/Comments
Corroded Column Replacement		
Bridge Of Don Corroded Columns	-	103 Columns
Dyce Corroded Column	-	numbers dependant on testing
Bucksburn Corroded Columns	-	numbers dependant on testing
Kingswells Corroded Columns	-	numbers dependant on testing
Electrical Testing and remedials	-	
Structural Testing	-	
Column/Cable replacement - 8/10 m Height		
A947 - Polo Gardens - Stoneywood Park - Concrete column replacements	-	3 columns
Hilton Road - Concrete Column replacement	-	18 columns
Greenfern Road/ Upper Mastrck Way - Concrete Column replacement	-	3 columns
Byron Avenue/ Quarry Road/ Provost Rust Dr – Concrete column replacements	-	30 columns
Column/Cable replacement - 5/6 m Height		
Various locations - Concrete column replacement for footway works	-	
Fernhill Road Concrete column replacement	-	13 columns
Osborne Place	-	20 columns

Cairnwell Drive – Concrete column replacements	-	10 columns
Colonsay Crescent – Concrete Column replacements	-	7 columns
Ruthrieston Circle/ Crescent/ Place – Concrete Column replacements and network upgrades	-	20 columns
Sheddocksley Road – Concrete Column replacements	-	13 Columns
Additional lighting requirements due to LED programme	-	3 columns
Total Capital and Column Replacement	**£1,239,000**	

Appendix C – Proposed Lighting Reserve Capital Programme 2025/26

Scheme	Estimated Cost	Quantity/Comments
Corroded Column Replacement		
Peterculter	-	numbers dependant on testing
Milltimber	-	numbers dependant on testing
Bieldside	-	numbers dependant on testing
Cults	-	numbers dependant on testing
Mannofield	-	numbers dependant on testing
Ferryhill	-	numbers dependant on testing
Replacement of Corroded bollards with Reboundable	-	
Column/Cable replacement - 8/10 m Height		
Seafield Road concrete column replacement	-	16 Columns
Manor Ave concerte column replacements	-	7 columns
Column/Cable replacement – 5/6 m Height		
Painting	-	
Stockethill Area – new supply points	-	3 pillars and 6 live services
Foresterhill Road North inset to Murdos	-	4 concrete columns
Dinbaith Place	-	
Jura Place	-	
Kings Gate Inset	-	7 columns
Fittick Place Lane	-	Additional columns
Laurel Grove	-	Additional columns
Lewis Road	-	Car parks
Marchburn Area	-	Network renewal
Sheddocksley Road – Ph2	-	13 columns
Mearns Street	-	Additional lights
Morningside Avenue & Terrace concrete column replacments	-	33 columns
Arnage Cres/ Dr/ Gdns Concrete Column replacements	-	6 columns
Craigendarroch Pl/ Gairnshiel Ave, Pl/ invercauld gdns Concrete Column replacements	-	11 columns
Whinhill Gardens Concrete Column replacements	-	5 columns
Gillahill Road/ Place Concrete Column replacements	-	4 columns
Hawthorn Crescent Concrete Column replacements	-	2 columns
Stroma Tce/ Tiree Crescent/ Jura Pl/ Bute Way Concrete Column replacements	-	22 columns

Appendix D – Tier 1

Proposal	Description of work	Overall Budget
T1-01 - Walking and Wheeling	Interventions to improve walking and wheeling provision on the network. Schemes to include path improvements at Hazlehead, Old Lang Stracht; dropped kerbs at Wellington Street and Schoolhill; footway and crossing improvements citywide; wayfinding provisions.	£557,000.00
T1-02 - Safety at Schools	Measures to support and encourage walking and cycling to school including missing path network, build outs and access improvements.	£80,000.00
T1-03 - Cycling	Introduction of measures to support cycling including storage and path improvements.	£50,000.00
T1-04 – Beach Masterplan Phase A	The development of the Beach is progressing with active travel at its core. Segregated walking and cycling routes and supporting infrastructure throughout the site will be delivered using this funding.	£1,000,000.00
	Total grant allowance	**£1,687,000**

Appendix E – Footway Resurfacing

Scheme	Location and description of works	Area (m^2 approx.)	Estimated Cost
Anderson Road	Full footway between Great Northern Road and Clifton Road	400	-
Queen's Road	Southside footway between Forest Avenue and Bayview Road South	1112	-
Union Grove	Full footway between Ashley Road and Forest Avenue	1300	-
Holburn Street	West footway between Union Street and Union Grove	369	-
Sunnybank Road	Section of footway outside Sunnybank School	681	-
Stronsay Crescent	Full footway	965	-
Clifton Place	Full footway	655	-
Springhill Road	West footway between Sheddocksley Road to Sports Centre	446	-
Fairley Road	West footway between Kingswood Drive and Old Skene Road	987	-
Cairngorm Gardens	Full footway	1129	-
Oakhill Road	Southside footway	1266	-
Grandholm Street	Full footway	346	-
Queen's Road	South footway between Angusfield Avenue and Queen's Parade	1267	-
Crown Street	Full FW between West-side from Ferryhill Road to Rosebank Terrace – previously committed – works completed		-
Manor Avenue	Full FW North-side from Manor Walk to end of Logie Terrace – previously committed		-
Skene Street	Full FW South-side outside Library – previously committed		-
Howes Crescent	South footway – previously committed		-

Ferryhill Terrace	Full FW North-side – previously committed		-
Holburn Street	As required – previously committed – works completed		-
Forest Avenue	Full FW East-side between Queen's Lane South and Gladestone Place – previously committed		-
		Total	**£1,788,000**

Appendix F – Footway Resurfacing - Reserve List

Scheme	Location and description of works	Area (m^2 approx.)	Estimated Cost
Angusfield Avenue	Full footway between Springfield Avenue and Queen's Road	613	-
Coronation Road	Various sections between Crown Crescent and North Deeside Road	1300	-
Great Northern Road	South footway between King Street and Deer Road	480	-
Hazledene Road	South footway between Craigiebuckler Avenue and Woodburn Place	233	-
Riverside Drive	Footway between Riverside Place Riverside Terrace	1091	-
Stronsay Drive	East footway between Stronsay Crescent and Stronsay Place	494	-
Pitmedden Crescent	Full footway between Two Mile Cross and Pitmedden Terrace	1250	-
Rubislaw Park Road	East footway	401	-
Garthdee Road	Various Sections		-
		Total	**£636,200**

Appendix G – Carriageway Resurfacing

Scheme	Location and description of works	Area (m^2 approx.)	Estimated Cost
St Andrews Street	Between George Street and Charlotte Street	1100	-
Guild St	Bridge only	1350	-
Holburn Road	Whole Road, from Great Western Road to Holburn Street junction	3100	-
Greenbank Road	From Greenbank Crescent to entrance of Biffa Waste Management	4000	-
Braehead Way	Various Locations	2000	-
Groats Road	Various patches between Skene Road and Tie in with existing works	500	-
Manor Avenue	Between Provost Rust Drive and 48 Manor Avenue	3600	-
Bryron Crescent	Whole carriageway	2900	-

Skene Road	Section between Five Mile Garage and The Lodge, eastbound	5200	-
Charleston Road	Betweem Longcraig Street and Chalreston Crescent	2100	-
Garthdee Road	Various Locations	2200	-
Gray Street	Between Holburn Street and Broomhil Ave	1300	-
Nigg Kirk Road	Whole carriageway	4500	-
Marchburn Drive	Between Granitehill Road and Marchburn Road	2600	-
Coldstone Avenue	Lockblock area between 22 and 28 to be replaced with tarmac	310	-
New Park Road	Whole carriageway	1100	-
Riverside Drive	From junction at Polmuir Road to car park at Bon Accord Glass	2100	-
Lilybank Place	Whole carriageway	1250	-
Wallacebrae Road	From junction with Laurel Ave to 2nd inset road	600	-
South College Street Roundabout	Whole roundabout	1200	-
Dominies Road	Whole carriageway	1200	-
Chapel of Stoneywood – Fairley Road	Section with High Friction Surface – Birchmill bend	750	-
Gladstone Place, Woodside	Whole carriageway	2200	-
Bank Street, Woodside	Whole carriageway	300	-
Smithfield Drive	from Provost Rust Drive to Clarke Street	3600	-
Gaitside Terrace	Whole carriageway	1100	-
Wellington Road	As required		-
Blackness Road	Various locations	6600	-
Malcolm Road	Surface Dressing	17500	-
Pitmedden Road	Surface Dressing	30000	-
Whitestripes Road	Surface Dressing	19000	-
Patching	Various locations as required	TBC	-
Cameron Way	Whole Road – surface treatment – Previously committed	1500	-
Beaconsfield Place	Whole road – surface treatment – Previously committed – works done	4000	-
Albyn Lane	East end section plus patching – previously committed	1200	-
Crombie Road	Patching at business ends – previously committed	150	-

Birkhall Parade	As required – previously committed – works done	4800	-
Pitmedden Road	North of Dyce Drive – patch as required – previously committed – Works completed	11,000	-
St Machar Dr	Roundabout with Gt Northern Road and section to east of Tedder Road – Previously committed	31,000	-
Westfield Road/Rosemount Pl junction to Mid Stocket Road junction	Westfield Road/Rosemount Pl junction to Mid Stocket Road junction – previously committed	1500	-
Gairsay Drive/Road	Various areas of surfacing – previously committed – works done	1000	-
Hammerfield Avenue	Whole road – previously committed – works completed	4500	-
Viewfield Road	Queens Road to Keppleston Gardens – previously committed – works completed	1345	-
Lochside Road	Various schemes – previously committed – works completed	4800	-
Craigieburn Park	Adopted section – previously committed – works completed	800	-
Clarke St	Whole road – previously committed – works completed	800	-
		Total	**£4,345,000**

Appendix H – Carriageway Resurfacing – Reserve List

Scheme	Location and description of works	Area (m^2 approx.)	Estimated Cost
Union Row, Dyce	Whole road including Merrivale	900	-
Leggart Terrace	Between junction at Stonehaven Road Roundabout and Leggart Road	2850	-
Albert Lane	Between Fountainhall Road and Prince Arthur Street	1400	-
Albyn Lane	As required – between St. Swithin Street and No. 33	950	-
King Street	Various sections – From 463 King Street-Old Machar Medical Practice	3900	-
Marchburn Crescent	Whole carriageway excluding inset road	2900	-
Howe Moss Drive	As required – from AFS Technologies to 50m past Howe Moss Place	2200	-
Farburn Terrace	Between roundabout at Farburn Terrace and Cordyce View	2100	-
King George VI Roundabout	Whole roundabout	850	-
Wellington Road @ PED crossing and various sections	From Queen Elizabeth roundabout to Grampian Place – southbound and various sections	1700	-
Linksfield Road	Various sections	500	-
Wellington Street	Various – from Roundabout to York Street	1900	-
Greenburn Road	From Greenburn Drive to Bankhead Avenue	1800	-
Deeview Road South	Various – from Junction with St Devenick's Place to Park Brae	1800	-
Caisedykes Road	From Law's Road to No.48	2500	-

Pitmedden Crescent	Whole Carriageway	2500	-
Ivanhoe Road	Whole Carriageway	3200	-
Cummings Park Drive	Whole Carriageway	3100	-
Persley Crescent	Whole Carriageway	1100	-
Hartington Road	Whole Carriageway	1800	-
Springfield Road Inset	Whole Carriageway	700	-
Craigton Terrace	Whole Carriageway	1950	-
Boyd Orr Avenue	Various sections	930	-
Mansefield Road	From Balnagask Road to Glenbervie Road	1850	-
Seaton Place East	From Seaton Drive to dead end	3000	-
Ruthrieston Circle	Whole Carriageway	3000	-
		Total	**£2,885,250**

Appendix I – Drainage

Location and description of works	Estimated cost
Major drainage works	£75,000
Replacement of gullies	£50,000
Investigation and design works	£25,000
Total	**£150,000**

Appendix J – Weak and major bridge repairs

Location and description of works	Estimated cost
Cults Square Bridge	-
Queen Elizabeth Bridge joint replacement	-
Parkhill Bridge	-
Maryculter Scour	-
Maryculter Bridge Painting	-
Union Bridge Painting preparation works	-
Burnside Road Bridges	-
Ruthrieston Road Bridge	-
City Wide miscellaneous bridge works	-
Bridge Special inspections and SV assessments	-
Total	**£1,360,000**

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	-
Small watercourse improvements (flooding attenuation)	-

Flood Risk Reduction Improvements (at known flooding locations)	-
Stronsay Hake Replacement	-
Allenvale permanent solution design	-
CCTV installation on watercourses	-
Jesmond Drive - input to SW assessments	-
Riverside Drive design & works	-
Langstracht Drainage	-
Merchant Quarter - input to SW assessments	-
Coastal revetments and structures – survey / study & major/minor works (slopes, steps, railings, ramps, groynes & blocks)	-
Kingswells Old Skene Road/ John Arthur Court	-
Reinstatement coastal defences Greyhope Road	-
Total	**£800,000**
Coastal Protection - Aberdeen Beach Seawall	£2,000,000
Coastal Change Adaption Plan	£298,000

Appendix M – A92/A96 De-trunked programme

Carriageway

Scheme	Location and description of works	Area (m^2 approx.)	Estimated Cost
Persley Roundabout		2400	-
		Total	**-**

Appendix N – A92/A96 De-trunked programme – Reserve list

Scheme	Location and description of works	Area (m^2 approx.)	Estimated Cost
Various locations	As required	-	Up to £250,000

Appendix O – Road Safety Improvement Fund

DESCRIPTION OF WORK		Overall Budget
RS04 Driver Education	Permanent vehicle activated signs at key corridors in the city, completing the scheme started last financial year. And portable speed indicator devices for short term use in multiple locations.	£46,000
RS06 Route Action Measures	Route action work on various routes and locations citywide that have been identified for improvements from the annual accident scan.	£50,000
RS07 Location Specific Actions	Hilton Drive/ Hilton Road junction improvements Signing and lining change at C5k junction	£65,000 £25,000
	Total grant allowance	£186,000

Appendix P – Road Safety Fund – NHC

DESCRIPTION OF WORK	Overall Budget

RS01 Road Safety	Implementation of small-scale infrastructure changes at locations identified through accident studies. Including traffic signal calibration and pedestrian island upgrades.	£80,000
RS02 Road Safety Plan	Monitor road traffic collision data and determine areas of focus.	£5,000
RS03 Road Safety Promotion	Investigate option of a road safety resource for schools and communities.	£25,000
RS04 Traffic Management	Investigate and implement traffic management measures across the city network to improve safety for all road/ transport users.	£90,000
	Total	£200,000

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Bus Lane Enforcement and Low Emission Zone Projects 2025/26
REPORT NUMBER	CR&E/25/140
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to seek approval for a programme of projects to be delivered using the net surplus from Bus Lane Enforcement (BLE) and Low Emission Zone (LEZ) operations.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the additional detail provided in relation to the BLE allocation for city centre projects and agree the use of the funding for the purposes described in paragraph 3.2.1, noting that the funds would be used at this stage to develop project proposals which would subsequently be reported to the relevant Committee for consideration and approval prior to any works taking place;

2.2 Instruct the Chief Officer – Strategic Place Planning, following consultation with the Chief Officer – Capital, to progress the Place Lighting and Guild Street Improvement projects listed in paragraph 3.2.1, and to bring detailed proposals to a meeting of the Finance & Resources Committee before the end of 2025 for consideration by Members prior to any works taking place;

2.3 Approve the release of further BLE surplus income for the purposes described in paragraphs 3.2.3 to 3.2.8 of this report, noting that a three year programme of work for core paths/outdoor access will also be reported back to this Committee by the end of 2025;

2.4 Note the additional detail provided in relation to the City Centre Greening LEZ projects in paragraph 3.3.2 and approve the allocation of LEZ surplus income towards these projects; and

2.5 Instruct the Chief Officer – Strategic Place Planning, following consultation with the Chief Officer – Operations, to work with partners to progress and deliver the City Centre Greening LEZ projects listed in paragraph 3.3.2, with progress

reported back to this Committee in September 2025 as part of the wider report on the Low Emission Zone programme.

3. CURRENT SITUATION

3.1 Background

3.1.1 The Bus Lane Enforcement (BLE) fund is generated from the net surplus of penalty charge notices from bus lane offences after operational costs have been covered. This surplus can only be used for projects identified as helping to meet the objectives of the Local Transport Strategy, as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011.

3.1.2 The Low Emission Zone (LEZ) fund is generated from the net surplus of penalty charge notices from LEZ offences after operational costs have been covered. This surplus can only be used for projects that support air quality improvements, as per the requirements of the Transport (Scotland) Act 2019.

3.1.3 In March 2025, Committee approved a new framework for the allocation of funding from BLE and LEZ surpluses and instructed the Chief Officer - Strategic Place Planning to report back to the next meeting of the Committee with a programme for the use of BLE and LEZ surpluses for 2025/26, using the agreed framework (Tables 1 and 2).

Table 1 - BLE Framework

Bus Lane Enforcement Surplus				
	Project Themes	Percentage	Min	Funding Process
1	General active travel/public transport maintenance (Cycle parking, bus stop, wayfinding, etc)	10%	£50k	Fixed
2	Core Paths / Outdoor Access – Maintenance	10%	£50k	Fixed
3	Core Paths / Outdoor Access – Storm Damage	5%		Fixed
4	Core Paths / Outdoor Access – Projects Fund	50%		3 Year Plan
5	Other Projects (Active Travel/Public Transport etc.)	25%		Annual Bidding Process

Table 2 - LEZ Framework

Low Emission Zone Surplus				
	Project Themes	Percentage	Min	Funding Process
1	Greening the City Centre	30%	£50k	Fixed
2	General Air Quality Projects	40%		Annual Bidding Process

3	Cycle Infrastructure	20%		Annual Bidding Process
4	Sustainable Transport Planning (Business Support, Travel Plans/Advertising etc)	10%		Fixed

3.2 Bus Lane Enforcement

3.2.1 Also in March 2025, Committee agreed to allocate £500,000 of BLE surplus to city centre projects to be developed with partners, and instructed the Chief Officer – Strategic Place Planning to report progress back to a future meeting of the Net Zero, Environment and Transport Committee. Discussions have been ongoing with partners such as Aberdeen Inspired to identify impactful projects that could be progressed and be aligned to the delivery of the wider City Centre Masterplan. These projects are:

- Place Lighting Improvements: £200,000

  Aberdeen in Colour, a creative lighting strategy to support the City Centre Masterplan, was adopted in 2018 and included a number of innovative and imaginative proposals to transform the city centre in terms of inclusion, legibility, identity, movement, night time safety, public art and events. A number of recommendations from the Strategy have been progressed via key projects such as Union Terrace Gardens and Union Street Central, but there are still areas of the city centre where enhanced lighting would be a welcome addition.

  An initial allowance of £200,000 is therefore recommended to be released at this stage for officers to work with partners on investigating and developing suitable lighting projects in the city centre.

  This proposal aligns with a report to be presented to the June 2025 meeting of the Anti-Poverty & Inequality Committee on the impact of poverty and gender inequality on women and their families. Poor street lighting was identified in this report as one of the key issues affecting women and girls' feelings of safety, impacting on whether they go out at night and/or how they travel. The proposal also aligns with the Purple Flag themes 'Movement', which requires clear safe and convenient pedestrian routes within the City Centre, and 'Place', which requires attractive, well-used public places, active streets and building frontages.

- Guild Street Improvements: £300,000

  In December 2022, Council agreed a Streetscape Full Business Case as part of an update report on the City Centre Masterplan, and also instructed officers to look at options for further cycling provision within a number of Masterplan streetscape projects as they develop. At its meeting in February 2024, Council subsequently approved a preferred cycle route through the Merchant Quarter, to better connect the bus and railway stations at Union Square with the new Market development,

towards Union Street and the heart of the city centre. The Market Streetscape project (Phases 2 and 3) was also referred to the capital planning and budget setting process for future years delivery. Phase 1 of the Market Streetscape project is being delivered alongside construction of the new Market building, with a decision on when to allocate capital funding for Phases 2 and 3 still to be made.

As an interim measure, it is recommended that an initial allowance of £300,000 is allocated to allow officers across Strategic Place Planning, Capital and Operations to determine what interim measures could be taken forward to enhance the pedestrian environment around Guild Street in particular, and to improve journeys and wayfinding between Union Square and Union Street. This could also include exploring additional bus stops on Guild Street. The project would be linked to the existing capital project and governed through that process.

3.2.2 The current BLE surplus at the end of 2024/25, after decisions taken at the Budget 2025 meeting and the March 2025 Net Zero, Environment and Transport Committee meeting are taken into account, is £2,635,268. This figure includes a carry forward of surplus from previous years when no funding was released / spend was lower. Based on the framework agreed for BLE at the March 2025 Committee, a summary of the projects ready for release against each of the BLE themes is provided in the following sections.

3.2.3 BLE Theme 1 - General active travel / public transport maintenance

As per Table 1, 10% of the BLE surplus (£263,527) is available for general active travel / public transport maintenance. It is proposed that the routine maintenance activities identified in Table 3 be released for funding this year:

Table 3 – Proposed Maintenance Allocations

Activity	Cost
Annual cycle route maintenance	£50,000
Cleaning, maintenance and ad-hoc repairs of pedestrian wayfinding totems	£15,000
Surface repairs to the Bridge of Don Park and Ride site	£10,000
Annual Bus Shelter cleaning	£50,000
Annual Electric Vehicle Charge Points Warranty, SIM and maintenance provision	£45,000
Annual maintenance of Car Club bays and creation of new bays where required	£7,000
TOTAL	**£177,000**

3.2.4 BLE Theme 2 - Core Paths / Outdoor Access – Maintenance

As per Table 1, 10% of the BLE surplus (£263,527) is available to maintain the Core Path network. At the meeting of this Committee in March 2025 Members instructed the Chief Officer - Strategic Place Planning to return to Committee with a three year programme of work for core paths / outdoor access by the end of 2025. It is anticipated that further information on the allocation for this theme will be included within that report.

3.2.5 BLE Theme 3 - Core Paths / Outdoor Access – Storm Damage

As per Table 1, 5% of the BLE surplus (£131,763) is available for the maintenance of the Core Path network specifically arising from storm damage. This would be released upon agreement of the Convener and Vice Convenor of the Net Zero, Environment and Transport Committee, and the Chief Officer - Finance and the Chief Officer - Operations, based on need throughout the year, with details of spend included in an annual update on Core Path works.

3.2.6 BLE Theme 4 - Core Paths / Outdoor Access – Projects Fund

As per Table 1, 50% of the BLE surplus (£1,317,634) is available for projects on the Core Path network. It is proposed that a value of £170,000 is released to facilitate a full review of the Core Paths Plan to ensure it is fit for purpose and up-to-date, and to develop the 3-year prioritised programme of work referred to above.

3.2.7 BLE Theme 5 - Other Projects (Active Travel / Public Transport etc.)

As per Table 1, 25% of the BLE surplus (£658,817) is available for Other Projects (Active Travel / Public Transport etc.). Previously, all relevant Council services were invited to submit proposals to obtain funding from the BLE programme. These were subjected to assessment and prioritisation by officers in the Transport Strategy and Programmes Team, the Service Manager for Policy and Strategy and the Chief Officer - Strategic Place Planning, in accordance with legislative requirements. Following this, applications to the BLE fund were consulted upon by the relevant internal Council services, with the recommended programme of projects approved at Council's Transportation Programme Board. Subsequent to decisions taken in March 2025, these projects were re-assessed to ensure they conformed to the revised framework. Those projects recommended for funding are provided in Table 4 below.

Table 4 – Proposed additional 2025/26 BLE projects

Project	Description	Value
Kingswells Park and Ride Resurfacing	Resurfacing of a section of the car park at Kingswells Park and Ride.	£260,000
Active Travel Distance Markers	To install distance markers along popular commuting and recreational active travel routes throughout the city.	£52,000
Cycle Counter Network Expansion	To add additional cycle counters to our current inventory, enhancing our monitoring capabilities on key transport corridors.	£40,000
	TOTAL	**£352,000**

3.2.8 A summary of the proposed release of additional BLE funding for 2025/26 is provided in Table 5 below. The remaining funding will be carried forward to next year's programme.

Table 5 Summary of BLE Release 25/26

BLE Theme		By Theme	Release
Theme 1	General active travel / public transport maintenance	£263,527	£177,000
Theme 2	Core Path maintenance allocation	£263,527	£0
Theme 3	Core Paths storm damage allocation	£131,763	£131,763
Theme 4	Core Paths project fund allocation	£1,317,634	£170,000
Theme 5	Other Projects (Active Travel/Public Transport etc.)	£658,817	£352,000
	Project Contingency		£10,000
Total	**Available Surplus**	**£2,635,268**	**£840,763**

3.3 Low Emission Zone

3.3.1 As reported in the March 2025 Budget papers, the available LEZ surplus at the end of 2024/25 was £669,000. In March 2025, Council agreed to spend £200,000 to support the re-establishment of a bicycle rental scheme in Aberdeen to be funded from the LEZ surplus. Also in March 2025, the Net Zero, Environment and Transport Committee agreed £50,000 of LEZ surplus be allocated to introduce additional planting in the city centre and instructed officers to report back on progress.

3.3.2 Discussions have been ongoing with partners and the Council's Environmental Manager to consider projects that could be progressed at this time. These are as follows:

- Our Union Street Greening / People Project: £61,000

  Temporary tactical urbanism approach to a stretch of Union Street West (Union Terrace to Dee Street) to introduce areas of new planting (with plants selected on the basis of their air quality and climate change benefits) and seating. The project would involve working with H.M.P Grampian and the Our Union Street "volunteer army" to construct, plant and maintain the structures. This project would be undertaken in partnership between Our Union Street and Aberdeen City Council, with Our Union Street managing the project under the guidance of the Council's Environmental Manager.

  The above figure includes £10,000 contingency for removal and making good, or for relocation if required due to utilities or other works being required. If this contingency funding is not required it would be refunded to a future LEZ programme.

- City Centre Greening, Growing and Buzzing: £60,000

  This project would include a range of initiatives such as: reinstating urban bees into the city centre, additional floral enhancement via provision of year-round hanging baskets and investigation of additional green bus shelters. This project would be undertaken in partnership between Aberdeen Inspired and Aberdeen City Council, with Aberdeen Inspired

managing the project under the guidance of the Council's Environmental Manager.

The above figure includes £10,000 contingency for removal and making good, or for relocation if required due to utilities or other works being required. If this contingency funding is not required it would be refunded to a future LEZ programme.

3.3.3 The combined cost of these projects is £121,000. In addition to the £50,000 already agreed by Committee for planting, it is proposed that the additional £71,000 is allocated under the 'Greening the City Centre' theme (Table 2).

Next Steps

3.3.4 At the meeting of the Net Zero, Environment and Transport Committee in September 2023, Members instructed the Chief Officer – Strategic Place Planning to submit a report 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. It is still intended that this report will be presented to the next meeting of the Net Zero, Environment and Transport Committee in September 2025.

4. FINANCIAL IMPLICATIONS

4.1 The available BLE surplus at the end of 2024/25 was £2,635,268.

4.2 The available LEZ surplus at the end of 2024/25 was £669,000, as reported via the Council's budget setting process. The updated position will be provided to Members in the September report.

4.3 A statutory appeal has been raised against the Council in connection with an Experimental Traffic Regulation Order being made permanent. Having taken preliminary advice from Senior Counsel, the Council is comfortable with its interpretation of the legislation, however if the Council is unsuccessful in defending the statutory appeal, repayment of fines seems a low likelihood, but this could have a high impact if required.

5. LEGAL IMPLICATIONS

5.1 The Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 require that any sums paid to a local authority by way of charges under these Regulations must only be used to facilitate the achievement of policies in that authority's Local Transport Strategy.

5.2 The Transport (Scotland) Act 2019 requires that any net surplus arising from Low Emission Zone penalty charge notices can (once scheme operational costs have been covered) be used by the local authority for additional measures that support air quality improvements.

5.3 Grant Agreements will be put in place between Aberdeen City Council and any external organisations awarded grant funding. These will which comply with

internal legal and governance requirements, including Subsidy Control Legislation.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Transport emissions are a significant contributor to carbon emissions and air pollution. Projects within the BLE and LEZ programmes have a focus on improving conditions for sustainable modes of transport (walking, cycling, wheeling and public transport) and look to encourage more usage of these forms of transport. More people travelling sustainably means fewer carbon emissions and less air pollution from transport.

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	Delivery of measures approved through the BLE and LEZ funds supports a number of strategic priorities, in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions, improved air quality and a high-quality environment. Failure to deliver measures where there is evidence of their effectiveness could undermine the Council's ability	Approve the release of funds as detailed in this report.	L	**Yes**

	to realise these aspirations.			
Compliance	There are risks that the Council would not be complying with the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 and the Transport (Scotland) Act 2019 if surplus income was not applied to Local Transport Strategy and Air Quality improvement projects respectively. There are risks that organisations awarded funding do not comply with grant conditions.	Approve the release of funds as detailed in this report. Ensure organisations are aware of requirements, and undertake ongoing monitoring of progress.	L	**Yes**
Operational	No significant risks identified.	N/A	N/A	**Yes**
Financial	There is a risk that some projects overspend their allocation. Spend may not be directly linked to approved activity. There is currently a statutory appeal ongoing.	Contingency allowed for in the programme. Close project monitoring. Projects required to submit evidence of expenditure as part of monitoring and reporting.	L	**Yes**
Reputational	As the BLE and LEZ income is managed by the Council and used to implement projects which contribute to	Approve the release of funds as detailed in this report.	L	**Yes**

	achieving LTS and air quality objectives, failure to deliver undermines the Council's commitments to improving the lives of those who live, work and visit Aberdeen.			
Environment / Climate	The BLE and LEZ programmes support sustainable and active travel and air quality improvements, therefore not implementing these could result in increased carbon emissions and air pollution.	Approve the release of funds as detailed in this report.	L	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2022-2023	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of the following commitments within the policy statement: • *Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2037, and earlier if that is possible; and* • *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.*
Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous People Stretch Outcomes	The projects identified in this report support the delivery of the following Stretch Outcomes: *11. Healthy life expectancy (time lived in good health) is five years longer by 2026* - Active and

	sustainable travel are known to improve a number of health conditions, potentially increasing life expectancy. The projects funded by BLE and LEZ will include measures to support, encourage and increase active and sustainable travel thereby also producing less greenhouse gas emissions and improving air quality.
Prosperous Place Stretch Outcomes	The projects identified in this report support the delivery of the following Stretch Outcomes: *13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate*. *14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026*. The projects funded by BLE and LEZ aim to increase active and sustainable travel which will contribute to reductions in carbon emissions and improvements in air quality, and contribute to physical and mental health and wellbeing.
Regional and City Strategies	The projects funded by BLE and LEZ will support the Regional Transport Strategy, Regional Economic Strategy, Local Transport Strategy, Aberdeen City Centre and Beach Masterplan, LOIP, Air Quality Action Plan, Local Development Plan and Aberdeen Net Zero Vision.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	None.

10. BACKGROUND PAPERS

10.1 Bus Lane Enforcement Programme Update & Future Planning 2025/26 – CR&E/25/055 (Net Zero, Environment and Transport Committee, March 2025) (Item 8).

10.2 General Fund Revenue and Capital Programme 2025/26 to 2029/30 – CORS/25/048 (Full Council, March 2025) (Item 3).

10.3 Low Emission Zone Penalty Charge Notice – Net Surplus Income Policy – CMOM/23/327 (Net Zero, Environment and Transport Committee, September 2023) (Item 11).

11. APPENDICES

11.1 None.

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Local Transport Strategy - Marketing and Engagement
REPORT NUMBER	CR&E/25/138
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 To seek agreement from Members that consultation already underway for Community Planning and Aberdeen Rapid Transit (ART) will enable a broader cross-section of opinion to inform the next draft Local Transport Strategy (LTS); and that the existing marketing and communication strategy for ART provides an opportunity to promote the vision and aims of the LTS more widely, given that ART will be a key element of the next LTS and the main messages and objectives are common to both projects.

2. RECOMMENDATIONS

That the Committee:-

2.1 Agree that the findings of the *Your Place, Your Plans, Your Future* Community Planning engagement will provide additional useful information on the transport needs and aspirations of Aberdeen's citizens, including groups under-represented in previous consultations on the Local Transport Strategy (LTS);

2.2 Agree that planned engagement on Aberdeen Rapid Transit (ART) provides an opportunity to seek views on transport more widely, for the benefit of the ART project which will depend on the policies of the wider LTS for its success;

2.3 Subject to recommendations 2.1 and 2.2 being agreed, instruct the Chief Officer - Strategic Place Planning to use the outcomes of these exercises to inform a revised draft LTS which reflects the views of a broader and more diverse cross-section of the public and stakeholders, and to report this back to Committee in 2026, aligned with the progress of the next Local Development Plan; and

2.4 Agree that the marketing and communications strategy for ART provides an opportunity to promote the vision and aims of the LTS more widely, given that ART will be a key element of the next LTS and the main messages and objectives are common to both projects.

3. CURRENT SITUATION

3.1 In August 2023, the Net Zero, Environment and Transport Committee approved a draft Local Transport Strategy (LTS) for public and stakeholder consultation. Consultation took place between November 2023 and January 2024, with the outcomes reported back to Committee in September 2024. The report noted that the response to the consultation was largely negative, albeit it was clear that many respondents used the opportunity to comment on individual transport initiatives prevalent in the public discourse at the time, such as bus gates and the Low Emission Zone, rather than considering the city's future transport needs more widely. It also noted that the demographics of those responding to the consultation were not representative of the diversity of the people of Aberdeen as a whole.

3.2 In response to the report, the Committee instructed the Chief Officer - Strategic Place Planning to:

- *report back to committee via a service update the measures in place to increase the response from underrepresented groups and to align more closely to the demographic profile of the city*; and
- *develop a marketing and engagement strategy…with the objective of increasing understanding of the impact transport has on climate change and how transport solutions could contribute to making Aberdeen a great place, to live, work, study and visit*.

3.3 To address these points, Members of the Committee were invited to a workshop on 15 April 2025 to discuss how to achieve a broader cross-section of input into the next draft LTS and how to build support for the vision and aspirations of the LTS.

3.4 In terms of the first point, it was noted that the then current (March – May 2025) Community Planning engagement exercise, *Your Place, Your Plans, Your Future*, included a specific topic on sustainable transport, with transport also filtering through additional topics (Place, Infrastructure, and Climate Change, Mitigation and Adaptation). It was also noted that, as well as an online questionnaire, events were being held in each locality area to enable direct dialogue with communities, while officers were also engaging directly with a number of groups representing the traditionally 'hard to reach' and those with protected characteristics. As such, and recognising the risks of consultation fatigue, it was agreed by workshop attendees that this offered a good opportunity to capture feedback from a diverse range of stakeholders who would not traditionally respond to a consultation specifically on the LTS, but whose views would be important to capture to inform the next draft LTS. Consultation outcomes are expected to be available to officers later in 2025, and will be used to inform a number of different Council plans and strategies, including preparation of the next Local Development Plan (LDP).

3.5 Members were also updated on work taking place on marketing and communication of, and engagement on, Aberdeen Rapid Transit (ART). Streets UK has been appointed to lead on ART marketing and engagement through Hub North Scotland, with a public information campaign, events, a stakeholder

forum and business engagement proposed over the coming months. Rather than developing a separate communication strategy for the LTS, Members at the workshop agreed that the engagement and communication on ART planned is intrinsically linked to communication of the aims of the LTS, in terms of the wider outcomes that ART is trying to achieve and the rationale for the project, and agreed that communications activity should be co-ordinated to ensure that activity around ART can support the development of the LTS and vice versa. To compliment this activity, Officers will also align the ART engagement work with the funding agreed by the Finance and Resources Committee in September 2024 for city centre transport and mobility focus groups from the Bus Lane Enforcement surplus.

3.6 It is therefore considered that this 'three-pronged' approach (combining existing LTS consultation outcomes with the Community Planning consultation and ART engagement outcomes) will provide a more detailed and diverse body of evidence to inform development of a revised draft LTS, without the need for additional consultation prior to development of a revised draft document. Furthermore, there are opportunities to align with already planned marketing and engagement on ART to broaden this out to consider the LTS more widely, including raising awareness of the negative impacts of transport, how transport solutions can help us achieve strategic objectives, and the promotion of key messages to dispel myths around transport and make the LTS and what it seeks to achieve more personal and meaningful to the travelling public.

3.7 In terms of timelines, it is expected that public and stakeholder views on the options being progressed to the ART Programme Level Outline Business Case (OBC) will begin in Autumn 2025, following the meeting of the City Region Deal Joint Committee on 12 September 2025. Work would then begin on the Programme Level OBC for ART, with the intention being to have a robust case developed by the end of 2026. It will be important to have a revised draft Local Transport Strategy in the public domain by this time to ensure that the case for future investment in ART is well demonstrated in relevant Council plans and strategies.

3.8 By progressing in this way, the opportunity also exists to better align the revised draft of the LTS with the development of the emerging Local Development Plan (LDP), and specifically the Cumulative Transport Appraisal that the next LDP will be informed by. Aligning the two documents will be beneficial to ensure a more strategic, joined up, approach to development opportunities and the role of the transport system to move people around, but also to allow the continuation of the conversation around 'place' following from the *Your Place, Your Plans, Your Future* conversations earlier this year.

3.9 In terms of next steps, Officers will report in Summer 2025 asking for Council's approval to submit the Evidence Report for the Local Development Plan to Scottish Ministers for the Gate Check process. The timelines for Gate Check are determined by the capacity of the Scottish Government's Planning and Environmental Appeals Division (DPEA). The DPEA have already intimated to Officers that, due to a number of other local authorities programmed to submit for Gate Check at the same time (due to the requirement for all local authorities across Scotland to complete a new Local Development Plan by 2028), it is

possible that the 3-month Gate Check target set by Ministers may be breached. Timelines for progressing the revised draft LTS may be impacted as a result, however aligning the revised draft LTS to the LDP programme remains Officers' preference in order to ensure a more strategic, joined up approach to place capacity building and delivery. Should any delays look to impact on the progress of the ART Programme Level Outline Business Case then this may need to be reviewed however.

3.10 Meantime, Officers will also keep under review the commitment made in the Scottish Government's Programme For Government 2025 to publish jointly with COSLA "*a renewed policy statement on reducing car use in Scotland, which will set a successor target for car use reduction aligned with the development of the draft Climate Change Plan*" (Programme for Government, page 26) alongside the commitment for the Government to work with COSLA and regional transport partnerships, such as Nestrans, to develop delivery plans for car use reduction, reflective of different communities and places.

4. FINANCIAL IMPLICATIONS

4.1 City Region Deal funding is currently in place to support development of the ART Business Case, including marketing, communication and engagement activities to support business case development.

4.2 While communication and engagement on the LTS is beyond the scope of the City Region Deal, Members of the Finance and Resources Committee have previously approved £20,000 from Bus Lane Enforcement surplus for a "*professionally facilitated bi-annual focus group to collect data on opinions and personal experiences on…the need for continued understanding of perceptions, insights, attitudes and experiences on City Centre Masterplan objectives, particularly around mobility and accessibility"*. As noted above, officers will align the ART engagement work with this funding previously agreed by Members to provide added value to the LTS.

5. LEGAL IMPLICATIONS

5.1 There are no legal implications arising from this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no environmental implications arising from this report.

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	There are risks around developing a LTS that does not reflect the diversity of people and experience in Aberdeen, in that it may not ultimately meet the needs and aspirations of each group.	Use the outcomes of additional relevant ongoing and planned engagement exercises to inform the next draft LTS.	M	**Yes**
Compliance	LTS marketing and engagement is not within the agreed scope of City Region Deal funding.	Reallocate Bus Lane Enforcement funding to cover these tasks.	L	**Yes**
Operational	No risks identified at this stage.			**Yes**
Financial	LTS marketing and engagement is not within the agreed scope of City Region Deal funding.	Reallocate Bus Lane Enforcement funding to cover these tasks.	L	**Yes**
Reputational	A LTS that does not reflect the diversity of views and experiences in Aberdeen may not be well-received by members of the public and could open the Council up to accusations of favouring the needs of one group over another. The Council may be accused of cynically trying to 'sell' the LTS to members of the public, who may not believe the key	Use the outcomes of additional relevant ongoing and planned engagement exercises to inform the next draft LTS. Ensure any key messages are supported by data and that the actions recommended in the LTS can be linked back to an identified quantifiable problem that transport has a role in addressing.	M	**No**

	messages being promoted.			
Environment / Climate	No risks identified at this stage.			**Yes**

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the commitments in the policy statement to deliver a revised Local Transport Strategy, and to consult with citizens, community councils and other partners on the work of the City Council.
Local Outcome Improvement Plan 2016-2026	
Community Empowerment Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 16 – 50% of people report they feel able to participate in decisions that help change things for the better by 2026 – in that it looks to ensure the Local Transport Strategy is informed by a wide cross-section of members of the public, representative groups and businesses.

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 Draft Aberdeen Local Transport Strategy (2023-2030) - COM/23/235 (Net Zero, Environment and Transport Committee, August 2023) (Item 7)

10.2 Draft Aberdeen Local Transport Strategy Consultation - CR&E/24/258 (Net Zero, Environment and Transport Committee, September 2024) (Item 14)

11. APPENDICES

11.1 None.

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Active Travel for School Journeys
REPORT NUMBER	CR&E/25/139
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Tony Maric / Laurie Robertson
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1. This report provides information to Members on work that is underway and / or planned within Aberdeen to promote and encourage more, and safe, active travel to school and provides an update on work that is underway to launch a School Streets pilot in Aberdeen.

2. RECOMMENDATIONS

That the Committee:-

2.1. Note the range of work that is currently ongoing to support and enable active travel to school in Aberdeen;

2.2. Instruct the Chief Officer – Operations, following consultation with the Convenor of the Net Zero, Environment and Transport Committee and the Convenor of the Education and Children's Services Committee, to determine which school would be most suitable to take forward as a Schools Street pilot project, and for this decision to be informed by the criteria set out in report presented to the 21st January 2025 Net Zero, Environment and Transport Committee on implementing suitable schemes; and

2.3. Instruct the Chief Officer - Strategic Place Planning to bring a Service Update on progress of the Schools Street pilot back to this Committee by the end of 2025.

3. CURRENT SITUATION

3.1. In response to a report on active travel to school presented to the Net Zero, Environment and Transport Committee on 21st January 2025, the Committee:

- Instructed the Chief Officer – Strategic Place Planning, following consultation with the Chief Officer - Education and Lifelong Learning and Chief Officer – Operations, to write to chairs of Parent Councils and Head Teachers across the city offering support with the development of

a School Travel Plan, with priority given to those schools who had recorded road safety incidents and near misses on nearby roads in the last two years;

- Instructed the Chief Officer – Strategic Place Planning to ensure that any travel behaviour change programme for 2025/26 continued to support healthy, active and safe travel amongst children and young people and report back to this Committee within six months on what steps could be taken to increase uptake of under-utilised interventions such as walking buses or bike trains; and,
- Instructed the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer – Education and Lifelong Learning and the Chief Officer - Operations, to write to chairs of Parent Councils and Head Teachers to invite applications from suitable schools including secondary schools for a School Streets pilot, and to report back to this Committee within twelve months with the level of interest received, and any proposed next step.

3.2. This report outlines how Officers have satisfied these instructions.

School Travel Plans and Behaviour Change Initiatives

3.3. In April 2025, Officers compiled a survey to find out what help and advice schools would like in order to help to implement their School Travel Plans, and what barriers, if any, they have found when trying to implement ideas such as walking buses or bike trains. All primary, secondary and independent schools in Aberdeen were sent a link to the survey on 14th April 2025, with school staff encouraged to liaise with Parent Councils when responding. Schools were asked to complete the survey within 2 weeks.

3.4. Initial analysis of the results shows that 20 schools replied to the survey and, of these, 16 schools had current Travel Plans in place. All schools who responded had participated in a variety of the different activities outlined in the survey. The most commonly-identified intervention (10 schools) that schools would like to have in place but do not were 'School Footprints' demarcating safe walking routes to school (see paragraph 3.5). Officers have since secured funding to deliver additional footprints at schools this year (see paragraph 3.7). A number of schools also stated willingness to take part in campaigns and educational initiatives such as Bike Week, the Big Pedal and the Big Street Survey, therefore officers will re-circulate the existing Travel Plan Guidance to schools, which contains more information on and web links to such interventions. In terms of walking bikes and cycle trains specifically, a number of schools were supportive of these schemes and had trialled them, but the biggest barrier to making them permanent was a lack of volunteers to sustain the trains on a permanent basis, and uncertainty over roles and responsibilities. Given that officers are aware of a successful 'Bike Bus' running in Countesswells School, those schools who have expressed an interest in walking and bike buses will be encouraged to engage with Countesswells School on their approach to successfully setting this up, and attracting and retaining volunteers. Further analysis of the survey outcomes will inform where additional support is needed for schools in the 2025/26 school year.

3.5 Officers from the Transport Strategy and Programmes team recently collaborated with students and staff at Brimmond School in Bucksburn to improve routes to school and cycling facilities. Coloured footprints have been painted on traffic-free footpaths connecting the school with parking bays in the surrounding area to support walking journeys to school as well as Park & Stride opportunities. Each footpath has a designated colour, facilitating safe journeys for children and young people who want to travel to school either independently or with friends. A new cycle track was also introduced to the playground, allowing children to develop road safety awareness through play. The cycle track was an instant hit, with students bringing their own bikes from home or using bikes supplied by the school. A video clip has been included of the work undertaken at Brimmond School and the reaction to it from the head teacher

Funding Sources

3.6 External funding for active travel projects in schools during 2025/26 has been secured via the Local Authority Direct Award (LADA) funding stream from Transport Scotland. This amounts to £92,946. Officers also successfully applied to the Nestrans People and Places (P&P) funding stream for an additional £180,040. At the March 2025 meeting of the Net Zero, Environment and Transport Committee, Members also allocated Bus Lane Enforcement (BLE) surplus for active travel education in schools totalling £350,000 over 3 years.

3.7 The table below shows the behaviour change projects aimed specifically at schools and the available funding streams that are proposed for this funding in 2025/26. Other P&P projects being delivered in 2025/26 are also likely to include an element of schools engagement, although the details of this are still to be determined.

Project	**Funding Stream**	**Revenue**	**Capital**	**Total Amount**
School Travel Planning Assistance	LADA	£8,916	£10,000	£18,916
Travel Tracker	LADA	£42,925	£31,105	£74,030
I Bike (delivered through Sustrans)	BLE	£105,000	£11,667	£116,667
School Cycle Parking Shelters	P&P	£7,000	£60,000	£67,000
School Footprints	P&P	£7,000	£20,000	£27,000
School Streets Pilot	P&P	£7,000	£20,000	£27,000
Learn to Ride, Bikeability and Bike Doctor	P&P	£59,040	£0.00	£59,040
Totals		**£236,881**	**£152,772**	**£389,653**

3.8 The outcomes of the school survey mentioned above will help inform the work programme and prioritisation of these funding streams in the current financial year.

School Streets

3.9 In April 2025, Officers also issued an Expression of Interest Form to all schools across the City to ask them to signify their interest in a potential future School Streets pilot.

3.10 School Streets are areas around schools where motorised traffic is restricted during pupil drop-off and pick-up times. The concept is firmly established in other areas of Scotland, the UK and Europe, with much research and evaluation published. The main benefits of School Streets are identified as:

- A reduction in car traffic around schools;
- Lower vehicle speeds on School Streets and surrounding streets;
- Increased feelings of safety on the journey to school;
- Improved air quality on affected streets; and,
- Increased physical activity, with more pupils walking, wheeling and cycling to school.

3.11 7 schools showed an initial interest in the School Streets pilot, via the Expression of Interest Form. These expressions of interest will now be assessed by officers to determine which school would be most suitable to take forward as a pilot project. The final decision on which school to progress as a pilot project would be agreed in consultation with the Convenor of the Net Zero, Environment and Transport Committee and the Convenor of the Education and Children's Services Committee.

3.12 It is officer's intention that, upon identification of a suitable school, the pilot project will commence this financial year. Progress on the pilot would be closely monitored and an update reported back to Members through a Service Update.

3.13 The rollout of 20mph zones will have further benefits for pupils travelling to and from school, and is the subject of a separate report on the Committee's agenda.

4. FINANCIAL IMPLICATIONS

4.1 The projects described in this report will be funded via a range of external funding streams, as shown in section 3.7.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

6.1 The projects listed in this report aim to enable and encourage more children, their families and school staff, to travel sustainably to school, thus reducing the impact of the journey to school on carbon emissions and supporting local air quality improvements.

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	Failing to support healthy and active travel amongst children and young people could put at risk the Council's ability to meet a number of strategic objectives in relation to health and wellbeing, transport and the environment.	Continue to work with schools to deliver travel behaviour change programmes and incentives.	L	**Yes**
Environment / Climate	Failing to support healthy and active travel amongst children and young people could put at risk the Council's ability to meet net zero and air quality obligations.	Continue to work with schools to deliver travel behaviour change programmes and incentives.	L	**Yes**
Compliance	No significant risks identified	N/A	L	**Yes**
Operational	No significant risks identified	N/A	L	**Yes**
Reputational	No significant risks identified	N/A	L	**Yes**
Financial	No significant risks identified	N/A	L	**Yes**

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposal within this report supports the delivery of the following aspect of the policy statement:- • Explore options to make travel to school safer and more child-friendly and to reduce vehicle congestion at school gates.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	The proposal within this report supports the delivery of LOIP Stretch 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*, in that encouraging less car travel will contribute to emissions reduction. The proposal also supports the delivery of Stretch Outcome 14: *Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026*, in that they seek to support, and create the conditions for, more walking, wheeling and cycling to school.
Regional and City Strategies	The proposal within this report supports the Regional and Local Transport Strategies and the Net Zero Mobility Plan, by supporting and enabling a shift to active and sustainable modes of transport, thus reducing the impact of transport on the environment.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Previous Integrated Impact Assessment has been reviewed and changes made relating to date of Committee.
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 21st January, Net Zero, Environment and Transport Committee Report on Active Travel to School

11. APPENDICES

11.1 None

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	£1 Off-Street Evening Parking Fees
REPORT NUMBER	CR&E/25/129
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 This report sets out the quantifiable impact of the £1 off-street parking fees after 5pm, 6-month trial between May and October 2024.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the analysis carried out on the parking transactions and that the scheme was successful in attracting additional patronage of ACC off-street car parks after 5pm; and

2.2 Acknowledge that the cost of running such promotions, impacts the parking income for Aberdeen City Council.

3. CURRENT SITUATION

3.1 The Council Budget meeting on 6 March 2024 resolved "to instruct the Director of City Regeneration and Environment to implement £1 off-street parking fees after 5pm, and to run this for six months before reporting the impact on the city centre to the Net Zero, Environment and Transport Committee;"

3.2 The car parks are located on Virginia Street, Gallowgate, Frederick Street, Summer Street, Chapel Street, West North Street, Denburn, and Virginia Street.

3.3 The £1 charge represented a saving of up to £4.80 on standard charges for three hours' parking in the evening. Normal charging rates resumed from 8am.

3.4 The revised parking prices were introduced in May 2024. This information was shared through press release, ACC website and social media.

3.5 <u>Analysis</u>

3.5.1 Analysis was undertaken using parking data which provides a breakdown of parking transactions for the period May to October for the car parks included in the £1 promotion for parking at selected car parks after 5pm. Note: July has not been included in the comparison data due to Denburn multi-storey car park being closed for much of the month in 2023.

3.5.2 The data analysis showed that there was an increase of 754 transactions (3.5%) after 5pm, in 2024 during the promotional period when compared to the same period in 2023. This was mainly across Denburn multi-storey car park and Gallowgate car park as the other car parks saw a reduction in numbers. The largest increase was evident in October with a 19% increase in parking in October 2024 compared to October 2023. See Appendix 1 for full analysis details.

3.5.3 In comparison, daytime parking transactions for the promotional period were also analysed. There was a decrease of 1,907 transactions in 2024 during the promotional period. There were increases recorded within Chapel Street, Denburn multi-storey car park and Gallowgate car park however overall transaction numbers were down. See Appendix 2 for full analysis details.

