Public Document Pack

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

Town House,
ABERDEEN, 1 September 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, 9 SEPTEMBER 2025 at 10.00 am. This is a hybrid meeting and Members may also attend remotely. The meeting will be webcast and a live stream can be viewed on the Council's website. https://aberdeen.public-i.tv/core/portal/home**

JENNI LAWSON
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. There are no items of exempt business

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 10 June 2025 - for approval (Pages 5 - 18)

COMMITTEE PLANNER

6.1. Committee Business Planner (Pages 19 - 28)

NOTICES OF MOTION

7.1. Councillor Nicoll - referred from Council meeting of 2 July 2025

1. Notes that during the construction of the Aberdeen South Harbour, the original developer Dragados, implemented a procedure whereby HGV traffic accessing and egressing the site were required to follow an agreed route avoiding local housing estates. HGV contractors faced penalties for non-compliance.
2. Notes that concerns from local communities regarding HGV traffic using the now open Aberdeen South Harbour continue. In particular communities in Torry, Cove and Altens and Burnbank Village remain concerned regarding HGV traffic accessing and egressing the harbour using local neighbourhood roads infrastructure.
3. Notes that the identified access and egress route to the Aberdeen South Harbour will be via Hareness Road and Coast Road and that a new road layout is in the process of being finalised and delivered.
4. Notes that during the many years developing the proposed access and egress route from Aberdeen South Harbour, now identified as above, local communities have been assured that adequate measures would be included as part of the overall development to restrict HGV traffic from neighbouring residential communities.
5. Notes the Aberdeen City Region Deal Joint Committee comprises 9 members; 3 elected members from Aberdeen City Council, 3 elected members from Aberdeenshire Council and 3 members from private industry. The 3 Aberdeen City Council members are all drawn from the Council SNP and Lib Dem administration. Further notes that on 14th February 2025, a meeting of the Joint Committee agreed prima facie to implement a width restriction on St Fittick's Road, i.e. "to instruct the Chief Officer - Operations, Aberdeen City Council, to progress all necessary consultations and traffic orders required for the implementation of a width restriction on St Fitticks Road." No funding for the new Aberdeen South Harbour route from the existing £25M budget for this work was identified. The Joint Committee did agree to "*instruct the Chief Officer, City Development and Regeneration, Aberdeen City Council, and the Head of Service, Planning and Economy, Aberdeenshire Council, to submit reports to Aberdeen City Council and Aberdeenshire Councils respectively seeking approval from each for the virement of £575,000 from the Strategic Transport Appraisal project to the Aberdeen City Region Deal External Transportation Links to Aberdeen South Harbour project*". The minute of the meeting was not available in the public arena for several weeks following the meeting. No provision was undertaken to restrict access by HGVs to neighbouring communities in particular Burnbank Village and Cove. The report recommended that officers engage in a consultation regarding these measures, despite having prima facie taken the decision as to the width restriction measures.
6. Notes St Fittick's Road is a single lane undivided carriageway and no physical measures will be in place to restrict HGV access above the stated width. Signage is proposed but no enforcement measures such as ANPR Cameras. Further notes similar measures in Golf Road, Aberdeen, are regularly ignored and little or no enforcement action follows. Further notes a number of weight restrictions exist throughout the Aberdeen City Council area.
7. Notes that a recent consultation exercise regarding the preferred route for access and egress to Aberdeen South Harbour failed to consult on all available measures to restrict HGV access to local residential communities.
8. Notes that at the Aberdeen City Region Deal Joint Committee meeting of 22 April 2025, Councillor Alex Nicoll, Aberdeen City Council representing the Kincorth, Cove and Altens Ward requested to address the Joint Committee regarding HGV access to Aberdeen South Harbour. Further notes that this Committee has its own Standing Orders and is not obliged to accept deputations and that the Convener and Vice Convener decided not to accept the request from a local elected member and former Convener of the Joint Committee.
9. Agrees that decisions regarding road safety concerns by residents of the City of Aberdeen should be first and foremost taken by Aberdeen City Council acting as Roads Authority. Consultations should be open and transparent and carried out before decisions are made. Considers such behaviour shows a lack of openness, transparency and accountability.
10. Notes that the proposed consultation limited to a width restriction for St Fittick's Road has not yet commenced. Further notes that objections from the local Community Council and local elected members to the proposal have already been expressed. If objections are received to the consultation, these will be reported to the Net Zero, Environment and Transport Committee.
11. Instructs the Chief Officer - Operations to consult with the local communities of Cove and Altens, Burnbanks and Torry on all traffic management options that could be utilised to restrict heavy goods vehicular access through these communities via Coast Road reporting the outcome of this consultation to the Net Zero, Environment and Transport Committee.

7.2. Councillor Kusznir - referred from Council meeting of 20 August 2025

That the Council:

1. Notes the continued persistent pavement weed growth across Torry/Ferryhill, as per Appendix A (included within agenda), despite the biannual weed spraying carried out by Council contractors.
2. Believes that this persistent weed growth is unsightly and does not represent best value for Aberdeen taxpayers.
3. Acknowledges that the Council's contractor currently sprays a solution of acetic acid (i.e. vinegar) and alcohol in May and September each year, which is wilting the weeds and some die but sees perennial and persistent weeds regrowing.
4. Believes that the current contract does not reflect best value, as the existing treatment appears ineffective - evidenced by the presence of knee-height weeds and persistent weed growth throughout Torry/Ferryhill.
5. Instructs the Chief Officer - Operations to work with the current contractor to explore options within the scope of the contract for more effective weed control that will significantly reduce weed growth.
6. Further instructs that, should it not prove possible to implement a more effective treatment under this contract, the contract be allowed to expire at its natural end date and the Chief Officer - Operations procure a new contract which can deliver a solution that is more effective and provide best value for the good people of Aberdeen.
7. Agrees that any additional costs associated with a revised weed control approach be met from the Common Good.

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

8.1. There are no referrals at this time

PERFORMANCE AND RISK

9.1. Net Zero, Environment & Transport Performance Report - CORS/25/202 (Pages 29 - 44)

NET ZERO AND ENVIRONMENT

10.1. Net Zero Aberdeen & Aberdeen Adapts: Annual Report 2024/25 - CR&E/25/205 (Pages 45 - 76)

10.2. Low Emission Zone - Costs & Income - CR&E/25/207 (Pages 77 - 82)

10.3. Local Heat & Energy Efficiency Strategy (LHEES) - F&C/25/209 (Pages 83 - 254)

TRANSPORT

11.1. Active Travel for School Journeys - CR&E/25/139 (Pages 255 - 262)

11.2. Strategic Car Parking Review - CR&E/25/136 (Pages 263 - 364)

11.3. £1 Off-Street Parking Fees - CR&E/25/129 (Pages 365 - 372)

11.4. Staff Travel Policy and Council Travel Plan - CR&E/25/136 (Pages 373 - 438)

11.5. Road Winter Service Plan - CR&E25/201 (Pages 439 - 584)

11.6. Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert) - CR&E/25/208 (Pages 585 - 672)

Integrated Impact Assessments related to reports on this agenda can be viewed here

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NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

ABERDEEN, 10 June 2025. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Radley, Convener; and Councillors Allard (as substitute for Councillor Hutchison for part of article 10 to article 13), Brooks, Greig (as substitute for Councillor Yuill), Henrickson, Hutchison (for articles 1 to part of article 10 and articles 14 to 15), Malik (as substitute for Councillor Ali), McLellan (for articles 1 to 9), Nicoll, Tissera and van Sweeden (as substitute for Councillor McLellan for articles 10 to 15).

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.

DETERMINATION OF EXEMPT BUSINESS

1. The Convener proposed that the Committee consider item 12.1 (Roads and Transport Related Capital Budget Programme – Exempt Appendix) with the press and public excluded from the meeting.

The Committee resolved:-
in terms of Section 50A(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting during consideration of the above item so as to avoid disclosure of information of the class described in paragraph 8 of Schedule 7(A) to the Act.

MINUTE OF PREVIOUS MEETING OF 19 MARCH 2025

2. The Committee had before it the minute of its previous meeting of 19 March 2025 for approval.

The Committee resolved:-
(i) in relation to article 2(ii) of the minute, to note (a) that a response had been received from the Procurator Fiscal and that the Convener and Vice Convener had responded with further questions, and (b) the correspondence would be shared with Members; and
(ii) to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

3. The Convener advised that she proposed to defer consideration of this item until item 9.3 (Committee Planner Review and Place Based Strategy Update) had been considered, so as not to pre-empt any decisions of the Committee in relation to item 9.3.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
10 June 2025

NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT - CORS/25/113

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 note that the Chief Officer – Operations would liaise with colleagues in Data Insights in respect of how data was presented, noting the comments from Members in respect of when numbers and percentages were used (for example, in the indicator for the percentage of complaints resolved within timescale), and whether annual data could be considered for the sickness absence indicator which would illustrate an increase or decrease, given that monthly data would be based on a different number of working days depending on the month;
(ii) in respect of the performance indicators relating to waste processing, to request that officers include a line in future reports to give context to the home composting figures, following the comments from officers that the data would take some time to reflect improvements which had been put in place;
(iii) to request that the Chief Officer – Operations provide information outwith the meeting on the amount of waste which was diverted from the Energy from Waste plant to landfill due to the planned shutdown of the plant;
(iv) to request that the Chief Officer – Operations circulate the Energy from Waste contingency plan to Members outwith the meeting; and
(v) to otherwise note the report.

CLUSTER RISK REGISTER REPORTING - CR&E/25/141

5. The Committee had before it a report by the Executive Director City Regeneration and Environment which presented the Cluster Risk Registers and Assurance Maps in accordance with Net Zero, Environment and Transport Committee Terms of Reference to provide assurance that risks were being managed effectively within the Operations and Strategic Place Planning Clusters.

Members asked a number of questions on the report.

The report recommended:-
that the Committee note the cluster risk registers and assurance maps.

The Committee resolved:-
to note the report.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
10 June 2025

COMMITTEE PLANNER REVIEW & PLACE BASED STRATEGY UPDATE - CR&E/25/142

6. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update on the development of some of the Council's key place-based strategies and recommended changes to the committee business planner based on a mix of external factors, officer resources and budget positions.

The report recommended:-
that the Committee –
(a) approve the revised Net Zero, Environment and Transport (NZET) Committee Planner (Appendix 1 of the report);
(b) note the current position on the preparation of plans and strategies set out in Section 3 of the report, and the indicative timelines provided; and
(c) note that, following the instruction given by the Committee in June 2024 (Report Ref: CR&E/24/160), the Chief Officer – Strategic Place Planning would produce an annual service update to the Committee on the ongoing development of the plans and strategies set out in the report.

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

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

That the Committee:-

(a) approve the revised Net Zero, Environment and Transport (NZET) Committee Planner (Appendix 1);
(b) note the current position on the preparation of plans and strategies set out in Section 3 of this report, noting the unexplained absence of the Convener to lead to a failure to keep the strategy framework up to date, leading to unnecessary and costly delays to important strategies; and
(c) 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 but agree this should no longer be a service update but a report to Committee.

On a division, there voted:- <u>for the motion</u> (5) – the Convener; and Councillors Greig, Henrickson, Hutchison and McLellan; <u>for the amendment</u> (4) – Councillors Brooks, Malik, Nicoll and Tissera.

<u>The Committee resolved</u>:-
to adopt the motion.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
10 June 2025

TREES AND WOODLAND - CR&E/25/143

7. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update on the ongoing Council work to Aberdeen's public trees and woodland following the storms of recent years. The report also set out updates on 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. Finally, the report sought approval for Environmental Services to continue to explore funding options, including grants and sponsorship to help fund further tree planting programmes in Aberdeen.

The report recommended:-
that the Committee –
(a) note and welcome the information contained within the report;
(b) instruct the Chief Officer – Operations to continue to explore funding options, including grants and sponsorship to help fund further tree planting in Aberdeen; and
(c) instruct the Chief Officer - Operations, in consultation with Chief Officer - Strategic Place Planning, to ensure that future tree and woodland planting included appropriate / equivalent approaches to both a) carbon coding woodlands to support delivery of the Council's Carbon Budget, and b) applying a tree equity bias to support the reduction of inequalities across relevant communities.

The Committee resolved:-
to approve the recommendations.

DEN BURN RESTORATION PROJECT - FUNDING UPDATE - CR&E/25/061

8. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update on the funding situation and project status for the Den Burn Restoration Project.

The report recommended:-
that the Committee –
(a) note the content of the report regarding the current challenging external funding climate alongside the various project options explored; and
(b) 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.

The Convener, seconded by Councillor Greig, moved:-

That the Committee:-

(a) note the content of the report;
(b) note the limited time remaining for the Council to source match funding to retain the existing SEPA grant towards Detailed Design of the Den Burn Restoration Project, and continue the project; and
(c) instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Finance and Chief Officer - Capital to explore funding options which may be available to support the project, and report the outcome to the Finance and Resources Committee on 6 August 2025.

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

That the Committee:-

(a) note the content of the report, noting the self-congratulatory position adopted by the SNP back in 2023 where they noted success of funding secured to date only to now confirm that there is currently a challenging external funding climate; and
(b) agree instructing the Chief Officer - Strategic Place Planning to pause the Den Burn Restoration Project indefinitely, while maintaining a watching brief on potential future funding opportunities is a lost opportunity and confirms that this SNP administration continues to take one step forward then two steps back in its failure to move forward with this project, and refer the report to the Finance and Resources Committee to explore options for future support.

On a division, there voted:- for the motion (5) – the Convener; and Councillors Greig, Henrickson, Hutchison and McLellan; for the amendment (4) – Councillors Brooks, Malik, Nicoll and Tissera.

The Committee resolved:-
to adopt the motion.

ABERDEEN RAPID TRANSIT - STRATEGIC BUSINESS CASE - CR&E/25/138

9. The Committee had before it a report by the Executive Director City Regeneration and Environment which presented the Aberdeen Rapid Transit (ART) Strategic Business Case (SBC) for endorsement and made recommendations on the preferred way forward, including future engagement and the proposed scope of the Outline Business Case (OBC). The report also provided 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.

The report recommended:-
that the Committee –

(a) endorse the Aberdeen Rapid Transit Strategic Business Case as provided in Appendix A of the report;
(b) endorse the progression of Aberdeen Rapid Transit to a Programme Level Outline Business Case, funded through the City Region Deal, which would further develop the overarching business case and phasing under which individual elements of the scheme could develop;
(c) endorse the progression of options 5 and 5A (as set out in Table 2 of the report) for further development and appraisal through the proposed Outline Business Case;
(d) endorse the progression of 'approach 3' in relation to active travel, as outlined in Table 3 of the report, for further development and appraisal through the proposed Outline Business Case;
(e) 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;
(f) note that a BSIP agreement provided 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;
(g) 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 could be delivered through a Bus Services Improvement Partnership agreement, and use the outcome of this exercise to inform the proposed Outline Business Case;
(h) 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; and
(i) 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.

The Convener, seconded by Councillor Greig, moved:-

That the Committee:-

(a) note funding to progress from the Strategic Business Case to the Programme Level Outline Business Case had been secured by the Aberdeen City Region Deal, therefore agree the report recommendations (with the exception of (i)), and instruct the Chief Officer – Strategic Place Planning to work with the Director of Nestrans to bring all further reports on Aberdeen Rapid Transit to the City Region Deal Joint Committee, in line with the existing delegations granted to the Joint Committee; and
(b) instruct the Chief Officer – Capital to deliver the infrastructure improvements as detailed at 3.55 of the report, if the funding bid to Transport Scotland's Bus Infrastructure Fund for 2025/26 was successful, following consultation with the Convener of the Finance and Resources Committee and the Convener of the Net

Zero, Environment and Transport Committee around final design, and provide a service update (instead of reporting back as per 3.56 in the report) detailing programme of works only if any funding bid was successful.

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

That the Committee:-

(a) note the contents of the report;
(b) agree that without Scottish Government support, there was still huge doubt as to the viability of the project;
(c) agree the Aberdeen Rapid Transit project was reliant on support from the Bus Partnership Fund (BPF) and that despite the Scottish Government receiving a record £50billion funding settlement by the UK Labour Government, the BPF remained in limbo; and
(d) agree the UK Labour Government had recognised the importance of investment in public transport right across England with significant additional funding awarded to valid Transport projects right across England, and instruct the Chief Officer – Strategic Place Planning, following consultation with the Convenor of the Finance and Resources Committee, to write to the Scottish Government asking them to reinstate the Bus Partnership Fund to allow the Aberdeen Rapid Transit project to proceed at pace.

On a division, there voted:- for the motion (5) – the Convener; and Councillors Greig, Henrickson, Hutchison and McLellan; for the amendment (4) – Councillors Brooks, Malik, Nicoll and Tissera.

The Committee resolved:-
to adopt the motion.

20MPH SPEED LIMIT PROPOSAL (CENTRAL / SOUTH) - CR&E/25/111

10. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update following the completion of 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, and considered the objections and comments received during the statutory consultation period.

The report recommended:-
that the Committee –
(a) note the Scottish Government's vision behind the 20mph initiative;
(b) note the Council wards where the 20mph speed limit was proposed;
(c) note the benefits of introducing 20mph speed limit highlighted, to date. For example, improving road safety, reducing collision risk, improving carbon emissions etc;

(d) 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;
(e) 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;
(f) note the comments received from various Community Councils;
(g) 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 of the report;
(h) overrule 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;
(i) overrule 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;
(j) overrule 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;
(k) overrule 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;
(l) overrule 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;
(m) overrule 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;
(n) overrule 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;
(o) overrule 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;
(p) overrule 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
(q) overrule 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.

The Convener, seconded by Councillor Henrickson, moved:-

That the Committee agree the recommendations, subject to:-

(a) retaining the 30mph speed limit on Great Western Road between its junctions with Holburn Street and South Anderson Drive / Anderson Drive;
(b) retaining the 30mph speed limit on Holburn Street;
(c) approving the 20mph speed limit proposed for Broomhill Road being introduced by means of a temporary Speed Limit Order rather than a permanent Speed Limit Order;
(d) approving the 20mph speed limit proposed for Seafield Road being introduced by means of a temporary Speed Limit Order rather than a permanent Speed Limit Order;
(e) approving the 20mph speed limit proposed for Carden Place being introduced by means of a temporary Speed Limit Order rather than a permanent Speed Limit Order;
(f) retaining the 30mph speed limit for King Street between Orchard Street and East North Street; and
(g) retaining the 30mph speed limit on Powis Place.

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

That the Committee take no action in respect of the report at this time.

On a division, there voted:- <u>for the motion</u> (5) – the Convener; and Councillors Allard, Greig, Henrickson and van Sweeden; <u>for the amendment</u> (4) – Councillors Brooks, Malik, Nicoll and Tissera.

Councillor Nicoll stated that he wished to record his dissent at the change of Partnership Members during debate.

<u>The Committee resolved</u>:-
(i) to note that officers would provide information to Members outwith the meeting on where the three fatalities at 30mph had been and in respect of the number of roads which had been included in the statistics for fatalities at 20mph and 30mph;
(ii) to note that if Members had any concerns about particular streets (noting the example given at the meeting where cars parked on both of the street), they could contact officers outwith the meeting and these could be reviewed;
(iii) in relation to the query about research undertaken on the existing 20mph network and how it was obeyed by drivers, to note that officers could send radar data which had been collected to Members outwith the meeting; and
(iv) to adopt the motion.

PARKING PROHIBITION IMPLEMENTATION UPDATE - CR&E/25/112

11. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update on the level of enforcement and schemes

that had been promoted and implemented since the introduction of the pavement parking prohibition in July 2024, and the feedback received from pedestrians and wheelers across the city.

The report recommended:-
that the Committee –

(a) note the Scottish Government's directive to local authorities regarding the pavement parking, double parking and parking at dropped kerbs, prohibitions;
(b) note the enforcement data that had been collated to support the report;
(c) note the feedback and comments received from members of the public regarding their experience since the prohibition was introduced;
(d) instruct the Chief Officer - Operations to continue to undertake the Traffic Regulation Order (TRO) process necessary for the exemption of any street that was found to meet the criteria for pavement parking prohibition exemption; and
(e) instruct 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 had historically been an issue.

The Committee resolved:-
to approve the recommendations.

ROADS AND TRANSPORT RELATED CAPITAL BUDGET PROGRAMME 2025-2026

12. The Committee had before it a report by the Executive Director City Regeneration and Environment which outlined the proposed Roads and Transportation programme for the approved 2025/2026 capital budgets and sought approval for the schemes set out in the report appendices.

The report recommended:-
that the Committee –

(a) approve the schemes listed in the appendices as the detailed proposals for expenditure within each budget heading; and
(b) instruct 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.

The Committee resolved:-

(i) to note the issue raised by Councillor Tissera in respect of the markings at the junction of Ashgrove Road West and Foresterhill Road and that officers had undertaken to advise the Road Safety Team that the location required review to assess any safety concerns; and
(ii) to approve the recommendations.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
10 June 2025

BUS LANE ENFORCEMENT AND LOW EMISSION ZONE PROJECTS 2025/26 - CR&E/25/140

13. The Committee had before it a report by the Executive Director City Regeneration and Environment which sought approval for a programme of projects to be delivered using the net surplus from Bus Lane Enforcement (BLE) and Low Emission Zone (LEZ) operations.

The report recommended:-
that the Committee –

(a) 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;
(b) 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 and Resources Committee before the end of 2025 for consideration by Members prior to any works taking place;
(c) approve the release of further BLE surplus income for the purposes described in paragraphs 3.2.3 to 3.2.8 of the report, noting that a three year programme of work for core paths/outdoor access would also be reported back to this Committee by the end of 2025;
(d) 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
(e) 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.

The Convener, seconded by Councillor Greig, moved:-

That the Committee approve the recommendations as set out in the report.

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

That the Committee:-

(a) agree recommendations (d) and (e); and
(b) agree 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, therefore subject to approving recommendations 2.4 and 2.5 of the report, take no action at this time until after the appeal verdict.

On a division, there voted:- for the motion (5) – the Convener; and Councillors Allard, Greig, Henrickson and van Sweeden; for the amendment (4) – Councillors Brooks, Malik, Nicoll and Tissera.

The Committee resolved:-
(i) to note that if Members had any concerns in respect of repairs required to specific core paths, in areas where developer obligations were in place, they could raise these with the Policy and Strategy Manager outwith the meeting; and
(ii) to adopt the motion.

LOCAL TRANSPORT STRATEGY - MARKETING AND ENGAGEMENT - CR&E/25/138

14. The Committee had before it a report by the Executive Director City Regeneration and Environment which sought agreement from Members that consultation already underway for Community Planning and Aberdeen Rapid Transit (ART) would 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 provided an opportunity to promote the vision and aims of the LTS more widely, given that ART would be a key element of the next LTS and the main messages and objectives were common to both projects.

The report recommended:-
that the Committee –
(a) agree that the findings of the Your Place, Your Plans, Your Future Community Planning engagement would 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);
(b) agree that planned engagement on Aberdeen Rapid Transit (ART) provided an opportunity to seek views on transport more widely, for the benefit of the ART project which would depend on the policies of the wider LTS for its success;
(c) instruct the Chief Officer - Strategic Place Planning to use the outcomes of these exercises to inform a revised draft LTS which reflected 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
(d) agree that the marketing and communications strategy for ART provided an opportunity to promote the vision and aims of the LTS more widely, given that ART

would be a key element of the next LTS and the main messages and objectives were common to both projects.

The Committee resolved:-
(i) in response to Councillor Tissera's query about how officers planned to access hard to reach communities, to note that officers would provide the detail from the 60 separate exercises with groups from across the city as part of Your Place, Your Plans, Your Future to Councillor Tissera outwith the meeting; and
(ii) to approve the recommendations.

ACTIVE TRAVEL FOR SCHOOL JOURNEYS - CR&E/25/139

15. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided information to Members on work that was underway and / or planned within Aberdeen to promote and encourage more, and safe, active travel to school and on work to launch a School Streets pilot in Aberdeen.

During questions of officers, the Convener noted that the meeting was due to pass the six-hour mark and therefore moved a procedural motion to defer the remaining items of business to the September meeting of the Committee.

The Convener, seconded by Councillor Greig, moved as a procedural motion:-

That the remaining items of business (items 6.1 (Committee Business Planner), 11.7 (Active Travel for School Journeys), 11.8 (£1 Off-Street Evening Parking Fees), 11.9 (Strategic Car Parking Review) and 11.10 (Aberdeen City Council Travel Plan)) be deferred to the September meeting of the Net Zero, Environment and Transport Committee.

On a division, there voted:- for the procedural motion (5); the Convener; and Councillors Greig, Henrickson, Hutchison and van Sweeden; against the procedural motion (4) – Councillors Brooks, Malik, Nicoll and Tissera.

The Committee resolved:-
to adopt the procedural motion.

- **COUNCILLOR MIRANDA RADLEY, Convener**

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	A	B	C	D	E	F	G	H	I	J
1	**NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE BUSINESS PLANNER** The Business Planner details the reports which have been instructed as well as reports which the Functions expect to be submitting for the calendar year.									
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
3	**9 September 2025**									
4	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. NZET 10/06/25 - to 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 of the Bus Lane Enforcement report, with progress reported back to this Committee in September 2025 as part of the wider report on the Low Emission Zone programme		Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	7 and 8			
5	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		Emma Murphy / Sinclair Laing	Strategic Place Planning	City Regeneration & Environment	5	All		
6	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,	Deferred from June meeting	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
7	£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	Deferred from June meeting	Claire Royce	Operations	City Regeneration & Environment	8	N/A		
8	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	Deferred from June meeting	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		

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9	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.	Deferred from June meeting	Anthony Burns	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
10	Local Heat & Energy Efficiency Strategy (LHEES)	To seek approval on the Council's Local Heat & Energy Efficiency Strategy		Mark Shaw	Corporate Landlord	Families & Communities	1	Buildings & Heat		
11	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		D	Scottish Government approval of the annual report is awaited, therefore this report will be presented to the next cycle once this is received
12	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		
13	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
14	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).		Kazah-Ambrang Bagro	Operations	City Regeneration & Environment	8	Mobility		
15	**18 November 2025**									
16	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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17	On Street Electric Vehicle Charging Points / Increasing EV within Council Fleet	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 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	It was agreed at NZET on 10/06/25 to align the CG&R instruction with this report	David Dunne / Stephen Booth / Mark Reilly	Strategic Place Planning / Corporate Landlord / Operations	City Regeneration & Environment	TBC	TBC		
18	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			
19	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
20	**27 January 2026**									
21	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		Paul Davies	Operations	City Regeneration & Environment	7	N/A		

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22	Burnbutts Crescent, Cove - flooding mitigations	Council 20/08/25 - (1) Notes that Burnbutts Crescent, Cove, Aberdeen, is a cul-de-sac providing access to over 36 dwellings and around a dozen lock up style garages. The road is adopted and maintained by Aberdeen City Council; (2) Notes that in 2024, severe flooding in the street resulted in damage to the road surface that necessitated an area being completely resurfaced. The cause of the flooding was reported as contributed to by a blocked culvert under the main Aberdeen to Dundee railway line; (3) Understands the culvert is the responsibility of Network Rail and that water draining from the roadway from Burnbutts Crescent empties into the culvert; (4) Notes during May, June and July 2025, weather has again caused Burnbutts Crescent to experience severe flooding impacting householders' property including cars and the aforementioned lock up garages; (5) Notes that the north end of Burnbutts Crescent is a private lane with bollards to restrict vehicular access; and (6) Instructs the Chief Officer - Operations to work with Network Rail to establish the likely timeline for any remedial works to be undertaken to resolve this issue; and in the meantime instructs that Chief Officer to consider what options or measures can be put in place to allow residents to mitigate the effects of the flooding on their property and to report the results to the Net Zero, Environment and Transport Committee in early course.		Mark Reilly	Operations	City Regeneration & Environment	TBC			
23	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
24	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 Active Travel to Schools report, this item may be removed from the planner.
25	**25 March 2026**									
26	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 (May be June 2026 meeting)	Alison Leslie	Stratgic Place Planning	City Regeneration & Environment	3	All		
27	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
28	**10 June 2026**									
29	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 2026/27		Paul Davies	Operations	City Regeneration & Environment	7	N/A		

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30	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		
31	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
32	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		Steven Shaw	Operations	City Regeneration & Environment	1	Natural Environment		
33	**8 September 2026**									
34	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 NZET 10/06/25 - to agree that the findings of the Your Place, Your Plans, Your Future Community Planning engagement would 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); to agree that planned engagement on Aberdeen Rapid Transit (ART) provided an opportunity to seek views on transport more widely, for the benefit of the ART project which would depend on the policies of the wider LTS for its success; and to instruct the Chief Officer - Strategic Place Planning to use the outcomes of these exercises to inform a revised draft LTS which reflected 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	2026 - Date TBC	Alan Simpson	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
35	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		Sue Cumming	Strategic Place Planning	City Regeneration & Environment	1 and 8	Natural Environment		
36	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		

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37	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
38	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		
39	**24 November 2026**									
40	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	This scheme is being delivered in 3 packages with the first being consulted through Aug/Sept/ Oct 2025. The results of the first and second consultations were reported to January and June NZET. Reporting back in June 2026 as originally expected 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 resources available within the team, therefore report will now be November 2026	Tolu Olowoleru	Operations	City Regeneration & Environment	8	Mobility		
41	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
42	**DATE FOR REPORTING BACK TO BE CONFIRMED**									

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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**
43	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		A report is on the agenda in relation to the Local Heat and Energy Efficiency Strategy
44	Bus Infrastructure Fund / £2 flat bus fare pilot	NZET 19/03/25 - amongst other completed instructions, to 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		There has been no further information on this to date from the Scottish Government and therefore no reporting date can be confirmed at present
45	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		

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46	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.	Claire Royce	Operations	City Regeneration & Environment	7	Mobility		
47	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				
48										
49	**SERVICE UPDATES**									
50	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	City Regeneration & Environment				
51	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	January (or nearest committee)	Vycki Ritson	Operations	City Regeneration & Environment				2025 service update issued on 10 February 2025

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52	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	Will be provided each June	David Dunne	Strategic Place Planning	City Regeneration & Environment				Update was presented to Committee in June 2025
53	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		Richard Brough / Gordon McLean	Strategic Place Planning	City Regeneration & Environment				
54	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		Claire Royce	Operations	City Regeneration & Environment				
55	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		
56	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				
57	Aberdeen Rapid Transit	NZET 10/06/25 - to instruct the Chief Officer – Capital to deliver the infrastructure improvements as detailed at 3.55, if the funding bid to Transport Scotland's Bus Infrastructure Fund for 2025/26 was successful, following consultation with the Convener of the Finance and Resources Committee and the Convener of the Net Zero, Environment and Transport Committee around final design, and provide a service update (instead of reporting back as per 3.56 of the report) detailing programme of works only if any funding bid was successful.		Kirsty Chalmers	Strategic Place Planning	City Regeneration & Environment				

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COMMITTEE	Net Zero, Environment and Transport Committee
DATE	9 September 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	CORS/25/202
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 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.

3. CURRENT SITUATION

Report Purpose

3.1 This report is to provide members with appropriate key performance measures in relation to certain relevant services as expressed within the 2025/26 Council Delivery Plan, agreed at the April 16th 2025 Council meeting.

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 2025/26 Council Delivery Plan, agreed on 16th April 2025.

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.

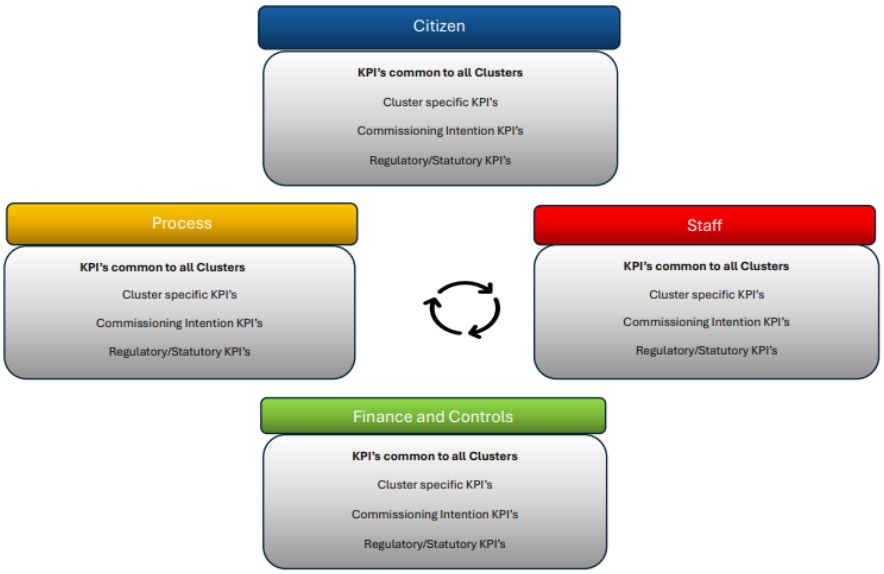
3.4 The refreshed Performance Management Framework for 2025/26 was approved at the meeting of Council on 20th August 2025.

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

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

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

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



3.8 This report, as far as possible, details performance up to the end of June 2025 or Quarter 1 2025/26, as appropriate.

3.9 Appendix A provides an overview of performance across certain appropriate services, with reference to recent trends and performance against target. Further analysis may also be provided of performance measures which have been identified as of potential interest in terms of either performance implications or data trends.

3.10 As requested by Members, a table has also been added to Appendix A to show the comparison of current sickness absence performance with the same time period in the previous year.

3.11 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 from the recommendations of this report.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

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

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic	None	NA	NA	NA
Compliance	No significant legal risks.	Publication of service performance information in the public domain ensures that the Council is meeting its legal obligations in the context of Best value reporting.	L	Yes
Operational	No significant operational risks.	Oversight by Elected Members of core employee health and safety/attendance data supports the Council's obligations as an employer	L	Yes
Financial	No significant financial risks.	Overview data on specific limited aspects of the 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 4th August 2025.
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

Council Delivery Plan 2025/26 – CORS/25/038
Local Outcome Improvement Plan 2016-2026 (April 2024 Refresh)
Performance Management Framework – CORS/25/189

11. APPENDICES

Appendix A – Performance Summary Dashboard

12. REPORT AUTHOR CONTACT DETAILS

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Net Zero, Environment and Transport Committee Performance Report Appendix A

Operations

Environmental Services

1. Citizen – Environmental Services

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	17		25		30		
% of complaints resolved within timescale (stage 1 and 2) - Environment	82.4%		82%		83.3%		75%
No. of complaints resolved within timescale (stage 1 and 2) - Environment	14		23		20		
% of complaints with at least one point upheld (stage 1 and 2) - Environment	0%		12%		23.2%		
*Total No. of lessons learnt identified (stage 1 and 2) - Environment	0		0		Data unavailable		

***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.**

The fact that lessons learned data is currently unavailable throughout this report is due to inconsistencies having been identified in how data is transferred between our systems, which is affecting the accuracy of reporting. The issue is being addressed by internal teams and the external provider.

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Value	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	207		150		150		

2. Processes - Environmental Services

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 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)	91.6%	✓	91.6%	✓	91.6%	✓	80%
**Open spaces satisfactorily maintained to a minimum of Grade B (in line with APSE national benchmarking LAMS standards)	72%	▲	98%	✓	No surveys carried out		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	95.8%	✓	▲	✓	98.1%	✓	100%

***This represents the overall figure for the April to July period.**

3. Staff - Environmental Services

Performance Indicator	Q3 2024/35		Q4 2024/25		Q1 2025/26		2025/26 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)	1		4		2		

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
*Sickness Absence - Average Number of Days Lost - Environmental	6	✓	6.1	✓	6.3	✓	10
**Average number of working days lost due to sickness absence per FTE employee, monthly	1.61		1.45		1.55		
Establishment actual FTE	289.14		286.08		285.37		

*** 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	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	7.4%	✓	15.2%	✓	22.8%	✓	100%

Fleet and Transport

1. Citizen – Fleet and Transport

Performance Indicator	Q3 2024/35		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	0		2		2		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	No complaints Q3		100%	✓	100%	✓	75%
No. of complaints resolved within timescale (stage 1 and 2) - Fleet			2		2		
% of complaints with at least one point upheld (stage 1 and 2) - Fleet			0%		0%		
Total No. of lessons learnt identified (stage 1 and 2) - Fleet			1		Data unavailable		

2. Processes – Fleet and Transport

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
% HGV's achieving first time MOT pass	100%		78.8%		91.7%		95%
% Light Vehicles achieving first time MOT pass	95.2%		96.8%		100%		93%
% of Council fleet - alternative powered vehicles	12.4%		13.8%		15.1%		
% of Council fleet lower emission vehicles (YTD)	97.8%		98.4%		95.9%		100%

3. Staff – Fleet and Transport

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	0		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	1		0		0		

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	4.4		4.4		4.3		10
Average number of working days lost due to sickness absence per FTE employee, monthly	2.03		1.85		2.91		
Establishment actual FTE	35.17		34.36		34.97		

4. Finance & Controls – Fleet and Transport

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	7.7%		16.1%		24.2%		100%

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	78.4%		50.42%		94.95%		80%
Fleet Services - % of large HGV vehicles under 7 years old	66.67%		73.83%		74.75%		80%

Roads and Infrastructure

1. Citizen - Roads

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	28		61		36		
% of complaints resolved within timescale - Roads	75%		83.6%		72.2%		75%
No. of complaints resolved within timescale (stage 1 and 2) - Roads	21		51		26		
% of complaints with at least one point upheld (stage 1 and 2) - Roads	60.7%		42.6%		38.9%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	1		3		Data unavailable		

2. Processes - Roads

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	100%		97.37%		97.44%		90%
Number of Street Light Repairs completed within 7 days	80		37		114		
Potholes Category 1 and 2 - % defects repaired within timescale	93.52%		100%		100%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale	433		246		258		

3. Staff - Roads

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	0		0		1		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	0		1		1		

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	3.2		3.3		3.4		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.4		1.03		1.06		
Establishment actual FTE	145.21		143.55		142.75		

4. Finance & Controls - Roads

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	6.6%		13.8%		21.8%		100%

Waste Services

1. Citizen - Waste

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	59		102		69		
% of complaints resolved within timescale - Waste	94.9%		94.1%		81.2%		75%
No. of complaints resolved within timescale (stage 1 and 2) - Waste	56		96		56		
% of complaints with at least one point upheld (stage 1 and 2) - Waste	64.4%		72.5%		62.3%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	0		1		Data unavailable		

2. Processes – Waste

Performance Indicator	Q3 2024/25		Q4 2023/24		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
*% Waste diverted from Landfill	95.2%		97.5%		98.3%		85%
*Percentage of Household Waste Recycled/Composted	43%		42.5%		42.9%		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.**

Home composting has been promoted during the growing season on ACC's Facebook, Instagram and X pages, as well as the newer Go Green Aberdeen Facebook page which covers a range of sustainability topics including waste and recycling. In-person community engagement events have been arranged in the autumn to promote organics recycling (food/garden) and information about home composting will be included.

It has not been possible to tease out the impact on garden waste collected as tonnages are notoriously variable. Tonnage is therefore not recommended as metric for measuring impacts. Instead, a proxy measure is recommended, and consideration will be given to including questions on home composting in relevant customer surveys.

Recycling and Diversion rate for rolling 12 months

Description	Tonnage (T)	Percentage	Target
Recycled	38309.6	42.9%	50%
EFW	49420.6	55.4%	
Total Waste diverted from landfill (= Recycled + EfW)	87730.2	98.3%	85%
Landfilled	1513.4	1.70%	
Total household waste	89243.5	100%	

3. Staff – Waste

Performance Indicator	Q3 2024/25		Q4 2024/25		Q1 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	1		2		2		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	7		14		14		

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	4.2		3.9		3.6		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.31		0.96		1.14		
Establishment actual FTE	187.48		188.62		185.07		

4. Finance & Controls – Waste

Performance Indicator	Apr 2025		May 2025		Jun 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	7.6%		16.6%		26.6%		100%

Annual Sickness Comparison Table

Operations

Performance Indicator	Apr		May		Jun		Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost – Environmental **(2024)**	14		13.5		12.7		10
Sickness Absence - Average Number of Days Lost – Environmental **(2025)**	6		6.1		6.3		10
Sickness Absence - Average Number of Days Lost – Fleet **(2024)**	7		6.8		6.1		10
Sickness Absence - Average Number of Days Lost – Fleet **(2025)**	4.4		4.4		4.3		10
Sickness Absence - Average Number of Days Lost – Roads **(2024)**	10.2		9.1		8.1		10
Sickness Absence - Average Number of Days Lost – Roads **(2025)**	3.2		3.3		3.4		10
Sickness Absence - Average Number of Days Lost – Waste **(2024)**	10.7		9.7		8.8		10
Sickness Absence - Average Number of Days Lost – Waste **(2025)**	4.2		3.9		3.6		10

Strategic Place Planning

Climate and Sustainability Policy

Carbon Budget

Carbon Budget: Quarter 1 Provisional Summary 2025-26				
Maximum cap on total Council carbon emissions 2025/26 – 22,567 tCO2e*				
	Q1 2025/26	**Q2 2025/26**	**Q3 2025/26**	**Q4 2025/26**
	%	**%**	**%**	**%**
% of annual carbon budget used	21%			
Provisional data indicates during Quarter 1 (April-June 2025) the Council used 21% of the maximum carbon budget for 2025/26 The total Council carbon budget includes carbon emissions from sources including Council buildings (electricity, gas, oil), water; fleet assets (vehicle and plant), street lighting, internal waste, staff business travel, homeworking. **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
DATE	09 September 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero Aberdeen and Aberdeen Adapts: Annual Report 2024/25
REPORT NUMBER	CR&E/25/205
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Emma Murphy
TERMS OF REFERENCE	5

1. PURPOSE OF REPORT

1.1 The purpose of this report is to provide the 2024/25 annual update to Committee on progress of collaborative place-based climate change work for Aberdeen; in line with the objectives of the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the summary of key collaborative actions progressed between April 2024 and March 2025;

2.2 Endorse the content of the Appendix A – Net Zero Aberdeen & Aberdeen Adapts: Progress Summary 2024/25.

3. CURRENT SITUATION

Background

3.1 The Net Zero Aberdeen Routemap was adopted in 2022, setting a pathway towards the City of Aberdeen achieving net zero by 2045. It is supported by six key themed strategies of Mobility, Buildings and Heat, Circular Economy, Energy Supply, Natural Environment and Empowerment. The Aberdeen Adapts: Climate Adaptation Framework (2022) was adopted at the same time, and presents the framework for Aberdeen in preparing for and building resilience to the impacts of climate change. The Net Zero Aberdeen Routemap, themed Strategies, and Aberdeen Adapts Framework are planned for periodic review in 2025-26.

3.2 In February 2022, Council instructed the Chief Officer – Strategic Place Planning to report back on an annual basis on progress towards the objectives of both the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate

Adaptation Framework. Annual reports were brought to the Net Zero, Environment and Transport committee in 2023 and 2024 (see items 10.1 and 10.3 in 10. Background Papers).

3.3 Progress on key milestones in city-wide climate activity are included in the below sections. Net Zero Aberdeen & Aberdeen Adapts are collaborative city-wide documents and are being co-delivered by a range of organisations. The Net Zero Aberdeen & Aberdeen Adapts: Progress Summary 2024/25 in Appendix A, highlights progress on key actions collated from a range of collaborators across the city during the period April 2024 to March 2025. Specific highlights from the Council's actions contributing to this work are outlined in section 3.14.

Governance

3.4 The multi-stakeholder Aberdeen Zero and Adaptation Board met for the first time in May 2024. This follows refresh of the previous Net Zero Leadership Board approved by Council in February 2023. This refreshed board includes expanded membership with more balanced representation across multiple sectors including Energy, Skills/Industry, Further Education, Mobility, Built Environment/Infrastructure, Natural Environment and increased Third sector, Community and Youth representation. A list of organisations represented on the Aberdeen Zero and Adaptation Board, and summaries of all meetings are available for view online at the Net Zero Aberdeen microsite.

3.5 A second meeting of the Board was held November 2024, where a representative from the Net Zero Technology Centre was appointed as Vice-Chair. The third meeting of the Board was held May 2025.

Data, monitoring, and reporting 2024-25

3.6 The relatively new Scottish Climate Intelligence Service (SCIS) supports local authorities in Scotland with work towards achieving net-zero place-based emissions by 2045. They are providing capacity building and place-based data to drive collaborative climate action. The SCIS support includes provision of a data platform (ClimateView) to support cities with strategic development of their net zero strategies. This platform is currently being populated with data.

3.7 The Council have continued to engage with the SCIS throughout 2024-25. Between September 2024 and March 2025, Council officers attended five platform training workshops, three user group meetings, one-to-one sessions with SCIS Local Leads, and completed all independent work requirements as part of the SCIS recommended training and onboarding process for Local Authorities. A Council officer is also represented on the national SCIS Board.

3.8 The SCIS have collated Annual Emissions Inventory Report (AEIR) documents for all Scottish Local Authority areas. The AEIR for Aberdeen City is included as an appendix to this report, and provides an overview of area-wide green house gas emissions for the period January–December 2021, as well as highlighting key insights and trends. SCIS suggest that the AEIR should be reviewed in conjunction with the Reference Sheet for a thorough understanding

of the data and report. These are included as "Appendix B – Annual Emissions Inventory Report (AEIR) 2021" and "Appendix C – Reference Sheet 2021 AEIR". The AIER highlights Stationary Energy (fuel use in buildings) and Transportation as the largest emissions sectors for Aberdeen City. Within the Stationary Energy sector, Residential Fuel use made up the largest emissions source (44%), and Natural Gas made up 53% of all Stationary Energy emissions. Within the Transportation Sector, on-road travel generated 95% of emissions, of which cars make up the largest emissions source (62%). The AEIR has been included in the Evidence Report for the next Local Development Plan. The SCIS have indicated that the next AIER will be received in December 2025, and annually thereafter. The next AEIR will cover calendar year 2023 data, and include a comparison between 2022 and 2023 data.