3.5.4 12-27 October 2024 saw the Iconic Bricks Dinosaur Trail underway within the city centre alongside free car parking at weekends in October 2024 which targeted city centre locations (Frederick Street and Denburn multi-storey car parks) over a four week period. These were features of the Vibrant and Sustainable City Centre Pilot approved in August 2024.

3.5.5 During the promotional period, parking income after 5pm decreased from £66,496.80 in 2023 to £49,557.60 in 2024 and parking income for the daytime period increased from £295,724.08 in 2023 to £315,562.00 in 2024.

3.5.6 Parking charges were increased through the budget process in 2024 by 5%, hence the rise in income for daytime transactions, whilst the number of transactions were down.

3.6 Conclusion

3.6.1 The reduction in parking charges after 5pm did lead to an increase in the use of certain car parks during the promotional period and a lesser decline in others. The increased usage of Denburn and Gallowgate car parks was mirrored during the daytime however there was an overall reduction of daytime parking transactions over the same 6-month period when all car parks were considered.

3.6.2 Given that there are a number of car parks within the city centre that are not within the Council's control, it is not possible to determine whether the increase in parking transactions within the Council's car parks was a result of additional vehicle trips generated on the road network or of transfers of customers from other car parks.

3.6.3 The analysis undertaken for this report is relevant to the Strategic Car Parking Review (subject to a separate report to this Committee) and will therefore be considered in the development of parking policies in the next Local Transport

Strategy. This will recognise the need to balance vehicular accessibility with our environmental obligations, the revenue implications to the Council of changes to car parking, and the need to support and encourage non-car modes of transport, for the health and wellbeing of our citizens and for the continued health of the local bus network, which is vital to supporting the accessibility of those unable to drive a car or who do not have access to a private vehicle.

4. FINANCIAL IMPLICATIONS

4.1 Analysis of the income data identifies a cost of £16,939.20 for the final scheme. This does not consider the anticipated income that would have been generated by the 5% parking charge increase that was implemented by the budget process in 2024.

5. LEGAL IMPLICATIONS

5.1 All changes to parking charges must be implemented through a statutory process, including reversal of the changes to standard parking charges. These works have been undertaken as charges have now reverted to the baseline.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The scheme may have increased traffic movements at peak times in the city, negatively impacting air quality which has largest impact to low-income households or those from areas of deprivation where car ownership is at its lowest and other modes such as walking and cycling is used. This may have negatively impact vulnerable groups by increasing traffic flow making access to areas less safe through increased road safety risk.

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 identified			
Compliance	No significant risks identified			
Operational	No significant			

	risks identified			
Financial	Loss of income despite increased transaction numbers	A budget allocation was made for this trial which was not fully required.	L	Yes
Reputational	No significant risks identified			
Environment / Climate	Potential attraction of an increase in vehicles within the city centre at peak times.	It is anticipated that vehicles using the facilities of an evening may have transferred from other, private car parks or on-street facilities. They may not represent new vehicles into the city centre.	L	Yes

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	Proposals within the report support the delivery of LOIP Stretch Outcome 14: Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026.
Regional and City Strategies Local Transport Strategy	The Local Transport Strategy sets out the importance of managing parking within the city centre to support residents, retail, hospitality and other businesses, whilst balancing the needs of those using public transport and active travel 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

11.1 Appendix 1 – Transaction Analysis for after 5pm May to October 2023 and 2024

11.2 Appendix 2 – Transaction Analysis for daytime May to October 2023 and 2024

12. REPORT AUTHOR CONTACT DETAILS

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PaybyPhone Parking Transactions for Promotional Period

This page provides a breakdown of parking transactions using the PaybyPhone App for the period May - October* for the car parks included in the £1 promotion for parking at selected car parks after 5pm. The data shows comparisons between 2023 and 2024 for the number of transactions after 5pm.

As can be seen across the visuals there was an increase of 754 transactions (3.5%) in 2024 during the promotional period this was mainly across the Denburn Multi-Storey Car Park and the Gallowgate Car Park. The largest increase was evident in October with a 19% increase in parking in October 2024 compared to 2023.

Over period May - October* after 5pm there was a 25% reduction in parking revenue from 2023 to 2024.

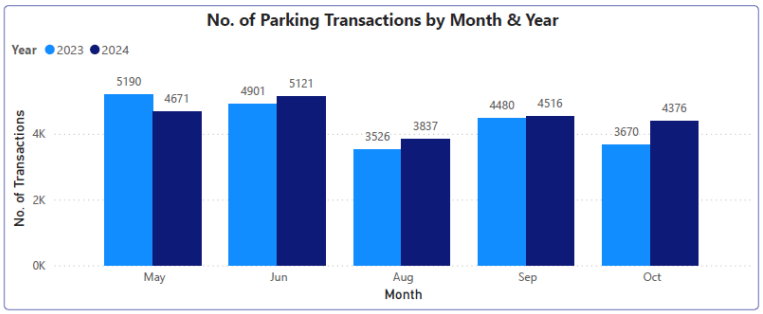
**July has not been included in the comparison data due to an anomaly in the data set due to a temporary car park closure in 2023.*

MonthName	2023	2024	Difference in parking transactions
May	5190	4671	-519
June	4901	5121	220
August	3526	3837	311
September	4480	4516	36
October	3670	4376	706
Total	**21767**	**22521**	**754**

Total Sum of Parking Payments

£66,496.80	2023
£49,557.60	2024

Location Name	2023	2024	Difference in parking transactions
Frederick Street multi-storey Car Park Long Stay	300	226	-74
West North Street multi-storey Car Park	455	374	-81
Virginia Street Car Park	495	420	-75
CHAPEL STREET	603	609	6
Summer Street Car Park	1558	1414	-144
Frederick Street multi-storey Car Park	2804	2546	-258
Denburn multi-storey Car Park	7257	8200	943
Gallowgate Car Park	8295	8732	437
Total	**21767**	**22521**	**754**



Appendix 2 – Transaction Analysis for daytime May to October 2023 and 2024

PaybyPhone Parking Transactions for Promotional Period

This page provides a breakdown of parking transactions using the PaybyPhone App for the period May - October* for the car parks included in the £1 promotion for parking at selected car parks after 5pm. The data shows comparisons between 2023 and 2024 for the number of transactions before 5pm.

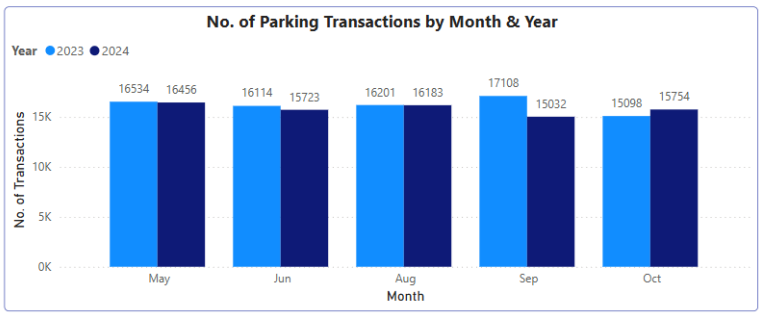
**July has not been included in the comparison data due to an anomaly in the data set due to a temporary car park closure in 2023.*

MonthName	2023	2024	Difference in parking transactions
May	16534	16456	-78
June	16114	15723	-391
August	16201	16183	-18
September	17108	15032	-2,076
October	15098	15754	656
Total	**81055**	**79148**	**-1,907**

Total Sum of Parking Payments

£295,724.08	2023
£315,562.00	2024

Location Name	2023	2024	Difference in parking transactions
CHAPEL STREET	4076	4298	222
Denburn multi-storey Car Park	20074	20801	727
Frederick Street multi-storey Car Park	9944	9332	-612
Frederick Street multi-storey Car Park Long Stay	958	1020	62
Gallowgate Car Park	32788	34228	1,440
Summer Street Car Park	6415	5010	-1,405
Virginia Street Car Park	2396	1964	-432
West North Street multi-storey Car Park	4404	2495	-1,909
Total	**81055**	**79148**	**-1,907**



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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Strategic Car Parking Review
REPORT NUMBER	CR&E/25/136
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

1.1 To advise Committee of the outcomes of the Strategic Car Parking Review.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the outcomes of the updated Strategic Car Parking Review, as per Appendices 1 and 2; and

2.2 Agree that the findings and recommendations of the Strategic Car Parking Review be considered in the development of the refreshed Local Transport Strategy and the Aberdeen Rapid Transit Outline Business Case.

3. CURRENT SITUATION

3.1 In 2019, a Strategic Car Parking Review (SCPR) was undertaken for Aberdeen, which considered the relationship between publicly available car parking and the city's economic, social and environmental wellbeing, and how parking provision fits with the Council's strategic transport and land use plans. The outcomes were reported to the Council's City Growth and Resources Committee in June 2019. The Committee noted the findings and instructed the Chief Officer - Strategic Place Planning to develop a draft Car Parking Strategy and report back to Committee in summer 2020. This work was interrupted by the COVID-19 pandemic. Given the impact of the pandemic on the city centre economy and car park usage, it was not considered appropriate to pursue a Car Parking Strategy at that time.

3.2 In October 2023, in response to a report on the feasibility of changing pay and display parking policy, Members of the Net Zero, Environment and Transport Committee instructed the Chief Officer - Operations and Protective Services, following consultation with the Chief Officer - Strategic Place Planning, to explore the feasibility of undertaking a review of on-street and off-street parking

and report back with a timeline and resource implications to the next Committee.

3.3 It was considered appropriate to look at these issues as part of a wider refresh of the Strategic Car Parking Review, given the scale of the changes Aberdeen has seen since 2019. In January 2024, the Committee noted the likely costs and timescales for updating the SCPR and instructed officers to proceed, subject to funding being available, and report the outcomes back to Committee.

3.4 The subsequent review identified the following changes associated with car parking since 2019:

- The Transport (Scotland) Act 2019 banned pavement parking, double parking and parking at dropped kerbs, with these measures now being enforced in Aberdeen. It also introduced a discretionary Workplace Parking Licensing (WPL) power, allowing local authorities to decide whether they wish to implement a WPL and to shape proposals to suit local circumstances;
- The Low Emission Zone (LEZ) has not significantly impacted on city centre car park accessibility. While a small number of car parks are located within the LEZ boundary, the vast majority are still accessible to those using non-compliant vehicles;
- Similarly, the city centre traffic management changes do not preclude the ability for people to access car parks in the city centre;
- Parking charges for on- and off-street car parks and the cost of residential parking permits increased from 01 April 2023 (and have since increased again as part of the 2025/26 budget process);
- Significant work has been undertaken to digitise car parking via replacing and modernising parking infrastructure, and to improve the customer experience. This includes the introduction of virtual parking permits, replacement and rationalisation of parking meters and deployment of Automatic Number Plate Recognition (ANPR) vehicles, allowing intelligence-led and directed enforcement;
- As part of the lease agreement with Shell, the Chapel Street car park has been refurbished, although there are now fewer spaces available to members of the public on weekdays;
- Options are currently being reviewed by the Council's Corporate Landlord for improvements to the Denburn and West North Street multi-storey car parks.

3.5 The review has examined a range of data relating to current car parking pricing and policy in Aberdeen, and how this compares to other UK cities (Appendix 1, although please note that recent budget decisions have overtaken some of the issues highlighted in the Appendix 1 report). This tells us:

- There are sufficient car parking spaces within the city centre (ACC and privately operated) to meet demand;
- Bus-based Park and Ride sites in the region remain underutilised, although some rail-based sites are at or beyond capacity;
- Parking charges for privately operated car parks are significantly higher than the Council's tariff structure;

- Private car parks typically have charges for 24 hours, with ACC having a charging structure that generally applies for 12 hours a day;
- The cost of a full day of parking in the city centre is more expensive than the cost of an all-day bus ticket or rail return ticket within Aberdeenshire, however the cost per person decreases as car occupancy increases meaning it is cheaper for four adults to travel by car and park for 10 hours than to take the bus;
- The cost of city centre car parking in Aberdeen is significantly lower than in Glasgow and Edinburgh, although higher than Dundee;
- When looking at ACC car parking charges alongside those of some comparator UK cities:
    - Charges at council operated car parks are slightly higher than the equivalent tariffs in Dundee, Belfast and Plymouth, but are significantly lower than the charges applied in Glasgow and in comparison for some durations in Nottingham;
    - On-street parking tariffs in Aberdeen are higher than those of the other comparator cities, other than Glasgow;
    - Resident and business parking permit tariffs are higher than all comparator cities, other than Glasgow.

3.6 Other key points identified were:

- Research indicates that the cost of parking is not generally a primary consideration for retail customers in comparison with location / convenience (this is supported by the data which suggests that paid-for parking at Union Square and Trinity Mall was better utilised than Council car parks on Sunday mornings, which offered free parking at the time of the research), likelihood of finding an available space, and personal safety, and that the introduction of parking charges / controls does not in isolation have a detrimental impact on the performance of town centres;
- Parking has a major influence on the transport choices people make and can be used as a demand management tool. The availability and price of parking spaces can be a key consideration in the number of car trips and the relative attractiveness of other modes; and,
- Travel demand management measures are crucial to achieving transport modal shift, particularly the successful delivery (and maximisation of the benefits) of Aberdeen Rapid Transit (ART), as evidenced in the ART Strategic Business Case, which is a separate agenda item for this Committee.

3.7 The review concluded with a series of outcomes which are summarised in Appendix 2. It is the view of officers that the outcomes of the SCPR do not point towards any immediate actions for the Council, and that a number of the recommendations are already being progressed as 'business as usual'. In terms of next steps, it is therefore proposed that Officers consider the outcomes and recommendations of the review to inform the ongoing development of the Local Transport Strategy (LTS) and the ART Business Case and, where appropriate, consider what recommendations of the Review should be taken forward in this context. Officers also note that the decision of the Finance and Resources Committee on 07 May 2025 in relation to the North of Scotland Electric Vehicle Charging Infrastructure Partnership may have

implications for the car parking estate and will also give consideration to this in the development of the LTS.

3.8 Furthermore, Officers are aware of the analysis undertaken for the £1 parking after 5pm trial (subject to a separate report to this Committee) and will likewise use these findings to inform the consideration of parking policies in the next LTS. This will recognise the need to balance vehicular accessibility with our environmental obligations, the revenue implications to the Council of changes to car parking, and the need to support and encourage non-car modes of transport, for the health and wellbeing of our citizens and for the continued sustainability of the local bus network, which is vital to supporting the accessibility of those unable to drive a car or who do not have access to a private vehicle.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications arising from the report. This report presents the finding of the Strategic Car Parking Review, and the progression of any recommendations from the report will be considered in the development of the refreshed Local Transport Strategy and the Aberdeen Rapid Transit Business Case, both of which will be subject to separate future reporting.

5. LEGAL IMPLICATIONS

5.1 There are no legal implications arising from this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the report. The progression of any recommendations from the report will be considered in the development of the refreshed Local Transport Strategy and the Aberdeen Rapid Transit Business Case, both of which will be subject to separate future reporting.

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	Failure to implement travel demand management measures could put	Continue to monitor risk as recommendations evolve as part of the LTS.	L	**Yes**

	at risk the Council's ability to achieve a range of strategic priorities relating to transport, health and the environment, and could undermine the viability of aspirational strategic projects such as ART.			
Compliance	No significant risks identified.			**Yes**
Operational	No significant risks identified.			**Yes**
Financial	Changes to car parking policy could have positive or negative impacts on revenue from car parking.	Continue to monitor risk as recommendations evolve as part of the LTS.	M	**Yes**
Reputational	Any changes to car parking policy and provision could be viewed negatively by members of the public and stakeholders and portrayed as a barrier to city centre accessibility. Conversely, failing to address car parking as part of a suite of travel demand management measures may suggest the Council is not committed to its sustainability and net zero obligations, and could undermine the success of ART.	Ensure any policies recommended in the LTS strike an appropriate balance between the competing needs of and demands on the city centre.	L	**Yes**

Environment / Climate	Failure to implement travel demand management measures could put at risk the Council's ability to achieve city centre air quality and net zero obligations.	Consider the outcomes of the review in the development of the refreshed draft LTS.	L	**Yes**

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	Changes to car parking policy and provision could support the following Prosperous Place Stretch Outcomes, in that any changes seek to reduce the negative environmental impacts of transport and encourage the adoption of healthier transport modes: • *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*; and • *14. Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026*.
Regional and City Strategies	The proposals within this report support the Regional Transport Strategy, particularly Action MD3: • *Work with local authorities to develop car parking policies which contribute towards mode shift and a fairer system of payments to reflect the impact of traffic on urban areas and the need to offer alternatives to the car.* They also support the current Local Transport Strategy objective: *To develop a car parking regime that sustains and enhances the economic vitality of the City Centre and district shopping centres*. They also support the aspirations of the City Centre Masterplan, in terms of ensuring an accessible and sustainable city centre, where the negative impacts of transport on the sense of place are much reduced.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	None.

10. BACKGROUND PAPERS

10.1 North East Scotland Roads Hierarchy – OPE/19/089 (City Growth and Resources Committee, June 2019) (Item 11)

10.2 Feasibility of Changing the Current Pay and Display Policy (Notice of Motion by Councillor Malik) – RES/23/328 (Net Zero, Environment and Transport Committee, October 2023) (Item 14)

10.3 Car Parking Review – COM/24/012 (Net Zero, Environment and Transport Committee, January 2024) (Item 7)

11. APPENDICES

11.1 Appendix 1 – 2025 Strategic Car Parking Review Update Report

11.2 Appendix 2 - Strategic Car Parking Review Outcomes Report

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Strategic Car Parking Review (SCPR) 2025

2025 SCPR Update Report

Aberdeen City Council

Project number: 60732929

April 2025

Delivering a better world

Quality information

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1. Introduction

1.1 Overview

Aberdeen City Council (ACC) has appointed AECOM to update key elements of the Strategic Car Parking Review (SCPR), originally prepared by AECOM in 2018. The update to the SCPR will help to inform the development of Aberdeen's next Local Transport Strategy (LTS), which will be published in 2025. The key focus of future car parking policy is anticipated to be around demand management and maximising income, with the 2025 SCPR update reviewing the outcomes and recommendations of the previous SCPR and updating and enhancing these where necessary to support this.

This report – the *2025 SCPR Update Report* – has thus been prepared to:

- Provide an overview of the previous study outcomes;
- Set out a detailed overview of current car parking provision in Aberdeen City; and
- Provide a detailed literature review and comparison of car parking policies and initiatives in other cities to inform potential approaches in an Aberdeen context.

The outcomes of this initial stage of the SCPR update will be used to inform recommendations for ACC to progress as part of their next LTS in an *Outcomes Report* – and in broader policy areas where car parking is a key consideration.

1.2 Structure of Report

Following this introduction, the remainder of the report is structured as follows:

- Chapter 2: Aberdeen City – Updated Context
- Chapter 3: Review of Previous Work
- Chapter 4: Car Parking Provision
- Chapter 5: Car Parking Charges, Duration and Permits
- Chapter 6: Car Parking Policy
- Chapter 7: Summary

Figure 1: 2025 SCPR Update

2. Aberdeen City – Updated Context

2.1 Introduction

A number of transport changes have been implemented in Aberdeen since the completion of the previous SCPR in 2019. These are detailed below.

2.2 City Centre Changes

Low Emission Zone

ACC introduced a Low Emission Zone (LEZ) in May 2022, where only certain vehicles are able to enter based on their emissions standards. It was introduced with a two year 'grace' period meaning that between 2022 and May 2024, drivers were not fined for entering the LEZ with a non-compliant vehicle. Enforcement of the LEZ started on 1st June 2024. While a small number of car parks are located within the LEZ boundary, the vast majority are still accessible to those in non-compliant vehicles (although some people may have to change access routes to their favoured car parks if they continue to use them).

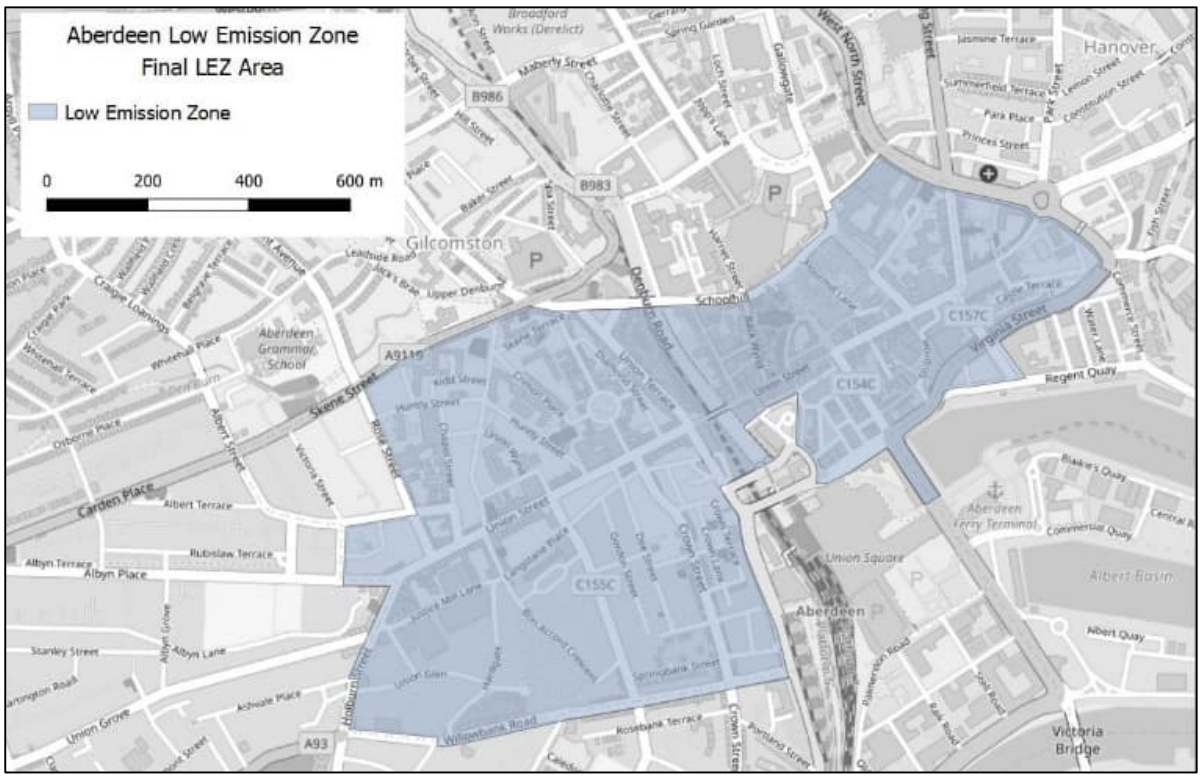

Figure 2: Aberdeen Low Emission Zone (Source: Aberdeen City Council)

City Centre Traffic Management Measures

In addition to the LEZ, ACC have also introduced a number of traffic management measures in the city centre, most notably via the implementation of a number of bus and active travel priority streets. These have been introduced to support the delivery of the Aberdeen City Centre Masterplan (CCMP) following the introduction of an Experimental Traffic Regulation Order (ETRO) in autumn 2023, which was made permanent on 17th January 2025 (coming into force on 31st January 2025). This led to implementation of restrictions on Market Street, Guild Street and Bridge Street.

As with the LEZ, the city centre traffic management measures impact on route choice, but do not preclude the ability for people to access car parks in the city centre. The locations of the city centre traffic management measures are shown in the figure below.

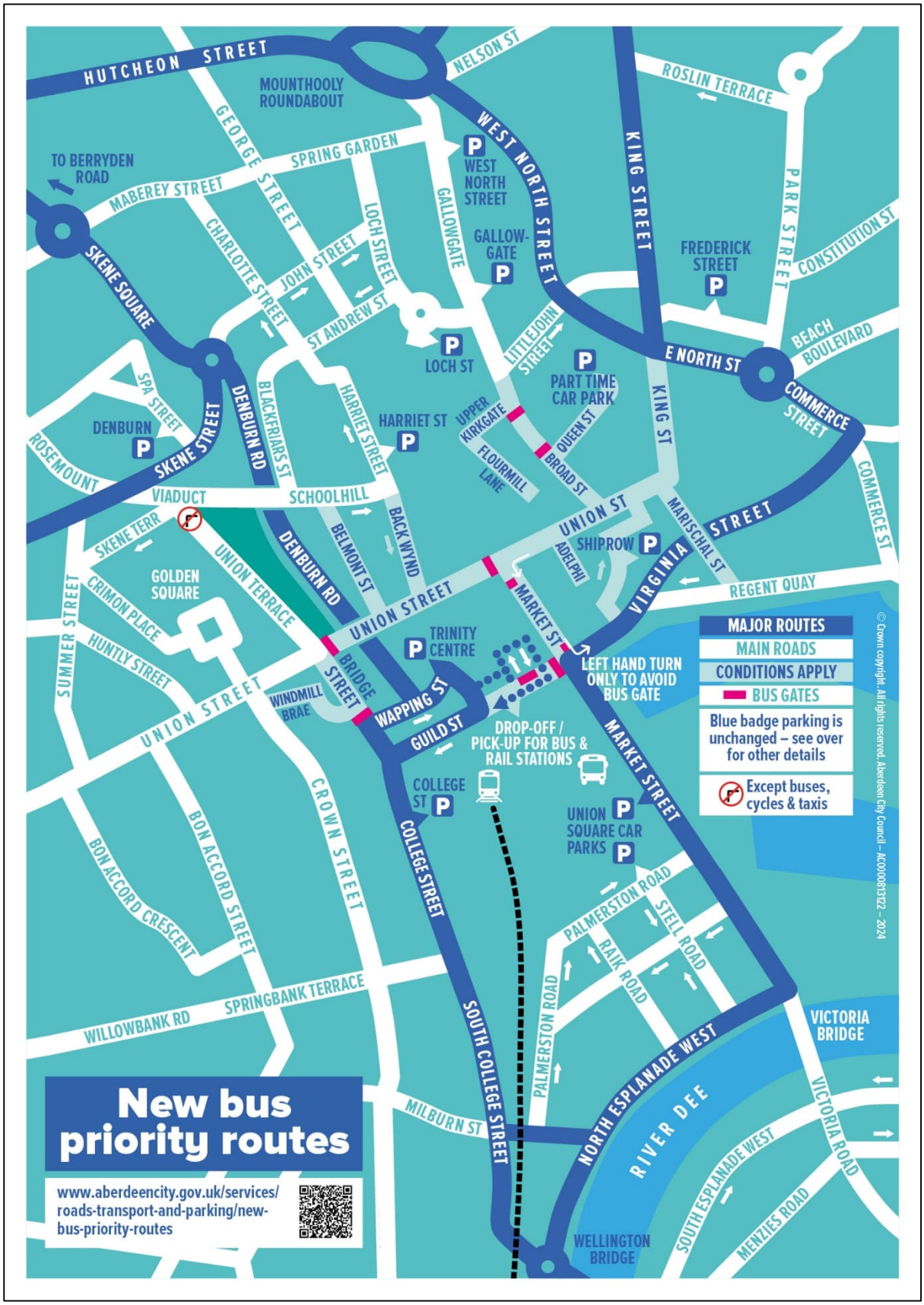

Figure 3: City Centre Traffic Management Measures (Source: Getabout.org.uk)

2.3 Parking Updates

At ACC's Budget Meeting on 5 March 2019, it was agreed to rationalise the Jack's Brae car park asset. Therefore, this car park no longer forms part of the considerations in the 2024 review.

2.4 Committee Outcomes

Since the completion of the previous piece of work, items relating to parking within the city centre have been considered at several ACC Committee meetings. The decisions of these committees have been extracted and outlined below.

Review of Parking Charges Report to Council – 14 December 2022

Motion adopted - That the Council - (1) instruct the Chief Officer - Operations and Protective Services to carry out the necessary actions to increase on-street and off-street parking charges by 10% from 1 April 2023; and (2) instruct the Chief Officer - Operations and Protective Services to carry out the necessary actions to amend the pricing structure of Resident Parking Permits.

Net Zero, Environment and Transport Committee – 31 October 2023

Motion Adopted - That the Committee:- (a) note that Aberdeen City Council controlled parking zones and car parks do not have consistent operational hours on every day of the week; (b) note that people's reasons for visiting the city centre and public transport provision have changed significantly since the current on-street and off-street city centre parking arrangements were agreed; and (c) instruct the Chief Officer - Operations and Protective Services following consultation with the Chief Officer – Strategic Place Planning to explore the feasibility of undertaking a review of on-street and off-street parking and report back with a timeline and resource implications, to the next Net Zero, Environment and Transport Committee.

Further information on the matters discussed at this meeting is provided in Chapter 5.

2.5 ART Option Appraisal & Transport Modelling Scenarios

The implementation of the LEZ and associated traffic management measures provide support for future delivery of Aberdeen Rapid Transit (ART). In June 2024, Aberdeen City Council, Aberdeenshire Council and the Nestrans Board agreed a desired network of two cross-city ART routes connecting Blackdog to Westhill and Craibstone Park & Ride to Portlethen. A Strategic Business Case (SBC) for ART is anticipated for completion at the end of the 2024/25 financial year, with an Outline Business Case (OBC) to be developed in 2025/26.

During the ART Detailed Options Appraisal, various transport modelling support was undertaken to test intervention option proposals and provide relevant model scenario results to inform the appraisal. This required application of the Aberdeen Sub Area Model 2019 (ASAM19) to test the impact of bus priority measures and provide outputs to gauge the level of passenger benefit. The ASAM19 Trip Generation and Demand models calculate predicted changes in travel demand and patterns from base-year (2019) conditions. Changes associated with the price of parking, car park capacity and accessibility of park and ride sites (and rail stations) are also represented.

Five bus / ART service options were tested using ASAM19 to inform the ART appraisal work. This work included a sensitivity test including:

- New ART mode and services.
- Reduced in-vehicle weighting to reflect quality of ART buses.
- 800m bus stop spacing.
- Reduced bus stop dwell time.
- **Supporting measure of doubling car parking charges in Aberdeen City Centre (for on- and off-street parking) to represent a range of traffic restraint initiatives.**

The ART appraisal demonstrated that the greatest benefits to public transport (and the lowest disbenefits to general traffic) are achieved under the scenario where supporting traffic restraint measures, represented in the model as a doubling of car parking charges, are implemented. This scenario was the only test modelled that demonstrated benefits to public transport greater than the disbenefits to general traffic. The ART Detailed Options Appraisal notes that *"Greater modal shift to public transport will reduce general traffic disbenefits, and supporting traffic restraint measures, such as parking policy, if implemented alongside the scheme, have the potential to ensure overall monetised benefit."*

Going forward, the success of ART will be dependent on ACC's adoption of complementary parking controls and management – changes in the extent of any parking controls exercised by ACC needs to therefore be further considered as an essential part of the wider strategy to support the delivery of ART. Alignment of parking policy

with the development of ART should therefore form a key consideration as the updated LTS is finalised in 2025. Delivery of ART itself will provide a marker for successful public transport delivery in the city (and City Region).

2.6 Concerns Raised at Consultation

Although no public consultation has been undertaken as part of the updated review, a number of pieces of work in recent years (involving elements of public consultation) have enabled feedback on perception of car parking issues in the city to be provided.

2.6.1 Nestrans Comprehensive Travel Study

Parking-related feedback from the Nestrans Comprehensive Travel Study consultation included:

- In Aberdeen City, for residents who walked locally, the cost and availability of parking was seen as a key reason for choosing to walk rather than drive. Even with a parking permit, respondents stated it could be challenging to find a parking spot and therefore moving the car to undertake a trip that can be completed by walking made less sense.
- People use their car more often when travelling to work post-COVID-19 compared to before the pandemic as they are going to the office less frequently and therefore are more willing to pay for parking now than having to do it for five days a week.
    - *"I could not afford to pay for parking five days a week, it would have been too expensive. Now though, I'm only in the office two days a week so I don't mind that. So in my head it is a cost I can afford now and it is more convenient to me than the bus."*
- Younger people (aged 16-21) were more likely to get the bus to their place of education due to access to the free travel scheme but also to avoid parking which is generally limited and expensive.
- Some respondents stated that they prefer to visit out of town retail parks as they felt the benefits of free parking (amongst other things) meant it was more preferable than going into the city centre.
- Some respondents would rather pay for parking than pay for the bus as the benefits to them were greater and they thought, but didn't know, that parking could be cheaper than using the bus.
- When asked about parking in Aberdeen City – *"It is a nightmare, you either got to have permit, which costs or the time you can park is really small so you can't achieve anything while you park. It is a hassle."*
- One of the scenarios in the survey asked respondents to consider the following: The number of car parking spaces available will halve in the next month. How will this impact your journey choice? Feedback included the following:
    - Parking is already difficult but those who want to drive will find a way regardless.
    - This would not make people change their mode choice, but it would make them think about whether they need to make the trip or if they can do their shopping at an out of town retail park or online, but also find a space further out and walk in, pushing parking demand further away from the town.
    - Some people don't have a choice, they need the vehicle for work or to pick children up from work etc.
- P&R – opportunity is to provide clearer messaging on parking and travelling into city all included in one price.

2.6.2 City Voice Survey Results

References to parking which were made within recent reports on the City Voice Survey have been collated and are summarised below.

- Parking is expensive and there is a general lack of affordable parking within the city centre. There was reference to parking permits making parking affordable in some locations.
- There is limited availability of parking.
- Need for additional disabled parking spaces were identified at: venues (theatre, art gallery etc), general city centre areas not just multi-storey, closer to amenities/main shopping centres. More enforcement of illegal disabled parking was also highlighted.

- Very rarely park in the city centre now – with new city centre traffic interventions making it extremely difficult.
- More mother and baby spaces are required.
- Respondents were asked what were the most important factors to consider when selecting a parking space within the city centre. Outputs have been combined and averages across each of the response options are presented in the graph below.

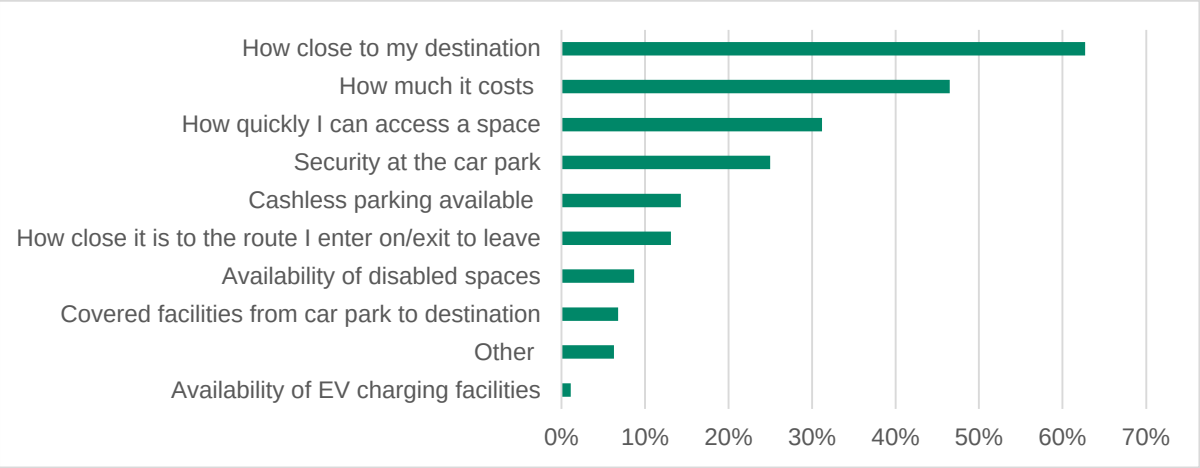

Figure 4: City Voice Survey – Most Important Parking Factors

2.6.3 ACC LTS Consultation

ACC is in the process of developing an updated LTS for publication in 2025. Responses to public consultation to inform the LTS development (with a parking focus) have been provided by ACC to highlight recent public perceptions of parking in the city.

Parking related responses from the recently completed Local Transport Strategy Consultation have been extracted and are summarised below.

Table 1: LTS Consultation Feedback

LTS Feedback Area	Key Feedback
Problems/Issues	• City centre interventions make it difficult for visitors to access multi-storey car parks within the city centre • Several comments emphasising the high price of parking, many citing this as a reason not to visit the city centre. Some suggest parking should be free to attract more visitors to the city centre. • Lack of EV charging infrastructure at car parks is holding back EV growth • Parking restrictions impact those working in areas who need access to their vehicles to conduct their work • Park and Rides do not provide the service required to encourage increased use of the facility • Parking spaces are not big enough for SUVs • Increasing parking fees and decreasing spaces will have an impact on accessibility
Opportunities	• More affordable or free parking would support businesses and increase use of the city centre • Increase the availability of parking at the beachfront – free parking at beachfront should remain • Sunday parking in the city centre should be free • Car parking will be used to avoid having to take shopping on bus and other modes • Preference to use Union Square over Union Street for example as there is parking • Car parks to still provide options to pay by cash to ensure inclusivity

LTS Feedback Area	Key Feedback
	• Increase number of dedicated car club bays • Free city centre parking after 5pm to support businesses • Minimise the negative impacts of parking on the streetscape • Investigate the possibility of introducing a Workplace Parking Levy within the city centre • Emissions based price tariffs • Further enforcement to address illegal pavement parking • Empty resident car parks should be repurposed • Motorcycle parking bays to be fitted with enhanced security infrastructure such as locking points • Opportunities to better utilise Park and Ride facilities • More on-street parking / on-street parking should not be discouraged • Reduction of parking permit costs • More disabled parking • More deterrent for commuters to park within the city centre and at the beach • More EV charging points in city centre

3. Review of Previous Work

3.1 Previous Study Aim and Objectives

3.1.1 Aim

The aim of the previous study was to:

“Undertake a review of strategic car parking across the City to consider the complex relationship of parking in the City centre with the City’s economic, social and environmental wellbeing and how well the current provision of on and off-street parking (whether operated by the public or private sector) fits with ACC’s strategic transport and land use plans.”

3.1.2 Objectives

The previous study had eight objectives, as follows:

1. A car parking policy for Aberdeen that advocates appropriate use of parking in the City centre, with parking prioritised for short stay shoppers and visitors rather than long stay commuters, and which complements wider transport and economic policies of ACC.
2. A car parking policy for Aberdeen that aligns with the approved Roads Hierarchy and facilitates routeing to appropriate car parks in the City centre through the use of technology.
3. Provide high quality car parking that is accessible to all users and is inclusive of their needs.
4. Provide flexible parking provision which can adapt to suit events and occasions of demand occurrences.
5. A car parking policy for Aberdeen that supports a reduction in traffic in line with various policies for changing the modal split of access into the City centre and increasing the mode share of those using collective transport, walking and cycling within the City centre.
6. A car parking policy for Aberdeen that complements a wider suite of demand management measures promoted by ACC.
7. A car parking policy for Aberdeen that helps to promote City centre Living for existing and future residents, realising opportunities to enhance public realm and the walkability and liveability of Aberdeen City centre.
8. Examine the establishment of a sustainable business model for ACC parking assets.

3.2 Previous Actions and Recommendations

3.2.1 Actions

The previous study identified 30 actions split across six topic areas. Actions were used when the evidence base for some topics / types of parking was inconclusive thus instead of providing a formal recommendation an action was identified which principally relates to the undertaking of further studies, reviews or data collection exercises. These actions were not subject to the appraisal process but were prioritised for implementation based on a short, medium or long term programme.

Table 2: Previously Identified Actions

Topic	Ref	Action	Programme
Policy Guidance, Strategy and Technology	1	Develop supporting studies and strategies which consider wider Travel Demand Management (TDM) measures in more detail.	Short Term
	2	Assessment of the impact of the approved Roads Hierarchy Strategy on parking, particularly on-street parking and vehicle routing to off-street car parks.	Short Term
	3	Study into national pressures to restrict diesel and petrol cars and impact on Aberdeen parking (and noise / air quality) and to consider development guidelines, on-street charging and tariffs for charging.	Short Term
	4	Establish a Quality Parking Partnership for City centre parking to include private operators.	Short Term

Topic	Ref	Action	Programme
	5	Continued promotion of Getabout (TDM) initiatives and review of such initiatives, where applicable, considering the outcomes of the SCPR.	Short Term
	6	Undertake further studies / reviews to assess the implications of Scottish Government LEZ requirements in Aberdeen and how this may influence and shape parking in the City.	Short Term
	7	Review of SCPR recommendations in respect of ensuring no detriment to existing Air Quality Management Areas (AQMAs) / Noise Management Areas (NMAs).	Medium Term
	8	Review of the barriers to the feasibility and implementability of low and no car free developments in city centres with consideration of best practice from other cities with a focus on practicalities of enforcing such developments while considering the demands of increasing City Living opportunities.	Medium Term
	9	The strategic scope of the study did not allow for baseline data to be collected on a number of additional parking types that contribute to the overall parking environment and / or data was found to be lacking during the baseline review relating to: blue / green badge parking, parent and child parking, loading / unloading parking, freight parking, taxi parking, parking of coaches, cycles, motorcycles or front garden parking, streetscape contributions and free parking, illegal parking causing accidents among other types. Evidence gathering for these elements will need to be considered and be part of any Car Parking Action Plan moving forward.	Medium Term
	10	Communication strategy regarding approach of ACC relating to parking for dissemination to public and Councillors.	Medium Term
	11	Modelling of SCPR actions and recommendations within the Aberdeen Sub Area Model (ASAM).	Medium Term
	12	Refresh of the existing payment / enforcement system to consider enhanced operational effectiveness and revenue generation.	Medium Term
	13	Development of Key Performance Indicators (KPI) relating to SCPR aims and objectives in respect of monitoring of: traffic flows, car parking occupancy and public engagement.	Long Term
	14	Explore potential for introducing workplace parking levies.	Long Term
Park & Ride and Public Transport	15	Awareness raising of existing Park & Ride facilities.	Short Term
	16	Develop a strategy in partnership with Nestrans for Park & Ride including research into barriers to use.	Short Term
	17	In partnership with Aberdeenshire Council consider revisiting the case for Park & Ride at Portlethen.	Medium Term
On-Street Parking	18	Review of on-street parking permit turnover, occupancy and duration of stay.	Medium Term
ACC Off-Street Publicly Available Car Parking	19	Structural assessment of existing Multi Storey Car Parks (MSCPs).	Short Term
	20	Further investigation of opportunity to rationalise underutilised off-street sites (ACC surface car parks) at Jack's Brae and Virginia Street.	Short Term
	21	Increased provision of parent and child spaces.	Short Term

Topic	Ref	Action	Programme
	22	Close Golden Square car park.	Medium Term
	23	Consider reallocation of long / short stay car parking availability within all ACC off-street car parks.	Medium Term
	24	Review use of ACC off-street car parks by ACC employees in respect of: usage, permit availability and restrictions to be extended to include the Town House car park.	Medium Term
	25	Regular monitoring and benchmarking of off-street car parking tariffs by the public and private sector.	Long Term
EVs and Car Clubs	26	Guidance on short stay & EV parking and location.	Short Term
	27	In partnership with the Aberdeen Car Club assess the existing level of Car Club demand in the City and develop appropriate strategies thereafter.	Medium Term
Engagement Outcomes	28	Clarity and improved ease of use of the RingGo payment system.	Short Term
	29	Investigate feasibility of trialling a smart phone based app which provides information on space availability, payment functions and duration of stay reminders.	Long Term
	30	Introduction of contactless payments.	Long Term

3.2.2 Recommendations

The issues and gathering task (Stage 1) of the previous study identified 28 recommendations to progress to appraisal (Stage 2). An initial sift was carried out prior to the appraisal. The sifting process included a quantitative assessment using a seven-point scoring scale from major negative impact to major positive impact against the following criteria: Environment, Safety, Economy, Integration and Accessibility and Social Inclusion. Recommendations would progress to the appraisal stage if the scoring was considered to be balanced across the different criteria; where an unbalance was identified the recommendation would be sifted from further consideration. Prior to sifting, two recommendations from the Engagement Outcomes topic were removed from further consideration. A further four recommendations were removed during the sifting process, resulting in six recommendations being removed from further consideration, these are outlined in the table below.

Topic	Action	Reason for Removal
Policy Guidance, Strategy and Technology	As part of the next LDP process develop parking standards based on public transport, walking and cycling accessibility.	No significant beneficial impact against the criteria.
On-Street Parking	Restrict on-street parking opportunities for long stay parking (excluding residents).	No significant beneficial impact against the criteria.
	Reduce number of on-street residential permits made available in City centre.	
ACC Off-Street Publicly Available Car Parking	Sustainable car parks e.g. solar panels on the roof.	Does not have a beneficial impact due to the sifting criteria which is focussed on transportation related benefits as opposed to benefits associated with buildings, which this recommendation is considered to score favourably against.
Engagement Outcomes	Increased off-street car parking provision.	Do not support the SCPR aim and finalised objectives moreover there is no supporting evidence base for these recommendations
	Free off-street car parking.	

An appraisal was conducted on 22 recommendations. The appraisal process consisted of a qualitative assessment against the following criteria: Implementability, Affordability (ACC assets only) and Public Acceptability. The criteria were scored on a low, medium and high risk scale. Recommendations which were considered to have a balance in terms of risk were taken forward to prioritisation. No further recommendations were removed during the appraisal stage.

Each of the 22 recommendations were qualitatively assessed on prioritisation with a short, medium and long term scale used.

The final recommendations from the 2018 SCPR, including programme of prioritisation, are outlined in Table 3 below.

Table 3: Previously Identified Recommendations

Topic	Ref	Programme	Programme
Policy Guidance, Strategy and Technology	1	As part of the next Local Development Plan (LDP) process, consideration to more restrictive commercial parking standards within Supplementary Guidance (SG) with a focus on the City Centre.	Medium Term
	2	Amendment of car parking standards within next LDP process to correlate to SCPR aims and objectives.	Medium Term
	3	Greater support and propensity for approval of no car developments in City Centre during the planning application process.	Medium Term
	4	Greater support and propensity for approval of low car developments in City Centre during the planning application process.	Medium Term
Park & Ride and Public Transport	6	Business model change of Park & Ride operations to consider free bus travel or reduced bus travel cost.	Short Term
	7	In partnership with Nestrans review methods for improving facilities at Park & Ride sites to make sites more attractive.	Short Term
	8	Working with stakeholder investigate potential for increased rail Park & Rail provision.	Medium Term
On-Street Parking	11	Pay & Display only in retail areas.	Long Term
	12	Introduction of North Dee Controlled Parking Zone (CPZ).	Long Term
	13	Introduction of Beach CPZ.	Long Term
	14	Restrict business permit allocation in City Centre similar to benchmarking cities.	Long Term
	15	Increase cost of residential parking permit in City Centre.	Long Term
ACC Off-Street Publicly Available Car Parking	16	Trial of Alive after Five in existing underutilised off-street car parks during evenings.	Short Term
	17	Minimise commuter parking within ACC off-street facilities.	Medium Term
	18	Balance / dynamic parking – with aid technology.	Medium Term
	19	Park Mark scheme target for ACC off-street car parks.	Medium Term
	21	Enhanced signage and wayfinding by vehicles and pedestrians with consideration of the interface of the car park with the local environment.	Medium Term
EV and Car Club	22	Increase EV on-street spaces in City Centre.	Medium Term
	23	Increase EV parking in off-street locations.	Medium Term
	24	Increased Variable Message Signs (VMS).	Medium Term

Topic	Ref	Programme	Programme
Engagement Outcomes	27	Enhanced enforcement of inappropriate parking such as parking in blue badge spaces.	Medium Term
	28	Increased secure cycle parking in off-street car parks.	Medium Term

4. Car Parking Provision

4.1 ACC Car Parking

4.1.1 Off-Street Car Parking

ACC currently operate the following car parks in the city centre:

- Broomhill Road (surface);
- Chapel Street (muti-storey);
- Denburn (multi-storey);
- Fonthill Road (surface);
- Frederick Street (multi-storey);
- Gallowgate (surface);
- Golden Square (surface);
- Marischal College (multi-storey);
- Summer Street (surface);
- West North Street (multi-storey); and
- Virginia Street (surface).

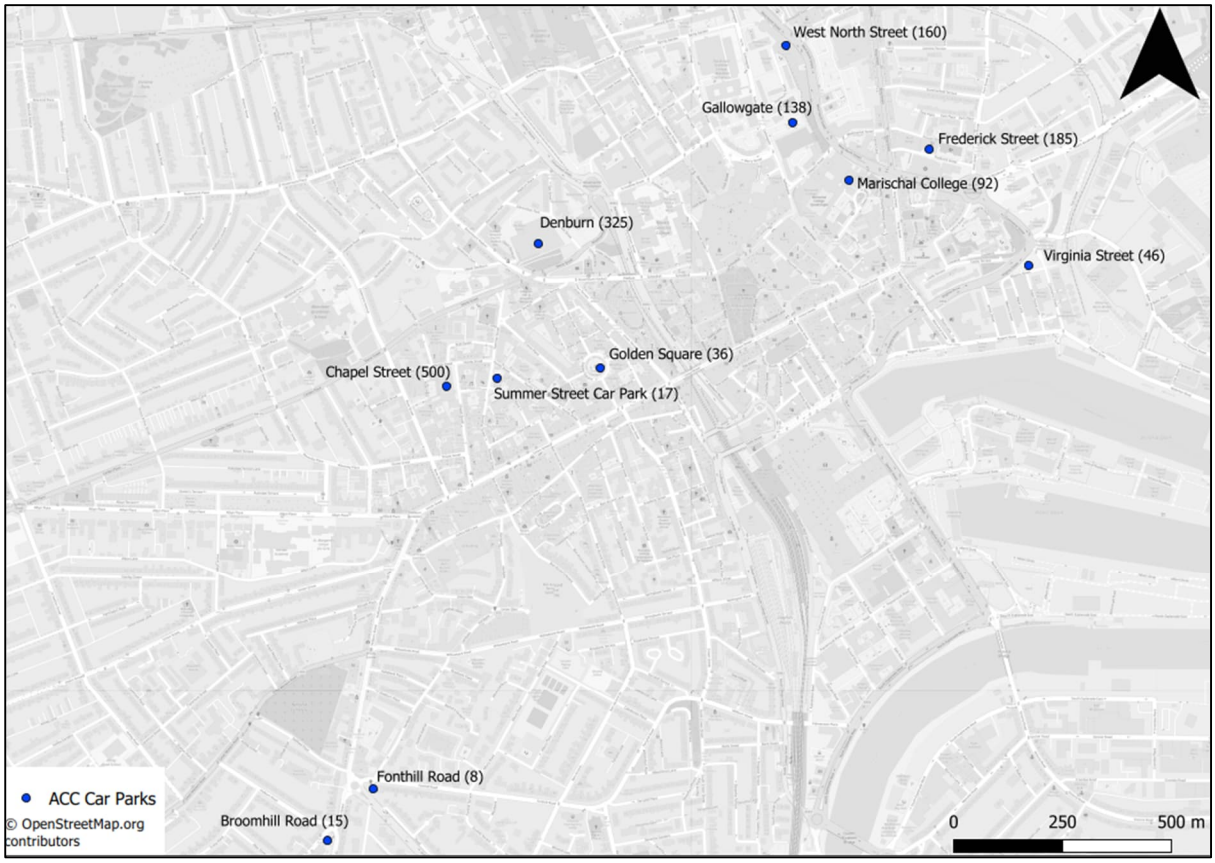

Figure 5: Car Parks Operated by ACC[1]

[1] In 2023, Shell moved into the Silver Fin building on Union Street. As part of this move, Shell has taken over 80% (400 spaces) of the Chapel Street car parking capacity on weekdays. The car park remains fully open for the public on weekday evenings and the weekend and provides reduced capacity (100 spaces) during working hours on weekdays. Further information can be found in Section 4.1.7.

4.1.2 Off-Street Car Parking – Changes to Access Arrangements

As noted in Chapter 2, although the introduction of the LEZ and city centre traffic management measures have affected car park routeing choice, they do not preclude the ability of users with LEZ compliant vehicles to access the various city centre car parks. However, those car parks located within the LEZ are not accessible to people with non-compliant vehicles.

4.1.3 Off-Street Car Parking – EV Infrastructure

The rise of electric vehicles (EVs) in response to the phasing out of combustion engines has been identified to potentially offer a unique set of structural challenges on car parks given the increase in weight loading from EV infrastructure. However, although no weight loading issues have been observed or are expected to cause issues to the existing ACC car parks in the short-term, there is a risk that an exponential increase in EV infrastructure, particularly given the projections for EVs as a percentage of the total UK fleet by 2035, may, in the long-term, introduce weight loading issues on older car parking facilities.

An increase in EV infrastructure at car parks within Aberdeen City can lead to a potential shortage in electric grid capacity to appropriately supply the EV charging network. ACC have identified this as a long-term risk and have measures in place to monitor grid capacity issues as EV projections continue to increase. It is also noted that the provision of EV charging infrastructure and therefore dedicated EV parking provision is restricted by the accessibility and availability of funding to buy the required infrastructure and then distribute the chargers across all parking facilities and sites. The restrictions to buy this infrastructure has limited ACC's ability to expand the EV charging network and therefore the availability of dedicated EV parking provision. Traditionally this rollout has relied on external funding sources, however in recent years, the Council has allocated its own capital funding to grow the charging network in Aberdeen which has allowed charging infrastructure to be rolled out to a greater number of sites and the number of chargers to be increased at others.

Aberdeen City Council, along with Aberdeenshire, Highland and Moray Councils is part of a joint exercise to procure a private sector partner who will work with them, for up to 20 years, to manage and grow the public charging networks that the Councils have traditionally been responsible for. It is hoped that the contract can be awarded by summer 2025.

In addition, there is a greater number of private sites – petrol filling stations, supermarkets, leisure facilities, and shopping centres – forming their own partnerships with charge point providers to offer public EV charging opportunities, meaning that users are less reliant on the network that the Council has been involved with. This is likely to grow even further as a result of changes over the last few years to permitted development regulations in planning and also EV charging standards now forming part of Scottish Building Regulations.

4.1.4 Off-Street Car Parking – ACC Projects

ACC have been progressing several projects in relation to their car park assets, principally at Denburn and Chapel Street.

4.1.5 Denburn

A review into the condition of each of ACC's off-street car parks identified that Denburn car park was of a poor condition and both the suitability and accessibility of the car park was to be of a satisfactory grade. Whilst utilisation of Denburn Car Park has remained consistent, it was determined that capital investment would be required for the facility to remain functioning.

ACC has now completed an option appraisal on potential interventions for Denburn car park – options considered included 'do-nothing', essential works, refurbishment and disposal of the facility in its entirety. Two emerging options were considered the most viable. These are described in the table below.

Table 4: Denburn Car Park Options Appraisal

Option	Description	Indicative Cost
Option 3	Demolition of Health Centre only and full refurbishment of car park / EV / waterproofing top deck / lighting / decoration	£5,530,071

Option	Description	Indicative Cost
Option 4	Full demolition of Health Centre and Denburn Car Park. Masterplan for surface car park (up to 300 spaces) and any alternative uses	£6,915,087

4.1.6 West North Street

A similar option appraisal exercise was carried out for West North Street car park. The condition and suitability was graded as being satisfactory, however accessibility was scored as bad. Six options were considered as part of the appraisal, as outlined below:

Table 5: West North Street Car Park Options Appraisal

Option	Description	Indicative Cost
Option 1	Do-Minimum / H&S Repair	£585,900
Option 2	Essential Work & Roof Deck	£1,191,025
Option 3a	Full Refurbishment (including Ventilation)	£2,038,634
Option 3b	Full refurbishment (Excluding Ventilation)	£1,641,818
Option 4	Refurbishment including Park Mark upgrade	£2,248,634
Option 5	Dispose	£160,300

Option 3b – Full Refurbishment (excluding ventilation systems) was identified as the preferred option. This has been presented to the Capital Board for allocation of funds.

4.1.7 Chapel Street

As noted earlier, in 2023, Shell moved into the Silver Fin building on Union Street. As part of this move, Shell has taken over 80% (400 spaces) of the Chapel Street car parking capacity on weekdays. The car park remains fully open for the public on weekday evenings and the weekend and provides reduced capacity (100 spaces) during working hours on weekdays. Shell pay ACC a commercial rent for their portion of car parking spaces. As part of this agreement, Shell has invested £1.2 million to upgrade the car park. Upgrades have included structural repairs, lighting upgrades, re-lining, CCTV upgrades, a new access barrier solution and decoration improvements to the car parking area and stairwells.

Although anecdotal, there have been some reports raised at this car park of increased instances of violations in terms of misuse of parent and child parking spaces.

4.1.8 Park and Ride Facilities

Nestrans undertake annual ‘snapshot’ surveys at all of the Park & Ride sites in the North East. These surveys involve an enumerator attending the site on a weekday and noting down the occupancy. The results of these surveys from 2016 and 2022 have been summarised below. Sites located in Aberdeen City are in bold.

Table 6: 'Snapshot' Park & Ride Occupancy Survey Summary (Source: Nestrans)

	Location	Recorded Car Park Capacity	2016 Occupancy Counts		2022 Occupancy Counts		% Difference between 2016 and 2022
			Parked Vehicles in Car Park	% Occupied	Parked Vehicles in Car Park	% Occupied	
Bus-based Park & Ride	**Bridge of Don**	**532**	**123**	**23%**	**10**	**2%**	**-21%**
	Ellon	300	172	57%	91	30%	-27%
	Kingswells	**915**	**103**	**11%**	**266**	**29%**	**18%**
	Craibstone	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Rail-based Park & Ride	Huntly	27	20	74%	13	48%	-26%
	Insch	49	44	90%	20	41%	-49%
	Inverurie	104	99	95%	133	128%	33%
	Dyce	**61**	**55**	**90%**	**60**	**98%**	**8%**
	Portlethen	30	13	43%	5	17%	26%
	Stonehaven	100	89	89%	141	141%	52%

The results show that one bus-based Park and Ride facility in Aberdeen City (Kingswells) observed an increase in occupancy, however this is largely attributed to an overspill of parking generated from one of the adjacent car parks at the Prime Four business park. Occupancy at Bridge of Don between the two snapshot surveys reduced, as a result of the main service being withdrawn from the site. The car park at Dyce rail station observed an increase in capacity.

Since the preparation of the above table, a new bus service has commenced operation out of the Bridge of Don Park & Ride facility. Bus operator Ember provides a bus service from the Park & Ride to Dundee, Edinburgh and Glasgow. The Ember bus fleet is made up of fully electric vehicles.

4.1.9 Private Car Parking

There are a number of privately operated off-street car parks located throughout Aberdeen city centre. The figure below shows the location of these car parks and their capacities.

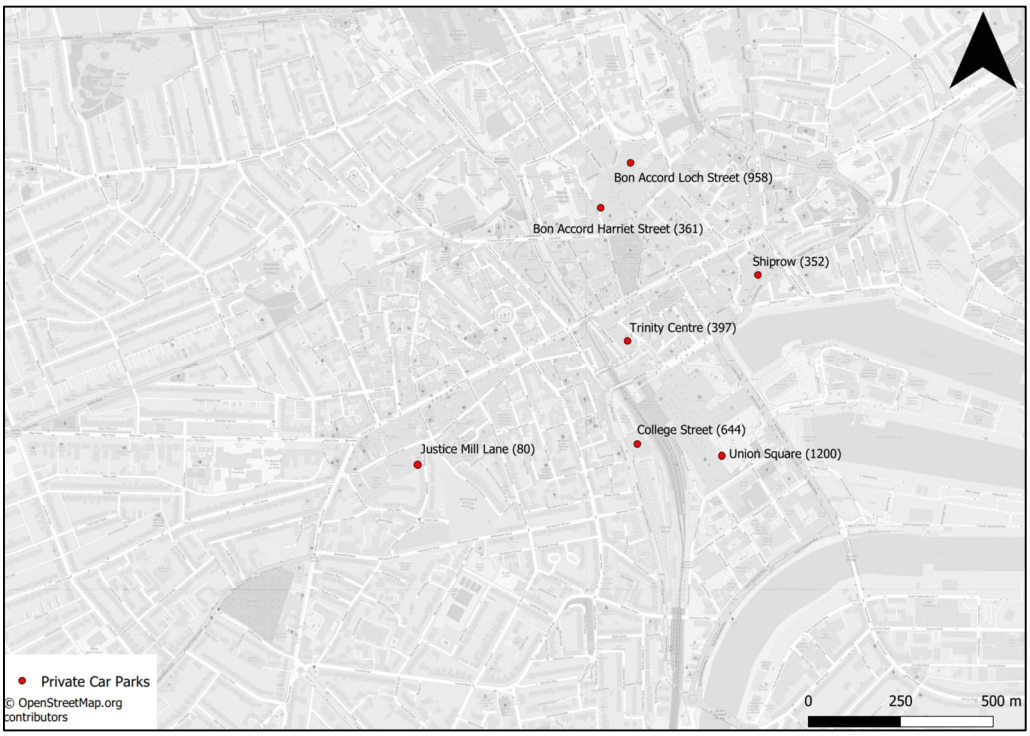

Figure 6: Privately Operated Car Parks in Aberdeen City Centre

The previous SCPR concluded that the combined off-street capacity (ACC and privately operated) within the city was adequate to support the demand for parking with the collective car parking capacity operating at or less than 85%. Whilst there is no updated parking occupancy data to further validate this (as detailed in Section 4.2 below), given the significant changes in city centre usage in recent years (particularly since the COVID-19 pandemic), it

is reasonable to suggest that there is a reduced demand for parking within the city centre, and as such the collective city centre parking capacity remains adequate for the levels of demand, though further data analysis would be needed to reinforce this rationale.

4.2 Car Park Data Availability

It is noted that since the previous SCPR, there has been a reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks. This means that it is not possible to provide robust commentary on changing trends in car park occupancy and consumption between the two pieces of work. However, this chapter has re-established the characteristics of the ACC and private car park assets at the present time, which will provide valuable context for future consideration of any new approaches the Council may take to deliver car parking policies, including through the LTS.

The progression of this review has therefore identified an opportunity for ACC (and for ACC through discussion with third parties including private car park operators) to develop and maintain an efficient approach to monitoring car parking demand and usage in the city going forward. This will be of particular importance as complementary projects which have the capability to affect how parking is consumed in the city (such as Aberdeen Rapid Transit) are progressed.

Further consideration of potential avenues ACC may wish to explore in the parking data monitoring space will be discussed further as the SCPR is finalised. Improved data collection methodologies should also extend to the Park & Ride sites.

5. Car Parking Charges, Duration and Permits

5.1 Introduction

This chapter provides an overview of current parking charges in Aberdeen, permitted lengths of stay and also provides detail of parking permit availability.

5.2 ACC Off-Street Car Parks

5.2.1 Overview

ACC currently offers a range of parking tariffs for off-street car parking within the city. The Council operates ten city car parks, of which nine are operational twenty-four hours a day Monday to Sunday, with one (Marischal College) open to the public on a Thursday, Saturday and Sunday. The opening hours vary between each car park, but generally ACC car parking charges apply Monday to Saturday from 08:00 to 20:00 hours and between 13:00 and 17:00 hours on a Sunday. Maximum duration of stay also varies.

The ten off-street car parks operated by ACC and the hours where parking charges are applied are shown in below [2].

Table 7: Summary of ACC Operated Car Parks (Source: ACC Website)

Car Park	Open	Charging Hours	Max Stay
Gallowgate Car Park	24 Hr	Mon-Sat 08:00-20:00, Sun 13:00-17:00	4 Hrs
Frederick Street Multi-Storey Car Park	24 Hr	Mon-Sat 08:00-20:00, Sun 13:00-17:00	14 Hrs
Summer Street Car Park	24 Hr	Mon-Sat 08:00-20:00, Sun 13:00-17:00	4 Hrs
Marischal College Multi-Storey Car Park	Thurs, Sat, Sun	Thu 18:00-20:00, Sat 08:00-18:00, Sun 13:00-17:00	4 Hrs
Broomhill Road Car Park	24 Hr	Mon-Sat 08:00-18:00,	2 Hrs
Fonthill Road Car Park	24 Hr	Mon-Sat 08:00-18:00,	3 Hrs
Chapel Street Multi-Storey Car Park	24 Hr	Mon-Sat 08:00-20:00, Sun 13:00-17:00	NA
West North Street Multi-Storey Car Park	24 Hr	Mon-Sat 08:00-20:00, Sun 13:00-17:00	NA
Denburn Multi-Storey Car Park	24 Hr	Mon-Sat 08:00-20:00, Sun 13:00-17:00	NA
Virginia Street Car Park	24 Hr	Mon-Sat 08:00-20:00, Sun 13:00-17:00	NA

A summary of the parking charges for each of the ten car parks operated by ACC based on the latest parking tariffs (January 2025) is shown below.

Table 8: ACC Summary of Car Park Charges (£) (Source: ACC Website)

Car Park	Tariff (£)							
	1 Hr	2 Hr	3Hr	4Hr	5Hr	6Hr	10Hr	14Hr
Gallowgate Car Park	3.30		4.80	6.30	-	-	-	-
Frederick Street Multi-Storey Car Park	1.40	3.30	4.80	6.30	6.90	8.20	13.50	16.50
Summer Street Car Park	3.30		4.80	6.30	-	-	-	-
Marischal College Multi-Storey Car Park	3.30		4.80	6.30	-	-	-	-
Broomhill Road Car Park	1.40	2.60	-	-	-	-	-	-
Fonthill Road Car Park	1.40	2.60	-	-	-	-	-	-
Chapel Street Multi-Storey Car Park	2.90		4.10	5.50	6.90	8.20	13.50	16.50
West North Street Mult-Storey Car Park	2.90		4.10	5.50	6.90	8.20	13.50	16.50
Denburn Multi-Storey Car Park	2.90		4.10	5.50	6.90	8.20	13.50	16.50

[2] https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/parking/find-car-park

Car Park	Tariff (£)							
	1 Hr	2 Hr	3Hr	4Hr	5Hr	6Hr	10Hr	14Hr
Virginia Street Surface Street Car Park	2.40		3.60	4.80	6.00	7.20	12.10	16.50

Based on the information presented above, a summary of the key parking data for car parks operated by ACC is shown below:

- Five of the ten car parks are multi-storey car parks with a maximum duration of fourteen hours.
- The minimum tariff of 1 hour in duration is operated at three car parks. In general, the minimum tariff is based on a two-hour duration.
- The maximum tariff based on a fourteen-hour duration is £16.50. This is the same price across five car parks where long-term stay is permitted.

5.2.2 ACC Sunday Parking Charging

5.2.2.1 Background

The feasibility of changing the current pay and display policy of ACC was brought forward as a Notice of Motion at the 31 October 2023 Net Zero, Environment and Transport Committee on the basis that not all religious days are observed on a Sunday – with the current policy of free parking on Sunday mornings allowing many to drive to church for worship.

The following decisions were taken at the committee.

(i) *to note that Aberdeen City Council controlled parking zones and car parks do not have consistent operational hours on every day of the week;*

(ii) *to note that people's reasons for visiting the city centre and public transport provision have changed significantly since the current on-street and off-street city centre parking arrangements were agreed; and*

(iii) *to instruct the Chief Officer - Operations and Protective Services following consultation with the Chief Officer – Strategic Place Planning to explore the feasibility of undertaking a review of on-street and off-street parking and report back with a timeline and resource implications, to the next Net Zero, Environment and Transport Committee.*

As part of the update to the subsequently commissioned SCPR, ACC wishes to assess whether provision of free parking at Council car parks should continue to be offered on Sunday mornings. On-street parking controls are in place from 08:00 to 20:00 from Monday to Saturday and 13:00 to 17:00 on a Sunday in Controlled Parking Zones A, B, C, E, F and G, and off-street car parks in the city centre. Within surrounding areas, on-street parking is managed from 08:00 to 20:00 Monday to Saturday only. This is in keeping with the requirement to manage parking during peak times and to reduce the impact of commuter parking on local residents.

5.2.2.2 Data Review

As outlined in Section 4.3, it is noted that since the previous SCPR, there has been a reduction in the quality and availability of data relating to ACC car park assets. However, ACC has made some data available for the purposes of understanding current trends associated with their Sunday charging regime.

This section summarises analysis of Sunday car parking charges at ACC Car Parks in 2022, 2023 and 2024, based on Variable Message Sign (VMS) data provided to AECOM by ACC. A total of 10 car parks are monitored via the Council's UTMC car park guidance system, using two methodologies. Four of the privately operated car parks (Bon Accord Harriet Street and Loch Street, Union Square and Shiprow) utilise their own monitoring systems and provide occupancy, fill rates and spaces remaining data directly back to the car park guidance system via proprietary adapters (Scheidt & Bachmann and Skidata AG respectively). It is understood that there is currently an issue with the connection back to Union Square and no data is currently being provided. The remaining six car parks are operated by the Council and have inductive loop detectors installed at all the entry and exit points, which are connected into UTMC compliant car park monitors installed within small roadside cabinets. The car park monitors provide the data back to a car park adapter in the UTMC system via GPRS wireless mesh routers, also installed within the roadside cabinets.

Of the 10 car parks in the dataset provided by ACC, only four had available Sunday occupancy data: Bon Accord (Loch Street), Denburn, College Street, and The Mall Aberdeen (Trinity Centre). Of these four, Denburn is the only one operated by ACC and therefore the only one where the Sunday charging schedule applies. Additional data was provided by ACC in January 2025 for the Frederick Street car park, although it is noted that this is for

entries only **– *some caution is required when comparing this to the other occupancy data.*** This car park is monitored using CCTV and analytics. The Bon Accord (Loch Street), Trinity Centre and College Street car parks have been included in the analysis as a comparison, i.e. to examine what happens where the charging schedule is different. At these car parks, charges apply throughout the day on Sunday. Sunday car parking charges apply at all council operated car parks between 13:00 and 17:00, apart from at the Broomhill Road and Fonthill Road car parks (which are not included in this analysis)[3]. For each car park, the data availability was as follows:

- Bon Accord (Loch Street): 2022, 2023, January to June 2024
- The Mall Aberdeen (Trinity Centre): 2022, 2023, no data for 2024
- Denburn: 2022, 2023, January to November 2024
- College Street: 2022, 2023, January to November 2024 (no data May/June)
- Frederick Street: August to December 2024

The number of Sundays with data was variable across the sites and the time periods, as shown in the table below. Sites with low data availability should be treated with caution – as the results shown in this note are averages across the days with data, there is more confidence in results with more data availability.

[3] https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/parking/find-car-park

Table 9: Days with Available Data

Car Park		09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30
Bon Accord (Loch Street)	2022	15	12	7	7	5	6	12	10	14	17	11	7	7	6	9	11	11	13	15	9
	2023	12	8	9	7	10	10	11	12	14	13	8	9	8	4	10	15	11	12	14	12
	2024	6	7	2	2	4	6	6	6	3	3	7	5	1	4	7	5	5	6	3	4
Trinity Centre	2022	9	12	13	14	13	12	15	13	12	14	13	17	16	16	14	10	14	4	7	7
	2023	No Data			10	11	11	13	11	13	13	13	15	16	17	14	13	9	10	9	9
	2024	No Data																			
Denburn	2022	18	19	15	17	18	17	16	17	16	16	19	18	16	16	16	20	16	16	14	17
	2023	12	15	16	17	16	15	17	16	18	19	17	18	18	19	17	17	17	18	20	17
	2024	14	14	10	13	14	16	13	12	11	13	15	12	10	11	12	14	8	9	9	13
College Street	2022	18	18	17	16	16	18	17	15	16	16	17	16	16	15	17	17	17	16	15	16
	2023	15	16	18	16	16	13	20	16	16	15	17	17	16	17	17	15	16	17	18	14
	2024	12	11	10	12	11	12	8	8	9	9	8	8	5	8	9	8	6	6	8	7
Frederick Street[4]	2024	15		15		15		15		15		15		15		15		15		15	

The average Sunday occupancy at each car park at each time is shown below. It is noted that these results are the average occupancy across all available Sundays (the number of Sundays with data is shown above) at the exact time mentioned, for example the results for 13:00 are the average Sunday occupancies at 13:00, rather than an average of Sunday occupancies across all minutes between 13:00 and 13:29. For Frederick Street, this figure is different, instead representing the average number of entries across all available Sundays in a given hour.

It is again noted that Denburn and Frederick Street are the only ACC operated car parks with available occupancy or entry data and hence the only ones where the 13:00 to 17:00 charging schedule applies. It is noted that there may also be differences in the perceived quality or location of the car parks discussed above which will impact demand patterns – this has not been factored into this analysis.

Table 10: Average Sunday Occupancy

Car Park		09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30
Bon Accord (Loch Street)	2022	118	234	381	468	527	645	752	827	926	1,064	1,119	1,104	1,067	897	764	807	772	668	637	669
	2023	60	66	154	272	370	492	701	827	845	879	963	951	916	835	636	606	589	484	377	336
	2024	51	75	144	195	331	556	687	769	813	746	779	793	785	705	672	587	503	423	324	262
Trinity Centre	2022	10	6	30	43	64	59	88	96	111	117	94	94	89	99	59	24	22	0	0	0
	2023	No Data			8	20	34	51	37	45	41	42	33	6	11	13	14	0	0	0	0
	2024	No Data																			

[4] It is noted that the data for Frederick Street was included in a separate dataset which recorded vehicle entries rather than occupancy; as such the results should be treated as somewhat distinct.

Car Park		09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30
Denburn	2022	14	23	38	52	71	79	79	87	95	106	126	126	130	130	128	115	86	62	64	77
	2023	3	7	29	41	57	56	60	57	65	54	52	57	63	40	34	23	27	45	29	21
	2024	3	8	28	37	40	53	59	51	29	53	49	43	36	24	31	13	18	8	40	43
College Street	2022	73	92	107	121	146	157	175	192	215	239	226	233	248	255	237	195	189	187	184	157
	2023	33	47	65	74	85	107	129	130	138	140	166	169	158	138	118	115	107	92	66	33
	2024	28	41	58	61	98	99	114	131	152	141	171	145	151	125	112	110	91	79	71	36
Frederick Street[5]	2024	5		11		12		13		12		7		7		11		18		17	

Table 11: Average Sunday Occupancy (%)

Car Park		09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30
Bon Accord (Loch Street)	2022	12%	24%	40%	49%	55%	67%	78%	86%	97%	111%	117%	115%	111%	94%	80%	84%	81%	70%	66%	70%
	2023	6%	7%	16%	28%	39%	51%	73%	86%	88%	92%	101%	99%	96%	87%	66%	63%	61%	50%	39%	35%
	2024	5%	8%	15%	20%	35%	58%	72%	80%	85%	78%	81%	83%	82%	74%	70%	61%	52%	44%	34%	27%
Trinity Centre	2022	2%	2%	8%	11%	16%	15%	22%	24%	28%	30%	24%	24%	23%	25%	15%	6%	6%	0%	0%	0%
	2023	No Data			2%	5%	9%	13%	9%	11%	10%	11%	8%	1%	3%	3%	3%	0%	0%	0%	0%
	2024	No Data																			
Denburn	2022	4%	7%	12%	16%	22%	24%	24%	27%	29%	33%	39%	39%	40%	40%	39%	35%	26%	19%	20%	24%
	2023	1%	2%	9%	13%	17%	17%	18%	18%	20%	17%	16%	18%	19%	12%	11%	7%	8%	14%	9%	6%
	2024	1%	2%	9%	11%	12%	16%	18%	16%	9%	16%	15%	13%	11%	7%	9%	4%	6%	3%	12%	13%
College Street	2022	11%	14%	17%	19%	23%	24%	27%	30%	33%	37%	35%	36%	39%	40%	37%	30%	29%	29%	29%	24%
	2023	5%	7%	10%	12%	13%	17%	20%	20%	21%	22%	26%	26%	25%	21%	18%	18%	17%	14%	10%	5%
	2024	4%	6%	9%	9%	15%	15%	18%	20%	24%	22%	27%	23%	23%	19%	17%	17%	14%	12%	11%	6%
Frederick Street[6]	2024	3%		6%		7%		7%		6%		4%		4%		6%		9%		9%	

The 2022 and 2023 results for Denburn indicate that there was no drop off in usage as a result of parking charges coming into effect at 13:00, with a more similar demand pattern to the other non-Council operated car parks.

The results from 2024 indicate that there is a drop off in occupancy for Denburn between the morning hours and when parking charges begin to apply at 13:00, with occupancy falling from a morning peak of 59 spaces occupied at 12:00 to 29 spaces occupied at 13:00. This effect is however most pronounced at 13:00; but by 13:30 occupancy once again rises to a level

[5] It is noted that the data for Frederick Street was included in a separate dataset which recorded vehicle entries rather than occupancy; as such the results should be treated as somewhat distinct.
[6] Ibid.

approaching that of the morning peak before tailing away again as the afternoon progresses. In comparison, the Bon Accord (Loch Street) and College Street car parks hit their peak occupancy later in the day, at 13:00 in the case of Bon Accord (Loch Street), and at 14:00 in the case of College Street. The period including 14:00, 14:30 and 15:00 are approximately the busiest times of the day at these car parks. At Denburn, demand begins to tail off slightly earlier in comparison, although it is noted that there is an increased relative uptake again at 18:00 and 18:30 which is not so visible at the other car parks.

This difference in occupancy patterns between Denburn in 2024 and the other car parks is likely to be an indicator that demand has reduced during the afternoon hours at the ACC operated car park due to the parking charges, although there is some indication that demand has spread out towards the morning and early evening hours instead of being “lost”.

At Frederick Street, which has 2024 data only, there appears to be a reduction in entries to the car park between 14:00 (inclusive) and 16:00 (not inclusive). This indicates that there is reduced usage over the period where charges apply compared to both the morning (09:00-12:00) and early evening (16:00-18:00), but that the drop off occurs in a relatively tapered way, reducing from 14:00 instead of at 13:00 and picking up again at 16:00 instead of 17:00. This could be indicative of a tendency for some users to shift their schedule around the charging hours, but that the charges are not having a completely prohibitive impact on car park use. Peak car park entries on Sundays occur at 17:00 and 18:00, again indicating that the presence of parking charges may be having an impact on entries.

There is also indication that Sunday car park usage has dropped between 2022 and 2024 at all car parks including Denburn. This could be as a result of a number of factors, including decreased recording accuracy or machine error, and would need to be further verified with additional data. Overall, these results suggest a need to explore what additional data is available to increase the level of confidence in this analysis. There is also a need to understand if Sunday data is available for ACC’s other car parks as this will be needed to provide a robust recommendation in relation to the Notice of Motion discussed at the Net Zero, Environment and Transport Committee in October 2023.

Other Local Authorities Comparison

Other local authorities within the UK, namely City of Edinburgh Council and Dorset Council, introduced longer parking charges on a Sunday in 2021. Edinburgh City Council introduced Sunday parking charges in the City Centre as part of their Parking Action Plan. The new measure has seen areas previously free to park on a Sunday now requiring a pay-and-display ticket between the hours of 12:30-18:30[7]. The plans were introduced as part of the city's move towards being more eco-friendly and transforming into a carbon neutral capital by 2030[8]. The Council stated that footfall volumes on Sundays have become similar to the rest of the week and therefore parking charges should reflect that demand.

Following a review of car parking, Dorset Council introduced Sunday parking charges in Council controlled car parks. The aim of the measure was to bring parity and consistency to Sunday parking across all Dorset Council car parks[9]. Drivers using any Dorset Council car park will be charged for parking 08:00 to 20:00, Monday to Sunday. This extends the chargeable period by two hours in most areas[10].

Neither Edinburgh City Council nor Dorset Council have conducted a review into the impact of introducing Sunday parking charges. However, the table below is an overview of the pros and cons expected to be realised following introduction of Sunday parking charges. This information was gathered from a desktop review.

Table 12: Sunday Charges Introduction – Positives and Negatives of Scheme

Positive	Negative
Provides additional income for Council on the basis that Sunday shopper activity is similar to other days of the week and therefore can be viewed as being fair/proportionate.	Charges may discourage people visiting town/city centres.
Parking charges could encourage use of public transport and active travel both on Sundays and Saturdays.	Potential impact on footfall in the place where introduced; impact on businesses.
Decreases long stay parking/space blocking in City Centre car parks on Sundays, improving space turnover and availability.	There may be limited viable alternative public transport options to enable users to switch from travel by private car to public transport (for example, fewer bus/train services on a Sunday).
Helps to achieve environmental goals.	Requires enforcement officer and equipment resource for the extra day.
Reduces congestion.	Likely to be viewed negatively by faith-based groups given that some people have to travel into the city centre for those activities.
Councils have the flexibility over how the charges work and could offer exemptions to suit specific needs. For example, church goers benefit from charging not commencing until the afternoon, or church members are issued with exemption permits.	Proposing this as a solution may open Councils up to criticism from other faith groups for whom Sunday is not a practising day around fairness i.e. those users already have to pay to park.
Revenue generated from charges can be reinvested back into local communities to improve infrastructure and services.	Could be perceived that there are other ways of achieving positive outcomes rather than introducing parking charges, for example perception that more public transport services should be operated instead.
Could discourage some people who park for social activities on Saturday evenings and then collect their vehicles on Sundays whilst still having a blood-alcohol level above the drink-drive limit.	

[7] https://www.bbc.co.uk/news/uk-scotland-edinburgh-east-fife-56589358
[8] https://www.edinburghlive.co.uk/news/edinburgh-news/edinburgh-sunday-parking-charges-come-20144885
[9] https://www.dorset.live/news/dorset-news/car-park-charges-how-much-6856234
[10] https://news.dorsetcouncil.gov.uk/2020/10/16/charges-at-dorset-council-run-car-parks-set-to-change/

Positive	Negative
Seeks to move the conversation for some users on to *how* they access the city centre rather than *whether* they do (as they are already committed to making the trip).	

5.3 ACC Off-Street Car Parks – Council Initiatives (2024)

5.3.1 ACC Evening Parking Street Trial

ACC trialled a new scheme which allowed users to park in a select number of Council owned car parks for just £1 after 5pm. The six-month trial was agreed as part of the Council's Budget early in 2024. The move was aimed at boosting footfall in the city centre where work is under way to transform the central section of Union Street. The £1 charge represented a saving of up to £4.80 on standard charges for three hours' parking in the evening. The car parks involved in the trial were Virginia Street, Gallowgate, Frederick Street, Summer Street, Chapel Street, West North Street and Denburn. The scheme was concluded at the end of October 2024.

5.3.2 October/November 2024 Free Parking

ACC announced that for the last three weekends of October and the first weekend of November 2024, parking at Denburn car park and Frederick Street car park would be free of charge during the weekend. These dates were selected as they aligned with the school October holidays, the start of the Christmas shopping period and the brick-billed dinosaurs trail that took place throughout the city centre. This initiative was combined with the '£1 after 5pm' scheme (outlined above), providing visitors to the city centre with a variety of car parking offerings.

Figure 7: ACC Promoted Car Park Schemes in October (Source: ACC Website)

Analysis of availability data provided by ACC was conducted to understand the effectiveness of the October parking scheme. The limited available data meant that analysis could only be completed for Denburn car park.

Average weekend occupancy (Saturday and Sunday) within the trial period was compared to the average weekend occupancy for the rest of 2024, and to the average weekend occupancy over the same period in 2023. The following table illustrates the results by period and year.

Table 13: Average Weekend Occupancy by Year and Time Period – Denburn Car Park

Period	09:00	11:30	14:00	16:30	19:00
Oct/Nov 2023	10	53	76	60	43
Rest of Year (RoY) 2023	9	65	83	56	60
Oct / Nov 2024 (Trial)	**14**	**86**	**123**	**50**	**114**
Rest of Year (RoY) 2024	9	59	91	73	71
Comparison 1 (Trial - RoY 2024)	*169%*	*146%*	*135%*	*68%*	*160%*
Comparison 2 (Trial - Oct/Nov 2023)	*144%*	*164%*	*161%*	*82%*	*267%*

The results indicate there was an overall uplift in occupancy levels at Denburn car park during the Free Parking Initiative over the trial period. Occupancy levels increased by up to 169% compared to average weekend occupancy during the rest of 2024, and by up to 267% compared to approximately the same period in 2023. It was noted that the average occupancy remained relatively consistent around 16:30; in fact it was slightly lower on average than during the comparator periods, indicating that there remained some fluctuation in usage levels throughout the day during the trial period. It is important to note there are also multiple other variables that are expected to influence weekend off-street parking demand in the city centre, as well as broader travel behaviours, that have not been included in this summary analysis.

5.4 ACC On-Street Car Parking

5.4.1 Aberdeen On-Street Parking

On-street parking spaces in Aberdeen are managed and controlled by ACC who also undertake enforcement of parking restrictions. The number of parking spaces in Aberdeen is limited and therefore on-street spaces are suitable for short term parking, with turnover rates higher compared to off-street parking locations. Tariffs have been applied to five different zones located in Aberdeen, which together comprise the Controlled Parking Zone (CPZ). The tariffs range from a duration of twenty minutes up to five-six hours.

A summary of the on-street parking charges applied across the various zones in the CPZ are shown below.

Table 14: ACC On-Street Parking Charges (£)[11]

Car Park	Zone	Tariff 20m	Tariff 30m	Tariff 40m	Tariff 0-1hr	Tariff 1-2hr	Tariff 2-3hr	Tariff 3-4hr	Tariff 4-5hr	Tariff 5-6hr
Inner Central Zones	A, B, C, E, G	1.50	2.90	2.90	4.20	5.50	-	-	-	-
Outer Central Zones	A, B, C, E, F, G	1.40	2.60	2.60	3.80	5.00	-	-	-	-
Peripheral Zones	H, J, K, N, P, L, M & T	0.90	0.90	1.40	1.40	2.60	3.80	-	-	-
Peripheral Zones	RR	0.90	0.90	1.40	1.40	2.60	3.80	4.80	6.00	7.20
Peripheral Zones	YY, Z					1.80	5.45			

[11] On-street parking, Aberdeen City Council website: https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/street-parking

5.4.2 ACC Parking Permits / Impact of CPZ Changes

ACC offers a number of different resident, business and contractor parking permits. Annual tariffs for permits are shown below.

Table 15: ACC Parking Permits – Annual Tariffs[12]

Area	Annual Tariff (£)
Resident City Centre (Zones A to G)	210
Resident Peripheral (Zones H to X)	157 (first permit) 210 (second permit)
Resident Peripheral (Zone RR & Z)	105 (first permit) 157 (second permit)
Business City Centre	612
Contractor Parking Permit	670
Car Parking Permit	243 (1 month only)

It is acknowledged that there is some evidence of commuters into Aberdeen City Centre parking on the edge of the CPZ to avoid paying for car parking. Whilst the exact number of those who do this is unknown, it is anticipated that this will be occurring on a regular basis, potentially resulting in a missed revenue opportunity for ACC at city centre car parks.

Although expansion of the existing CPZ boundary could help reduce this type of parking behaviour by 'pushing' it further beyond the extents of the city centre and therefore reducing the appeal and practicalities of parking and walking into the city centre, there is potential for this to introduce issues in areas previously unaffected by this type of parking behaviour.

5.4.3 Resident Parking Permits

Aberdeen City residents are entitled to a permit if their usual place of residence is within a controlled parking zone. Zones A to G are entitled to a maximum of one permit which must be fixed.

There are two types of parking permits available – fixed and flexible permits. A fixed permit means the permit is assigned to a specific vehicle and therefore a specific registration number. The permit can only be used for the vehicle to which the permit is assigned.

A flexible permit, available in all zones except A to G, is a permit which is not assigned to a specific vehicle or specific registration number. It can be used on any vehicle which is used by the person who bought the permit and their visitors.

Parking permits are not valid in 45-minute parking bays, for parking on single/double yellow lines or in places with any other type of parking restrictions e.g. loading only bays.

5.4.4 Business Parking Permits

Business customers are entitled to a business parking permit if their business premises are located in the CPZ and the permit is used solely for business purposes. The business must also be registered as paying Non Domestic Rates to ACC.

Businesses located in zones A to G are entitled to a single fixed permit. If they are in any other zone, they are entitled to two permits. If a business is entitled to two permits, they can either have two fixed permits, or one fixed permit and one flexible permit.

Contractor Parking Permit

Contractors are entitled to a contractor parking permit if they work in an eligible trade. Examples of eligible trades are shown below:

- Aerial Installation;
- Building;
- Carpentry;
- Joinery;
- Plumbing; and

[12] Parking permits, Aberdeen City Council website: https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/parking/virtual-parking-permits

- Tiling.

A contractor parking permit is eligible to park in any on-street pay and display, permit and voucher bay in Aberdeen City, in all zones. It is not possible to use contractor parking permits in any 45-minute zones or for parking on single or double yellow lines. The permit is not valid in any of ACC's pay and display car parks.

5.4.5 Blue Badge Provision

Designated on-street Blue Badge parking is available at 18 areas within the city centre. Areas include both groups of streets and single streets. Blue badge parking is also available at eight car parks within the city centre: Denburn, Bon Accord Loch Street, Bon Accord Harriet Street, Gallowgate, Shiprow, Union Square, Trinity Centre and College Street. ACC have reported that the current provision of Blue Badge spaces is sufficient for the number of registered users within the city.

5.4.6 Car Parking Permits

Monthly parking permits are available for the following car parks:

- Denburn Multi-Storey;
- Frederick Street Multi-Storey;
- West North Street Multi-Storey; and
- Virginia Street.

A car park permit is valid for one month, from the first day of the month until the last day. The car parking permit can only be used in the vehicle it has been issued for. It is only possible to apply for a permit for one month at a time.

5.4.7 Parking Permit Data

ACC provided parking permit data to AECOM in December 2024. The table below shows the total number of ACC issued parking permits for car parks where permits are available and all permit zones within Aberdeen City.

Table 16: Total ACC Parking Permits Issued

Car Park / Parking Zone	Total Number of Permits
Denburn Multi-Storey Car Park	67
Frederick Street Multi-Storey Car Park (Levels 5&6)	34
Virginia Street Car Park	2
West North Street Multi-Storey Car Park	14
Zone A	38
Zone B	59
Zone C	101
Zone E	79
Zone F	77
Zone G	78
Zone H	271
Zone J	139
Zone K	287
Zone L	373
Zone M	261
Zone N	280
Zone P	28
Zone RR	197
Zone T	261
Zone V	122
Zone W	162
Zone X	195
Zone Y	392
Zone YY	74
Zone Z	416
Total	**4,007**

The table below provides a breakdown of the number of parking permits per type issued within all parking zones within Aberdeen City.

Table 17: ACC Issued Parking Permit Types per Parking Zone

Parking Zone	Fixed Resident Permit 12 Months	Fixed Resident Permit 6 Months	Fixed Resident Permit 3 Months	Fixed Business Permit 12 Months	Fixed Business Permit 6 Months	Fixed Business Permit 3 Months	Flexible (Vehicle) Resident Permit 12 Months	Flexible (Vehicle) Resident Permit 6 Months	Flexible (Vehicle) Resident Permit 3 Months	Flexible Business Permit 12 Months	Flexible Business Permit 6 Months	Flexible Business Permit 3 Months	Parking Voucher [13]	Courtesy Car Permit [14]	Total
Zone A	15	7	10	1	-	2	-	-	-	-	-	-	3	-	38
Zone B	25	7	13	10	-	3	-	-	-	-	-	-	1	-	59
Zone C	33	19	33	2	1	3	-	-	-	-	-	-	8	2	101
Zone E	22	14	29	5	1	3	-	-	-	-	-	-	3	2	79
Zone F	21	16	32	2	1	1	-	-	-	-	-	-	4	-	77
Zone G	27	20	26	1	-	1	-	-	-	-	-	-	3	-	78
Zone H	70	39	31	-	-	-	67	21	36	1	-	-	6	-	271
Zone J	33	17	24	-	-	-	29	14	17	-	-	1	4	-	139
Zone K	62	37	50	1	1	-	65	36	23	5	-	1	5	1	287
Zone L	111	51	39	-	1	1	107	24	22	4	2	1	7	3	373
Zone M	72	26	35	2	-	-	60	26	31	-	-	-	8	1	261
Zone N	68	33	44	-	-	-	62	28	30	-	-	1	10	4	280
Zone P	5	4	1	5	1	-	5	-	1	3	1	2	-	-	28
Zone RR	69	29	18	-	-	-	55	9	15	-	-	-	2	-	197
Zone T	87	23	21	-	-	-	90	15	17	1	-	1	4	2	261
Zone V	34	10	16	-	-	-	40	14	8	-	-	-	-	-	122
Zone W	36	22	28	2	-	-	41	12	15	3	1	-	2	-	162
Zone X	71	7	8	1	-	-	89	6	4	3	-	-	5	1	195
Zone Y	181	3	1	-	-	-	203	1	-	-	-	-	-	3	392
Zone YY	36		1	-	-	-	35	1	1	-	-	-	-		74

[13] Residents can apply for access to a maximum of 15 vouchers a year, once approved a voucher allows for a full day parking in their residential permit zone only; the customer must pay as and when they want to use a voucher. If all 15 are used they must wait until the one year anniversary to be able to apply for more. This figure in this column indicates that someone has been approved for access to parking vouchers so the 3 will be 3 different residents that now have access to 15 parking vouchers each. Demand for parking vouchers has increased significantly now that it can be completed virtually. ACC have notified intentions to charge an uplift in their 2025/2026 budget.

[14] Courtesy permits are a temporary mechanism to allow for temporary changes in fixed permits e.g. a courtesy car while main vehicle is repaired etc.

Parking Zone	Fixed Resident Permit 12 Months	Fixed Resident Permit 6 Months	Fixed Resident Permit 3 Months	Fixed Business Permit 12 Months	Fixed Business Permit 6 Months	Fixed Business Permit 3 Months	Flexible (Vehicle) Resident Permit 12 Months	Flexible (Vehicle) Resident Permit 6 Months	Flexible (Vehicle) Resident Permit 3 Months	Flexible Business Permit 12 Months	Flexible Business Permit 6 Months	Flexible Business Permit 3 Months	Parking Voucher [13]	Courtesy Car Permit [14]	Total
Zone Z	137	22	26	-	-	-	202	16	13	-	-	-	-	-	416
Total	**1215**	**406**	**486**	**32**	**6**	**14**	**1150**	**223**	**223**	**20**	**4**	**7**	**75**	**19**	**3,890**

5.4.8 Digitisation of Parking

In 2024, ACC rolled out the Digitisation of Parking project, a £1.3million capital project to replace and modernise parking system infrastructure and improve citizen, business and visitor experience. Approximately 99% of existing parking meters in operation had reached the end of their serviceable life with action required to protect the revenue income, ensure cost effective replacement, and that systems are future proofed and fit for purpose as far as is reasonably practical.

The project involved the introduction of virtual parking permits, the replacement and rationalisation of parking meters, and deployment of automatic number plate recognition (ANPR) vehicles allowing for intelligent led directed enforcement of compliance.

5.4.8.1 Virtual Parking Permits

In Summer 2024, virtual parking permits replaced paper permits in the CPZ. Users were invited to apply for a virtual permit when their paper permit is due for renewal. A new user-friendly portal was introduced to streamline the process by conducting an automated digital identity check as part of the application process. This check verifies the eligibility of the applicants and removes the need for manual verification and approval by customer service teams. The portal also allowed for users to change their vehicle registrations on their permits.

The new virtual permits instantly notify City Wardens through their handheld devices if the vehicle has a valid permit. Virtual parking permits offer the following benefits:

- Faster and more convenient service for citizens and businesses;
- Instant issue of permit when approved via digital identity checking;
- No need to display anything on the vehicle;
- Reduced demand on staff and resources;
- Reduced costs from printing and posting permits; and
- Reduced potential for fraud and misuse.

5.4.8.2 Parking Payment Efficiency and Modernisation

The project also involved the procurement and installation of 100 new parking meters that are ticketless, solar powered (with exception of car parks), and connected to live maintenance and cash collection reporting ensuring prompt servicing and reducing any potential downtime and inconvenience to residents and visitors. The new meters require users to enter their vehicle registrations which starts a virtual parking session. This removes the need for the printing and displaying of a physical ticket. The project also offers parking users more flexibility and choice in paying for parking. Customers can use PayPoint, a service that allows them to pay by cash or card at more than 100 locations across Aberdeen.

Parking meters, PayPoint, and cashless parking services provide greater choice of convenient ways to pay for parking. Furthermore, multi-vendor cashless options provide access to both PayByPhone and RingGo services in Aberdeen. These are two of the biggest cashless parking operators in the UK meaning most visitors to the city may already have an account with one of the providers that they can use in Aberdeen. Cashless parking still offers the greatest flexibility, with users able to extend their parking without having to return to their vehicle. Approximately 2,500 on-street signs are being replaced as part of the project. These new designs are intended to inform users of the different payment options available in the area where they are parking.

5.4.8.3 Intelligence Based Enforcement

The Digitisation of Parking project will also introduce ANPR vehicles that can automatically detect parking contraventions by scanning vehicle registrations and checking the digital parking rights by checking virtual permits, cashless parking and virtual parking meter transactions. The ANPR vehicles will be accompanied by city wardens on electric bikes who will then receive tasks to attend any vehicle that has been detected as possibly not being compliant with parking regulations. The electric ANPR vehicles will be livered and easily identifiable. Testing commenced in August 2024 and will continue for an extended period of time before being deployed for operational use.

5.5 Privately Operated Car Parks

As noted in Chapter 4, there are several privately operated car parks located in Aberdeen to support parking demand in the city. The list of privately operated car parks and their associated tariffs (as of January 2025) are shown in the table below. It is also noted that some privately operated car parks, such as Union Square, offer an additional evening rate that is typically significantly lower in comparison to the usual daytime rates shown in the table below.

Table 18: Aberdeen Privately Operated Car Park Tariffs

Car Park	Tariff 0-1h	Tariff 1-2h	Tariff 2-3h	Tariff 3-4h	Tariff 4-5h	Tariff 5-6h	Tariff 6-7h	Tariff 7-8h	Tariff 12h	Tariff 24h
Union Square	3.50	4.50	5.50	6.50	8.50	9.50	13.00	18.50	18.50	18.50
College Street (Union Square)	3.00	3.00	4.00	5.00	6.00	7.00	7.00	7.00	7.00	7.00
College Street (ScotRail)	3.50	3.50	3.50	3.50	6.00	6.00	6.00	6.00	6.00	6.00
Trinity Centre	2.80	4.00	6.00	8.00	9.00	11.00	13.50	16.00	17.50	17.50
Justice Mill Lane	2.00	3.50	5.00	5.00	7.00	7.00	11.00	11.00	11.00	13.00
Harriet Street	3.60	3.60	5.00	6.00	7.00	8.00	8.00	8.00	8.00	12.00
Loch Street	3.60	3.60	5.00	6.00	7.00	8.00	12.00	12.00	12.00	12.00
Shiprow (NCP)	2.95	5.90	8.85	11.80	14.95	14.95	14.95	14.95	14.95	14.95

Key characteristics of the privately operated car park tariffs in Aberdeen are as follows:

- All of the eight privately operated car parks have tariffs ranging from one hour to 24 hours.
- The minimum tariff based on a one-hour parking duration is £2.00 (Justice Mill Lane).
- The maximum tariff based on a 24 hour duration is £18.00 at Union Square car park.

5.5.1 Comparison of Tariffs Between ACC Operated and Privately Operated Car Parks

Car parking charges for privately operated car parks located in Aberdeen are significantly higher than ACC's tariff structure.

A comparison between an ACC car park (West North Street) and a selection of privately operated car parks is shown below.

Figure 8: Price Comparison of ACC and Privately Operated Car Parks

The above comparison of car parking charges between ACC and privately operated car parks indicates that the parking charges applied at ACC car parks are generally lower in comparison to the equivalent charges applied for privately operated car parks. The exception is for an up to 1 hour duration at Trinity Centre which is £2.80 in comparison to ACC operated West North Street which is £2.90. The maximum charge for a 10-hour duration at

ACC West North Street is £13.50 compared to £18.50 at Union Square and £17.50 at Trinity Centre. There is no increase in parking charges between up to 6 hours and up to 9 hours duration at ACC Chapel Street, however there is a significant increase at Trinity Centre from £11.00 to £17.50 for the same duration.

5.5.2 Comparison of Charging Hours Between ACC Operated and Privately Operated Car Parks

A comparison between the charging hours of ACC and privately operated car parks are shown in the table below.

Table 19: Comparison of ACC and Privately Operated Parking Charging Hours

Car Park	Open	Charging Hours
ACC Chapel Street	24 Hours	Mon to Sat 08:00 – 20:00, Sun 13:00 – 17:00[15]
Union Square	24 Hours	24 hours
NCP Shiprow	24 Hours	24 hours
Trinity Centre	Mon-Sat 07:30 – 18:30, Sun 09:30 – 18:00	24 hours[16]

Private car parks typically have charges for 24 hours, with ACC having a charging structure that generally applies for 12 hours a day Monday-Saturday and on Sunday afternoons (as noted earlier in this section).

5.6 Bus and Rail Fares

An overview of local bus and rail fares has been undertaken to provide a comparison with the cost of car parking charges in Aberdeen. The following public transport routes have been chosen to compare the costs of rail and bus trips[17]:

- Aberdeen to/from Dyce;
- Aberdeen to/from Stonehaven;
- Aberdeen to/from Kintore; and
- Aberdeen to/from Inverurie.

Table 20: Bus and Rail Fare Cost Comparison

Journey Location	Mode	Cost
Aberdeen to Dyce	Train	A return train journey between Aberdeen and Dyce costs £4.50. Car parking at Dyce train station is free for customers travelling from this station.
	Bus	A Day Rider ticket which covers unlimited travel between Aberdeen and Dyce is £5.30 per day.
Aberdeen to Stonehaven	Train	A return train journey between Aberdeen and Stonehaven costs £8.20. Car parking at Stonehaven train station is free for customers travelling from this station.
	Bus	An Aberdeen Commuter Day Rider ticket which covers travel between Aberdeen and Stonehaven costs £9.20 per day.
Aberdeen to Kintore	Train	A return train journey between Aberdeen and Kintore costs £8.40. Car parking at Kintore train station is free for customers travelling from this station.

[15] Although Chapel Street car park is open for 24 hours a day, charges do not apply for the full 24 hours.
[16] Users can be charged for a full 24 hour rate even though the car park is not open for 24 hours a day. During unopen times, users would not be able to access their vehicle but they would still be charged.
[17] Information collected in February 2025 using ScotRail, First Bus and Stagecoach websites.

Journey Location	Mode	Cost
	Bus	An Aberdeen Commuter Day Rider ticket which covers travel between Aberdeen and Kintore costs £9.20 per day.
Aberdeen to Inverurie	Train	A return train journey between Aberdeen and Inverurie costs £9.70. Car parking at Inverurie train station is free for customers travelling from this station.
	Bus	An Aberdeen Commuter Day Rider ticket which covers travel between Aberdeen and Inverurie costs £9.20 per day.

5.6.1 Comparison between Car Parking Charges and Bus Fares

Information provided to AECOM from ACC (sourced from the Strategic Dimension component of the ART business case) sets out a comparison of bus ticket costs against city centre parking charges in Aberdeen, Edinburgh, Glasgow and Dundee.

Table 21: Bus vs Parking Costs in Scottish Cities[18]

City	Bus Return Ticket*	Bus Day Ticket	3 Hours City Centre Parking	Full Day City Centre Parking
Aberdeen	£5.25	£5.55	£4.80	£13.50
Edinburgh	£4.00	£5.00	£24.60	£82.00
Glasgow	£4.20 - £13.40 (depending on zone)	£5.90	£10.50	£32.00
Dundee	£5.10 - £6.10 (depending on length of journey)	£4.65	£4.70	£10.70

*Generally, not available as a product so cost of two singles has been used for analysis. Price for Aberdeen has been taken from cost of a two-trip 24 hour ticket.

Bus tickets, both return and day, are lower (often significantly so) than the price of car parking. Within Aberdeen, a full day of city centre parking is approximately just under three times more expensive than a bus return ticket. However, within Edinburgh, this same comparison increases to 20 times the cost. The cost of parking (for three hours) in Aberdeen and Dundee more closely aligns with the cost of a return or day bus ticket in comparison to Edinburgh and Glasgow where parking is typically considerably more expensive than the bus fare. A full days' worth of city centre parking in Edinburgh and Glasgow is also significantly higher than in Aberdeen and Dundee.

5.7 Comparison Cities

A comparison of parking charges and different permit types in operation across five different cities in the United Kingdom has been undertaken to provide a comparison with Aberdeen. The following cities have been chosen for this exercise:

- Dundee;
- Glasgow;
- Belfast;
- Plymouth; and
- Nottingham.

5.7.1 Dundee

Dundee City Council (DCC) is responsible for the operation and enforcement of off-street and on-street parking in Dundee.