3.9 The Council participates in the Adaptation Scotland Public Sector Climate Adaptation Network sharing knowledge with other Public Bodies around climate adaptation and resilience. The Council participated in a collaborative Adaptation Capability Framework (ACF) Task & Finish Group, established to lead a strategic update of the ACF. This culminated in the launch of an updated ACF and Benchmarking Tool in January 2025, replacing the existing tools which the Council uses to review adaptation progress.

3.10 The MET Office Local Authority Climate Service launched in October 2024. This website provides tools and resources designed to help Local Authorities understand climate risk in their area and support decision making. This includes a Local Authority Climate Explorer Tool, which can be used to generate high level non-technical summaries of climate projections for Local Authority areas. The MET Office Local Authority Climate Report for Aberdeen, generated October 2024, is included as Appendix D to this report. The report is a visual summary of the UK climate projections and highlights projected changes in climate, and projected sea level rise for the Aberdeen Local Authority area, and impacts the area may face associated with these changes. The MET Office Local Authority Climate Report has been included in the Evidence Report for the next Local Development Plan, and will be used to inform the planned refresh of the Aberdeen Adapts: Climate Adaptation framework.

3.11 The draft Environmental Standards Scotland Strategy 2026-2031 sets out Environmental Standards Scotland's plans for the next 5 years. These include scrutinising local authorities' delivery and reporting of their statutory climate change duties, and acting as the Independent Review Body scrutinising progress towards delivery of Scotland's statutory targets for nature recovery (as proposed in the Natural Environment (Scotland) Bill currently before Parliament).

Summary of Progress 2024-25

3.12 A summary of 2024/25 city-wide climate change activity is shown in Appendix A - Net Zero Aberdeen and Aberdeen Adapts Summary of Progress 2024/25. This contains key information highlighting collaborative work carried out by stakeholders across the city against the objectives of the Net Zero Aberdeen Routemap, the six themed strategies, and the Aberdeen Adapts Framework

during the 2024/25 reporting period. These are set out under headings of; Circular Economy, Buildings & Heat, Mobility, Energy Supply, Natural Environment, Adaptation & Resilience, and Empowerment & Communication. The highlights show project status between April 2024 and March 2025. Progress outside this timeframe will be captured in the 2025/26 reporting period.

This includes a highlight of Council actions including:

- Construction progressed on a new Bridge of Don Household Waste Recycling Centre, this modern facility has been designed with a purpose-built reuse shop, with completion expected August 2025.
- Reconstruction of the Altens Materials Recovery Facility, expected to be fully operational by the end of 2025, incorporated PV panels, allowing the facility to run partially on renewable energy. The facility has improved sorting, with optical sorters, and has been future proofed with a modular design allowing easier adaption to changing requirements.
- Partnership work progressed to deliver a new “Bike Hub” initiative for the repair and refurbishment of unwanted bikes for the Reuse Shop at Hazlehead Recycling Centre.
- Nineteen bright pink recycling bins for small electrical items were installed across Aberdeen, at community sports clubs and libraries, providing locals with easy, safe, and accessible options to dispose of unwanted electrical items. Three additional bins were toured around schools to help educate young people on electrical recycling.
- The Energy from Waste plant at Tullos was fully commissioned and began delivering heat to the Torry District heating network Summer 2024, providing low carbon heat to a number of public buildings as well as residential properties. Work is continuing to connect more buildings to the network.
- The Aberdeen Local Heat and Energy Efficiency strategy (LHEES) was developed, awaiting final approval from the Net Zero, Environment and Transport Committee in September 2025. This will allow the Strategy and Delivery Plan to be uploaded to the Council’s website.
- The Finance & Resources committee, March 2025, agreed actions including a £19m investment in Aberdeen Hydrogen Hub (joint venture with bp to produce and distribute green hydrogen), and £9m to enlarge the electric vehicle charging network. Highland, Aberdeen City, Aberdeenshire, and Moray Councils announced a project to install 570 new electric vehicle charging points across the north of Scotland by 2028 (including 190 chargers in Aberdeen), more than doubling the existing charging network.
- Cycle storage units were installed at Tillydrone and Seaton Multistorey housing blocks, further shelters are in final stages of installation at Aulton Court, Bayview Court, Beachview Court and Northsea Court.

- Fifty-one sedum roofed bus shelters were installed across the city, bringing the total to eighty-one shelters.
- Schools were invited to submit Expressions of Interest to participate in a pilot “School Streets” scheme, aimed at improving feelings of safety, reducing traffic volumes, and promoting active travel around pick up and drop off times.
- Environmental Services planted 41,879 trees since the Winter of 2022, more than has been achieved for many years. This included restocking woodland areas and green spaces affected by storm damage and planting on new areas of land identified as suitable for tree planting. The team worked in partnership with communities, including schools and businesses, as part of the tree planting programme.
- The Aberdeen B-Lines project, in partnership with Buglife, enhanced or better managed 12.24ha of habitat for invertebrates.
- The Council provided emergency power packs to Peterculter Community Resilience Group, Cults, Milltimber and Bieldside Community Resilience Group, Bridge of Don and Danestone Community Resilience Group, and Aberdeen City Health and Social Care Partnership (ACHSCP).
- The Council continued to run a 75% funded grant scheme to assist protecting property from flooding. The grant is for private residences that have either been previously flooded and have sustained damage; are located on a vulnerable area shown on the SEPA Flooding Maps; or are shown on the Integrated Catchment Study Model. The grant has recently expanded to include commercial properties.
- Environmental Services continued to adapt and change the ways greenspace is managed and maintained. The service is managing more and more spaces for nature, supporting Aberdeen to become a greener, healthier city. This positive greenspace management mitigates against the impacts of climate change and supports biodiversity. The changes are common sense approaches such as reducing grass cutting, planting trees, shrubs, and wildflowers, boosting habitats for many species. The work is carried out in a way which does not exclude people and supports the urban environment.

Communication and Engagement 2024-25

3.13 A number of organisations and individuals have become signatories to the Aberdeen Climate and Nature Pledge between April 2024 and March 2025. Current pledge signatory numbers are as follows; 111 signatories including thirty-five organisational signatories and seventy-six individual/household signatories. Key new signatory organisations in 2024-25 include; Community Planning Aberdeen, Aberdeen Performing Arts, and the Net Zero Technology

Centre. A full list of signatory organisations is available on the Net Zero Aberdeen website.

3.14 The Council hosted a number of project placements, in summer 2024, for University of Aberdeen students undertaking the MSc Sustainability Transitions course. This included a project in relation to Place based climate action delivery models, "Delivering a place-based approach to climate change in Aberdeen". The primary objective of this project was to examine delivery models for place-based climate mitigation and adaptation, identifying insights that Aberdeen can incorporate into its climate work.

3.15 Officers responded to a Scottish Government consultation on Statutory Guidance on putting public sector climate duties into practice, this guidance would replace and supersede the 2011 Statutory Guidance. The draft guidance set out the overarching principles and the high-level actions that all public bodies are expected to undertake in order to meet their statutory climate duties, and will be accompanied by a series of non-statutory topic supplements. Key high-level actions relevant to place-based climate work include; development of area-wide emissions plans, guidance on Local Authorities wider influence and collaboration on area-wide emissions, developing partnerships for area-wide work, and actions to adapt and become resilient to the changing climate (including climate risk assessment and adaptation planning).

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report.

4.2 The Council actions outlined in 3.12 above are being funded through a combination of the Council's revenue and capital budgets, as well as match funding from external organisations such as the Scottish Government, Transport Scotland, Nestrans, Cycling Scotland, etc. Officers continue to engage with a range of funding and partnership working opportunities to progress further Council actions.

5. LEGAL IMPLICATIONS

5.1 Work towards carbon emission reduction targets under the Net Zero Aberdeen Routemap and adaptation goals under the Aberdeen Adapts: Climate Adaptation Framework contributes to the Council's and other public bodies' duties under Part 4 of the Climate Change (Scotland) Act 2009 and the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The activities in this report will support monitoring and delivery of place-based climate actions. The publication of the progress summary will help to inform stakeholders on progress towards the delivery of city net zero targets and climate resilience activities as set out in the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework.

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	Failure where the Council has scope of influence to contribute to place-based targets for Net Zero and adaptation goals.	Monitoring against the Work plan established for 2024-25.	L	**Yes**
Compliance	Failure to align with and contribute to the delivery of national targets/ programmes.	Monitoring and review of emerging legislation.	M	**Yes**
Operational	Failure to monitor progress.	Engagement in the development of climate project and scenario tools to support future improvements, and monitoring of national activity.	L	**Yes**
Financial	No direct financial risk.			**Yes**
Reputational	Failure to support place-based climate plans and targets.	Approved governance and participation in city-wide board. Council Core Co-ordination 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.	M	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2025-26	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of the following aspect of the policy statement:- "We are committed to meeting the challenges facing our local and global environments and to do so will set and work to achieve ambitious objectives to play our full part in building a greener and sustainable city" and the related commitments.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of two LOIP Stretch Outcomes: 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. 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 proposals within this report support the Net Zero Aberdeen Routemap; Net Zero Buildings and Heat Strategy; Net Zero Energy Supply Strategy; Net Zero Mobility Strategy; Net Zero Circular Economy Strategy; Net Zero Natural Environment Strategy; Net Zero Empowerment Strategy; Aberdeen Adapts: Climate Adaptation Framework.

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

10.1 COM/24/091 – Net Zero Aberdeen and Aberdeen Adapts: Annual Report 2023/24 (Net Zero, Environment and Transport Committee, March 2024)

10.2 CR&E/24/282 – Climate Change Report 2023-24 (Net Zero, Environment and Transport Committee, November 2024)

10.3 COM/23/129 – Net Zero Aberdeen Workplan (Net Zero, Environment and Transport Committee, March 2023)

10.4 COM/23/054 – Climate Change (Place) Governance Proposals (Council, February 2023)

11. APPENDICES

11.1 Appendix A – Net Zero Aberdeen & Aberdeen Adapts: Progress Summary 2024/25

11.2 Appendix B – Annual Emissions Inventory Report (AEIR) 2021

11.3 Appendix C – Reference Sheet 2021 AEIR

11.4 Appendix D – MET Office Local Authority Climate Report

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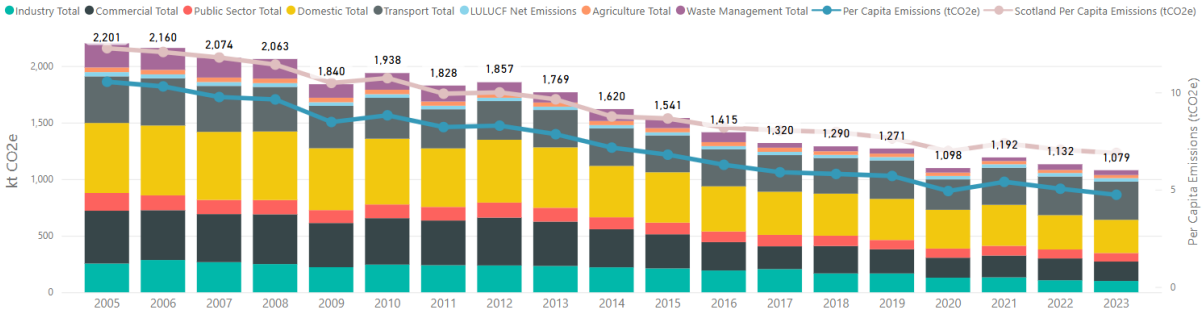
Appendix A: Net Zero Aberdeen & Aberdeen Adapts: Progress Summary 2024/25

The Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework are city-wide strategies for reducing emissions and adapting to climate change. They were co-created in 2022, and are planned for periodic review over the next year. Net zero and adaptation actions for Aberdeen are being delivered by a range of organisations and partnerships.

Helping to drive forward activity, an Aberdeen Net Zero and Adaptation Board, comprised of representatives from 16 organisations across multiple sectors and industries, met in May and November 2024.

Citywide emissions are showing continued reductions. The UK Local Authority greenhouse gas statistics for 2005-2023 show an overall reduction in Aberdeen's place-based emissions. Between 2022-2023, city-wide emissions reduced by 4.7% (from 1,131.9 kt CO2e to 1,079.3 kt CO2e*). The Net Zero Aberdeen Routemap set a target of net zero by 2045, with an interim target of 57.5% reduction by 2025. From 2005 to 2023, there has been an overall 51% reduction. Annual per capita emissions in Aberdeen for 2023 are 4.7t CO2e, lower that the Scottish average of 6.9t CO2e.

Table 1 – Greenhouse Gas Emissions Estimates, Aberdeen City 2005-2023



Source: www.gov.uk, UK local authority and regional greenhouse gas emissions national statistics. Updated July 2025.
Note: In 2020, estimates of methane (CH4) and nitrous oxide (N2O) emissions in these statistics for the first time, in addition to the carbon dioxide (CO2) emissions estimates which were published previously. Changes to methodology in 2023 data. 2005 to 2022 recalculated for consistent time series.

This summary highlights collaborative place-based climate progress and key updates provided by stakeholders, for the period April 2024 to March 2025. Information is set out under headings of Circular Economy, Buildings & Heat, Energy, Mobility, Natural Environment, Adaptation & Resilience, and Empowerment & Communication. Updates from prior years can be found on the Net Zero Aberdeen website.

Circular Economy

- Construction progressed on a new Bridge of Don Household Waste Recycling Centre, this modern facility has been designed with a purpose-built reuse shop, with completion expected August 2025.

** t CO2e/kt CO2e stands for tonnes/kilotonnes of Carbon Dioxide equivalent.*

- Reconstruction of the Altens Materials Recovery Facility is nearing completion. Expected to be fully operational by the end of 2025, the facility incorporates photovoltaic panels, allowing partial use of renewable energy. The facility has improved sorting, with optical sorters, and has been future proofed with a modular design allowing easier adaption to changing requirements.
- Nestrans People & Place programme (with funding from Transport Scotland) supported North East Cycle Hub partners to secure an agreement with Hazlehead Household Waste & Recycling Centre (HWRC) to refurbish bikes originally sent for recycling or energy from waste. Bikes are repaired and safety checked by North East charity Stella's Voice, and distributed at low or no cost to individuals without access to a cycle. Aberdeen City Council's Waste and Recycling Service secured funding from Scottish Government's Recycling Improvement Fund to implement the scheme at Hazlehead HWRC. Unwanted bikes are collected and stored securely ready for onward transport and repair by Stella's Voice. Some refurbished bikes are returned to Hazlehead to be sold to the local community through the reuse shop.
- 19 bright pink recycling bins for small electrical items were installed across Aberdeen, at community sports clubs and libraries, providing locals with easy, safe, and accessible options to dispose of unwanted electrical items. 3 additional bins were toured around schools to help educate young people on electrical recycling.

Buildings & Heat

- The Energy from Waste plant at Tullos was fully commissioned and began delivering heat to the Torry District heating network Summer 2024, providing low carbon heat to a number of public buildings as well as residential properties. Work is continuing to connect more buildings to the network.
- The Aberdeen Local Heat and Energy Efficiency Strategy (LHEES) was developed, awaiting final approval from Council's Net Zero, Environment and Transport Committee in September 2025. This will allow the Strategy and Delivery Plan to be uploaded to Aberdeen City Council's website.
- 40 new Gold Standard Council homes with ground source heat pumps were completed at Kaimhill housing development in 2024. Construction of new housing with ground source heat pumps continued at Cloverhill, around 200 have been completed.
- The University of Aberdeen was successful in making a case to focus £4m of Scottish Funding Council loan funding on heating and electrical infrastructure projects in and around Old Aberdeen. These will include efficiency upgrades in their heating plant rooms, the installation of a thermal store to improve heat efficiency, transformer upgrades to start future-proofing the site's electrical infrastructure, and plans to bring buildings with stand-alone gas heating onto their Combined Heat & Power (CHP) network.

- ETZ Ltd real estate support ran property supply chain workshops, attended by over 100 people, to advise on best practice to property construction and refurbishment including circular economy principles and practical application of whole life carbon. The property improvement fund provided capital funding to support the refurbishment of 8 properties in the Energy Transition Zone saving 4,000 tonnes of carbon compared to if the properties were rebuilt, and improving their operating performance, reducing energy costs, and providing carbon savings of 46 tonnes per year.
- Construction continued on ETZ Energy Works, a new build on Hareness Road, which has been designed and built efficiently under Net Zero framework principles, with actions including; whole life carbon assessments, use of low embodied carbon materials, orientation to maximise use of sun and shading, green space and biodiversity. It is planned to be an ecosystem to help companies involved in green energy scale up.

Energy

- Aberdeen City Council agreed (at Finance & Resources Committee, March 2025) actions including a £19m investment in Aberdeen Hydrogen Hub (a joint venture with bp to produce and distribute green hydrogen), and £9m to enlarge the electric vehicle charging network.
- bp Aberdeen Hydrogen Energy Limited (bp and Aberdeen City Council joint venture) announced that the final investment decision for Aberdeen Hydrogen Hub has been agreed, supporting the region's energy transition ambitions and its drive to become a leader in lower carbon energy. The hub will feature a hydrogen production, storage, and distribution facility, which will be powered by electricity generated at a solar farm to be installed on the former Ness landfill site.
- ETZ Ltd supply chain initiatives supported over 150 companies across the city to identify low carbon opportunities, develop strategies to enter new energy markets and provided access to capital funding. These programmes will support the growth of supply chain companies in Aberdeen and derisk investment decisions.
- The Energy Transition Zone planning permission in principle was approved for catalytic development sites to support optimisation of Aberdeen South Harbour, and to attract new investment from low carbon supply chain companies.
- 'Team Aberdeen', a delegation of representatives from Aberdeen City Council, Net Zero Technology Centre, Peterson Energy Logistics, Robert Gordon University, and the University of Aberdeen attended CERAWeek Conference (a global energy conference) in Houston March 2025.
- Port of Aberdeen embarked on installation of 9 shore power connections in North Harbour. Data is being collecting including carbon emissions from vessels, and reduction of emissions. In addition, impact on air quality around the harbour is being monitored from installation of air quality monitors.

Mobility

- Highland, Aberdeen City, Aberdeenshire, and Moray Councils announced a project to install 570 new electric vehicle charging points across the north of Scotland by 2028 (including 190 chargers in Aberdeen), more than doubling the existing charging network.
- 6 cycle storage units were installed at Tillydrone and Seaton Multistorey housing blocks, providing a secure space for up to 120 bicycles, and winning a 2024 Cycle Forum Award. 4 further shelters, providing secure space for up to 130 bicycles are in final stages of installation at Aulton Court, Bayview Court, Beachview Court and Northsea Court. These facilities can promote cycling for commuting and leisure, reducing carbon emissions and traffic congestion.
- 51 sedum roofed bus shelters installed across the city with funding from Nestrans and Aberdeen City Council, bringing the total to 81. These shelters act as 'stepping stones for nature' and are self-powered by solar panels. A further 32 are planned for installation in 2025/26.
- Nestrans People & Place programme (with Transport Scotland funding) enabled partners to deliver projects including:
    - Cycling Scotland worked with BeCycle, Dyce Academy and Loirston Primary, with support from Tyred and Cranky, to increase access to bikes for young people, including:
        - 10 bikes, secure storage, and cycle training accessories for Loirston Primary School.
        - 15 bikes and helmets for Dyce Academy, to support 20-25 young people to ride to school.
        - BeCycle worked with partners to provide bike loans and ongoing maintenance to identified young people in the Woodside community.
    - The bike workshop at Camphill School Aberdeen was upgraded and extended, increasing capacity to offer e-bike servicing, and to service e-cargo and e-adaptive bikes, and increasing capacity for repair and reuse of bikes. This further supports Camphill School's Murtle Market initiative, a sustainable shop showcasing local, seasonal organic produce, and zero waste principles.
    - Cycling Scotland engaged with Aberdeen City schools to increase cycle parking, adding parking for 72 bikes across Culter, Dyce, Seaton and Greenbrae Primary Schools, and Northfield Academy.
    - Cycling UK funded the Mamacita Foundation to purchase 3 electric bikes, enabling staff and volunteers to use these to deliver essentials, including food, to some of the most vulnerable in communities in the City.
- Schools were invited to submit Expressions of Interest to participate in a pilot "School Streets" scheme, aimed at improving feelings of safety, reducing traffic volumes, and promoting active travel around pick up and drop off times.

- Funding was secured from the Aberdeen City Region Deal to continue to develop the business case for Aberdeen Rapid Transit (ART), a partnership with Aberdeen City and Aberdeenshire Councils, Nestrans and the North East Bus Alliance. ART is a bus rapid transit system which aims to deliver a step-change improvement in public transport provision in Aberdeen through delivery of fast, frequent, and reliable public transport services. The Strategic Business Case for ART was completed in March 2025, setting out the case for investment in bus rapid transit in the North East and the preferred way forward for delivery. This establishes the infrastructure requirements in terms of bus priority, vehicles, ticketing, and mobility hubs, establishing key design principles and high-level costs as well as appraising options for delivery.

Natural Environment

- 3 GP practices in Aberdeen began training with RSPB Scotland to roll out 'Nature Prescriptions', an initiative designed to increase patients' physical and mental health through a greater connection with local nature.
- Aberdeen City Aberdeen City Council continued to adapt and change the ways they manage and maintain greenspace, managing more and more spaces for nature. This positive greenspace management mitigates against the impacts of climate change and supports biodiversity. Changes included adopting common sense approaches, such as reducing grass cutting, planting trees, shrubs, and wildflowers, boosting habitats for many species. The work is done in a way which doesn't exclude people and supports the urban environment. The changes described have contributed to a 4% increase in the percentage of land that is protected for nature (increasing from 17% in 2021 to 21% in 2024).
- Aberdeen City Council planted 41,879 trees since the Winter of 2022, more than has been achieved for many years. This included restocking woodland areas and green spaces affected by storm damage and planting on new areas of land identified as suitable for tree planting. The team worked in partnership with communities, including schools and businesses, as part of the tree planting programme.
- More groups were involved in Keep Scotland Beautiful's "It's Your Neighbourhood" scheme than any other local authority in Scotland – with 35 flying the flag for Aberdeen.
- To date, 150+ Meadow-in-a Box packs have been distributed to Aberdeen schools, nurseries, and community groups. This project sees the educational and nature value of creating a wildflower meadow in a small and easily managed space, a planter box. With a small planter and the right seed mix, it is possible to grow a small meadow anywhere.
- 2025 saw Aberdeen beach recognised and awarded with a Keep Scotland Beautiful Beach Award for the 19th year in a row.
- Aberdeen engaged with over 200 successful community partnerships on "in bloom" initiatives, nature projects and environmental campaigns. There was collaboration with volunteers, communities, Friends Groups, businesses, schools, third party organisations

and companies. This partnership work has won the city a number of Beautiful Scotland awards; The Rosebowl (overall winner), Best in Scotland, Best City, VisitScotland Award for Tourism, Royal Caledonian Horticultural Society Award and Residential Community Trophy.

- Aberdeen was awarded Green Flags for nine sites in 2024, the most it has ever achieved. The Green Flag Awards recognise and reward well managed parks and green spaces. Aberdeen was the first place in Scotland to have an allotment site awarded with a Green Flag, now Garthdee Field and Slopefield allotments are both awarded.
- The Aberdeen B-Lines project, a Council partnership with Buglife, enhanced or better managed 12.24ha of habitat for invertebrates. 6,700 plug plants and 2,070 nature rich bulbs planted, 71kg of wildflower seed sown or donated to local landowners, and 2 bee banks installed for nesting mining bees. 190 volunteers contributed their time, with 13,720 hours of habitat work carried out and 270 primary school children attending bee sessions.

Adaptation & Resilience

- Aberdeen City Council provided emergency power packs to Peterculter Community Resilience Group, Cults, Milltimber and Bieldside Community Resilience Group, Bridge of Don and Danestone Community Resilience Group, and Aberdeen City Health and Social Care Partnership (ACHSCP).
- A Community Resilience Conference was held in October 2024, with talks from Police, Met Office, and SEPA, supporting communities take action in extreme weather.
- Aberdeen City Council continued to run a grant to assist residents in protecting property from flooding. This 75% funded grant scheme is for private residences that have either been previously flooded and sustained damage; are located on a vulnerable area on the SEPA Flooding Maps; or are shown on the Integrated Catchment Study Model. The grant has recently expanded to include commercial properties.
- A CCTV camera was fitted to monitor water levels at Maryculter Bridge on the River Dee, and more are planned for other critical locations to assist prioritisation of resources during a flood event.

Empowerment & Communication

- Across 4 Community Planning Aberdeen partners, staff Green Champions have continued to grow in strength to 128 Green Champions, a 30% increase since January 2024. Carrying out initiatives such as monitor switch-offs, a step challenge, awareness campaigns and litter picks.
- From April 2024 to March 2025, 40 community led environmental improvement projects have been funded, 29 via the Local Environmental Action Fund (LEAF), administered by NESCAN, and 11 from the Just Transition Participatory Budgeting (JTPB) Fund (being

delivered by a partnership between ACVO TSI, Aberdeenshire Voluntary Action, tsiMORAY, NESCAN Hub and Money for Moray), an increase of 67% from 2023/24 (24).

- The Just Transition Commission visited Aberdeen in October 2024, meeting with communities (facilitated by NESCAN Hub), and Business and Industry representatives (including Unions). A report of findings from the visit "A Just Transition for Aberdeen and the North East" was published May 2025.
- Led by the University of Aberdeen's Just Transition Lab, a multi-million pound interdisciplinary partnership is bringing together early career researchers from 6 leading Universities along with community organisations, businesses, local authorities and governments across the UK to understand how systems approaches can unlock Net Zero solutions at scale, break down the barriers to action and empower communities to take ownership of solutions that support their development.
- The University of Aberdeen explored how to embrace improvements in 'how' research is conducted. The University signed the Concordat for the Environmental Sustainability of Research & Innovation Practice (a voluntary agreement developed by the UK research and innovation sector to deliver research in a more environmentally responsible and sustainable way), and became members of the Laboratories Efficiency Assessment Framework (LEAF), a mechanism through which they aim to accredit some of their labs to an internationally recognised environmental standard.
- Business in the Community appointed as delivery partner for Aberdeen Just Transition Project, a multi-stakeholder initiative led by Aberdeen City Council, bp, Shell, SSE, and Barclays to support a fair energy transition in Aberdeen.
- At March 2025, 35 organisations had signed the Aberdeen Climate and Nature Pledge, committing to playing a part in Aberdeen's journey to net zero, nature restoration and climate resilience.

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SCIS Annual Emissions Inventory Report
Aberdeen City 2021

Scottish Climate Intelligence Service

This report provides an overview of your area-wide greenhouse gas emissions in 2021 as well as highlighting some key insights and trends.

Key Takeaways

Total 2021 emissions for Aberdeen City
1,152.9 $ktCO_2e$

Rise in emissions since 2020*
3%

Largest sector in 2021: Stationary Energy
769.8 $ktCO_2e$

Total 2021 emissions for Scotland
38,504.6 $ktCO_2e$

Decrease in emissions since 2005*
41%

Total sequestered emissions in 2021
-16.2 $ktCO_2e$

** This does not include negative emissions*

Progress on emissions reduction

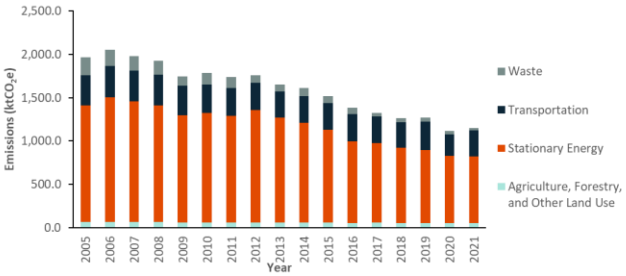

Figure 1: Progress on emissions reduction from 2005 - 2021

- The decrease in total emissions in Aberdeen since 2005 is largely driven by a 43% reduction in Stationary Energy emissions, whilst an 85% reduction in Waste emissions is also seen.
- Transportation emissions have fallen 14% overall, with a greater annual decrease in 2020 due to the COVID pandemic [1].
- Further detail of these changes is discussed in the *sectoral analysis* section of the report below.

Change in emissions 2020-2021

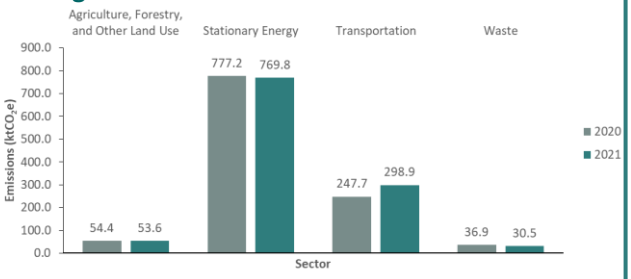

Figure 2: 2020 vs 2021 emissions

- Annual emissions decreased across Stationary Energy and Waste within Aberdeen City from 2020 to 2021 (Figure 2).
- A rise in emissions was seen in the Transportation sector, a 21% increase linked to a return to work and travel post-COVID restrictions [1].
- Emissions from Agriculture, Forestry, and Other Land Use (AFOLU) remained stable and only contributed 5% of total area-wide emissions.

Sectoral Analysis

Stationary Energy (769.8 $ktCO_2e$)

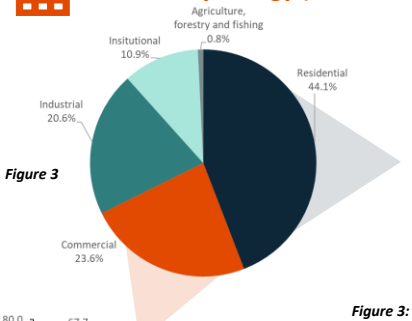

Figure 3

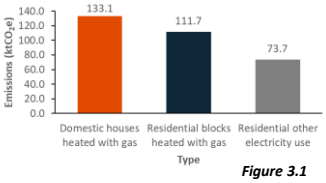

Figure 3.1

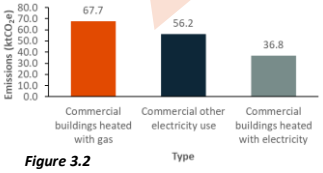

Figure 3.2

Figure 3: Stationary Energy emissions
Figure 3.1: Three largest Residential emissions by type
Figure 3.2: Three largest Commercial emissions by type

Over 44% of Stationary Energy emissions result from Residential fuel use in Aberdeen City in 2021. Commercial was the next most significant category at 24% of emissions (Figure 3). The largest emissions source in both categories was natural gas use for heating. Other electricity use, which includes lighting, cooking and appliance use, was responsible for 22% of all Residential emissions (Figure 3.1) and 31% of all Commercial emissions (Figure 3.2).

An investigation into fuel usage

In Aberdeen City in 2021, 53% of all Stationary Energy emissions were the result of natural gas use, 28% from electricity and 15% related to 'unspecified' industrial fuel use. Fuel use for *Heating* resulted in 57% of Stationary Energy emissions, with 84% of those from natural gas use and only 12% related to electricity use (Figure 4).

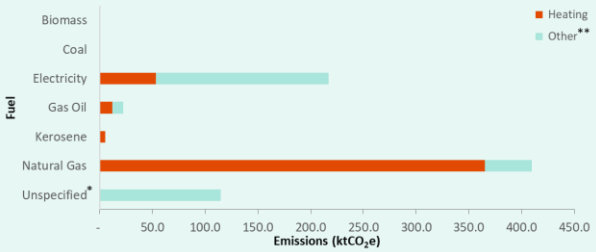

Figure 4: Emissions by fuel type and end use

**Unspecified emissions are from large industrial installations and all industrial uses of coal gas oil and biomass.*

***'Other' category covers all non heating emissions, including those relating to lighting, cooking, appliances, industrial processes, agricultural buildings and machinery.*

A note on energy consumption

The fall in emissions since 2005 masks a more complex picture (Figure 5). As can be seen, emissions per capita have been falling steadily. The increased level of renewables feeding into the electricity grid has resulted in a reduction in electricity emissions per unit consumed [2,3]. This is reflected in the emissions factor for electricity which fell from 0.467 $kgCO_2e/kWh$ in 2005 to 0.207 $kgCO_2e/kWh$ in 2021, contributing to the fall in per capita emissions. Energy consumption has reduced at a much slower rate with fluctuations in part related to the variation in retail price of natural gas and electricity. As the rate of grid decarbonisation slows, achieving further emission reductions will require a decrease in consumption.

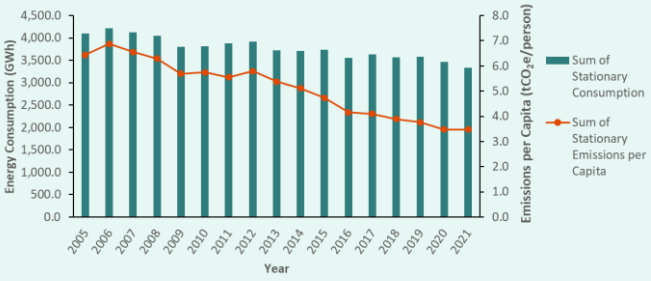

Figure 5: Stationary consumption and emissions per capita

Transportation (299.0 $ktCO_2e$)

Figure 6 illustrates the breakdown of emissions by mode of transport. Of Transportation emissions included in Aberdeen's inventory, 95% were generated by on-road travel, including 62% from cars and 18% light goods vehicles. However, it should be noted that aviation travel has not been included yet and so a change in proportion is expected in future reports. Unlike Stationary Energy, Transportation emissions have remained high, notwithstanding a fall during 2020 when COVID reduced travel [1]. The waterborne transport category, responsible for 4.6% of emissions, includes all remaining Transportation emissions which did not fit into other categories. For example, this includes airport-based land vehicle emissions. In the next iteration of the area-wide emissions inventory these emissions will potentially be separated and more clearly defined.

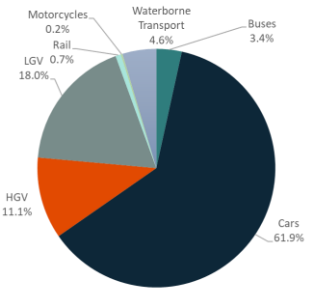

Figure 6: Transportation emissions

Waste (30.5 $ktCO_2e$)

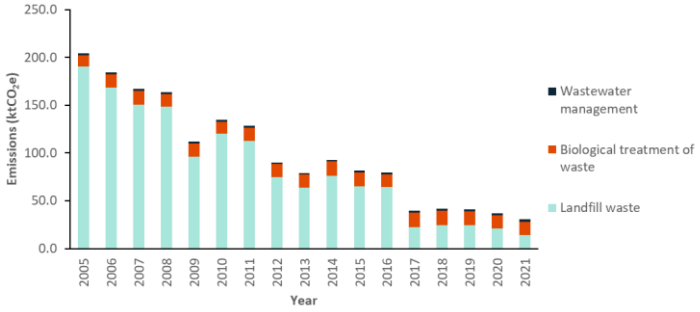

Figure 7: Waste emissions

As previously described in Figure 1, Waste emissions in Aberdeen have reduced by 85% since 2005. Figure 7 demonstrates that this is solely due to a decrease in landfill emissions. In 2021 Waste contributed less than 3% of area-wide emissions. The large annual percentage decrease in 2017 corresponded to the opening of a large recycling facility in the city, however this does not explain the full decrease from 2005. These emission figures are taken from the Department of Energy Security and Net Zero data[4], and it is important to note that calculation of Waste emissions will be subject to improvements in future with updates to the methodology used.

Key Considerations

These are not mandates or requirements but are suggestions for tackling the emissions identified in this report

Stationary Energy:

- Decarbonising heating could have a significant effect on total area-wide emissions, given that 57% of all Stationary Energy emissions relate to fuel use for heating and 80% of emissions from heating relate to natural gas use. *Aberdeen City buildings and heat strategy* [5] identifies a range of options to address this, including decarbonisation and extension of existing heat networks and use of low carbon heating options such as air source heat pumps for properties outside the reach of these networks.
- Alongside this, retrofit of energy efficiency measures could reduce fuel demand and therefore further lower emissions in the sector. It is understood that this could present a particular challenge to Aberdeen, due to the high percentage of aged or historic granite buildings with poor insulation [5]
- As 22% of Residential and 31% of Commercial emissions arise from other sources, programmes to increase uptake of energy efficient lighting and appliances could also be explored.

Transportation:

- With 80% of Aberdeen's Transportation emissions generated by cars (petrol and diesel) and vans, options to further reduce emissions by minimising distance travelled by these vehicles could be considered, particularly given the compact nature of Aberdeen City which makes it conducive to alternative modes of transport.
- The *Regional Transport Strategy [6]* identifies achieving a 50-50 mode split between car journeys and sustainable modes of transport as a key priority. Measures highlighted in the strategy to achieve this include continuing to develop active travel networks, delivery of the *Aberdeen Rapid Transit* and improved integration of transport networks.
- Alongside this the development of a hydrogen hub which could provide a hydrogen refuelling facility to city vehicles is underway [7].

References

1. *Progress in reducing emissions in Scotland*, March 2024, Climate Change Committee. Available from: www.theccc.org.uk/wp-content/uploads/2024/03/Progress-in-reducing-emissions-in-Scotland-2023-Report-to-Parliament.pdf1
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3. *Energy Statistics for Scotland Q4 2021 Figures*, March 2022, Scottish Government. Available from: www.gov.scot/binaries/content/documents/govscot/publications/statistics/2018/10/quarterly-energy-statistics-bulletins/documents/energy-statistics-summary---march-2022/energy-statistics-summary---march-2022/govscot%3Adocument/Scotland%2BEnergy%2BStats%2BQ4%2B2021.pdf
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5. *Buildings and Heat Strategy*, 2022, Net Zero Aberdeen. Available at: www.aberdeencity.gov.uk/sites/default/files/2022-11/Buildings%20and%20Heat%20Strategy.pdf
6. *Nestrans 2040 Regional Transport Strategy For the North East Of Scotland*, Nov 2021, Nestrans. Available from: www.nestrans.org.uk/wp-content/uploads/2021/12/Nestrans-RTS_PUBLISHED.pdf
7. *bp Aberdeen Hydrogen Hub*, 2025, bp Aberdeen Hydrogen Energy Ltd. Available at: www.bpaberdeenhydrogenhub.com/the-project/.

This report intends to provide an overview of your area-wide greenhouse gas emissions in 2021.
(Note: The results are based on the SCIS teams' interpretation and methodology, which is continually being updated and is subject to future change and improvement. Data and analysis are correct as of January 2025. A reference sheet has been shared alongside this document defining each sector and with further clarity on some sub-sector categories).
Should you have any questions, please contact your Local Lead or email us at info@climateintelligenceservice.scot. We are more than happy to discuss details of this report in greater depth.

Scottish Climate Intelligence Service

SCIS Annual Emissions Inventory Report
Reference Sheet 2021

Scottish Climate Intelligence Service

This reference sheet is intended to accompany the 2021 SCIS Annual Emissions Inventory Report. It provides key definitions for the emission types as well clarity on the terminology used throughout the report.

SCIS Area-Wide Emissions Methodology

This report is based on the annual emissions inventory of your local authority, compiled using the SCIS Area-Wide Emissions Methodology [1]. The report covers the 2021 inventory which at the time of preparation was the latest year for which full emissions datasets were available and uploaded to your local authority's official ClimateView dashboards. Emissions in the inventory are classified based on the SCIS team's division of emissions following feedback from the local authorities for what is included within the scopes of reporting, which largely follows the GPC guidelines [2].

Link to the Miro board of the SCIS Area-Wide Methodology
Password: Partnerships

ClimateView Platform

This is a shared procured data platform where local authority annual emission inventories are uploaded. It is designed to facilitate the tracking and monitoring of progress, support capacity building, and aid in the implementation of climate action interventions over time.

Greenhouse Gas Protocol - Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC)

Inconsistency between regional inventories can make comparisons difficult, raises questions around data quality, and limits the ability to aggregate local, subnational, and national government GHG emissions data. To facilitate further collaboration, achieving greater consistency in GHG accounting and reporting was deemed crucial through multiple feedback sessions and workshops conducted with local authorities.

The Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) provides a reliable and transparent framework that enhances established methodologies for calculating and reporting area-wide GHG emissions.

Sector Classification

Emissions have been classed into 4 sectors as per the GPC categories [2]:

Transportation

Transportation encompasses all journeys by road and rail. Emissions from aviation and ferries will be incorporated in future updates as the methodology evolves and depending on data availability and decisions concerning emission scopes. GHG emissions are generated either directly from fuel combustion or indirectly through using grid-supplied electricity [2].

- Accurately collecting data for transport activities, calculating emissions, and allocating them appropriately presents significant challenges. As such, the support and cooperation of local authorities in providing insights into their specific transportation scenarios are crucial for ensuring more precise data allocation.

Stationary Energy

Stationary Energy sources are often one of the largest contributors to a local authority's area-wide GHG emissions. These emissions arise from the combustion of fuel in [2]:

- Residential buildings and facilities
- Commercial buildings and facilities
- Institutional buildings and facilities
- Manufacturing industries and construction
- Power plants to generate grid-supplied energy

Agriculture, Forestry, and Other Land Use (AFOLU)

Emissions from the AFOLU sector are produced through a variety of pathways, including livestock (enteric fermentation and manure management), land use and land use change (e.g., forested land being cleared for cropland or settlements), and aggregate sources and non-CO_2 emission sources on land (e.g., fertilizer application) [2]. Given the highly variable nature of land-use and agricultural activity across geographies, GHG emissions from AFOLU are amongst the most complex categories for GHG accounting and as such have been taken directly from the LA GHG [3].

Waste

Waste disposal and treatment produces GHG emissions through aerobic or anaerobic decomposition or incineration. GHG emissions from solid waste is calculated by disposal route, namely landfill, biological treatment, or incineration and open burning [2]. If methane is recovered from solid waste or wastewater treatment facilities as an energy source, it is reported under Stationary Energy [2]. Similarly, emissions from incineration with energy recovery are reported under Stationary Energy [2].

Categories and Types of Emissions

The four sectors are also sub-divided into GPC categories and then further into type of emissions according to their allocation in the ClimateView platform where the local authority inventories have been uploaded. Whilst the composition of most of these emissions types is clear, some can benefit from further explanation and are listed below:

Agriculture, forestry and fishing

This category includes all Stationary Energy sources within these sectors – namely fuel usage within buildings and machinery, it is therefore distinct from the AFOLU sector.

Waterborne transport

This is a holding category for all transport emissions which do not currently fit into another category e.g. airport support vehicles and inland waterways. In the next iteration of the area-wide emissions inventory these emissions will potentially be separated and more clearly defined.

Unspecified emissions from large scale industry

This figure is taken directly from the Department of Energy Security and Net Zero data and the exact composition of emissions included is still to be established.

Industrial emissions solid fuel and gas oil

This figure is taken from the Department of Energy Security and Net Zero figure for Industrial other fuel use. It also corresponds to the *unspecified emissions from industry* category in the ClimateView platform.

Aggregate sources and non-CO_2 emission sources from land

This figure is taken from the Department of Energy Security and Net Zero figure for Agricultural soils. It includes emissions relating to urea application, liming of soils and fertiliser application to soils.

References

1. Official Scottish Area-Wide Emissions Methodology, October 2024, Scottish Climate Intelligence Service. Available at: www.miro.com/app/board/uXjVLO5-4JA=/

2. Global Protocol for Community-Scale Greenhouse Gas mission Inventories, 2014, Greenhouse Gas Protocol. Available at: www.ghgprotocol.org/sites/default/files/2022-12/GPC_Executive_Summary_1.pdf

3. *UK local authority and regional greenhouse gas emissions statistics,* June 2024, Department for Energy Security and Net Zero. Available at: www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

Met Office

Department for Environment Food & Rural Affairs

Climate Report for Aberdeen City

Generated on: 09/10/2024

Introduction

This Climate Report provides high level, non-technical summaries of climate change projections for a local authority area. It uses scientific research to provide robust climate information to help decision makers plan for the future, enabling local authorities to become more resilient to climate change.

Each local authority experiences its own unique challenges from climate change. For example, urban areas are affected by the urban heat island effect resulting in higher urban temperatures compared with rural surroundings, whereas low-lying coastal areas may be at greater risk of flooding from rising sea levels.

What affects the region's weather?

Aberdeen City is located within the Eastern Scotland climate region. The types of weather that Eastern Scotland experiences across a year include:

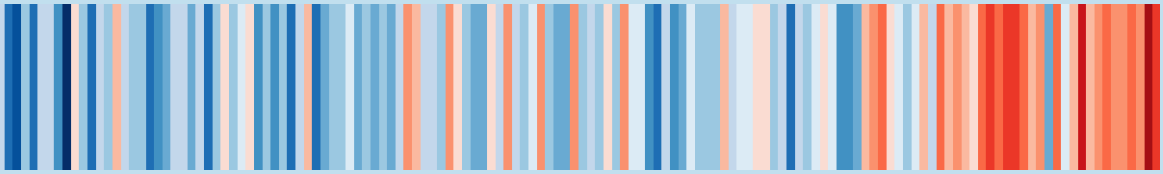
Eastern Scotland experiences the highest temperatures of the Scottish regions during the summer months, with mean daily maximum temperatures approaching 20°C at inland locations. Extreme maximum temperatures can occur in July and August associated with heatwaves.

January is the coldest month in Eastern Scotland, with mean daily minimum temperatures varying from about 2 °C in coastal areas to less than -3 °C over the higher ground. By contrast, some locations in the shelter of high ground can have temperatures occasionally reaching up to 15°C in winter when a southerly airstream warms up after crossing upland areas.

Much of Eastern Scotland is sheltered from the rain-bearing westerly winds, especially along the coasts of East Lothian, Fife and the Moray Firth which receive less than 700 mm of rainfall in an average year. In contrast, the wettest area is the southern Grampians where the average annual rainfall is over 1500 mm.

On average, the number of days of snow lying per year is 5-10 days along the coast, but over 60 days over the Grampians.

How has the climate changed in Eastern Scotland?



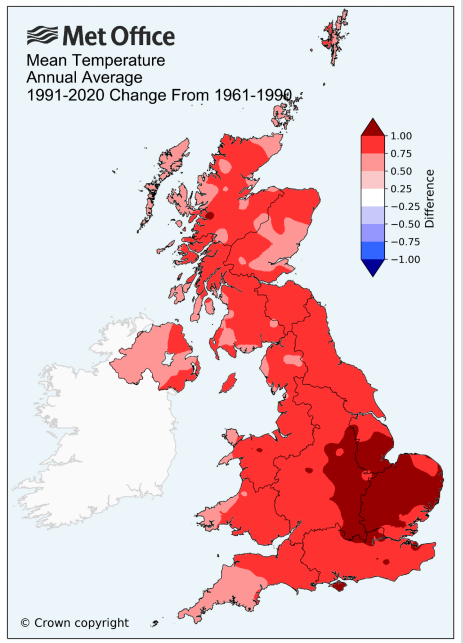
Temperature Difference (°C)
Data: HadUK-Grid
Concept: Ed Hawkins

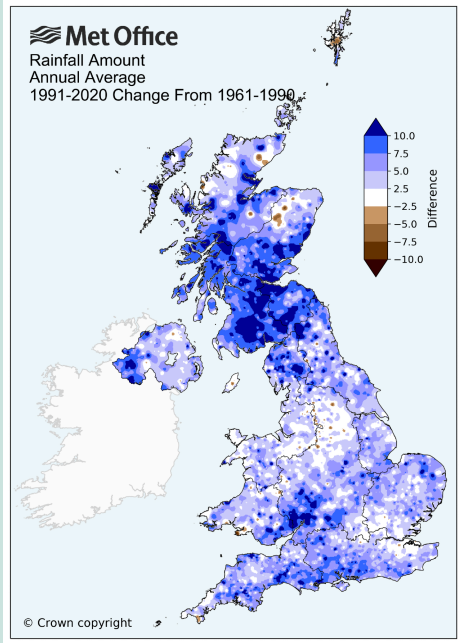
Aberdeen City is located within the Eastern Scotland climate region, where temperatures have increased (1884-2023), with many of the hottest years occurring in the last few decades.

Climate Change in the UK

Observed changes

How have temperature and rainfall changed across the UK? These maps show changes in annual mean temperature (left) and rainfall (right) from 1991-2020 compared to a baseline period of 1961-1990. Temperatures have risen in all areas across the UK. Whilst some areas have become drier, more areas have become wetter. Some places that have become wetter over the year as a whole have also become drier in summer.





Impacts

Urban, rural and coastal regions across the UK are already experiencing the impacts of climate change. The negative impacts of climate change may include:

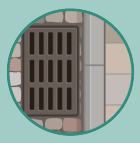
Heat
Increased energy demand for summer cooling

Sea Level Rise
Increased risk of coastal flooding

Heavy Rainfall
Increased risk of river and surface water flooding

Health
Increased risk to health from heat stress

Drought
Risk to water supplies from drought



Drainage
Increased disruption to urban drainage systems

Transport
Increased disruption to transport due to heat e.g. rail buckling

Environment
Increased risk to biodiversity (plants and animals)

Energy
Infrastructure such as gas pipes are at high risk from flooding events

Future headlines

The climate is already changing, and we are already seeing impacts. But how might the UK's climate change in the future? The amount of future climate change will depend on how much greenhouse gas the world emits. However, even in the most optimistic scenario we are locked in to some further climate change.

There is an increased chance of **warmer, wetter winters and hotter, drier summers**.

Although the trend is for drier summers in the future, there may be increases in the intensity of heavy summer rainfall events.

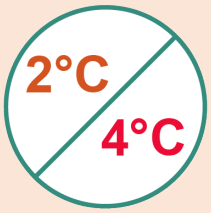
Hot summers are expected to become more common. By 2050, every other summer may be as hot as the record breaking summer of 2018.

Sea level will continue to rise in the 21st century even if greenhouse gas emissions are reduced rapidly.

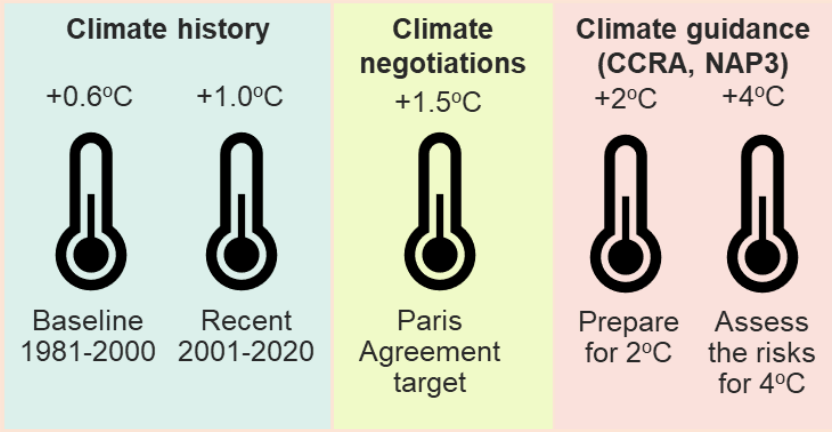
Local changes in the global context

Global Warming Levels

Global Warming Levels (GWLs) are a simple way to represent climate change at the global scale, which then drives local changes. They allow us to explore different strands of climate hazard information consistently. Changes are relative to the pre-industrial baseline (1850-1900). We have already reached +1.2°C.



Independent guidance, adopted by the UK government for the Climate Change Risk Assessment (CCRA) and 3rd National Adaptation Plan (NAP3), is to prepare for a 2°C rise in global temperature, whilst assessing the risks for 4°C.

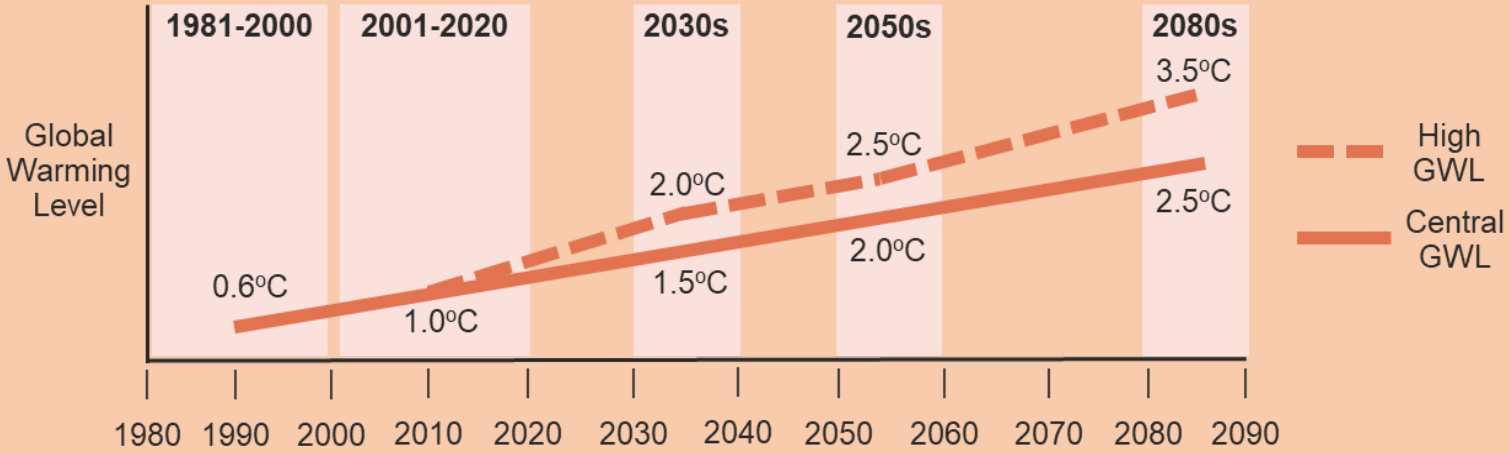


The Paris Agreement says that we must limit global warming to well below 2°C, whilst aiming for 1.5°C.

Limiting warming to below 1.5°C above pre-industrial levels will require bigger emission reductions than currently pledged by nations around the world. Current emission reduction pledges, made as part of nationally determined contributions, are likely to lead to warming above 2°C.

Timing of changes

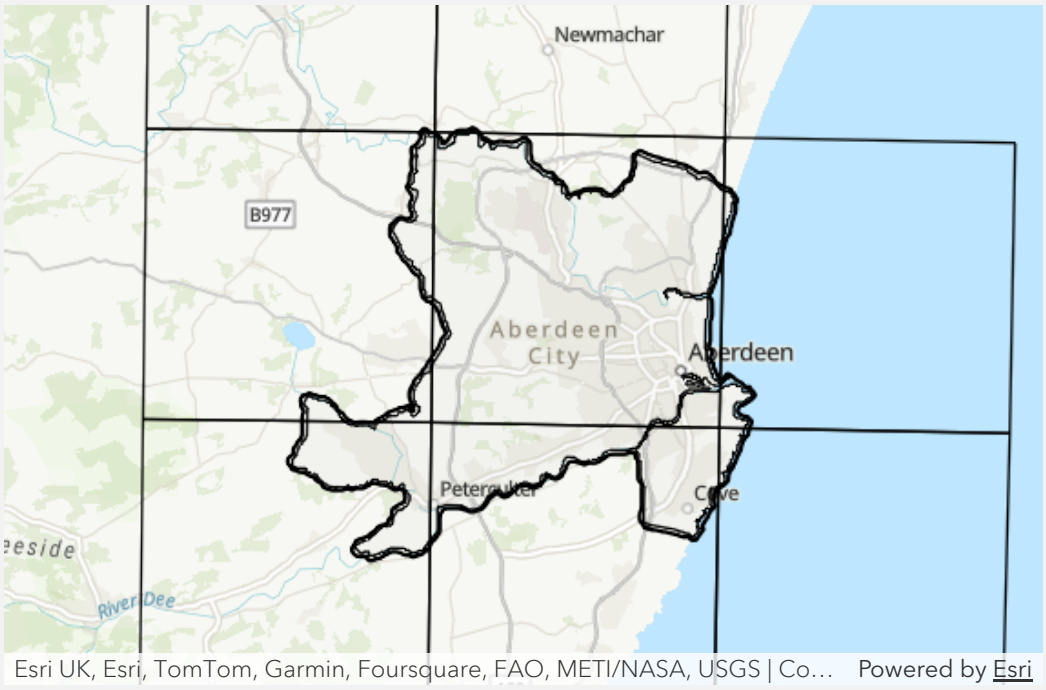
The time when a particular GWL is reached will depend on future global emissions and the sensitivity of the climate system. The two futures present Central and High estimates of global warming over the 21st century. Both are consistent with current-policy global emissions reductions. They have been selected by the Climate Change Committee (CCC) for exploration for the fourth Climate Change Risk Assessment (CCRA4). These futures show the times when particular GWLs may be reached; 4°C may be reached by the end of the century under the High GWL future, but has a low likelihood. The uncertainty in these futures increases over the course of the 21st century.



Local climate changes

The table shows projected **changes in climate** for the Local Authority area for a number of Global Warming Levels (GWLs). In each case there is a central projection (the Median) and an uncertainty range (the Lower and Upper values are the 10th and 90th percentiles). Changes are relative to 1981-2000.

The underlying science is explained in the Scientific Detail (QR Code).



The map shows the Local Authority area. The overlaid grid shows the 12km grid boxes from the climate model used for these projections.

		0.6°C GWL Baseline 1981-2000	1.0°C GWL Recent Past 2001-2020	1.5°C GWL Paris Agreement	2°C GWL Guidance: Prepare	4°C GWL Guidance: Assess risks
	TEMPERATURE	°C	°C	°C change	°C change	°C change
	Summer Maximum Temperature	24.5 24.2 to 24.6	25.7 25.0 to 26.0	+1.6 +1.0 to +1.8	+2.2 +1.5 to +2.7	+4.7 +4.1 to +5.5
	Summer Average Temperature	13.2 13.2 to 13.2	14.0 13.8 to 14.4	+1.2 +0.8 to +1.6	+1.7 +1.2 to +2.0	+3.5 +3.1 to +4.0
	Winter Average Temperature	3.5 3.5 to 3.5	4.1 3.9 to 4.6	+1.1 +0.7 to +1.3	+1.3 +0.9 to +1.7	+2.6 +1.9 to +3.0
	Winter Minimum Temperature	-8.7 -9.0 to -8.3	-6.8 -7.5 to -5.4	+3.0 +1.4 to +3.4	+3.9 +2.1 to +4.7	+5.9 +5.0 to +7.1
	Annual Average Temperature	8.0 8.0 to 8.0	8.7 8.6 to 8.9	+0.9 +0.8 to +1.1	+1.5 +1.1 to +1.6	+3.0 +2.6 to +3.2
	PRECIPITATION	mm/day	mm/day	% change	% change	% change
	Summer Precipitation Rate	1.98 1.96 to 1.98	2.03 1.84 to 2.40	+2 -9 to +19	+5 -12 to +15	-8 -18 to +18
	Winter Precipitation Rate	2.17 2.16 to 2.19	2.33 1.93 to 2.48	+8 -5 to +16	+6 -7 to +20	+8 -9 to +28

Local climate indicators

The table shows projected **climate indicators** for the Local Authority area for a number of Global Warming Levels. For each these are annual totals: a central projection (the Median) and an uncertainty range (the Lower and Upper values are the 10th and 90th percentiles). See also the Scientific Detail (QR Code).

	0.6°C GWL Baseline 1981-2000	1.0°C GWL Recent Past 2001-2020	1.5°C GWL Paris Agreement	2°C GWL Guidance: Prepare	4°C GWL Guidance: Assess risks
Summer Days* Daily maximum temperature > 25°C	1 (1 to 1)	2 (1 to 3)	2 (2 to 3)	4 (2 to 5)	11 (9 to 16)
High daytime temperatures with health impacts for vulnerable people at risk of hospital admission or death. Transport disruption – e.g. track buckling on railways. Can also indicate periods of increased water demand.					
Hot Summer Days* Daily maximum temperature > 30°C	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)	1 (0 to 1)
Increased heat related illnesses, hospital admissions or death. Further transport disruption – e.g. track buckling on railways, road melt. Overhead power lines become less efficient.					
Extreme Summer Days* Daily maximum temperature > 35°C	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)
Increased heat related illnesses, hospital admissions or death affecting not just the vulnerable. Further transport disruption – e.g. track buckling on railways, road melt.					
Tropical Nights Daily minimum temperature > 20°C	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)	0 (0 to 0)
Health impact due to high night-time temperatures with potential for heat stress. Vulnerable people at increased risk of hospital admission or death.					
Frost Days Daily minimum temperature < 0°C	53 (52 to 54)	40 (28 to 45)	32 (21 to 41)	26 (19 to 33)	7 (5 to 12)
Cold weather disruption due to higher than normal chance of ice and snow.					
Icing Days Daily maximum temperature < 0°C	1 (1 to 2)	1 (0 to 1)	1 (0 to 1)	0 (0 to 0)	0 (0 to 0)
More extreme than frost days, so more severe cold weather impacts.					
Growing Degree Days+ Daily mean temperature: °C > 5.5°C	1,306 (1,303 to 1,308)	1,469 (1,440 to 1,561)	1,559 (1,489 to 1,597)	1,681 (1,583 to 1,731)	2,125 (2,027 to 2,199)
Energy available for plant growth over a year. This is not a measure of season length.					
Heating Degree Days+ Daily mean temperature: °C < 15.5°C	2,755 (2,754 to 2,757)	2,551 (2,485 to 2,585)	2,464 (2,387 to 2,505)	2,313 (2,265 to 2,417)	1,892 (1,826 to 1,985)
Indicator of energy demand for heating.					
Cooling Degree Days+ Daily mean temperature: °C > 22°C	2 (2 to 2)	5 (3 to 6)	5 (4 to 8)	8 (6 to 9)	23 (20 to 32)
Indicator of energy demand for cooling.					

* Summer days above the stated temperature thresholds can occur at any time of year

+ Degree Days are not a number of days, but the number of degrees the daily average temperature exceeds the threshold, each day, added up over a year.

How to use the local climate projections

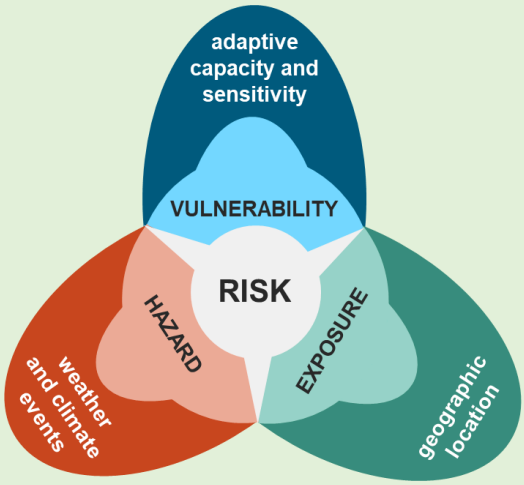
We are all at different points on our climate risk and adaptation journey. These projections may be used to build awareness, contribute to a risk assessment, or inform adaptation planning or reporting.

Climate risk

Understanding the risks that climate change poses to your community, organisation or business is the first step to taking action. The **RISKS** from a changing climate and the potential for resultant impacts, depend on three factors:

HAZARD: weather and climate events which may have adverse effects. Their occurrence, duration and intensity may change due to climate change.

EXPOSURE: the location of people, property and other resources, relative to a hazard.



VULNERABILITY: the likelihood of the exposed people, property or resources suffering adverse effects from the hazard. Vulnerability is reduced by the capacity of people and places to adapt or respond to the hazard.

Selection of hazard values

The information in this report may be used to assess some of the climate and weather HAZARDS your local area may face, within a risk assessment procedure. It provides climate information for a range of Global Warming Levels (GWLs). The median and an uncertainty range is provided for each climate variable. A key step is to identify which you need for your risk assessment. The **SIMPLE** approach follows independent guidance, adopted by the UK government for the Climate Change Risk Assessment (CCRA) and 3rd National Adaptation Plan (NAP3). The **ARP** approach aligns with guidance for the local authority Adaptation Reporting Power pilot. In the **CUSTOM** approach you decide on the basis of your risk appetite and the relevant time horizon.

SIMPLE approach	ARP approach	CUSTOM approach
Follow the guidance to prepare for a 2°C rise in global temperature, whilst assessing the risks for 4°C.	For present day (near term): 1.5°C For mid-century (medium term): 2°C For end-century (long term): 2°C For end-century (long term): 4°C	**1. Select the climate hazard** choose a row in the tables (p5-6)
Use the Median value as a central estimate, and the Lower and Upper values as an uncertainty range.	Use the Median value as a central estimate, and the Lower and Upper values as an uncertainty range.	**2. Select the climate future** choose Central if you have a normal risk appetite, or High if you have a low risk appetite (graph p4)
		3. Select the time horizon select 2030s, 2050s or 2080s (right) and read GWL from the graph (p4)
		4. Select the statistic for Central future use the Median, for High future use the most extreme value (Upper or Lower)

Read the value from the tables (p5-6).
The values for the 2.5°C and 3.5°C GWLs are at climatedataportal.metoffice.gov.uk

TIME HORIZON

The **2030s** represents the near future.

The **2050s** informs long-term resilience targets; it represents the end of the period of 'inevitable' climate change and rises in many hazards, regardless of global greenhouse emissions over the next few decades.

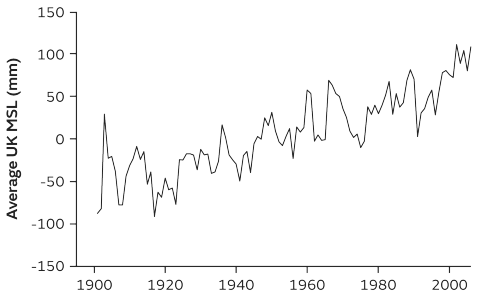
The **2080s** represents possible further climate change beyond the middle of the century, notably for long-lived assets.

Sea Level Rise

Around the UK

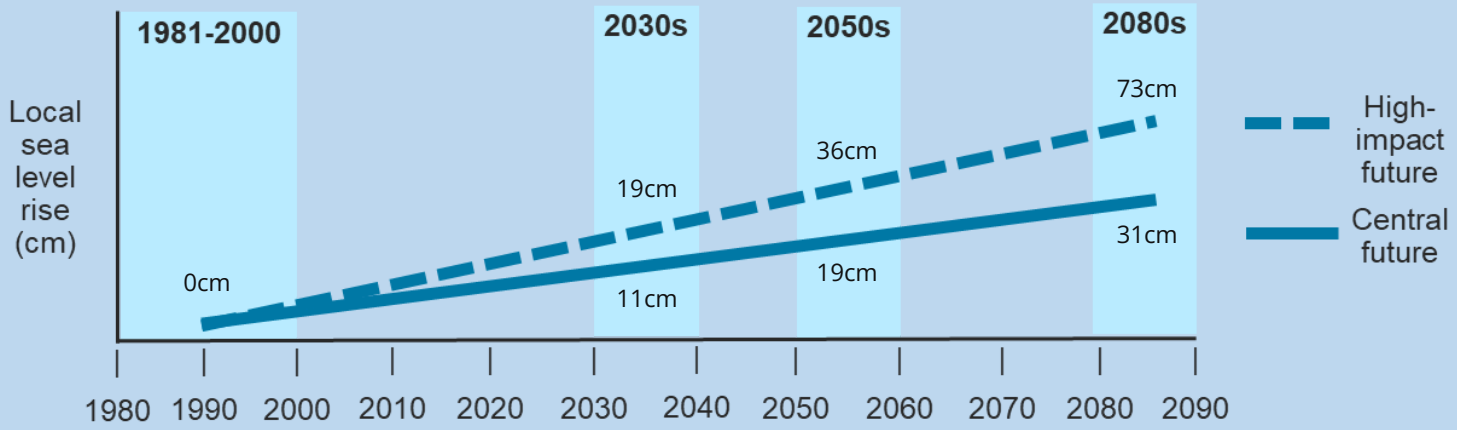
Sea level rise (SLR) is the primary way that coastal flood risk is expected to change in the UK in the future. Over the past 30 years, the UK sea level has been rising by 3.0-5.2mm per year, compared with 1.5mm per year in the 1990s.

Past and present emissions mean that sea levels will continue to rise. The amount of sea level rise depends on the location around the UK and increases with higher emissions scenarios.



Aberdeen City

Sea levels in the Local Authority are expected to rise over the 21st century. Although this result shows the likely range, larger increases cannot be ruled out. Those with a very low risk tolerance to sea level rise should consult EA guidance on H++, which provides an estimate beyond the likely range but within physical plausibility. The science behind these sea level projections can be found in the Scientific Detail (QR code).



Selection of hazard values

The information in this Report may be used to assess some of the sea level HAZARDS your local area may face. A similar procedure may be followed as for land-based climate changes (p7).

It is not possible to provide the SIMPLE or ARP approaches for sea level rise as these projections are provided for future time periods directly, rather than for global warming levels. This is because sea levels will continue to rise long after global temperatures stabilise.

CUSTOM approach

1. Select the climate future
choose Central if you have a normal risk appetite, or High if you have a low risk appetite

2. Select the time horizon
2030s or 2050s or 2080s

Read the value from the figure.

Impacts

Flooding of coastal infrastructure and services

Saltwater intrusion of aquifers and agricultural land

Flooding of coastal communities and buildings

Take action

Who is this for?

This Climate Report is intended to be useful to a wide range of people and organisations in the UK:

- **Local Authority officers** with service responsibilities who need information on how climate change is affecting their area

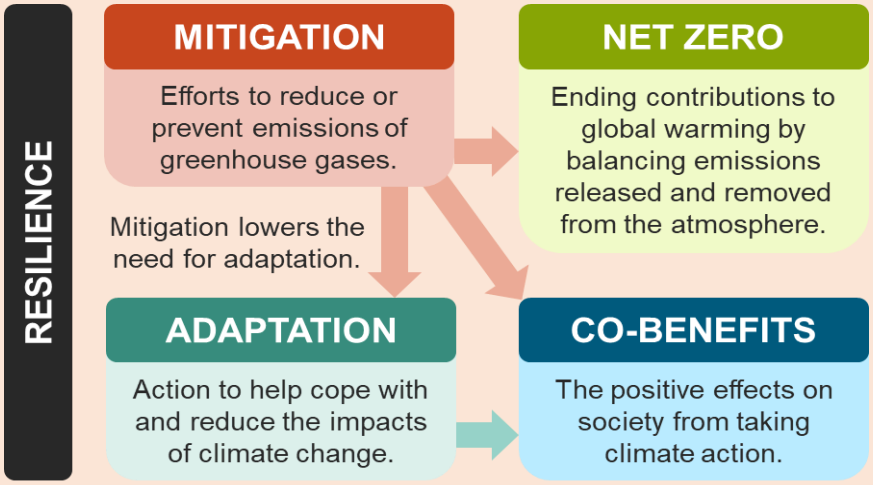
- **Councillors** who need briefings on how climate change may affect their Local Authority area

- **The public** who need to understand how climate change may affect their neighbourhood, business or organisation

- **Leaders** who need a summary of climate change to share with stakeholders and the public when raising awareness

#GetClimateReady

Tackling climate change will require both mitigation and adaptation. **Mitigation** reduces our carbon emissions with the goal of reaching **Net Zero**. **Adaptation** prepares us for the impacts of climate changes to which we are already committed.



You may be a concerned citizen, or have public influence or be responsible for multi-million pound budgets.

You can play a part in protecting our planet from the worst impacts of climate change and in adapting our lives to protect ourselves from the impacts that we will see. Let's get ready for tomorrow. **#GetClimateReady**

More information

The Local Authority Climate Service community site has more information.

The Met Office welcomes feedback on this service.

The Local Authority Climate Service team invites you to contact us at: lacs@metoffice.gov.uk. This is a Beta service.

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	9 September 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Low Emission Zone Costs and Income
REPORT NUMBER	CR&E/25/207
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 Members of the costs and income associated with the operation of the Low Emission Zone during 2024/25, and to recommend that the remaining surplus income is retained to cover future operational and maintenance costs.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the costs and income associated with the Low Emission Zone (LEZ) during the 2024/25 financial year;

2.2 Approve the retention of the remaining income for 2024/25 to cover future LEZ operational and maintenance costs;

2.3 Agree that a combined report on future years programming for both Bus Lane Enforcement and Low Emission Zone surpluses will be reported to this Committee on an annual basis; and

2.4 Note that an annual report on the operation and effectiveness of the LEZ is currently in development and will be submitted to Scottish Ministers by the end of 2025, in accordance with the Transport (Scotland) Act 2019.

3. CURRENT SITUATION

3.1 In October 2023, Members of the Net Zero, Environment and Transport Committee approved a policy for the use of net surplus income arising from enforcement of the Low Emission Zone (LEZ), and instructed the Chief Officer – Strategic Place Planning to submit a report to this Committee in Summer 2025 identifying the costs and income associated with the operation of the LEZ during 2024/25, including a proposed programme for the use of any surplus income.

3.2 Enforcement of the LEZ commenced on 1st June 2024. The accrued income from penalty charge notices (PCNs) issued between 1st June 2024 and 31st March 2025 was £1,386,025.08. The Council received a Transport Scotland grant of £89,045.20 for LEZ set-up and staffing costs during 2024/25. Total gross revenue for the year was therefore £1,475,070.28.

3.3 Income arising from LEZ PCNs must be used to cover the costs of enforcement, including staffing, administration of PCNs and appeals, postage, maintenance of signs and cameras, etc. A proportion of the income was also required to cover some LEZ implementation and advertising costs once external grant funding had been exhausted. Following the maximisation of available external grant funding, remaining LEZ costs at the end of 2024/25 sat at £245,378. The net accrued surplus for the financial year after all scheme costs were considered was therefore £1.230 million. Excluding accruals for unpaid PCNs, the surplus generated for the year reduces to £669,000.

3.4 Any surplus remaining once operational and other costs relating to the establishment and maintenance of the LEZ are covered can be used by the Council for additional projects that meet the LEZ objectives:

- Improve air quality in Aberdeen by reducing harmful emissions from transport and delivering on the Scottish Government's statutory air quality objectives (prescribed under section 87(1) of the Environment Act 1995);
- Support climate change targets (as set out in Part 1 of the Climate Change (Scotland) Act 2009) by reducing road transport's contribution to emissions;
- Protect public health and wellbeing;
- Support local and regional transport strategies by contributing to the development of a vibrant, accessible and safe city centre, where the volume of non-essential traffic is minimised and active and sustainable transport movements are prioritised; and
- Contribute to ongoing transformational change in Aberdeen, helping promote the city as a desirable place to live, visit and invest in.

The prudent approach is to only commit funds which have been received and not include income from unpaid PCNs. As reported in the March 2025 Budget papers, the LEZ surplus at the end of 2024/25 available for release was £669,000.

3.5 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. A tendering exercise for the procurement of a new supplier was launched in July 2025 and is currently underway.

3.6 Also in March 2025, the Net Zero, Environment and Transport Committee agreed the release of £50,000 for city centre greening projects, with a further £71,000 agreed for release in June 2025. These allocations were for the following projects:

- Our Union Street Greening / People Project: £61,000;
- City Centre Greening, Growing and Buzzing: £60,000.

3.7 Assuming these projects spend their full allocation, £348,000 surplus income from 2024/25 remains available for allocation.

3.8 Although LEZ income exceeded expenditure in 2024/25, PCN numbers are generally declining (Figure 1) and this trend is likely to continue, with recent traffic data suggesting that the volume of vehicles in Aberdeen compliant with the LEZ has increased from 82% in 2023 to 89% in 2025. While income is likely to decline each year, the costs of operating and maintaining the enforcement camera network will be constant, and may increase, and there may come a time when cameras and signage have to be replaced. With this in mind, it is recommended that Aberdeen City Council retains the remaining surplus from the 2024/25 year to cover future LEZ operational and maintenance costs, thus minimising future revenue implications of the LEZ. Moving forward, it is recommended that a combined report on future years programming for both Bus Lane Enforcement and Low Emission Zone surpluses will be reported to this Committee on an annual basis, and any future decision on retention of any surplus to cover costs of operations and maintenance be decided based on the circumstances at that time.

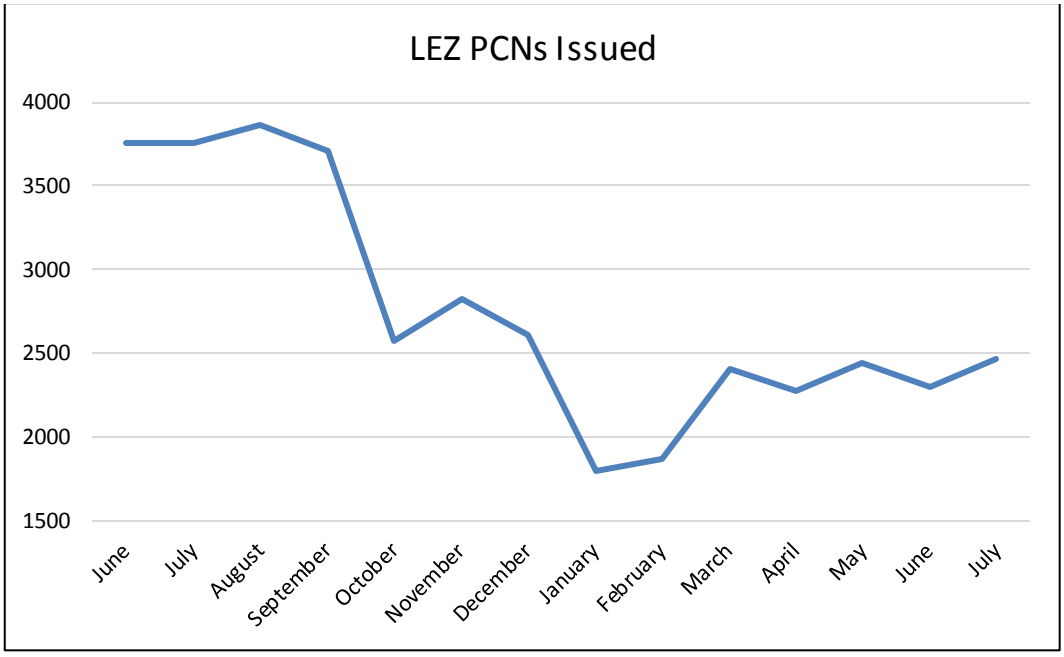

Figure 1: LEZ PCNs issued (Source: Aberdeen City Council, https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emissions-zone-lez-penalty-charge-notice-statistics)

3.9 In terms of next steps, the Transport (Scotland) Act 2019 requires local authorities operating a LEZ scheme to: prepare an annual report on the operation and effectiveness of the scheme; publish the report in such manner as it considers appropriate; send a copy of the report to the Scottish Ministers; and lay a copy of the report in the Scottish Parliament. Members are asked to note that officers are currently preparing the first such annual report, with a view to submitting to Scottish Ministers by the end of 2025.

4. FINANCIAL IMPLICATIONS

4.1 As reported in the March 2025 Budget papers, the LEZ surplus at the end of 2024/25 was £669,000. To date £321,000 of this has been approved for release, leaving £348,000 currently unallocated.

4.2 Given that the number of LEZ PCNs are declining, and are forecast to continue to do so in future, there may come a time when LEZ operational costs exceed PCN income. As such it would be financially prudent for the Council to retain the remainder of the surplus from 2024/25 to allow for this eventuality and to lessen the impacts of the LEZ on future Council budgets.

5. LEGAL IMPLICATIONS

5.1 The Transport (Scotland) Act 2019 requires any surplus income arising from LEZ enforcement to be used for "*facilitating (directly or indirectly) the achievement of the scheme's objectives*". Transport Scotland has confirmed that this encompasses, first and foremost, the operational costs of the scheme and, secondly, the delivery of additional projects that support the achievement of the LEZ objectives. If a local authority cannot identify suitable spend for the surplus, this requires to be repaid to Scottish Ministers to offset previous LEZ grant funding.

5.2 Transport Scotland has indicated that it would approve of local authorities retaining PCN income to cover future LEZ operational costs.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The LEZ, and the projects listed in this report being funded via LEZ revenue, aim to improve air quality in the city centre, which is currently an Air Quality Management Area, and an area of high population exposure.

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	Failure to identify appropriate spend for LEZ income could see these funds having to be paid to Scottish Ministers, meaning	Approve the retention of funds as detailed in this report.	L	**Yes**

	the benefits would not be experienced by the people of Aberdeen.			
Compliance	The Council would not be complying with the requirements of the Transport (Scotland) Act 2019 if it did not identify appropriate spend for LEZ income.	Approve the retention of funds as detailed in this report.	L	**Yes**
Operational	Should the Council not preserve LEZ income to cover future running costs, there is a risk that operational costs eventually exceed income.	Preserve LEZ income for future operational costs, as recommended in the report.	H	**Yes**
Financial	Should the Council not preserve LEZ income to cover future running costs, there is a risk that operational costs eventually exceed income.	Preserve LEZ income for future operational costs, as recommended in the report.	L	**Yes**
Reputational	There are reputational benefits to the Council demonstrating financial prudence, and being transparent about the use of LEZ income and how it is used.	Approve the use of LEZ income as detailed in this report.	L	**Yes**
Environment / Climate	No risks identified.	N/A	N/A	**Yes**

8. OUTCOMES

The proposals in this report have no impact on the Council Delivery Plan.

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 Low Emission Zone Penalty Charge Notice – Net Surplus Income Policy (COM/23/327) (Net Zero, Environment and Transport Committee, September 2023)

10.2 Bus Lane Enforcement Programme Update and Future Planning 2025/26 (CR&E/25/055) (Net Zero, Environment and Transport Committee, March 2025).

10.3 Bus Lane Enforcement and Low Emission Zone Projects 2025/26 (CR&E/25/140) (Net Zero, Environment and Transport Committee, June 2025)

11. APPENDICES

11.1 None.

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment & Transport Committee
DATE	9 September 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Draft Local Heat & Energy Efficiency Strategy
REPORT NUMBER	F&C/25/209
EXECUTIVE DIRECTOR	Eleanor Sheppard
CHIEF OFFICER	Stephen Booth
REPORT AUTHOR	Mark Shaw
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 The purpose of this Committee Report is to present the draft Aberdeen City Council Local Heat and Energy Efficiency Strategy (LHEES) for approval.

2. RECOMMENDATION

That the Committee :-

2.1 Approves Aberdeen City Council's Local Heat and Energy Efficiency Strategy and associated Delivery Plan as detailed in Appendices 1 and 2; and

2.2 Instructs the Chief Officer Corporate Landlord to upload Aberdeen City Council's Local Heat and Energy Efficiency Strategy and Delivery Plan onto Aberdeen City Council's website.

3. CURRENT SITUATION

3.1 The purpose of the LHEES is to set out how the Council plans to tackle greenhouse gas emissions from buildings, whilst also improving residents' quality of life by addressing fuel poverty.

3.2 Aberdeen City, and Scotland as a whole, aims to be net zero by 2045. This is a challenging target and the LHEES is a key step in planning our approach to achieving this goal.

3.3 Scottish local authorities have a statutory duty to prepare, publish and update a LHEES and an associated Delivery Plan. This duty is described in the Local Heat and Energy Efficiency Strategies (Scotland) Order 2022. The LHEES is the principal mechanism for locally led heat planning across Scotland's local authorities.

3.4 The draft Strategy sets out the Council's long-term plan for decarbonising heat in buildings and improving energy efficiency. The document presents the evidence base that identifies what needs to be done to change buildings and

local infrastructure by 2045 in order to fulfil the Scottish Government's objectives and local priorities relating to heat in buildings. The interventions detailed in the Strategy include fabric and heating system upgrades at a building level, as well as heat network development.

3.5 Progress in Aberdeen City

Aberdeen City Council is already making progress toward achieving its goals of decarbonisation, improving energy efficiency, and reducing fuel poverty. Within its own stock, the Council is investing in improving energy efficiency to meet required standards. Beyond the Council's buildings, improvements have been made to homes under the Area Based Schemes and Energy Company Obligation programmes. The LHEES will support the Council and its Community Planning Partners to scale up and align existing programmes, and to increase the scale and pace of retrofit and heat network development that is needed to meet the national target of net zero by 2045.

3.6 The Structure of the LHEES

The LHEES is comprised of two documents: the LHEES Strategy and the LHEES Delivery Plan. The LHEES Strategy is a long-term strategic framework for decarbonising heat in buildings and improving energy efficiency across Aberdeen City over the next 15-20 years.

3.7 The LHEES has been developed in accordance with the Scottish Government's methodology. This consists of 8 stages which bring together:

- the Council's existing goals and strategies
- data analysis of the building stock
- input from different stakeholder groups

3.8 Overall, the content of Aberdeen City's LHEES has been informed primarily through a data-driven approach using several datasets and proxy indicators.

3.9 LHEES priorities

The Council has identified four main priorities for the LHEES:

- Priority A: Heat network development
- Priority B: Building level decarbonisation
- Priority C: Improving building energy efficiency
- Priority D: Alleviating fuel poverty

3.10 The Strategy articulates a number of challenges which need to be overcome in order to decarbonise Aberdeen City's buildings. These include:

- Certain tenure types such as owner-occupied, private rented and mixed-tenure, combined with historic buildings make significant fabric upgrades challenging
- An underdeveloped supply chain for energy efficiency and heating upgrades
- Expansion of existing heat networks, particularly the modifications required in property and ground infrastructure as well as new contractual agreements
- Consumer uncertainty about new technologies

- Market disincentives, such as the current unit price differential between gas and electricity

3.11 Not all of these challenges can be addressed in the first iteration of LHEES, or the first Delivery Plan. For this reason, the LHEES will be an iterative Strategy.

3.12 The regulatory landscape will change quickly over the next few years in order to drive progress in building decarbonisation in Scotland. The LHEES Strategy and Delivery Plan will both be reviewed on a five year basis, and if necessary revised to react to legislative and market changes and to benefit from new opportunities that arise.

3.13 The Strategy is published alongside the LHEES Delivery Plan, which sets out the actions Aberdeen City Council will take to implement the strategy over the next five years. The Delivery Plan enables the Council to work towards delivery of the changes identified in the strategy and clarifies the roles and responsibilities of stakeholders.

3.14 Aberdeen City's LHEES will support the delivery of the Council's goals of improving energy efficiency, reducing fuel poverty, and decreasing carbon emissions through zero direct emissions heating systems. The Council will use the LHEES to inform the development of housing and public buildings' asset management plans, including business cases for capital projects.

4. FINANCIAL IMPLICATIONS

4.1 Delivery of Aberdeen City Council's LHEES is led by the in-house Energy Management team, supported by a range of project funding solutions. The General Fund Capital and Housing Capital Programmes both contain a range of energy efficiency projects. The Council also commits revenue funding through its Energy Efficiency Fund, and sources match funding on offer from a range of external organisations.

4.2 Officers will continue to pursue external funding opportunities to progress the LHEES, such as the Scottish Government's Scotland Heat Network Fund (SNHF), the Social Housing Net Zero Heat Fund and the Public Sector Decarbonisation Fund. External funding for appropriate projects may also be available from organisations like the Scottish National Investment Bank (SNIB) or SALIX.

5. LEGAL IMPLICATIONS

5.1 Local authorities have a duty under article 2(1) of the Local Heat and Energy Efficiency Strategies (Scotland) Order 2022 to prepare and publish a local heat and energy efficiency strategy a local heat and energy efficiency delivery plan.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are direct environmental implications arising from the recommendations of this report. Helping move towards the Council's Climate Change Plan, The reduction is carbon emissions to assist the Council meet Net Zero 2045 targets along with Aberdeen Council Climate Change Plan.

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	To allow the LHEES to be used as a strategic document that sits alongside the LOIP and LHS.	Regular communication will be maintained with other teams across the Council to maximise the delivery of key strategic aims within LHEES.	L	**Yes**
Compliance	The Council would not be complying with the requirements of thein the Local Heat and Energy Efficiency Strategies (Scotland) Order 2022 Scottish Government if it failed to prepare and publish the LHEES.	Ensuring the public have access to the Aberdeen City LHEES and Delivery Plan through Council's website. The Aberdeen City LHEES and Delivery Plan will be reviewed on a regular basis with a planned updated within 5 years.	L	**Yes**
Operational	The significant resource,	Significant amount of work to be undertaken to plan, finance and see through to completion is	M	**Yes**

	manpower may not be available to complete the projects.	required. Covering most areas within the city		
Financial	LHEES Unable to spend funding due to resource capacity. Through available contractors or internal planning. .	Compliance with the Scheme of Governance of the various funding sources.	M	**Yes**
Reputational	Failure to deliver will undermine the Council's commitments to improving the lives of those who live and work in Aberdeen. Likewise failure to deliver the key aims associated with LHESS could undermine the Council's commitment to reducing carbon emissions, fuel poverty and overall Net Zero targets	Ensuring communication at all levels. Explanation of the significant works that are required to try and reach Net Zero.	M	**Yes**
Environment / Climate	The Council's net zero vision and strategic LHEES works towards	LHEES works towards reductions in overall levels of energy usage, And the decarbonisation of the energy used.	M	**Yes**

	energy transition.			

8. OUTCOMES

Council Delivery Plan 2025-26	
	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 NetZero city by no later than 2045. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing Climate. Improve the quality, efficiency and suitability of housing. We will work towards all public buildings having an EPC rating of C or higher.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	The proposal for works will help lead to 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. LHEES funded will aim to reduce carbon emissions and improvements in air quality, and contribute to citizens physical and mental health and wellbeing by reducing fuel poverty.
Community Empowerment Stretch Outcomes	LHEES would aim to address Stretch Outcome16 50% of people report they feel able to participate in decisions that help change things for the better by 2026..
Regional and City Strategies	LHEES will support the Regional Economic Strategy, LOIP, Air Quality Action Plan, Local Development Plan and Aberdeen Net Zero Vision. The development and delivery sustainable infrastructure such as heat networks and energy efficiency improvements supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas. The projects will aim to reduce carbon emissions, reduce fuel poverty and improve quality of homes through these measures.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No assessment required. I confirm this has been discussed and agreed with Stephen Booth, Chief Officer Corporate Landlord.
Data Protection Impact Assessment	Not required
Other	There are no additional impact assessments completed for this report.