[18] Information within table sourced in April 2025.

DCC Off-Street Parking

There are approximately 4,900 off-street parking spaces across Dundee city centre. Four multi-storey car parks are operated by DCC as well as eleven surface car parks in Dundee City Centre. Of the eleven surface car parks operated by DCC, three of the car parks are based on premium rate tariffs.

The maximum tariff in the multi-storey car parks are based on a twelve-hour duration which is £10.70. A separate tariff of £3 per day is applied at weekends at two of the multi-storey car parks.

The tariff significantly increases for the three premium rate operated car parks in Dundee City Centre where the maximum tariff based on a ten hour stay at each of the three car parks is £21.30.

Dundee Privately Operated Car Parks Tariffs

In addition to the car parks operated by DCC, there are a number of privately operated car parks in Dundee. Tariffs in these car parks are generally higher than those charged in the DCC operated car parks.

DCC On-Street Parking Charges

DCC is responsible for managing on-street parking in Dundee. Two tariffs are applied for on-street parking in the city; a tariff for on-street parking within the A991 Ring Road and a tariff for parking outside of the A991 Ring Road. The following tariffs are applied:

- City Centre (Inside A991 Ring Road) – 0m-30m = £2.70, 30m-60m = £3.60
- City Centre (Outside A991 Ring Road) – 0m-30m = £2.50, 30m-60m = £3.30

DCC Parking Permits

DCC introduced resident parking permits in 1977 in response to specific difficulties which existed in the Broughty Ferry and City Centre areas. There are no parking permits applied to business or for those conducting business activities across Dundee.

The prices of annual parking permits in Dundee are shown below.

Table 22: DCC Parking Permits – Annual Tariffs

Area	Annual Tariff (£)
Resident City Centre	130
Resident Broughty Ferry	90
Resident Menzieshill	22

Dundee Parking Initiatives

During July 2024, DCC rolled out an initiative which provided free weekend parking at two city centre multi-storey car parks, namely Greenmarket and Olympia. The initiative was reported to have been introduced to soften the impact of the implementation of the Low Emission Zone and support businesses through the transition of the LEZ, which came into effect in May 2024. Both car parks are located just outside the LEZ boundary.

5.7.2 Glasgow

Glasgow City Council (GCC) operates a total of 17 car parks across Glasgow which includes seven multi-storey / barrier-controlled car parks and 10 surface pay and display car parks. There are approximately 5,400 multi-storey parking spaces and 1,200 surface pay and display parking spaces.

The seven multi-storey car parks are open daily, and the maximum tariff based on a 10-hour stay is £32. The tariff based on a minimum one-hour duration is £2.50 which only applies to one of the nine pay and display car parks.

Glasgow Privately Operated Car Parks

There are several different private companies who control and manage parking in Glasgow. The largest privately operated company operating in Glasgow is NCP. The maximum tariff based on a 24-hour stay at an NCP car park in Glasgow City Centre is £16.95. A one hour stay costs £1.95.

Glasgow City Council On-Street Parking

On-street parking charges in Glasgow are operated and controlled by GCC who also are responsible for parking enforcement. In the city centre zone in Glasgow, a tariff of £1.60 per 15 minutes is applied. For the zones outside the city centre, a tariff of £1.00 per fifteen minutes is applied.

Payment Options

A range of payment options are available to pay for parking in GCC operated car parks which are summarised below:

- Pay on the day card;
- Top-up cards;
- Season tickets; and
- RingGo – App or Website.

A top-up card is available to purchase to pay for parking in GCC operated car parks. The benefits of using a top-up card are shown in the table below.

Table 23: Top-Up Card Prices

Top-Up Card	Bronze	Silver	Gold	Platinum	Diamond
You Pay	£20	£50	£100	£300	£500
Extra Credit	10%	10%	15%	20%	30%
Card Value Issued	£22	£55	£115	£240	£650
Discount applied to car park tariff	10%	10%	20%	30%	50%

Glasgow Parking Permits

A resident parking permit allows a user to park in a shared use parking space within the Glasgow parking zone stated. The tariffs for resident parking for each zone in Glasgow are shown below.

Table 24: GCC Parking Permits – Annual Tariffs

Area	Annual Tariff (£)
Anderston	196
Barras North	98
Barras South	98
Belmont	98
City Centre	328
Cranstonhill	98
Dowanhill	98
Hyndland	98
Garnethill	85
Hillhead	85
Kelvingrove	98
Napiershall	98
Necropolis	98
North Kelvin	85
Park	98
Partick	98
Sandyford	98
Spiersgate	98
Tradeston	98
Woodlands	98

Area	Annual Tariff (£)
Woodside	98
Yorkhill	98

Business permits are available for business users. A flat fee of £850 per annum is applied which allows for business related parking across all areas in the city.

5.7.3 Belfast

Belfast City Council Car Parks

Belfast City Council (BCC) currently owns and operates 13 car parks in the City Centre, all of which have a tariff. There is a total of 1,133 charged parking spaces.

Corporation Square car park provides the largest number of spaces across all charged sites with 168 spaces, whilst Hope Street North provides the least with 41 spaces.

The price per hour in BCC operated car parks varies from a minimum of £0.40p per hour to a maximum of £1.20 per hour. The maximum daily charge also varies from a minimum of £3.60 to a maximum of £13.80.

The majority of BCC operated car parks charge users from 8am to 6pm on Mondays to Saturdays. Hope Street North and Little Victoria Street have a longer charged period to 9pm. Smithfield is charged 8am to 6pm on a Monday, Wednesday, Friday and Saturday, whilst charged times are later on a Thursday, from 8am to 9pm.

Belfast Privately Operated Car Parks

There are numerous privately owned car parks within Belfast City Centre, which provide significantly more capacity than BCC operated car parks. For the purposes of this comparison with Aberdeen, 12 key sites have been summarised due to their central location and number of spaces provided.

The sites are owned by various companies including Northern Ireland Transport Holding Company (NITHCo), more commonly known as Translink (who also operate the Glider bus rapid transit system), Q-Park, NCP, APCOA and Value Car Parks.

Charges per hour in private car parks are higher than BCC car parks. Generally, most privately owned car parks are £3.00-£3.50 per hour after the first hour, however some can be cheaper or more expensive such as The Tannery, whilst Victoria Square and City Quays charge £4.00 per hour. The highest charge per hour in BCC operated car parks is £1.20 per hour.

The price charged per hour varies across all sites. Maximum daily charges range from £6.95 (The Tannery) to £25 (APCOA Lanyon Place and St Anne's Square). Maximum daily charges in private car parks are much higher compared to BCC car parks (i.e. £1.80-£13.80).

On-Street Parking

There are 3,455 on-street parking spaces provided within the city centre core area, with a further 9,322 provided in the city centre fringe. This gives a total of 12,777 on-street spaces.

Only 14% of on-street spaces are currently 'controlled' i.e. have an enforced time limit or payment regime; these are predominantly located within the core zone. There are also nearly 1,900 spaces within the core that remain uncontrolled. There are 9,100 (80%) uncontrolled spaces located in fringe areas.

In Belfast, all on-street controlled parking spaces are charged at the Tariff C rate, with the exception of five streets which are charged at the Tariff B rate.

On-street parking areas where Tariff B applies charge users 40p to park per 15-minute period, up to a maximum charge of £3.20 or £6.40, depending on whether the maximum on-street duration of stay is 2 hours or 4 hours. Tariff C charges users 45p to park per 15-minute period, up to a maximum charge of £3.60 or £7.20, depending on whether the maximum on-street duration of stay is 2 hours or 4 hours. These on-street charges apply Monday to Saturday from 08:00 to 18:00.

Belfast City Council Payment Options

A range of payment options are available to pay for parking in BCC operated car parks which are summarised below:

- Cash via machines and cash/card via Pay-by-Plate machines.
- RingGo – App or Website.

- Season tickets – monthly and quarterly season tickets are available at eight BCC car parks. Monthly season tickets range from £54.60-£81.90 per site and quarterly tickets range from £132.60-£198.90 per site.

Belfast Parking Permits – Residential Parking Zone

A number of Residential Parking Zones have been proposed in Belfast in areas such as Market East and Market West off Cromac Street, Queen's University/The Holylands, Stranmillis village and Lower Malone. However, to date only one of these proposed zones has been delivered, this being the resident parking zone in the vicinity of Queen's University/The Holylands in south Belfast.

There are 228 parking bays within the zone, of which 119 spaces are for resident permit holders only and 109 spaces are pay & display. However, parking users with a resident, business or visitor permit are permitted to park in any bay within the zone for free. There are also a number of loading bays within the zone which are free for users and have a maximum stay of 10 minutes.

Parking restrictions within the zone apply from 08:00 to 18:00 Monday to Friday, excluding public holidays. Non-permit holders are charged a fee for parking in a designated pay & display bay. The stated tariffs are shown below.

Table 25: Belfast Resident Parking Zone - Pay and Display Tariffs

Time Period	Tariff
Up to 15 minutes	£0.15
Up to 30 minutes	£0.30
Up to 45 minutes	£0.75
Up to 1 hour	£1.20
Up to 1 hour and 15 minutes	£1.50
Up to 1 hour and 30 minutes	£1.80
Up to 1 hour and 45 minutes	£2.10
Up to 2 hours	£2.40

A resident's permit costs £30 per annum.

Within the zone a resident or business can apply for one book of 25 visitor permits every quarter for visitors of that resident or business, costing £12.50 per quarter.

Businesses within the zone and without access to private off-street parking can apply for one business permit which costs £30 per annum.

Blue badge holders can park free of charge, without a time limit, within a designated bay within the zone during its operational hours.

5.7.4 Plymouth

Plymouth City Council Car Parks

Plymouth City Council (PCC) operates 19 public car parks within the city area, providing an approximate total of 3,000 spaces. These are made up of nine short stay car parks, accounting for 397 spaces and 10 long stay car parks, accounting for 2,680 spaces. Most of the city centre car parking is provided across five multi-storey car parks which account for 2,365 parking spaces (or 77%) of all the Council's off-street parking spaces. The nine short stay car parks provide free parking for either two hours or three hours, whilst a further four long stay car parks provide free parking for an unlimited amount of time.

The four multi-storey car parks are open daily and offer both short stay (1-2 hours) tariffs up to monthly season tickets. Napier Terrace offers the first two hours free, whilst Mayflower Street (east) and Theatre Royal charge £3 for the first two hours, £6.60 for six hours and £13 for 24 hours. Western Approach (containing 1,000 spaces) is the only multi-storey to offer a 1-hour tariff charged at £1.10, with charges set at £3.30 for three hours from 8am-10pm and £4.40 for four hours (between 8am and 7pm). Monthly season tickets range from £55 for Napier

Terrace and Western Approach and then increase to £165 per month for Mayflower Street (east) and Theatre Royal.

Payment at both the multi-storey and surface car parks can be completed by RingGo, debit or credit card or by seasonal pass. PCC announced in February 2023 that it would install new parking terminals at the free short-stay surface car parks to address vehicles overstaying their 'free time' allocation. The parking terminals would ensure that vehicles check-in when they arrive and leave at the end of their allocation, thus ensuring there is a regular turnover of spaces.

On-Street Parking

In relation to on-street parking, a small amount is provided along Cornwall Street, Plymouth Coach Station and Armada Way. Charges start at £1.10 for 30 minutes, up to £6.60 for three hours. There are also various charging options for evening parking which range depending on duration.

Private Car Parks

Whilst the majority of car parking and car parks in the city centre are operated by Plymouth City Council, Drake Circus operates a car park which is attached to the retail outlet. Charges start from £3.30 for up to 2 hours up to £15.00 for between 6 to 24 hours. Those customers arriving after 5pm can park for £3.00 until the car park closes at 1:15 am Sunday to Thursday and 3am Friday to Saturday.

Parking Permits

Six different parking permits are available within Plymouth:

- Resident Parking Permit – for some areas within Plymouth, a resident parking permit is required if the person's home is within a permit zone area. Permits are £45 for a year or free for vehicles with less than four wheels.
- Visitor Parking Permit – residents living within a permit zone can apply for a visitor parking permit which allows for the residence to have an additional permit for occasional visitors. Visitor permits can be purchased on a daily ticket basis or up to a yearly permit.
- Business Parking Permit – these permits are for staff who require regular and frequent use of a vehicle necessary for the day-to-day operation of a business. They allow for parking in a resident parking bay and shared use bays. Business permits are not intended for staff to park near the premises for most of the working day. Example of business permit users include tradesman carrying out works at a property or those who make regular deliveries throughout the day such as a florist. Business short stay permit (up to 2 hours of parking and no return in 2 hours) is £220 per year and business long stay permit (unrestricted parking anywhere in the city) is £440 per year.
- Pedestrian Zone Permit – allows for vehicle access within a permit zone every day from 6pm to 9:30am, except Thursdays when access is allowed from 8pm to 9:30am. The cost of this permit is £33 a week or £110 for a year.
- Health and Home Car Permit – this permit is available for those who are a healthcare professional, travel regularly to visit clients, deliver NHS / PCC funded essential health care and support services or provide services to a residential property in a controlled parking zone. Health and Home Care short stay permit (up to 2 hours of parking and no return in 2 hours) is £110 per year and Health and Home Care long stay permit (unrestricted parking anywhere in the city) is £165 per year.
- Commercial Wharf Permit – the Commercial Wharf area is a popular area with food and beverage establishments. Due to the high number of pedestrians within the area, vehicle access is controlled to ensure the safety of pedestrians. A Commercial Wharf permit is required for any vehicle accessing the area to support business activities. Parking on the Wharf is not permitted. The cost of the permit is £33 a year.

5.7.5 Nottingham

Nottingham City Council Off-Street Car Parking

There are over 8,000 spaces in city centre car parks, with an additional several thousand off-street pay-and-display bays and over 6,500 spaces at the various Park and Ride sites located outside Nottingham. Nottingham City Council (NCC) operates six car parks located in Nottingham City Centre. The maximum tariff based on a duration of stay of 24 hours is £18.00.

Nottingham City Council On-Street Car Parking Charges

NCC enforced on-street parking charges are applied between 08:00 and 22:00. On-street parking is separated into three zones (Zone 1, 2 and 3). Each zone has a different cost per hour. During charging hours (08:00 and 22:00), Zone 1 costs £2.80 per hour, Zone 2 is £1.50 per hour and Zone 3 is 80p per hour.

Nottingham Resident Parking Permits

NCC has introduced annual charges for permits to further manage the highway, encourage residents to look at different transport options, reduce congestion and improve air quality.

The first permit per household is free and a charge of £35 (per year) applies for a second permit with a third permit costing £50 per year.

5.7.6 Comparison of Parking Charges

A comparison between the different parking charges based on tariffs applied in Aberdeen, Dundee, Glasgow, Belfast, Plymouth and Nottingham is presented below. The data has been compared for the following elements:

- Off-Street Parking (Council Operated Car Parks);
- On-Street Parking; and
- Parking Permits.

A comparison of the charges at council operated car parks in each of the six cities is shown in **Figure 9** below.

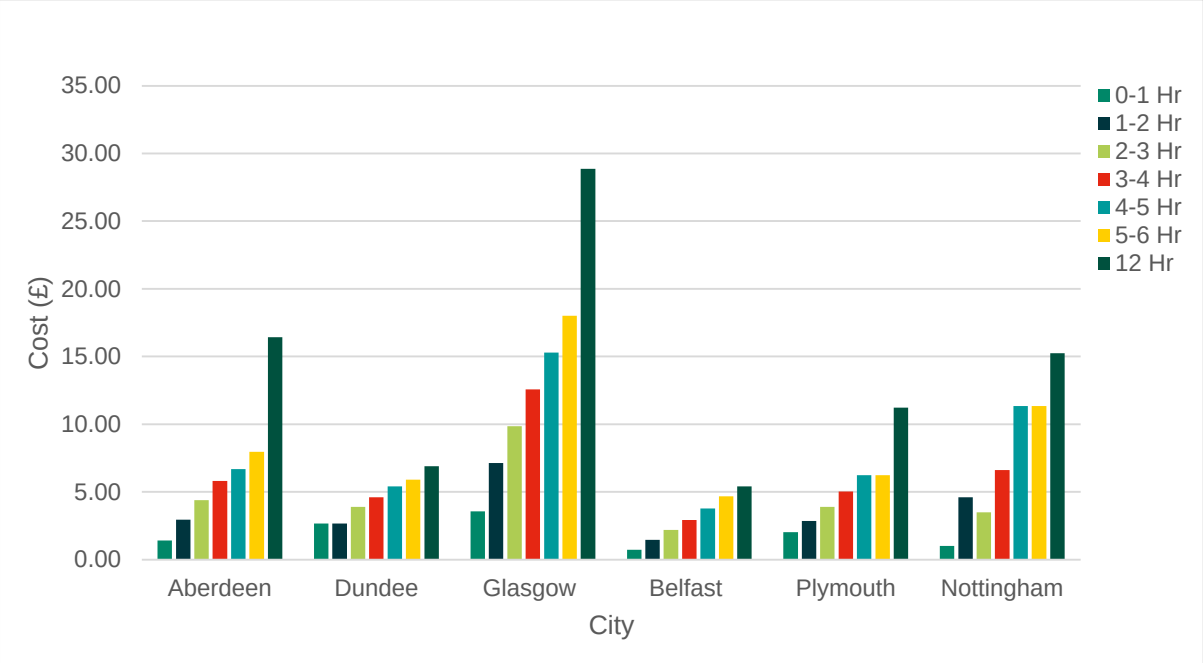

Figure 9: Comparison City Parking Charges

The above data indicates that the parking tariffs implemented by ACC are slightly higher in comparison with the equivalent tariffs applied in Dundee, Belfast and Plymouth. However, the charges are significantly lower than the charges applied in Glasgow and in comparison for some durations in Nottingham. For a 12-hour duration, parking tariffs in Aberdeen are the second highest throughout the comparison cities. Glasgow has the largest increase in tariff price from 5-6 hours to 12 hours followed by Aberdeen.

A comparison between parking tariffs applied to on-street parking across the six different cities is shown in the table below.

Table 26: Comparison of On-Street Parking Charges

Area	Aberdeen 60min Cost	Dundee 60min Cost	Glasgow 60min Cost	Belfast 60min Cost	Plymouth 60min Cost	Nottingham 60min Cost
City Centre	£4.20	£3.50	£6.40	£1.70	£2.20*	£2.80
Outer Area	£3.80	£3.30	£3.20	£1.00	N/A	£1.50

Peripheral	£1.40	N/A	N/A	£0.80	N/A	£0.80

*Note this data is based on price changes made at the start of 2023 and therefore may have changed in recent times.

The above data indicates that on-street parking tariffs in Aberdeen are higher than the equivalent tariffs applied in the comparison cities excluding Glasgow, where tariffs are higher within the City Centre. Aberdeen has the highest tariff for parking in the outer area between the comparison cities with a tariff of £3.80 based on a 60-minute period.

The comparison of the resident and business parking permit tariffs across the six cities is shown in the table below.

Table 27: Comparison of Resident and Business Parking Permits

Area	Aberdeen Cost Per Year	Dundee Cost Per Year	Glasgow Cost Per Year	Belfast Cost Per Year	Plymouth Cost Per Year	Nottingham Cost Per Year
Resident City Centre	£210	£130	£328	£30	£45	Free
Resident Peripheral	£157	£98	£196	£30	£45	Free
Business	£612	NA	£850	£30	£440	Free

The above indicates that permit tariffs in Aberdeen are higher than the equivalent tariffs applied in all cities with the exception of Glasgow where tariffs are higher. Resident City Centre permits in Aberdeen are seven times more expensive than Belfast and just over 4.5 times more expensive than Plymouth.

6. Car Parking Policy

6.1 Introduction

This chapter provides an overview of potential policy measures that ACC could consider for adoption as part of their own approach to the delivery of car parking. It considers:

- Policy Framework;
- Potential Approaches to Charging;
- Mitigation Measures / Demand Management;
- Exemption Measures;
- Alignment with Wider Policy Aspirations;
- Larger Vehicles Policy;
- Parking Management Impact on Different Sectors and Population Groups; and
- Case Studies.

6.2 Policy Framework

As noted earlier in this report, the update to the SCPR will help to inform the development of Aberdeen's next Local Transport Strategy (LTS), which will be published in 2025. Since the previous work was undertaken, parking provisions have been afforded through the Transport (Scotland) Act 2019, which banned pavement parking, double parking, and parking at dropped kerbs. The aim of the ban is to highlight the danger that illegal pavement parking poses to pavement users and in particular those with mobility issues or visual impairments[19].

Scotland was the first nation in the UK to make pavement parking illegal. Local Authorities began issuing fines from December 2023. Those found guilty of breaking the law are required to pay a £100 fine, with a 50% reduction if paid within 14 days.

During the first month of enforcement, 2,369 penalty charge notices were handed out to drivers in Aberdeen, equating to £36,900 in fines. Overall, 92% of these fines related to pavement parking, 5% related to dropped kerb parking, and 2% of fines were related to double parking[20]. Further information on other provisions associated with the Act is provided later in this chapter.

In addition, the **Nestrans Regional Transport Strategy 2040**[21] notes that:

- Car parking management is the principal means of managing demand currently and will continue to be a key part of the Strategy in the future.
- Underpinning car parking management is the need to extend parking controls including the extent of Controlled Parking Zones and ensuring that policies reflect the needs of residents over the demands of commuters. An early consideration will be to identify areas where commuters park without costs, yet still contribute to congestion and take up road space, often in residential areas or parks on the edge of town centres/Aberdeen City Centre.

Furthermore, **Nestrans' Regional Parking Strategy**[22] was published in 2012.

The strategy has two overarching objectives:

1) To support the economic vitality of the city and town centres and the wider objectives of the Regional Transport Strategy through a balanced approach to the management of car parking; and
2) To support and influence increases in the proportion of journeys undertaken by sustainable modes, particularly by bus and rail.

The strategy outlines a range of policies with associated actions. The policies cover a range of parking related themes such as:

[19] https://www.transport.gov.scot/news/pavement-parking-ban/#:~:text=The%20Transport%20(Scotland)%20Act%202019%20bans
[20] https://www.pressandjournal.co.uk/fp/news/aberdeen-aberdeenshire/6578952/aberdeen-pavement-parking-fines-first-month/?commentCount#:~:text=Since%20July%201,%20pavement%20parking%20has
[21] Nestrans-RTS_PUBLISHED.pdf
[22] Nestrans Draft Parking Strategy

- **Turnover of spaces**: parking policies and controls particularly in areas where there is a concentration of local services. Supporting a thriving evening economy.
- **Charges:** should be set within the context of costs associated with using other modes of transport as to not dis-incentivise use of more sustainable modes.
- **Permits**: review current business permit policies.
- **Enforcement:** identify problem areas which impact on the flow of traffic and / or cause a safety concern.
- **Infrastructure:** explore and apply new parking technologies and infrastructure e.g. automatic number plate recognition and mobile phone payments.
- **Park & Ride**: continue to develop and promote Park & Ride facilities.
- **Planning Policy and Development Management**: guidance on maximum parking standards should be applied to all new developments and the introduction of car free or low car developments should be supported. Ensure that parking and travel planning issues are considered at an early stage in the planning process.
- **Travel Planning**: support employers to develop, implement and monitor travel plans. Support set up of car clubs. Encourage public sector organisations to lead by example in implementing car parking policies.
- **Reducing carbon emissions and improving air quality**: support work to consider the benefits and feasibility of applying differential parking charges to reflect the impact of larger and more polluting vehicles.

6.3 Potential Approaches to Charging

Outlined below are a range of charging approaches which can be imposed across different car parking facilities to achieve a variety of outcomes such as increasing the availability of spaces (turnover rate), encouraging the use of different facilities, influencing mode choice, reducing rates for users and increasing revenue for operators / facility owners.

6.3.1 Restrictions

Car parks with no control on parking duration allow people to park for as long as they want. Whilst this may be appropriate in locations where there is ample space, it is typically not suitable in most towns or cities where space is constrained and is at a premium.

Car parks with no time restrictions effectively limit the number of people who can park in a given place per day because there is no way of controlling how often the space can be freed up for other users. All day parking is typically permitted in peripheral areas of towns and cities where low space turnover can be accommodated. These spaces are typically used by local workers and business owners who are parking for long periods of time. In contrast, short stay parking facilitates increased trade and shopping by maximising space availability throughout the day. This in turn supports the businesses that need customers to be able to access their sites.

It is important that key desirable car parks located within the centre of towns or cities are predominantly short stay to support shoppers and visitors who are parking for a shorter period of time. The parking tariffs should reflect the desirability of town or city centre car parks by imposing higher tariffs in car parks which are closest to the town / city centre.

6.3.2 Parking Charges Influence

The Nestrans Draft Parking Strategy 2012 states that parking charges should reflect the need to support economic vitality but also be set in the context of the costs associated with using other modes of transport, so that they do not dis-incentivise the use of more sustainable modes such as public transport.

As well as being a mechanism for managing the length of stay and turnover of spaces, parking charges can also support measures aimed at encouraging a shift towards more sustainable modes of transport. The focus should be on encouraging commuters and long stay parkers to use public transport to/from the city centre and therefore leaving city centre spaces available for short stay customers and service users.

The introduction of parking charges and adjustment of existing parking charges have been proven to have an impact on car park occupancy and duration of stay. This was observed in the Fermanagh & Omagh District Council area in Northern Ireland and in the German city of Munich.

Following the development of the Fermanagh & Omagh District Council Parking Strategy in 2017, new car park pricing strategies were introduced in the District. Following the analysis of car park occupancy and duration of stays, the Council imposed a new set of actions which included; increased tariffs in centrally located car parks to better reflect their desirability (i.e. those in closest proximity to goods and services), and reduced long stay parking to improve space turnover (i.e. space availability). The Council also introduced increased tariffs. As a result, long stay parking decreased by around 10% and space availability increased in central car parks by around 20%.

The German city of Munich began focusing on parking management to reduce long stay parking and congestion in the city centre. As a result, overnight parkers reduced by 25% and long stay parking reduced by 40%. On-street parking charges, residential permits and better parking enforcement were just some of the measures introduced as part of an active parking management regime. By 2008, the scheme had reduced inner city car usage by 14%, cycle usage had increased by 75% and walking had increased by 61%[23].

6.3.3 Parking Permits

6.3.3.1 Permit System

A permit system involves parking users purchasing a valid parking permit online or at a physical machine and paying for their duration of stay. The parking permit is then printed off and displayed on the dashboard of the user's vehicle when using the car park. The booking system will monitor the availability of spaces.

The advantages and disadvantages of employing a permit system are shown below.

Table 28: Permit System Advantages and Disadvantages

Advantages	Disadvantages
Online parking management system for multiple parking facilities.	Regular parking enforcement must be carried out in-house to ensure parking users have purchased a valid permit for their duration of stay.
Increased ease of use for parking users as permits are purchased online or via smartphone apps.	Not all parking users may be aware of and able to use online parking permit systems.
Flexibility parking system for parking users.	
Could be integrated with public transport ticket payment.	
Real time permit information is available to in-house parking attendants to ensure vehicles have purchased a valid permit online.	

6.4 Mitigation Measures / Demand Management

Mitigation measures are often implemented to manage parking demand by encouraging a shift towards more sustainable modes of travel and thus reducing the availability of parking provision, particularly in city centre locations. Parking demand can be managed through delivery of a number of measures.

6.4.1 Promotion of Behaviour Change

The following section provides examples of behavioural change schemes in relation to encouraging active travel, use of Park and Ride sites, and public transport.

The Scottish Government developed their 'Individual, Social, and Material' (ISM) model of behaviour change which is used to examine the effectiveness of environmental behaviour change interventions[24]. The model is shown in **Figure 10** below.

[23] https://www.europeanparking.eu/media/1279/12122014_push_pull_a4_en.pdf
[24] https://www.gov.scot/publications/influencing-behaviours-moving-beyond-individual-user-guide-ism-tool/pages/2/

Figure 10: ISM Behaviour Change Model

One of the key principles of ISM is that interventions should take account of influences across multiple contexts; Individual, Social and Material, to achieve substantive and long-lasting change.

- Individual refers to factors influencing us at a personal level.
- Social factors influence our behaviours and decisions through our interactions with others.
- Material factors in our wider environment can constrain or shape our behaviour.

The ISM tool was originally established to encourage sustainable behaviours, but it is also applicable to a range of other policy areas and social challenges.

6.4.1.1 Active Travel

Transport Scotland Active Travel Behavioural Change Programme

Transport Scotland state that infrastructure alone will not increase the volume of people walking and wheeling. People must also be supported to choose and use infrastructure.

Transport Scotland has therefore launched a dedicated programme focused on active travel behaviour change[25]. The programme aims to invest in activity that gives people the knowledge, skills and confidence to use the infrastructure network in the hope that these interventions will support people to walk and wheel more often.

The programme is structured around four themes: Schools and Young People, Workplace, Accessibility and Inclusion, and Capacity and Capability Building.

Active Travel Programme Northern Ireland[26]

Since 2013, Sustrans has been the sole provider to deliver The Public Health Agency's (PHA) Active Travel programme in Northern Ireland. The key strands to the programme are:

- Leading The Way (LTW), a workplace pilot project which has been supporting public sector employers in building their capacity to encourage employees to get more active since October 2014.
- The Community Active Travel Programme (CATP), the first major behavioural change intervention to specifically target deprived communities in Northern Ireland. The aim of the programme is to support people to walk and cycle as part of their everyday lives and build capacity within communities to sustain active travel beyond the period of the project.

[25] https://www.transport.gov.scot/active-travel/behaviour-change/#:~:text=Behaviour%20change.%20Creating%20a%20culture%20of
[26] AECOM PHA Active Travel Evaluation Report 2023

An evaluation of the programmes was conducted by AECOM in 2023. Overall, the evaluation of LTW identified some key successes, including a reduction in the share of car journeys to work at participating workplaces in Belfast in every year of engagement and high participant satisfaction with various programme aspects. In both regions, a lack of safe infrastructure was cited as a barrier which is not being directly addressed as part of the programme, therefore this is limiting the potential for greater change.

This evaluation also found evidence of some important successes of CATP including social, wellbeing and community cohesion benefits for participants, many of whom reported a lack of opportunities to be active within their communities.

6.4.1.2 Park & Ride

Charged Park and Ride Sites

As noted in Chapter 4, there are three Park and Ride sites in the ACC area. Many Park and Ride facilities within the UK impose a parking charge for vehicles together with the cost of the bus ticket. Combined tickets are also often available which combines the cost of the car parking fee and onward bus travel. These are priced so that a significant saving is made when compared to driving and parking in the city centre. For example, in Oxford, a same day return bus ticket for two adults and up to three children (under 16 go free) is £5.00, which includes parking at a Park and Ride site for up to 16 hours.[27]

Park and Ride facilities enable users to travel into city / town centres in a cheaper and convenient way whilst also reducing demand for city centre parking. The success of Oxford Park & Ride is attributed to high congestion within the city and the implementation of bus priority. It is worth noting that some Park and Ride facilities have restricted parking capacity and therefore other modes of transport should be encouraged when accessing the facility for the onward journey.

Park and Pedal Schemes

Park & Pedal schemes enable users to combine cycling with Park and Ride services. Users can drive to a Park & Ride site, park for free or at a charge and complete the remainder of their journey by bicycle, or users can cycle to a Park and Ride site, park their bicycle and then board a Park and Ride service. The latter approach is effective in managing parking demand at sites.

6.4.1.3 Mobility Hubs

Nestrans have recently assessed five sites across the North East to understand the potential to increase demand for sustainable travel and usage of the existing sites through enhancing their facilities with introduction of proposed mobility hub type components. Work is also progressing to take forward proposals for a mobility hub in Ballater in Aberdeenshire.

The Aberdeen to Laurencekirk Corridor Study includes appraisal of a Mobility Hub Package, which includes a new interchange facility at Schoolhill, north of Portlethen. The proposed facility includes approximately 400 car parking spaces including dedicated disabled, EV and car club spaces and cycle parking and hire services. This Mobility Hub is anticipated to provide foundations to deliver Aberdeen Rapid Transit along this corridor and be a viable alternative sustainable mode of transport for those travelling into Aberdeen City Centre from Portlethen and areas further south.

Future delivery of mobility hubs in locations across the North East may change patterns of access to Aberdeen City Centre and thus could have some effect on parking demand – however, it is not possible at this time to gauge the extent of any modal shift these facilities might promote. However, as with ART, mobility hubs could form part of a wider toolkit of measures that reduces usage of city centre car parks.

6.4.1.4 Car Clubs

Car clubs provide a further opportunity to manage demand for access in busy towns and cities. Since June 2022, ACC's contracted car club partner has been Enterprise Car Club – designed car club bays are located both on-street and in some ACC car parks. Co-Wheels have also been operating a car club in Aberdeen since 2012.

ACC regularly review the potential to add additional car club bays to the network with the car clubs together forming part of the wider transport offer in the city.

The current car club bay locations (both Co-Wheels and Enterprise) are shown in **Figure 11** below.

[27] Oxford Bus P&R tickets: https://www.oxfordbus.co.uk/parkride-tickets

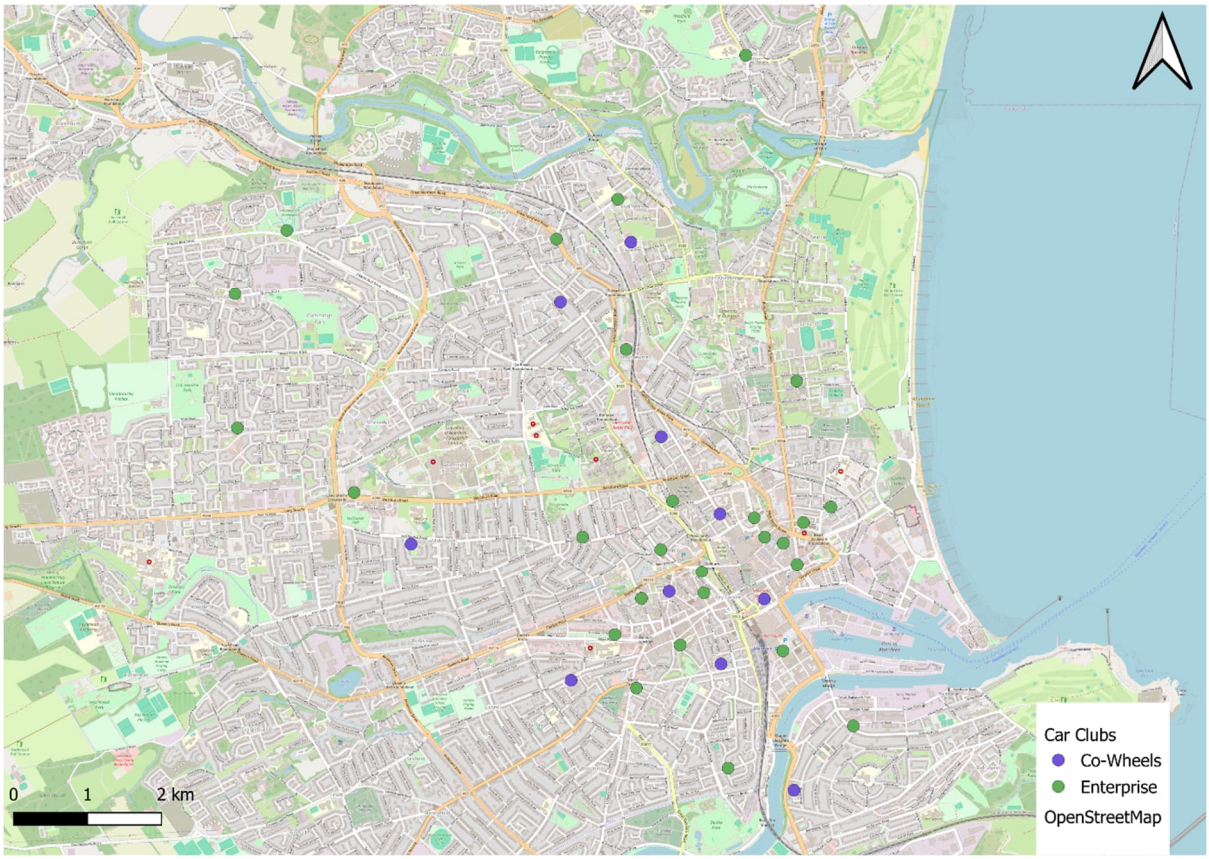

Figure 11: Co-Wheels and Enterprise Car Club Bay Locations

6.4.1.5 Case Studies

Belfast Rapid Transit (BRT) – Glider

Glider is an innovative and ambitious project that aimed to create a new and dynamic public transport system for Belfast. Belfast Rapid Transit (BRT) operates under the brand name Glider and had an overall vision to develop a rapid transit system for Belfast which would provide *"a customer-focused, high quality integrated public transport system, which is sustainable, provides good value for money, enhances competitiveness, helps sustain economic growth, promotes regional development and contributes to social inclusion".*

Glider services commenced on 3rd September 2018 and largely replaced existing local Metro bus services on key corridors within Belfast.

The lanes used by Glider vehicles consist of both dedicated bus lanes and mixed traffic lanes. Dedicated bus lanes were introduced as part of Glider along four corridors and at two locations within the City Centre. The majority of these dedicated bus lanes operate from 07:00 to 19:00 Monday to Saturday, whilst some operate from 07:30 to 09:30 / 15:30 to 18:30 Monday to Friday, with relaxations for servicing and deliveries.

The provision of the Glider is considered by Translink to have been '*highly successful in generating a modal shift, with a 40% increase in the number of people travelling by public transport in its first 12 months, with an associated 8% decrease in car volumes recorded on the road corridors'*.

Local feedback given to Translink by Glider users indicates that the biggest factors contributing to this behavioural change were the service frequency (operating every 7.5 minutes) and the reliability of the service.

It is considered that generally public transport initiatives have a positive effect on travel behaviour. For example, corridors where Glider operates also saw an increase in the use of adjacent leisure centres, local cafes and shops.

The Department for Infrastructure has identified the potential to extend the BRT network to North and South Belfast, Lisburn & Castlereagh City Council and Antrim & Newtownabbey Borough Council areas. Furthermore, there is potential for the existing Glider G2 route, which currently serves Titanic Quarter, to be extended to link with Queen's University and Belfast City Hospital.

It is also noted that ACC and Nestrans have explored the lessons learned from the implementation of the Glider as work continues to progress with the delivery of Aberdeen Rapid Transit.

6.4.2 Constanţa, Romania

Constanţa is a major port city in south-east Romania with a population of around 320,000 people. Historically transport policies have been primarily car-oriented which has led to high levels of private vehicle ownership in Romania. In 2015, a review of traffic and public transport provision in Constanţa revealed that public transport infrastructure and services are of low quality, outdated and unsafe. The majority of parking provision within the city is also free.

A Sustainable Urban Mobility Plan was published for Constanţa in 2015 which set out a vision for the city to *'achieve an efficient, integrated, sustainable and safe transport system, which supports the economic, social and territorial development and ensures a good quality of life in the Constanța Growth Pole.'*

To achieve the Plan's vision, a behavioural shift from private vehicle to more sustainable transport modes, such as public transport and active travel, needs to be encouraged. This behavioural change will be encouraged through the combined introduction of the following demand management measures:

- New Public Transport Routes – creation of dedicated public transport corridors, as well as road space reallocation and the provision of active travel space.
- Pedestrianised Streets – within central areas of the city, particularly those within tourist areas and high-density residential neighbourhoods.
- Parking Charges and Enforcement – introduction of parking charges in designated areas of the city. The city will be divided up into three core parking zones, with parking tariffs increasing incrementally within each zone.

6.5 Exemption Measures

The following section provides examples of parking schemes which offer timed exemptions as well as other initiatives which reduce and manage city centre car parking demand.

6.5.1 Exemption Measures in Aberdeen

In addition to the Evening Parking Street Trial and October/November 2024 Free Parking initiatives introduced by ACC (which are detailed in Chapter 5 in the context of the current approach of the Council to the delivery of off-street car parking), ACC also previously ran a six-month Alive @ Five scheme in Aberdeen city centre in 2018. The scheme provided free parking after 17:00 (until 08:00 the next morning) in five multi-storey car parks in the city centre including: Denburn, Chapel Street, Frederick Street, West North Street and Marischal College.

The aim of the scheme was to encourage people to stay in the city centre for longer into the evenings, improve the economic vibrancy of the area and support the aspirations of the City Centre Masterplan.

ACC produced an evaluation report[28] on the impacts of the scheme in which findings from the trial were compared to the same period in 2017. The key findings included:

- Occupancy: data for 2017 and 2018 occupancy rates followed a similar pattern with a slight increase noted in the period of October to December during the trial period.
- Footfall: data did not demonstrate that the parking aspect of the Alive @ Five initiative had any impact on incentivising footfall into Aberdeen City.
- Retail spend: retail spend in Aberdeen City in 2018 was lower than previous years.

Overall, the change to parking charges in off-street car parks did not significantly contribute to the success of the Alive @ Five scheme. As a result, on completion of the trial period, parking charges returned back to the original charging rates at the five car parks involved.

6.5.2 Case Studies

Newcastle-Upon-Tyne Alive After Five

The 'Alive After Five' scheme was introduced in Newcastle-Upon-Tyne City Centre in October 2010 and was launched by the Business Improvement District company, NE1.

The scheme extended retail opening hours until 20:00 throughout the year supported by free car parking after 17:00 in the seven Council-owned multi-storey car parks across the city. The aim of the scheme was to

[28] https://committees.aberdeencity.gov.uk/documents/s94607/Alive%205%20-%20Final%20report.pdf

encourage more people to use the city at night and in particular the early evening 'gap' between the day-time and night-time.

As a result of the scheme, an additional 13.7 million visits were made to the city during the Alive After Five hours of 17:00-20:00 from 2010 to 2017[29].

However, in 2022, the Council revealed plans to cease operation of the scheme with aims to reduce traffic and improve air quality in the city centre in an attempt to reduce unnecessary car travel.

Lisburn Free Weekend Parking

In the run up to Christmas 2023, Lisburn and Castlereagh City Council offered free weekend parking in Lisburn City Centre and Royal Hillsborough. Eight car parks were included in the offer on each Saturday in December 2023.

The aim of the scheme was to help attract more support for businesses across Lisburn and Castlereagh. During the running of the scheme, concerns were raised over abuse of the scheme i.e. shoppers availing of the free parking in Lisburn but travelling further to Belfast to shop.

Suggestions were made to introduce a time limit for weekend free parking to discourage abuse of the system, however no such restrictions were introduced. The scheme ran again throughout December 2024 and January 2025.

Belfast Nightmovers

Translink operate a late-night bus and train service scheme during the Christmas period. The aim of the scheme is to boost Belfast's night-time economy and encourage the use of public transport by offering later services at cheaper prices whilst also ensuring travellers can get home safely in the later hours of the night[30].

The Nightmovers service includes extra buses and train services in Belfast, Derry~Londonderry and a number of other urban routes across Translink's network. The extra services are offered on both Friday and Saturday evenings, generally until midnight. This example demonstrates how the attractiveness of public transport can be enhanced (with one outcome potentially a subsequent reduction in driving and resultant demand for car parking).

The table below outlines the positive and negative impacts of the exemption measures described above.

Table 29: Exemption Measures Impact

Positives	Negatives
Free / Reduced Tariff Parking Schemes	
Encourages visits to the city/town, potentially increasing footfall.	Cheap car parking can discourage use of public transport.
Local businesses can benefit from increased footfall and increased spend.	Cheaper car parks can increase congestion, journey times and air pollution.
Can be delivered alongside other events e.g. nighttime markets, shows etc.	Increases demand for city/town centre parking.
Reduced Public Transport Fares	
Reduced public transport fares can encourage use of public transport.	
Increased use of public transport can contribute to management of car parking demand.	

6.5.3 Workplace Parking Levies

Workplace Parking Levies (WPLs) are a demand management tool that charge employers who provide parking by placing a charge on those car parks with a view to them reducing the supply and encouraging more sustainable modes of transport. Funds raised by these schemes are required, by law, to be spent on sustainable transport projects.

The employer is normally liable for paying the licence charge if the parking spaces are provided by the employers, whether on or off-site. However, there is the opportunity for the employer to pass on the charge to

[29] https://www.newcastlene1ltd.com/latest/news/continued-success-newcastles-early-evening-economy
[30] https://www.translink.co.uk/corporate/media/pressreleases/nightmoversbackfor2023

those who commute by car and take a parking space at the workplace. A WPL is a charge on parking places used by employees rather than a charge on the land available or designated for parking[31].

An employer's licence must cover the maximum number of workplace parking places being used at any one time. If an employer manages their car parking so that existing parking places are used more efficiently, their WPL payment can be reduced. This could be by sharing a place between more than one employee, for example.

The following sub-section summarises the process of introducing the scheme in Scotland and how the scheme works in other areas where it has been implemented.

6.5.3.1 The Transport (Scotland) Act 2019

As noted earlier in this chapter, since the previous SCPR work was undertaken, parking provisions have been afforded through the Transport (Scotland) Act 2019. The Act introduced a discretionary Workplace Parking *Licensing* (WPL) power, which is available to local authorities. Providing local authorities with discretionary powers to implement a WPL scheme supports the National Transport Strategy (NTS2) outcomes including taking climate action and improving health and wellbeing.

The Act was introduced for local authorities to decide whether they wish to implement WPL locally and to shape proposals to suit their local circumstances. However, if a local authority wishes to implement a WPL scheme, they will be required to undertake consultation and impact assessments. Parking places reserved for Blue Badge holders, for healthcare workers at NHS premises, and parking places at hospices are exempt from WPL charges[32].

If local authorities choose to implement the scheme, they will have flexibility over how the scheme works, with no limit imposed by the Scottish Government on how much they can charge.

Glasgow and Edinburgh have examined whether to introduce the scheme. Glasgow City Council estimates it could raise up to £30m a year if introduced to the whole city or up to £6m if confined to the city centre. They estimate it could take three years to implement the scheme. Edinburgh City Council decided not to progress with a scheme in 2024 following a public consultation.

6.5.3.2 Case Studies

Nottingham City Council WPL

Nottingham City Council (NCC) introduced Europe's first WPL in 2012 as an approach to raise funds to be re-invested into sustainable transport across the city but to also alter how people travel around the city. The scheme covered the whole City Council administrative area.

Unlike other road user charging schemes, the WPL generates a guaranteed revenue stream. Even in the middle of a very severe lockdown, significant revenues were collected through the levy. Since its inception, the WPL scheme has raised almost £90 million, which has been re-invested into sustainable transport across the city. It has also allowed NCC to secure inward investment of over £1 billion in transport, including £570 million for the tram network, £120 million for low and zero emission buses and £60 million to transform Nottingham Station into a 21st century multi-modal transport interchange.

WPL schemes can be revenue neutral for an employer as they can pass the cost on to the vehicle user i.e., staff members. Making drivers pay for their workplace parking is an effective way of changing travel behaviour. In Nottingham, 53% of liable car parking places are now subject to a car park management scheme where the vehicle user pays the levy in whole or part.

Outcomes from initial analysis highlights that 8.6% of commuters currently travelling by sustainable modes, who switched between 2010 and 2016, made the move to sustainable modes of travel at least in part due to the WPL or associated transport improvements. However, 50% of these respondents stated that it was the WPL as a standalone scheme that was an important factor in their decision to shift away from the car. This was in light of an increase in car parking or their employer removing workplace parking[33].

Overall, evaluation studies[34] have shown that a modal shift has been observed but mostly from a business perspective. The levy has not been a disincentive to companies locating in Nottingham but on the contrary, there is evidence that improved public infrastructure is proving attractive for businesses. High quality and affordable

[31] https://content.tfl.gov.uk/wpl-mayors-guidance-jan2020.pdf
[32] https://www.transport.gov.scot/our-approach/transport-scotland-act-2019/workplace-parking-licensing-and-the-transport-scotland-act/
[33] https://www.sciencedirect.com/science/article/abs/pii/S2213624X19301063
[34] https://www.transportxtra.com/publications/parking-review/news/68005/the-workplace-parking-levy-nottingham-pioneers-the-way-ahead

infrastructure have been instrumental in encouraging businesses to locate in Nottingham. However, it has also been noted that many businesses felt they were being unfairly targeted, therefore a strong engagement programme is essential to help build the case for introducing WPLs.

San Francisco SFpark

The city of San Francisco deployed the SFpark programme in 2011 as an approach to use demand-responsive pricing programmes to address parking demand. SFpark allowed for parking rates to change based upon average occupancy – the target occupancy range was between 60-80% per block and per time band. If average occupancy exceeded 80% in the previous period, then hourly parking rates increased by $0.25 per hour. If occupancy rates fell between 30 and 60% or < 30% then parking rates decreased by $0.25 and $0.50 respectively.

Analysis of the SFpark pilot programme identified that there was a significant increase in bus ridership in the areas where SFpark was in operation. This bus user increase ranged between 10 and 21 people or 5-11% of average bus users at the pilot block per time and date. It was concluded that SFpark did lead to a mode switch from private vehicles to mass transit modes, therefore suggesting that mode choice is responsive to parking policies.

Additional findings from the pilot suggest that there is a reduction in mass transit usage during the off-peak period and an increase in mass transit usage during the morning and evening peak periods. These patterns suggest that SFpark has caused substitution from mass transit to private vehicle usage during the off-peak period, and from private vehicle to mass transit during the peak period.

The table below summarises the key characteristics of WPLs.

Table 30: Workplace Parking Levy Impacts

Positives	Negatives
Funds raised can be used to improve local services, particularly public transport.	May take a considerable length of time to introduce scheme.
Helps to reduce congestion, journey times, and air pollution.	New costs for employees – often the levy is passed onto the user.
Encourages active travel and use of public transport.	Potential impact on footfall in the place where introduced, impacting on businesses.
Councils have flexibility over how the scheme works and can alter it to suit their specific needs.	Additional cost for employers.

6.6 Alignment with Wider Policy Aspirations

This section considers how parking approaches align with wider policy aspirations. This includes an overview of potential push and pull measures; how parking can support city centre vitality; and consideration of parking policies for larger vehicles.

6.6.1 Push & Pull Measures

Parking has a major influence on the transport choices people make and can be used as a key demand management tool[35]. Control over the availability and price of parking spaces is a key instrument in limiting car trips, thereby encouraging the relative attractiveness of other modes.

Transport demand management involves various types of measures, ranging from measures of restricting/discouraging use of private motorised transport, namely push measures; to promoting the use of other sustainable modes of travel such as public transport and active travel, namely pull measures.

6.6.1.1 Push Measures

Congestion Charging Scheme

A congestion charging scheme is a defined area whereby users are charged payment for daily entry into the zone during its operational hours.

The scheme was introduced in central London in 2003, alongside complementary public transport and traffic management measures, with the aim of reducing congestion and encouraging a modal shift towards the use of

[35] CIHT Parking Strategies and Management Guidelines 2005.

sustainable travel modes. Transport for London (TfL) monitored the impacts of the scheme and found that traffic in the central zone reduced by 20%, there were 40-70 fewer traffic accidents per year, emissions and pollution reduced and around £100m worth of revenue was available for reinvestment within the London Transport network[36].

Reduced vehicle use within city centres reduces the demand for city centre parking. However, whilst this can be a useful demand management tool, it can also lead to increased parking within areas on the periphery of the scheme which would have a detrimental impact on these areas, especially if adequate parking provision is not available.

Road Space Reallocation

Road space reallocation involves re-distributing space away from motor vehicles, including car parking and carriageway space, towards other uses. Typical measures include pedestrianisation, bus priority lanes and cycle lanes. The purpose of this reallocation is to promote a shift to more sustainable travel modes[37] by providing an enhanced offering for these modes whist also making it more unappealing to use private vehicles. As outlined above, a reduction in private car use would have a beneficial impact on managing parking demand.

The re-allocation of road space has been identified by the Multimodal Optimisation of Roadspace in Europe (MORE) as the most effective measure in contributing towards less car dependent cities. MORE notes that there is no standardised road space re-allocation scheme in that the measures are designed to need the needs specific to an area.

Removal of Parking

Paris, France

In 2020, the French government announced plans to halve the number of car parking spaces provided in Paris from 140,000 to 70,000 spaces. This will free up around 65 hectares of space. [38]

The purpose of removing these car parking spaces, particularly along narrow roads and residential streets, is to free up space for leisure, public realm and more sustainable travel modes. Potential measures that may be introduced include cycle lanes, vegetable allotments, wider footways, Electric Vehicle charging points, art installations, water fountains and roadside gardens.