10. BACKGROUND PAPERS

10.1 Scotland Heat Map (Summer 2020)

10.2 Home Analytics v3.7 (Feb 2021)

10.3 Non-Domestic Analytics (version 1.1)

10.4 Portfolio Energy Analysis Tool (PEAT)[VS1]

10.5 One Scotland Gazetteer (OSG) - Address Gazetteer (AG)

10.6 Local Development Plan sites

10.7 Waste sites capacity tool (SEPA, NAEI)

10.8 Green Heat in Greenspaces (GHiGs)

10.9 Geographic boundary datasets

11. APPENDICES

11.1 Appendix 1 – Aberdeen City's Local Heat and Energy Efficiency Strategy

11.2 Appendix 2 - Aberdeen City's Local Heat and Energy Efficiency Strategy Delivery Plan

12. REPORT AUTHOR CONTACT DETAILS

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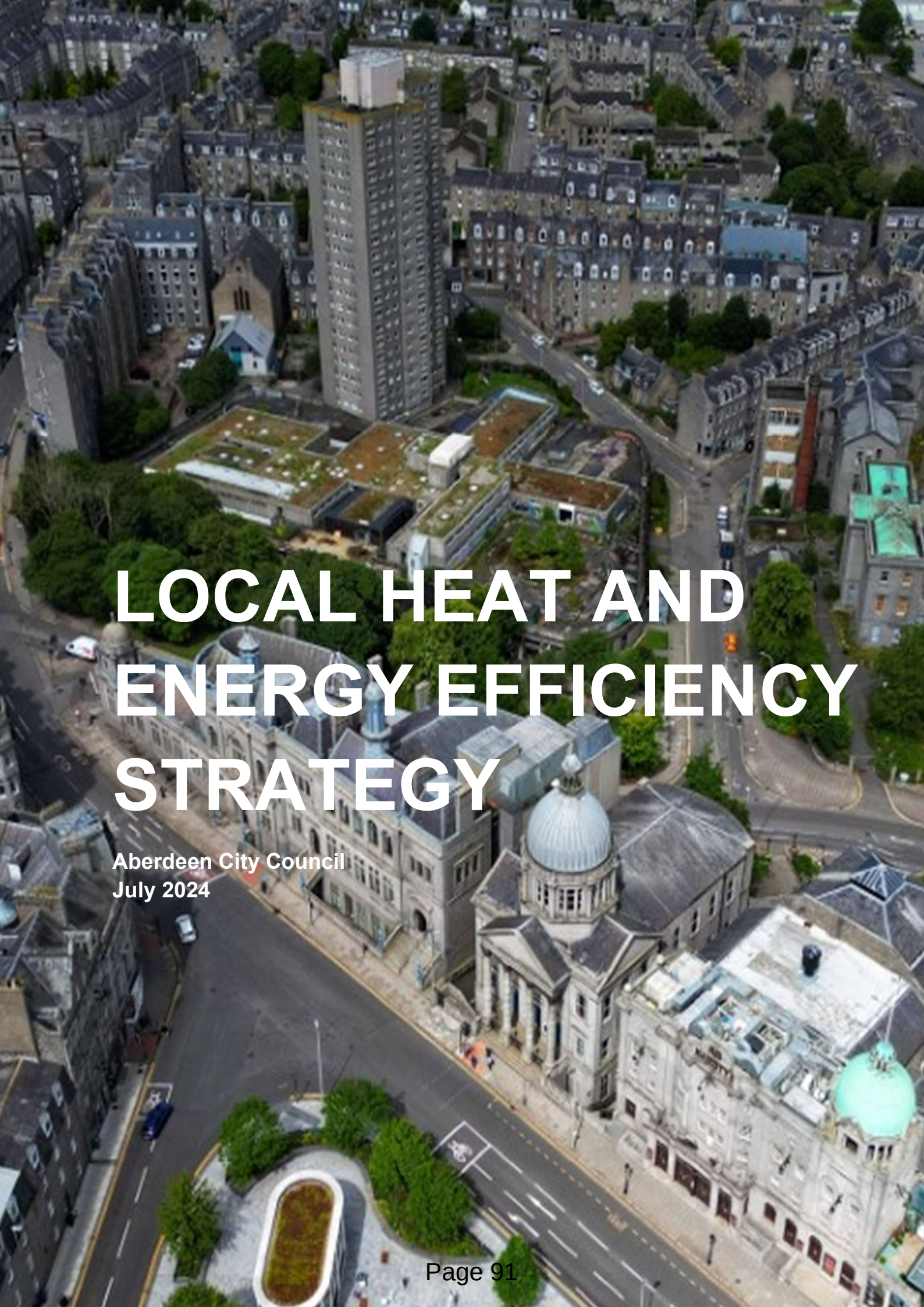

LOCAL HEAT AND ENERGY EFFICIENCY STRATEGY

Aberdeen City Council
July 2024

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Executive summary

Aberdeen City's Local Heat and Energy Efficiency Strategy (LHEES) sets out how to tackle greenhouse gas emissions from buildings, whilst also improving residents' quality of life by addressing fuel poverty. Aberdeen City, and Scotland as a whole, will be net zero by 2045. This is a challenging target and the LHEES is a key step in planning our approach to achieving this goal.

What is a Local Heat and Energy Efficiency Strategy?

The LHEES is made of two documents: the LHEES Strategy and the LHEES Delivery Plan. The LHEES Strategy is a long-term strategic framework for decarbonising heat in buildings and improving energy efficiency across Aberdeen City. It is published alongside the LHEES Delivery Plan, which sets out the actions Aberdeen City Council will take to implement the strategy over the next five years.

Aberdeen City's LHEES will support the delivery of the Council's goals of improving energy efficiency, reducing fuel poverty, and decreasing carbon emissions through zero direct emissions heating systems. The Council will use the LHEES to inform the development of housing and public buildings' asset management plans, including business cases for capital projects.

The LHEES has been developed in accordance with the Scottish Government's methodology. This consists of 8 stages which bring together:

- the Council's existing goals and strategies
- data analysis of the building stock
- input from different stakeholder groups

Overall, the content of Aberdeen City's LHEES has been informed primarily through a data-driven approach using a number of datasets and proxy indicators.

LHEES priorities

The Council has identified four main priorities for the LHEES:

- Priority A: Heat network development
- Priority B: Building level decarbonisation
- Priority C: Improving building energy efficiency
- Priority D: Alleviating fuel poverty

Progress in Scotland

In 2018 the Intergovernmental Panel on Climate Change (IPCC) advised that to reach the 1.5°C target set in the Paris Climate Accord the world needs to reach net zero carbon emissions by 2050. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 then set an ambitious target of Scotland reaching net zero by 2045. Achieving net zero is crucial to mitigating the impacts of climate change to stabilise global temperatures. This is a vital step to avoid the worst consequences of climate change. The way we heat our homes, workplaces and other buildings is the third-largest cause of carbon emissions in Scotland. To meet the net zero target, both domestic and non-domestic buildings in Scotland will have to significantly reduce their carbon emissions.

Progress in Aberdeen City

Aberdeen City Council is already making progress toward achieving its goals of decarbonisation, improving energy efficiency, and reducing fuel poverty. Within its own stock, the Council is investing in improving energy efficiency to meet required standards. Beyond the Council's buildings, improvements have been carried out to homes under the Area Based Schemes and Energy Company Obligation programmes. The LHEES will support the Council and its community planning partners to scale up and align existing programmes, and to increase the scale and pace of retrofit and heat network development that is needed to meet the national target of net zero by 2045.

Aberdeen City building stock

A baselining exercise has been carried out to highlight key characteristics within our housing stock. This will allow benchmarking in future iterations of LHEES and enable the evaluation of progress towards targets and the ultimate target of net zero by 2045. It also highlights some of the opportunities for how and where the Council can target interventions to achieve the greatest impact.

Domestic properties

42% of domestic properties are of cavity construction, and 13% are uninsulated cavities. 35% of properties are of solid brick or stone construction, most of which are uninsulated (29% of all domestic properties). This means that there are opportunities for standardising fabric measures to enable installations at scale in these construction type properties.

Aberdeen City had a higher level of fuel poverty compared to the Scottish national average, according to data from the 2019 Scottish House Condition Survey. Just over 26% of Aberdeen City's residents are in fuel poverty. Addressing fuel poverty remains a priority for the Council and is specifically addressed in the LHEES and Delivery Plan.

Aberdeen City Council owns 19% of the domestic properties within the local authority area. This provides the Council with opportunities to upgrade properties at scale. This is particularly important in the social housing sector, as half of all social housing properties within the local authority area are in SIMD deciles 1 (most deprived) and 2. This means that they have a high risk of fuel poverty.

Aberdeen City Council is investigating the potential for heat network expansion. Discussion with key players such as Aberdeen Heat and Power, NHS Grampian and the University of Aberdeen will need to take place in order to inform these.

Non-domestic buildings

Non-domestic buildings make up only 7% of total building stock in Aberdeen City, however their heat demand accounts for 34% of the total heat demand. Buildings such as hotels including halls of residence and care homes have larger average heating demands per property than buildings such as sports and education facilities. Non-domestic buildings will also be the primary anchor loads for future heat network developments.

Electricity is the most common primary fuel type (54% of non-domestic buildings) serving 21% of the total heat demand for non-domestic properties in Aberdeen City, equivalent to around 158,886 MW/yr of heat.

Properties which use gas as a main fuel type have a higher average demand than those that use electricity. 32% of properties are heated by mains gas, and these properties are responsible for 71% of total heat demand for non-domestic properties. Non-domestic buildings using gas will be a priority focus for the decarbonisation of heat.

Aberdeen City's heat networks

Heat networks have been identified as a low regrets[1] decarbonisation option in the Scottish Government's Heat in Buildings Strategy. The Council has carried out data-driven analysis to highlight potential areas for future heat network development, including new build developments.

98% of Aberdeen City's residents live in urban areas which may be suitable for the development of heat networks. The data-driven analysis has highlighted 13 potential heat network zones, many of which are intersected by operational heat networks. Of the 13 zones, four were identified as having high potential based on total heat demand. These are further investigated with actions for each in the Delivery Plan.

Beyond the page: making the LHEES Strategy a reality

This Strategy outlines a number of challenges which need to be overcome in order to decarbonise Aberdeen City's buildings. These include:

- Certain tenure types such as owner-occupied, private rented and mixed-tenure, combined with historic buildings make significant fabric upgrades challenging
- An underdeveloped supply chain for energy efficiency and heating upgrades
- Expansion of existing heat networks, particularly the modifications required in property and ground infrastructure as well as new contractual agreements
- Consumer uncertainty about new technologies

[1] Low-regrets decisions are actions that are cost-effective now and provide options and flexibility in the future rather than blocking off options.

- Market disincentives, such as the current unit price differential between gas and electricity

Not all these challenges can be addressed in the first iteration of LHEES, or the first Delivery Plan. For this reason, the LHEES will be an iterative Strategy. The regulatory landscape will change quickly over the next few years in order to drive progress in building decarbonisation in Scotland.[2] The LHEES Strategy and Delivery Plan will both be reviewed annually, and if necessary revised to react to legislative and market changes and to benefit from new opportunities that arise.

[2] For example, the Scottish Government's proposed Heat in Buildings Bill and the Social Housing Net Zero Standard, or the UK Government's Review of Electricity Market Arrangements.

1. What is a Local Heat and Energy Efficiency Strategy?

1.1. Purpose

Scottish local authorities have a statutory duty to develop a Local Heat and Energy Efficiency Strategy (LHEES) by 31st December 2023. This duty is described in the Local Heat and Energy Efficiency Strategies (Scotland) Order 2022.[3]

LHEES are the principal mechanism for locally led heat planning across Scotland's local authorities. The strategies set out the long-term plan for decarbonising heat in buildings and improving energy efficiency across an entire local authority. The focus on locally led planning is to ensure that the decarbonisation of heat in buildings is delivered in a way that is relevant to local contexts and tailored to the specific needs of communities.

The purpose of this LHEES is to present the evidence base that identifies what needs to be done across Aberdeen City to change buildings and local infrastructure by 2045 to fulfil the Scottish Government's objectives and local priorities relating to heat in buildings. The interventions include fabric and heating system upgrades at the building level, as well as heat network development.

Aberdeen City's LHEES will support the delivery of the Council's priorities of improving energy efficiency, reducing fuel poverty, and decarbonising heat. The Council will use the LHEES to engage with and inform the expansion of heat networks and deployment of retrofitting pathways for all property tenures.

1.2. Structure

LHEES has a two-part structure, consisting of a strategy and a delivery plan.

- The **LHEES Strategy** is a long-term strategic framework over the next 15-20 years for decarbonising heat in buildings and improving energy efficiency across Aberdeen City, framed around the six considerations outlined in Table 1: Summary of the LHEES considerations.
- The **LHEES Delivery Plan** sets out how the Council will implement its strategy over the next five years. It enables the Council to work towards delivery of the changes identified in the strategy and clarifies the roles and responsibilities of stakeholders.

This document contains Aberdeen City Council's LHEES Strategy. The accompanying Delivery Plan can be found on Aberdeen City Council's website.

The LHEES Strategy explains the Council's priorities for the next 15-20 years, including the data and justification behind them. In short, this document demonstrates the direction the Council is moving towards. The LHEES Delivery Plan outlines the steps the Council will take to achieve the

[3] The Local Heat and Energy Efficiency Strategies (Scotland) Order 2022

LHEES Strategy in the next five years. Both documents will be reviewed and updated periodically to reflect progress towards net zero, new available technologies and funding, and changing priorities in the local authority.

1.3. Methodology

Aberdeen City's LHEES was developed in partnership with Changeworks, following the standard methodology published by Scottish Government. This section lays out the key elements and stages that underpins the LHEES.

For detailed descriptions on the exact methodology used during the development of this LHEES, please refer to the Scottish Government issued methodology documentation. Any deviations from this methodology are described below (Table 4*: Summary of the criteria for each category of domestic properties as per the standard methodology in the LHEES Considerations*).

Considerations

The national LHEES guidance frames the strategy around six considerations relating to heat decarbonisation and energy efficiency. They are used to identify and target interventions in different parts of the building stock. The six considerations are outlined in Table 1.

The considerations relating to heat decarbonisation focus on decarbonising buildings that are both on and off the gas grid, as well as areas with potential to develop heat networks. Considerations relating to energy efficiency and other outcomes focus on buildings with poor building energy efficiency, such as no or low levels of insulation, and areas where uninsulated buildings may contribute to high levels fuel poverty. This focus will ensure that energy efficiency projects will reduce fuel poverty. Mixed-tenure, mixed-use, and historic buildings are included as a separate consideration as these are likely to require different approaches to retrofit.

Table 1: Summary of the LHEES considerations

	No.	LHEES considerations	Description
Heat decarbonisation	1	Off-gas grid buildings	Transitioning from heating oil and LPG in off-gas areas
	2	On-gas grid	On-gas grid heat decarbonisation
	3	Heat networks	Decarbonisation with heat networks
Energy efficiency and other outcomes	4	Poor building energy efficiency	Poor building energy efficiency
	5	Poor building energy efficiency as a driver for fuel poverty	Poor building energy efficiency as a driver for fuel poverty
	6	Mixed-tenure, mixed-use and historic buildings	Mixed-tenure and mixed-use buildings, listed buildings and buildings in conservation areas

Stages and outputs

This LHEES has been developed over eight stages, as outlined in Figure 1. The completion of stages 1-6 provided the data analysis and evidence base which forms the foundation for Aberdeen City's LHEES Strategy (Stage 7) and Delivery Plan (Stage 8)

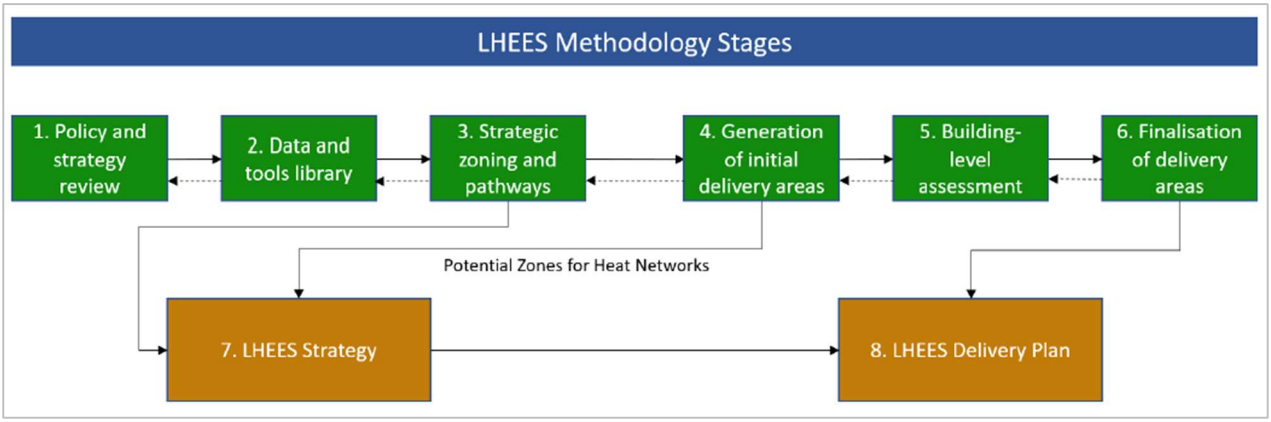


Table 2 (below) displays the outputs of each stage and how they have been used in the LHEES process.

Figure 1: Summary of LHEES Stages

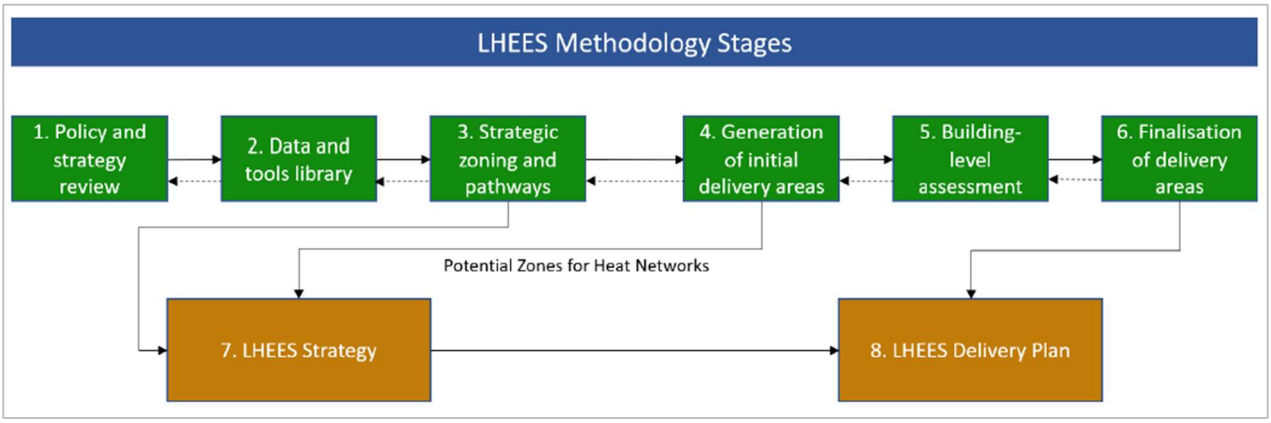


Table 2: Summary of LHEES outputs and its use in the project.

LHEES stage	Outputs and formats	Role in informing LHEES
1	Policy and Strategy Review (.pdf/.doc)	Sets priorities for LHEES and highlights relevant national and local policies and strategies
2	Data and Tools Library (.xlsx)	Dataset scoping and review exercise, including uses in subsequent LHEES stages and key contacts
3	Baseline Tools (Domestic and Non-Domestic) (.xlsx) Maps (.pdf)	Data outputs on Strategic Zones used in the identification and mapping of initial Delivery Areas (Stage 4)
4	GIS layers on Heat Networks (.mpkg) Summary table of clusters, resources and constraints (.xlsx)	Summary table used for sense-checking of initial Delivery Areas and GIS layers and also for deeper exploration of maps. Both outputs are further carried

		forward for deliberation in stakeholder workshops (Stage 6)
5	PEAT-OR Power-BI	Visual breakdown of potential costs and savings per total installation measures at property/ datazone levels. Demonstrated in stakeholder workshops to identify potential Delivery Areas
6	Ranked list of Delivery Areas	Used in the structuring and writing of the Strategy Document and Delivery Plan
7	Strategy Document (.pdf/.doc) Storymap of Strategy Document	Summary document of local authority's building stock, as well as opportunities and challenges Storymap used to supplement the Strategy document
8	Delivery Plan (.pdf/.doc)	Final output highlighting priorities and actions in delivering LHEES for the next five years

Building categories

The analysis in Stage 3 separates domestic buildings into four categories, which are primarily based on their suitability for a heat pump retrofit. The categories are defined in the Scottish Government's LHEES guidance and are based on indicators from the Home Analytics dataset. Table 3 provides a brief description of each category. A more detailed description of the indicators used for each category can be found in Appendix F.

Table 3: A description of each category of domestic properties.

Building category	Description
Category 0	Buildings that currently have a low or zero direct emissions heating system, or heat network connection.
Category 1	"Heat pump ready" buildings that are well-suited to heat retrofit with minimal other changes.
Category 2	Secondary potential for heat pump retrofit. Buildings that require some fabric and/or distribution systems upgrades.
Category 3	Significant upgrades required for these buildings to be heat pump ready.

Deviations from the standard methodology

Analysis for the LHEES Considerations mostly followed the standard Scottish Government methodology (Table 4). Deviations from the standard methodology are further summarised in Table 4.

Table 4: Summary of the criteria for each category of domestic properties as per the standard methodology in the LHEES Considerations

LHEES Consideration	Category	Standard Methodology Criteria	Deviations
On-gas grid buildings + **Off-gas** grid buildings	0	• Main heating system is either 'Heat Pump' or 'Communal'	None
	1	• Not a Category 0 property • Not in a conservation area • Not in a listed building • Wall is insulated • Property is double/triple glazed • Property must have a likely wet system (LPG, Oil or Biomass/Solid) • Loft must have at least 100mm of insulation (if relevant)	Only wall insulation (not including loft insulation, double/triple glazing and wet systems) is considered in the analysis as most energy efficiency programmes currently focus on this indicator. Solar PV potential is included as an additional indicator.
	2	• Not a Category 0 or 1 property • Conservation area possibility • Listed building possibility • Property must have insulated walls (cavity construction or any other construction type with insulated walls) • No risk of property having a narrow insulated cavity	None
	3	• Properties that do not qualify as Categories 0,1 or 2	
Poor building energy efficiency + Poor building energy efficiency as a **driver of fuel poverty** (EEFP)	Weighted score	• Wall insulation status • Loft insulation status • Double glazing • Fuel Poverty (EEFP only)	Only wall insulation (not including loft insulation, double/triple glazing and wet systems) is considered in the analysis as most energy efficiency programmes currently focus on this indicator.

2. Policies and progress to net zero

This section provides a review of the various policies and projects that exist at local, regional and national level surrounding heat, energy efficiency, fuel poverty and building decarbonisation. The targets laid out in these policies will help to inform the strategy and timeline in the LHEES. It also outlines the progress made by Aberdeen City Council towards its net zero targets.

2.1. Policies

Local policies

Table 5 below provides an overview of policies developed by Aberdeen City Council that relate to the LHEES in areas such as housing, local planning and development, strategic infrastructure, and asset management.

Table 5: Overview of relevant local policies

	Name	Description
Planning	Aberdeen Local Development Plan 2023	Sets out the Council's vision of creating a sustainable and socially equitable future for the city, as the home to its residents, as the regional centre of the North East, and as one of Scotland's most important economic engines. Includes policies on expanding existing heat networks using heat derived from waste processes.
	Energy Transition Zone Masterplan	Provides a spatial framework for Local Development Plan allocated sites around Aberdeen South Harbour to develop a globally recognised green energy cluster with specialist campuses for offshore wind, hydrogen, innovation and skills.
	Local Outcome Improvement Plan 2016-2026	Outlines a plan for improving people's lives across Aberdeen City and creating a place where all people can prosper. Specific targets include a 61% reduction in city-wide emissions by 2026 and 7% reduction in public sector emissions by 2026.
Climate change	Climate Change Plan 2021-2025	Sets out the scope of the Council's ambitions with net zero and interim targets for a reduction in carbon emissions. It highlights climate risks affecting the council and it outlines the project priorities across five themes being taken forward to 2025, including buildings.
	Net Zero Aberdeen Routemap	Sets out a cross-sectoral pathway for achieving net zero emissions in Aberdeen City by 2045 in line with Scottish Government targets.
	Net Zero Aberdeen – Buildings and Heat Strategy	Outlines the role of buildings and heat in the Net Zero Aberdeen Routemap, including the responsible use of materials during construction and energy use within properties.

Energy	Strategic Infrastructure Plan: Energy Transition 2020	The vision for the Strategic Infrastructure Plan - Energy Transition (SIP) is to outline infrastructure projects which will contribute to the city's energy transition from fossil based to net zero carbon, including energy efficient retrofit and expansion of existing heat networks.
Asset management	Property Asset Management Policy	Outlines the key asset management principles that are required to ensure our assets contribute to achieving the Council's strategic objectives.
Housing	Local Housing Strategy 2018 -2023 *(New policy in development)*	Sets out the strategic vision and priorities for the future delivery of housing and housing related services. It identifies the specific commitments made by the council and its key partners to deliver the strategic outcomes within the local housing strategy, including the reduction of fuel poverty in line with climate targets. An updated version of this policy will be published in 2024.

Regional policies

The LHEES recognises the importance of collaboration across local authorities. Aberdeen City forms part of the Aberdeen City Region alongside Aberdeenshire Council.

Regional Economic Strategy

The Regional Economic Strategy for the North East of Scotland was approved by Aberdeen City Council, Aberdeenshire Council and Opportunity North East in 2016 and refreshed in 2024. This strategy sets out the long-term plan for North East Scotland to transform its economy and build a sustainable future for the region in line with net zero aspirations. It plans to harness Aberdeen's vast experience in offshore energy production to place the region at the forefront of Scotland's just transition to net zero and climate resilience. A key strategic objective is to establish the North East as a pioneer of the energy transition, by delivering an 80% reduction in carbon emissions per head. It also aims to develop a regional skills plan in partnership with Skills Development Scotland to support the skills needs to deliver a just transition to net zero.

Scotland-wide policies

In 2018 the Intergovernmental Panel on Climate Change (IPCC) advised that to reach the 1.5°C target set in the Paris Climate Accord the world needs to reach net zero carbon emissions by 2050. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 then set an ambitious target of Scotland reaching net zero by 2045. Achieving net zero is crucial to mitigating the impacts of climate change to stabilise global temperatures. As the way we heat our homes, workplaces and other buildings is the third-largest cause of carbon emissions in Scotland, we must decarbonise our built environment by improving energy efficiency and transitioning to zero direct emissions heating systems.

The LHEES is primarily driven by Scotland's statutory targets for reducing greenhouse gas emissions and fuel poverty. The following section expands on some of the key Scottish

Government policies relating to heat and energy efficiency. The targets and regulations laid out in these policies will help to inform Aberdeen City's strategy and delivery plan. Appendix A provides a more extensive list of Scottish Government policies relating to heat and energy efficiency.

Heat in Buildings Strategy

The Heat in Buildings Strategy, published in 2021, sets out a vision that by 2045 Scotland's homes and buildings will be cleaner, easier to heat and no longer contribute to climate change. The strategy prioritises improvements to the fabric of buildings to reduce energy demand, alongside a focus on zero emissions heating systems, such as heat pumps and heat networks. This LHEES will contribute to the targets set out in the Heat in Buildings Strategy by identifying measures for reducing building emissions and potential heat network zones.

In the Heat in Buildings Strategy, the Scottish Government committed to the development of a Heat in Buildings Bill to provide the regulatory framework for this transition. The Bill, which went under consultation in November 2023, proposes a minimum energy efficiency standard for private landlords by the end of 2028, and for owner-occupiers by 2033. It also proposes a ban on polluting heating systems in all buildings by 2045.

Energy Performance Certificate reform

To date, Scotland's energy efficiency targets have been articulated through Energy Performance Certificate (EPC) ratings. Recently, limitations of this approach have been highlighted[4]. One limitation is that the EPC rating is a cost efficiency rating, measuring the cost of using the heating system as opposed to the heat demand. This makes the rating less useful for setting targets for achieving net zero, as non-polluting electric heating systems rank poorly compared to gas heating systems due to the higher cost of electricity relative to gas.

The Scottish Government has launched a consultation on EPC reform. It proposes to introduce a range of new metrics, including a fabric efficiency rating based on heat demand.[5] Recent consultations on minimum energy efficiency standards for buildings indicate that this rating may be used.

Social Housing Net Zero Standard

The Scottish Government has established targets to improve the energy efficiency of social housing. Previously, these have been set through the Energy Efficiency Standard for Social Housing (EESSH). EESSH2 guidance required all social housing to meet an energy efficiency rating of EPC band B by 2032. EESSH2 has been under review to realign the standard with net zero targets and the 2032 milestone has been put on hold.

In November 2023, the Scottish Government launched a consultation on a new Social Housing Net Zero Standard (SHNZS) which will replace EESSH2. The proposed new standard, which will come into effect in 2025, includes setting a minimum fabric efficiency rating based on annual space heating demand (measured in kWh/m^2) as opposed to current EPC rating. Additionally, it will

[4] Climate Change Committee - Reform of domestic EPC rating metrics to support Net Zero
[5] Scottish Government - Energy Performance Certificate (EPC) reform: consultation

require polluting heating systems to be replaced with clean alternatives by a backstop date of 2045, with possible interim targets before then.

Heat Network (Scotland) Act 2021

Heat networks supply multiple buildings with heat or cooling from a central source. This avoids the need for individual heating systems in every building.

Under the Heat Networks (Scotland) Act 2021, a heat network is defined as either a district heat network, where thermal energy is transported from a source to multiple buildings; or a communal heating system, where thermal energy is transported to multiple building units within the same building. The act requires local authorities to review areas that are potentially suitable for heat networks within their constituency. This LHEES will function as the main vehicle by which Aberdeen City Council will carry out this review.

Fuel Poverty (Scotland) Act 2019

The Fuel Poverty Act was passed by the Scottish Parliament in 2019.

A household is classified as fuel poor if, in order to maintain a satisfactory heating regime, total fuel costs necessary for the home are more than 10% of the household's adjusted net income (after housing costs), and if after deducting fuel costs, benefits received for a care need or disability and childcare costs, the household's remaining adjusted net income is insufficient to maintain an acceptable standard of living.

The first set of targets laid out in this legislation are that by 2030 no more than 15% of households in Scotland are in fuel poverty and no more than 5% are in extreme fuel poverty. Homes with a lower energy efficiency were identified as one of the key drivers of fuel poverty. The LHEES looks to address this by improving the energy efficiency of homes, leading to a reduction in fuel costs.

National Planning Framework 4

The National Planning Framework (NPF) sets the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole. Some of the key spatial priorities of this framework include a just transition to net zero and conserving and improving existing buildings to lock in carbon. Policy 19 of NPF4 aims to encourage, promote and facilitate development that supports decarbonised solutions to heating and cooling. In line with this policy, development proposals within or adjacent to an identified Heat Network Zone will only be supported where they are designed and constructed to connect to the existing heat network.

2.2. Progress to net zero in Aberdeen City

This section outlines the progress that has been made in reducing carbon emissions across Aberdeen City in line with local and national net zero targets. This includes work undertaken by the Council to improve energy efficiency and reduce emissions from our own building stock, as well as progress in expanding heat networks and reducing emissions from buildings across the city as a whole.

Emissions Reduction

Aberdeen City remains committed to achieving the goal of net zero emissions by 2045. Progress has already been made towards achieving this goal. Between 2005 and 2022, emissions within Aberdeen City's scope of influence were reduced by 45.3% from 1,826.9 kt CO_2e to 999.5 kt CO_2e. During this period, emissions from domestic buildings fell by 50.4%. Despite this, domestic gas use remains the largest source of emissions in Aberdeen, accounting for 22% of total emissions.[6]

Building decarbonisation

Council-owned buildings: Aberdeen City Council aims to show early leadership in transitioning to net zero through our own assets and operations, including reducing emissions and improving energy efficiency in council-owned buildings. The details of this are included in the Council Climate Change Plan 2021-2025. This plan sets the target of net zero emissions from the Council's operations by 2045, with interim targets of 48% emissions reductions by 2025 and 75% emissions reductions by 2030 compared to 2015/16 levels. Priority outcomes include reducing energy demand in council-owned buildings through improved energy efficiency and increasing local renewable energy generation and low-carbon heating. Between 2016 and 2023, emissions from the Council's own assets were reduced by 42.8%.

Achieving standards for social housing: 93% of council-owned homes in Aberdeen City have an energy efficiency rating of EPC Band C or above, meeting the first phase of the Energy Efficiency Standard for Social Housing (EESSH).

The Council is working to improve the energy efficiency across its entire housing stock. All new build council homes are being built to Gold Standard, including recent developments in Summerhill, Wellheads and Cloverhill. All new build homes developed in existing heat networks zones will be connected to heat networks where feasible. Additionally, energy efficiency improvements are continuously being made to the Council's existing homes where identified, including cavity, loft and underfloor insulation.

In 2021 the Council received £5.2m in funding from the UK Government for project DORIC (Domestic Optimised Retrofit Innovation Concept). The project aimed to carry out whole-house retrofit of 50 council properties to PAS 2035 standard, including fabric improvements, ASHP, microgeneration and storage. On average, the targeted properties achieved a heat demand reduction of 60kWh/m^2 (from 130 down to 70), as well as improving their EPC ratings from D to A

[6] DESNZ (2024). URL: UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022 - GOV.UK (www.gov.uk)

and reducing carbon emissions by 3.5 tonnes. This project demonstrates the benefits of a whole-house approach to retrofit including heat decarbonisation and renewable generation, while also encouraging the supply chain to adopt PAS 2035 retrofit standards. Key learnings from this project include the need for early engagement with stakeholders such as SSEN, which will inform the Council's future housing strategy.

Energy Efficient Scotland: Area Based Schemes (ABS): ABS is a Scottish Government scheme that provides funding for local authorities to deliver energy efficiency programmes in areas with high levels of fuel poverty. Since 2013, Aberdeen City Council has delivered over 7,000 energy efficiency measures, amounting to £16m worth of investment. Fabric first measures such as external wall insulation have proven to be successful in reducing heat demand and will continue to play a significant part in future ABS projects. Going forward, the Council's primary target is to maximise the ABS funding allocation from the Scottish Government.

Energy Company Obligation (ECO) and Great British Insulation Scheme (GBIS): The Energy Company Obligation (ECO) was first introduced in 2013 and places legal obligations on energy suppliers to deliver energy efficiency measures to domestic premises. The Great British Insulation Scheme (GBIS) was launched in September 2023, both schemes are UK Government energy efficiency schemes that support private tenure households on low incomes and vulnerable households. The aims of the schemes are to improve the least energy efficient homes and to help meet the Government's fuel poverty and net zero commitments. ECO measures in Aberdeen have previously focused on gas boiler replacements, basic insulation measures, EWI and external cladding for multis. During ECO3 over 600 measures were installed. The latest version of the scheme (ECO4) contains stricter rules around boiler replacements and prioritises non-polluting heating systems instead. As such, uptake of ECO4 funding has been low in Aberdeen due to the high proportion of on-gas properties. The Council will continue to encourage uptake of public funding to promote the installation of energy efficiency and heat decarbonisation measures in private homes.

Heat network development

Aberdeen already benefits from heat networks that deliver heat and hot water to residential and commercial properties across the city. In 2002, Aberdeen Heat and Power was set up by the Council as an independent not-for-profit company to tackle fuel poverty by providing affordable heat and hot water to high-rise social housing blocks. Currently, Aberdeen Heat and Power operates five heat networks served by combined heat and power (CHP) centres in Tillydrone, Hazlehead, Seaton, Wellheads and Stockethill, with capacity to deliver 27.63 MW of heat. Over 3,500 domestic and non-domestic properties are connected to the networks, from private homes and businesses to council buildings and social housing. Carbon emissions from these buildings have reduced by 45% and typical fuel costs to tenants in high-rise blocks have been reduced by up to 50% compared to the previous electric heating systems.[7]

An additional district heat network is being developed in Torry using waste heat from the energy from waste (EfW) plant in East Tullos. The network, which already serves three high-rise blocks, is being expanded to include Deeside Family Centre, Provost Hogg Court and Balnagask House.

[7] Heatnet: delivering low carbon district heat | Aberdeen City Council

Community energy projects:

Donside Community Hydro: In 2016, Aberdeen Community Energy completed the installation of a community-owned hydro scheme on the River Don with support from the Scottish Government Community and Renewable Energy Scheme (CARES). The project generates renewable electricity which is sold to the national grid, providing revenue for the local community. This is used to support initiatives that create social and environmental benefits for the local regeneration area.[8] As Aberdeen's first community energy project, Donside Hydro provides a template for locally owned renewable energy generation, which can also be used to power low-carbon heating sources such as heat pumps.

[8] ACE Energy – Aberdeen's first Community Hydro initiative (acenergy.org.uk)

3. Stakeholder engagement

The Council has engaged with a range of stakeholders during the LHEES process on several topics related to the strategy, including heat network development, energy efficiency and heat decarbonisation. This LHEES is largely driven by analysing large datasets, and it is important to combine this with local knowledge and experiences. Stakeholder engagement provides the opportunity for local organisations to provide input by sharing knowledge and identifying priorities, challenges and opportunities. This allows local stakeholders to play an active role in informing the direction of the LHEES.

The following sections outline the process for identifying and engaging with key stakeholders, their priorities and potential challenges, as well as plans for future engagement throughout the process.

3.1. Identifying key stakeholders

Key stakeholders were identified according to the Scottish Government LHEES Guidance.[9] External stakeholders with both direct and indirect influence over the LHEES strategy were invited to attend stakeholder engagement workshops and provide feedback. This included utilities, heat network providers, local waste heat producers and owners of large non-domestic buildings with high heat demands, neighbouring local authorities and registered social landlords (RSLs). Internal stakeholders from within Aberdeen City Council were also identified and invited to attend a workshop. This included representatives from departments with direct influence over the LHEES strategy such as planning, housing, climate and sustainability, energy services and property management, as well as those with indirect influence, including finance, economic development and building standards.

3.2. Engagement with external stakeholders

Table 6: outlines relevant external stakeholders, their relation to the six LHEES considerations and their priorities and challenges. Prior to writing this strategy, a stakeholder engagement workshop was held with various organisations identified as having a high level of interest in the development of Aberdeen's LHEES.

[9] Local Heat And Energy Efficiency Strategies And Delivery Plans: Guidance (www.gov.scot)

Table 6: Summary of engagement with external stakeholders

Stakeholder	LHEES considerations*	Priorities and challenges
Aberdeen Heat and Power	3	**Priorities:** Heat network zoning, development and expansion. Encouraging new customers to connect. **Challenges** Decarbonising existing networks with waste heat. High capital costs.
Robert Gordon University	3	**Challenges** Ensuring data accuracy for heat network zoning.
University of Aberdeen	3	**Priorities:** Achieving net zero by 2040. **Challenges** Decarbonising existing heat networks. Ensuring existing heat networks achieve regulatory compliance. Ensuring data accuracy for heat network zoning.
James Hutton Institute	3	**Challenges** Ensuring data accuracy for heat network zoning.
NHS Grampian	3	**Priorities:** Ensuring heat network investment aligns with internal goals. **Challenges** Ensuring data accuracy for heat network zoning.
Scottish Water	3	**Priorities:** Provide source of waste heat to decarbonise heat networks.
Aberdeenshire Council	All considerations	**Priorities:** Collaboration on heat network development and energy efficiency improvement programmes (e.g. EES:ABS).
Langstane Housing Association	All considerations	**Priorities:** Improving energy efficiency. Reducing fuel poverty. **Challenges** Achieving compliance with changing energy efficiency standards (EESSH/SHNZS).
Castlehill Housing Association	All considerations	**Priorities:** Improving energy efficiency. Reducing fuel poverty. **Challenges** Achieving compliance with changing energy efficiency standards (EESSH/SHNZS).

Grampian Housing Association	All considerations	**Priorities:** Improving energy efficiency. Reducing fuel poverty. **Challenges** Achieving compliance with changing energy efficiency standards (EESSH/SHNZS).
Scarf	1, 2, 3, 4, 5	**Priorities:** Support community-led energy and decarbonisation projects. Fuel poverty reduction.
Home Energy Scotland	1, 2, 3, 4, 5	**Priorities:** Support community-led energy and decarbonisation projects. Fuel poverty reduction.
Aberdeen Care and Repair	4, 5	**Priorities:** Provide support to households to improve energy efficiency.
Scottish Enterprise	3	**Priorities:** Support the development of local heat networks.
Contractors	1, 2, 3, 6	**Priorities:** Engaged to deliver installs at scale.
Historic Environment Scotland	6	**Priorities:** Support with the retrofit of historic buildings.
Owner Occupiers	All considerations	**Priorities:** Engaged to take part in programmes to improve energy efficiency and decarbonise heating systems.
Private Landlords	All considerations	**Priorities:** Engaged to take part in programmes to improve energy efficiency and decarbonise heating systems.
Tenants	All considerations	**Priorities:** Engaged to take part in programmes to improve energy efficiency and decarbonise heating systems.

** LHEES considerations*

1. Off Gas Buildings
2. On Gas Buildings
3. Heat Networks. Poor Building Energy Efficiency
4. Poor Building Energy Efficiency
5. Poor Building Energy Efficiency as driver of Fuel Poverty

3.3. Engagement with internal stakeholders

An additional stakeholder engagement workshop was carried out with individuals from relevant departments within Aberdeen City Council. The aim of the workshop was to provide an opportunity for representatives from across the Council to recognise the role of the LHEES in projects and to understand the Council's ongoing progress. Additionally, the workshop provided an opportunity to

support participants in identifying energy efficiency and heat decarbonisation priorities and areas of delivery against local (and national) strategies, as well as sharing insights into solutions, operations and business models that support the development of heat networks.

Table 7 below provides a summary of the different departments that were represented at the workshop, their relevance to the LHEES and priorities and challenges they identified.

Table 7: Summary of engagement with internal stakeholders

Department	Relevant LHEES considerations*	Priorities and challenges
Planning and Housing	All considerations	**Priorities:** Achieving minimum energy efficiency standards for social housing amid changing regulations (SHNZS). Encouraging connection to heat networks. **Challenges:** Energy efficiency improvements in mixed tenure and historic buildings.
Energy Services	All considerations	**Priorities:** Encouraging decarbonisation through heat network connection. Balancing heat pump uptake and heat network development in identified heat network zones. **Challenges:** Households in heat network zones may be ineligible for heat pump grants. Clear communication required with public on obligations in heat network zones.
Climate and Sustainability Services	All considerations	**Priorities:** Policy alignment with national targets.
Property and Estates	1, 2, 3, 4, 6	**Priorities:** Reducing emissions from council-owned properties.
Economic Development	3, 4	**Priorities:** Collaborative approach through Scottish Cities Alliance to access funding and economies of scale. Developing local skills and supply chains Exploring different funding models.

3.4. Next Steps

Future engagement

Following the external stakeholder engagement session, it was agreed that another session would be held specifically for stakeholders involved in the development and expansion of heat networks. As heat networks will play a key role in achieving the Council's decarbonisation goals, this will give relevant stakeholders the opportunity to discuss heat network delivery zones, as well as potential sources of waste heat, anchor loads and constraints. Details of this session are discussed further in section 5.2.

Community consultation

Once a draft LHEES report is produced, the Council plan to undertake a 4-week online consultation process. The draft report will be available on the Council's website, promoted on social media and the Council will publish a press release to ensure that residents are aware of the consultation period. This provides an opportunity for people to engage with the LHEES strategy proposed by the Council and participate in its implementation. The Council shall also notify the various key stakeholders of the consultation period to allow them to respond to any queries posed by the public.

4. Baselining Aberdeen's building stock

This section provides an overview of our building stock and heat networks at the time of writing. This baseline allows us to create an effective strategy and to measure progress towards targets and the ultimate target of net zero by 2045.

Age, dwelling type, wall construction, tenure, and heating fuel are key factors that impact energy performance, operational costs, and living conditions in buildings. Home Analytics data for Aberdeen City has been used to benchmark key property statistics against overall national statistics found in the Scottish House Condition Survey, 2021.[10] See Appendix C for an explanation of the Home Analytics dataset.

4.1. Domestic buildings

Property age and construction type for domestic buildings

Property age can be used to predict construction type which is useful when planning appropriate retrofit interventions across a large number of buildings.

The majority of our properties fall within two categories of construction: cavity (42%) and solid brick or stone (35%) (Table 9). Additionally, 18% are timber frame construction, and 5% are system built. Properties of the same construction category provide an opportunity for retrofit at scale as fabric measures can be standardised and installed at a larger scale. However, as discussed below, energy efficiency and thermal performance can vary greatly within each archetype.

Properties built before 1919 are likely to be of a **solid wall construction**, from brick or stone, with timber floor and roof construction. In Aberdeen, granite was the most used during this time. Stone buildings are likely to have a high conservation value and might be listed or within conservations areas. Retaining the facing stone in such buildings is often essential to the character of the area.[11] However, it also presents unique retrofit challenges and is expensive.

Cavity wall construction became more commonplace from the 1920s onwards and is still built today. Like traditional construction, cavity wall construction commonly uses timber for floor and roof construction. Walls are constructed using two layers of masonry, rather than a single leaf. In comparison to solid wall construction, unfilled cavity walls are almost twice as thermally efficient. Additionally, cavity wall constructed properties are much more likely to incorporate damp proof courses (DPCs) and Portland cement than traditionally constructed properties. More recent cavity wall constructed properties (post-1980) are likely to have partially filled cavities.

System-built usually refers to post-war non-traditional construction housing that is not cavity wall constructed. It is generally found in mass social house building programmes of the period. Such housing is normally utilitarian in design with low conservation value. This is advantageous

[10] Introduction - Scottish House Condition Survey: 2021 Key Findings - gov.scot (www.gov.scot)
[11] https://consultation.aberdeencity.gov.uk/place/draft-technical-advice-note-materials/supporting_documents/Materials%20TAN%20for%20Public%20Consultation.pdf

regarding potential external wall insulation interventions; however, these properties have a range of unique designs making standardised retrofit plans challenging.

Timber frame construction became the most common housebuilding method in Scotland in the 1980s. The proliferation of timber frame construction in Scotland has coincided with the incremental increase of insulation standards. For this reason, timber frame properties tend to be more energy efficient than other archetypes. Older timber frame properties may have minimal mineral wool insulation between timber studs whereas newer properties may have up to 140mm of phenolic foam or air tightness barriers. Retrofit solutions can be technically complex due to the importance of maintaining the moisture balance in timber structures.

Table 8: Property ages per property type within Aberdeen City

Property Type	1919-1949	1950-1983	1984-1991	1992-2002	Post-2002	Pre-1919	Total
Detached house	5,641	910	5,468	1,067	1,363	2,662	*17,111*
Semi-detached house	1,157	788	4,334	297	575	832	*7,983*
Mid-terraced house	621	297	2,367	122	132	277	*3,816*
Small block of flats/dwelling converted into flats	3,784	1,011	1,368	238	399	588	*7,388*
Block of flats	1,456	255	2,050	208	313	407	*4,689*
End-terraced house	629	251	1,873	104	106	269	*3,232*
Large block of flats	39	2	262	374	131	337	*1,145*
Flat in mixed use building	2,403	109	336	124	227	109	*3,308*

Figure 2: Property types by age of building in Aberdeen City

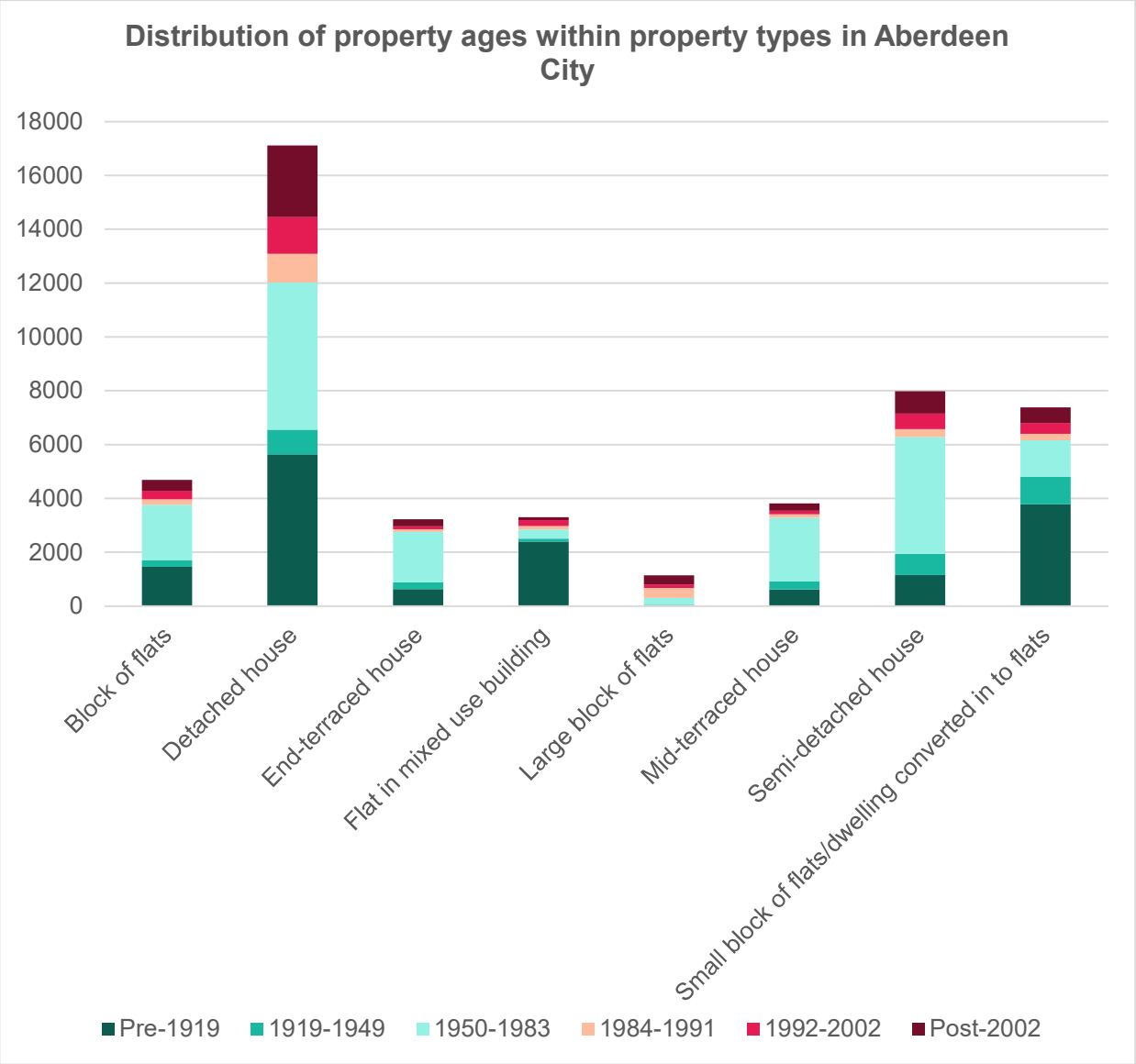


Table 9: Wall insulation by construction types of properties within Aberdeen City

Construction type	Number of properties		Number of properties with insulated walls		Number of properties with uninsulated walls	
	Count	*% of total domestic properties*	*Count*	*% of total domestic properties*	*Count*	*% of total domestic properties*
Cavity	52,212	42%	36,272	29%	15,940	13%
Solid brick or stone	44,207	35%	7,813	6%	36,394	29%
System built	6,681	5%	2,742	2%	3,939	3%
Timber frame	21,654	18%	14,612	12%	7,042	6%
Total	*124,754*	*100%*	*61,439*	*49%*	*63,315*	*51%*

Tenure of domestic buildings

Property tenure will have a direct impact on the pace and extent of retrofit installations across Aberdeen City. Specific tenure-targeted policies, such as EESSH, have been proven to accelerate change. Conversely, the private sector has seen slower progress due to property owners not seeing a strong return on capital investment without government stimulation.

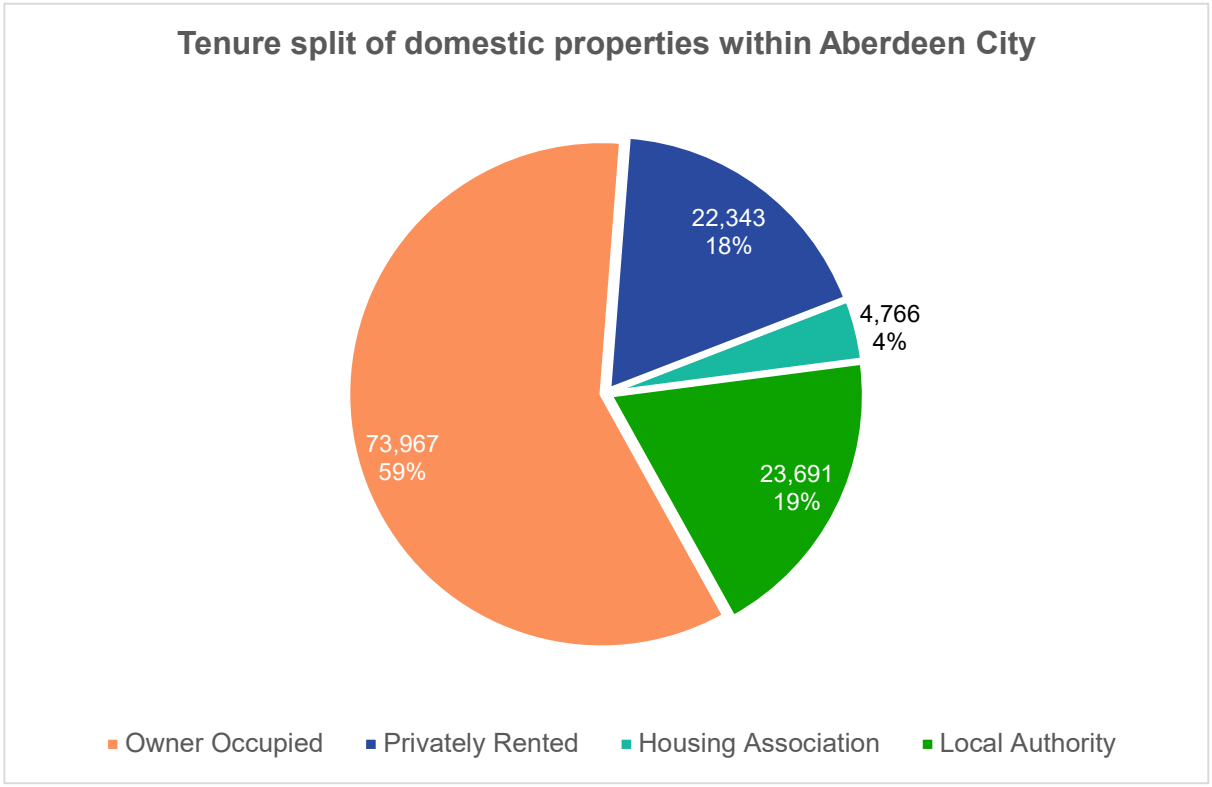
Just under a quarter (23%) of the domestic properties in Aberdeen City are social housing. Most of these are owned by the Council. While social rented properties are eligible for various government funding streams targeted at retrofit, the existing funding is not sufficient to meet the energy efficiency requirements while keeping rents affordable. This is a challenge for the social housing sector.

The majority of properties are owner-occupied or private rented. Consequently, developing a retrofit strategy for properties outside of council-ownership is essential to meet net zero.

Table 10: Tenure split of domestic properties within Aberdeen City

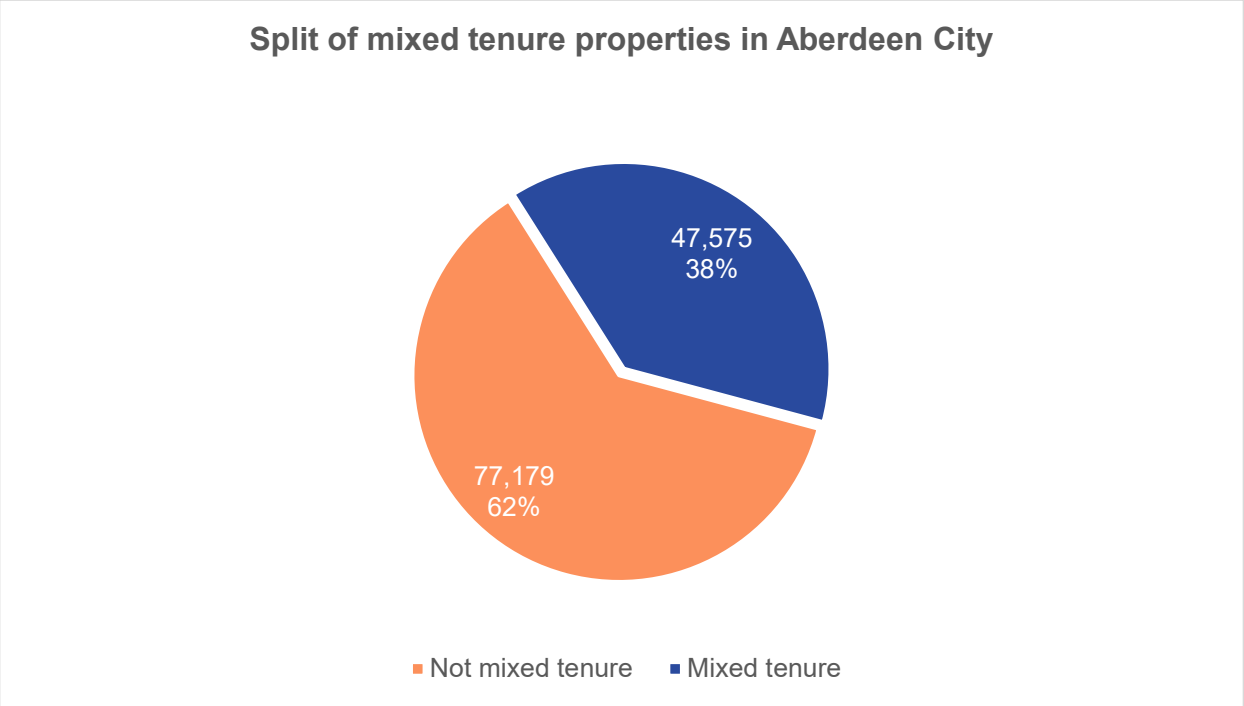
Owner-occupied	Privately Rented	Local Authority	Housing Association
73,967 (~59%)	22,343 (~18%)	23,691 (~19%)	4,766 (~4%)

Figure 3: Pie chart of property tenure split within Aberdeen City



38% of properties in Aberdeen City are within **mixed tenure buildings**. Mixed tenure buildings have additional barriers to retrofit because multiple property owners within the same building must agree to a retrofit plan. In these buildings, there is a risk that retrofit plans are delayed or the extent of retrofit is reduced due to different priorities or capital investment plans for the property owners. Council-owned properties in mixed tenure buildings could be targeted first to develop a retrofit plan addressing challenges and opportunities.

Figure 4: Pie chart of mixed tenure properties in Aberdeen City



Fuel poverty

Box 1: Data sources for understanding fuel poverty
The **Scottish House Condition Survey** (SHCS) provides data on fuel poverty in Scotland. This data has been used to assess the fuel poverty of Aberdeen City. Scotland-wide data is published annually, with the latest data being from 2022. No data was published in 2020 and 2021 due to the COVID-19 pandemic. Local authority figures for fuel poverty are based on three years' worth of SHCS data in order to achieve sufficient sample sizes. The latest data is from 2017-19. This is no longer accurate but may provide an estimate of how Aberdeen City compares to the Scottish average.

The **Scottish Index of Multiple Deprivation** (SIMD) is a tool for identifying areas with relatively high levels of deprivation.[1] It is a relative measure of deprivation across small areas (data zones) in Scotland. 'Deprived' does not just mean 'poor' or 'low income'. It can also mean people have fewer resources and opportunities, for example in health and education. SIMD data is split into ten deciles covering the whole population, where one is most deprived and ten is least on the scale. The latest data was published in 2020.

Based on 2017-19 data from the Scottish House Condition Survey (SHCS), Aberdeen City's fuel poverty rates were 26.1%. This is slightly above the Scottish average in the same period, which was 24.4%. The national average increased in 2022 to 31% of Scottish households in fuel poverty.

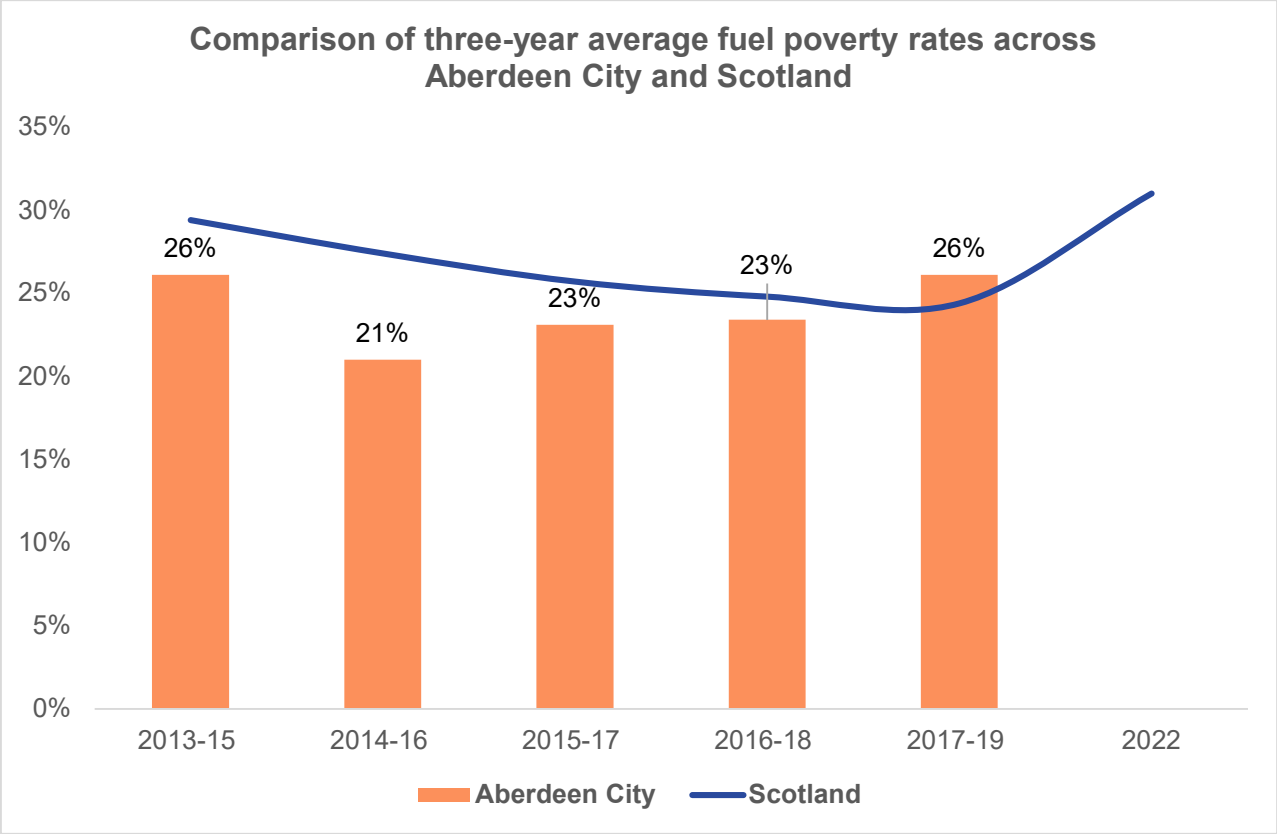
It is likely that households in Aberdeen City have experienced an increase as a result of the cost-of-living crisis and the sharp rise in energy costs since 2022.

Table 11 shows how Aberdeen City's fuel poverty rates have changed in the past decade. However, due to a change in the fuel poverty definition, direct comparisons cannot be drawn with the statistics published prior to 2016-2018.

Table 11: Scottish House Condition Survey figures showing the three-year average fuel poverty rates across Aberdeen City and Scotland[12]

Households (% of total population)	2013-15	2014-16	2015-17	2016-18	2017-19	2019-22
Aberdeen City	26.1%	21%	23.1%	23.4%	26.1%	No data[13]
Scotland	29.4%	27.4%	25.7%	24.8%	24.4%	31%
	[Old fuel poverty definition]			*[New fuel poverty definition]*		

Figure 5: Three-year average fuel poverty rate across Aberdeen City relative to the Scottish national average. Note that from the years 2016-18 onwards, the definition of fuel poverty differed to the previous years.



[12] https://statistics.gov.scot/slice?dataset=http%3A%2F%2Fstatistics.gov.scot%2Fdata%2Ffuel-poverty-shcs&http%3A%2F%2Fpurl.org%2Flinked-data%2Fsdmx%2F2009%2Fdimension%23refPeriod=http%3A%2F%2Freference.data.gov.uk%2Fid%2Fgregorian-interval%2F2013-01-01T00%3A00%3A00%2FP3Y

[13] The 2020 SHCS was suspended due to the Covid-19 pandemic, and methodological changes were introduced in 2021. The next three-year average estimates for local authorities are expected to be published in early 2026.

In a national context, Aberdeen City is the 17th most deprived area out of 32 local authorities, based on an analysis of data from the Scottish Index of Multiple Deprivation (SIMD).[14] A total of 12,935 properties in Aberdeen City fall within SIMD deciles one and two (most deprived). More than half of these properties are owned by the Council, indicating a strong link between the social housing tenure type and areas with high SIMD rankings.

Primary fuel type for domestic buildings

Our domestic housing stock aligns with national averages in relation to primary fuel type. Mains gas is the most common type of primary fuel. Compared to the Scottish average, Aberdeen City has a slightly higher proportion of properties using electricity as the primary fuel type, and fewer properties using oil, LPG, solid fuel, and biomass.

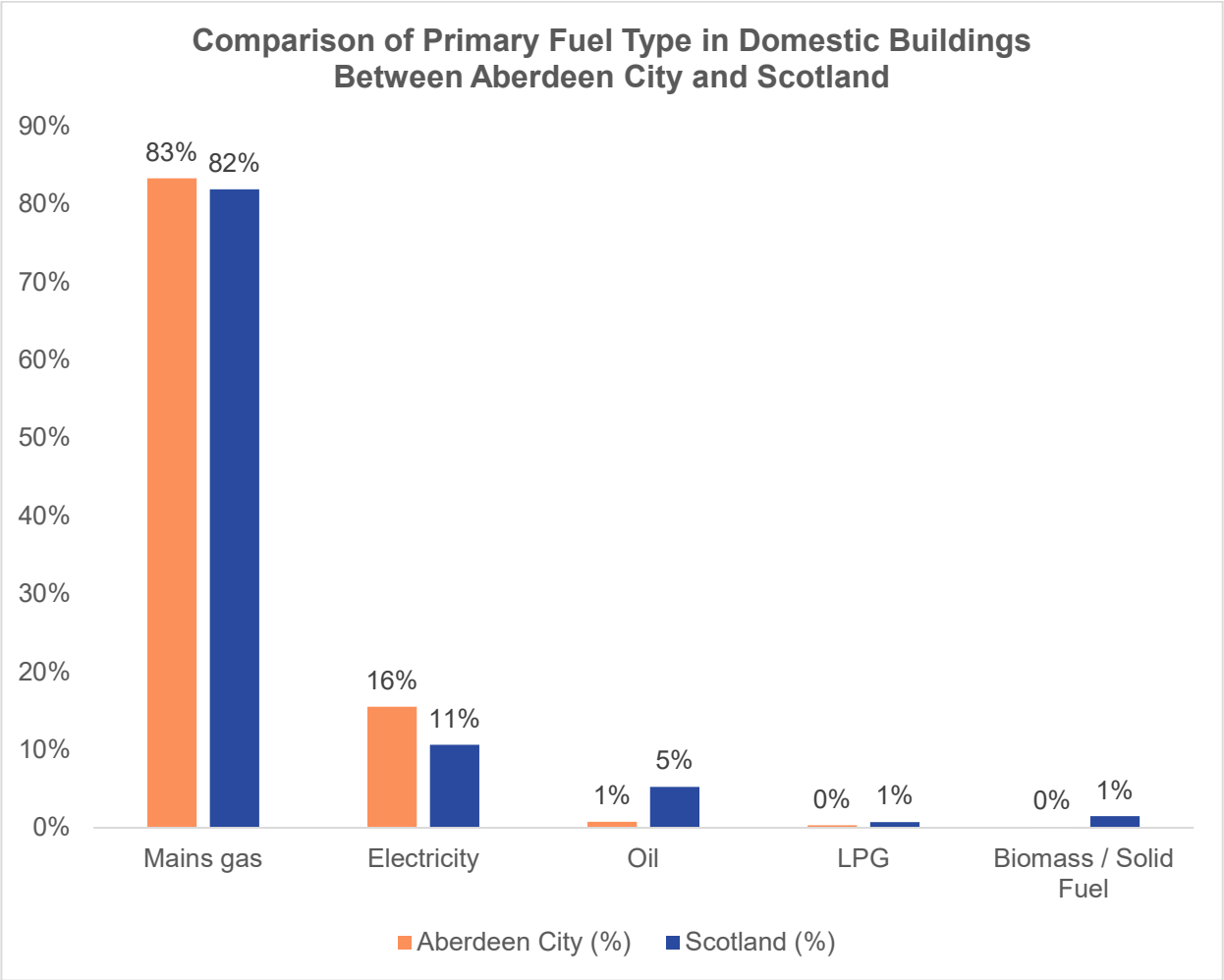
Note that the 'primary fuel type' indicator does not capture different heating systems used and does not capture the extent of heat networks. The extent of existing heat networks is discussed in a separate section below.

Table 12: Primary fuel type statistics for domestic properties in Aberdeen City. Note that properties with no fuel type (~0.9% of total domestic stock) is not included here.

Primary Fuel Type	Aberdeen City	Scotland
Mains gas	102,975 (82.5%)	2,016,000 (82%)
Electricity	19,168 (15.4%)	262,000 (11%)
Oil	914 (0.7%)	129,000 (5%)
LPG	368 (0.3%)	18,000 (1%)
Biomass / Solid Fuel	159 (0.1%)	36,000 (1%)

[14] https://www.aberdeencity.gov.uk/sites/default/files/2018-01/Deprivation%20in%20Aberdeen%20City.pdf

Figure 6: Primary Fuel Type in Domestic Buildings between Aberdeen City and Scotland



Energy Performance Certificate data for domestic buildings

Compared to the national average, Aberdeen has more properties across all tenures that fall in EPC bands A-B (most energy efficient).

The social housing sector in particular has relatively high levels of energy efficiency, with only 25% of properties in band D or lower. It is also the tenure type with the largest share of properties in bands A-B. This indicates that policy drivers for the sector have been successful at driving energy efficiency improvements.

Owner-occupied properties in Aberdeen have a wider distribution across EPC bands compared to the national average. This sector has fewer properties in band C compared to Scotland overall, but in turn more properties in both bands A-B (more energy efficient) and bands D-E (less energy efficient). Overall, this tenure type has the largest share (58%) of properties in band D and below.

The private rented sector is similar to the owner-occupied sector and in line with the national average, with most properties in bands C and D. Half of the properties in this sector are in band D or below.

Table 13: EPC data for domestic properties in Aberdeen City and national averages

	A-B (81-100)	C (69-80)	D (55-68)	E (39-54)	F-G (1-38)
Aberdeen City	12%	44%	32%	9%	3%
Scotland (average)	6%	48%	34%	9%	4%

Figure 7: Distribution of EPC Bands across Aberdeen City compared to the Scottish national average

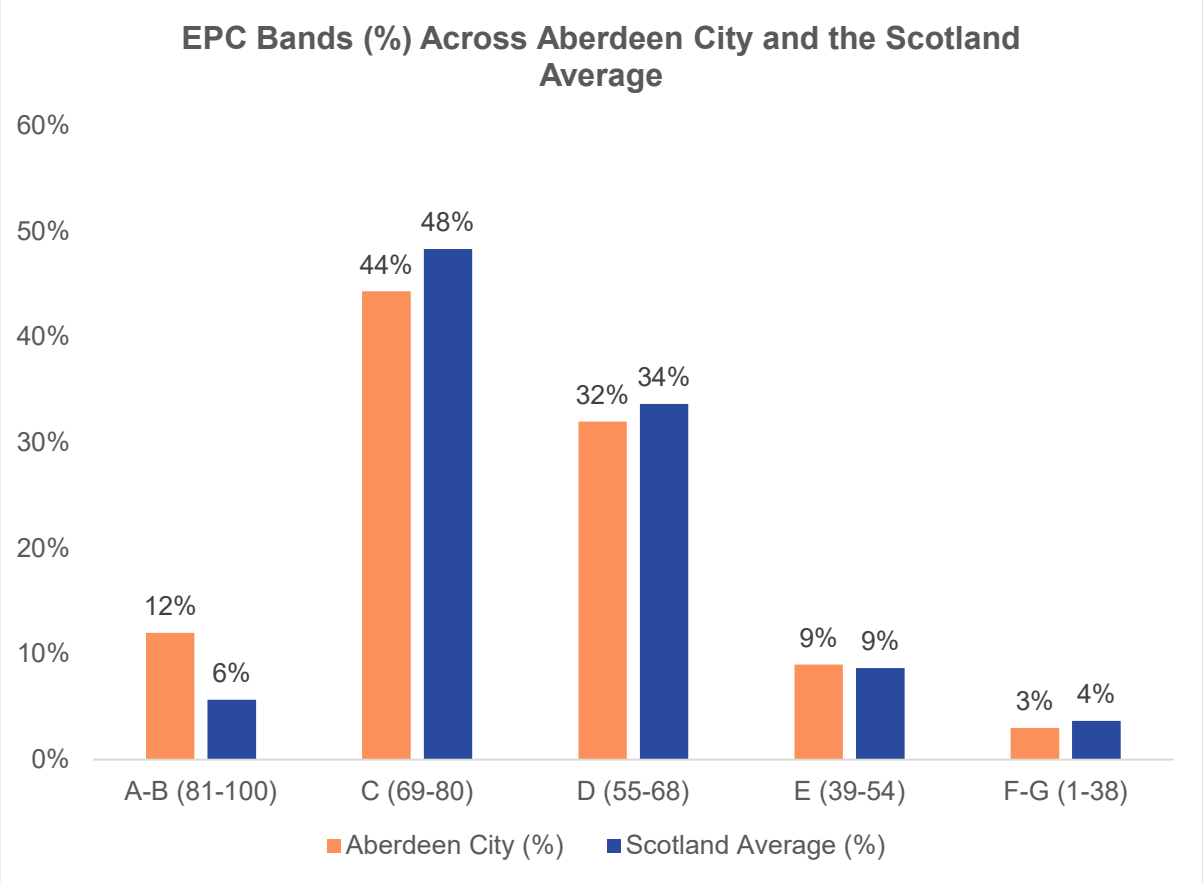
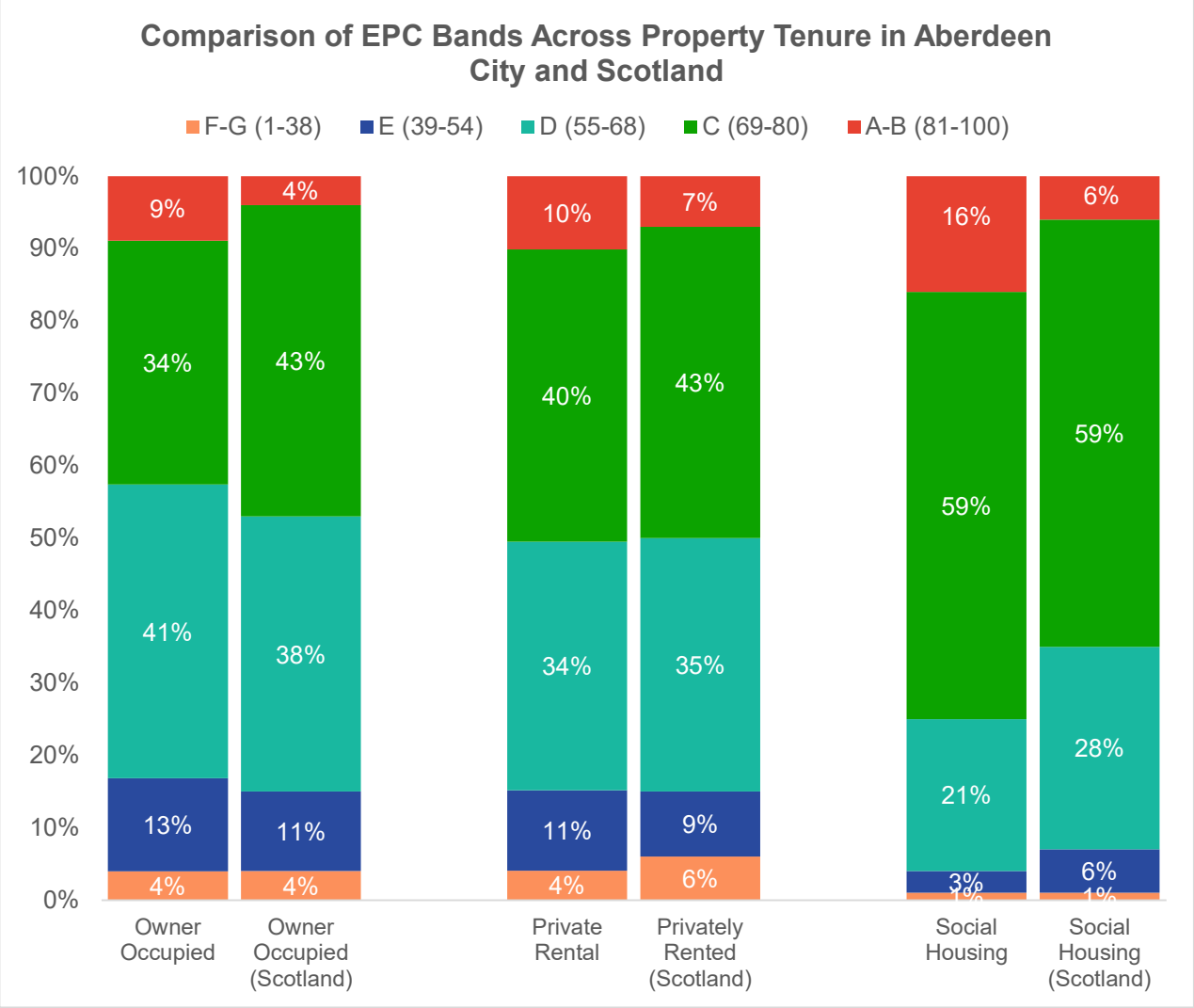


Table 14: Split of EPC data for domestic properties across property tenure in Aberdeen City

EPC Band	Owner-occupied		Private Rental		Social Housing	
	Aberdeen City	Scotland	Aberdeen City	Scotland	Aberdeen City	Scotland
A-B (81-100)	9%	4%	10%	7%	16%	6%
C (69-80)	34%	43%	40%	43%	59%	59%
D (55-68)	41%	38%	34%	35%	21%	28%
E (39-54)	13%	11%	11%	9%	3%	6%
F-G (1-38)	4%	4%	4%	6%	1%	1%

Figure 8: Split of EPC bands across all property tenures in Aberdeen City relative to the Scottish national average.

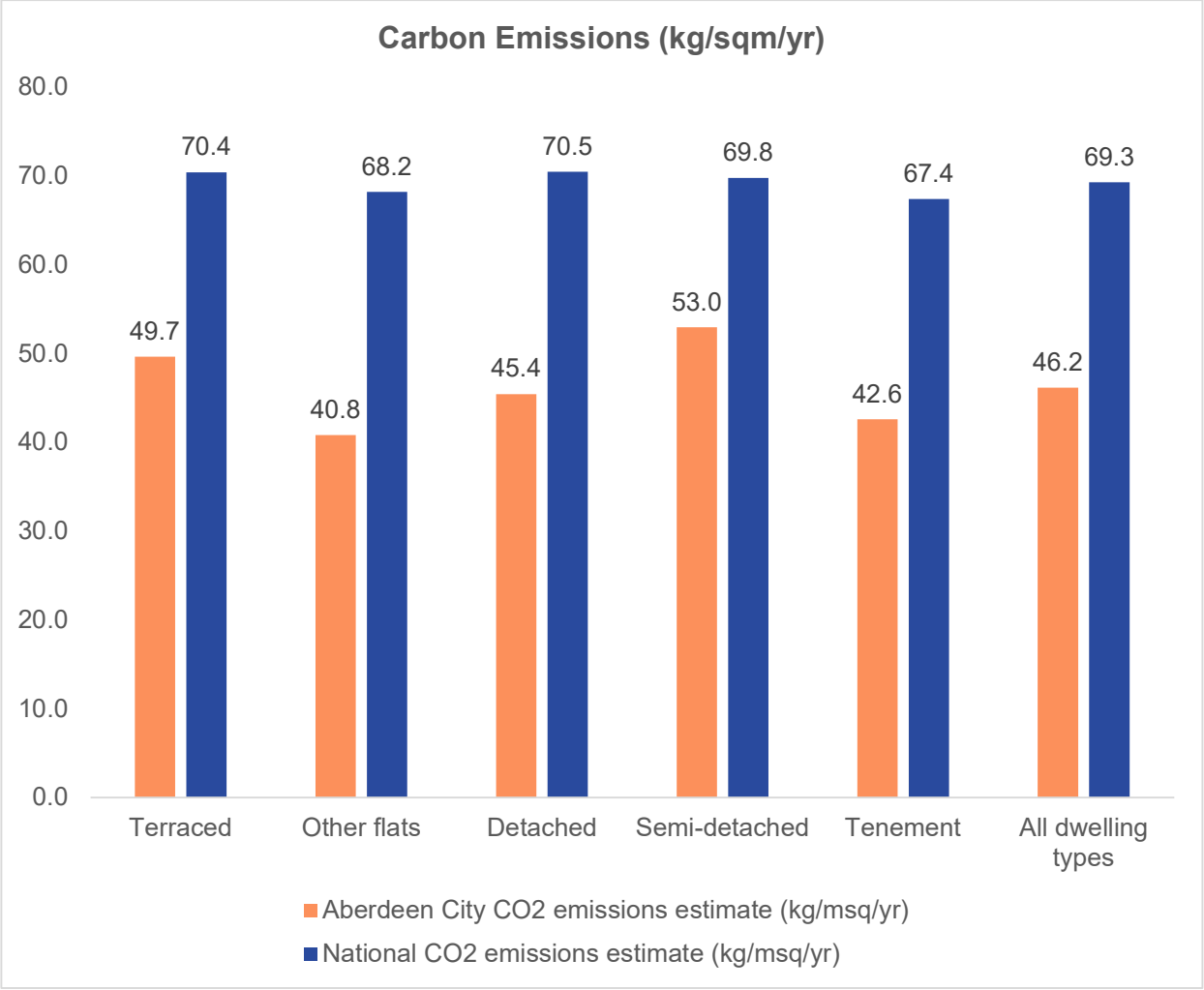


Carbon emissions from domestic buildings

In the national housing stock, carbon emissions estimates are relatively consistent between 67.4 and 70.5kg/m²/year across all dwelling types (Figure 9). In Aberdeen City, these estimates are significantly lower and with larger variation, between 40.8 and 53 kg/m²/year and averaging 46.2 kg/m²/year. Factors such as higher energy efficiency and less carbon intensive heating systems are likely to influence this.

Semi-detached, detached, and terraced housing have higher emissions compared to tenements and other flats. A similar pattern is found across the national housing stock, though the differences across dwelling types are less pronounced at national level.

Figure 9: Carbon emissions (kg/m²) for each dwelling type in Aberdeen City



4.2. Non-domestic buildings

Figure *10* provides a breakdown of the number of domestic and non-domestic buildings in Aberdeen City. There are 124,754 domestic buildings in Aberdeen, amounting to 93% of the total building stock, of which 23% are publicly owned. By comparison, non-domestic buildings make up only 7% of the building stock, including offices, retail, hotels, industry, education and leisure. In the context of non-domestic buildings, residential refers to short-term accommodation such as holiday lets.

Despite making up only 7% of buildings, non-domestic buildings account for 34% of heat demand across Aberdeen City. This demonstrates that on average heat demand is higher in non-domestic buildings than domestic ones. Due to their higher relative heat demand, non-domestic buildings have potential to be used as anchor loads to improve the feasibility of heat networks by providing guaranteed demand.

Table 15: Total property count for domestic and non-domestic buildings in Aberdeen City

Non-domestic property count	Domestic property count	Total property count
10,057 (7%)	124,754 (93%)	134,811

Table 16: Total heat demand for domestic and non-domestic buildings in Aberdeen City

Non-domestic total heat demand (MWh/yr)	Domestic total heat demand (MWh/yr)	Total heat demand (MWh/yr)
764,721 (34%)	1,483,212 (66%)	2,247,933

Figure 10: Breakdown of domestic and non-domestic building counts and respective heat demands in Aberdeen City

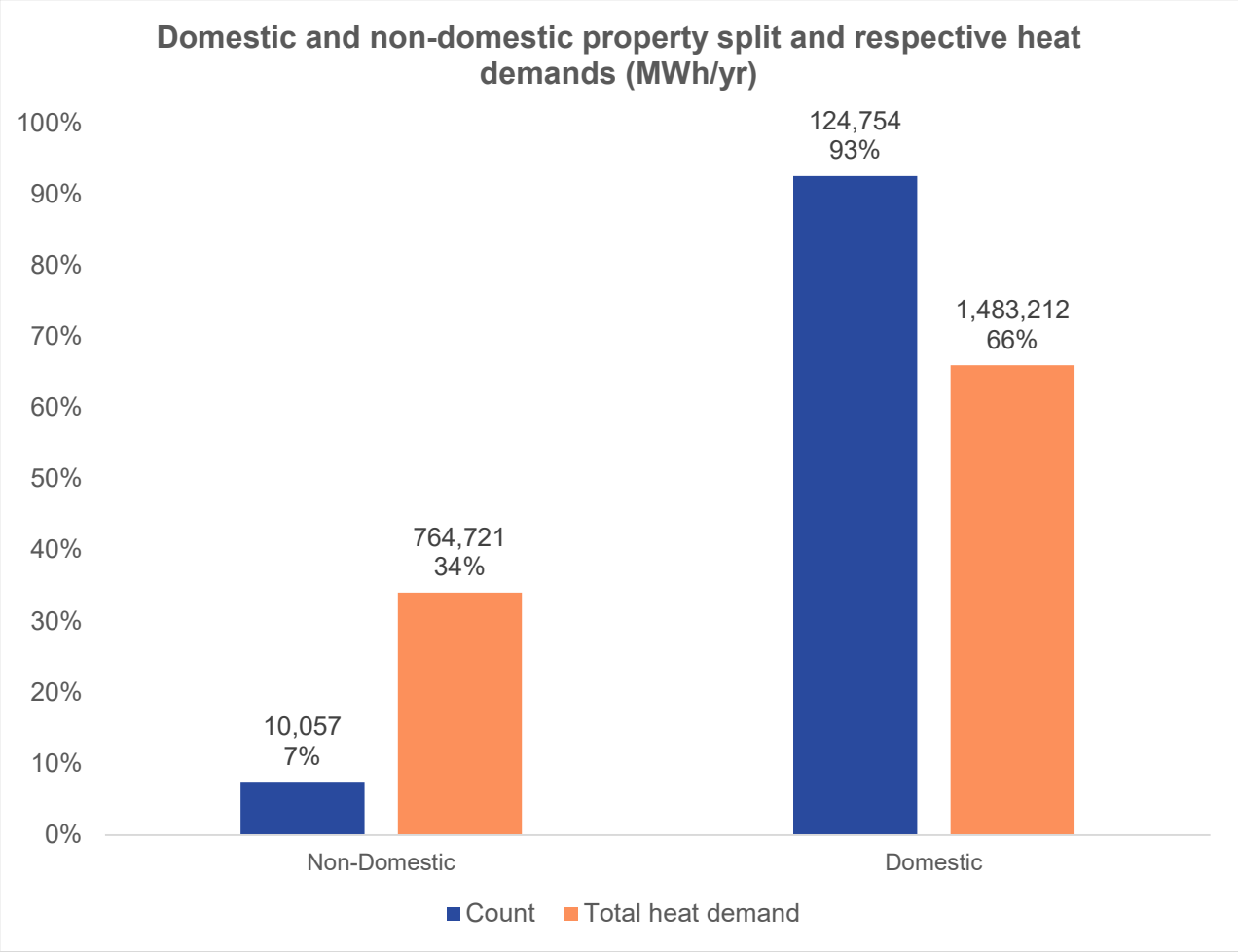
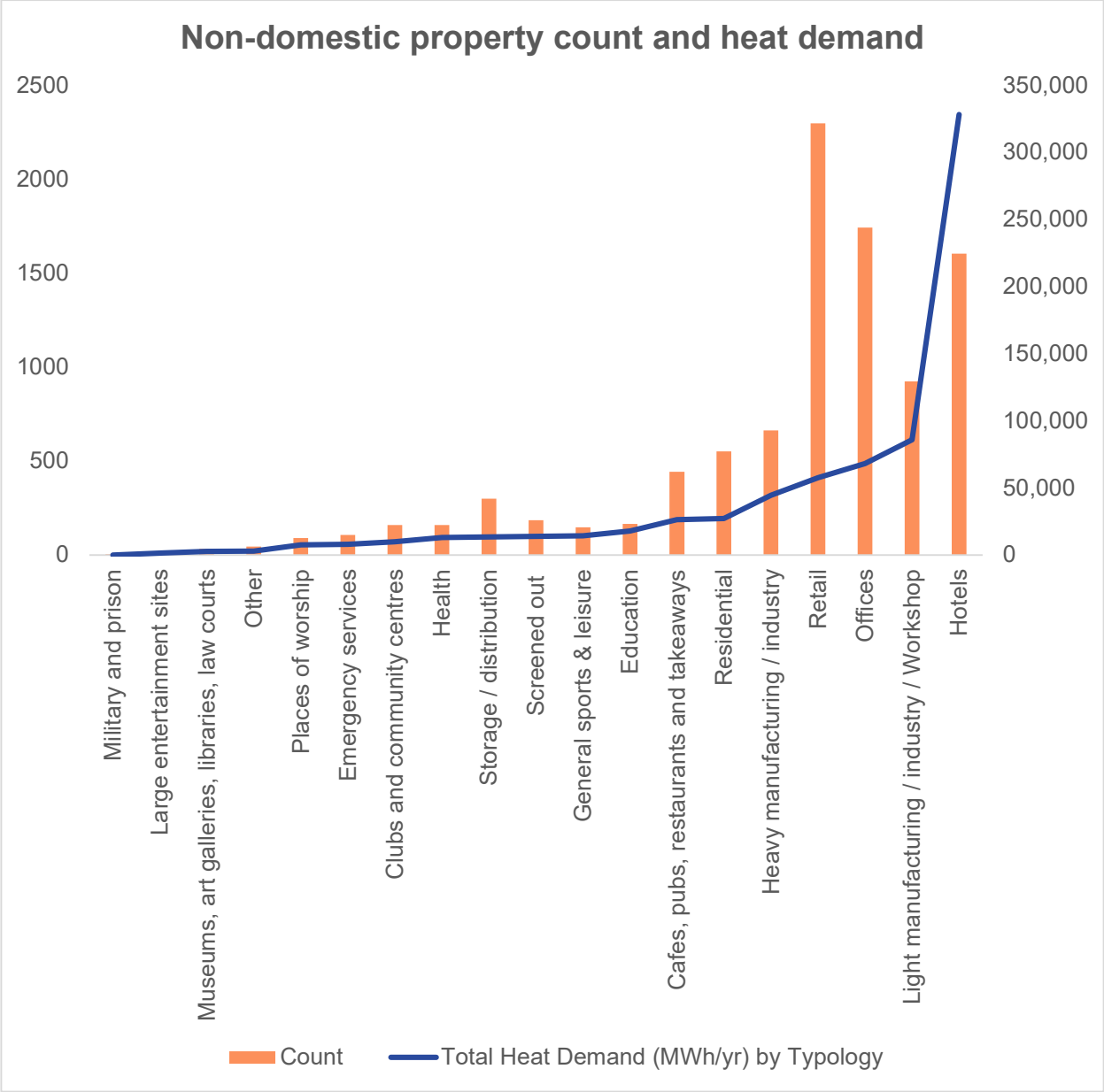


Figure 11 provides a breakdown of heat demand across different non-domestic building typologies in Aberdeen. This demonstrates that the correlation between number of properties and heat demand is not always directly proportional and is dependent on how the property is used. Building types such as hotels, education and sports and leisure centres have a higher average heat demand than retail or office buildings.