Car ownership levels and existing travel modes also influenced the government's decision, as private car journeys in the city account for 13% of all journeys and only 30% of Parisians own a car.

Amsterdam, The Netherlands

In 2019, it was announced that by the end of 2025 there would be around 11,000 fewer car parking spaces in Amsterdam city centre in order to provide more space for cyclists, pedestrians and public transport users.[39]

In order to assist with this, in summer 2019, the city began reducing the number of car parking permits issued in the city centre by 1,500 annually, with the cost of a permit also increasing to act as a deterrent to parking permit demand.

Both of these measures aim to reduce the level of parking supply provided in the city centre as well as reducing parking demand going forward.

Emissions Based Parking

As a result of the need to reduce transport-related carbon emissions and encourage more sustainable travel solutions to address the climate emergency, many Councils throughout the UK are introducing emissions-based parking charges[40] as a means of reducing the number of trips made by higher polluting vehicles.

Parking charges are based on the level of carbon emissions emitted by a user's vehicle and therefore, vehicles with low emissions will be charged less than those vehicles with higher emissions.

It should be considered that emissions-based parking also affects resident and business parking permit schemes. This requires effective management to ensure all existing and new permits are charged at the correct rate, based

[36] Transport for London Congestion Charging in Central London: A Retrospective
[37] Road space reallocation in Scotland: A health impact assessment (Journal of Transport & Health, 2023)
[38] https://www.connexionfrance.com/news/calmer-safer-greener-paris-to-cut-parking-spaces-by-50/429260
[39] https://www.fleeteurope.com/en/last-mile/netherlands/news/amsterdam-removing-almost-12000-parking-spots?curl=1
[40] https://octopass.co.uk/sustainability/emissions-based-parking-charges-uk/
https://www.royalgreenwich.gov.uk/news/2023/emission-based-parking-charges

upon their vehicle's emissions. In June 2023, the Royal Borough of Greenwich introduced emissions-based parking charges. The Pay & Display parking tariffs varied by location, with charges of £2, £5 and £7 per hour in place. Parking users using the mobile app could avail of up to a 65% discount on their parking tariff, depending on the emissions of their vehicle.

Figure 12: Royal Greenwich Emissions Based Parking

Traffic Restrictions

In 2016, Mexico City introduced the 'Hoy No Circula' scheme to reduce pollution in the city. The scheme restricts driving determined by a coloured sticker based on a vehicle's registration plate number.

Hybrid/electric and vehicles that are less than four years old are exempt from the scheme as the emissions from these vehicles are zero/low.

Vehicles with a registration plate ending in an odd number are not permitted to drive in the city between 05:00 and 22:00 on the 1st and 3rd Saturday of each month. Vehicles with an even numbered registration plate are not permitted to enter the city between the same hours on the 2nd and 4th Saturday of each month.

In addition to the weekend restrictions noted above, the colour of a vehicle's sticker also prohibits vehicles from entering the city centre on one stated weekday. For example, vehicles with yellow stickers cannot drive into the city on Mondays and those with blue stickers cannot enter the city on Fridays.

Analysis of the scheme's impact and air pollution in Mexico City revealed that the scheme had no discernible effect, despite initial expectations that the scheme would reduce vehicle emissions by 15%[41].

The scheme had a negligible impact on air pollution because residents utilised carpooling, taxis and purchased extra vehicles to avoid the vehicle restrictions. There was also no increase in public transport uptake. However, despite this, the scheme continues to operate within Mexico City.

6.6.1.2 Pull Measures

Parking Benefit District (PBDs)

A Parking Benefit District (PBD) is an area where the local governing body spends revenue generated from parking meters on public services situated in the metered area.

It aims to make increased parking rates more palatable to the public by using a portion of the revenue to improve the surrounding area. If the funds are used to encourage alternative transportation, parking demand should decrease, therefore bringing the price of parking down with it. They also aim to reduce the provision of free or cheaper parking in towns and reduce vehicle circulation.

West Campus University in Austin, Texas experienced a large influx of long stay parkers in neighbouring residential areas. As a response, the city piloted a PBD from 2006-2011. The 96 meters of PBD generated $163,000 in the first year, $40,000 of which was spent on footpath and curb enhancements, benches, public transport shelters and two-way bike lanes.

[41] https://www.bbc.co.uk/news/science-environment-38840076

Following the pilot, in 2012, the West Campus University PBD was established, expanding the previous PBD and adding a further 254 meters. The PBD generated $150,000 in its first full year, while the area saw a 10% growth in sales tax revenue[42].

Discounted Public Transport

The £2 bus fare cap was launched by the Department for Transport (DfT) on 1 January 2023 until the end of December 2024. During this period, bus operators could voluntarily implement a £2 cap on eligible single tickets for adults. The scheme had the aim to encourage more people back on buses and save passengers money.

An interim evaluation report[43] was published in February 2023, two months after the scheme launched. Findings showed that there had been an increase in the number and proportion of single bus journeys. More than 50 million single tickets were sold over January and February 2023, over 34 million (around two-thirds) of which had a previous fare of over £2. The report also stated that people making additional bus trips with the £2 bus fare cap in place were likely to be existing bus users making a small number of additional trips. The research also showed that the scheme is perceived as making a positive impact on the cost of living.

Transport Scotland conducted a 'Fair Fares Review[44]' in March 2024 in response to the Scottish Government's aim to advance towards making the public transport system more accessible, available and affordable, with the costs of transport more fairly shared across government, business and society.

The Review outlined the challenges facing public transport and set out actions to transform the public transport system in the short, medium and long-term. Short term actions include the potential introduction of a bus flat fares pilot scheme and the extension of concessionary fares to more user groups. Medium to long-term actions include developing options to introduce a national and/or regional integrated ticket and fare structure and considering the cost of public transport to make sustainable travel modes more attractive and supporting people to take fewer journeys by car.

Active Travel Infrastructure

Transport Scotland states that new and upgraded infrastructure that makes active and sustainable travel safer, easier and more convenient is essential to meet their 2030 vision in which 'Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys'[45]. Various active travel infrastructure programmes are funded.

Furthermore, the National Cycle Network (NCN) is developed by Sustrans alongside Transport Scotland. With nearly half of Scotland's population living within 1km of the NCN, there is opportunity to promote an alternative to car travel.

6.6.2 City Centre Vitality

Events

In Aberdeen, there are numerous events which take place each year across the city, including both annual events and less frequent, but major events. These generate a demand for movement and hence a challenge to cater for parking demand.

Annual events include the Aberdeen Highland Games at Hazlehead Park, the Spectra light festival, the Granite Noir crime writing festival, and various other cultural events held at various locations throughout the city.

Further to these, the Tall Ships Races will return to Aberdeen in July 2025. Plans are currently being prepared for the Tall Ships which focus on promoting Park and Ride (including designation of one-off Park and Ride venues) to reduce vehicle volumes and pedestrian conflicts in the city centre during the event. Ensuring accessibility for those who are mobility impaired, and pedestrians, is a priority for the event.

Considerations

Due to the nature of these events, parking provision provided for both event organisers and attendees is likely to be limited. Therefore, effective parking management and wider management of travel demand is required, otherwise it could result in:

- Congestion.
- Increased circulation time looking for available parking spaces.

[42] PRN-Parking-Benefit-District-Playbook.pdf
[43] £2 bus fare cap evaluation: interim report February 2023. Department for Transport.
[44] https://www.transport.gov.scot/our-approach/strategy/fair-fares-review/
[45] https://www.transport.gov.scot/active-travel/infrastructure/

- Negative impact on the overall event experience such as missing the beginning of the event. This can result in reduced satisfaction levels and people may not be willing to return to the same event next year or in the future.

However, by ensuring travel and parking demand is effectively managed this can:

- Provide a safe environment for all road users, pedestrians, cyclists and staff.
- Provide protection to event participants, organisers, staff and the general public from traffic hazards that may arise as a result of the event.
- Minimise disruption, congestion and delays to all road users.
- Ensure access to adjacent/nearby commercial and residential premises is maintained at all times.

Potential Measures to Manage Parking and Travel Demand

If event organisers and attendees need to drive to Aberdeen City Centre for events, the following measures could be considered to manage parking demand:

- Event organisers could identify appropriate car parks near to the event location and advise people to park there when sending out communications regarding the event. Furthermore, a phased parking approach may be needed to effectively manage parking demand, particularly if/when car parks become full.
- Signage must be efficiently utilised, including the use of Variable Message Signage (VMS) and tactile event signage, to provide information on vehicle routing towards the event location and parking information. The use of VMS on strategic routes approaching and within the city, and tactile signage closer to the event site can positively influence event and non-event traffic.
- Effective traffic/parking enforcement is required near the event site to ensure vehicles are not parking along footways and in contravention of yellow line markings. Otherwise, this could impede attendees from reaching the event site and lead to traffic delays and congestion.
- Events should encourage the use of Park and Ride sites by attendees where they can travel into the city centre via bus before interchanging in the city centre, if required. This will reduce parking demand and traffic volumes in the city centre which in turns reduces congestion and delays.

Each of these potential measures need to be implemented in conjunction with encouraging and promoting the use of public transport and active travel modes as a means of travelling to city centre events in order to reduce vehicular traffic movements and delays in the city on event days.

Case Study: Eurovision Song Contest 2023, Liverpool

The Eurovision Song Contest was held in Liverpool in May 2023. To manage the increase in people within the city, Liverpool City Council and Liverpool City Region Combined Authority collaborated to introduce various initiatives to manage travel to/from the site and parking demand.

A free Park and Ride service was offered to event goers. A surface level car park next to Anfield Stadium was converted into a temporary Park and Ride in which users took a 15-minute journey to the Bus Station which was situated near the event arena. Return buses were provided and the car park remained open and accessible until midnight. The aim of this was to minimise congestion in the city centre on the day of the event and reduce stress for those attending the event.

During the EuroFestival – held to celebrate the city's hosting of the contest – Liverpool City Council also made all of their city centre car parks operational for 24-hours a day, seven days a week. This provided more than 15,000 car parking spaces across Council and private car parks and on-street parking.

Additionally, Merseyrail network operated a special timetable during the event with additional services and capacity provided. Additional bus services were also provided such as free shuttle buses between bus stations from midday to midnight.

6.7 Larger Vehicles Policy

6.7.1 UK Parking Design Guidance

The typical UK guidance on parking bay dimensions recommends that car parking bays should be 2.4m x 4.8m[46]. This design guidance was originally published in the 1970s when cars were considerably smaller and shorter than they are now. Changes to car dimensions are shown below.

Table 31: Parking Model Dimension Comparison

Car	First Model (m)	Latest Model (m)	% Bigger (area)
Mini One	1.4 x 3.0	1.9 x 3.8	53%
Fiat 500	1.3 x 3.0	1.6 x 3.6	48%
Toyota Corolla	1.5 x 3.6	1.8 x 4.3	36%
VW Golf	1.6 x 3.8	2.0 x 4.3	34%
Ford Fiesta	1.6 x 3.6	1.9 x 4.0	28%
Porsche 911	1.7 x 4.3	1.9 x 4.5	16%

In 2023, the Institution of Structural Engineers (IStructE) re-published their car park design guidance which recommended that the size of parking bays should be increased to 2.6m x 5m[47].

6.7.2 Aberdeen Planning Guidance 2023

In 2023, non-statutory Planning Advice documentation was adopted by ACC in the form of Planning Guidance documents. These documents sit alongside the Aberdeen Local Development Plan 2023 and provide more detailed information on its policies and sites.

The Planning Advice Policy on 'Delivering Infrastructure, Transport and Accessibility - Transport and Accessibility' provides guidance on the dimensions of car parking bays. It states that car parking bays should 'generally be 2.5m x 5m with a 6m aisle width between bays.'

6.7.3 Consideration of Modern Vehicle Dimensions

Research by the Which? Consumer Group[48] revealed in 2018 that 129 car models were too long to fit within an average UK car parking space measuring 2.4m x 4.8m, examples of which are shown below. It is noted that three of the five models shown in the table exceed the current car parking bay length outlined in Aberdeen's Planning Guidance 2023.

Table 32: Modern Parking Model Length

Car Model	Car Length (m)
Mitsubishi L200 Warrior / Barbarian	5.29
Nissan Navara	5.23
Range Rover Vogue	5.00
Volvo XC90	4.95
Ford Mondeo	4.87

6.8 Parking Management Impact on Different Sectors and Population Groups

6.8.1 Parking Demand

The Chartered Institution of Highways and Transportation (CIHT) provides parking management guidance within its document Parking Strategies and Management (2005). This guidance recommends that parking interventions should seek to ensure that demand does not utilise more than 85% of available capacity during peak periods.

[46] https://www.theaa.com/breakdown-cover/advice/parking-space-size?msockid=1a16f55523096ab81aace67f22c26b34
[47] https://www.newcivilengineer.com/opinion/we-are-moving-away-from-the-standard-2-4m-x-4-8m-parking-space-but-should-we-be-17-05-2024/#:~:text=The%20Institution%20of%20Structural%20Engineers%20%28IStructE%29%20re-published%20their,to%204.9m%20long%2C%202m%20wide%20and%202m%20high.
[48] https://www.theaa.com/breakdown-cover/advice/parking-space-size?msockid=1a16f55523096ab81aace67f22c26b34

If parking demand exceeds the 85% threshold, this indicates there are a lack of available spaces for parking users which may increase driver frustration and vehicle circulation in searching for an available space, adding to congestion in town and city centre locations.

6.8.2 Workers, Business Owners and Visitors

Having no restrictions effectively limits the number of people who can park in a given place per day. This can result in businesses seeing lower footfall, and limited parking supply will mean visitors find it harder to park. Rather than providing more parking, the solution in constrained areas is to increase space turnover so that spaces become available more often. It is also worth noting that research[49] in other areas has shown that shopkeepers consistently overestimate the share of their customers coming by car. In some cases[50], this is by a factor of as much as 400%.

There is a balance that needs to be struck between providing sufficient space for all day parkers (typically local workers and business owners) and short stay parkers who are often the customers of the same businesses or visitors to the area. All day parking is typically located in peripheral areas of towns and cities as these sites have low space turnover with local workers and business owners parking for long periods of time. It is therefore important that key desirable car parks located within the heart of the town or city centre are for short stay parkers such as shoppers and visitors who are parking for a shorter period of time; encouraging space turnover so that the spaces become available more often.

In settlements, there is not one type of user and therefore the parking restrictions in place need to be cognisant of this by providing a range of tariffs. For example, charging higher tariffs for short stay parking will discourage car journeys by people who live within walking distance of a given car park, as well as discouraging parking acts by all day parkers. In other areas such as at tourist attractions, a set time period may be reasonable to allow visitors to see the attraction and then depart, freeing up space for other users, however this may not be appropriate in cities.

6.8.2.1 The Cost of Parking

If parking is provided free to the end user, the car park provider has to bear the construction, ongoing maintenance and enforcement costs of the car park (even free sites require some enforcement). Related to this, if the car parks are publicly owned, local residents who do not need to park in the car parks can effectively be subsidising visitors who do need to park. However, with car park charges in place, this subsidy burden is removed from local residents.

There are also costs to people who are unable to find a parking space. They either have to keep circulating until they find their space, or they may not make the trip again. Costs are also experienced in terms of environmental damage from the congestion associated with circulating vehicles and there are associated impacts on personal health and the visual amenity of individual towns.

The following information outlines those who bear the cost associated with parking acts:

- The user – the price of goods includes the cost of parking;
- The non-user – should people pay for something that they do not use?;
- The provider – people pay to provide the service i.e. rate-payers?;
- The opportunity – if people use a parking space, another person cannot utilise that space;
- The duration – long stay parking reduces opportunities; and
- The environment – traffic congestion, displaced parking, health problems, public realm etc.

It should be highlighted that parking price is not generally a big consideration for retail customers. Numerous research publications[51] have come to this conclusion, and they note that location/convenience and personal safety rank above parking price. Furthermore, research[52] into parking conducted by the Welsh Assembly Government noted the following:

“Car park charging should not be viewed in isolation from other factors (availability of parking, signage, traffic flow) which affect willingness to drive in town centres”

“there is very little published evidence which links changes in car park charges to changes in town centre footfall.”

[49] http://chrisabruns.blogspot.co.uk/2009/10/shoppers-and-how-they-travel.html
[50] ‘The relevance of parking in the success of urban centres’ - A review for London Councils, October 2012
[51] Key Success Factors, ‘In-Town Parking: What Works?’ Association of Town Centre Managers
[52] ‘Impact of Car Parking Charges’, Welsh Government, 2015

"General availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting. Traffic flow and parking signage are felt by visitors to have the same, if not greater, effect on their decision to visit the town centre, how long they spend there, and how much money they spend."

This research reinforces the point that the introduction of parking charges/controls does not in isolation have a detrimental impact on how town centres perform. The key factor is availability and in locations where space is at premium, the proven way to ensure availability is through parking pricing. Therefore, if people cannot locate a space or feel unsafe when parking, these are regarded as more important reasons for not returning than the actual cost of parking itself.

Therefore research continually shows that parking price is not a big consideration for retail trips, and that other factors have an impact such as variety of retail and service provision; parking location and availability; and localised issues. These are all issues that could be explored locally in an Aberdeen context by ACC.

6.8.2.2 Elderly, Mobility Impaired and Disabled Users

Disabled spaces should be clearly marked and provided at an appropriate location within a car park and also provided within close proximity to the entrance of a destination. Disabled parking bays are currently provided in Aberdeen at various on-street and off-street parking locations. It is important that parking enforcement monitors the use of disabled spaces to ensure illegal misuse of the spaces does not occur.

A Blue Badge entitles holders to park in certain restricted areas for free, including at on-street parking meters, in Pay and Display bays, in disabled parking spaces, and on single and double yellow lines if it is safe to do so and there are no loading restrictions in place[53].

The predicted ageing of the population may induce additional demand for designated blue badge parking in the future. Whilst this is not understood to be a current requirement, there is a potential requirement for additional provision to cover a future increase in demand.

High quality ramps, lifts, guard rails and footways should be in place to allow ease and flow of movement for elderly, mobility impaired and disabled users within and near to parking facilities. The provision of tactile paving close to crossing / conflict points within the car park should also be considered.

The Disabled Parking Accreditation (DPA) is owned by Disabled Motoring UK and managed by the British Parking Association. The DPA has the following purposes:

- Ensure accessible bays meet Building Regulation requirements;
- Reduce disabled bay abuse;
- Ensure disabled users are not penalised for requiring extra time when using parking facilities;
- Enables disabled users to easily locate suitable car parks;
- Provide guidance to parking owners, operators and developers on the recommended number of accessible bays to be provided; and
- Raise awareness of the car park and highlight guidance has been considered and where appropriate, action has been taken to implement suitable parking facilities for disabled users.

Furthermore, the Park Mark Safer Parking Scheme was launched by the Police Crime Prevention Initiative. It aims to reduce crime and the fear of crime in parking facilities. The Park Mark is a national UK parking standard awarded to car parks which meet the challenging requirements: low crime rates and safety measures to ensure the safety of the parking facilities' vehicles and users. Over 4,500 car parks throughout the United Kingdom hold the award. Accredited car parks are located at a variety of locations such as retail centres, town centres, train stations and leisure facilities.

The Park Mark Standard demonstrates the Police have vetted the facility and appropriate measures are in place to create a safe environment for users relating to quality management, appropriate lighting facilities and clean environment.

[53] https://www.mygov.scot/apply-blue-badge/using-your-blue-badge

7. Summary

7.1 Overview

The proceeding text provides a summary of the findings presented in the previous chapters of this 2025 SCPR. This information will be used to form the basis of the *Outcomes Report* where they will be further interpreted to provide direction for ACC going forward.

7.2 Changes to Parking

Changes to parking since the previous SCPR are summarised below:

- The Transport (Scotland) Act 2019 banned pavement parking, double parking, and parking at dropped kerbs, with these measures now being enforced in Aberdeen. The Act also introduced a discretionary Workplace Parking Levy (WPL) power, allowing local authorities to decide whether they wish to implement a WPL and to shape proposals to suit local circumstances;
- The implementation of the Aberdeen Low Emission Zone (LEZ) has not significantly impacted on the accessibility of city centre car parks. Whilst a small number of car parks are located within the LEZ boundary, the vast majority are still accessible to those using compliant vehicles;
- Similar to the above, city centre traffic management changes do not preclude the ability for people to access car parks in the city centre;
- Parking charges for both on- and off-street car parks and the cost of residential parking permits increased from 1st April 2023;
- ACC has undertaken significant work to digitise car parking, through replacing and modernising parking infrastructure, and improving the customer experience. This includes the introduction of virtual parking permits, replacement and rationalisation of parking meters, and deployment of Automatic Number Plate Recognition (ANPR) vehicles, allowing intelligence-led and directed enforcement;
- As part of the lease agreement with Shell (following their relocation from Wellington Road to Union Street), the Chapel Street car park has been refurbished, although there are now fewer spaces available to members of the public on weekdays; and
- Options are currently being reviewed by the Council for improvements to the Denburn and West North Street multi-storey car parks.

7.3 Data Analysis

It is noted that since the previous SCPR, there has been a reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks. This means that it is not possible to provide robust commentary on changing trends in car park occupancy and consumption between the two pieces of work. The progression of this review has therefore identified an opportunity for ACC (and for ACC through discussion with third parties including private car park operators) to develop and maintain an efficient approach to monitoring car parking demand and usage in the city, going forward. This will be of particular importance as complementary projects which have the capability to affect how parking is consumed in the city (such as Aberdeen Rapid Transit (ART)) are progressed.

The previous SCPR concluded that the combined off-street capacity (ACC and privately operated) within the city was adequate to support the demand for parking with the collective car parking capacity operating at or less than 85%. Whilst there is no updated parking occupancy data to further validate this (as noted above), given the significant changes in city centre usage in recent years (particularly since the COVID-19 pandemic), it is reasonable to suggest that there is a reduced demand for parking within the city centre, and as such the collective city centre parking capacity remains adequate for the levels of demand, though further data analysis would be needed to reinforce this rationale.

Where data analysis has been possible during the 2025 SCPR, the key findings are as follows:

- Bus-based Park and Ride sites in the region remain underutilised, however some rail-based sites are at or beyond capacity, namely Dyce, Inverurie and Stonehaven;
- The introduction of additional car parking charges in Council car parks on a Sunday is unlikely to be a significant deterrence to visiting the city centre. Between 0900 and 1300 (when Council car parks are free), the occupancy of private car parks where charges apply is greater than that of the free Council car

parks, however the location of these car parks is also likely to be a key factor. In Council car parks, there is no clear and obvious correlation between the introduction of charges at 1300 and a drop in occupancy;

- Car parking charges for privately operated car parks are significantly higher than the Council's tariff structure. For example, the maximum charge for a 10-hour stay at Chapel Street car park is £13.50 compared to £18.00 at Union Square and Trinity Centre;
- Private car parks typically have charges for 24 hours, with ACC having a charging structure that generally applies for 12 hours a day Monday-Saturday and on Sunday afternoons;
- The cost of a full day of parking in a city centre car park (£13.50) is more expensive than the cost of a bus day ticket (e.g. £9.20 from Inverurie) or rail return ticket (e.g. £9.70 from Inverurie);
- The cost of city centre car parking in Aberdeen is significantly lower than in Glasgow and Edinburgh, although higher than Dundee. For example, the cost of a full day's parking in the city centre in Aberdeen is £13.50, compared to just £10.70 in Dundee, but £32 in Glasgow and £82 in Edinburgh;
- When comparing ACC car parking charges alongside those of some comparator UK cities (Dundee, Glasgow, Belfast, Nottingham and Plymouth) the below conclusions can be identified:
    - Charges at council operated car parks are slightly higher than the equivalent tariffs in Dundee, Belfast and Plymouth, but are significantly lower than the charges applied in Glasgow and in comparison for some durations in Nottingham;
    - On-street parking tariffs in city centre locations is higher in Aberdeen than those of the other comparator cities except for Glasgow. However, on-street parking tariffs in the outer area of the city centre in Aberdeen are higher than the equivalent for Glasgow; and
    - Resident and business parking permit tariffs in Aberdeen are higher than all comparator cities other than Glasgow. Not all comparator cities offer a business parking permit.
- There was an overall uplift in occupancy levels at Denburn car park during the October 2024 Free Parking Initiative. Occupancy levels increased by up to 169% compared to average weekend occupancy during the rest of 2024, and by up to 267% compared to approximately the same period in 2023. It is however important to note there are multiple variables that are expected to influence weekend off-street parking demand in the city centre, as well as broader travel behaviours.

Additional key points of information which were raised within this review are summarised below:

- Research indicates that the cost of parking is not generally a primary consideration for retail customers. Considerations such as location/convenience and personal safety are more important factors for users. This assertion is supported by data suggesting that paid-for parking at Union Square and Trinity Centre is better utilised than free parking in Council car parks on Sunday mornings and that the introduction of parking charges/controls does not in isolation have a detrimental impact on the performance of town/city centres;
- Parking has a major influence on the transport choices people make and can be used as a key demand management tool. Control over the availability and price of parking spaces is a key instrument in limiting car trips, thereby encouraging the relative attractiveness of other modes of transport; and
- Travel demand management measures (such as further increasing parking charges) are crucial to achieving transport modal shift, particularly the successful delivery (and maximisation of the benefits) of ART.

Strategic Car Parking Review (SCPR) 2025

Outcomes Report

Aberdeen City Council

Project number: 60732929

April 2025

Delivering a better world

Quality information

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1. Introduction

1.1 Overview

Aberdeen City Council (ACC) has appointed AECOM to update key elements of the Strategic Car Parking Review (SCPR), originally prepared by AECOM in 2018. The update to the SCPR will help to inform the development of Aberdeen's next Local Transport Strategy (LTS). The key focus of future car parking policy is anticipated to be around demand management and maximising income, with the 2025 SCPR update reviewing the outcomes and recommendations of the previous SCPR and updating and enhancing these where necessary to support this.

This report – the *Outcomes Report* – builds on the supporting *2025 SCPR Update Report* to present a series of outcomes for ACC to consider in the next steps of their parking policy development. The following has been considered:

- Review of previous actions/recommendations from the 2018 work – with a view to confirming ongoing validity at the time of the 2025 review; and
- Identification/high-level appraisal of additional outcomes developed following the work progressed as part of the 2025 review.

1.2 Report Structure

Following this introduction, the remainder of the report is structured as follows:

- **Chapter 2**: SCPR Aim and Objectives.
- **Chapter 3:** Methodology.
- **Chapter 4**: Previous Actions and Recommendations Review.
- **Chapter 5**: Generation and Appraisal of New Outcomes.
- **Chapter 6**: New Outcomes.
- **Chapter 7:** Summary.
- **Appendix A:** New Outcomes Appraisal.

2. SCPR Aim and Objectives

2.1 Aim

The aim of the 2018 SCPR is outlined below. Following discussions with the ACC Client Group, it was determined that the aim was still relevant for this updated study.

"*Undertake a review of strategic car parking across the City to consider the complex relationship of parking in the City centre with the City's economic, social and environmental wellbeing and how well the current provision of on and off-street parking (whether operated by the public or private sector) fits with ACC's strategic transport and land use plans*."

2.2 Objectives

Eight objectives were established for the previous SCPR. A review of these objectives was carried out to ensure the objectives still align with ACC corporate objectives (for example, between the Transport Strategy and Programmes and City Growth teams) and that the objectives of the SCPR are complementary of overall policies and objectives across the Council whilst also aligning with the vision of the developing updated LTS.

The review of the objectives confirmed that the eight previous objectives remain relevant for this updated review, however objective eight which previously read: '*Examine the establishment of a sustainable business model for ACC parking assets including consideration of tenant parking needs*' has been altered following confirmation by ACC that tenant parking was no longer a focus for the review.

1. *A car parking policy for Aberdeen that advocates appropriate use of parking in the City centre, with parking prioritised for short stay shoppers and visitors rather than long stay commuters, and which complements wider transport and economic policies of ACC.*
2. *A car parking policy for Aberdeen that aligns with the approved Roads Hierarchy and facilitates routeing to appropriate car parks in the City centre through the use of technology.*
3. *Provide high quality car parking that is accessible to all users and is inclusive of their needs.*
4. *Provide flexible parking provision which can adapt to suit events and occasions of demand occurrences.*
5. *A car parking policy for Aberdeen that supports a reduction in traffic in line with various policies for changing the modal split of access into the City centre and increasing the mode share of those using collective transport, walking and cycling within the City centre.*
6. *A car parking policy for Aberdeen that complements a wider suite of demand management measures promoted by ACC.*
7. *A car parking policy for Aberdeen that helps to promote City centre Living for existing and future residents, realising opportunities to enhance public realm and the walkability and liveability of Aberdeen City centre.*
8. *Examine the establishment of a sustainable business model for ACC parking assets.*

3. Methodology

3.1 Introduction

This chapter sets out the approach taken to establishing the outcomes of the 2025 SCPR.

The previous review proposed a series of actions derived when the evidence base for some topics / types of parking was inconclusive thus instead of providing a formal recommendation, an action was identified which principally related to the undertaking of further studies, reviews or data collection exercises. These actions were not subject to an appraisal process but were prioritised for implementation based on a short, medium or long term programme. The previous work also provided a number of recommendations.

The *2025 SCPR Update Report* highlighted the reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks and the need to further consider potential avenues ACC may wish to explore in the parking data monitoring space. With these conclusions limiting the ability to propose evidence-based actions and recommendations, it has been determined that the term 'actions' and 'recommendations' would not be used at this stage of the 2025 review. Instead, this study will propose a series of outcomes and next steps which is felt to be more appropriate and a more accurate reflection of the work undertaken at this stage. Therefore, when referring to the previous study, the terms 'actions' and 'recommendations' are only used to differentiate between the 2018 and 2025 reviews. These terms will not be used from Chapter 5 onwards and will instead be referred to as outcomes. These represent the key findings of the 2025 work.

3.2 Review of Previous Actions and Recommendations / Generation of New Outcomes

An in-depth review of the actions and recommendations proposed as part of the previous SCPR was undertaken to assess their validity and continuing relevance in a 2025 context. The following criteria were considered:

- Has the action or recommendation been carried out and therefore does not require further action.
- Does the action or recommendation remain relevant in a 2025 context, for example does it fit the requirements of the updated policy framework, the strategic direction of ACC and wider regional and national objectives.

Further advice was also provided in discussion with ACC with regards the status of some of the previous actions and recommendations.

A generation exercise was also undertaken to identify any new outcomes emerging from the *2025 SCPR Update Report*.

3.3 Appraisal of New Outcomes

The new outcomes emerging from the *2025 SCPR Update Report* were subject to a high-level appraisal. The criteria for appraisal are outlined in **Table 1** below.

Table 1: New Outcomes Appraisal Criteria

Appraisal Criteria	Description
Feasibility	Parking outcomes will be appraised in terms of their technical (construction / implementation) feasibility and their operational feasibility.
Affordability	A broad, high-level assessment on the likely financial implications of the outcomes will be considered in respect of capital and maintenance costs with a focus, where practical, on ACC assets.

For feasibility, outcomes have been appraised on the basis of:

- **High** risk (has significant deliverability risk);
- **Medium** risk (has some deliverability risk); or
- **Low** risk (has little or no deliverability risk).

For affordability, outcomes have been appraised on the basis of:

- **High** risk (unlikely to be affordable);

- **Medium** risk (some risk of being unaffordable); or
- **Low** risk (likely to be affordable).

Further development of the outcomes in the future would require more detailed appraisal work but this high-level approach to assessing the new outcomes generated was considered to be appropriate for the purpose of the 2025 review.

4. Previous Actions and Recommendations Review

4.1 Introduction

This chapter sets out the review of the actions and recommendations conceptualised as part of the previous SCPR work in 2018. These were split into the following categories:

- Policy, Guidance, Strategy and Technology/General;
- Park & Ride and Public Transport;
- On-Street Parking Review;
- ACC Off-Street Publicly Available Car Parking Review;
- Electric Vehicles and Car Club Parking; and
- Stakeholder and Public Engagement.

This review was conducted by considering the following:

- The description of the previous action/recommendation;
- Commentary on the status of the previous action/recommendation, taking cognisance of the 2025 SCPR work;
- A proposed next step (revise / incorporate into 2025 Review Outcomes or remove from further consideration); and
- A revised outcome description (for those previous measures identified to be retained and aligned with the 2025 work).

It should also be noted that the previous SCPR identified a timescale for delivery for the actions/recommendations identified. It is considered that further work to align any car parking policies or actions with the preparation of the LTS will be required, and, as such, no indicative timelines for delivery are proposed at this stage for any identified 2025 outcomes.

4.2 Policy, Guidance, Strategy and Technology/General Review

The review of Policy, Guidance, Strategy and Technology/General actions and recommendations is presented in **Table 2** below.

Table 2: Policy, Guidance, Strategy and Technology/General Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 1	Develop supporting studies and strategies which consider wider Travel Demand Management (TDM) measures in more detail.	It remains appropriate to continue progressing opportunities for wider TDM through ACC's general approach to transport planning, including through the next LTS – cognisance will also need to be taken of the developing business case for ART and the future relationship with city centre parking.	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Action – 2	Assessment of the impact of the approved Roads Hierarchy Strategy on parking, particularly on-street parking and vehicle routing to off-street car parks.	Subsequent schemes implemented in the city centre since the previous review have changed patterns of access since the Roads Hierarchy revision was adopted – the principles of the Hierarchy continue to provide the framework for the City's transport policies, but, as an outcome, this does not need further assessment in terms of the SCPR.	Removed from further consideration	
Action – 3	Study into national pressures to restrict diesel and petrol cars and impact on Aberdeen parking (and noise / air quality) and to consider development guidelines, on-street charging and tariffs for charging.	It remains appropriate to continue progressing opportunities for wider TDM such as these examples through ACC's general approach to transport planning, including through the next LTS.	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Action – 4	Establish a Quality Parking Partnership for City centre parking to include private operators.	It is considered that this could form part of wider conversations between ACC and partners around city centre vitality.	Removed from further consideration	
Action – 5	Continued promotion of Getabout (TDM) initiatives and review of such initiatives, where applicable, considering the outcomes of the SCPR.	It remains appropriate to continue progressing opportunities for wider TDM such as these examples through ACC's general approach to transport planning, including through the next LTS (and, in the case of Getabout, with support from partners such as Nestrans).	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 6	Undertake further studies / reviews to assess the implications of Scottish Government LEZ requirements in Aberdeen and how this may influence and shape parking in the City.	The Aberdeen LEZ was enforced on 1st June 2024. The 2025 SCPR has highlighted the change to car park routeing as a result of the scheme. However, it is noted that car parks remain accessible despite the changes that have been introduced by the LEZ (and the wider city centre traffic management measures).	Removed from further consideration	
Action – 7	Review of SCPR recommendations in respect of ensuring no detriment to existing Air Quality Management Areas (AQMAs) / Noise Management Areas (NMAs).	On the assumption that parking policies form part of the updated ACC LTS, there will be no detriment to any designated environmental management areas in the city as the Strategy will complement wider policies of the Council.	Removed from further consideration	
Action – 8	Review of the barriers to the feasibility and implementability of low and no car free developments in city centres with consideration of best practice from other cities with a focus on practicalities of enforcing such developments while considering the demands of increasing City Living opportunities.	Review of parking approaches in comparator cities across the UK has been undertaken as part of the 2025 SCPR. These examples can help ACC to develop parking policies post-review. Furthermore, parking considerations continue to form part of the Local Development Plan (LDP) process.	Removed from further consideration	
Action – 9	The strategic scope of the study did not allow for baseline data to be collected on a number of additional parking types that contribute to the overall parking environment and / or data was found to be lacking during the baseline review relating to: blue / green badge parking, parent and child parking, loading / unloading parking, freight parking, taxi parking, parking of coaches, cycles, motorcycles or front garden parking, streetscape contributions and free parking, illegal parking causing accidents among other types. Evidence gathering for these elements will need to be considered and be part of any Car Parking Action Plan moving forward.	The 2025 SCPR has highlighted that there has been a reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks. This means it is not possible to provide robust commentary on changing trends in car park occupancy and consumption since the previous SCPR was undertaken – any baseline data on additional parking types also remains unavailable. This however presents the opportunity for ACC to develop and maintain an efficient approach to monitoring parking demand and usage in the city, going forward.	Revise / incorporate into 2025 Review Outcomes	Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 10	Communication strategy regarding approach of ACC relating to parking for dissemination to public and Councillors.	ACC continue to issue communications to inform users of changes to parking restrictions, tariffs and any new initiatives such as the promotion of the £1 after 5pm and free weekend parking schemes. Further communication of ACC's approach to parking remains relevant as parking charges and initiatives are rolled out.	Revise / incorporate into 2025 Review Outcomes	Implement a Parking Communication Strategy to inform users of parking related changes and initiatives.
Action – 11	Modelling of SCPR actions and recommendations within the Aberdeen Sub Area Model (ASAM).	The requirement for this has now been superseded by the traffic management changes in the city centre.	Removed from further consideration	
Action – 12	Refresh of the existing payment / enforcement system to consider enhanced operational effectiveness and revenue generation.	In 2024, ACC rolled out the Digitisation of Parking project to replace and modernise parking system infrastructure. This involved introduction of virtual parking permits, replacement and rationalisation of parking meters and deployment of automatic number plate recognition vehicles allowing for intelligent led directed enforcement of compliance.	Removed from further consideration	
Action – 13	Development of Key Performance Indicators (KPI) relating to SCPR aim and objectives in respect of monitoring of: traffic flows, car parking occupancy and public engagement.	Development and monitoring of KPIs will be facilitated through the LTS process.	Removed from further consideration	
Action – 14	Explore potential for introducing workplace parking levies	The Transport (Scotland) Act 2019 introduced a discretionary Workplace Parking Licensing (WPL) power, which is available to local authorities. This therefore remains an option open to ACC, but would be subject to significant additional feasibility work to gauge deliverability of any WPL scheme in Aberdeen.	Revise / incorporate into 2025 Review Outcomes	Acknowledge the discretionary powers available to the Council through the Transport (Scotland) Act 2019 and consider the feasibility of exercising these in Aberdeen as and when appropriate.
Recommendation – 1	As part of the next Local Development Plan (LDP) process, consideration to more restrictive commercial parking standards within Supplementary Guidance (SG) with a focus on the City centre.	The 2025 SCPR highlighted the 2023 non-statutory Planning Advice documentation adopted by ACC in the form of Planning Guidance documents. These documents sit alongside the Aberdeen LDP 2023 and provide more detailed information on its policies and sites – the Planning Advice Policy on 'Delivering Infrastructure, Transport and Accessibility – Transport and Accessibility' note provides guidance on the dimensions of car parking bays. Going forward, ACC teams will require to collaborate to ensure parking in the context of development	Revise / incorporate into 2025 Review Outcomes	Continue to infuse consideration of parking requirements throughout the development planning process, including the LDP.
Recommendation – 2	Amendment of car parking standards within next LDP process to correlate to SCPR aims and objectives.			

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Recommendation – 3	Greater support and propensity for approval of no car developments in City centre during the planning application process.	planning complements the wider approach to parking delivery that will be facilitated through the LTS. This will be a rolling commitment as future versions of the LDP (and LTS) come forward.		
Recommendation – 4	Greater support and propensity for approval of low car developments in City centre during the planning application process.			

4.3 Park & Ride and Public Transport Review

The review of Park & Ride and Public Transport actions and recommendations is presented in **Table 3** below.

Table 3: Park & Ride and Public Transport Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 15	Awareness raising of existing Park & Ride facilities.	It remains appropriate to continue progressing opportunities for wider TDM such as Park & Ride promotion through ACC's general approach to transport planning, including through the next LTS – and through initiatives including Getabout, with support from partners such as Nestrans.	Revise / incorporate into 2025 Review Outcomes	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Action – 16	Develop a strategy in partnership with Nestrans for Park & Ride including research into barriers to use.	In 2018, AECOM undertook a study on behalf of Nestrans involving a programme of Market Research to better understand the current usage, and barriers to usage, of Park and Ride in the North East. Park-and-Ride-Study_Final-Report_Public.pdf	Removed from further consideration	
Action – 17	In partnership with Aberdeenshire Council consider revisiting the case for Park & Ride at Portlethen.	Previous aspirations for a Park and Ride at Portlethen have expanded into proposals for a Mobility Hub facility, which are being explored as part of the Aberdeen to Laurencekirk Corridor Study – and the wider proposals for the ART network to the south of the city.	Removed from further consideration	
Recommendation – 6	Business model change of Park & Ride operations to consider free bus travel or reduced bus travel cost.	In 2018, AECOM undertook a study on behalf of Nestrans involving a programme of Market Research to better understand the current	Removed from further consideration	

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Recommendation – 7	In partnership with Nestrans review methods for improving facilities at Park & Ride sites to make sites more attractive.	usage, and barriers to usage, of Park and Ride in the North East. Park-and-Ride-Study_Final-Report_Public.pdf		
Recommendation – 8	Working with stakeholders investigate potential for increased rail Park & Ride provision.			

4.4 On-Street Parking Review

The review of On-Street Parking Review actions and recommendations is presented in **Table 4** below.

Table 4: On-Street Parking Review Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 18	Review of on-street parking permit turnover, occupancy and duration of stay.	In 2024, ACC rolled out the Digitisation of Parking project to replace and modernise parking system infrastructure. This involved introduction of virtual parking permits, replacement and rationalisation of parking meters and deployment of automatic number plate recognition vehicles allowing for intelligent led directed enforcement of compliance. With the current SCPR also noting a reduction in the quality and availability of data relating to both ACC car park assets and privately operated car parks , there is an opportunity for ACC to develop and maintain an efficient approach to monitoring car parking demand and usage in the city – including for on-street parking – going forward.	Revise / incorporate into 2025 Review Outcomes	Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.
Recommendation – 11	Pay & Display only in retail areas.	The current SCPR has not provided a case for providing Pay & Display parking provision only in areas where there are retail facilities in Aberdeen.	Removed from further consideration	
Recommendation – 12	Introduction of North Dee Controlled Parking Zone (CPZ).	Since the previous SCPR, significant work has been undertaken to develop the Aberdeen City Centre and Beach Master Plan (CCBMP) – any proposals for parking in these areas will be further considered as the Master Plan is progressed – with any further expansions to the CPZ to be considered by ACC in the future in other locations as and when this may be required.	Revise / incorporate into 2025 Review Outcomes	Review the Aberdeen Controlled Parking Zone on an ongoing basis.
Recommendation – 13	Introduction of Beach CPZ.			
Recommendation – 14	Restrict business permit allocation in City centre similar to benchmarking cities.	The 2025 SCPR highlighted that resident and business parking permit tariffs are higher than all comparison cities other than Glasgow. Permit tariffs will be continually reviewed by ACC.	Removed from further consideration	
Recommendation – 15	Increase cost of residential parking permit in City centre.			

4.5 ACC Off-Street Publicly Available Car Parking Review

The review of ACC Off-Street Publicly Available Car Parking Review actions and recommendations is presented in **Table 5** below.

Table 5: ACC Off-Street Publicly Available Car Parking Review Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 19	Structural assessment of existing Multi Storey Car Parks (MSCPs).	ACC has undertaken option appraisal work relating to a number of their car park assets including Denburn and West North Street, with various options (including car park refurbishment) assessed.	Removed from further consideration	
Action – 20	Further investigation of opportunity to rationalise underutilised off-street sites (ACC surface car parks) at Jack's Brae and Virginia Street.	Jack's Brae is no longer an ACC car park. Currently, data is not available to fully gauge the level of utilisation of the Virginia Street car park to support any subsequent proposals to rationalise this asset.	Removed from further consideration	
Action – 21	Increased provision of parent and child spaces.	The 2025 SCPR has not identified a need for increased provision of parent and child spaces at car parks in Aberdeen.	Removed from further consideration	
Action – 22	Close Golden Square car park.	The 2025 SCPR has not provided a case for the closure of the Golden Square car park.	Removed from further consideration	
Action – 23	Consider reallocation of long / short stay car parking availability within all ACC off-street car parks.	The 2025 SCPR has not identified a requirement to reallocate long / short stay car parking availability within ACC's off-street car parks.	Removed from further consideration	
Action – 24	Review use of ACC off-street car parks by ACC employees in respect of: usage, permit availability and restrictions to be extended to include the Town House car park.	The 2025 SCPR has not identified any problems associated with the use of ACC off-street car parks by ACC employees.	Removed from further consideration	
Action – 25	Regular monitoring and benchmarking of off-street car parking tariffs by the public and private sector.	A benchmarking exercise was undertaken as part of the 2025 SCPR. This demonstrated that charges at ACC car parks are slightly higher than the equivalent tariffs in Dundee, Belfast and Plymouth, but are significantly lower than the charges applied in Glasgow and in comparison for some durations in Nottingham.	Removed from further consideration	

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Recommendation – 16	Trial of Alive after Five in existing underutilised off-street car parks during evenings.	ACC has trialled and delivered a number of parking initiatives since the previous SCPR was undertaken. Future opportunities for additional roll-out could be considered by the Council on a case-by-case basis.	Revise / incorporate into 2025 Review Outcomes	Assess opportunities for additional roll-out of parking initiatives, including those that link to and promote city centre vitality.
Recommendation – 17	Minimise commuter parking within ACC off-street facilities.	This recommendation is no longer considered appropriate – the ACC off-street car park tariff structure is such that it can meet the needs of various user groups, including commuters.	Removed from further consideration	
Recommendation – 18	Balance / dynamic parking – with aid of technology.	With technology continuing to develop and emerge, ACC should continue to keep abreast of innovations that may support their provision of parking in the city.	Revise / incorporate into 2025 Review Outcomes	Consider the role of technology in supporting the Council's provision of car parking in the city.
Recommendation – 19	Park Mark scheme target for ACC off-street car parks.	ACC has undertaken option appraisal work relating to a number of their car park assets including Denburn and West North Street, with various options (including car park refurbishment) assessed. Any further aspirations for car park assets – including Park Mark accreditation – should be considered as appropriate.	Revise / incorporate into 2025 Review Outcomes	Consider further opportunities to enhance the quality of the Council's car park assets as appropriate.
Recommendation – 21	Enhanced signage and wayfinding by vehicles and pedestrians with consideration of the interface of the car park with the local environment.	Subsequent work undertaken in the city centre since the previous SCPR has changed the pattern of access to car parks (including associated signage/wayfinding). However, it is noted that car parks remain accessible despite the changes that have been introduced by the LEZ (and the wider city centre traffic management measures).	Removed from further consideration	

4.6 Electric Vehicles and Car Club Parking Review

The review of Electric Vehicles and Car Club Parking actions and recommendations is presented in **Table 6** below.

Table 6: Electric Vehicles and Car Club Parking Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 26	Guidance on short stay & EV parking and location.	Policies relating to provision of EV and car club offerings in the city should be delivered through the framework provided by the ACC LTS.	Revise / incorporate into 2025 Review Outcomes	Continue to facilitate the availability of electric vehicle enabling infrastructure in Aberdeen.
Action – 27	In partnership with the Aberdeen Car Club assess the existing level of Car Club demand in the City and develop appropriate strategies thereafter.			
Recommendation – 22	Increase EV on-street spaces in City centre.			Continue to promote the Council's contracted car club and other operators available in the city.
Recommendation - 23	Increase EV parking in off-street locations.			

4.7 Stakeholder and Public Engagement Review

The review of Stakeholder and Public Engagement actions and recommendations is presented in **Table 7** below.

Table 7: Stakeholder and Public Engagement Actions and Recommendations Review

Ref	Title	Updated Review Status	Next Step	2025 Review Outcome
Action – 28	Clarity and improved ease of use of the RingGo payment system.	The ACC website has a detailed guide on how users can use RingGo: Cashless parking | Aberdeen City Council	Removed from further consideration	
Action – 29	Investigate feasibility of trialling a smart phone based app which provides information on space availability, payment functions and duration of stay reminders.	With technology continuing to develop and emerge, ACC should continue to keep abreast of innovations that may support their provision of parking in the city.	Revise / incorporate into 2025 Review Outcomes	Consider the role of technology in supporting the Council's provision of car parking in the city.
Action – 30	Introduction of contactless payments.	In August 2024, PayByPhone and RingGo became the cashless parking providers in Aberdeen.	Removed from further consideration	
Recommendation – 24	Increased Variable Message Signs (VMS).	The 2025 SCPR has not identified a requirement to increase the number of VMS signs in Aberdeen to facilitate routeing to city car parks.	Removed from further consideration	
Recommendation – 27	Enhanced enforcement of inappropriate parking such as parking in blue badge spaces.	The ACC City Warden Service has a remit to provide parking enforcement.	Removed from further consideration	
Recommendation – 28	Increased secure cycle parking in off-street car parks.	Policies relating to provision of cycle parking in the city should be delivered through the framework provided by the ACC LTS and Active Travel Action Plan 2021-2026.	Removed from further consideration	

4.8 Summary – Actions and Recommendations Carried Forward from Previous SCPR

Based on the analysis above, the following (edited) outcomes are proposed to move forward from the previous SCPR.

Table 8: Summary of Actions and Recommendations Carried Forward

Revised Action/Recommendation Carried Forward
Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.
Implement a Parking Communication Strategy to inform users of parking related changes and initiatives.
Acknowledge the discretionary powers available to the Council through the Transport (Scotland) Act 2019 and consider the feasibility of exercising these in Aberdeen as and when appropriate.
Continue to infuse consideration of parking requirements throughout the development planning process, including the LDP.
Review the Aberdeen Controlled Parking Zone on an ongoing basis.
Assess opportunities for additional roll-out of parking initiatives, including those that link to and promote city centre vitality.
Consider the role of technology in supporting the Council's provision of car parking in the city.
Consider further opportunities to enhance the quality of the Council's car park assets as appropriate.
Continue to facilitate the availability of electric vehicle enabling infrastructure in Aberdeen.
Continue to promote the Council's contracted car club and other operators available in the city.

5. Generation and Appraisal of New Outcomes

5.1 Introduction

This chapter sets out the new outcomes that have been generated following the preparation of the *2025 SCPR Update Report.*

5.2 Generation of New Outcomes

Building on the review of the previous SCPR actions/recommendations – and taking cognisance of the work progressed in the 2025 SCPR – there are a number of additional outcomes which have emerged from the study and which provide a further basis for ACC to consider in the shaping of future policy relating to car parking in the city. These are presented below – with Appendix A providing an initial high-level appraisal of these new outcomes in terms of anticipated feasibility and affordability[1].

Table 9: Generation of New Outcomes

Ref	Category	Outcome
Outcome 1	Policy	Work with partners to identify appropriate car parking management strategies for major city centre events.
Outcome 2		Undertake local research to understand the relationship between parking policy and city centre retail trends and, if appropriate, consider altering policy to further support city centre vitality.
Outcome 3		Impose parking policies and controls that support an increased turnover of parking – particularly in areas where there is a concentration of local services – to also support city centre vitality.
Outcome 4		Ensure parking tariffs are set within the context of costs associated with using other modes of transport as to not dis-incentivise use of more sustainable modes.
Outcome 5		Support and encourage city centre employers to develop, implement and monitor travel plans.
Outcome 6		Undertake research to assess the feasibility of introducing emissions-based parking tariffs in Aberdeen.
Outcome 7		Continue to work with the North East Bus Alliance and other partners to address the barriers to Park and Ride use in the region, particularly in the context of ART aspirations, including the development of further Mobility Hubs.
Outcome 8	Parking Provision	Undertake a continual assessment of electric grid-capacity to ensure there is sufficient power source for the provision of EV infrastructure in ACC car parks.
Outcome 9		Complete option appraisal work to identify a preferred option for the Denburn car park.
Outcome 10		Deliver the full refurbishment of West North Street car park (excluding ventilation systems).
Outcome 11		Undertake further option appraisal work for ACC car park assets where there is an identified need.
Outcome 12	Charges, Duration and Permits	Subject the car parking charging structure to regular review, to ensure tariffs are fit for purpose and meet the needs of the Council and users.
Outcome 13		Identify areas where commuters are parking outwith the Controlled Parking Zone and implement policies that reflect the needs of residents over the demands of commuters within identified areas.
Outcome 14	Consultation within ACC	Validate evidence relating to misuse of designated spaces (such as parent and child parking spaces at Chapel Street) and consider measures to ensure appropriate use of provision.

[1] Further work would be needed to fully appraise the deliverability of any of the outcomes should they progress in the future.

Ref	Category	Outcome
Outcome 15		Reinforce the continued accessibility of city centre car parks following the introduction of new traffic management measures, as part of a general education campaign.
Outcome 16		Review the current designation of city centre car parks in the 'north', 'south' and 'west' – including associated signing and routeing – and assess whether any (including Trinity Centre) should be reclassified.
Outcome 17		Review the size of parking spaces to ensure they generally provide for modern vehicle types.
Outcome 18	Committees	Review ACC parking zone and car park operational hours and standardise these where appropriate.
Outcome 19		Undertake more detailed research into the feasibility of reintroducing charges between 8am and 1pm on Sundays in ACC car parks.

6. Final Outcomes

Table 10 below presents the final outcomes of this SCPR.

Table 10: SCPR Final Outcomes[2]

Theme	Ref No.	Outcome
Policy, Guidance, Strategy and Technology/General	PGSG1	Continue to assess the potential for car parking to act as a demand management tool in the developing LTS, while in turn assessing the impact of wider TDM measures and other transport projects, including ART, on parking provision and consumption in Aberdeen.
	PGSG2	Develop and maintain a robust approach to monitoring parking demand and usage in city centre car parks (and on-street), to enable year-on-year assessment in conjunction with wider monitoring and evaluation of actions in the LTS. This should include collaboration with the operators of private car parks in the city centre to enable a detailed understanding of parking consumption as a whole.
	PGSG3	Implement a Parking Communication Strategy to inform users of parking related changes and initiatives.
	PGSG4	Acknowledge the discretionary powers available to the Council through the Transport (Scotland) Act 2019 and consider the feasibility of exercising these in Aberdeen as and when appropriate.
	PGSG5	Continue to infuse consideration of parking requirements throughout the development planning process, including the LDP.
	PGSG6	Work with partners to identify appropriate car parking management strategies for major city centre events.
	PGSG7	Undertake local research to understand the relationship between parking policy and city centre retail trends and, if appropriate, consider altering policy to further support city centre vitality.
	PGSG8	Impose parking policies and controls that support an increased turnover of parking – particularly in areas where there is a concentration of local services – to also support city centre vitality.
	PGSG9	Ensure parking tariffs are set within the context of costs associated with using other modes of transport as to not dis-incentivise use of more sustainable modes.
	PGSG10	Support and encourage city centre employers to develop, implement and monitor travel plans.
	PGSG11	Undertake research to assess the feasibility of introducing emissions-based parking tariffs in Aberdeen.
	PGSG12	Subject the car parking charging structure to regular review, to ensure tariffs are fit for purpose and meet the needs of the Council and users.
	PGSG13	Identify areas where commuters are parking out with the Controlled Parking Zone and implement policies that reflect the needs of residents over the demands of commuters within identified areas.
	PGSG14	Reinforce the continued accessibility of city centre car parks following the introduction of new traffic management measures, as part of a general education campaign.
	PGSG15	Review the size of parking spaces to ensure they generally provide for modern vehicle types.
Park & Ride and Public Transport	PT1	Continue to work with the North East Bus Alliance and other partners to address the barriers to Park and Ride use in the region, particularly in the context of ART aspirations, including the development of further Mobility Hubs.
On-Street Parking	OSP1	Review the Aberdeen Controlled Parking Zone on an ongoing basis.

[2] Revised categories and reference numbers have been established for the purposes of presenting the final outcomes.

Theme	Ref No.	Outcome
	OSP2	Validate evidence relating to misuse of designated spaces (such as parent and child parking spaces at Chapel Street) and consider measures to ensure appropriate use of provision.
ACC Off-Street Publicly Available Car Parking	AOSP1	Assess opportunities for additional roll-out of parking initiatives, including those that link to and promote city centre vitality.
	AOSP2	Consider the role of technology in supporting the Council's provision of car parking in the city.
	AOSP3	Consider further opportunities to enhance the quality of the Council's car park assets as appropriate.
	AOSP4	Undertake a continual assessment of electric grid-capacity to ensure there is sufficient power source for the provision of EV infrastructure in ACC car parks.
	AOSP5	Complete option appraisal work to identify a preferred option for the Denburn car park.
	AOSP6	Deliver the full refurbishment of West North Street car park (excluding ventilation systems).
	AOSP7	Undertake further option appraisal work for ACC car park assets where there is an identified need.
	AOSP8	Review the current designation of city centre car parks in the 'north', 'south' and 'west' – including associated signing and routeing – and assess whether any (including Trinity Centre) should be reclassified.
	AOSP9[3]	Review ACC parking zone and car park operational hours and standardise these where appropriate.
	AOSP10	Undertake more detailed research into the feasibility of reintroducing charges between 8am and 1pm on Sundays in ACC car parks.
Electric Vehicles and Car Club Parking	EVCC1	Continue to facilitate the availability of electric vehicle enabling infrastructure in Aberdeen.
	EVCC2	Continue to promote the Council's contracted car club and other operators available in the city.

[3] Applies to both on- and off-street parking.

7. Summary

This report has set out the outcomes emerging from the 2025 Strategic Car Parking Review (SCPR). Outcomes have incorporated both new outcomes and those re-evaluated following the previous work. Going forward, additional work will be needed to further develop these outcomes as the Council finalises the update to the next Aberdeen Local Transport Strategy.

Appendix A – New Outcomes Appraisal

The table below presents the high-level appraisal of the new outcomes generated as part of the 2025 SCPR.

Table 11: New Outcomes Appraisal[4]

Ref	Category	Outcome	Feasibility (Deliverability) Risk	Affordability Risk
Outcome 1	Policy	Work with partners to identify appropriate car parking management strategies for major city centre events.	Low	Low
Outcome 2		Undertake local research to understand the relationship between parking policy and city centre retail trends and, if appropriate, consider altering policy to further support city centre vitality.	Low	Low
Outcome 3		Impose parking policies and controls that support an increased turnover of parking – particularly in areas where there is a concentration of local services – to also support city centre vitality.	Medium	Medium
Outcome 4		Ensure parking tariffs are set within the context of costs associated with using other modes of transport as to not dis-incentivise use of more sustainable modes.	Medium	Medium
Outcome 5		Support and encourage city centre employers to develop, implement and monitor travel plans.	Low	Low
Outcome 6		Undertake research to assess the feasibility of introducing emissions-based parking tariffs in Aberdeen.	High	Medium
Outcome 7		Continue to work with the North East Bus Alliance and other partners to address the barriers to Park and Ride use in the region, particularly in the context of ART aspirations, including the development of further Mobility Hubs.	Medium	Medium
Outcome 8	Parking Provision	Undertake a continual assessment of electric grid-capacity to ensure there is sufficient power source for the provision of EV infrastructure in ACC car parks.	Medium	Medium
Outcome 9		Complete option appraisal work to identify a preferred option for the Denburn car park.	Low	Low
Outcome 10		Deliver the full refurbishment of West North Street car park (excluding ventilation systems).	Medium	High
Outcome 11		Undertake further option appraisal work for ACC car park assets where there is an identified need.	Medium	Medium
Outcome 12	Charges, Duration and Permits	Subject the car parking charging structure to regular review, to ensure tariffs are fit for purpose and meet the needs of the Council and users.	Low	Low
Outcome 13		Identify areas where commuters are parking outwith the Controlled Parking Zone and implement policies that reflect the needs of residents over the demands of commuters within identified areas.	Medium	Medium
Outcome 14	Consultation within ACC	Validate evidence relating to misuse of designated spaces (such as parent and child	Low	Low

[4] Revised categories and reference numbers have been established for the purposes of presenting the final outcomes.

Ref	Category	Outcome	Feasibility (Deliverability) Risk	Affordability Risk
		parking spaces at Chapel Street) and consider measures to ensure appropriate use of provision.		
Outcome 15		Reinforce the continued accessibility of city centre car parks following the introduction of new traffic management measures, as part of a general education campaign.	**Low**	**Low**
Outcome 16		Review the current designation of city centre car parks in the 'north', 'south' and 'west' – including associated signing and routeing – and assess whether any (including Trinity Centre) should be reclassified.	**Low**	**Low**
Outcome 17		Review the size of parking spaces to ensure they generally provide for modern vehicle types.	**Medium**	**Low**
Outcome 18	Committees	Review ACC parking zone and car park operational hours and standardise these where appropriate.	**Low**	**Low**
Outcome 19		Undertake more detailed research into the feasibility of reintroducing charges between 8am and 1pm on Sundays in ACC car parks.	**Medium**	**Low**

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	10 June 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen City Council Travel Plan
REPORT NUMBER	CR&E/25/136
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Anthony Burns
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to gain approval for the adoption of a revised and refreshed Travel Plan for Aberdeen City Council.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the work undertaken to date to prepare the draft Aberdeen City Council Travel Plan (2025);

2.2 Approve the adoption of the draft Aberdeen City Council Travel Plan (2025) as detailed in Appendix A;

2.3 Instruct the Chief Officer – Strategic Place Planning to monitor the impact of the Plan and to report progress on a biennial basis – every two years – to the Net Zero, Environment and Transport Committee by way of Service Update; and,

2.4 Should the draft Council Travel Plan (2025) be approved, instruct the Chief t Officer – Strategic Place Planning and Chief Officer - People and Citizen Services to update the Staff Travel Policy and report a draft of the Policy to the Staff Governance Committee within the next 12 months.

3. CURRENT SITUATION

3.1 At the March 2024 meeting of the Net Zero, Environment and Transport Committee (Agenda item 10), Members instructed Officers to review both the Council's Staff Travel Plan and Staff Travel Policy in tandem.

3.2 As Officers have progressed with this review it has become apparent that developing the two refreshed documents in tandem will not bring about a comprehensive strategic direction for the organisation. Without an overarching vision and plan first being developed and agreed by Elected Members, it would

be difficult to comprehensively develop a policy to realise it. Therefore, Officers' advice to Members is that it would be more beneficial for the new Council Travel Plan to be refreshed and approved first, before beginning work to refresh the Staff Travel Policy. On that basis, a revised Council Travel Plan is attached to this report at Appendix A for Members to consider at this point, prior to work commencing on a refreshed Staff Travel Policy. Should Members agree the content of the Travel Plan, the Travel Policy will be developed and then reported to the Staff Governance Committee.

Council Travel Plan

3.3 It is essential that the Council has a travel plan in place. A travel plan sets out the Council's aspirations for encouraging all employees and Elected Members to travel sustainably to, from, and during work no matter which ACC site, school or office location they are based at. By helping to facilitate and encourage sustainable transport options amongst staff, the plan helps enable a shift away from reliance on driving alone in a private car to alternatives such as walking and wheeling, cycling, public transport and shared vehicles. This will help to foster positive outcomes for staff health, carbon emissions and air quality in the city whilst helping the Council to lead by example. Given that a travel plan is often a requirement for new developments, it is important that the Council is able to demonstrate that its own plans are competent and that it is actively planning to reduce the impact of staff travel. For the Council, a travel plan can also be a useful tool in attracting external funding to implement sustainable transport initiatives.

3.4 Although there is an existing travel plan in place for Aberdeen City Council, there is a need to refresh it. Since the last travel plan was produced and published, there have been many changes to the Aberdeen transport network and the way people move around. Major changes to the physical transport network include increased city cycle infrastructure, the growing popularity of ebikes, more pedestrian space across the city, enhanced rail capacity and additional stations across the North East while, for road, the Aberdeen Western Peripheral Route fully opened in 2019. For vehicles, the growth of plug-in and hydrogen powered vehicles and refuelling infrastructure has also brought change while the launch of a car club in the city has changed the way in which people access cars. In terms of people's behaviour, greater availability of information, awareness of climate and air quality issues, the impacts of COVID-19 and the resulting long-term changes to the way people work and travel, coupled with changes at Council level to the workforce size, locations of workplaces and working patterns, have all resulted in a very different transport context. Therefore, to ensure that the Council is able to adapt to this, and provide the best information to its employees, a new, more up to date travel plan is required. The larger list of changes can be found in the draft Council Travel Plan (2025) (Appendix A to this report).

3.5 In terms of key policy, strategy and plan drivers, the Net Zero Aberdeen Routemap and six enabling strategies, including mobility, were approved in February 2022 while, at Council Level, the Council Climate Change Plan (2021-2025) contains commitments to reduce the Council's impact on the environment. The Local Outcome Improvement Plan (LOIP) also contains

outcomes around improving the physical health and wellbeing of people in the city, while national commitments around reducing car kilometres travelled, reaching Net Zero by 2045 and phasing out the need for new petrol and diesel cars and vans by 2030 all require a travel plan which can help achieve this. The next Aberdeen Local Transport Strategy is also currently being developed with a refreshed draft due to be presented back to Members for consideration in 2026. The full list of key drivers can be found in the draft Council Travel Plan (2025) (Appendix A to this report).

3.6 The refreshed draft Council Travel Plan (2025) contains a vision, aims and series of actions as well as a monitoring plan. These have been informed by a comprehensive review of the previous plan, a full appraisal of the plans, policies, strategies and schemes which make up the wider transport context, and several rounds of consultation. Consultation on the draft Plan was firstly undertaken amongst identified stakeholders, followed by two rounds of engagement with all staff. It was also reported to the Council's Strategy Board in May 2025. During November and December 2024, a Staff Travel Survey was undertaken. The results provided a useful baseline for the draft Council Travel Plan (2025) and the draft Plan has been updated to take account of these. The draft Plan is included as Appendix A to this report. The final version of the Plan will be graphically enhanced should Members agree with the recommendations attached to this report. The final Plan would then be promoted to staff. It would be made available on the Council's Intranet and signposted to within new staff induction processes.

3.7 Refreshing the Council's Travel Plan will help to set the context for changes to the Council's Staff Travel Policy. Work will begin on this once the refreshed draft Council Travel Plan (2025) is approved. The main differences between the Council Travel Plan and the Staff Travel Policy are:

- The Council Travel Plan sets the context while the Staff Travel Policy contains the policies and procedures needed to achieve the Council Travel Plan vision.
- The Staff Travel Policy deals with staff travelling around for work and what forms of transport should be authorised for carrying out Council business. The Council Travel Plan is mainly concerned with how staff travel to and from work and how they can be encouraged to do this more sustainably by promoting and facilitating access to the available travel options. However, it will also look to influence and complement the staff travel policy by ensuring staff are encouraged to travel sustainably whilst working too.
- The Staff Travel Policy will outline how authorisers of staff travel should book and pay for their travel during work. The Council Travel Plan looks at how to incentivise all staff to travel more sustainably.
- The Staff Travel Policy looks at what is the most appropriate form of travel for staff to be using in different journey circumstances including whether the journey actually needs to be made at all. The Council Travel Plan looks at how to encourage staff to pick the most sustainable option and will also deal with the behaviour change/ awareness raising aspects of travel and how the Council can promote sustainable alternatives for travel to staff, rather than just the policy itself.

- The Council Travel Plan looks at how the Council can minimise the impact of travel from staff, foremost for the benefit of the transport system and the environment but will also stress the money-saving and health benefits of active and sustainable travel.

4. FINANCIAL IMPLICATIONS

4.1 There are costs associated with the delivery of many of the actions identified in the Staff Travel Plan, and the Council provides an annual budget of £30,000 to support staff travel planning activities. The Council also has access to external funding for sustainable travel and travel behaviour change initiatives which can support many of the actions recommended in the draft Plan. The majority of actions can be accommodated within existing budgets, therefore, and further opportunities for external funding will be sought for the delivery of additional activities to reduce the financial burden upon the Council.

4.2 There may be financial implications arising from any changes to the Staff Travel Policy, and these would be considered through the budget setting process.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

6.1 By helping to make staff more aware of sustainable travel and make it a more attractive option to them, an updated Council Travel Plan has the potential to bring positive environmental impacts as people are encouraged to be less car dependent with the associated benefits this will have for the city's environment. This supports the Aberdeen Net Zero Vision, the Net Zero Aberdeen Routemap, the Council's own Climate Change Plan and the Aberdeen Low Emission Zone among others and will help the Council to meet its own Net Zero targets.

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	Should the Plan not be approved and delivered, the Council's ability to support the Aberdeen Net Zero Vision, the Net Zero Aberdeen Routemap,	Approve the refreshed Council Travel Plan	L	**Yes**

	Local and Regional Transport Strategies, the Council's own Climate Change Plan, Local Outcome Improvement Plan and the Low Emission Zone would be reduced.			
Compliance	Should the Plan not be approved and delivered, this could negatively impact upon perceptions of the Council's desire to implement priorities contained in the Local Outcome Improvement Plan, Local and Regional Transport Strategies and to meet its Net Zero targets.	Approve the refreshed Council Travel Plan	L	**Yes**
Operational	Should the Plan not be approved, it is less likely that projects which would have resulted from the Plan seeking to reduce car use and increase public transport and active travel use among staff will go ahead.	Approve the refreshed Council Travel Plan	L	**Yes**
Financial	Should the Plan not be approved, it could weaken the case for external funding applications for the Council as it would be less able to evidence that it takes sustainable transport seriously and that it has steps in place to promote it.	Approve the refreshed Council Travel Plan	L	**Yes**
Reputational	The Council will not be seen as leading by example and may be accused of expecting other	Approve the refreshed Council Travel Plan	L	**Yes**

	organisations to have travel plans whilst not maintaining one itself if the Plan is not approved and delivered.			
Environment / Climate	Should the Plan not be approved, the Council will forego a means to encourage staff to travel by sustainable and active travel, risking continued reliance on the private car and the negative environmental and climate consequences of this.	Approve the refreshed Council Travel Plan	L	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Local Outcome Improvement Plan 2016 - 26	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch 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 – in that projects resulting from the Plan should seek to reduce car use and increase public transport and active travel use among staff. The proposals within this report also support the delivery of LOIP Stretch Outcome 14 – Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as the main mode of travel and a 5% reduction in car miles by 2026.– again due to the encouragement of active and sustainable travel over private car use for staff.
Regional and City Strategies	The proposals within this report support both the Regional (RTS) and Local Transport Strategy (LTS) in that they should lead to the delivery of projects that encourage sustainable travel and a reduction in harmful and climate changing emissions. The proposals in this report support the Net Zero Aberdeen Routemap and six enabling strategies,

	particularly the Net Zero Mobility Strategy and Aberdeen Adapts.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required
Other	None.

10. BACKGROUND PAPERS

10.1 None

11. APPENDICES

11.1 Appendix A - Proposed Council Travel Plan (2025)

12. REPORT AUTHOR CONTACT DETAILS

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Section 1: Setting the scene

What is a Travel Plan?

A travel plan provides a dynamic way in which an organisation can provide more efficient and environmentally friendly travel choices for its staff and visitors. Travel Plans are recognised as having an important part to play because they can produce real benefits for:

- Individuals: through improved health, reduced stress and potential cost savings.
- Teams: through improved work efficiency and conditions, environmental and social benefits as well as cost savings.
- Aberdeen City Council: through healthier and more motivated staff, reduced congestion, reduced corporate carbon emissions and improved access to sites for employees, Councillors, visitors and business traffic.
- Local Communities: by the Council demonstrating its commitment to the Government's environmental priorities, bringing health improvements and by setting an example to others. Locally, this also helps realise the LOIP stretch outcome - 14. Increase sustainable travel: 38% of people walking and wheeling, 5% of people cycling as main mode of travel by 2026 and a 5% reduction in car miles by 2026.
- Local Environment: through improved air quality – with less noise, dirt and fumes, as well as by reducing the impact of other national and global environmental problems. There is also the need to reduce carbon emissions due to their impact on climate change and Local Authorities in particular have a duty to do this.

As planning authority for the City, Aberdeen City Council encourages developments to put travel plans in place and, as part of the Aberdeen Planning Guidance to the Local Development Plan, requires developments over a certain size to implement a travel plan through planning conditions. Therefore, given the size of its workforce, the duty of the Council to act in the best interests of the residents of the city and the need to lead by example, it is essential that the Council has a travel plan in place.

How is the Council Travel Plan different from the Council's Staff Travel Policy?

In addition to the Council Travel Plan, Aberdeen City Council has a Staff Travel Policy in place. The Staff Travel Policy is due to be refreshed during 2025 and 2026. There are key differences between the Plan and the Staff Travel Policy:

- The Council Travel Plan sets the context while the Staff Travel Policy contains the policies and procedures needed to achieve the Council Travel Plan vision.
- The Staff Travel Policy deals with staff travelling around for work and what forms of transport should be authorised for carrying out Council business. The Council Travel Plan is mainly concerned with how staff travel to and from work and how they can be encouraged to do this more sustainably by promoting and facilitating access to the available travel options. However, it will also look to influence and complement the staff travel policy by ensuring staff are encouraged to travel sustainably whilst working too.
- The Staff Travel Policy will outline how authorisers of staff travel should book and pay for their travel during work. The Council Travel Plan will look at how to incentivise all staff to travel more sustainably.
- The Staff Travel Policy looks at what is the most appropriate form of travel for staff to be using in different journey circumstances including whether the journey actually needs to be made at all. The Council Travel Plan will look at how to encourage staff to pick the most sustainable option and will also deal with the behaviour change/ awareness raising aspects of travel and how the Council can promote sustainable alternatives for travel to staff, rather than just the policy itself.
- The Council Travel Plan will look at how the Council can minimise the impact of travel from staff, foremost for the benefit of the transport system and the environment but will also stress the money-saving and health benefits of active and sustainable travel.

The Council Travel Plan will therefore influence the Staff Travel Policy by demonstrating why a sustainable transport-based approach should be taken in the Staff Travel Policy and will provide a resource that staff can consult in order to be aware of the benefits of sustainable transport and be able to find out more information about what options are available to them.

Who is this document for?

This document is aimed at all Council employees and Elected Members. However, it will also provide useful information for visitors meeting with Council staff.

Who has been involved in its development?

Aberdeen City Council's Travel Plan has been developed by a core team comprising of representatives from teams across the Council including Trade Unions. All those who were part of the core team are detailed below:

- Transport Strategy and Programmes Team
- Procurement Team
- Climate and Environment Policy Service
- Facilities Team
- Information Technology Team
- People and Organisational Development Team
- Equalities Team
- Internal Communications Team
- Passenger Transport Unit
- Road Safety and Traffic Management Team
- Data and Insights Team

The Council Travel Plan covers the period to 2030. It is intended that it will be regularly reviewed within that period to take into account changing circumstances.

About the Council

- Around 8500 employees work for Aberdeen City Council
- The Main office locations where staff are concentrated are Marischal College, Town House, Altens East, East Tullos, Kittybrewster and Spring Garden. There are also a series of smaller offices, community facilities and depots across the city.
- There are 60 Schools – 48 primary, 11 secondary and one special needs, which employ around 4100 staff.
- There are several public buildings, including 11 public libraries, museums, the art gallery, and the Beach Ballroom, across the city where staff work also.
- In November 2024, a staff travel survey was completed by 671 staff. This identified that around 54% of staff lived 5 miles or less from their place of work and around 17% of staff worked from home as their main working location.
- A car parking space is not guaranteed for all members of staff at Aberdeen City Council. While at locations such as schools or suburban offices, there is likely to be a greater provision of car parking, opportunities are very limited in city centre premises such as Marischal College, Town House and the Art Gallery. However, these sites are most accessible by the greatest number of other options, ensuring that they still remain easy to access for most staff.
- Aberdeen City Council designates some staff as essential car users for their job, supplying them with car parking permits which allow them to park in Aberdeen City Council car parks. Staff who use their car for work purposes are also able to claim back the cost of doing so at a set cost per mile.
- The Council provides staff with access to cars to use for work purposes through its corporate membership of the Aberdeen Car Club while pool bikes, based at Marischal College, can also be used by staff for travel during work.
- The 2024 staff travel survey identified that around 19% of respondents did not have access to a private car.

Changes to the transport context

Since the last Council Travel Plan was adopted in 2001, there have been considerable changes to the transport context in Aberdeen. These include a far greater awareness of the environmental impact of transport and a commitment from the Council to tackle this, along with the importance of keeping people mobile, for both their physical and mental health.

The transport network itself has evolved with the opening of the Aberdeen Western Peripheral Route, improvements to the railway line between Inverurie and Aberdeen and new stations at Kintore and Laurencekirk, while better facilities

for walking and cycling have been installed across the city and continue to be added to. The City's main bus station has been overhauled, more bus priority measures have been put in place across the city and the use of lower emission vehicles has grown with both electric and hydrogen buses on the streets and electric vehicle charge points and hydrogen refuelling stations available for members of the public to use. The city also has a car club, giving people access to a car without having to own one. In terms of information, the launch of Getabout has provided an online resource for people in the North East of Scotland to find out more about how to access sustainable transport.

Furthermore, the way in which people work is changing with improvements in digital connectivity and computer technology meaning that people are now far more able to work from home successfully than they were previously and also more able to attend virtual meetings rather than travelling. The COVID-19 global pandemic, which occurred between 2020 and 2022, added to this, with people forced to work from home during the subsequent lockdowns and these changes continue to influence working patterns today. Digital technology has also enabled contactless and capped payment for buses and Smart Travel Apps.

The size of the Council workforce has also reduced and now stands at around 8500, while the relocation to Marischal College from St Nicholas House, the opening of the Altens East facility and the closure of key Council offices at Balgownie One, Exchequer House, Frederick Street, Crown House, Kirkgate House and Summerhill have all changed the way Council staff move around the city for employment.

Therefore, a new plan which reflects these changes is required.

Key policy, plan and strategy drivers

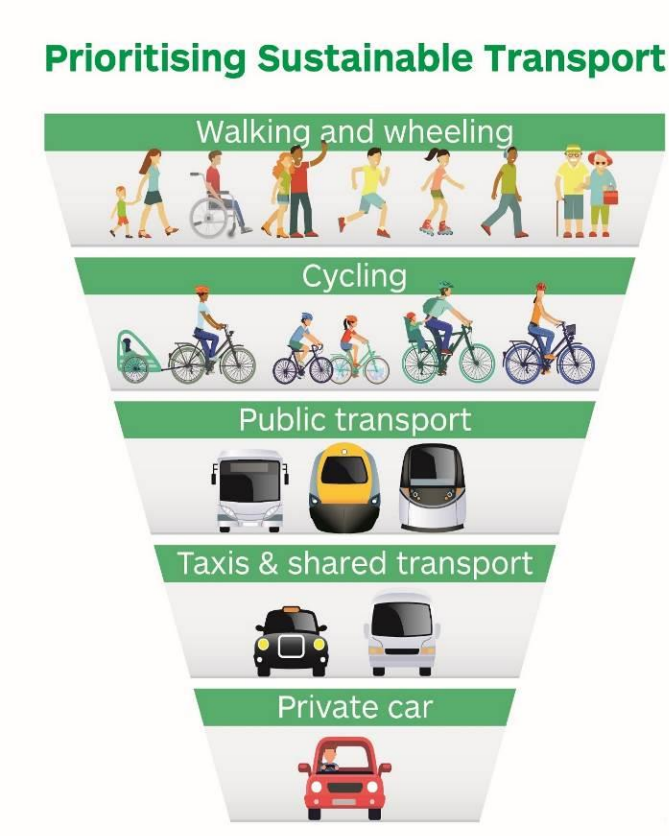
The following key policy, plan and strategy drivers also influence the need for a new travel plan.

Key external drivers

- Scottish Government (SG) Net Zero Emissions targets (Decarbonising of the transport sector, contributing to Net Zero by 2045, SG).
- Scottish Government target of reduction of car km (SG Climate Change Action plan).
- Target of 50:50 mode split between car and sustainable transport in North East of Scotland by 2040 with higher sustainable ratio in urban areas (NESTRANS Regional Transport Strategy (RTS)).
- Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030 (Net Zero Aberdeen Routemap).
- Nature crisis - Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026 (Aberdeen Local Outcome Improvement Plan (LOIP)).
- Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate (Aberdeen LOIP).
- Target for North East Scotland of air cleaner than World Health Organisation standards by 2040 for transport emissions, (NESTRANS RTS).
- Improve the physical health and wellbeing of people in Aberdeen (Aberdeen LOIP).
- Need to make best use of the existing transport network in North East Scotland (NESTRANS RTS).
- Scottish Government target to phase out the need for petrol and diesel cars and vans by 2030 (SG).
- Scottish Government aspiration to encourage "Local Living" (Scottish National Planning Framework- NPF4).
- 20% reduction in traffic needed in Aberdeen to facilitate city centre regeneration (Aberdeen City Centre Masterplan).
- 38% of people walking and wheeling, 5% of people cycling as main mode of travel by 2026 and 5% reduction in car miles by 2026 (Aberdeen LOIP).

Both the National and Regional Transport Strategies have been refreshed in 2020 and 2021 respectively. In particular, these both make strong reference to the importance of reducing the environmental impact of transport, the subsequent need to follow a hierarchical approach to transport planning with the most sustainable modes prioritised and the importance of making better use of the existing transport network ahead of creating new assets.

The Sustainable Transport Hierarchy is shown overleaf



The Aberdeen Local Transport Strategy (2016) contains the objective "To ensure that the transport impact of existing and new developments are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City". This Travel Plan thereby supports the City's Local Transport Strategy.

The Local Transport Strategy is currently being refreshed with a new strategy due for completion in 2026. It too will be influenced by the key external drivers, along with the new National and Regional Transport Strategies and travel planning will continue to feature as a key theme.

Below the Local Transport Strategy sit a range of daughter documents which elaborate further in some of the key transport areas. These include the Active Travel Action Plan and Electric Vehicle Framework, both of which contain more detailed actions around these areas. These can be found in the following location

https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy

The Council Travel Plan will help to support these.

The Scottish Government's *Public Sector Leadership in the Global Climate Emergency* Guidance (2021) states that Public Bodies should produce a Sustainable Travel Strategy that covers all aspects of travel across their organisation. It should outline steps to tackle behaviour change and promote the adoption of the National Transport Strategy's Sustainable Travel Hierarchy.

Key Internal Drivers

The Council Climate Change Plan (2021-2025) sets a net zero carbon emission target for Aberdeen City Council's own assets and operations by 2045 as well as interim targets of (at least) 48% reduction by 2025 and (at least) 75% reduction by 2030 against a 2015/16 baseline. Mobility is one of five key themed areas with 4 outcomes identified.

Outcomes for Mobility Theme
Zero emission fleet - Phase out the need for new fossil fuelled small vehicles by 2025 and for larger vehicles by 2029, switching to electric and hydrogen powered fleet vehicles
Low carbon fleet infrastructure - Plan, test and implement an expanded EV charging and hydrogen refuelling infrastructure for Council fleet.
Reduced emissions from staff travel - Increased staff uptake of active, sustainable and alternative travel choices, reducing the need for travel through use of technology
Resilient design and management – infrastructure – Ensure climate adaptation is considered at all stages of project development, management and maintenance of the transport infrastructure we maintain and manage

A travel plan will be a key component of realising this desire to reduce emissions from staff travel.

Following adoption of this Council Travel Plan, the Council will refresh its Staff Travel Policy. This outlines how officers and Elected Members should travel during work and how they can pay for and reclaim any expenses involved with this travel. The Council Travel Plan refresh can complement and even help to influence this. The differences between

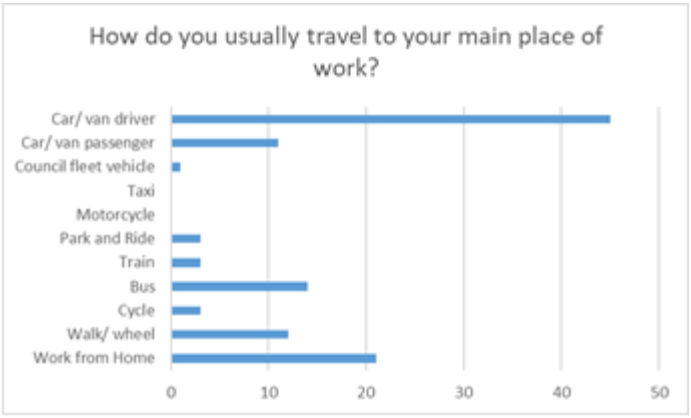
the Staff Travel Policy and Council Travel Plan have been covered on page 1 above.

Employee Feedback

In order to understand staff movements, a survey has been undertaken every 2 years since 2008 (with the exception of 2020 due to COVID-19 restrictions). A survey was made available to all members of staff and Councillors in November 2024 to ask about their travel patterns to and from work and determine travel needs during the working day. The results of this will form the baseline for this travel plan. Some highlights are presented below with the full results in Appendix 1.

<u>How do staff travel?</u>

- The following shows the percentages of people who responded to the Travel Survey by their choice of travel to work mode.



- Some 45% of staff normally drive to work – this has reduced from over 60% twenty years ago. For many the decision to drive to work relates to a car being essential to their job as well as convenience and public transport not being reliable, quick or frequent enough. For others, such as those within Social Work, a car may be needed for daily visits.
- Bus is the next most popular mode with 14% of staff using it as their main form of transport. However, this is a 6% drop since 2018.
- Walking is the third most common mode with 12% of staff reporting it as their main form of transport to work. This is a 6% drop since 2018.
- The above figures are likely at least partly explained by the huge rise in those working from home since the pandemic – 21% compared to less than 1% in 2018.
- Of those not yet travelling by sustainable modes, many said that better and cheaper public transport – especially buses – would make them change their mode of travel. Other measures which would make them consider changing included better infrastructure for cyclists and more electric vehicle charging points.
- A full analysis of Staff Travel Survey results can be viewed as an appendix to the Council Travel Plan (Appendix 1).

Section 2: The Plan

Having presented the context to inform this travel plan, and the need for it, the plan sets out to achieve the following:

Vision – A Council where staff are able to do their jobs successfully without being reliant on a private car to travel to, from and during work and are equipped with a mix of sustainable transport choices and supporting information to make this possible, benefitting them, the Council and the City.

Aims –

- Reduce the emissions from staff travel to, from and during work.
- Reduce the need for staff to travel to, from and during work.
- Increase the number of sustainable transport options and the attractiveness of them to staff.
- Increase the provision of information to make staff aware of the benefits of sustainable travel and the options available to them.

To achieve these aims, a series of topic areas have been identified, all of which have actions attached to them.

Topic 1: Reducing the need to travel / travel more flexibly

Is there a need to travel to a meeting at all? The global COVID-19 pandemic has shown that meetings can be conducted virtually via platforms such as Microsoft Teams, adopted by the Council in 2019, whilst still allowing participants to be seen and documents shared/discussed.

These can either be fully virtual, where all participants join the meeting online, or hybrid, where some meet in a room together and others are able to take part by joining virtually. The latter option can bring particular benefit in cutting down on longer distancer trips for those who would have to otherwise travel.

The results of the 2024 staff travel survey showed that around 17% of staff now work from home at least some of the time, compared with less than 1% in 2018, while, in a survey undertaken across the North East of Scotland in January 2022, NESTRANS found that even after the COVID-19 restrictions had been lifted around working from home, 84% of respondents expected that virtual meetings would replace some or all face-to-face meetings. This shows that many people still see benefit in working from home and virtual meetings even when they have the option to return to the office.

In terms of benefits, working from home;

- removes an often time consuming and stressful commute for many people, giving them more time to do other things and often enabling a better work life balance.
- removes the cost associated with commuting.
- allows many people to be more productive by removing the distractions of an office.
- still allows people to stay in touch and, with cameras, to see the people they are talking to.

It is accepted that, while working from home can benefit a lot of people, it isn't an option for everybody – some jobs require staff to be physically present in a workplace, while some staff do not enjoy it as it can lead to them feeling isolated from colleagues and proper physical interaction. It is important to ensure that the ability to have physical meetings is not removed entirely and that people are encouraged to be honest if they feel isolated.

For those who are already working from home or considering it, the Council has published a series of hints and tips on its intranet to help staff get the most out of it https://aberdeencitycouncilo365.sharepoint.com/SitePages/Isla%27s-top-tips-on-working-from-home.aspx

For those who do need to travel to and from a workplace, do you need to do this during peak times? Many Council roles already provide the opportunity to work more flexible hours which may help in this regard.

Reducing the need to travel / travel more flexibly - Actions
Support the further use and promotion of Microsoft Teams to further increase the attractiveness and feasibility of home and virtual working for staff and visitors.
Where staff have to travel out with their main place of work, support virtual meetings becoming the encouraged default for Council staff unless good reason prevents it.
Ensure that the above is not undertaken at the

expense of the mental and physical health of staff and acknowledge that not all staff have the ability to work from home.
Where staff do have to travel for work, continue to support further ways of enabling staff to work more flexibly, allowing them to travel out with peak times.

Topic 2: Walking and wheeling

Active Travel is defined as "travel in which the sustained physical exertion of the traveller directly contributes to their motion" (Cook et al, 2022) or, as walking Charity Paths for All puts it, "making journeys in physically active ways". Walking, wheeling and cycling are the main active travel modes, with running and scooting forming part of the package too.

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

The staff travel survey results from 2024 showed that around 12% of staff commute to and from work by walking and wheeling which, although similar to 2022, is lower than previous years in the survey. However, this could be partly explained by the, now higher, work from home figure which reassuringly has risen more than walking has dropped. The survey also reveals that around 22% of staff live within 2 miles of their place of work. This is a distance which could lend itself well to walking and wheeling.

Walking and wheeling have many benefits. Often, short trips will be accomplished as quickly, if not quicker, via these modes especially when the time taken to collect your car, sit in traffic and find a parking space are considered. The benefits to your personal health alone may encourage you. Indeed, experts recommend that adults be active for a total of 30 minutes a day, on five or more days of the week to benefit health. The good news is that this can be made up of shorter bouts of 10 to 15 minutes, making walking an ideal way to hit the target. Nationally, NHS Scotland figures from 2023 show that physical inactivity adds to nearly 3,200 deaths in Scotland each year and the cost to the economy of physical inactivity is around £94 million per year.

Walking and wheeling are also shown to be good at combatting stress. Therefore, even if working from home, getting out for a walk before work, in the evening or at lunchtime can be beneficial for you.

They can be fun too. The official walking trails across the city, and those created for charity, have demonstrated that people enjoy getting out and discovering things on foot, both as individuals and in groups while the latter can be a great way in ensuring people do not feel socially isolated. See the link for trail details https://www.aberdeencity.gov.uk/search/content?keys=walking+trails

It is appreciated that employees may feel more vulnerable walking/wheeling in certain areas or at certain times of the day/evening and that some employees may live too far away, carry heavy equipment or have personal circumstances which make it difficult to consider walking as their main mode to commute. Furthermore, some areas and buildings may also not be as accessible as others. In these circumstances, staff could explore if even part of the journey could be done on foot, as this could still be beneficial to them or whether they could, for example, walk into work but take another mode home. However, it is accepted that this mode is not going to work for everyone all of the time so it is important that staff have a whole range of choices to suit them, their changing daily circumstances and are aware of these.

More information about the benefits of walking, and how to get around Aberdeen on foot can be found on the Getabout website https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-foot/

Both the NHS and Wanderlust Travel websites also offer top walking tips https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/

https://www.wanderlust.co.uk/content/top-tips-for-walking/

You can map your best routes using www.walkit.com too.

Walking and wheeling - Actions
Promote and facilitate walking and wheeling challenges and competitions to incentivise staff to walk more.
Support the principle of walking and wheeling meetings for staff as an alternative to virtual meetings and those taking place in a room for

physical and mental benefit.
Support led walks and health walks taking place before and after work and during lunchtime.
Continue to promote walking and wheeling to staff as a means of staying active, saving money and reducing the environmental impact of travel.

Topic 3: Cycling

As with walking and wheeling, there are considerable health benefits associated with cycling. In addition, cycling reduces the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes. Regular cyclists enjoy a fitness level equal to that of a person ten years younger.

The growing popularity of eBikes, which enable a battery assist to pedalling is shown by the fact that t he global e-bike market is projected to grow in the coming years, with sales estimated to reach over 49 million units worldwide by 2029. (Statista). These provide a more attractive means of cycling to many people, especially when it comes to hills. More information can be found on the Energy Saving Trust website https://energysavingtrust.org.uk/advice/electric-bikes/

In 2024, a staff survey showed that over 54% of staff travel less than five miles to get to work, which is a distance that lends itself well to cycling. However, whilst only 3% of staff actually cycled to work regularly, a larger percentage said they would like to while several respondents answered that they would consider cycling with improvements to infrastructure such as cycle lanes, more secure cycle parking and improved changing facilities being the main thing that would incentivise them. The Council continues to improve and add to the citywide cycling network on an annual basis and plans to continue to improve provision of facilities at Council workplaces too. Marischal College is already well served – boasting a pool of bicycles and undercover secure bike parking with showers, changing and maintenance facilities in the basement. The Council has improved this in recent years to create more cycle parking spaces, most of which are available for staff to use on a flexible and ad hoc basis with no booking required. Secure cycle lockers are also available to staff at Kittybrewster and showers, changing facilities and secure cycle parking facilities are available at Altens East too. Many of the schools also offer cycle parking. Furthermore, the Council offers secure cycle lockers for hire at the city's park and ride sites as well as at Dyce railway station.

For staff who use their own bike for work purposes, the Council operates a cycle mileage allowance of 20p a mile for work-related travel on short distances across the city. The Council offers a cycle to work scheme, a government initiative introduced to encourage more people to commute to and from work by bike, enabling people to make healthier choices and reducing the UK's carbon footprint. The initiative allows employees to make tax and National Insurance savings on the cost of a new bike and safety accessories. These savings are achieved via salary sacrifice which is managed by the Council and lets you spread the cost. More information is available at the following link https://accmybenefits.vivup.co.uk/

There are currently twelve bikes – including an electric and folding example – which can be picked up from Marischal College. All are equipped with locks. Simply get in touch with councilltravel@aberdeencity.gov.uk if you wish to avail yourself of this resource.

Users are asked to provide their own safety equipment – high viz, helmet etc. A maintenance station including a pump and basic tools is provided alongside the bikes in the storage area. Additionally, cycle maintenance stations are located across the city.

To help with access to bikes, the Council, as of 2025, will be inviting bids to run a Cycle Hire Scheme in the City. This would provide staff with another means of accessing a bike.

For those who want to try cycling, grow their confidence cycling and/ or feel safer doing so as part of a group, the local Cycling UK group offer "Try Cycling" sessions in the city. More information can be found here https://ctcgrampian.org.uk/try-cycling-runs/

For further information about cycling locally from those who are passionate about it and can share top advice see also the Grampian Cycle Partnership and Aberdeen Cycle Forum https://aberdeencycleforum.org.uk/

For more information about cycling in Aberdeen, including access to the Aberdeen Cycle Map, go to https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/cycling-aberdeen

For further top tips and information, see https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-foot/

Plan your route at www.cyclestreets.net

Cycling - Actions
Continue to offer a cycle salary sacrifice scheme for staff.
Explore ways for Aberdeen City Council to become a corporate member of the City's Bike Hire Scheme, should one be established, so that staff have access to hire bikes for work.
Continue to maintain and offer a fleet of pool bikes to staff and explore options to make these available in locations other than Marischal College.
Undertake an audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Investigate ways to increase the provision of supporting facilities, such as showering, changing and maintenance facilities.
Continue to facilitate mileage claims for staff using their own bikes for work purposes.
Investigate setting up and participating in challenges and competitions which encourage people to cycle more often and support and enable internal groups which make cycling more attractive to more staff.
Continue to promote the benefits of cycling to staff.
Continue to signpost staff towards opportunities where staff can learn to cycle and gain more confidence cycling.

Topic 4: Bus

Bus travel is a key component in the sustainable transport mix. It is the most widely used form of public transport and a useful mode for people who don't have access to a car and those who cannot walk and cycle. The 2024 staff travel survey showed that bus is the second most popular mode of transport used by staff to travel to work with around 14% of staff choosing it.

For City journeys you can be as quick, if not quicker, catching the bus than driving. As a car driver you must collect your vehicle, drive it through the urban area and find a place to park. It can also remove the stress of urban driving, allowing you to relax, read, or listen to music and podcasts whilst you are driven to work. If a bus does not go close to your home there is also the option to drive to one of the city's park and ride sites, leave your car on the periphery, and take the bus the rest of the way. For more information on the city's park and ride sites, please visit https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/aberdeen-park-and-ride/

Both First Bus and Stagecoach – the city's two main operators – have recently invested in new double deck vehicles and the Council has been working with operators in the city to support the roll out of these zero emission buses. Whilst Stagecoach has gone purely down the electric route, First – in partnership with the Council – has both hydrogen and electric powered buses on its fleet.

With the assistance of technology, bus services and facilities are greatly improved. Real Time Information tells you when the next bus is due; the new fleet is comfortable and offers amenities such as Wi-Fi and USB charging for your personal electronic devices. The Council also provides real time bus information at several city bus stops and at park and ride sites. Bus timetables and routes are now available via mobile apps that provide live real time bus times, vehicle capacity information and you can even purchase tickets! Information is also widely available on the Internet via the operators' own websites as well as at www.traveline.org.uk where you can plan your journey. Information can also be obtained in person at the bus station Kiosk within Union Square.

Did you know staff can get discounted bus travel? Offers are available through First Bus and Stagecoach. Follow this link https://accmybenefits.vivup.co.uk/ and select Discounted Bus Tickets to find out how you receive the savings directly through the providers. Through the Council's involvement with the North East Scotland Bus Alliance, a workstream to produce a guide on 'how to use the bus' is in development. These will support staff in using bus services and making the most out of technology available when using buses.

The provision of the Grasshopper smartcard allows for multi operator bus travel, allowing

customers to take the first bus that comes along too.

In recognising changes in travel patterns and hybrid working practices, bus operators in the region have introduced a range of flexible tickets to ensure passengers can find the right ticket to meet their travel patterns and further advancements in the use of 'tap and cap' are being developed to ensure passengers pay the lowest fare available for their use of bus services.

More information about travelling by bus in the North East of Scotland can be found at https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-bus/

Bus - Actions
Continue to offer a bus salary sacrifice scheme for staff.
Engage with bus companies to run awareness events in staff premises where staff can come along and find out more about bus travel.
Investigate ways to give staff access to bus travel for work purposes such as attending meetings and carrying out site visits.
Continue to liaise with the bus companies through the Council's membership of the North East Scotland Bus Alliance to investigate further ways to make bus travel better value and more attractive.

Topic 5: Train

With two stations within the Aberdeen City area at Aberdeen and Dyce and railway stations at commuter settlements such as Huntly, Insch, Inverurie, Kintore, Portlethen, Stonehaven and Laurencekirk in Aberdeenshire, rail is another useful public transport option for staff commuting to and from Aberdeen. This has been made even easier thanks to improvements to the track between Aberdeen and Inverurie in 2019, allowing quicker, more frequent services to run.

The 2024 staff travel survey showed that around 3% of respondents commute to work by train. With the recent opening of Kintore station there may be the opportunity to increase this.

There are many benefits. Compared with bus and even car in many cases, the commute by train is much quicker - Dyce to Aberdeen takes less than ten minutes - while there is no need to search for a parking space in Aberdeen when you get to the city.

Where travel out with the city for work is required, the train can also be a great option. A new fleet of refurbished Scotrail intercity trains now serve the Aberdeen route, providing tables and laptop/ mobile charging facilities and Wi-Fi. This allows you to remain productive and catch up with some work on the journey, or even enjoy some restful time, rather than sitting in traffic.

For more information around train travel in the North East of Scotland go to https://www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-rail/

Train - Actions
Continue to promote the train to staff both as an efficient means of commuting but also for travel for work.
Further investigate whether a rail salary sacrifice scheme could be added for Council employees.

Topic 6: Taxi

Taxis provide an alternative means of travel, during working hours, allowing a similar journey to the car to be made without needing to bring your car into work. They are often useful as an ongoing mode of transport following your train journey out with the city.

As more and more taxi drivers are switching to electric, hybrid and even exploring hydrogen taxis, this mode is becoming even cleaner with time too.

For members of staff who don't drive but need direct access to a destination quickly, this can be a very useful means of travel.

Taxi - Actions
Continue to encourage taxi companies to use low and zero emission vehicles for Council contracts.
Continue to promote taxi as a viable alternative for staff to using their own vehicle.

Topic 7: Motorcycle

A motorcycle can provide an efficient and cost-effective means of getting about the City. They take up little road and parking space – helping to

reduce congestion – and, depending on the engine size, can be more environmentally-friendly in terms of fuel consumption and use of resources than cars with a single occupant – particularly mopeds, motor scooters and small motorbikes.

With more and more electric powered motorcycles coming to market now too, there are even more opportunities for powered two wheelers to become even more sustainable.

The Council can provide reimbursement to staff using a motorcycle (in the same way as car and push bike use) at 24p per mile.

Further information on motorcycling and tips for keeping you and your motorcycle safe can be found at https://www.scotland.police.uk/advice-and-information/road-safety/motorcyclists/

Motorcycle - Actions
Continue to promote the benefits of motorcycles to staff.
Improve motorcycle parking provision at Council premises.

Topic 8: Car Club

A car club provides pay as you go, on-street car rental to members who pay by the hour and the mile for what they use. It provides people with access to a car without having to own one. Aberdeen City Council has a contract in place with Enterprise car club in the city and also uses the car club as a corporate customer. This allows staff to join to use the car club for work purposes with the Council booking several cars, all of which are zero emission at the tailpipe, for the exclusive use of staff. In addition, staff can also book any other publicly available Enterprise car club cars, around 40 in Aberdeen and also any in other cities of the UK should they have to travel further afield for work. This means that staff are able to commute to work without being dependent on a car and still have access to a car to use for work purposes when they get there. The 2024 staff survey revealed that 15% of respondents had joined and, of those, 69% had used it for work. This is encouraging but it is likely that the service could reach more staff. You could also share a lift in one of the car club vehicles with others attending the same meeting. In addition to using the car club for work, staff can also enjoy free personal membership (worth £60 per year) of the car club as an Aberdeen City Council corporate user to use it in their free time.

For more information about the Enterprise car club, as well as how to join as a member of staff, go to https://aberdeencitycouncilo365.sharepoint.com/sites/GreenWorkplace/SitePages/Join-the-Car-Club.aspx

Car Clubs - Actions
Continue to provide zero emission exclusive use cars for staff to give them access to a car for work.
Undertake research to ensure that these are located in the right place.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.
Continue to promote the car club to staff as a means of getting access to a car without needing to own one, and to grow the membership.

Topic 9: Private Car

The 2024 staff travel survey identified that, of the 45% of people that said they travelled by car to work, only 21% said a car was essential to perform their job. This means that there is an opportunity, through the Council promoting and enabling feasible alternatives, for staff to consider changing to other modes.

However, while it is important to provide staff with a range of alternatives to the private car, it is acknowledged that there will still be times when a private car will be the most appropriate form of transport for staff to use, especially if their job requires carrying specialist equipment or needs them to have access to a car at very short notice. There are also employees and Councillors who, for mobility reasons, for safety and security reasons (for example when working late in the office), or personal reasons (for example if they need to collect children from nursery/ school) require access to their car regularly. If you do need to use your car, there are a number of things to consider which could contribute towards the Travel Plan's objectives.

- Time of travel – Try to avoid travelling in the rush hour.
- Combine your trips if you need to make more than one in a day. Plan your routes.

- Ensure your car is well maintained so as to avoid unnecessary fuel consumption and emissions.
- Where possible, use alternative fuelled vehicles – electric and hydrogen.
- Look at whether you can car share.
- Practice eco driving.

These final three points will be covered in more detail in the following sections.

Car Use - Actions
Support the review of essential car user and mileage claim processes as part of the Staff Travel Policy refresh and explore opportunities to make staff less dependent on private cars.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Continue to promote a range of methods to staff which encourage car use to be undertaken in the most sustainable way.

Topic 10: Car sharing

Car sharing makes huge financial sense. The more people that travel in a car, the more people you can divide the cost of the journey by, so it can be a great way to save money through commuting. Even if you are unable to find someone to share the entire length of your journey with, there might be central meeting places, such as park and ride sites where you can meet up, park a vehicle and continue the onward journey in the other.

Car sharing is also a great way of combatting feelings of social isolation by bringing people together for the journey.

To help facilitate this, NESTRANS, the regional Transport Partnership for the North East of Scotland, have joined the national Liftshare scheme and have set up a North East of Scotland specific account. This gives people the option to find others who are looking to car share and gives you the option to be matched. This match can take place either at National level or just with others within the North East of Scotland.