Figure 11: Non-domestic property count and total heat demand by typology



Hotels have the highest heat demand of all non-domestic building typologies, accounting for 44% of heat demand, despite making up only 17% of non-domestic buildings. This typology also includes care homes and student halls of residence, as well as traditional hotels, hostels, guest houses and bed and breakfasts. By contrast, offices and retail combined contribute only 17% of heat demand, despite making up 42% of buildings.

Primary fuel type in non-domestic buildings

As seen in *Table 17*, electricity is the most common fuel type for non-domestic properties, with 5,403 buildings relying on electric heating systems. Mains gas is the next most common fuel source with 3,217 non-domestic properties connected to the gas grid. Note that district heating is not included as a fuel source in Non-Domestic Analytics. Heat supplied to non-domestic buildings through heat

networks is classified in terms of the fuel source for the heat network. For example, heat supplied via heat networks powered by CHP stations falls under ‘mains gas’.

Table 17: Non-domestic property count by main fuel type

Electricity	Mains gas	Oil	Other
5,403 (54%)	3,217 (32%)	1,287 (13%)	150 (1%)

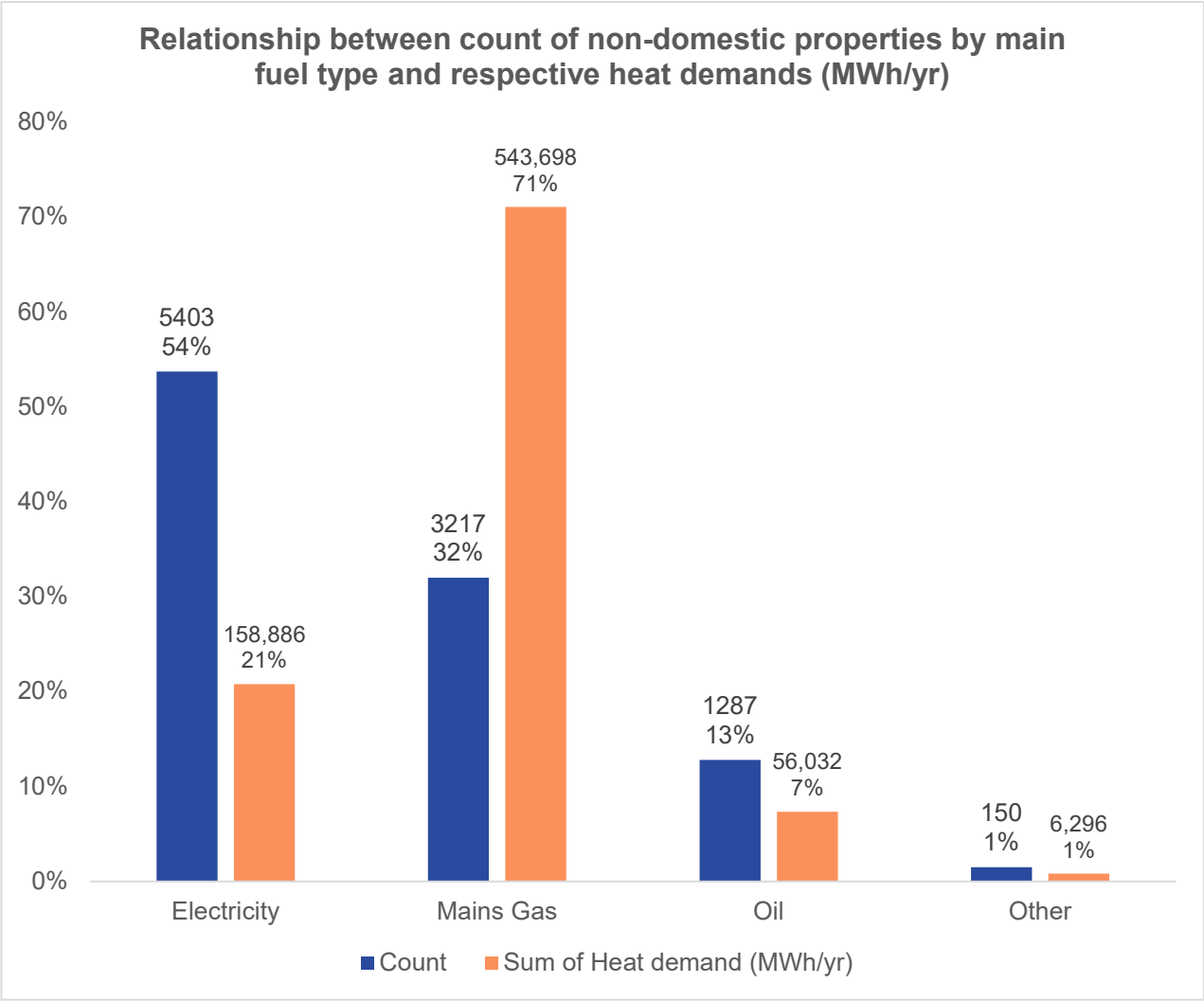
As Figure 12 demonstrates, the relationship between number of properties and heat demand according to fuel type is non-linear. Mains gas makes up the majority of heat demand in non-domestic properties and is used to meet 71% of demand despite accounting for only 32% of properties (*Table 17*Table 18 and 19). Conversely, electricity meets just 21% of heat demand, and is used by 54% of properties. Other fuel types, liquified petroleum gas (LPG) and biomass, meet just 1% of heat demand.

This shows that properties which use gas as their main heating source have a significantly higher average heat demand than those that use electricity. As such, on gas buildings will be a priority focus for decarbonising non-domestic buildings.

Table 18: Heat demand by main fuel type (MWh/yr)

Electricity	Main Gas	Oil	Other
158,886 (21%)	543,689 (71%)	56,032 (7%)	6,296 (1%)

Figure 12: Count of non-domestic properties by main fuel type and respective heat demands within Aberdeen City



4.3. Heat Networks

Existing heat networks

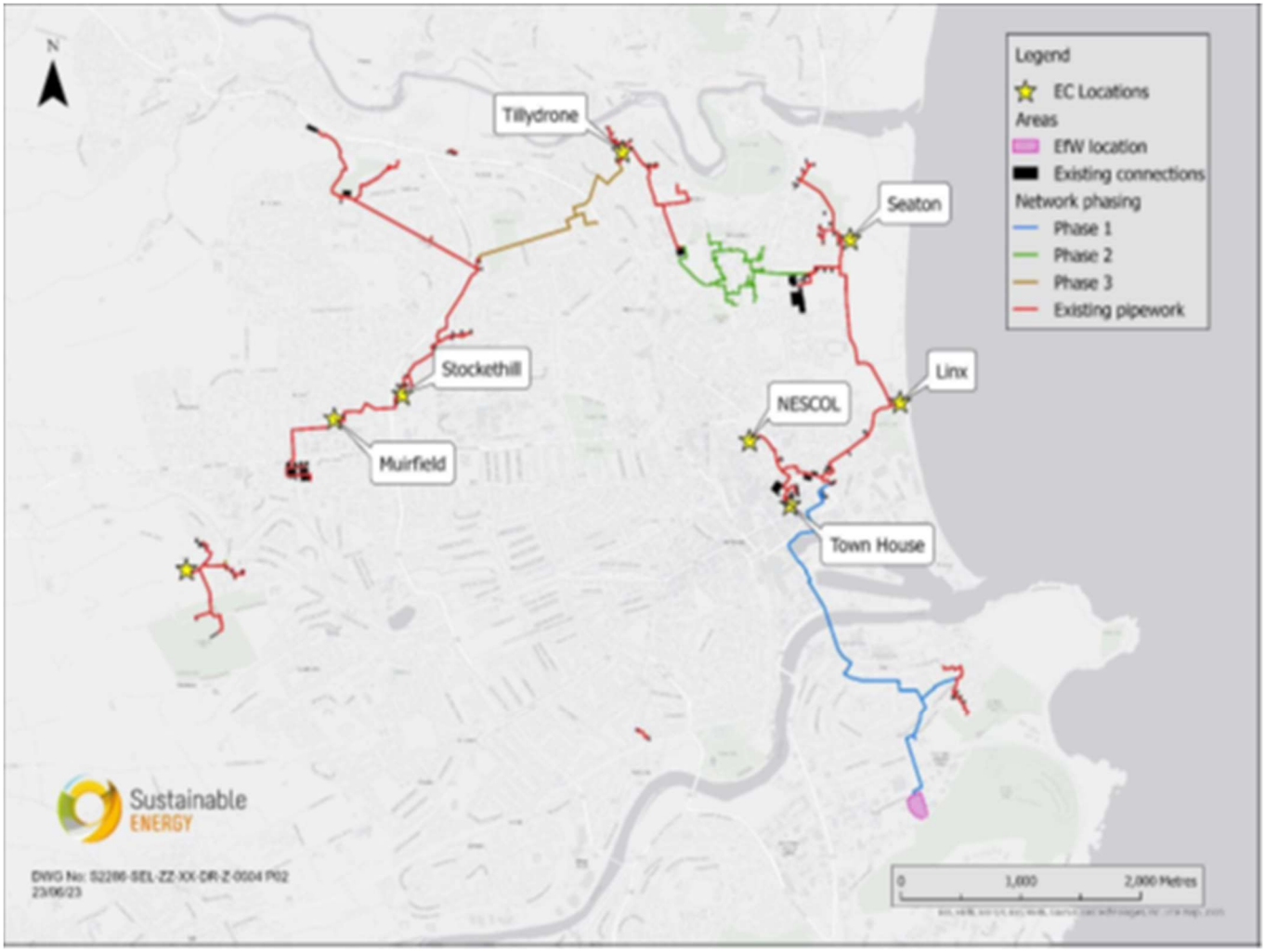
Aberdeen City has a number of heat networks that provide heat and hot water across the city. The networks are operated and maintained by Aberdeen Heat and Power, a not-for-profit company set up by the Council in 2002. The company was initially set up to address the issue of fuel poverty among social housing tenants in the Council's high-rise flats by providing affordable warmth. Since then, the networks have been expanded and now serve a number of private and public buildings, including schools, offices, student accommodation, health centres and residential flats and houses. *Table 19* below provides an overview of the heat networks currently operated by Aberdeen Heat and Power. Additionally, there are a number of standalone communal heating systems and heat networks serving domestic and non-domestic buildings across the city, including universities and health facilities. These networks are operated independently of Aberdeen Heat and Power.

Table 19: Heat networks operated by Aberdeen Heat and Power

Energy centre location	Development stage	Primary heat source	Capacity (MW)	No. of connections
Hazlehead	Operational	CHP	3.44	186
Tillydrone	Operational	CHP	5.2	495
Seaton	Operational	CHP	11.82	1,121
Stockethill	Operational	CHP	6.13	1,369
Wellheads	Operational	CHP	1.04	283
Torry	In development	Energy from waste (EfW)	10	794*

* Number of proposed connections to Torry heat network.

Figure 13: Map of Aberdeen Heat and Power heat networks and energy centres with proposed extensions. Source: Aberdeen Heat and Power (reproduced with permission)



5. Priority A: Heat Network Development

Summary of Priority A: Heat Network Development

Heat networks can provide **affordable, reliable, and decarbonised heating** to homes and businesses. Aberdeen is unique compared to other local authorities in that it already has a developed network of heat networks operated by Aberdeen Heat and Power. Expanding the existing networks, decarbonising heat sources and developing new heat networks elsewhere are important priorities for Aberdeen City Council.

Areas of interest: The Council is focused on expanding existing heat networks by connecting new buildings and heat sources. The Torry heat network has been expanded to use waste heat from the Energy from Waste (EfW) plant in Tullos and is currently accepting sign-ups. All new build council houses and public buildings will be connected to a heat network where feasible. If a heat network connection is not currently available, future connection plans must be considered at design and construction stages.

Stakeholders: The main stakeholders involved in developing new heat networks and expanding existing ones are the Council, Aberdeen Heat and Power, organisations with buildings that are potential anchor loads, and organisations with a potential source of waste heat that may be used to supply heat networks.

Challenges: There are various challenges associated with heat network development in Aberdeen including high capital cost of development, lack of available capacity in existing heat networks and the need to decarbonise the existing heat supply.

Opportunities: Several heat networks are already operational across the city with plans for expansion. In Aberdeen Heat and Power, the city already has an established organisation with over 20 years' experience in managing and developing heat networks.

Relevant policies:

Heat Networks (Scotland) Act 2021: provides regulatory framework for the development and operation of heat networks in Scotland.

Aberdeen Local Development Plan 2023: includes policies to encourage waste heat recovery and heat network development.

5.1. Overview

A heat network is a heat supply technology that delivers heat from a central source to multiple properties via insulated pipes buried underground. Heat can be supplied by a range of different technologies. This could include heat generated from boilers (combined heat and power (CHP), gas, or biomass fed), or from heat pumps. They can also use recovered or waste heat from industrial processes, data centres, or energy from waste facilities. A heat network, despite its name, can provide both heating and cooling. Heat networks provide under 2% of Scotland's heating.[15] By 2050, it is projected that they will provide 20% of heating in the UK to meet net zero targets.[16]

Depending on their fuel source, heat networks can help reduce greenhouse gas emissions. The design of heat networks enables new heat sources to be added in the future with minimal disruption for the end-user. This means that heat networks are a low-regrets technology.

Heat networks will play an important role in balancing wider energy networks, as they can store energy and absorb constrained renewable electricity generation (when there is too much energy being generated for the electricity grid). Heat networks may also help to reduce householder energy bills and tackle fuel poverty, if well-designed and operating efficiently using an appropriate heat source.

To be efficient, economically viable and deliver value for money, heat networks must be well located. This means being in areas with sufficient heat demand and density to enable optimal performance. It also means securing connections to the network from buildings with large, reliable and long-term demand for heat. These are known as 'anchor loads' and are essential in allowing heat networks to operate efficiently.

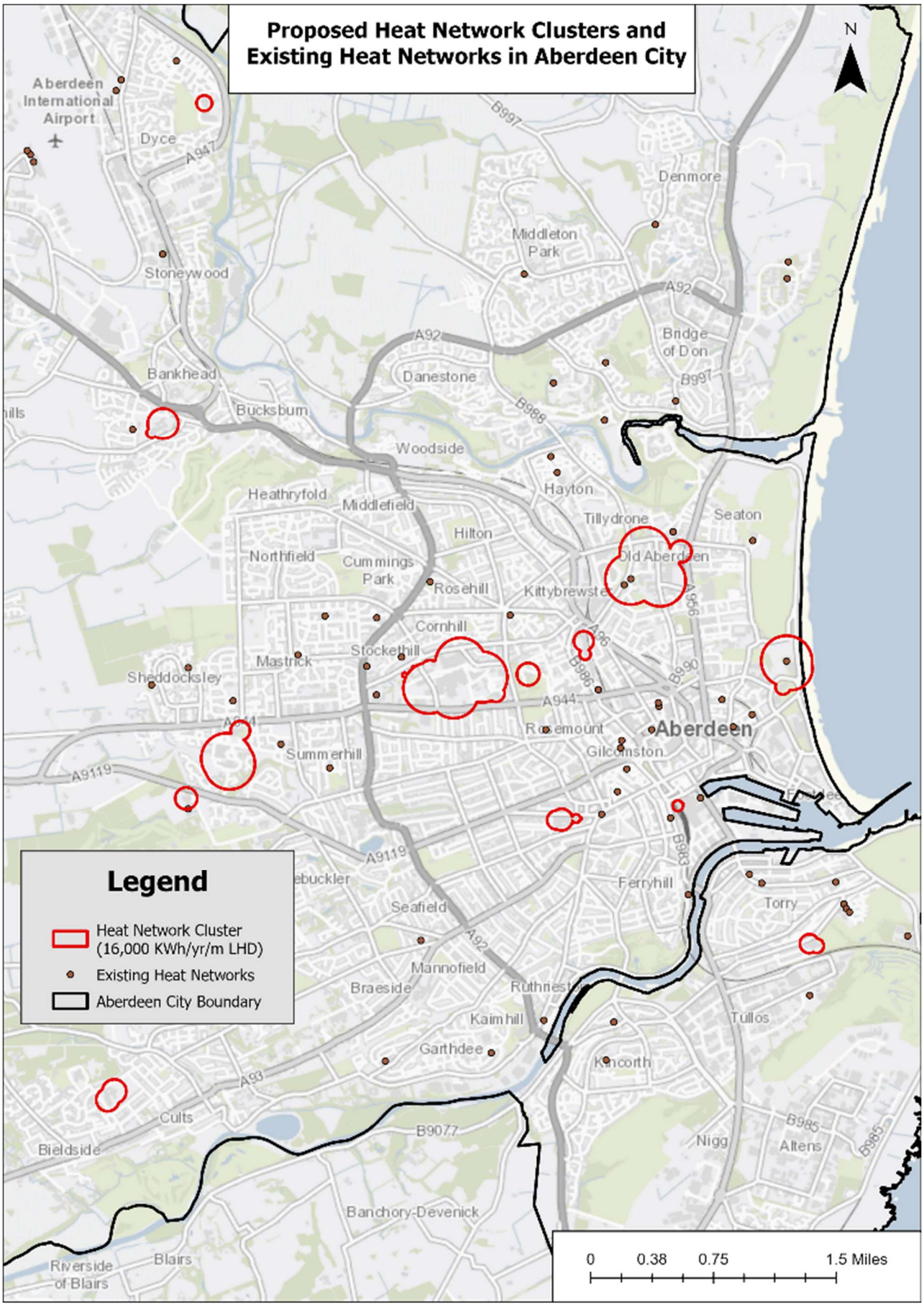
5.2. Future heat network development

Heat networks will form a key part of the Council's strategy to decarbonise heating in Aberdeen. This will involve expanding existing networks as well as developing new ones. The Heat Networks Act requires local authorities to identify and potentially designate heat network zones. Zoning provides market signals to attract private investment from heat network developers. As part of this strategy, data from the Scottish Heat Map was used to identify areas or 'clusters' with high potential for heat network development based on linear heat demand and the presence of nearby anchor loads (see Appendix E for methodology).

In total, 13 clusters were identified as having potential for future heat network development, as identified in Figure 14 below. Many of these areas are intersected by heat networks that are already in operation, which presents an opportunity for expanding these networks if additional heat sources are added. Of the 13 clusters, four were identified as having high potential based on total heat demand. The remaining nine present additional opportunities for heat network development. These zones will be reviewed in collaboration with relevant stakeholders. Designating heat network zones will be included as an action in the LHEES Delivery Plan.

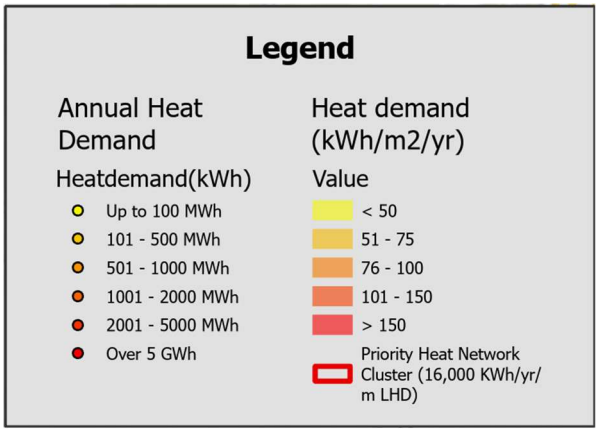
[15] Scottish Government (2024) Renewable and low carbon energy
[16] DESNZ (2023) UK heat networks: market overview

Figure 14: Map of proposed heat network clusters and existing heat networks in Aberdeen City



Proposed heat network zones

A legend for the proposed heat network zone maps is shown below:



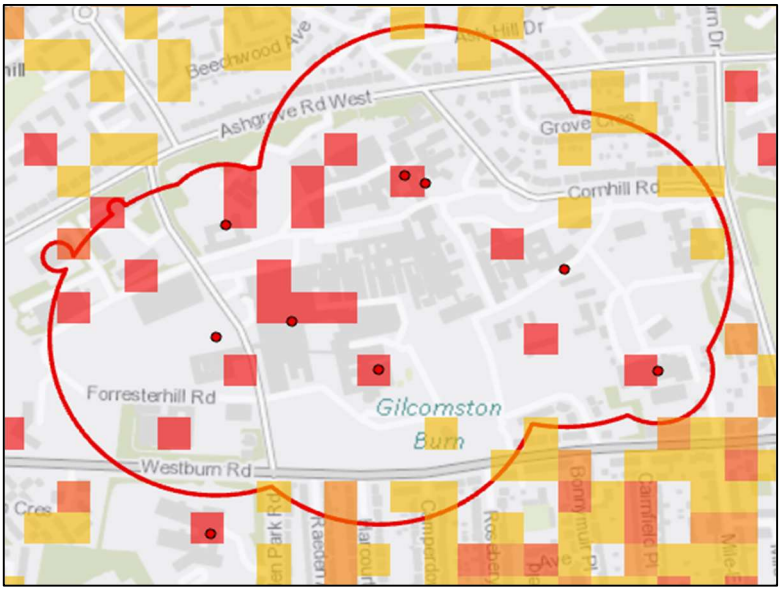


Figure 15: Proposed heat network cluster 1 in Foresterhill

Zone 1 – Foresterhill: This zone covers an area of 54.9 hectares around the Aberdeen Royal Infirmary and has a total heat demand of 152,962MWh/yr. There are eight potential anchor loads within this zone. Parts of this area are covered by four existing heat networks, including Stockethill. There is potential for the existing network to be expanded in this area, depending on existing capacity and the availability of additional heat sources.

Zone 2 – Old Aberdeen: This zone covers an area of 45 hectares in the north of the city and has a total heat demand of 78,622MWh/yr. There are eight potential anchor loads within this area belonging to the University of Aberdeen, one of which is served by Kings College district heat network. Additionally, the cluster contains two existing heat networks and is intersected by a third. The University of Aberdeen District Heating Scheme sits between the Seaton and Tillydrone heat networks operated by Aberdeen Heat and Power. There is potential for the existing networks to be expanded and connected if additional low carbon heat sources are added. Any plans for expansion will require close engagement between the Council and relevant stakeholders.

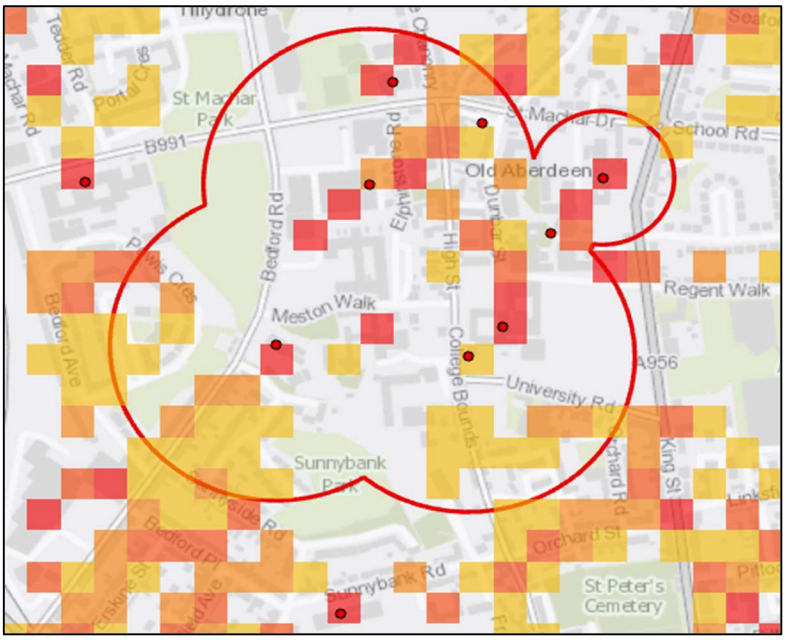


Figure 16: Proposed heat network cluster 2 in Old Aberdeen

Figure 17: Proposed heat network cluster 3 in Woodend

Zone 3 – Woodend: This zone covers an area of 23 hectares to the east of the city and has a total heat demand of 25,392MWh/yr. There are three potential anchor loads within this zone and the area is intersected by three existing heat networks, including Hazlehead.

Zone 4 – Queens Links: This zone covers an area of 22 hectares and has a total heat demand of 11,925MWh/yr. There are three identified anchor loads within the area including the Linx Ice Arena, which is already served by a heat network. The area is also intersected by a second existing heat network.

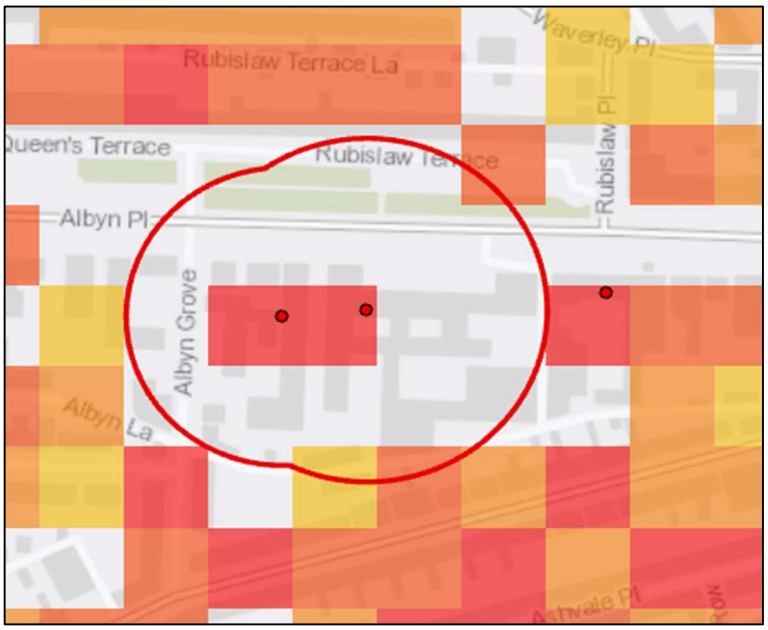


Figure 18: Proposed heat network cluster 4 in Queens Links

In order to be economically viable, heat networks must be connected to anchor loads with sufficient and consistent heat demand. Non-domestic buildings typically have higher heat demand than domestic buildings and can often serve as viable anchor loads. Policy R8 of the Local Development Plan states that new developments in the city centre and/or identified heat network zones must connect to an existing heat network where available or provide a communal heating/cooling system capable of connecting to the wider network at a later date. Aberdeen City Council Planning Department is currently working on drafting guidance for developers on the process for connecting to heat networks in designated heat networks zones.

Aberdeen City Council has committed to all new council housing and non-domestic buildings being connected to heat networks where feasible. If no connection is currently available, future connection plans must be considered at design and construction stages. Buildings that are adjacent to council-owned buildings are also encouraged to engage with Aberdeen Heat & Power for heat network connections.

Feedback from heat network stakeholders workshop

In June 2024, a stakeholder engagement workshop was held online with heat network stakeholders to discuss Aberdeen's plans for heat network development in more detail. This workshop provided the opportunity for stakeholders to give feedback on the data zones identified during Stage 4 and to clarify any inaccuracies in the Scottish Heat Map data regarding heat demand, anchor loads and waste heat availability. During the session, Aberdeen Heat and Power provided further detail on their existing plans for expanding their network, as well as highlighting some of the challenges and opportunities for decarbonising these networks. It was also agreed that future sessions with heat network stakeholders would be held on an ongoing basis to provide updates and get feedback from relevant stakeholders.

5.3. Decarbonisation of existing heat networks

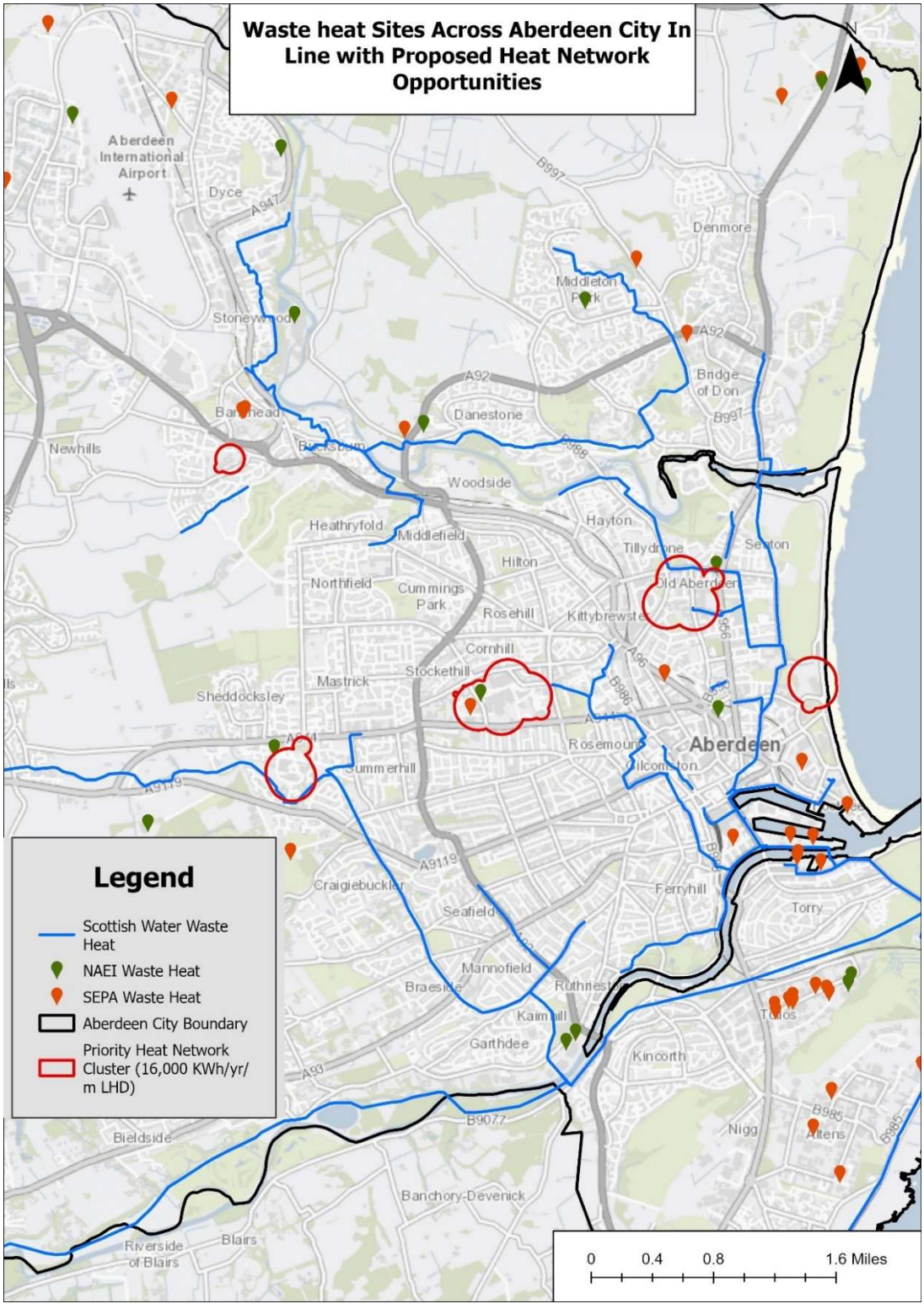
At present, the majority of the heat generated in Aberdeen Heat and Power's heat networks is through combustion of gas, either in CHP generators or gas boilers. However, due to the climate emergency and Scotland's net zero targets, these networks must be decarbonised as quickly and efficiently as possible.

Changeover of the primary heat source may be supported with the introduction of the energy from waste plant (EfW), now operational in Tullos, South East Aberdeen. The EfW plant site is adjacent to a fish processing plant operated by Pelagia, which currently releases waste heat into the North Sea and is close to a proposed hydrogen electrolysis plant to be sited in Nigg. A network is currently under construction to take the waste heat from the EfW plant into Torry, and these two other heat supplies could potentially be connected to this network at a later date. The EfW plant can generate 20MW(h) whilst Pelagia has the ability to generate 5MW(h) of waste heat.

All three heat suppliers are on the south side of the River Dee and the main east coast railway line. To connect the pipe from Torry to the City Centre network it will be necessary to cross the river. Aberdeen City Council have already crossed the railway line as part of the Torry network and it is

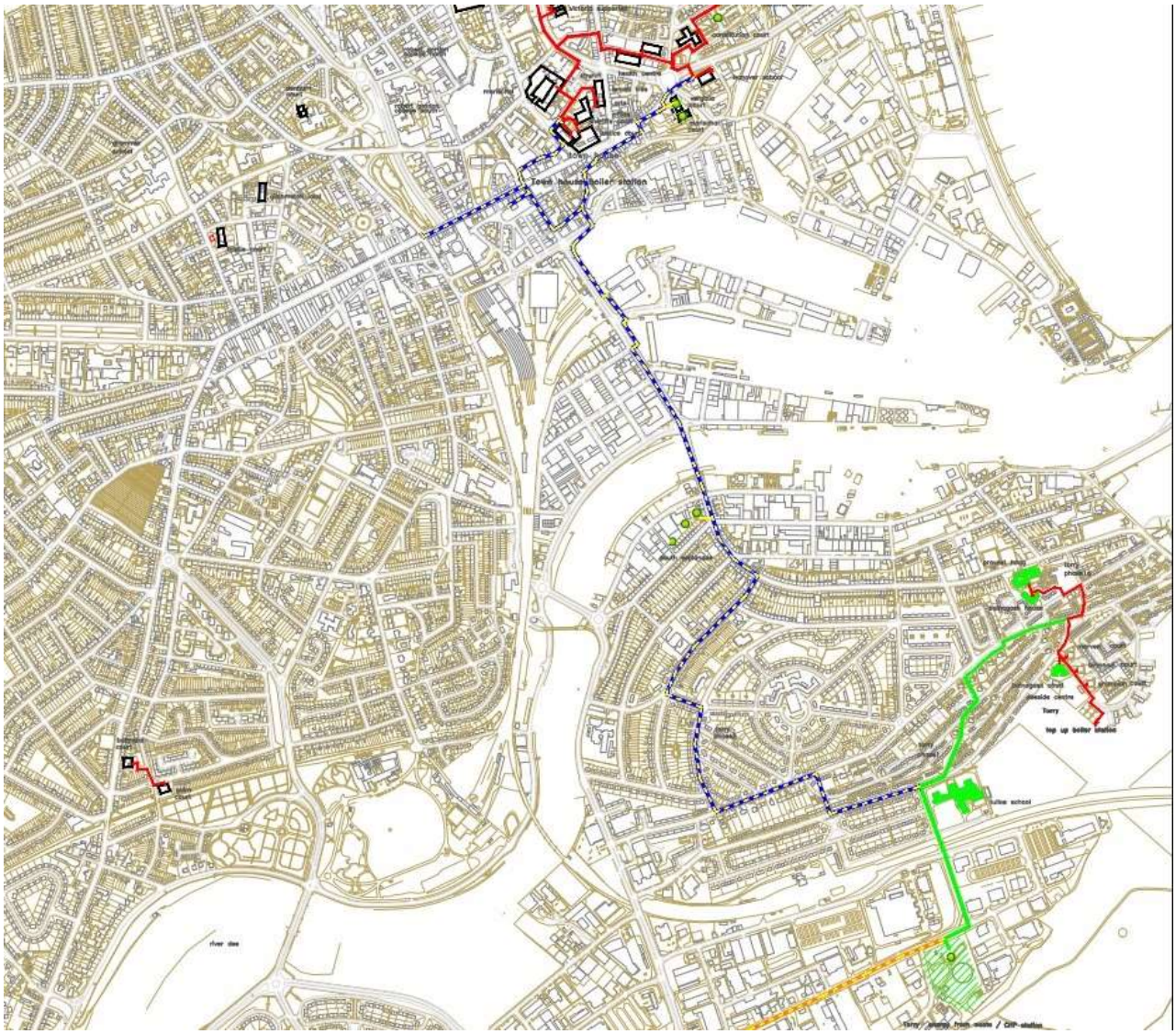
assumed that this pipe has the capacity to carry 20 MWh of heat. A verified pipe route is currently being developed with a view to ACC submitting a grant application for capital funding from Scottish Government. **Error! Reference source not found.**Figure 19 highlights potential waste heat sites that have been identified during Stage 4.

Figure 19: Map of heat network clusters with potential waste heat sites in Aberdeen



Replacement of the backup gas boilers will be more challenging as they will need to be replaced by technologies that are currently expensive, such as heat pumps, or by technologies as yet undeveloped. Aberdeen Heat and Power are actively researching new technologies and potential partnerships for the connection of equipment that would lower the current carbon output. Aberdeen Heat and Power are in discussions with the main utility companies and leading CHP and renewable heat companies to ensure they remain at the forefront of future low carbon developments. Aberdeen Heat and Power have provided the following estimated time frames to achieve these aims:

- Inter Network Connections – 3 to 8 years
- Carbon neutral heat generation – 2 to 5 years



- Carbon neutral back up – 2 to 10 years

Figure 20: Aberdeen Heat and Power's proposed plans for expansion of Torry heat network to connect city centre heat network to EfW plant. Source: Aberdeen Heat and Power (reproduced with permission).

Green – ACC Torry Network
Red – Existing Torry Network
Blue – Proposed Network Expansion Route

5.4. Attracting investment in energy infrastructure

The delivery of city-wide energy efficiency and decarbonisation actions will require a number of solutions and input from a range of organisations, extending beyond the Council. The Net Zero Aberdeen Routemap sets the direction for collaborative action across sectors to reach net zero by 2045, acknowledging that the pace, depth and scale of system change will require significant funding and investment. While Aberdeen has a track record of working collaboratively and securing funding, the Scottish Government's Green Heat Finance Taskforce acknowledges that changes to our buildings will require a mixture of public and private financing in various combinations to ensure that the transition is affordable for all. This will require significant investment in Aberdeen's energy infrastructure and heat networks to ensure that they are suitable to meet the demands of the future.

Unlocking finance and funding will be crucial to deliver the Aberdeen LHEES. Collaboration across stakeholders will be essential to evolve detailed plans and costings; as well as to explore appropriate funding mechanisms, investment opportunities and sufficient external funding to support scalable solutions.

Aberdeen City Council is considering all possible options for investment in green heat networks. We have a strong track record of successful funding applications to support heat network development. The Council has received over £11m form the Scottish Government Low Carbon Infrastructure Transition Partnership (LCITP) and Heat Network Fund for Phase 1 and 2 of the Torry Heat Network Project.[17] The Council will continue to seek both public and private funding to further develop and decarbonise the network of district heating systems across the city.

5.5. Stakeholders

The following key stakeholders have been highlighted in relation to the development and decarbonisation of heat networks in Aberdeen City:

- Aberdeen City Council
- Aberdeen Heat and Power
- Independent heat network operators:
    - University of Aberdeen
    - NHS Grampian
- Potential anchor loads
- Potential sources of waste heat (industrial, commercial, EfW, Scottish Water)
- Heat network developers and delivery partners

[17] Low Carbon Infrastructure Transition Programme: capital projects - list - gov.scot (www.gov.scot)

6. Priority B: Improving Building Energy Efficiency

Summary of Priority B: Improving Building Energy Efficiency

Improving the energy efficiency of buildings reduces heat demand, whilst simultaneously addressing fuel poverty and climate change. Aberdeen City Council has made significant improvements to the energy efficiency of domestic and non-domestic properties. However, a significant number of properties require improved insulation.

Areas of Interest: Data on the energy efficiency of Aberdeen's domestic stock indicates a need for measures to be installed at scale. For example, over half (51%) of domestic properties do not have wall insulation. Specific areas of Aberdeen City have the lowest levels of wall insulation and will require targeted support. These include Midstocket, Frogwall, Powis and Sunnybank.

Stakeholders: A range of stakeholders need to be involved to improve the energy efficiency of different buildings. The Council will need to engage housing associations, and their tenants, to install measures in social housing stock at scale. Equally, the Council will engage owner-occupiers, private landlords and tenants, and non-domestic building owners and tenants.

Key Challenges:

- Limited insulation uptake for solid wall insulation programmes due to cost.
- Extensive engagement required to increase insulation in mixed tenure properties.

Key Opportunities:

- Building on the success of existing insulation programmes, especially in hard-to-treat buildings.
- Promoting partners services, such as Scarf, that support householders with retrofit and energy advice.

Key Relevant policies:

Heat in Buildings Bill (under consultation): Proposes a minimum energy efficiency standard for private landlords by 2028, and for owner-occupiers by 2033.

Local Housing Strategy (2018-2023): Sets out strategic outcome to reduce fuel poverty in line with climate targets.

Building Performance Policy (2016): Requirement for energy efficiency improvements when refurbishing Council owned properties. Policy is being updated to reflect net zero standards.

6.1. Overview

Background

One of Aberdeen City's key priorities is improving building energy efficiency. Reducing heat demand simultaneously addresses fuel poverty and climate change as it results in lower carbon emissions and can reduce heating bills.

The LHEES methodology includes three considerations relating to energy efficiency:

- Poor building energy efficiency
- Poor building energy efficiency as a driver for fuel poverty
- Mixed-tenure, mixed-use and historic buildings

Progress on these considerations is detailed below, apart from fuel poverty as a driver, which is discussed in Section 8: Alleviating Fuel Poverty.

Current Energy Efficiency Levels

Just over half of all domestic properties in Aberdeen City have uninsulated walls. This equates to around 63,000 individual properties (Table 9). Of those that are currently insulated, further investigation will be required to determine whether the levels of insulation are compatible with Aberdeen City's net zero targets.

Private rented properties are the tenure type with the highest rate of uninsulated walls (64%). Owner-occupied properties follow closely with 54% uninsulated walls. In social housing, only 29% of walls are uninsulated. This may be because social housing tends to be in newer housing with construction types that are easier to insulate, as well as previous statutory energy efficiency requirements for social housing such as the Energy Efficiency Standard for Social Housing (EESSH). This indicates that additional funding and incentives are necessary in order to achieve high levels of energy efficiency in privately owned properties.

The vast majority (94%) of domestic properties in Aberdeen have double glazing, and 3% have triple glazing. Only 3% have single glazing.

Another key indicator on energy efficiency is the extent of loft insulation. Best practice recommends that at least 250 mm is installed. Currently, loft insulation with a thickness of at least 250mm is installed in 25% of domestic properties. 11% of domestic properties have a low standard of loft insulation thickness (0-99mm).

Projects and Progress: Hard to Treat Build Domestic Buildings

Work to improve the energy efficiency of domestic buildings is underway in Aberdeen City. The council has focused on hard-to-treat build types in areas with low SIMD rankings. This has been achieved through two key projects:

1. The Aberdeen Victorian Tenements Project

There are over 12,000 granite tenements flats in Aberdeen, built in Victorian and Edwardian times. These properties are now over 100 years old and due to their age and construction, are particularly hard to heat. The tenement blocks are often made up of a mixture of all tenures. This can make it difficult to get the necessary multiple consents to carry out remedial works on communal areas of the building. Absent owners can also make getting majority consent very challenging.

The Council Home Energy Team set up the project to address this issue. They have employed dedicated case officers, to help provide a consistent point of contact through the complicated process of insulating mixed tenure tenements. The officers provide individual and group visits to help coordinate the communal insulation work. This has proved successful, with just under 500 shared lofts and under floors within tenements being insulated over the past 15 years through the scheme. At the same time hot water jackets and reflective radiator panels have also been issued. Learnings have been recorded and are being used to continuously improve the delivery of the scheme, which is still underway.

2. Area Based Schemes (ABS)

ABS is a Scottish Government scheme that provides funding for local authorities to deliver energy efficiency programmes in areas with high levels of fuel poverty. Aberdeen City Council has used the funding for areas with non-traditional and hard to treat properties such as Northfield and Mastrick, Dyce, Bucksburn and Cove. Since 2013, Aberdeen City Council has delivered over 7,000 energy efficiency measures through the scheme, amounting to £16m worth of investment. Fabric first measures such as external wall insulation have proven to be successful in reducing heat demand and will continue to play a significant part in future ABS projects. Going forward, the Council's primary target is to maximise the ABS funding allocation from the Scottish Government. This will allow the success of the completed Area Based Schemes to be replicated in other areas.

Projects and Progress: Private Households

In addition to these projects, Aberdeen City also supports and promotes various schemes to encourage private households to decarbonise more widely. This will ensure that these homes are compliant with the upcoming Heat in Buildings Bill, which proposes minimum energy efficiency standards for landlords and owner occupiers.

We promote the Home Energy Scotland advice service, to maximise the number of households receiving free or subsidised measures under the Warmer Homes Scotland Scheme, which includes insultation measures.

Similarly, the Council promotes, and provides financial support to Scarf. Scarf provides households in Aberdeen City with energy advice, supporting households to receive energy efficiency grants and providing home visits to assess households for energy efficiency improvements.

The Council also promotes ECO funding as another avenue for households to receive funding for energy efficiency improvements. The Council has developed an 'ECO Flex' programme, which widens the criteria for more households in the local authority area to qualify for funding.

Projects and Progress: Social Housing

The Council is currently drafting an updated Local Housing Strategy to be published later in 2024, which will take into account the requirements for meeting the new Social Housing Net Zero Standard. Tenants are currently supported through organisations such as Scarf, and through existing programmes such as the Victorian Tenements Project to improve energy efficiency.

Aberdeen City's Buildings and Heat Strategy also includes an objective to develop a fabric first approach for both new builds and retrofit projects, which is taken into account in the social housing owned by the council.