The 2024 staff travel survey suggested that 7% of staff might be willing to car share, with 26% not sure. Therefore, it is up to the Council to try and further promote the benefits to staff.

To find out more about car sharing go to https://liftshare.com/uk/community/getabout

Car sharing - Actions
Continue to support NESTRANS in their membership and facilitation of the North East Scotland Liftshare scheme.
Promote the money saving benefits of car sharing to staff.
Promote the benefits of destinations where staff can meet up to car share for part of the journey.

Topic 11: Low carbon vehicle

With the Scottish Government committing to "Phase out the need for brand new petrol and diesel cars and vans by 2030", the numbers of hybrid, battery electric and fuel cell electric (hydrogen) vehicles continue to grow in Aberdeen. Although it can be argued that hybrid, battery electric and fuel cell electric vehicles don't reduce congestion, they have much lower emissions at the tailpipe – zero in the case of the latter two – meaning they produce less carbon emissions and are less likely to cause air pollution than pure petrol and diesel vehicles. Cleaner air helps to make active travel more attractive too. These vehicles are also cheaper to refuel and, with less moving parts than a petrol or diesel car, often much cheaper to service too. Aberdeen City Council is leading by example with a fleet modernisation programme which will see the Council, as part of their replacement programme, using zero emission vehicles where volume ready examples exist to replace petrol and diesel. In addition to several electric vans, this has seen hydrogen road sweepers and waste collection vehicles join the fleet. The Council continues to expand the network of electric vehicle charge points across the city while other companies, such as supermarkets, shopping centres, gyms and petrol filling stations are all starting to roll out charging infrastructure. To see what is available across Aberdeen, and further afield, go to www.zap-map.com and www.aberdeencity.gov.uk/electricvehicles

To find out more about the benefits of electric vehicles and some of the grants available to support electric vehicle drivers go to https://energysavingtrust.org.uk/advice/electric-vehicles/

There are also two publicly available hydrogen refuelling stations in the city. Find out more at https://www.aberdeencity.gov.uk/services/environment/h2-aberdeen

As part of its contract with Enterprise car club, Aberdeen City Council staff can join and have access to lots of low and zero emission vehicles. Go to https://aberdeencitycouncilo365.sharepoint.com/sites/GreenWorkplace/SitePages/he-Council%E2%80%99s-Car-Club-provider-for-Aberdeen-is-changing.aspx for more information

Low carbon vehicles - Actions
Continue to provide zero emission exclusive use cars to staff, as part of the car club contract, to give them access to a car for work.
Investigate further charging opportunities at Council premises to provide staff with the opportunity to charge at work.
Continue to support the fleet replacement programme and subsequent growth of zero emission vehicles, so that the Council can continue to lead by example.
Continue to promote both hydrogen and EVs equally as both form part of the solution to decarbonising transport.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.
Continue to promote low carbon vehicles and their benefits to staff and provide them with opportunities to try them in the real world via the car club contract.

Topic 12: Eco-driving

When using your car, there are many eco-driving techniques you can use. These will not only reduce the environmental impact of driving but can save you money in fuel bills and maintenance costs. The Energy Saving Trust (Scotland) identifies 7 key areas which can make a difference.

- Drive smoothly.
- Shift up early to a higher gear.
- Avoid excessive speeds.
- Switch off.
- Tyre pressures
- Roof racks, boxes and bars
- Windows vs air conditioning

You can find more details here https://energysavingtrust.org.uk/advice/efficient-driving/

Better driving techniques can also reduce accidents and lower insurance premiums.

Eco-driving - Actions
Continue to promote the benefits of eco driving to staff and stress the money saving benefits as well as environmental ones.
Investigate working with the Energy Saving Trust to run eco driving courses for staff.

Topic 13: Parking

Whether it is for bikes or cars, provision of parking is a key component which affects people's use of the transport network.

For bikes, although cycle parking provision exists at Marischal College, Town House, Altens East and many of the schools, there are a lot of Council workplaces which would benefit from improved secure cycle parking.

As identified earlier, a vehicle parking space is not guaranteed for all members of staff at Aberdeen City Council. While at locations such as schools or suburban offices, there is likely to be a greater provision of car parking, opportunities are very limited in city centre premises such as Marischal College, Town House and the Art Gallery. However, these sites are most accessible by the greatest number of other options, ensuring that they still remain easy to access for most staff.

Therefore, parking provision should be prioritised for

- sustainable modes such as cycling, car club
- other motorised modes with a small footprint such as motorcycles
- employees whose private car is essential to undertaking their job
- members of staff with disabilities who rely on their car to get around
- servicing requirements.
- visitors to Council buildings

Did you know? 10 bikes can park in the same space as one car.

Parking - Actions
Undertake an audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Support a review of essential car user and parking permit provisions for staff as part of the

Staff Travel Policy refresh.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to use and park their own cars at Council premises.
Encourage staff to park out with the city centre, using facilities such as park and ride sites, and continue their onward journey by a more sustainable means.
Continue to promote the alternatives to driving for staff to further reduce the demand for parking.

Topic 14: Travel Information and Awareness

The Council has a key role to play in reducing the emissions from staff travel. It has commitments around net zero, the need to support a healthy workforce, both mentally and physically, and the need to ensure that staff are able to access their work without undue cost. Therefore, it is not just important to give staff access to sustainable transport but also to let them know what is available.

The Council Travel Plan itself is designed to form a key component of this by making the case for sustainable transport and signposting staff to many useful links where they can find out more.

As part of its commitment to working with others to encourage sustainable transport in the area, the Council, along with Aberdeenshire Council, NESTRANS, NHS Grampian, Robert Gordon University, the University of Aberdeen, North East Scotland College and the Energy Saving Trust, is part of the Getabout partnership. Formed in 2009, this enables partners to share best practice, work together on developing sustainable transport initiatives, and allows all sustainable transport to be grouped and branded under Getabout. The Getabout website therefore is a very important tool for signposting staff towards sustainable transport options. www.getabout.org.uk

Internally, the Green Workplace pages will continue to be developed as the main place to find out about how to travel for work sustainably https://aberdeencitycouncilo365.sharepoint.com/sites/GreenWorkplace

The Council Benefits pages also provide staff with information about how they can save money through the bus and bike salary sacrifice schemes https://accmybenefits.vivup.co.uk/

It is acknowledged that not everyone is able to easily access online resources so the Council will look to organise drop-in sessions for staff at main office buildings to further promote travel choices to staff.

Travel Information and Awareness - Actions
Continue to signpost staff to the Getabout website for information on sustainable travel in the North East and to promote sustainable travel citywide through the Council's own membership of the Getabout partnership.
Develop the Green Workplace area of the Intranet as a resource for staff travel information.
Work with Communications colleagues to investigate further ways in which travel updates can be relayed to staff.
Support the ability to offer staff travel incentives through the bike and bus salary sacrifice schemes and investigate if similar schemes could be developed for other modes.
Look to hold physical events to promote sustainable travel options to staff in major Council office buildings.

Topic 15: Monitoring

The Council Travel Plan will cover a period from 2025 until 2030. In order to establish the success of the Council travel plan and its actions, it is proposed that monitoring will take place at least every 2 years. This will take place against the actions below.

In addition, it is proposed to undertake a staff travel survey every 2 years to see how the trends are changing against the 2024 baseline. The full baseline figures for the 2024 survey are available in Appendix 1.

We acknowledge that the transport context is constantly changing. Should any major new developments, initiatives or changes occur during the life of this Plan, we will look to adapt the document in response to opportunities offered by these.

Monitoring - Actions
Undertake monitoring every 2 years against the actions.
Undertake monitoring of the strategic context to see if anything significant needs to be incorporated to the plan both internal and

external to the Council.
Undertake a staff travel survey every 2 years.

Full Action List

The full list of actions can be found below

Reducing the need to travel / travel more flexibly - Actions
Support the further use and promotion of Microsoft Teams to further increase the attractiveness and feasibility of home and virtual working for staff and visitors.
Where staff have to travel out with their main place of work, support virtual meetings becoming the encouraged default for Council staff unless good reason prevents it.
Ensure that the above is not undertaken at the expense of the mental and physical health of staff and acknowledge that not all staff have the ability to work from home.
Where staff do have to travel for work, continue to support further ways of enabling staff to work more flexibly, allowing them to travel out with peak times.
Walking and wheeling - Actions
Promote and facilitate walking and wheeling challenges and competitions to incentivise staff to walk more.
Support the principle of walking and wheeling meetings for staff as an alternative to virtual meetings and those taking place in a room for physical and mental benefit.
Support led walks and health walks taking place before and after work and during lunchtime.
Continue to promote walking and wheeling to staff as a means of staying active, saving money and reducing the environmental impact of travel.
Cycling - Actions
Continue to offer a cycle salary sacrifice scheme for staff.
Explore ways for Aberdeen City Council to become a corporate member of the City's Bike Hire Scheme, should one be established, so that staff have access to hire bikes for work.
Continue to maintain and offer a fleet of pool bikes to staff and explore options to make these available in locations other than Marischal College.
Undertake an audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Investigate ways to increase the provision of supporting facilities, such as showering, changing and maintenance facilities.
Continue to facilitate mileage claims for staff using their own bikes for work purposes.
Investigate setting up and participating in challenges and competitions which encourage people to cycle more often and support and enable internal groups which make cycling more attractive to more staff.
Continue to promote the benefits of cycling to staff.
Continue to signpost staff towards opportunities where staff can learn to cycle and gain more confidence cycling.
Bus - Actions
Continue to offer a bus salary sacrifice scheme for staff.
Engage with bus companies to run awareness events in staff premises where staff can come along and find out more about bus travel.
Investigate ways to give staff access to bus travel for work purposes such as attending meetings and carrying out site visits.
Continue to liaise with the bus companies through the Council's membership of the North East Scotland Bus Alliance to investigate further ways to make bus travel better value and more attractive.
Train - Actions
Continue to promote the train to staff both as an efficient means of commuting but also for travel for work.
Further investigate whether a rail salary sacrifice scheme could be added for Council employees.
Taxi - Actions
Continue to encourage taxi companies to use low and zero emission vehicles for Council contracts.
Continue to promote taxi as a viable alternative for staff to using their own vehicle.
Motorcycle - Actions
Continue to promote the benefits of motorcycles to staff.
Improve motorcycle parking provision at Council premises.
Car Clubs - Actions
Continue to provide zero emission exclusive use cars for staff to give them access to a car for work.
Undertake research to ensure that these are located in the right place.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.
Continue to promote the car club to staff as a means of getting access to a car without

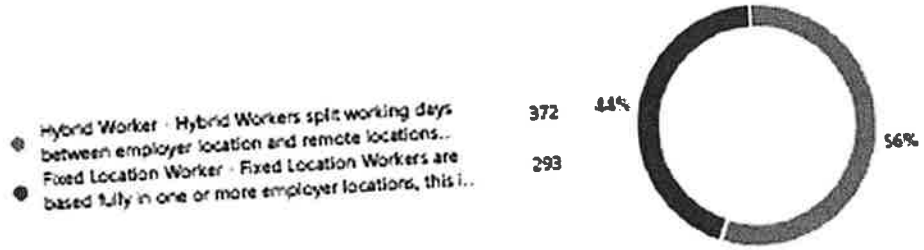
needing to own one, and to grow the membership.
Car Use - Actions
Support the review of essential car user and mileage claim processes as part of the Staff Travel Policy refresh and explore opportunities to make staff less dependent on private cars.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Continue to promote a range of methods to staff which encourage car use to be undertaken in the most sustainable way.
Car sharing - Actions
Continue to support NESTRANS in their membership and facilitation of the North East Scotland Liftshare scheme.
Promote the money saving benefits of car sharing to staff.
Promote the benefits of destinations where staff can meet up to car share for part of the journey.
Low carbon vehicles - Actions
Continue to provide zero emission exclusive use cars to staff, as part of the car club contract, to give them access to a car for work.
Investigate further charging opportunities at Council premises to provide staff with the opportunity to charge at work.
Continue to support the fleet replacement programme and subsequent growth of zero emission vehicles, so that the Council can continue to lead by example.
Continue to promote both hydrogen and EVs equally as both form part of the solution to decarbonising transport.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to claim mileage for using their own cars.
Continue to promote low carbon vehicles and their benefits to staff and provide them with opportunities to try them in the real world via the car club contract.
Eco-driving - Actions
Continue to promote the benefits of eco driving to staff and stress the money saving benefits as well as environmental ones.
Investigate working with the Energy Saving Trust to run eco driving courses for staff.
Car Parking - Actions
Undertake an Audit of cycle parking at Council premises and look to improve provision in order to give staff more incentive to cycle.
Support a review of essential car user and parking permit provisions for staff as part of the Staff Travel Policy refresh.
Continue to ensure that those who need to use private cars for their jobs remain able to do so.
Support the growth of the exclusive use fleet of car club cars for Aberdeen City Council staff to further reduce the need for staff to use and park their own cars at Council premises.
Encourage staff to park out with the city centre, using facilities such as park and ride sites, and continue their onward journey by a more sustainable means.
Continue to promote the alternatives to driving for staff to further reduce the demand for parking.
Travel Information and Awareness - Actions
Continue to signpost staff to the Getabout website for information on sustainable travel in the North East and to promote sustainable travel citywide through the Council's own membership of the Getabout partnership.
Develop the Green Workplace area of the Intranet as a resource for staff travel information.
Work with Communications colleagues to investigate further ways in which travel updates can be relayed to staff.
Support the ability to offer staff travel incentives through the bike and bus salary sacrifice schemes and investigate if similar schemes could be developed for other modes.
Look to hold physical events to promote sustainable travel options to staff in major Council office buildings.
Monitoring - Actions
Undertake monitoring every 2 years against the actions.
Undertake monitoring of the strategic context to see if anything significant needs to be incorporated to the plan both internal and external to the Council.
Undertake a staff travel survey every 2 years.

Appendix 1

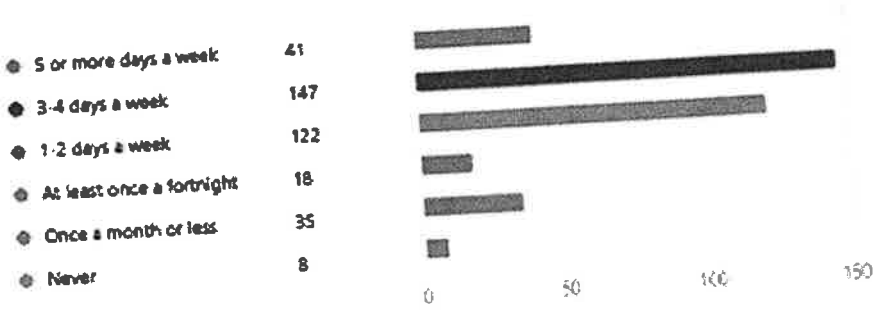
The baseline information from the staff travel survey (December 2024)

Appendix 1
The baseline information from the staff travel survey (December 2024)

2. What is your workstyle?

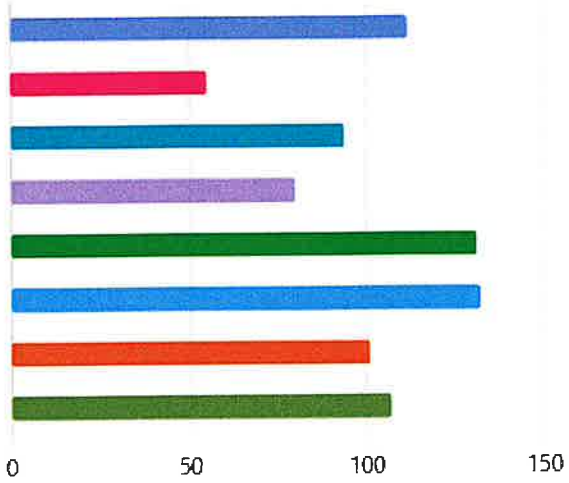


3. If you are in a role where it is possible to work from home, how often do you do so?



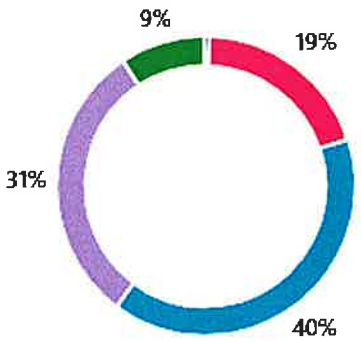
4. Approximately how far in miles do you normally travel to work? If you sometimes work from hom e but also sometimes travel to a workplace (for example if you are currently hybrid working), pleas e tick more than one option.

0 miles (I work from home)	112
Less than 1 mile	55
Over 1 mile and up to 2 miles	94
Over 2 miles and up to 3 miles	80
Over 3 miles and up to 5 miles	131
Over 5 miles and up to 10 miles	132
Over 10 miles and up to 20 miles	101
Over 20 miles	107



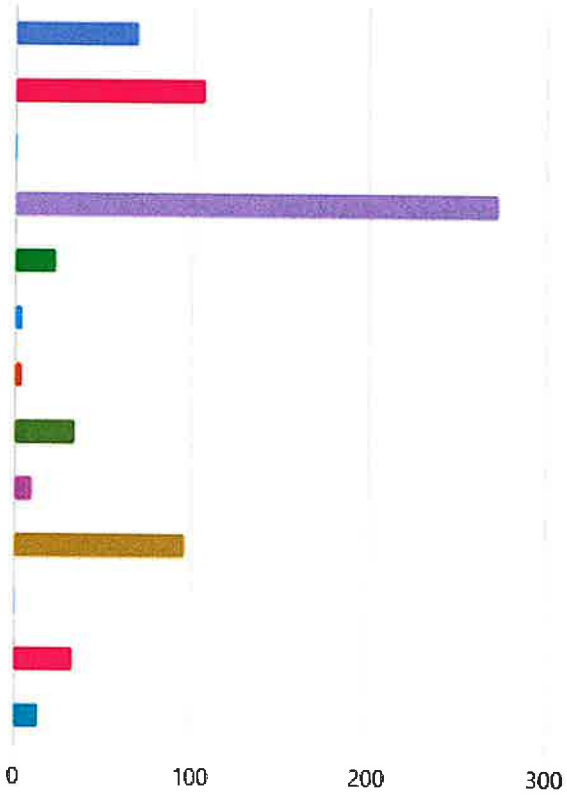
5. When commuting, on average how long does your journey to your main place of work usually tak e?

N/A (I do not travel to work)	4
Up to 15 minutes	130
16 - 30 minutes	268
31 - 60 minutes	204
More than 60 minutes	61



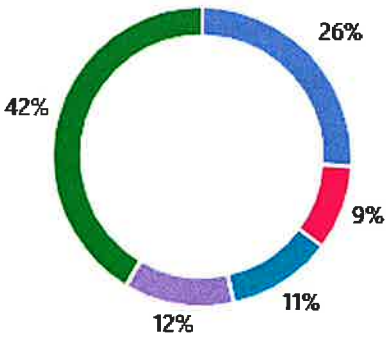
6. How would you most like to travel to work?

Work from home	69
Walking	107
Wheeling	1
Driver car/van	273
Passenger car/van	23
Car club	4
Motorcycle/moped	4
Bicycle	34
E-bike	10
Bus	96
Taxi/mini cab	0
Rail	33
Other	14

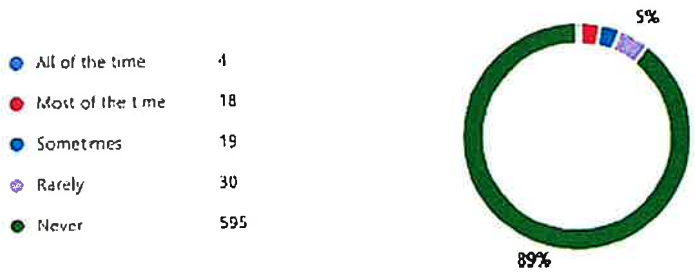


7. How often do you walk to/from work for all or part of your journey?

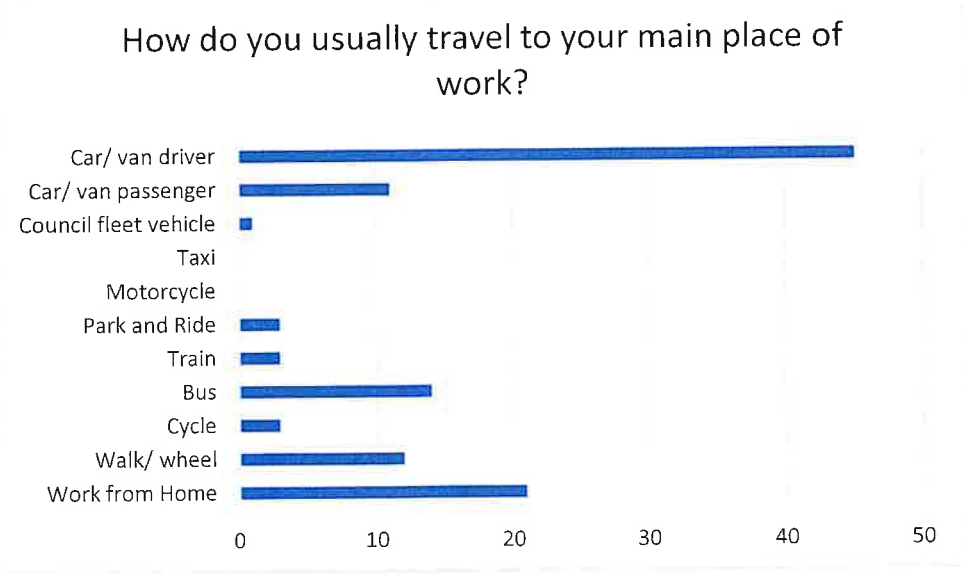
All of the time	173
Most of the time	61
Sometimes	76
Rarely	80
Never	278



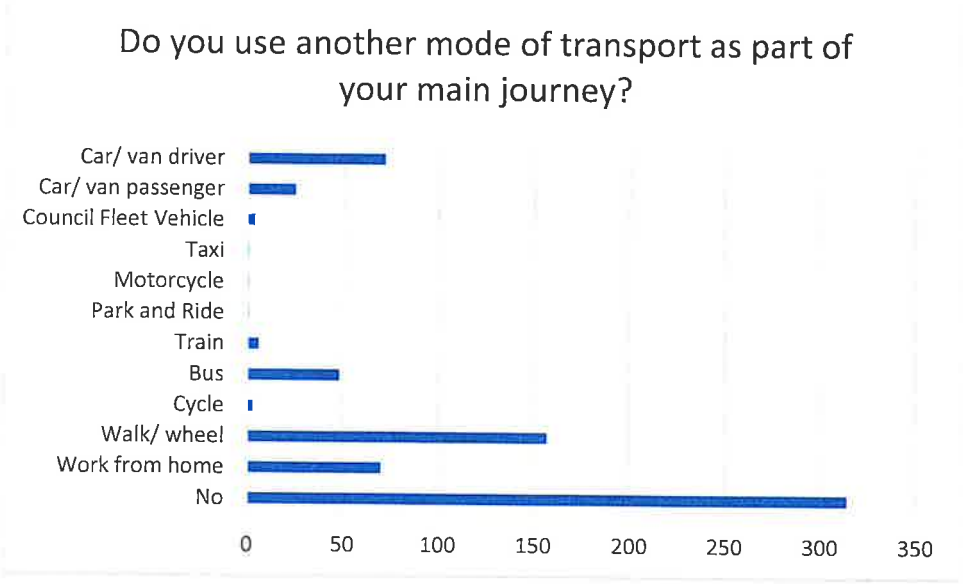
8. How often do you cycle to/from work for all or part of your journey?



9) How do you usually travel to your main place of work (i.e. the place where you spend most of your time when working)? For example, if you take the bus to work three days a week but work from home the other two, you'd answer bus. Also, for this usual journey, tick the box that represents the mode to work you use for the largest part of your usual journey (distance). For example, if you take the bis to work for 10 miles and then walk for half a mile, you'd answer bus

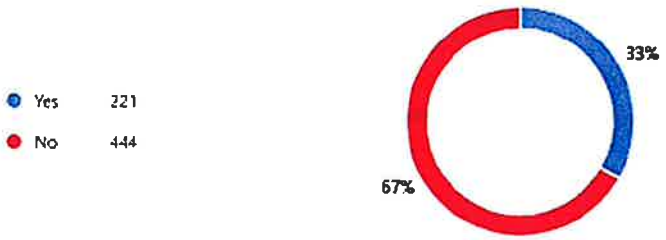


10) In the question above, you told us about the mode you use for the largest part of your typical journey to work. However, if, as part of that usual journey above, you travel by more than one mode then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile you'd select walk. You can also select multiple other modes here if the smaller part of your journey is made up of them. If you don't have other modes in your typical journey to work, just answer no.

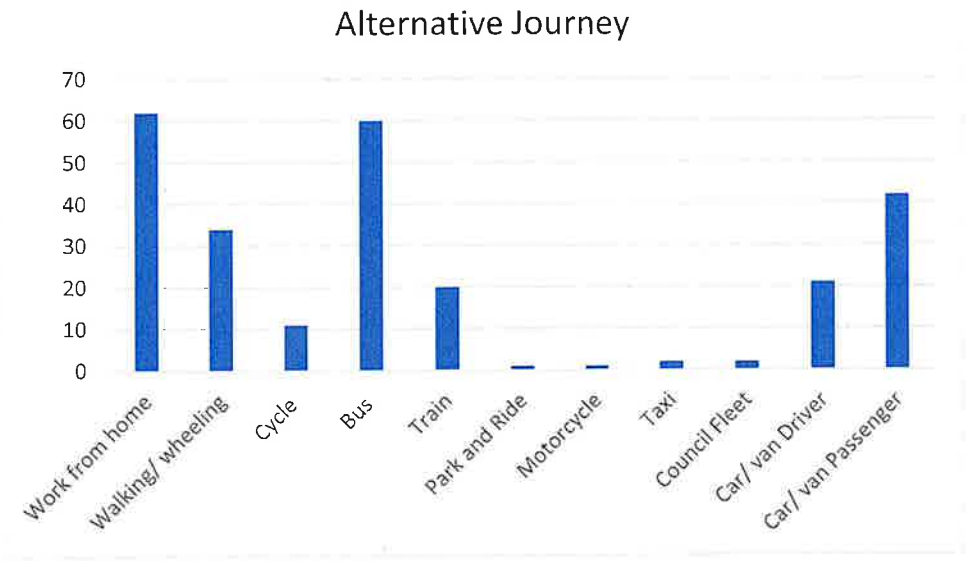


11 Is your homeward journey made the same way?

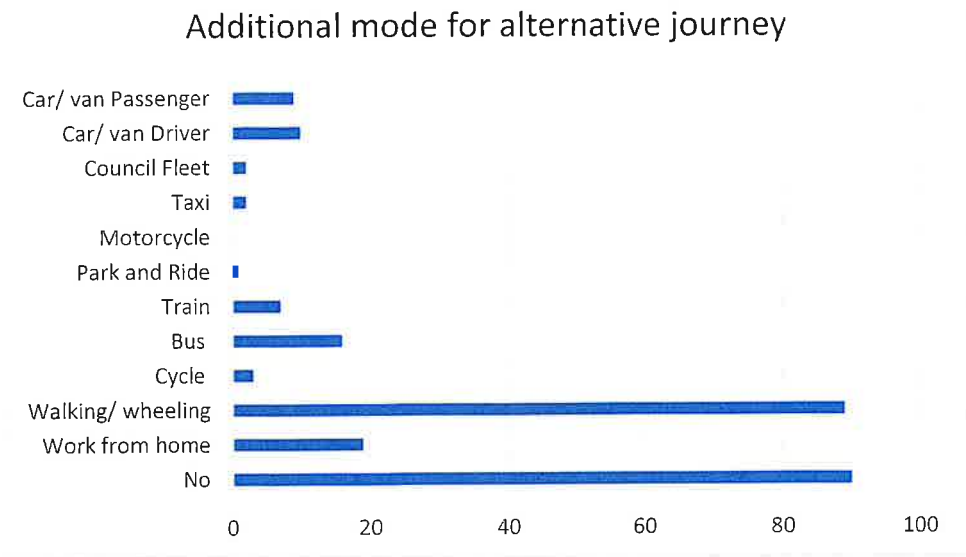
14. Following on from the previous questions, where you told us about your usual journeys to and fr om work do you ever make an **alternative** journey to work? (i e. you take the bus to work three days a week but work from home for the other two)



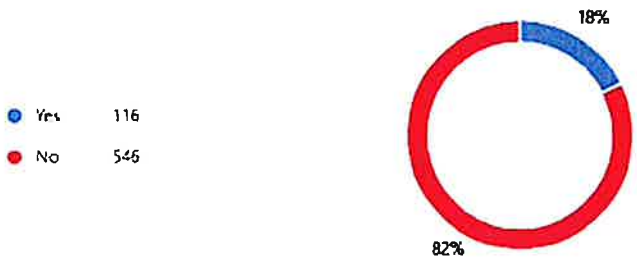
15) if you make an alternative journey type – please tell us here. (i.e. you take the bus to work three days a week but work from home for the other two, then the "work from home" aspect is the part we want to know about. Also, for this alternative journey, tick the box that represents the largest part of this alternative journey (by distance). For exampOle, if you cycle to work for 5 miles and then walk for ½ mile, you'd answer cycle.



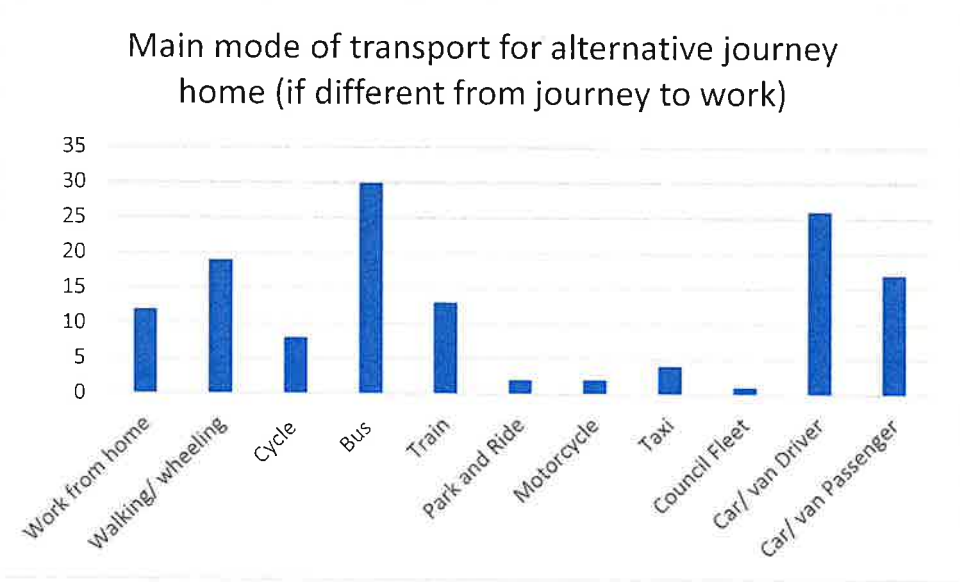
16) in the question above, you told us about the mode you use for the largest part of your alternative journey to work. However, if, as part of that alternative journey above, you travel by more than one mode then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile, you'd select walk. You can also select multiple other modes here if the smaller part of your journey is made up of them. If you don't have other modes in your typical journey to work, just answer no.



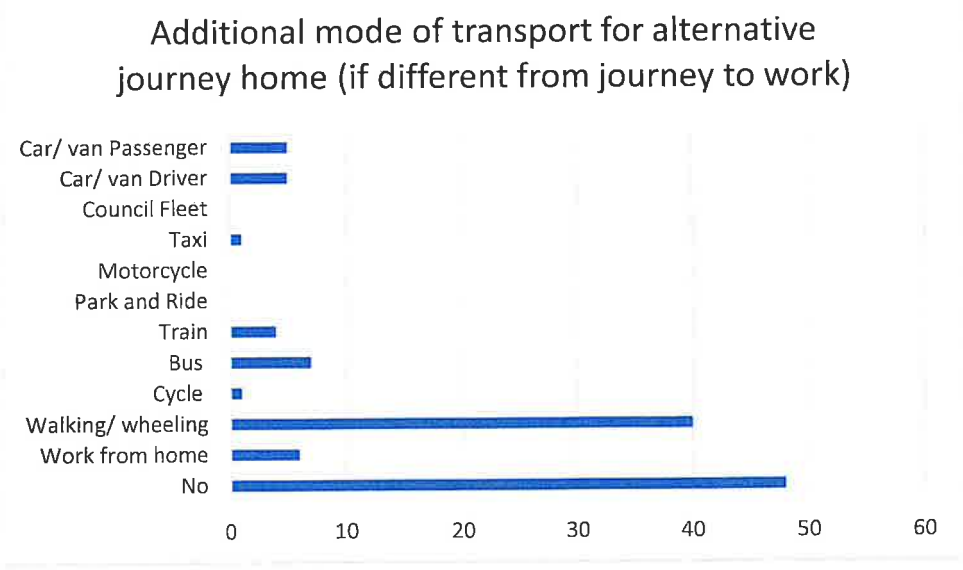
17 Do you ever make an alternative journey home from work?



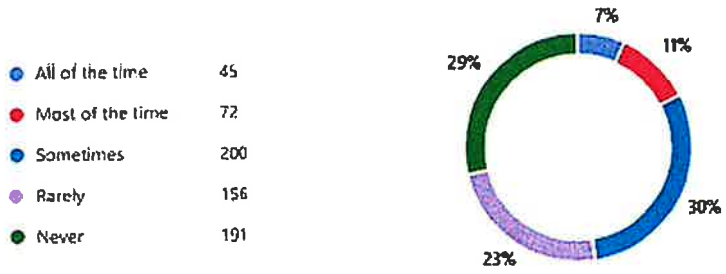
18) Tell us about your alternative journey home from your main place of work (i.e. the place where you spend most of your time when working)? For example, if you take the bus home three days a week but work from home for the other two, you'd answer from home. Also, for this alternative journey, tick the box that represents the mode from work you use for the largest part of this alternative journey (distance). For example, if you take the bus to work for 10 miles and then walk for half a mile, you'd answer bus

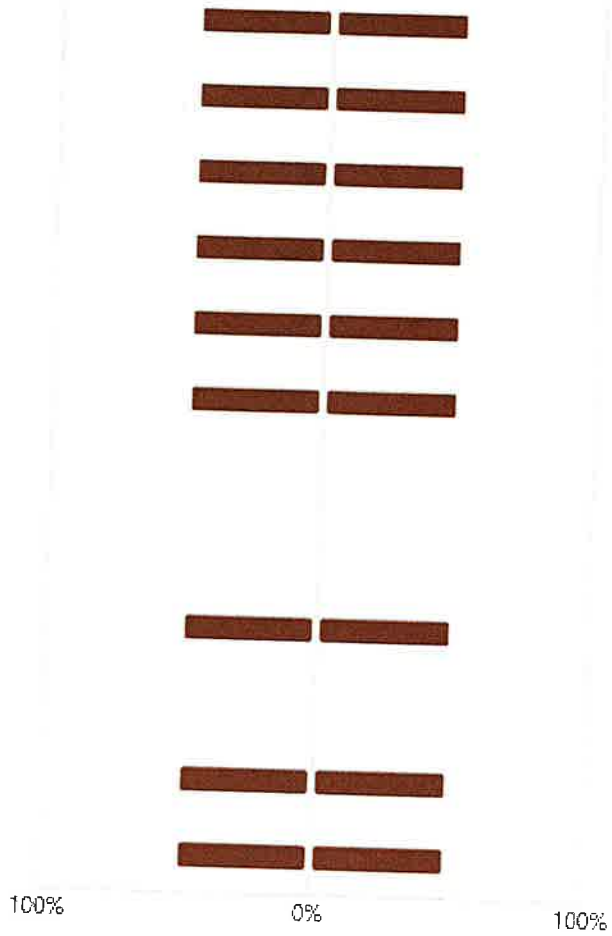


19) In the question above, you told us about the mode you use for the largest part of your alternative journey home. However, if as part of that alternative journey above, you travel by more than one mode, then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile you'd select walk. You can also select multiple other modes here if the smaller part of your journey is made up of them. If you don't have other modes in your alternative journey to work, just answer no.



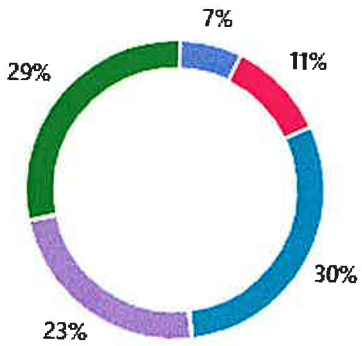
20. Do you have to travel to meetings/ site visits/ visits to clients during your working day?



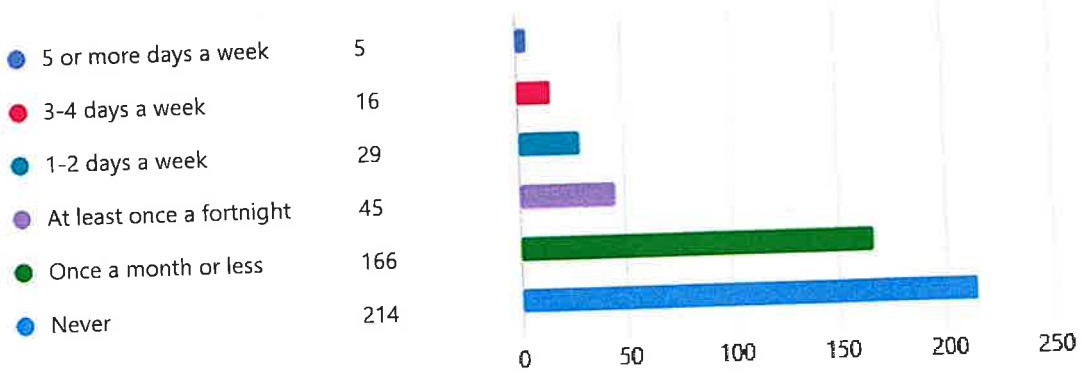


20. Do you have to travel to meetings/ site visits/ visits to clients during your working day?

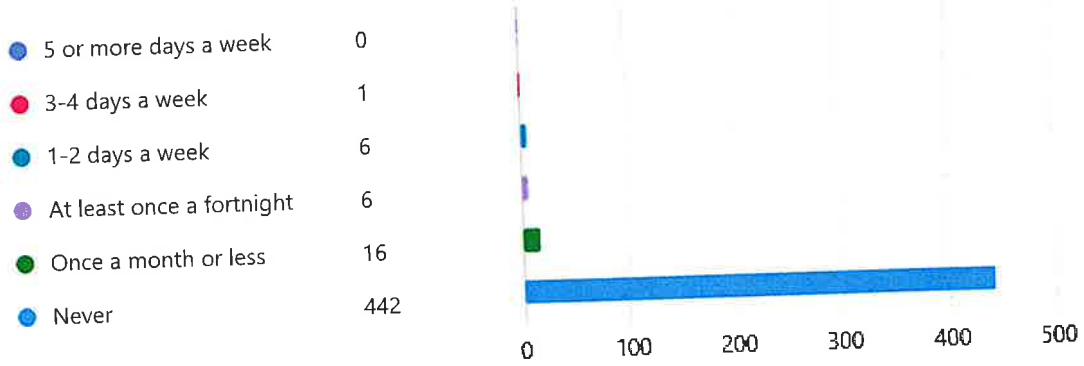
All of the time	45
Most of the time	72
Sometimes	200
Rarely	156
Never	191



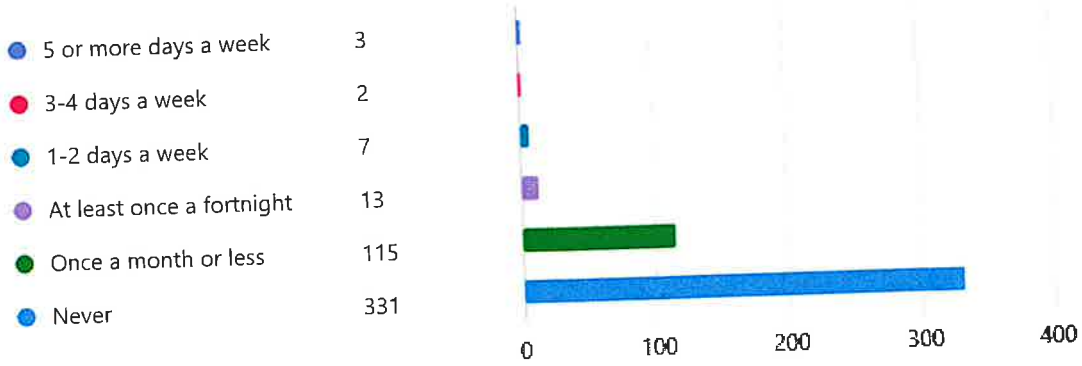
21. Do you currently walk to meetings/site visits during the business day, and if yes – how often?



22. Do you currently cycle to meetings/site visits during the business day – and if yes, how often?

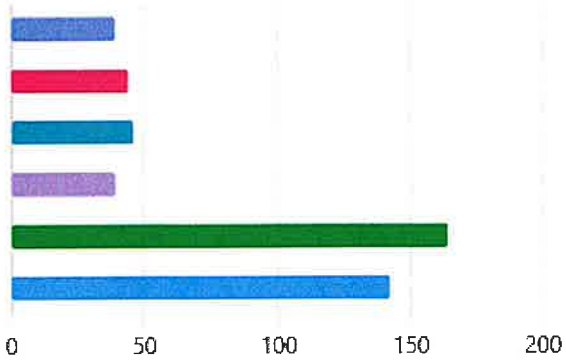


23. Do you currently take public transport to meetings/site visits during the business day? If yes, ho w often?



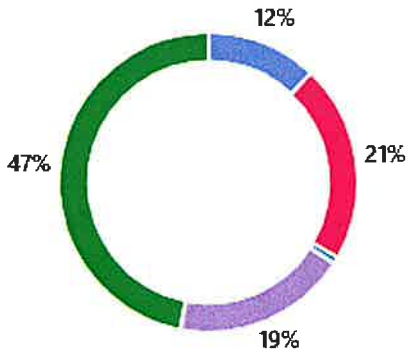
24. Do you currently use your own car for meetings/site visits during the business day? If yes, how o ften?

5 or more days a week	39
3-4 days a week	44
1-2 days a week	46
At least once a fortnight	39
Once a month or less	164
Never	142



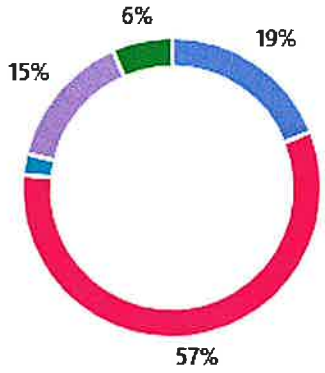
25. Which one of the following statements best describes you? Would you say you are someone wh o...

Does not walk/wheel but would like to	80
Does not walk/wheel and does not want to	142
Is new or returning to walking/wheeling	5
Occasionally walks/wheels	126
Regularly walks/wheels	311

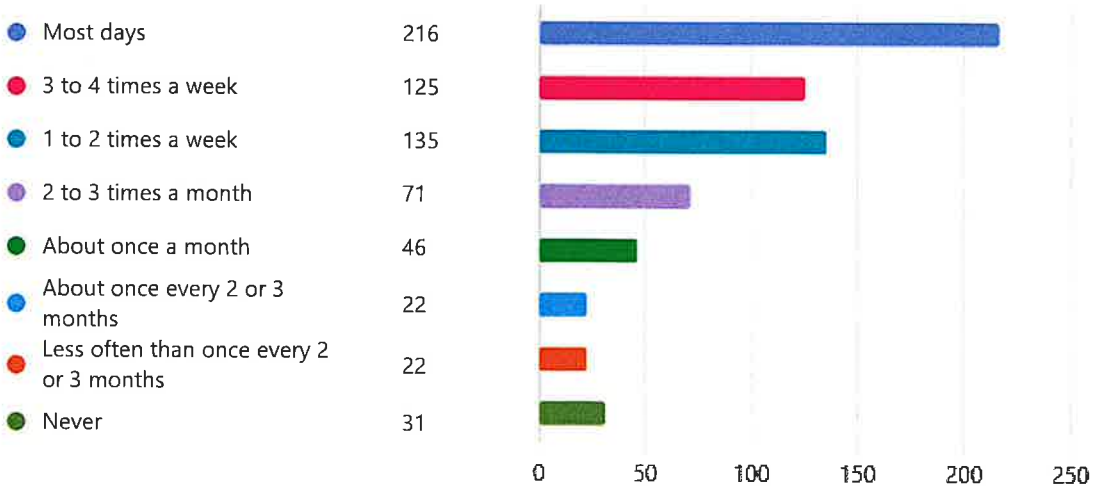


26. Which one of the following statements best describes you? Would you say you are someone wh o...

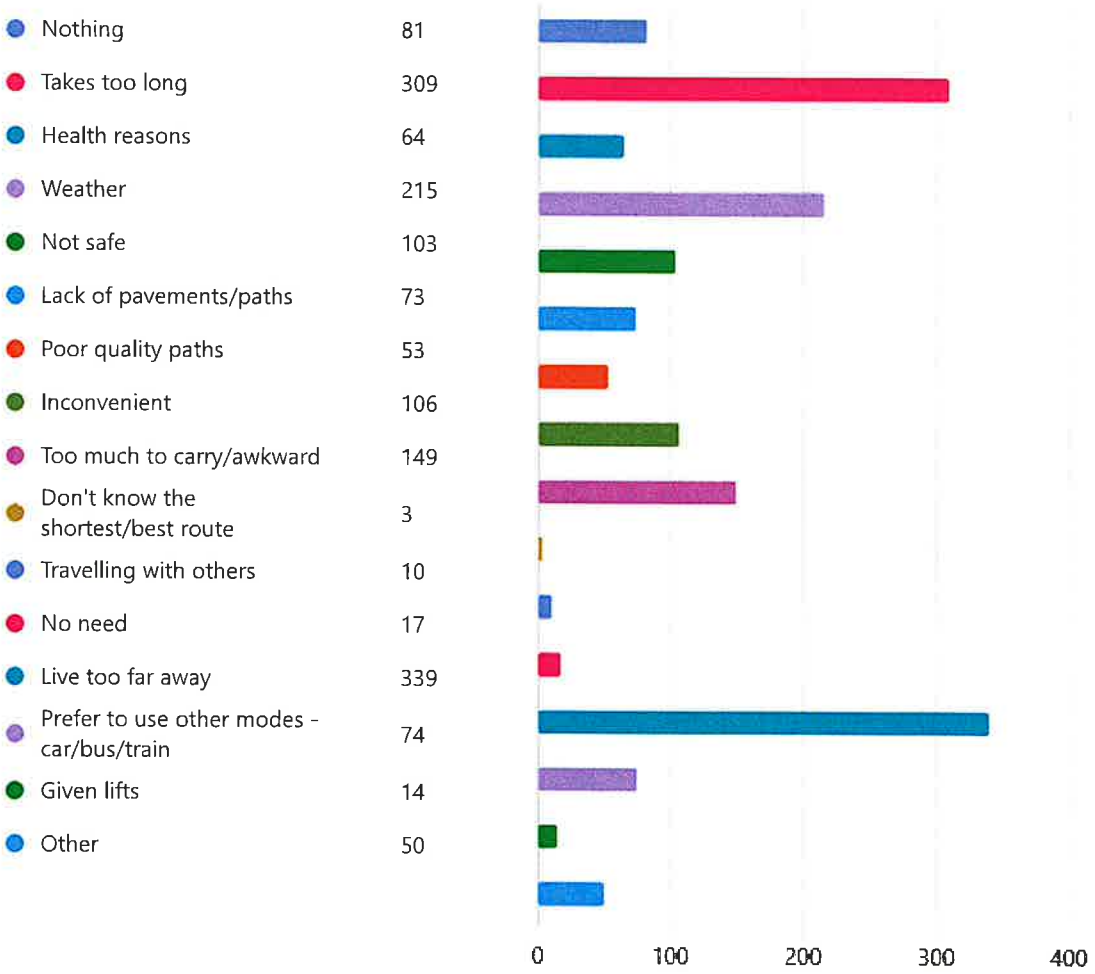
Does not cycle but would like to	126
Does not cycle and does not want to	381
Is new or returning to cycling	15
Occasionally cycles	98
Regularly cycles	43



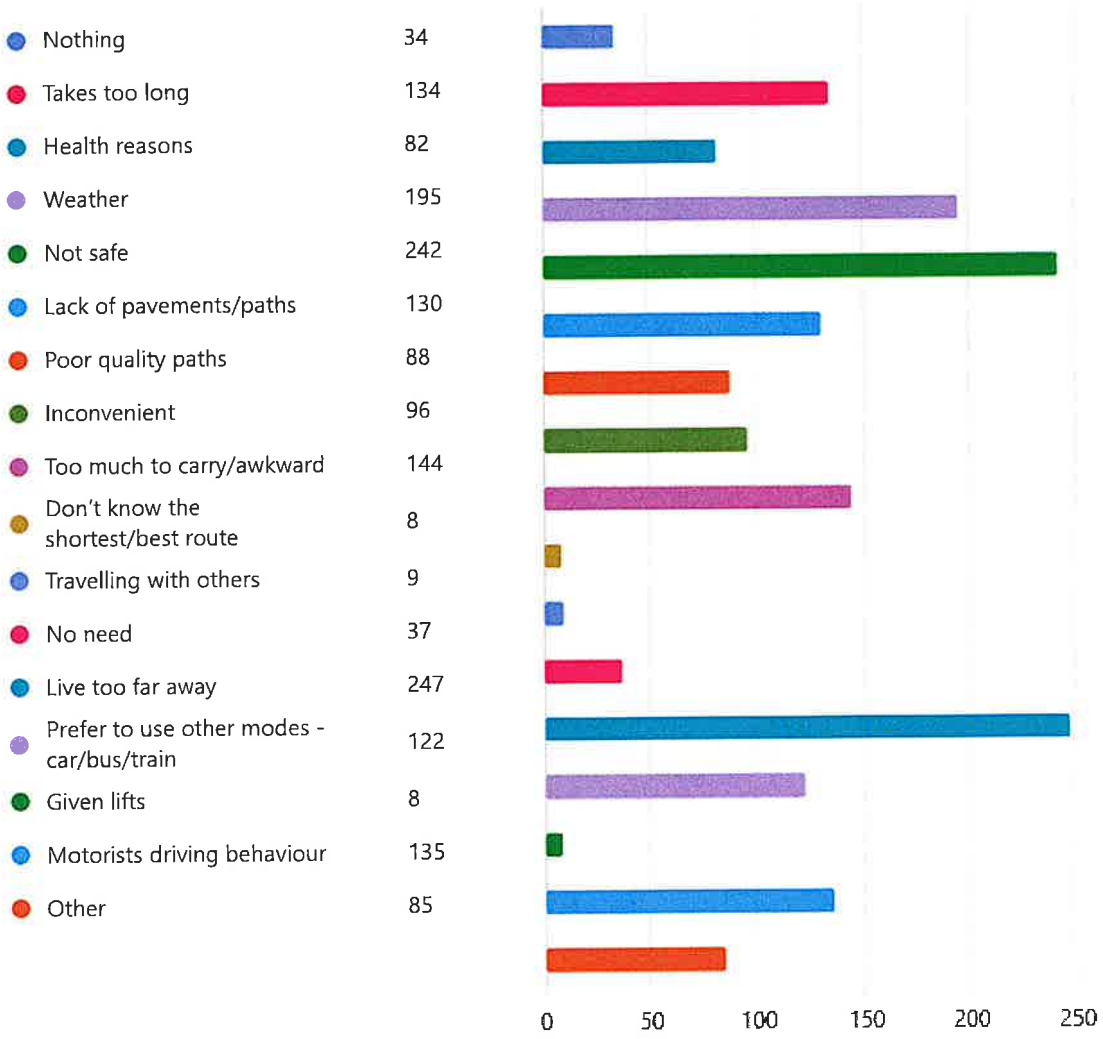
27. How often do you walk/wheel for pleasure/exercise? E.g. just "going for a walk" rather than to a destination.



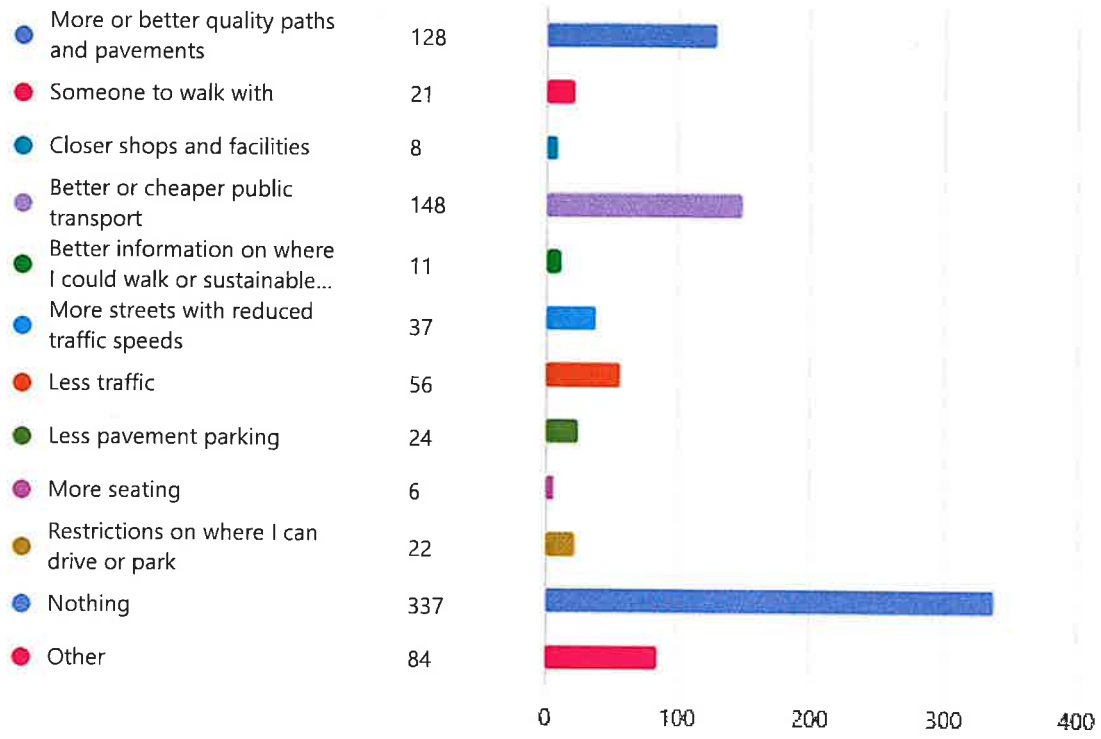
28. What discourages you from walking to work? Select all that apply.



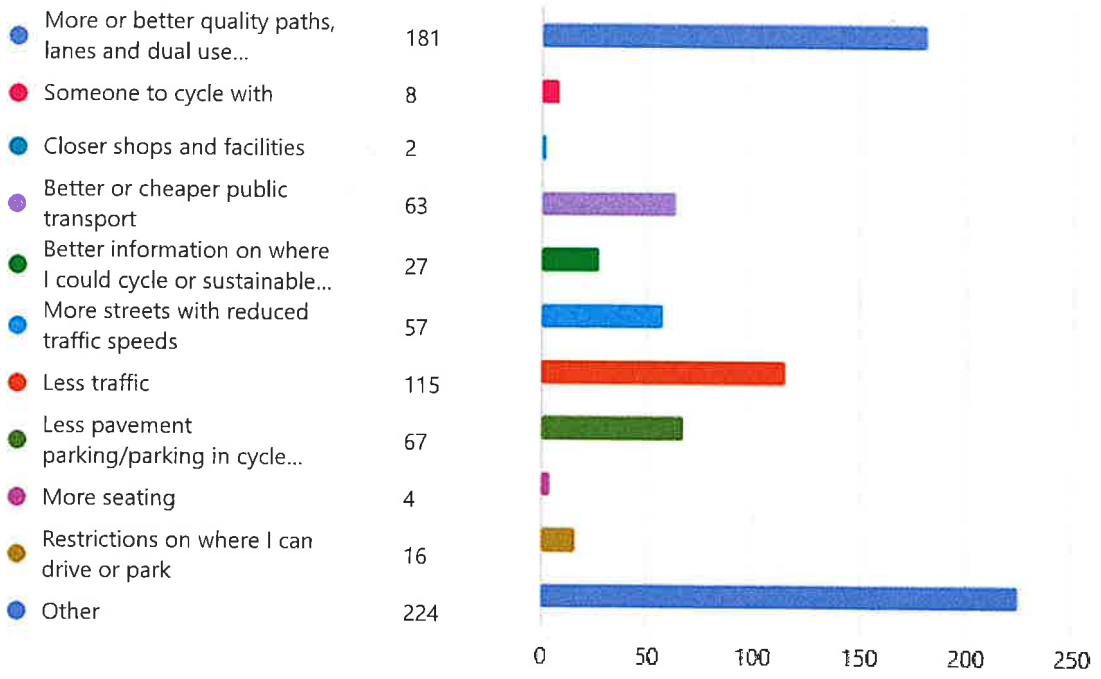
29. What discourages you from cycling to work? Select all that apply.



30. Which of the following, if any, would encourage you to walk or wheel to work more often? Select all that apply.

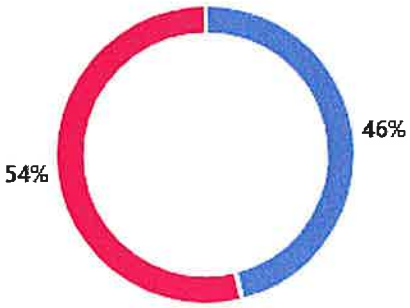


31. Which of the following, if any, would encourage you to cycle to work more often? Select all that apply.



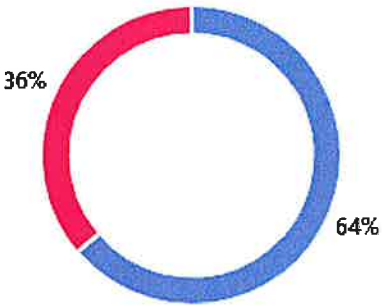
32. Are you aware that the council has a fleet of pool bicycles, including an electric bike and a foldin g bike, based at Marischal College which staff can use during the business day?

Yes	308
No	358



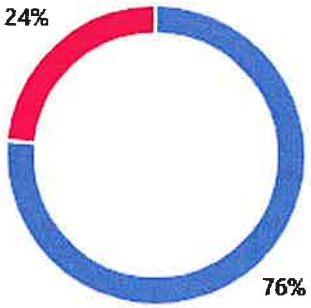
33. Are you aware that the Council offers indoor cycle parking plus maintenance facilities and changi ng and showering facilities for staff in the basement of Marischal College?

Yes	426
No	240



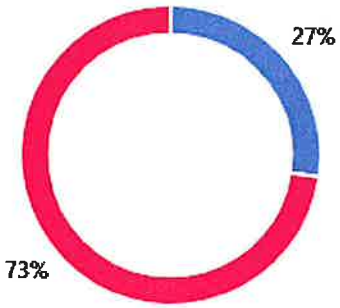
34. Are you aware that the council offers a cycle to work scheme whereby employees can get a new bike at a reduced price through the council and pay back the cost monthly?

Yes	506
No	156



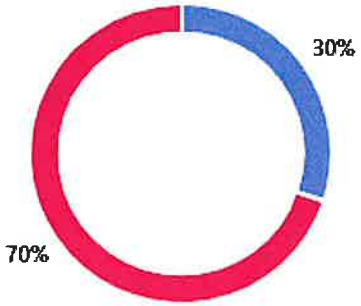
35. Are you aware that the council offers reimbursement at a rate of 20p per mile for employees wh o use their own bike for business use?

Yes	180
No	482



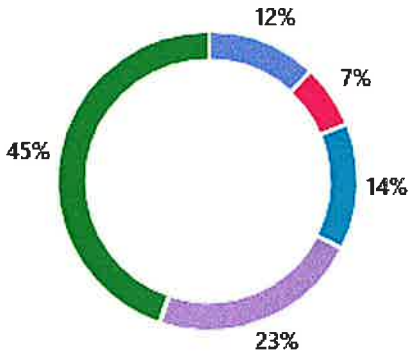
36. Are you aware that the council offers secure cycle lockers for hire at the city's park and ride sites as well as at Dyce railway station?

Yes	201
No	465



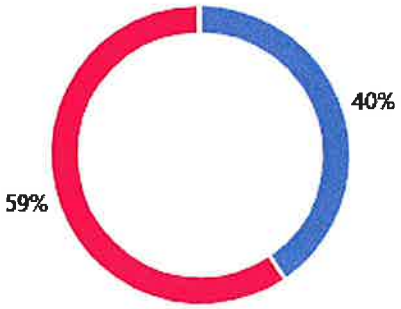
37. How often do you travel to/from work by public transport (e.g. bus, train, Park & Ride, or taxi) fo r all or part of your journey?

All of the time	79
Most of the time	46
Sometimes	91
Rarely	152
Never	297



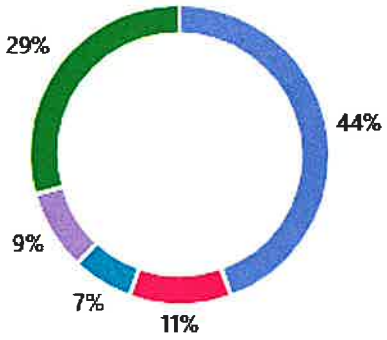
38. Are you aware that the council offers a scheme whereby employees can get a bus season ticket a t a reduced price through the council and pay back the cost monthly?

Yes	270
No	396
Other	1

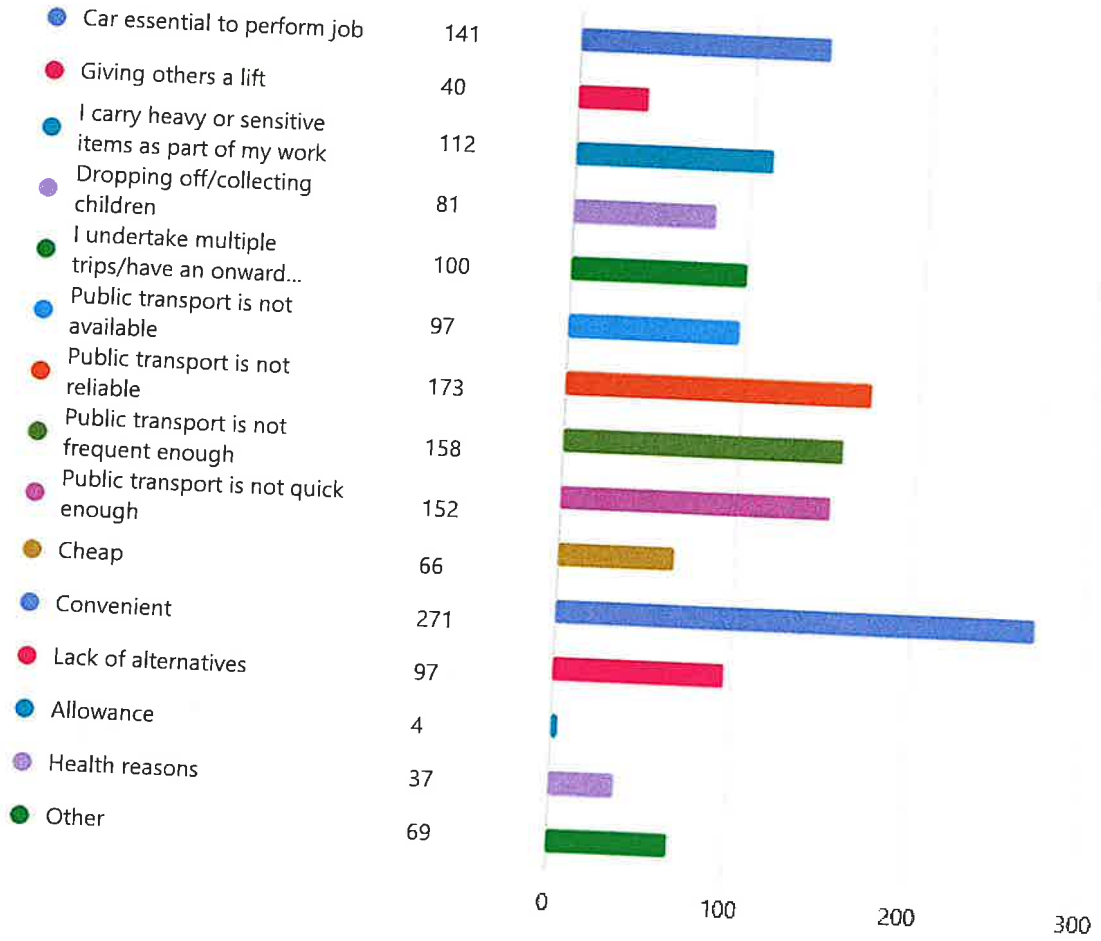


39. How often do you travel to/from work by car as the DRIVER for all or part of your journey?

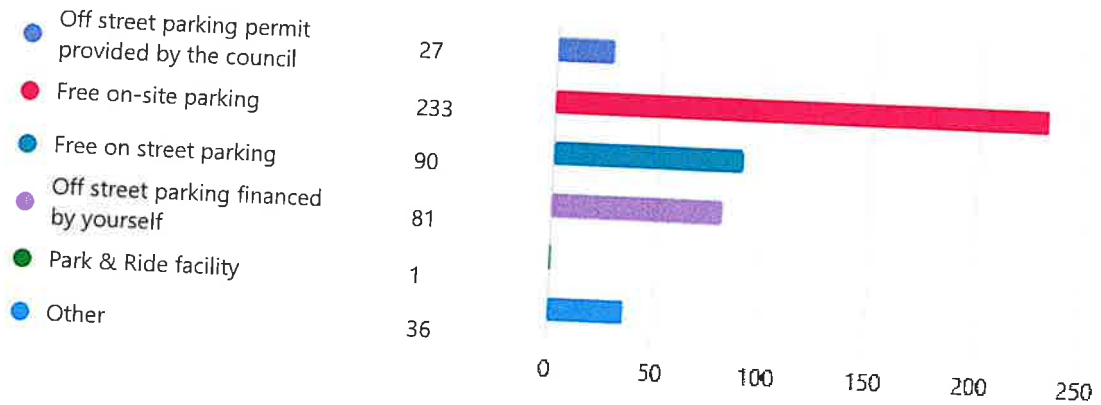
All of the time	297
Most of the time	73
Sometimes	44
Rarely	58
Never	196



40. Why do you use your car for travel to/from work? Please select all that apply.

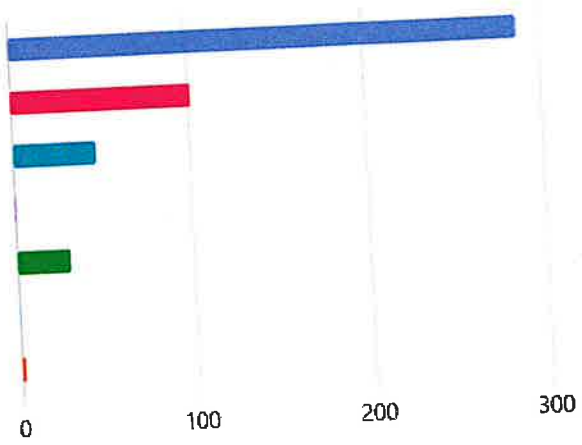


41. When at work, which type of parking would you normally use?



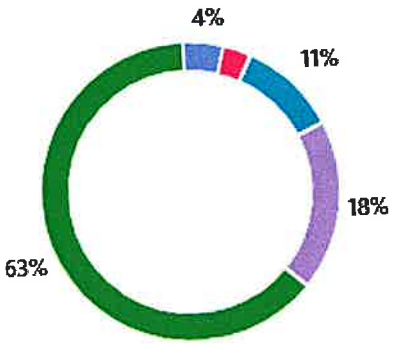
42. How is your car fuelled?

Pure petrol	287
Pure diesel	102
Hybrid	47
Plug in hybrid	1
Battery electric	30
Hydrogen	0
Other	2



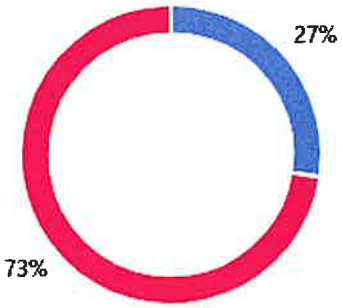
43. Do you car share to work either as the DRIVER or the PASSENGER for all or part of your journey?

All of the time	29
Most of the time	20
Sometimes	71
Rarely	123
Never	422



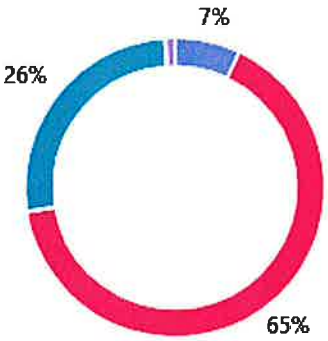
44. Are you aware that a free regional lift sharing platform called Getabout Liftshare is available for s taff to join up to which matches people who would be willing to share a car for the journey to/fr om work?

Yes	183
No	483



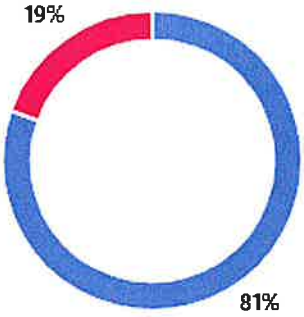
45. Would you be willing to join this car share scheme?

Yes	47
No	437
Not sure	177
Already a member	7



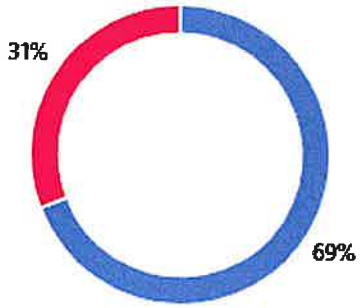
46. Do you have access to a private vehicle?

Yes	538
No	130



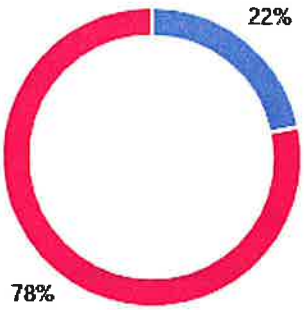
47. Are you aware that the council is part of a Car Club, run by Enterprise, whereby staff can book ou t a car from the club to use when travelling for business purposes?

Yes	462
No	206



48. Have you joined the car club?

Yes	100
No	362



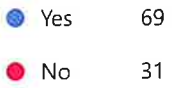
49. If not, is there anything that has discouraged you?

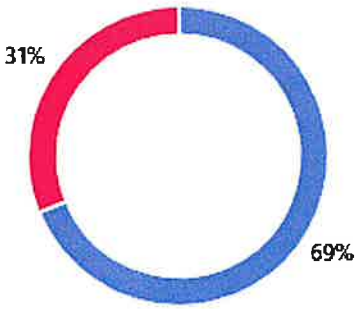
249
Responses

Latest Responses
"no"
"Simply taking the time to do so and concern that they ma..."
• • •

75 respondents (30%) answered car for this question.

50. Have you ever used the car club?





51. If not, what has stopped you?

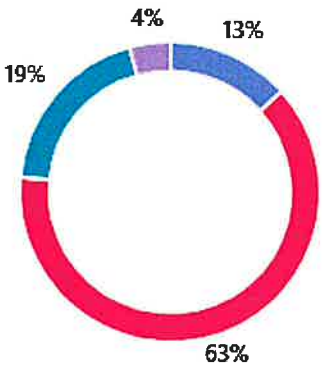
30
Responses

Latest Responses

12 respondents (40%) answered car for this question.

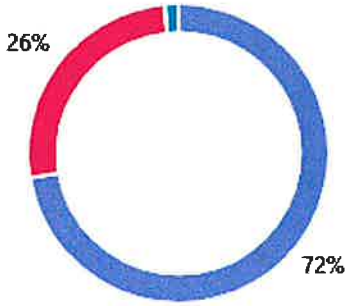
52. Do you find there is usually a car available when you need one?

All of the time	9
Most of the time	43
Sometimes	13
Rarely	3
Never	0



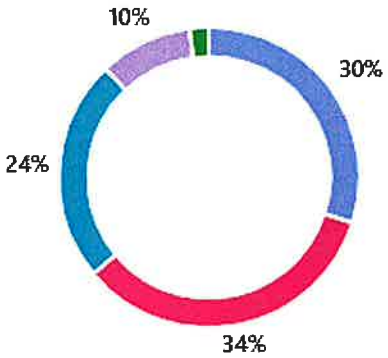
53. Have you tried any of the electric car club vehicles?

Yes	50
No	18
I did not know there were electric vehicles	1



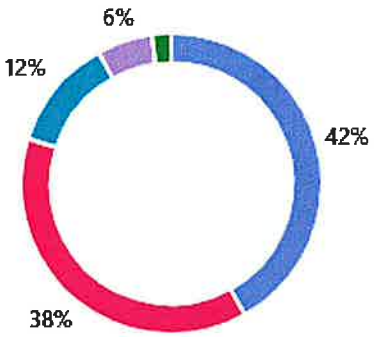
54. How did you find unplugging the electric vehicle?

Very easy	15
Easy	17
Neither easy nor difficult	12
Difficult	5
Very difficult	1



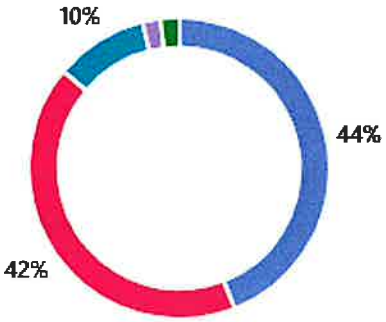
55. How did you find getting the electric vehicle started?

Very easy	21
Easy	19
Neither easy nor difficult	6
Difficult	3
Very difficult	1



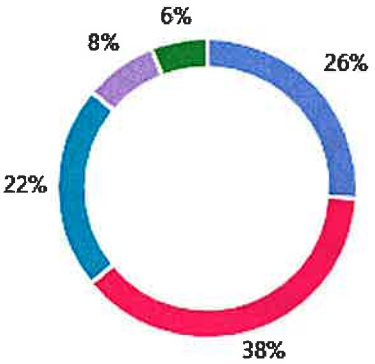
56. How did you find the electric vehicle was to drive?

Very easy	22
Easy	21
Neither easy nor difficult	5
Difficult	1
Very difficult	1



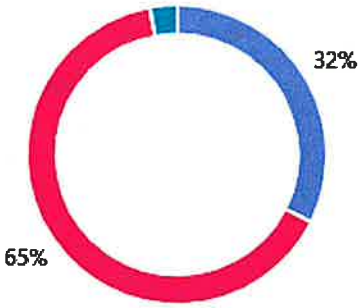
57. How did you find plugging back in the electric vehicle.

Very easy	13
Easy	19
Neither easy nor difficult	11
Difficult	4
Very difficult	3



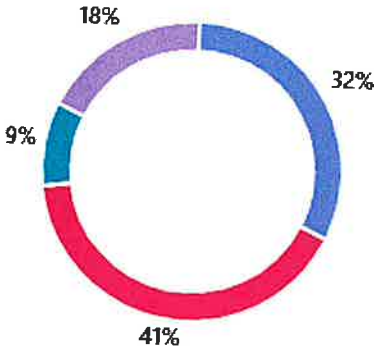
58. *The next few questions relate to hydrogen vehicles. Although we appreciate they have been off the road for some time due to refuelling station issues, we are still keen to get your thoughts.*
Have you tried any of the hydrogen vehicles?

Yes	22
No	44
I did not know there were hydrogen vehicles to use	2



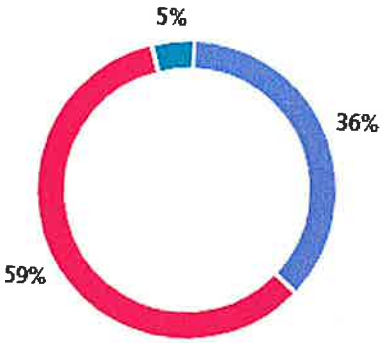
59. How did you find getting the hydrogen vehicle started?

Very easy	7
Easy	9
Neither easy nor difficult	2
Difficult	4
Very difficult	0



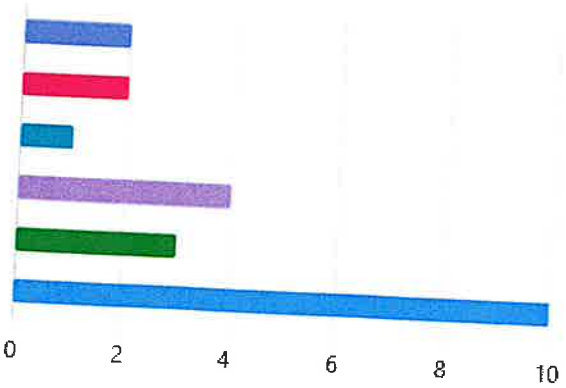
60. How did you find the hydrogen vehicle to drive?

Very easy	8
Easy	13
Neither easy nor difficult	1
Difficult	0
Very difficult	0



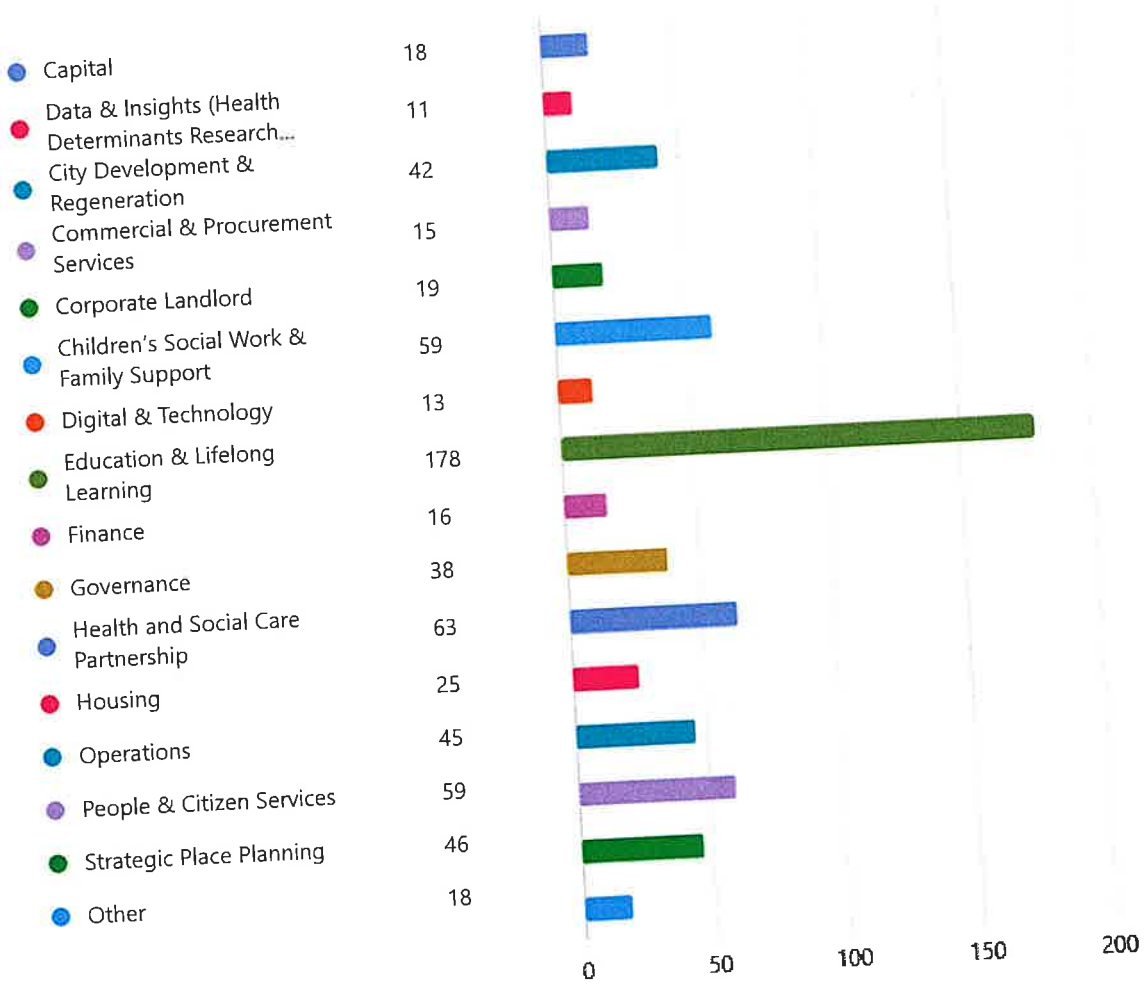
61. How did you find refuelling the hydrogen vehicles?

Very easy	2
Easy	2
Neither easy nor difficult	1
Difficult	4
Very difficult	3
I've never had to do this	10

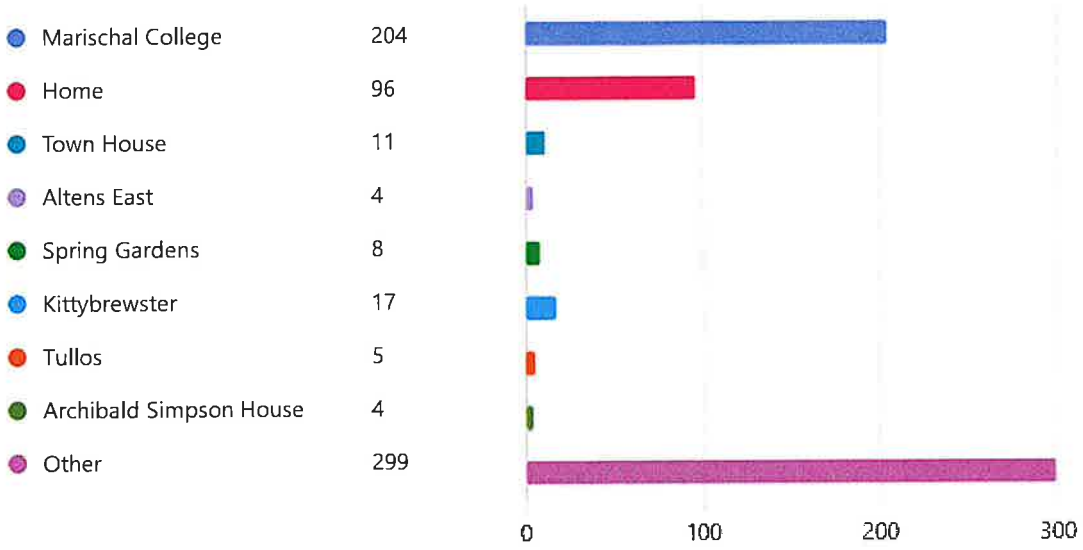


62. Did you know that you can get free personal membership (worth £20 per year) of the car club as an Aberdeen City Council corporate user?

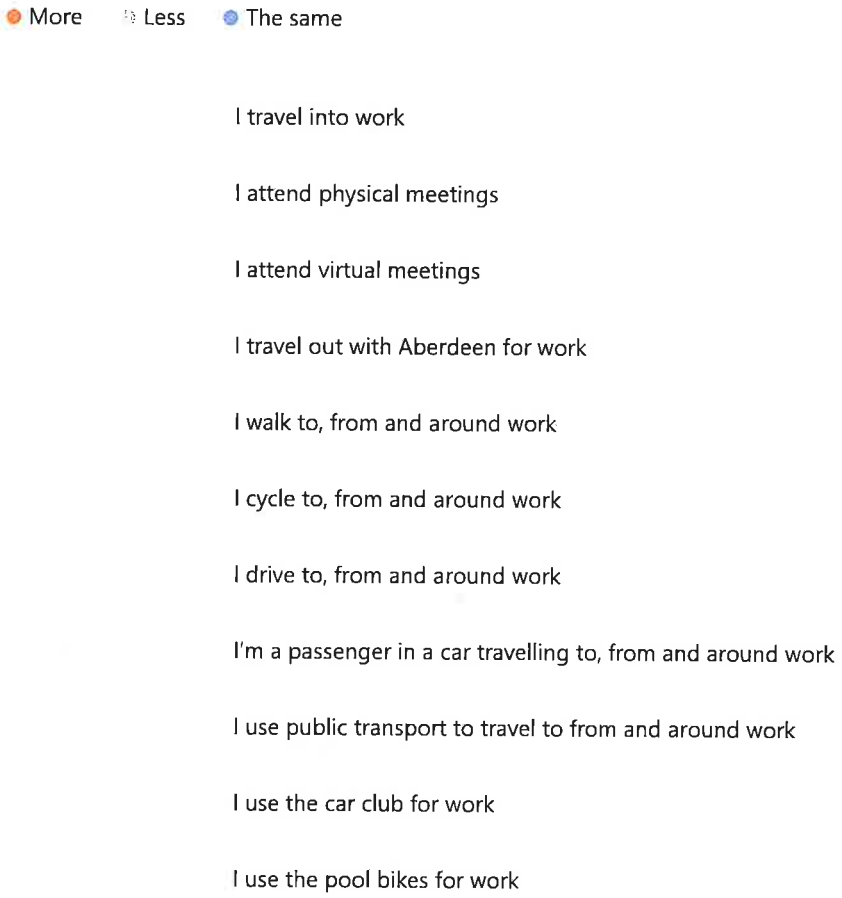
63. Which cluster do you work in?



64. Where do you normally work? (if you work outdoors please answer the question with the locatio n you are normally based in e.g. Kittybrewster or Tullos Depot)

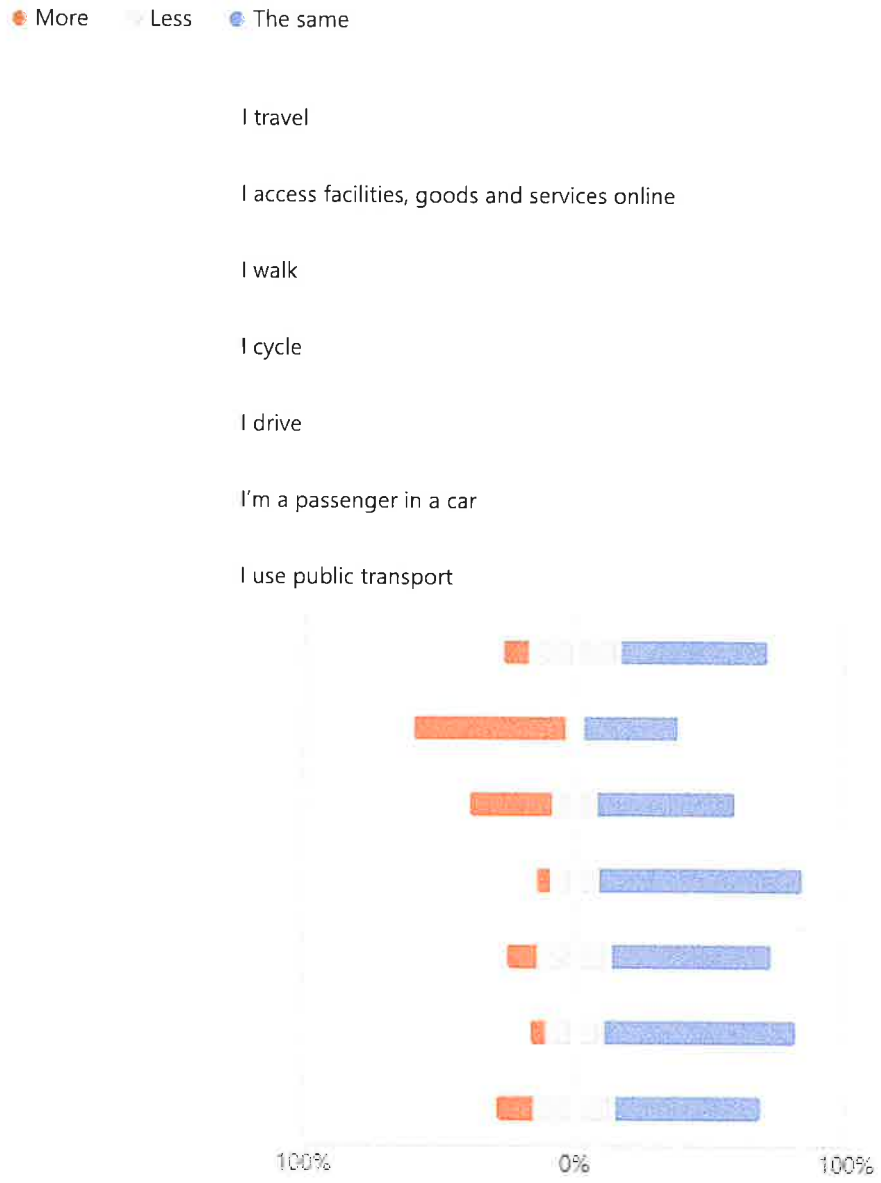


65. Compared with pre-pandemic (pre-2020) how have your travel choices to, from and during work been affected?

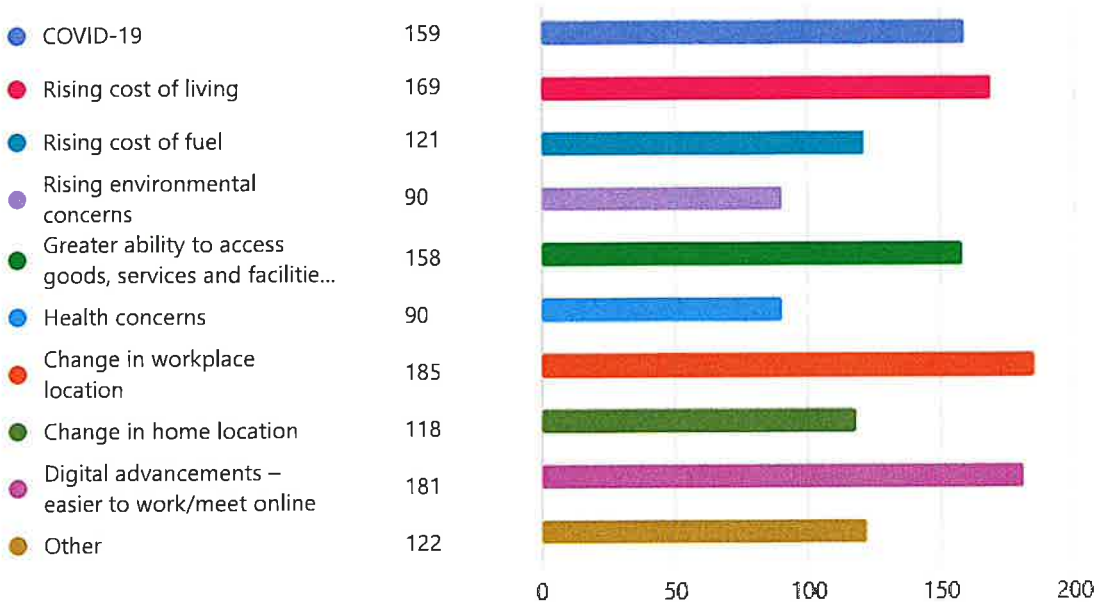


100%
0%
100%

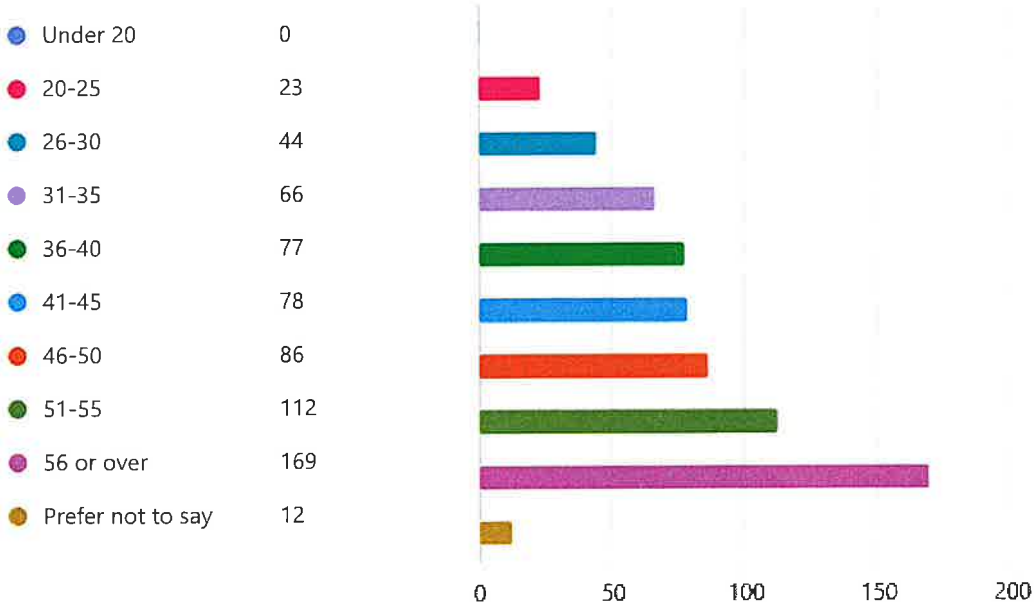
66. In your everyday life, do you now travel differently?



67. What factors have influenced your change in travel behaviour? Please tick all that apply.

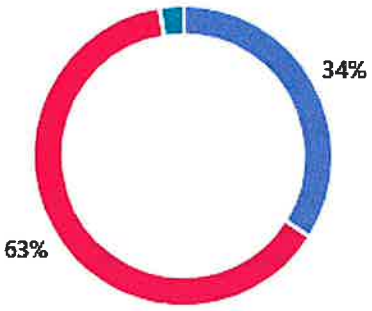


68. What is your age?



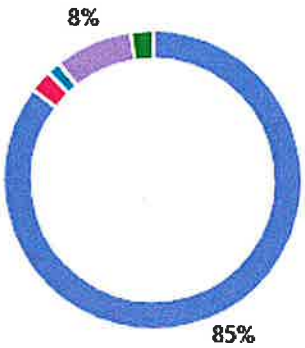
69. What is your sex?

Male	225
Female	421
Prefer not to say	17
Other	0

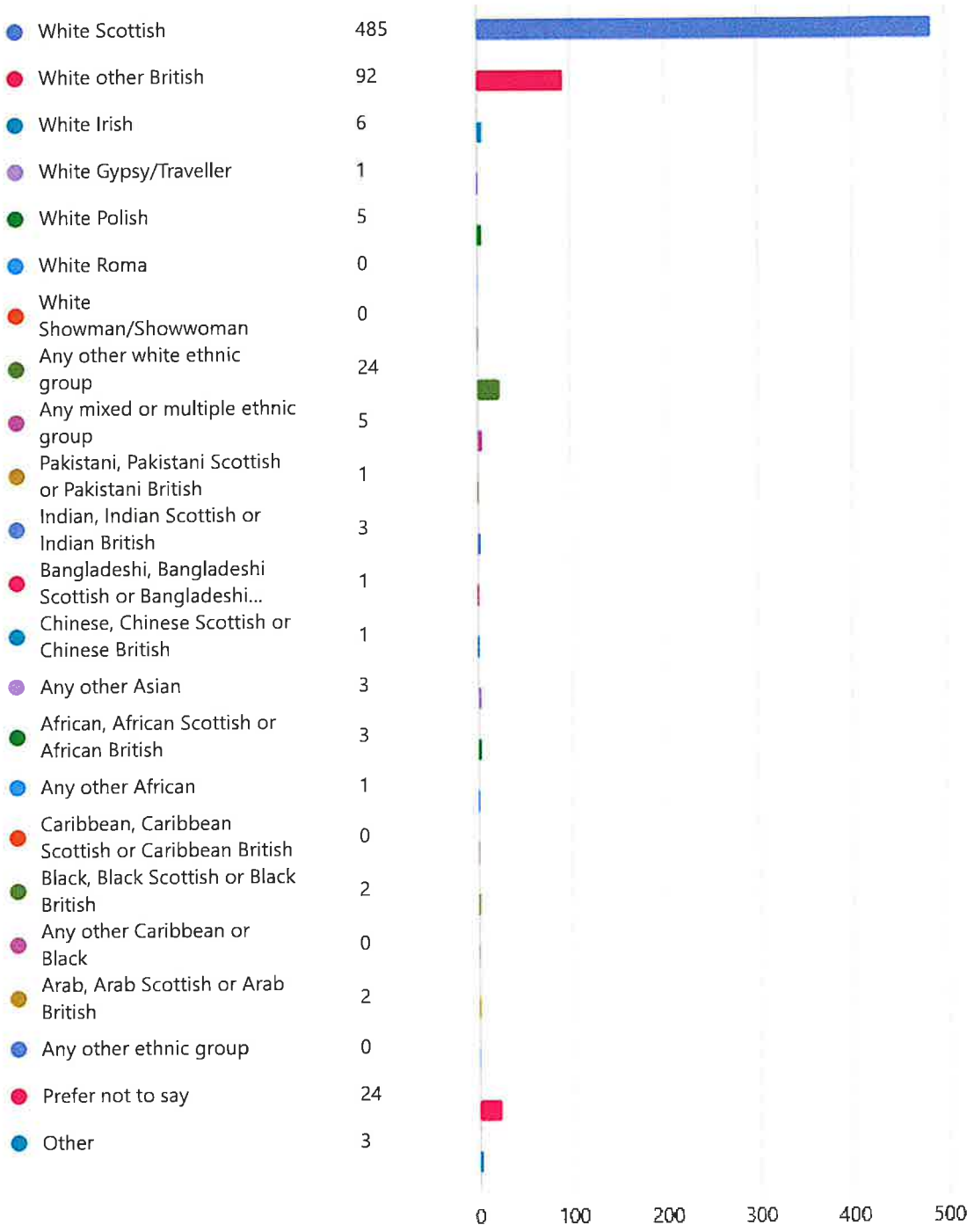


70. What is your sexual orientation?

Straight / Heterosexual	560
Gay	16
Lesbian	10
Prefer not to say	55
Other	16



71. What is your ethnic group?



72. What religion, religious denomination or body do you belong to? (leave blank if you would rather not say)

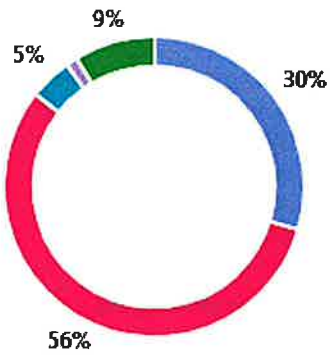
240
Responses

Latest Responses
"None"
• • •

120 respondents (50%) answered None for this question.

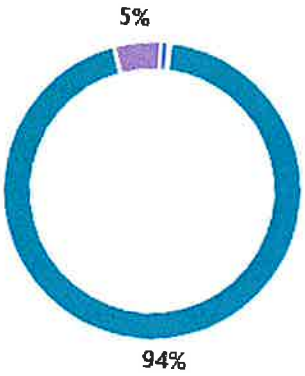
73. What is your legal marital status?

Single	193
Married / Civil partnership	366
Divorced	30
Widowed	8
Prefer not to answer	57



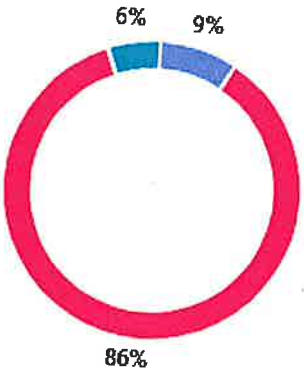
74. Are you pregnant or on maternity leave?

Yes - Pregnant	6
Yes - Maternity leave	1
Neither	606
Prefer not to say	33



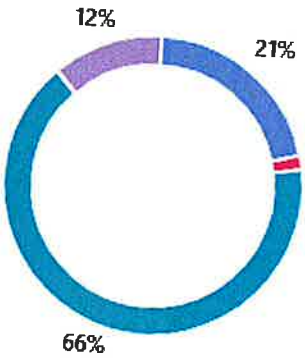
75. Do you have a disability that affects your travel arrangements?

Yes	56
No	564
Prefer not to say	38



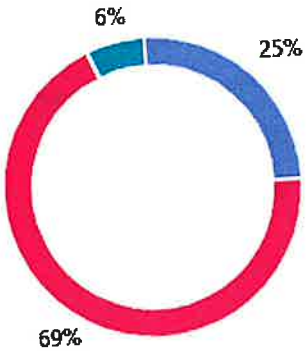
76. Do you have any physical or mental health conditions or illnesses?

Yes, lasting or expected to last 12 months or more	137
Yes, lasting or expected to last between 1 and 12 months	10
No	431
Prefer not to say	79



77. Do you look after, or give any help or support to family members, friends, neighbours or others because of either: long-term physical/ mental ill-health/ disability; or problems related to old age?

Yes	165
No	452
Prefer not to say	42

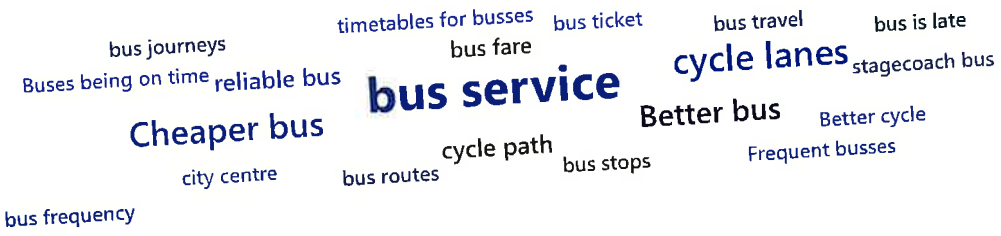


78. If you already travel by sustainable means (walking, cycling, bus, car sharing etc), what improvements would enhance your journey?

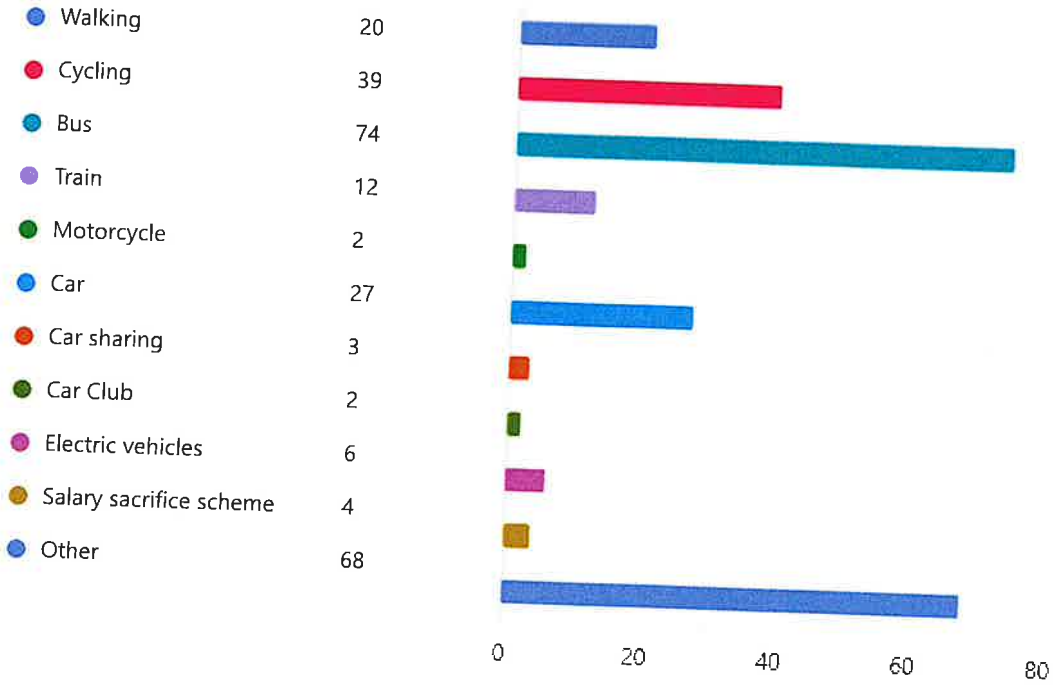
281
Responses

Latest Responses
"none"
"More street lighting, clearing of snow from footpaths"
...

26 respondents (9%) answered bus service for this question.



79. If you have any comments on any of the issues raised in this survey, please indicate what area of transport this refers to and input your comment into the box below.



Exempt information as described in paragraph(s) 8 of Schedule 7A
of the Local Government (Scotland) Act 1973.

Document is Restricted

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