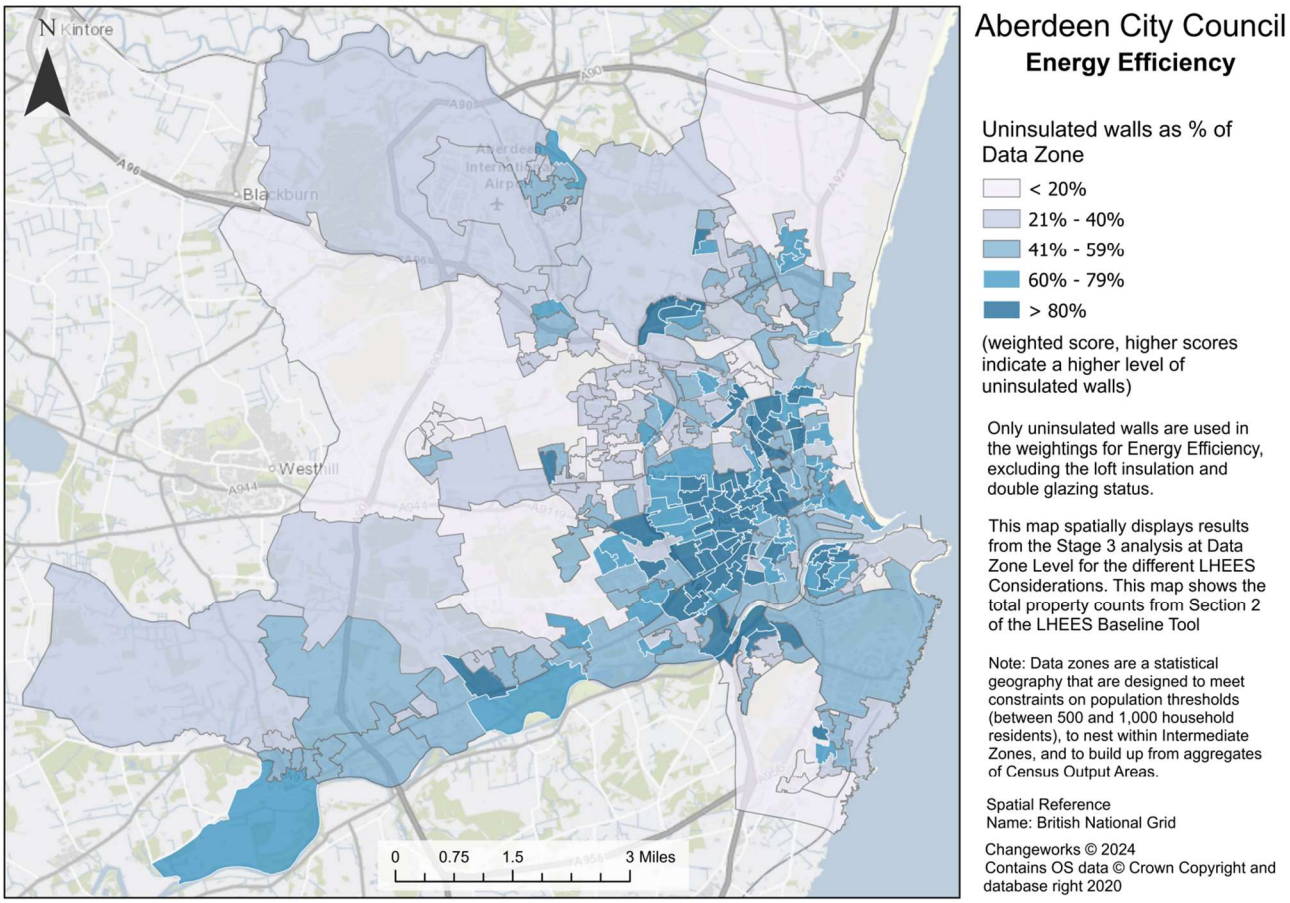
Projects and Progress: Public Buildings

Energy use in buildings is the largest source of emissions from the Council's operations, however significant progress has been made in this area. Aberdeen City Council has an ongoing programme for improving energy efficiency in public buildings including schools, community centres, leisure centres and administrative buildings. We will continue to install energy efficiency measures such as LED lighting, insulation, window and door replacements and smart heating controls to reduce energy demand. The Council's Building Energy Performance Policy for refurbishment projects, which includes requirement for energy efficiency improvements, is currently being refreshed to consider Net Zero Public Building Standard principles. This refresh will be done in conjunction with the Capital Design Team, Energy Team and Sustainability Team.

6.2. Data

The map below shows the areas of Aberdeen City where domestic properties are likely to have low levels of energy efficiency. This is indicated by the level of uninsulated walls in each data zone. As shown in the map, the data zones[18] with the highest levels of uninsulated walls (shown in dark blue) are: Midstocket - 04, Froghall, Powis and Sunnybank - 03, and Midstocket - 01.

Figure 21: Map of energy efficiency by data zone.



[18] Data zones are defined areas which are used for the analysis of statistics across the public and private sector in Scotland. Data zone boundaries can be viewed here: https://spatialdata.gov.scot/geonetwork/srv/api/records/7d3e8709-98fa-4d71-867c-d5c8293823f2

6.3. Stakeholders:

The following key stakeholders are highlighted in relation to energy efficiency in Aberdeen City:

- Aberdeen City Council, Energy Management team, Housing Improvements, Housing Repairs.
- Scarf
- Housing associations: Langstane, Castlehill, and Grampian
- Owner-occupiers
- Private rented landlords
- Contractors and installers delivering energy efficient retrofits
- Historic Environment Scotland (for hard-to-treat historic buildings)

7. Priority C: Building Level Decarbonisation

Summary of Priority C: Building Level Decarbonisation

Decarbonising heat across buildings in Aberdeen City will ensure the Council meets its net zero Targets. Whilst the Council will connect buildings to heat networks where possible, properties that are unable to join a network will be encouraged to install a zero direct emissions heating system.

Areas of interest:

In areas where there are no existing or potential heat network connections, the approach is for individual zero direct emission heating systems to be installed. A 'fabric first' approach will be taken, meaning that the energy efficiency of individual buildings should be up to standard before the install of a zero direct emissions heating system.

Stakeholders:

To achieve building level decarbonisation, stakeholder engagement with those who are not able to connect to a heat network will be required. This will include owners and occupiers of all housing tenure, alongside the managers of non-domestic buildings.

Challenges:

- Need to develop skilled local supply chain to meet demand

Opportunities:

- Review of housing assets plan in progress to ensure housing standards are met.

Key Relevant policies:

Social Housing Net Zero Standard: Use of polluting heating systems– such as gas boilers – will be prohibited in all buildings from 2045 onwards.

Heat in Buildings Bill (under consultation): Use of polluting heating systems – such as gas boilers – will be prohibited in all buildings from 2045 onwards.

Local Outcome Improvement Plan (2016-2026): Specific targets include a 61% reduction in city-wide emissions by 2026 and 7% reduction in public sector emissions.

7.1. Overview

Another one of the council's key priorities is the decarbonisation of heat. This aims to meet local and national net zero targets.

The LHEES methodology includes three considerations relating to heat decarbonisation:

- Heat networks
- Off-gas grid
- On-gas grid

The council have several ongoing and proposed programmes to decarbonise heat at scale in domestic and non-domestic properties, both on and off gas. This section focuses on building level decarbonisation where heat network connection is not possible.

Areas unsuitable for heat network development

Not all buildings in the city will be able to connect to a heat network due to geographical and technical constraints. In areas where there are no existing or potential heat network connections, the approach is for zero direct emissions heating such as individual air source heat pumps, or ground source heat pumps, to be installed. A fabric first approach will be taken on these properties (see Section 6: Improving Building Energy Efficiency).

An example of this is the recently completed project DORIC (Domestic Optimised Retrofit Innovation Concept). This project was to demonstrate innovative approaches to retrofitting social housing at scale, using a whole house approach. It was a match funded project between the UK Government and the Council. We used the funding to install solar panels and heat pumps, alongside battery storage systems across 50 of our socially rented properties. Each property was also surveyed using thermal imaging technology to identify where fabric improvements were required to reduce space heating demand. Through implementing these fabric upgrades in tandem with decarbonising energy systems, the project has ensured that decarbonised building stock performs efficiently. This has provided valuable learnings on planning and implementing a whole house retrofit approach to PAS 2035 standard for social housing, including installation of renewable technologies. The Council are looking to apply the learnings from this project to other social housing retrofit projects where possible.

In addition to these types of programmes, we are working in conjunction with our partners at Scarf and Home Energy Scotland to continue to promote the benefits of heat pumps along with the financial assistance available for installation for individual households.

Review of Housing Asset Management

The Council is reviewing the Housing Asset Management Plan to ensure that it meets a variety of housing decarbonisation standards for social housing.

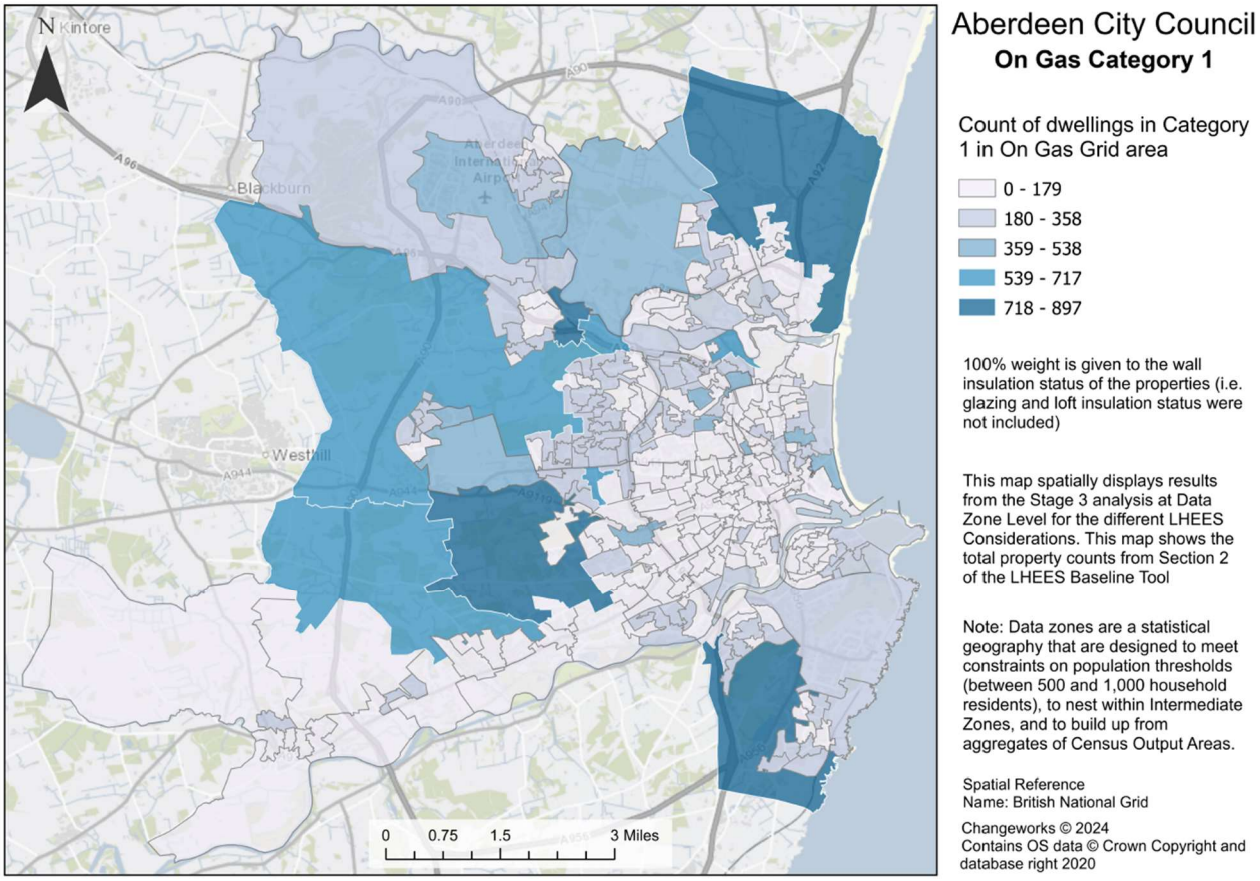
We plan to consider the requirements for meeting the upcoming Social Housing Net Zero Standard and to link this with LHEES delivery plan for an area-based approach to retrofit programme.

7.2. Data

Error! Reference source not found. Figure 22 highlights the location of on-gas domestic buildings that are 'heat pump ready'. These are mostly located outside the centre of Aberdeen and could be targeted through programmes promoting heat pump installs. Any programmes would need to be targeted at areas where the development of heat networks is unlikely or unfeasible.

As shown in the map, the data zones[19] with the highest levels of heat pump ready homes are (shown in dark blue) are: Hazlehead - 01, Kincorth, Leggart and Nigg South - 01, and Bucksburn South – 01.

Figure 22: Map of Category 1 (heat pump ready) on-gas grid domestic properties

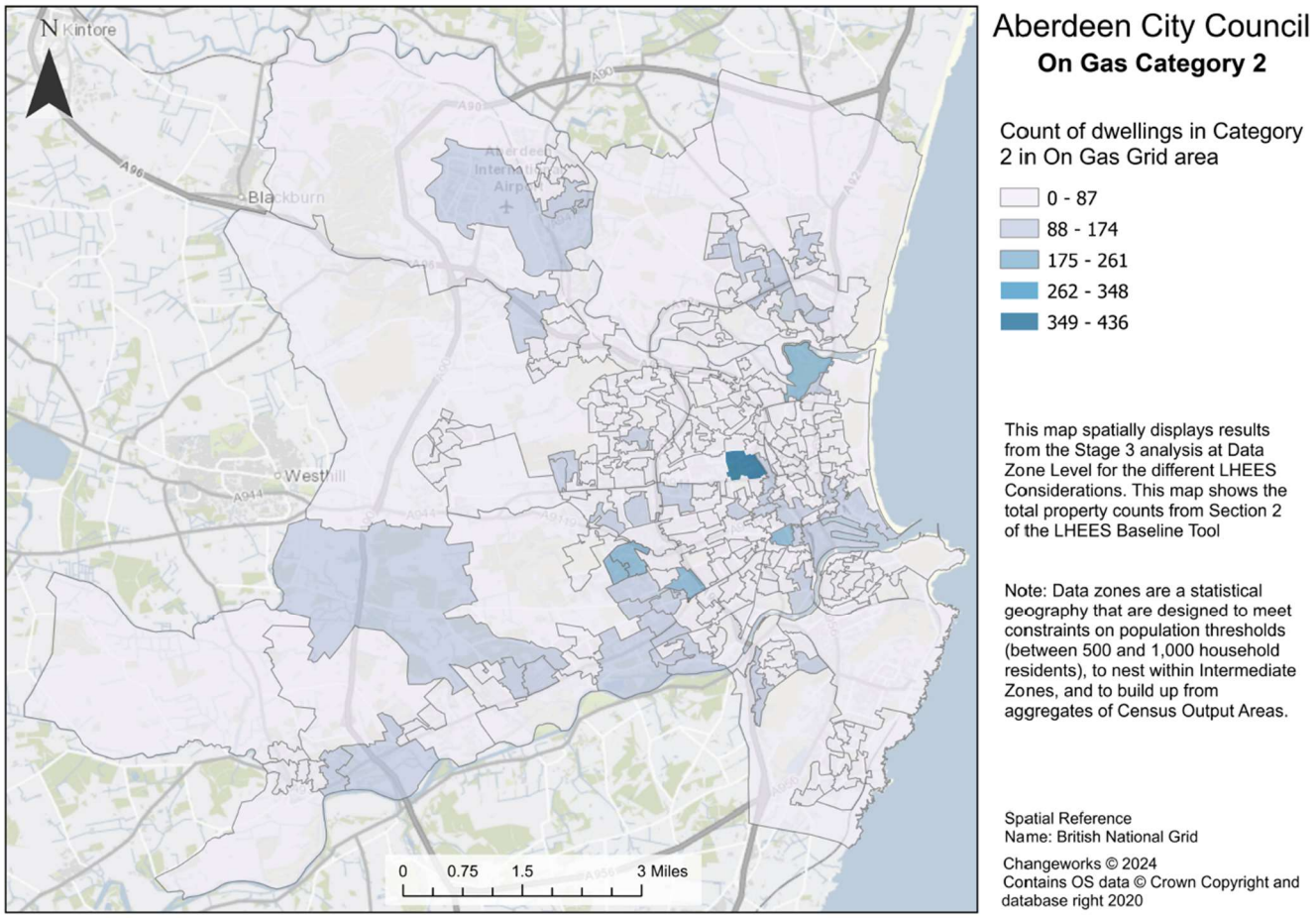


Error! Reference source not found. highlights areas of on-gas grid Category 2 properties where fabric improvements are required to become heat pump ready. These data zones (shown in dark blue) are Ashgrove - 03, Braeside, Mannofield, Broomhill and Seafield North - 04, and Old Aberdeen – 01. As with Figure 22, heat pump deployment in any areas highlighted on the maps will be targeted in areas where properties are unlikely to connect to a heat network in the future.

[19] Data zones are defined areas which are used for the analysis of statistics across the public and private sector in Scotland. Data zone boundaries can be viewed here: https://spatialdata.gov.scot/geonetwork/srv/api/records/7d3e8709-98fa-4d71-867c-d5c8293823f2

These properties will need increased levels of insulation before or in tandem with heat pump installs, to meet a fabric first approach.

Figure 23: Map of Category 2 (requiring fabric improvements to become heat pump ready) on-gas grid domestic properties



7.3. Stakeholders

The following key stakeholders are highlighted in relation to heat decarbonisation in Aberdeen City:

- Aberdeen City Council Energy Team
- Owner occupiers
- Private sector landlords
- Private sector tenants
- Registered Social Landlords
- Scottish Enterprise
- Scarf
- Home Energy Scotland

8. Priority D: Alleviating Fuel Poverty

Overview of Priority D: Alleviating Fuel Poverty

The LHEES presents an opportunity to address the high levels of fuel poverty within Aberdeen City. Aberdeen City Council has worked through a range of programmes to target support to fuel poor households. The Council has made the alleviation of fuel poverty a priority within the LHEES strategy.

Areas of Interest The latest available data from the LHEES methodology indicates that 26% of households in Aberdeen City are in fuel poverty.

Stakeholders: Aberdeen City Council (Energy Team and Financial Inclusion Team), Scarf, Aberdeen Care and Repair, Aberdeen Heat and Power, Home Energy Scotland.

Challenges:

- There is no recent data available on the extent of fuel poverty across Aberdeen City, meaning it is challenging to accurately target resources at the areas in most need.

Opportunities:

- The Council will continue to build on the success of its Area Based Scheme and ECO Programmes in order to address fuel poverty.

Relevant policies:

Aberdeen City's Local Outcome Improvement Plan (LOIP) (2016-26): includes an aim that 10% of people seeking fuel poverty support are no longer in fuel poverty by 2026.

Local Housing Strategy (2018-2023): Sets out strategic outcome to reduce fuel poverty in line with climate targets.

Fuel Poverty (Scotland) Act (2019): No more than 15% of households in fuel poverty by 2030, and no more than 5% in extreme fuel poverty.

8.1. Overview

Background

Like the rest of Scotland, Aberdeen City faces high rates of fuel poverty. The latest available data from indicates that during 2017-19, 26% of households in Aberdeen City were in fuel poverty.[20] Of

[20] https://www.gov.scot/publications/scottish-house-condition-survey-local-authority-analysis-2017-2019/

these, half (13%) were in extreme fuel poverty. The median fuel poverty gap was estimated at £600. This is the annual amount that would be required to move a household out of fuel poverty.

These statistics are from the Scottish House Condition Survey, the Scottish Government's source of data on fuel poverty. The latest data at local authority level is an average of 2017-2019 data. There is no local authority level fuel poverty data available between 2020-2024 (see 4.1 for more detail). Since 2019, the energy crisis and cost of living crisis has resulted in an increased rate and depth of fuel poverty across Scotland. There is no data quantifying the impact of these developments for Aberdeen City. However, it is likely that rates of fuel poverty are now considerably worse than the statistics outlined above.

The Scottish Government recognises four main drivers of fuel poverty:[21]

- Energy prices
- Household income
- Energy efficiency
- How energy is used in the home

Due to the complexity of fuel poverty, it is a challenging issue to address. Issues such as energy prices and household income especially are difficult to address at local authority level. Interventions or support from local authorities can help to improve building energy efficiency. For this reason, LHEES has a specific consideration for poor building energy efficiency as a driver for fuel poverty.

Progress and Projects

Scarf are partially funded by the Council to offer a free and impartial service to all residents within Aberdeen City. The team can offer over-the-phone and in-person consultations with members of the public, with 1400 home visits carried out every year. Scarf assist with fuel debt and make referrals to other organisations in order to keep individuals and families out of fuel poverty.

Aberdeen City Council works closely with Aberdeen Care and Repair. As part of this, the Aberdeen Affordable Warmth scheme can help those in most need with advice as well as practical repairs and low-cost loans. The scheme is mostly targeted at owner occupiers who might not be able to access other sources of support.

The deployment of heat networks (see Section 5) has supported the alleviation of fuel poverty for some through lower energy costs. Similarly, projects such as the Victorian Tenement Project and Area Based Schemes have targeted energy efficiency improvements to areas at risk of fuel poverty, by funding insulation measures in hard-to-treat buildings located in areas with low SIMD rankings. Despite this, Aberdeen City has 2% more households in fuel poverty than the average across Scotland, according to the latest data[22]. This data was collected before the energy and cost of living crisis. Therefore, the rate of fuel poverty is expected to have risen further, both nationally

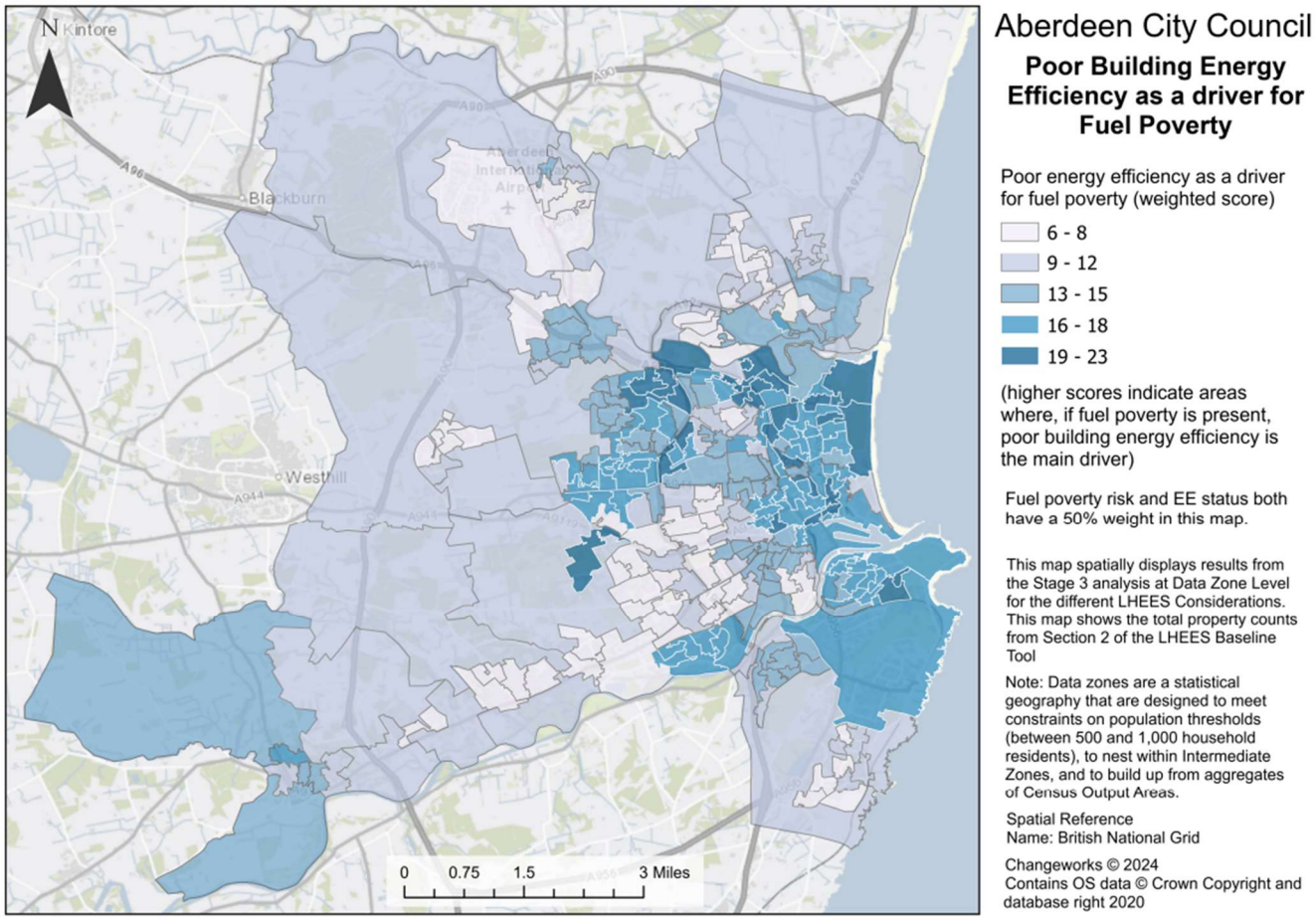
[21] https://www.gov.scot/publications/evidence-review-lived-experience-fuel-poverty-scotland/pages/3/
[22] https://www.gov.scot/publications/scottish-house-condition-survey-local-authority-analysis-2017-2019/

and in Aberdeen City. The Council is continuing to review progress and to build on the existing programmes and partnerships to address rising fuel poverty in the region.

8.2. Data

Figure 24 shows the areas of Aberdeen City that are likely to be in fuel poverty due to poor energy efficiency. The data zones[23] with the highest levels of fuel poverty (shown in dark blue) are George Street - 01, George Street - 03, and Tillydrone – 06.

Figure 24: Map of energy efficiency as a driver for fuel poverty by data zone.



[23]Data zones are defined areas which are used for the analysis of statistics across the public and private sector in Scotland. Data zone boundaries can be viewed here: https://spatialdata.gov.scot/geonetwork/srv/api/records/7d3e8709-98fa-4d71-867c-d5c8293823f2

8.3. Stakeholders

The following key stakeholders are highlighted in relation to reducing fuel poverty in Aberdeen City:

- Aberdeen City Council Energy Team
- Aberdeen City Financial Inclusion Team
- Scarf
- Aberdeen Care and Repair
- Aberdeen Heat and Power
- Home Energy Scotland
- Householders across all tenures who are at risk of fuel poverty

9. Challenges

Table 20 highlights some of the challenges to achieving the aims of the LHEES. The table illustrates which of the Council's LHEES priorities are impacted by the challenges. These challenges are described in more detail below.

9.1. Summary table

Table 20: Summary of challenges and what LHEES priorities they impact

Category	Challenge	Priorities impacted by this challenge
Heat networks	Expanding existing heat networks	Priority A
	Minimum performance guarantees	Priority A
	High capital costs	Priority A
	Heat network demand assurance	Priority A
	Consumer uncertainty	Priority A
Retrofitting	Unit cost of electricity	Priority B, Priority C, Priority D
	Grid capacity	Priority B, Priority C
	High upfront capital costs	Priority B, Priority C
	Local housing stock	Priority B, Priority C, Priority D
	Skills gap	Priority B, Priority C
	Supply chain	Priority A, Priority B, Priority C
	Public confidence	All
	Disruption	Priority B, Priority C
Tenure type	Owner-occupied properties	Priority B, Priority C
	Private rented sector	Priority B, Priority C
	Social housing	Priority B, Priority C, Priority D
	Mixed tenure	Priority B, Priority C
	Non-domestic properties	Priority B, Priority C
Geographic challenges	Urban areas	All
	Cold and wet climate	Priority C, Priority D

9.2. Barriers to developing heat networks

Expanding existing heat networks

Expansion of existing heat networks will require co-operation between the heat network operator and any prospective customers. Many of the existing heat networks are not currently sized for

expansion and are already operating at capacity. The challenges associated with network expansion include redesigning energy centres, laying new connecting pipework and developing new contractual arrangements.

Modifications to individual buildings will be required, primarily installing new heat interface units (HIU) for each property connecting to a heat network for the first time. Internal pipework will need to be rerouted to the new HIU. An assessment of any change in supply temperature from the network should be carried out, this may require changes to radiator sizes within properties.

Minimum performance guarantees

Current contractual agreements for heat networks generally do not include key performance indicators such as overall system efficiencies. This is a challenge as there is little incentive for heat network operators to maintain high system efficiencies if they have a minimum price guarantee. Introducing minimum levels of service is important when entering into a contractual agreement with heat network operators.

High capital costs

Heat networks require a significant amount of upfront investment for the development of both the heat generator (e.g. heat from waste facility) and the underground network of pipework. As such, most existing networks in Scotland have been developed with some form of public subsidy.

Heat network demand assurance

Investment in heat networks is only viable where investors have assurance that there will be enough heat demand to recover their investment. Assurances, such as customer contracts, are needed prior to development to ensure financial returns on investment. The uncertainty surrounding heat demand impacts on the willingness for investors to commit to the project, where initial investment is high and returns are uncertain. Reducing demand risk is key to encouraging heat network development.

Consumer uncertainty

Heat networks are uncommon in Scotland and therefore are an unfamiliar concept for most energy consumers. There may be a reluctance to engage with a planned heat network project, and householders may require incentives to encourage a connection and a significant amount of support throughout the process. Consumers would also be limited to one heating supplier, and therefore be subject to any fluctuations in energy prices without the option to shop around for a cheaper alternative.

9.3. Barriers to retrofitting

Unit cost of electricity

Those with fossil fuel boilers who are not in a heat network catchment would have to consider switching to a heat pump or other electric heating system to decarbonise their home. Consumers moving from mains gas (currently the cheapest form of heating) to heat pumps may see an increase in energy costs. The unit price of electricity is currently a barrier to the installation of heat

pumps. This may be addressed by changes under the UK Government's Review of Electricity Market Arrangements (REMA).

Grid capacity

Transitioning to zero direct emissions heating systems will significantly increase reliance on electricity, putting additional pressure on the electricity grid. The grid will need to be reinforced to enable large scale heat decarbonisation. This will be managed through engagement with the distribution network operator, SSEN. Working with SSEN will ensure that work to deliver the LHEES will be aligned with grid investment planning to ensure an informed solution for heat decarbonisation and grid balancing opportunities.

High upfront capital costs

High upfront costs and long-payback periods are associated with some more expensive measures such as external wall insulation (EWI). This is a particular barrier for privately owned homes (owner-occupiers and private sector landlords) without the funds to invest upfront in energy efficiency improvements. Funding does exist for these tenures, as detailed in the Delivery Plan. At present, this has not been enough to mobilise private homeowners at the pace required to meet targets.

Local housing stock

The nature of the local housing stock in Aberdeen City poses specific retrofit challenges. Significant fabric upgrades would be required in 46.3% of on-gas properties and 6.4% of off-gas properties in Aberdeen City in order to be heat pump ready. Several factors can result in a property being classified in this category. These include the property being listed or in a conservation area, being difficult to insulate, and a lack of an existing wet central heating system.

Aberdeen has a large proportion of pre-1919 solid stone wall properties. These properties typically have poor levels of energy efficiency and require significant fabric upgrades to achieve a sufficient energy demand reduction for transitioning to low carbon heating. Furthermore, due to their heritage value many of these properties are located in conservation areas or are listed buildings. This means certain energy efficiency measures such as external wall insulation and window replacements may not be permitted. Retrofit in historic buildings also requires specific attention to hygrothermal[24] performance and moisture management, meaning specialist contractors may be required.

Aberdeen City's housing stock is characterised by a high number of mixed tenure properties. This poses additional challenges around contracting, procuring and funding retrofit work.

Skills gap

There are major shortfalls facing the retrofit and decarbonisation industry in many specific trades and professions such as plumbers, HVAC (Heating, Ventilation, and Air Conditioning) specialists, surveyors and Retrofit Coordinators.[25] Investment is needed to encourage existing contractors to upskill and train young workers to enter the retrofit and decarbonisation workforce. This is a

[24] the movement of heat and moisture through buildings.
[25] ClimateXChange (2022) Clean Heat and Energy Efficiency Workforce Assessment

particular challenge in areas beyond the Central Belt where there is lower demand for green skills and retrofit supply chains are less developed.

The Just Transition Commission has stated that the market will not drive the change required, and systemic change must be driven by legislation and regulation from Scottish Government.[26] Similarly, reforming public procurement mechanisms can create demand and support growth of local workforces.

In 2019, PAS 2035 was introduced as a new standard to manage risks and ensure high quality during the retrofit process. This standard provides a specification for whole-house retrofit and aims to ensure the right measures are installed and unintended consequences such as damp and mould are avoided. However, the development of PAS 2035 presents an additional challenge to the current skills gap, due to the requirements for additional roles such as Retrofit Coordinators, Retrofit Assessors and Retrofit Designers. Certain grant funded retrofit schemes such as ECO4 require all works to be carried out to PAS 2035 standard, placing additional pressure on contractors.

Supply chain

Beyond the skills gap, the supply chains that underpin heat decarbonisation will also need to be developed to meet future demand. A 2020 research report found that heat pump manufacturers were confident in their ability to scale up operations as demand increases.[27] Concerns about meeting future demand was primarily associated with upskilling and training of installers. The current supply chain for energy efficiency and low carbon heating contractors is limited, with particular shortages outside of the Central Belt. This can lead to increased costs and delays when procuring retrofit work.

Public confidence

Recent research shows that there is broad concern about climate change among the public in Scotland, however this does not seem to be translating into widespread uptake of decarbonised heating systems. Whilst there are high levels of awareness of decarbonised heating, awareness does necessarily indicate confidence. Advice from trusted sources, such as installers and Scottish Government-backed advice services, as well as new energy-service business models will help to build consumer confidence in these systems.

Disruption

The large-scale electrification of heat will require significant reinforcement of the transmission network and changes to the operation of distribution networks in Scotland. It is expected that the majority of network reinforcements will occur in semi-rural networks, where disruption will be low. However, much of the urban network could also need upgrading, which will be disruptive as most lines are underground.[28]

[26] Just Transition Commission (2023) Scotland's Retrofit Workforce: A Briefing on the Built Environment and Construction
[27] Eunomia (2020) Heat pump manufacturing supply chain research project
[28] Vivid Economics, for CCC (2019) Accelerated electrification and the GB electricity system

Additionally, householders can face significant disruptions when retrofitting their homes with zero direct emissions heating systems. This has been highlighted in research with early adopters of heat pumps.[29] The level of disruption varies across heating systems and will depend on the existing heating system and pipework.

9.4. Challenges with different housing tenure types

Owner-occupied properties

In Aberdeen City, 59% of properties are owner-occupied. Of these, 43% are in EPC bands A-C, and will likely meet the proposed 2033 requirements for energy efficiency.[30] The remaining 57% will require improvements to the buildings' fabric and/or heating system within the next 10 years.[31] In the longer term, the owner-occupied properties that are currently using fossil fuel-based heating systems will need to change by 2045.

Since both deadlines are many years in the future, owner-occupiers may not be motivated to take action sooner. This is likely to be compounded by uncertainty around local energy developments. This LHEES is part of the actions the Council is taking to develop clear plans around how the entire building stock will need to change.

Private rented sector

Privately rented properties account for 18% of Aberdeen City's domestic housing stock. Half of these are in EPC bands D or below. Under proposed legislation, privately rented properties will be required to meet a minimum energy efficiency standard equivalent to an EPC band C by 2028. Funding exists to support landlords to improve the energy efficiency of their properties, however limited funding is available for heating system upgrades.

The 'split incentive' associated with privately rented properties is a barrier to improving the energy efficiency of these buildings. This describes the issue faced by a private landlord who is responsible for paying for the cost of energy efficiency upgrades to their property, but does not gain from the financial benefits associated with cheaper energy bills.

Social housing

In Aberdeen City, 23% of properties are social housing, with the majority of these being owned by the Council. Aberdeen City's social housing has higher EPC ratings compared to both owner-occupied and privately rented housing. The city also has more than twice as many social housing properties in EPC bands A-B compared to the national average.

Only 25% of Aberdeen City's social housing is in EPC bands D or below. These properties will need to undergo significant energy efficiency improvements to meet the new energy efficiency standard being developed for social housing. Delivering the improvements will require assurance

[29] ClimateXChange (2023) Experiences of early adopters of zero emissions heating
[30] Delivering net zero for Scotland's buildings - Heat in Buildings Bill: consultation
[31] This depends on how the targets will be measured. At the moment, some properties will be able to meet the EPC requirement by switching from electric storage heaters to a gas boiler. Future measurements (as described in Scottish EPC reform consultation) may set more ambitious targets specific to the fabric efficiency.

of long-term and adequate funding available to support social landlords, to avoid rent increases which could worsen fuel poverty.

Mixed tenure

In Aberdeen City, 38% of properties are in mixed tenure buildings. These properties present a challenge when it comes to retrofit and heat decarbonisation.

Mixed-tenure buildings are often slow to renovate because for some measures all occupants in the building must agree to the installation and pay towards funding the project. If one occupant does not have the funding available or does not agree to proceed with the project, this creates a risk that the project will not go ahead. Mixed-tenure buildings have been highlighted as a challenge in Aberdeen City Council's Local Housing Strategy.

Mixed-tenure buildings that are factored privately face challenges in coordinating retrofit projects, for example the lack of building management structures such as owners' associations.

Non-domestic properties

Data is limited on non-domestic buildings, as many existing datasets are incomplete. Energy efficiency upgrade information is not currently well-reported in the non-domestic sector. This is an issue across Scotland, and not just in Aberdeen City.[32]

9.5. Geographic challenges

Urban areas

In Aberdeen City, 98% of people live in areas classified as 'urban' or 'small town'.[33] Urban areas are faced with unique barriers to decarbonisation. These include a greater number of mixed-tenure properties, such as tenement blocks, which can be difficult to retrofit due to the size and scale of the work required as well as issues related to buy-in from property owners.

Additionally, due to the high number of properties connected to the gas grid, mains gas is the predominant heating fuel. In some cases, switching from gas heating to zero direct emissions heating systems such as heat pumps can lead to increased energy bills for householders due to the higher cost of electricity compared to gas (see 9.3 above). This is a significant barrier to householder engagement with the decarbonisation agenda.

Cold and wet climate

Cold, wet and windy weather is common in Aberdeen and residents have a longer period of heating required compared to other parts of Scotland. This, combined with homes that are not energy efficient, can lead to higher heating costs for householders. Extreme weather conditions also cause more damage to homes, meaning higher maintenance costs.[34]

[32] ClimateXChange (2022) An evidence review of data associated with non-domestic buildings
[33] Defined as Large Urban, Other Urban, and Accessible Small Towns in the Scottish Government 6-fold Urban Rural Classifications
[34] Changeworks (2023) A Perfect Storm: Fuel Poverty in Rural Scotland

10. Opportunities for Aberdeen City

A significant portion of the social housing in Aberdeen City is owned by the Council. This provides an opportunity to make the necessary investments in the social housing sector. By doing this, the Council will lead by example to encourage retrofit in other sectors of the housing market.

Developing heat networks and improving the energy efficiency of buildings through retrofit provides a range of economic and development opportunities for communities, businesses, individuals, and the Council.

10.1. Economic opportunities

Supply chain and skills development

Aberdeen is renowned worldwide as major centre for the oil and gas industry with a highly skilled workforce. As the region transitions away from the fossil fuels, there are opportunities for this workforce to upskill and retrain in other areas of the energy sector.

The Scottish Government has committed to a £100m Green Jobs Fund over the next five years, which will be used to support the development of sustainable and low-carbon products and services. Additionally, in 2021 the Scottish Government committed £500m over 10 years towards the Just Transition Fund for the North East and Moray to help finance organisations, businesses, communities and individuals to transition to net zero, creating jobs in low carbon industries and contributing to the region's future prosperity. The Council has successfully submitted bids to this fund in the past and will continue to bid throughout the programme with transformational energy and skills-based local and regional projects.

The Council also aims to work with partners to support the development of the local supply chain to deliver on the priorities. A number of programmes are being delivered locally to support the expansion of skills and supply chain activity to meet demand. This is in line with the Regional Economic Strategy for North East Scotland – which has an outcome on education, employment and skills to provide a regional skills plan in 2024 that will support the skills needed for delivering a just transition. Examples of skills development programmes include:

- The North East Scotland College 'energy transition' programmes are designed to ensure students leave College equipped with the knowledge, technical capability and experience to undertake opportunities associated with the energy transition. The courses work closely with industry partners within the region to ensure students are developing skills in line with local supply chain needs.

- The Aberdeen & Grampian Chamber of Commerce is rolling out an innovative approach to career development in schools as the city continues to build its future energy workforce. Aberdeen City Council will work with employers in the energy sector to strengthen educational links and help pupils learn about the industry, careers, and the various routes into them.

- The Energy Transition Zone is a private sector-led and not-for-profit company, which provides training within the sector. It is developing a skills campus that will enable and promote a future in clean fuel technologies and low carbon careers. The campus will be home to Scotland's first dedicated 'Energy Transition Skills Hub' This will support full and part time students to develop skills for the energy transition and provide local employers a go to pool of talent to expand their workforce.

The LHEES Delivery Plan will outline the substantial pipeline of work required to achieve the net zero targets of local authority areas in more detail. This visibility will help to improve the local availability of 'green skills' by encouraging the existing workforce to invest in upskilling and attracting young people into the workforce. The implementation of heat networks will also create new roles within the local area, both short-term and for long-term operation.

Financial returns

Heat networks and electricity generation sites can provide an additional source of income for the Council. Any additional income generated can help to fund future decarbonisation programmes, helping to accelerate progress towards net zero targets. Aberdeen Heat and Power already generates income through the sale of heat and electricity both to the National Grid and through private wire arrangements, which is used to fund extensions to the network.

Community wealth building

Community Wealth Building (CWB) is an alternative approach to traditional economic development, which seeks to develop resilient, inclusive local economies, with more local employment and a larger and more diverse business base. It aims to reorganise local economies to be fairer and aims to reduce wealth flowing out of our communities, towns and cities by helping local investments and assets to generate more and better jobs for local residents and businesses.

Regional collaboration

Aberdeen City's existing regional engagement with Aberdeenshire Council as a part of the Aberdeen City Region provides opportunities for further collaboration and knowledge exchange in relation to energy efficiency and heat decarbonisation. The Council will explore opportunities for cross-boundary collaboration on heat network infrastructure and energy efficiency projects through ABS.

Additionally, the Scottish Cities Alliance is a potential route to unlock retrofit action and funding at scale through partnerships with other cities. This approach could allow both parties to achieve cost savings through shared procurement and economies of scale.

Furthermore, due to its long history of successfully developing and operating heat networks, Aberdeen Heat and Power is well placed to share learnings and experience with other councils interested in developing heat networks.

10.2. New business models to accelerate retrofit

Meeting the targets to improve the energy efficiency of homes and buildings will require rapid action across sectors. While some of the development and investment will come from the public sector, the scale and cost of retrofit means that new business models need to be developed. These models will provide opportunities for businesses, individuals, communities and the Council. Aberdeen City Council will be proactive in further exploring the opportunities and potential risks of new business models and in partnering with others to maximise their potential.

This section outlines four business models that have the potential to accelerate retrofit in Aberdeen City. As they are likely to require a central or anchor organisation, the Council is well-placed for facilitation, implementation and engaging with local stakeholders.

Area-based approaches

Area-based, or 'neighbourhood' approaches to delivery of retrofit programmes can help motivate people to decarbonise their homes and provide support throughout a project. A central delivery vehicle is set up to support local authority implementation of area-based decarbonisation programmes. This vehicle finances the project and is responsible for recruiting investors to supplement public financing made available through the local authority. This is a holistic approach to decarbonisation of an area which includes the implementation of community co-benefits (e.g., improved transport links, more green spaces).

Collective purchase

This approach combines support, guidance and group purchasing of energy renovation services to reduce upfront costs and accelerate retrofit at scale. Costs can be reduced by grouping together a number of properties looking to undertake the same renovation works. A central delivery agent is responsible for householder engagement and support, procurement and can also fulfil a project management function. This delivery agent may also provide up-front financial support, such as a loan, which is then repaid over time by the property owner.

Split ownership of communal heat networks

The split ownership approach has been developed to support the rollout of networked heat pumps, such as a shared ground loop array. This approach helps to separate the homeowner from the upfront cost of infrastructure installation (e.g., underground pipework). A private company or a not-for-profit community group finances and installs the heating infrastructure, and local residents pay a fee to connect to the network as well as a monthly charge for the energy they use in the home. Individual homeowners would still pay for the systems in the home, in the same way as those who are connected to the mains gas grid purchase and maintain their own boiler.

Currently, there is funding available through Local Energy Scotland to provide community organisations and groups of householders with technical support to explore the feasibility of communal heating projects.[35]

[35] Community heat development programme · Local Energy Scotland

Integrated Energy Systems (IES)

Integrated energy systems (IES) combine energy sources to collectively supply electricity, transport, heating, and cooling demands of an area. The idea is that by looking across all areas of demand, and thinking about the local service needs that determine energy use, a more effective and efficient system can be created to help reduce waste and lower carbon emissions. There is one central control platform to automate decision making and operate the grid accordingly.

10.3. Local opportunities

Local employment opportunities

Retrofit work carried out by Aberdeen City Council has already led to local employment opportunities through the use of local contractors on ABS projects. As the pace and scale of retrofit and heat decarbonisation work ramps up there will be even more demand for tradespeople such as plumbers, heat pump installers, joiners and insulation installers. This presents an opportunity to create lasting employment in green industries. Training and skills development work identified in section 7.1 above can be leveraged to take advantage of these opportunities.

11. Summary

11.1. Summary of context

Aberdeen City's LHEES sets out how to tackle greenhouse gas emissions from buildings, whilst also improving residents' quality of life by addressing fuel poverty. This Strategy informs, and should be read alongside, the LHEES Delivery Plan.

Aberdeen City's LHEES will support the delivery of the Council's goals of developing heat networks, improving energy efficiency, reducing fuel poverty, and decreasing carbon emissions through zero direct emissions heating systems. The LHEES will support the Council and its community planning partners to scale-up and align existing programmes, and to increase the scale and pace of retrofit and heat network development that is needed to meet the national target of net zero by 2045.

Overall, the content of Aberdeen City's LHEES has been informed primarily through a data-driven approach using a number of datasets and proxy indicators. The Strategy outlines numerous challenges which need to be overcome in order to decarbonise Aberdeen City's buildings. It also highlights opportunities, such as the existing heat network infrastructure and potential zones for further heat network development and expansion.

There is a statutory duty on the Council to update the LHEES every five years. Due to the urgency of the climate emergency, and the rapidly evolving policy landscape, the Strategy and Delivery Plan will both be reviewed and updated on an annual basis. This means they should be treated as live documents which will to respond to the introduction of new standards, regulation, and delivery programmes, to any changes in the LHEES process, and to future opportunities within Aberdeen City.

11.2. Summary of priorities

Aberdeen City identified the following priorities for heat and energy efficiency:

Priority A: Heat network development

- Aberdeen will prioritise the expansion and development of existing heat network infrastructure to decarbonise heat at scale across the city
- Potential heat network areas identified during stage 4 will be explored in collaboration with Aberdeen Heat and Power and other key stakeholders, taking into consideration existing plans for expansion
- Aberdeen City Council will continue to seek both public and private funding to deliver the investment required to expand and decarbonise heat networks

Priority B: Improving building energy efficiency

- The Council will pursue a fabric first approach to retrofit to improve energy efficiency. This will help to reduce energy demand, facilitating the transition to zero direct emissions heating systems, as well as reducing fuel poverty
- We continue to improve the energy efficiency of our public buildings and social housing and are reviewing our Building Energy Performance policies to align with net zero standards
- Close engagement with key stakeholders including Scarf, housing associations, private landlords and owner-occupiers will be required to encourage uptake of available funding for energy efficiency improvements

Priority C: Building level decarbonisation

- Mains gas is the predominant fuel type in Aberdeen. Fabric efficiency improvements will be required in many properties across the city for buildings to be decarbonised
- Heat networks powered by waste heat sources will form the backbone of the Council's building decarbonisation strategy. Outside of heat network zones, zero direct emissions heating systems such as individual air source heat pumps and shared ground loop arrays will be prioritised
- Increasing the local supply chain and developing skills in this area are seen as key priorities to deliver this transition

Priority D: Alleviating fuel poverty

- Based on latest SHCS data, 26.1% of households in Aberdeen are in fuel poverty, higher than the national average. The current figure is likely to be higher than this.
- As poor energy efficiency is recognised as a main driver of fuel poverty, this priority is closely linked to priority B
- The Council aims to maximise the impact of schemes such as ABS, ECO and Affordable Warmth Aberdeen to reduce fuel poverty across the city. Collaboration between stakeholders such as the Aberdeen City Council Energy Team, Scarf, Home Energy Scotland, Aberdeen Heat and Power and fuel poor households will be key to delivering this priority

11.3. Next Steps: LHEES Delivery Plan

The next step is for this LHEES Strategy is for the Council to seek feedback as part of a public consultation.

The LHEES Delivery Plan has also been developed, which details how the LHEES Strategy will be delivered in practice, providing more detail on delivery areas, timelines, stakeholder engagement and monitoring methods.

12. Glossary

Abbreviations

Acronym	Description
AHP	Aberdeen Heat and Power
CHP	Combined Heat and Power
DNO	Distribution Network Operator
ECO	Energy Company Obligation
EES	Energy Efficient Scotland
EESSH	Energy Efficiency Standard for Social Housing
EfW	Energy from Waste
EPC	Energy Performance Certificate
EST	Energy Saving Trust
GIS	Geographic Information System
HA	Housing Association
ABS	Energy Efficiency Scotland: Area Based Schemes
INTOG	Innovation and Targeted Oil and Gas Leasing
LA	Local Authority
LHEES	Local Heat and Energy Efficiency Strategy
LPG	Liquefied Petroleum Gas
PEAT	Portfolio Energy Analysis Tool

SHIP	Strategic Housing Investment Programme
SHNZS	Social Housing Net Zero Standard
SPEN	Scottish Power Energy Networks
SSEN	Scottish and Southern Electricity Networks

Defining terms

Terms	Description
Baselining	Baselining is the purpose of understanding at local authority or strategic level, the current status of the buildings against the Priorities, Targets and Indicators set out in the Baseline tool.
Building-level Pathway	As part of LHEES Stage 5, a building-level pathway is the outcome of the assessment undertaken using PEAT. It provides the likely energy efficiency retrofit technologies, as well as the low carbon heating system (where applicable) to support building level decarbonisation.
Criteria	Criteria are the settings applied to the Indicators for each Priority in order to support Baselining, Strategic Zoning and the identification of Delivery Areas. An example of Criteria is a simple “no” applied to the Indicator of “wall insulation (Y/N)” to identify properties with uninsulated walls. Another example is the definition of an “anchor load” within the Heat Networks analysis, which applies a minimum threshold to the “heat demand” Indicator. The LHEES methodology provides a set of default Criteria that local authorities may wish to use, with flexibility to update and augment these to support local needs or for more focused analysis linked to specific actions and project identification within the Delivery Plan.
Data - Alternative	Alternative data, can overwrite the Core data to improve accuracy (national to local level of detail, e.g. local housing data to overwrite fields in Home Analytics).
Data - Core	Core data is the data that is essential to complete the minimum requirements of the LHEES analysis. Core data will come from national datasets e.g. Home Analytics or the Scotland Heat Map.
Data - Supplementary	Supplementary data allows inclusion of additional Indicators to inform specific, local priorities & targets; also, Supplementary data can be used in GIS investigation to complement the Core analysis carried out in any assessment. An example of Supplementary data would be the inclusion of low carbon heat supply information layers within a district heating analysis.

Data Zone	Data zones are groups output areas which have populations of around 500 to 1,000 residents.
Delivery Area	Delivery Areas (sometimes referred to as Delivery Level Areas) are a term used for all LHEES Priorities with the exception of Heat Networks. These Areas will be an important starting point for identifying a range of projects, regulation and actions that are within the competence of the Scottish Government and local authorities (projects and actions to be developed in the LHEES Delivery Plan). Delivery Areas are at a higher granularity than Strategic Zones, are generated as part of LHEES Stage 4 and are presented in the LHEES Delivery Plan. Guidance is provided for one approach to identify Delivery Areas, but there are other approaches that local authorities may wish to use. The identification of Delivery Level Areas through LHEES will be indicative only, with further investigation being required to determine the viability of progressing projects associated with the area identification activity.
Detailed practitioner guidance Steps	These Steps form part of the detailed practitioner guidance in LHEES Stage 4, Generation of Initial Areas to set out particularly suitable heat network zones and to support project identification.
Indicator	For a given Priority, the purpose of an Indicator is 1) To act as a key information field to help characterise the local authority using the Baseline tool as part of LHEES Stage 3 (authority-wide and at a strategic level); 2) To act as a key information field to support strategic zoning and generation of initial delivery areas (as part of LHEES Stage 3 and 4); 3) if suitable, to act as a key information field to measure progress against Targets over the duration of the LHEES - set out in LHEES Stage 8, LHEES Delivery Plan. For some Priorities, one Indicator may be sufficient, but for others a range may be appropriate. The LHEES methodology sets out a core set of default Indicators that local authorities may wish to use, with flexibility to update and augment these to support local needs or for more focused analysis linked to specific actions and project identification within the Delivery Plan.
Intermediate Zone	Intermediate zones are a statistical geography that are designed to meet constraints on population thresholds (2,500 - 6,000 household residents), to nest within local authorities, and to be built up from aggregates of data zones.
LHEES Delivery Plan	An LHEES Delivery Plan is an action plan that enables a local authority and its partners to work towards delivery of the changes identified in the LHEES Strategy. Actions will contribute to achieving Scotland's statutory targets on net zero greenhouse gas emissions and fuel poverty, as well as enabling the delivery of changes to buildings and local infrastructure needed to fulfil the Scottish Government's objectives relating to heat and energy efficiency in buildings. The Delivery Plan will clarify stakeholder roles and responsibilities in delivering the Strategies; build on existing

	plans and policies, such as HEEPS:ABS Plans, as far as possible and; coordinate across local partners and provide a mechanism for identifying new delivery actions.
LHEES Priorities	The LHEES Priorities are a list of technologies, building typologies and policy priorities that the LHEES Methodology uses to identify and target interventions. They include: - Heat networks - Off-gas grid buildings - On-gas grid buildings Secondary outcomes include: - Poor building energy efficiency - Poor building energy efficiency as a driver for fuel poverty - Mixed-tenure, mixed-use properties and historic buildings
LHEES Stages	There are 8 LHEES Stages. The purpose of the LHEES Methodology is to enable the local authority to complete LHEES Stages 1 to 6. The completion of these Stages will provide the local authority with the data analysis and evidence base to enable them to complete their LHEES Strategy and Delivery Plan documentation. There are two LHEES guidance templates included alongside this methodology– LHEES Strategy guidance and LHEES Delivery Plan guidance. The completion of these two templates will satisfy the completion of LHEES Stages 7 and 8. The 8 LHEES Stages are: 1 - Policy and strategy review 2 - Data and tools library 3 - Strategic zoning and pathways 4 - Generation of initial delivery areas 5 - Building-level pathway assessment 6 - Finalisation of delivery areas 7 - LHEES Strategy 8 - LHEES Delivery Plan
LHEES Strategy	An LHEES Strategy identifies what needs to be done to change buildings and relevant local infrastructure by 2045 to fulfil the Scottish Government's objectives and local priorities relating to heat and energy efficiency in buildings. These interventions might occur at building level or in energy supply networks or in a combination of both. The Strategy will reflect national and local priorities, policies and wider strategies. Where feasible, it will take into account local and national factors, such as the timing of planned infrastructure upgrades, access to resources and funding, major projects, decisions over the gas grid and community engagement.
Mixed-tenure, mixed-use and historic buildings	Mixed-tenure and mixed-use buildings could include a mixture of owner-occupied, private rented and social housing, and also non-domestic uses, or simply multiple ownership within the same tenure. Historic buildings include the buildings that are within conservation areas or those that are

	listed buildings. These categories may require established alternative approaches and regulation for the installation of low carbon heat and energy efficiency solutions and where specific advice and support might be available relating to the installation of these solutions.
Potential Zones	The Heat Networks Priority follows a distinct methodology to the other LHEES Priorities – Stage 3 does not apply and the outputs from Stage 4 are of a different type, showing Potential Zones for Heat Networks as opposed to the identification of Delivery Areas (notionally using a 100m raster approach). The Heat Networks Priority analysis and activity carried out within LHEES is also anticipated to support activity related to formal zone designation as required by the Heat Networks Act. For these reasons, the analysis carried out in Stage 4 for Heat Networks is to identify Potential Zones rather than the otherwise used naming convention of Delivery Areas. The Potential Zones identified are to be included in the LHEES Strategy and could also inform actions around further investigation / progression within the LHEES Delivery Plan.
Raster	A matrix of squares, or grid, used as a method of data analysis in GIS. Each cell in the grid contains a value representing information on the cell's contents.
Strategic Level Zone	Strategic Zones (sometimes referred to as Strategic Level Zones) are a term used for all LHEES Priorities with the exception of Heat Networks. Strategic Level Zones are identified in Stage 3 and are presented in the LHEES Strategy. These zones offer a visualisation of the potential pathways to decarbonise the building stock at a local authority level, split out by intermediate zone level. They are useful to understand the baseline performance, the scale of potential and initial areas of focus. Strategic Zones could be used to inform or prioritise focus areas for the more granular identification of Delivery Level Areas. The identification of Strategic Zones through LHEES will be indicative only.
Targets	Targets are the measurable aspect of the Priority and are likely to be taken directly from national and/or local policy documentation, for example net-zero by 2045, or EPC C by 2040. Targets are likely to comprise of end-point targets and milestone targets and would sit along a timeline within (and beyond) the LHEES. This timeline would help to prioritise the types of projects undertaken within the LHEES over its duration.
Weighting	For some Priorities, one Target and Indicator may be sufficient, but for others a range of Indicators may be appropriate to contextualise and characterise performance against a Target and/or progress towards a Priority. If multiple Indicators are used in strategic zoning or the identification of delivery areas, a Weighting can be applied based on the importance of each. The LHEES methodology sets out a core set of default Weightings for instances where multiple Indicators are suggested as a default setting. There is flexibility to update and augment these to

	support local needs or for more focused analysis linked to specific actions and project identification within the Delivery Plan.

13. Appendices

Appendix A: Additional national policy drivers

	Policy/strategy	Description	Targets/aims
Climate Change	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019	Targets to reduce Scotland's emissions of all GHGs to net-zero.	2045: Net zero GHG emissions 2020: 56% reduction in GHG emissions
	Update to the Climate Change Plan 2018–2032	Sets out a pathway to deliver our Scotland's climate change targets, including ambitions for Scotland's buildings.	Multiple targets, including: 2030: At least 50% of buildings heated using zero emission systems
	Public Sector Leadership on the Global Climate Emergency: Guidance (2021)	This guidance provides advice for public bodies on: leadership; robust, consistent and comprehensive carbon management; interpretations of the strengthened legislation; and resources available to support public bodies.	Provides advice to public bodies to assist with achieving the targets set in the climate change plan 2018–2032 update.
	NHS Scotland climate emergency and sustainability strategy: 2022-2026	Sets out plans for NHS Scotland to reduce its greenhouse gas emissions and impact on the environment, adapt to climate change and to better contribute to the United Nation's sustainable development goals.	NHS Scotland is aiming to become a net-zero health service by 2040 at the latest.
	Police Scotland - Environmental Strategy 2021	The Environmental Strategy sets out Police Scotland's commitment to environmental sustainability and represents an organisational response to the climate crisis.	Reduce carbon emissions by 35% over the next 5 years. Includes ambitions to improve energy efficiency of buildings.
	Historic Environment Policy for Scotland	HEPS is a non-statutory policy statement that should be taken into account whenever a decision will affect the historic environment.	Promote a way of understanding the value of the historic environment while encouraging consistent, integrated management and decision-making to support a positive outcome for Scotland's historic assets.
Housing	Heat in Buildings Strategy 2021	Sets out a pathway to reduce emissions from buildings and to remove poor energy performance as a driver for fuel poverty.	By 2030, majority of buildings should achieve EPC band C, and 1 million homes use zero emission heating
	Heat in Buildings Supply Chain Delivery Plan	This plan sets out how the supply chain needs to grow and develop to meet the future of heating and energy efficiency regulations.	Accelerate efforts to build on energy efficiency and reduce our demand for energy. Rapidly scale up deployment of zero emissions heating systems, such as heat pumps and heat networks.

Appendix B: Datasets used in the development of this LHEES

Data Resource/Tool	Description	Data Format	Weblink
Scotland Heat Map (Summer 2020)	Valuable spatial dataset with point-level heat demand data for all properties in Scotland / various other useful data fields and additional information layers. Updated approximately annually. Source data (including from public sector) requested at each update.	Spatial geodatabase	https://www.gov.scot/publications/scotland-heat-map-documents/
Home Analytics v3.7 (Feb 2021)	Database covering all domestic properties in Scotland, built using information from the domestic EPC register and other sources; statistical models are used to provide estimates giving 100% property coverage	Excel spreadsheet	https://energysavingtrust.org.uk/service/home-analytics/
Non-Domestic Analytics (version 1.1)	Database covering all non-domestic properties in Scotland, built using information from the non-domestic EPC register and various other sources, with extensive modelling to provide estimates giving 100% property coverage	Excel spreadsheet	
Portfolio Energy Analysis Tool (PEAT)[VS1]	Tool to accompany Home Analytics; can be used to investigate and cost intervention options for a portfolio of up to 500 properties; can be driven by a price cap or a target EPC score	Tool hosted online; input / output as Excel spreadsheet	https://homeanalyticspeat.est.org.uk/
One Scotland Gazetteer (OSG) - Address Gazetteer (AG)	Central database for all addresses within an authority	GIS API or csv file	
Local Development Plan sites	Information, ideally in spatial format, on development sites in the LDP and LDP2. To include detail on development type and expected build-out where available.	GIS shapefiles	
	SEPA waste heat data	Online interactive map viewer/	

Waste sites capacity tool (SEPA, NAEI)	NAEI waste heat data	Excel spreadsheet	https://www.sepa.org.uk/data-visualisation/waste-sites-and-capacity-tool/
Green Heat in Greenspaces (GHiGs)	GHiGs investigated the suitability of many types of urban open space across Scotland for use as low carbon heat sources, heat storage sites and heat transmission corridors.	Excel spreadsheet	https://www.greenspacescotland.org.uk/introducing-ghigs#:~:text=Green%20Heat%20in%20Greenspaces%20(GHiGs)%20is%20a%20project%20within%20the,Scottish%20low%20carbon%20heat%20transition
Geographic boundary datasets	Information, ideally in spatial format, on council-owned assets.	GIS shapefiles	https://borders.ukdataservice.ac.uk/bds.html

Appendix C: Datasets and limitations of the LHEES approach

Home Analytics

Home Analytics Scotland provides essential data on the Scottish housing stock. This data is provided down to the address level and is available to the Scottish Government and local authorities to assist them in developing, targeting and delivering policies, schemes and programmes designed to improve energy efficiency, install renewable technologies and alleviate fuel poverty. The core datasets that make up Home Analytics Scotland are:

- Energy Performance Certificate data
- Home Energy Efficiency Database (HEED) data
- Energy Saving Trust Home Energy Check (HEC) data
- Ordnance Survey AddressBase, MasterMap Topography layer and StreetMap data
- Scotland Gas Networks data
- Scottish Census data
- Scottish Index of Multiple Deprivation (SIMD) data

While there is full coverage of the Council's property stock, the data is not entirely accurate given that not all properties are surveyed; where gaps exist property information will have been estimated based on neighbouring characteristics using statistical modelling.

Fuel poverty figures in the dataset only act as an indication. To date, there has not been a comprehensive dataset detailing fuel poverty given the resources required to do so and the risk of identifying individuals and communities through the use of sensitive information such as income data. The fuel poverty data is therefore probability driven and users should not treat figures as an absolute number or percentage but rather a likelihood of fuel poverty. An instance where fuel poverty data lacks confidence and leads to a poor representation of the geographical area is in households in affluent areas who may be labelled as in fuel poverty because they live in stone buildings with poor heating capture.

Currently, fuel poverty data is calculated by the following:

- Probability of wall being uninsulated
- Loft Insulation Prediction
- Loft Insulation: 0-99mm
- Loft Insulation: 100-249mm
- Loft Insulation: >250mm
- No loft
- Excess Cold Category 1 Hazard
- Probability of Fuel Poverty (Fuel Bill >10% of Income)

Non-domestic Analytics

Non-domestic Analytics is a new data set developed by Energy Saving Trust on behalf of Scottish Government, to provide more property-level details about the non-domestic building stock in Scotland. The dataset brings together property details from a variety of data sources such as the Scottish EPC Register, Ordnance Survey, Scottish Assessors and BEIS, to establish property attributes and energy profiles for each non-domestic building. Like Home Analytics, gaps in these records are imputed using a series of statistical models. The final database is therefore a combination of known and modelled records.

There are limitations on the confidence of using Non-Domestic Analytics due to the lack of robust information from the non-domestic sector compared to the domestic sector with much of the data relying on significant modelling. Therefore, users should not take figures as an absolute number or percentage but rather an estimation. Due to the reliance on probability, analysis was limited to exploring groupings of building typologies.

The dataset relies on the use of an external categorisation of property typology (Ordnance Survey) resulting in a deviation in standard interpretation of property classes. For example, church can be classified as either a commercial or place of worship depending on its main function, while residential (non-domestic) buildings can also indicate short-term lets and sheltered accommodation.

Scotland Heat Map (2020)

Containing both domestic and non-domestic heat demand data, the Scotland Heat Map is an important resource to identify the opportunities for efficient heat supply projects and support their development. Developed with data provided by public and private sector organisations including all local authorities, it will help to identify opportunities for new and expanding heat projects including efficient supply projects, such as district heating. The dataset also contains various additional layers such as Geology and hydrogeology, waste energy supply points, and existing heat networks.

As the dataset was captured in the summer of 2020, demand data exists only as a snapshot in time. Since network viability is based around the demand of individual buildings, the difference between modelled and expected demand may affect that viability.

PEAT-OR tool

The PEAT-OR tool, developed by EST, accompanies Home Analytics. It is used to investigate cost intervention options for a portfolio of up to 500 properties. The tool has a relatively high degree of flexibility to be tailored to reveal target areas and properties by price cap or a target EPC score.

However, there are the following limitations:

- Individual measures cannot be isolated or removed, the tool will show all possible interventions. This means some impractical measures are proposed such as installing wind turbines
- Costs and Carbon savings are calculated for all possible measures, this means it is not possible to investigate the impact of individual measures

- Fuel cost data used within PEAT-OR was released at the start of July 2023, with fuel costs modifying frequently these costs are not totally accurate

These limitations will affect the outputs from Stage 5, which should be understood as estimates only.

Ordnance Survey

Various mapping data, central to the development and use of Scotland's Heat Map and other GIS information sources. OS product data and licenses are required to use SHM & other OS-derived datasets. Key to GIS analysis elements of LHEES.

Appendix D: LHEES stage descriptions

Stage 1: Policy and strategy review

A policy review was carried out to highlight national, regional and local policies that are linked to, impact, or could be impacted by LHEES. Results from this review, along with initial stakeholder mapping were logged in the policy review template for reference during subsequent stages of the LHEES.

Stage 2: Data and tools library

This stage involves identifying and maintaining a record of the data and tools used to support analysis in the subsequent stages of the LHEES process. The record captures data sources, ownership rights, requirements for the LHEES Considerations and data format.

Stage 3: Strategic zoning and pathways

The purpose of LHEES Stage 3 is to support local authorities to understand the current energy efficiency and heat decarbonisation performance of the building stock at a local authority wide level. It also supports further analysis to set out Strategic Zones and pathways for each LHEES Consideration, as far as reasonably possible, at data zone level, a commonly used standard for statistical reporting of socio-economic data.

These Strategic Zones identify potential solutions for inclusion in the LHEES Strategy (Stage 7). The analysis sets out the strategic starting point for the generation and prioritisation of Delivery Areas (Stage 4), as well as further engagement and actions for the Delivery Plan (Stage 8).

LHEES Stage 3 is supported by both the 'Domestic Baseline Tool' and the 'Non-domestic Baseline Tool'. The Domestic Baseline Tool was developed by Zero Waste Scotland for analysis of the domestic sector drawing on Home Analytics as the core source data to support this. The tool was used to generate a performance baseline of buildings and to set out Strategic Zones with respect to the LHEES Considerations. The 'Non-domestic Baseline Tool' was developed following the release of Non-Domestic Analytics, as a means to support better understanding of the breakdown of non-domestic building typologies and by other criteria, such as age, heating system type or floor area category. Given the limitations of the non-domestic dataset, the outputs are focused on providing property count and / or total heat demand information for these groupings, rather than suggesting suitability for specific interventions.

When assessing heat decarbonisation options in the tools, heat pump installation is one of the suggestions. According to the LHEES methodology, the level of heat pump 'readiness' in domestic properties are sorted into four categories:

Building category	Description
Category 0	Currently have a low or zero direct emissions heating system, or heat network connection
Category 1	"Heat pump ready" buildings that are well-suited to heat retrofit with minimal other changes.

Category 2	Secondary potential for heat pump retrofit. Require some fabric and/or distribution systems upgrades.
Category 3	Significant upgrades required to be heat pump ready.

In the standard Zero Waste Scotland methodology, Category 1 properties are assessed based on a range of indicators including wall insulation, glazing status, wet heating system and loft insulation prediction. For South Lanarkshire's LHEES, only wall insulation was accounted for in Stage 3 given that this was the most relevant factor to the local domestic property stock.

Stage 4: Generation of initial Delivery Areas

Stage 4 is informed by the LHEES Strategy and analysis from Stages 1-3. The purpose of Stage 4 is to support the Council's decision making by generating initial Delivery Areas for each of the LHEES Considerations. This Stage uses GIS to generate initial Delivery Areas at a higher granularity than LHEES Stage 3, to enable the Council to understand specific locations of potential Delivery Areas within a Strategic Zone or across the whole local authority. The level of granularity is advised at 250m2 to reflect an appropriately sized delivery area without the risk of identifying individual properties.

This analysis is the starting point for more detailed engagement, building level assessment of interventions and cross-checking against the policy and strategy review (stage 1) to enable finalisation of the Delivery Areas (LHEES Stage 6). These Delivery Areas should then support actions in the Delivery Plan (Stage 8) that are within the competence of the Scottish Government, local authorities and wider partners.

Stage 5: Building-level pathway assessment

The purpose of LHEES Stage 5 is to support with delivery area identification of Stages 4 and 6 to establish in more detail the type of intervention(s) required to decarbonise the building from a heating and energy efficiency perspective. This stage provides an understanding of the costs and the energy and carbon savings associated with interventions.

Stage 5 enabled South Lanarkshire Council to select and analyse domestic buildings for assessment in the Energy Saving Trust's PEAT-OR, for the domestic sector only. PEAT-OR enables the local authority to evaluate energy efficiency and heat decarbonisation retrofit options in terms of costs and carbon emissions reduction. Results can be presented at the building level or at a zone level. The buildings to be evaluated can be selected and taken from the analysis in LHEES Stage 3 or Stage 4.

It is recognised that PEAT-OR has not been designed specifically to support LHEES. Therefore, in this LHEES, a PowerBI report has been developed to enable the Council to explore potential decarbonisation results in an interactive and customised manner to assess viability and decision making of delivery areas.

Stage 6: Finalisation of Delivery Areas

During this stage, Strategic Zones, initial Delivery Areas and any building-level assessment were considered alongside the detail included as part of the policy and strategy review and all stakeholder engagement undertaken. The outcomes from this stage are documented in the stage 8 Delivery Plan.

Appendix E: Detailed methodology for the identification of potential heat network zones

Analysis was undertaken to identify the areas where heat networks present a decarbonisation pathway that could be of strategic importance for South Lanarkshire. Heat Data Point non-domestic properties were filtered to only include semi-public and public buildings. These were refined using OS AddressBase classification codes identified as semi-public or public by the Green Heat in Greenspaces project. Additionally, a sense check of building names was carried out to identify council-owned buildings. If that was the case, the buildings were added to analysis. This approach was chosen so that only non-domestic buildings that the Council has full or partial control over are treated as potential anchor loads in the heat network zoning. When defining anchor loads, public and council-owned buildings have been prioritised as the Council has greater control over the operation of these buildings.

Heat network zones have been identified based on a 4,000 kWh/yr/m linear heat density (a means of relating annual heat demand to a distance). Areas of greatest potential for heat network development have been further identified based on a solely heat demand perspective where at least two anchor loads were required > 500MWh/yr.

Further analysis through feasibility studies and constraints analysis were required to understand the viability of heat network development in each identified area. Existing heat networks have been added to potential heat network zones to identify viability of heat network expansion. For the purpose of LHEES, a 500m radius buffer has been drawn around the existing heat network points to provide a sensible estimate of the area within which heat demand can serve.

The methodology for identification of heat networks has been summarised in the figure below. For a comprehensive methodology, please see the Heat Network Zoning methodology in the LHEES documentation.

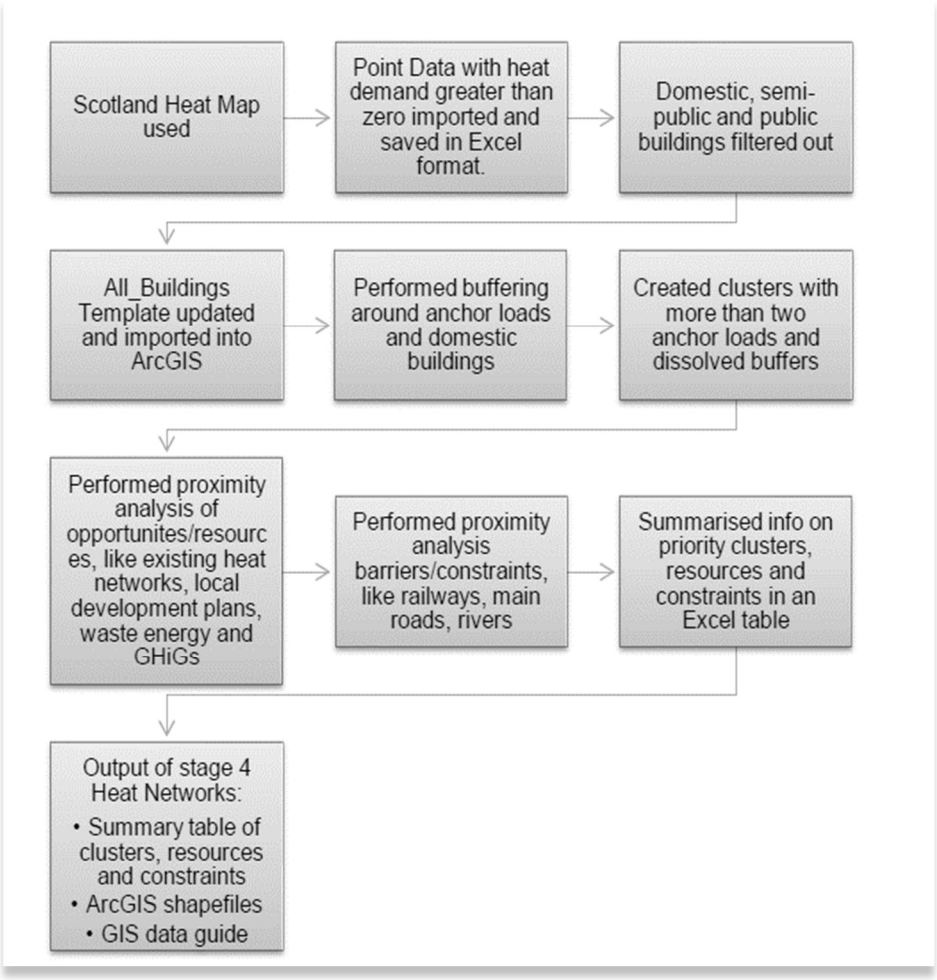


Figure 25: Summary of the methodology for identifying heat network zones

Appendix F: Detailed description of indicators used for building categorisation

Building category	Description	Indicators
Category 0	Currently have a low or zero direct emissions heating system, or heat network connection.	• Properties with a heat pump (off-gas only) or communal heating as the main heating system
Category 1	"Heat pump ready" buildings that are well-suited to heat pump retrofit with minimal other changes.	• Cannot be a category 0 property • Not listed or in a conservation area • Properties with insulated walls and double or triple glazed windows • If the property has a loft, it must have at least 100mm of loft insulation • Properties which are likely to have a wet heating system (i.e. LPG, Oil or Biomass/solid fuels)
Category 2	Secondary potential for heat pump retrofit. Require some fabric and/or heat distribution systems upgrades.	• Cannot be a category 0 or 1 property • Properties that are cavity construction (either insulated or uninsulated), or any other construction type, with insulated walls • There must be no risk of the property having a narrow uninsulated cavity • Properties can be listed or in a conservation area
Category 3	Significant upgrades required to be heat pump ready.	**Off-Gas Categorisation Process** The subcategory indicates the most viable decarbonisation technology. Heat pumps are the priority solution. The suitability of storage or direct electric heating, and biomass are indicated by the characteristics listed below: **Category 3 – Heat pump** • If the property is currently heated via an oil or LPG system **Category 3 – Electricity (storage or direct)** • Properties already using electricity as the main fuel type • Flats • Properties with double or triple glazed windows • Properties in urban areas (1, 2 or 3 in the 8-fold classification[36]) **Category 3 – Biomass** • Properties already using biomass as the main fuel type • Detached and semi-detached properties • Properties of a solid brick or stone construction type

[36] Scottish Government Urban Rural Classification 2020

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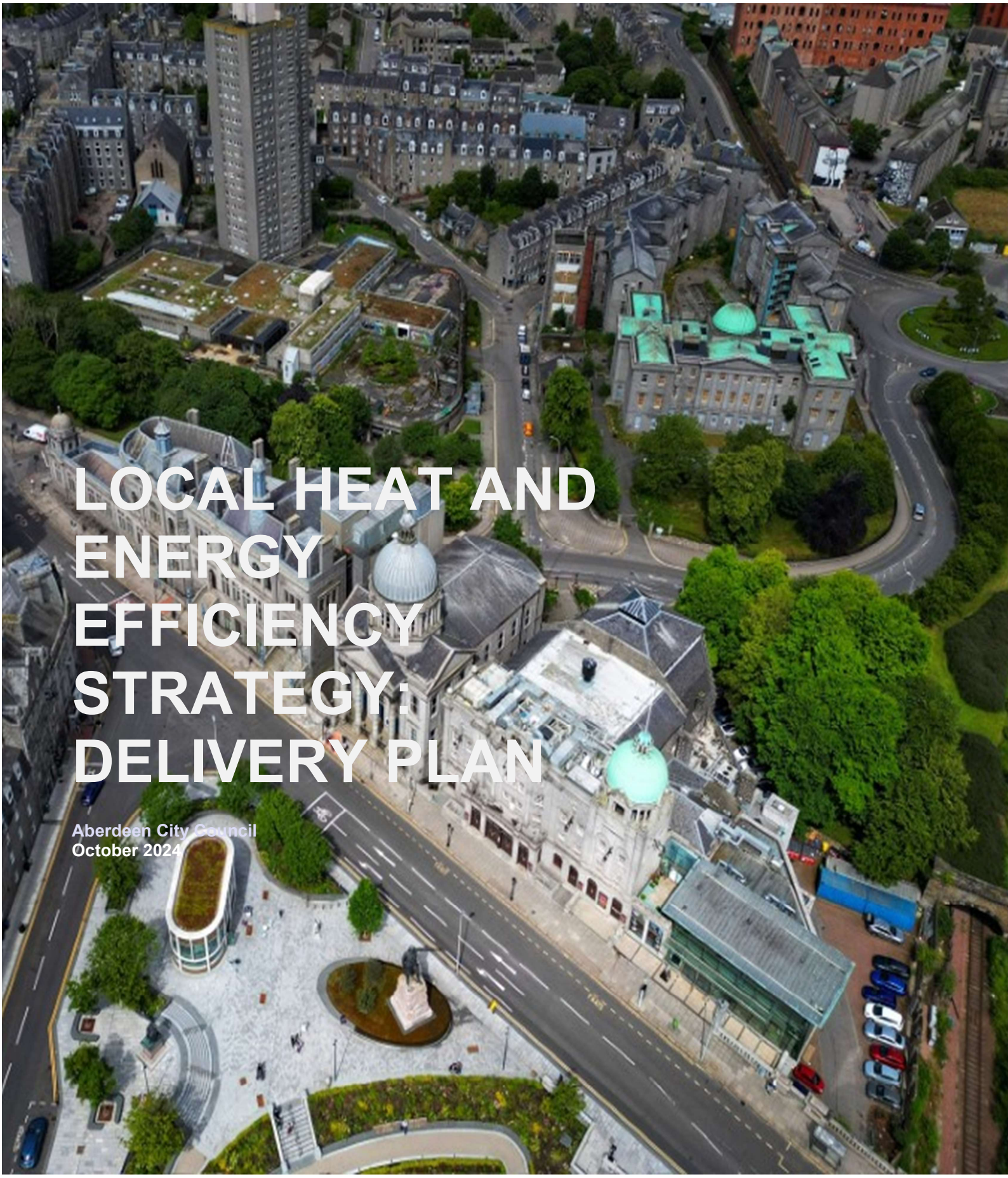

LOCAL HEAT AND ENERGY EFFICIENCY STRATEGY: DELIVERY PLAN

Aberdeen City Council
October 2024

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EXECUTIVE SUMMARY

1. Executive Summary

1.1. Purpose of this report

Local Heat and Energy Efficiency Strategies (LHEES) are at the heart of a place based, locally-led, and tailored approach to the transition to net zero. The aim of LHEES is to provide a long-term and evidence-based plan for decarbonising heat in buildings and improving their energy efficiency across an entire local authority area. LHEES is primarily driven by Scotland's statutory targets for greenhouse gas emissions reduction and fuel poverty reduction:

- Net zero emissions by 2045 and 75% reduction by 2030
- In 2040, as far as reasonably possible, no household in Scotland is in fuel poverty

This LHEES Delivery Plan should be considered in conjunction with Aberdeen City Council's LHEES Strategy. The Delivery Plan sets out how the Council will support implementation of the LHEES. It identifies areas for targeted intervention through early, low-regret measures to decarbonise heat in buildings. This is the first LHEES Delivery Plan, and it focuses initially on immediate and medium term (5-year) actions. The Council has identified four main priorities for the LHEES, which have been further developed in Section 2.1:

- **Priority A: Heat network development** - The Council want to provide affordable, reliable, and decarbonised heating to homes and businesses. Expanding heat networks will provide a method to do this. Aberdeen Heat and Power (AHP) are an established provider of heat networks in the area and will be key in delivering this priority.
- **Priority B: Building level decarbonisation** - Decarbonising heat across buildings in Aberdeen City will ensure the Council meets its net zero targets. Whilst the Council will connect buildings to heat networks where possible, properties that are unable to join a network will be encouraged to install a zero direct emissions heating system.
- **Priority C: Improving building energy efficiency** - Improving the energy efficiency of buildings reduces heat demand, whilst simultaneously addressing fuel poverty and climate change. Aberdeen City Council has made significant improvements to the energy efficiency of domestic and non-domestic properties. However, a significant number of properties require improved insulation.
- **Priority D: Alleviating fuel poverty** - The LHEES presents an opportunity to address the high levels of fuel poverty within Aberdeen City. Aberdeen City Council has worked through a range of programmes to target support to fuel poor households. The Council aim to build on these through the LHEES strategy.

This Delivery Plan sets out the Council's approach to delivering the LHEES over the next five years. The Council's approach is to primarily prioritise heat network development to deliver clean heat across the city. Further, the Council will aim to build on the success of their existing insulation programmes. Finally, heat pumps will be considered for properties unable to connect to an existing or future heat network.

At this early stage in the LHEES process, many of the actions detailed in this plan are developmental or reflect projects and initiatives which are already underway. The analysis undertaken to date as part of the LHEES process will be further expanded to develop a more detailed and strategic delivery framework. This will form the basis of the next iteration of the LHEES, which will be reviewed every five years.

1.2. Delivery Plan layout

The actions in this Delivery Plan are split across three areas:

- Heat network delivery areas
- Energy efficiency programmes and upgrades delivery areas
- Heat pump delivery areas

For each chapter, the actions are summarised in a table format shown below. Actions have been prioritised as one of:

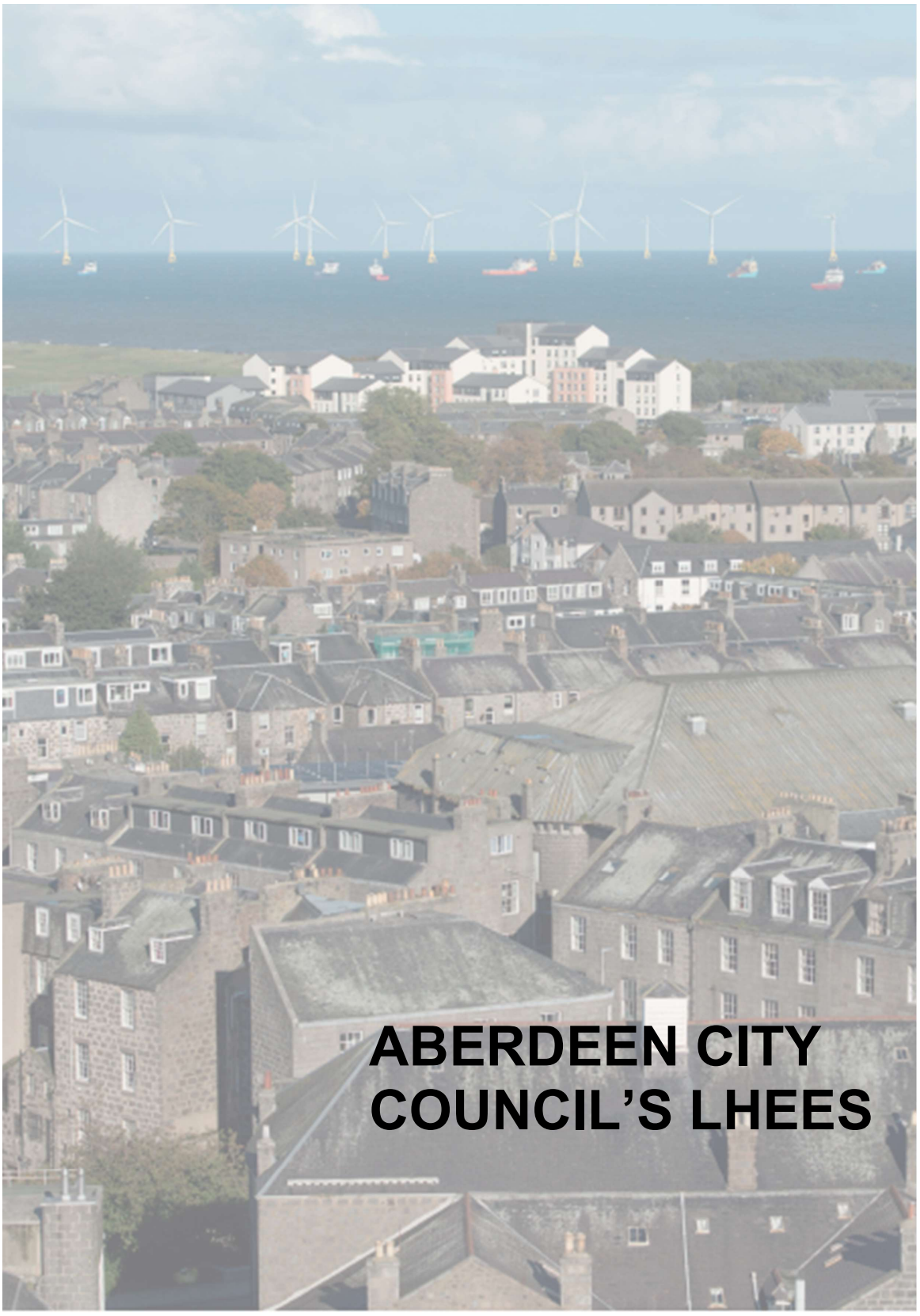
- **Immediate:** to be implemented in the next two years.
- **Medium-term:** to be implemented in the next 2-5 years.

Action	Priority	Description	Responsibility	Key stakeholders	Measure of success
Action required to implement the LHEES	Immediate / Medium-term	Additional detail of how the Council and its partners will achieve this	Lead responsible for delivery	Key stakeholders to engage on specific action	How LA will know goal of action is achieved

1.3. Delivery Plan scope and limitations

The LHEES is being developed in the context of changing national policies and targets. Multiple relevant national policies and their specific targets are under review, such as the Heat in Buildings Bill. Equally, established targets have been pulled, such as the Scottish Government's interim target to reduce greenhouse gas emissions by 75% by 2030.

Local programmes are subject to change. For example, Aberdeen City is drafting an updated Local Housing Strategy to be published later in 2024 which makes reference to LHEES. This Delivery Plan looks at actions over a five-year period, however, the Plan will be reviewed at a later stage to take into account these changing plans and limitations.



ABERDEEN CITY COUNCIL'S LHEES

2. Aberdeen City Council's LHEES

2.1. LHEES Priorities

Aberdeen City Council's key priorities for this LHEES have been informed by the six LHEES considerations (detailed in the LHEES Strategy), the local policy context, stakeholder engagement, and analysis of the Council's building stock. The Council has identified four priorities for the first LHEES.

Summary of Priority A: Heat Network Development

Heat networks can provide affordable, reliable, and decarbonised heating to homes and businesses. Aberdeen is unique compared to other local authorities in that it already has a developed network of heat networks operated by AHP. Expanding the existing networks, decarbonising heat sources and developing new heat networks elsewhere are important priorities for Aberdeen City Council.

Summary of Priority B: Improving Building Energy Efficiency

Improving the energy efficiency of buildings reduces heat demand, whilst simultaneously addressing fuel poverty and climate change. Aberdeen City Council has made significant improvements to the energy efficiency of domestic and non-domestic properties. However, a significant number of properties require improved insulation.

Summary of Priority C: Building Level Decarbonisation

Decarbonising heat across buildings in Aberdeen City will ensure the Council meets its net zero targets. While the Council will connect buildings to heat networks where possible, households that are unable to join a network will be supported to install a zero direct emissions heating system.

Overview of Priority D: Alleviating Fuel Poverty

The LHEES presents an opportunity to address the high levels of fuel poverty within Aberdeen City. Aberdeen City Council targets support fuel poor households through a range of programmes. The Council has made the alleviation of fuel poverty a priority within the LHEES strategy.

Zero emission heating will primarily be achieved by the development of heat networks across the city. Heat pumps will be considered for properties unable to connect to an existing or future heat network. LHEES implementation will be planned based on potential heat network zones. This allows for domestic and non-domestic buildings to be addressed as part of local area-based approaches.

Action	Priority	Description	Responsibility	Key stakeholders	Measures of success
Identify leads and champions for the actions arising from the Delivery Plan	Immediate	Leads will be appointed at Executive Director or Head of Service level	Aberdeen City Council	Executive directors and heads of services	Each action in delivery plan has confirmed champion Meetings scheduled to support champions to deliver actions
Enact LHEES governance arrangements	Immediate	LHEES to be integrated into existing Steering Group and governance structure for Sustainable Development and Climate Change (SDCC)	Aberdeen City Council	Steering Groups	Aberdeen Home Energy Team to meet with all steering groups to ensure plan integration of LHEES plans
Develop a monitoring and evaluation framework for the LHEES delivery actions	Immediate	For delivery actions, identify the owner and the indicators to be measured	Changeworks and Aberdeen City Council	Changeworks and Aberdeen City Council	Changeworks completes framework Aberdeen City Council reviews framework and creates system to ensure it is reviewed on ongoing basis
Review both the Strategy and Delivery Plan every 5 years	Immediate	Update and amend both documents considering regulatory changes. Identify local targets	Aberdeen City Council	Aberdeen City Council and partner organisations	Aberdeen City Council to set up system to prepare and deliver workshop with key stakeholders to review LHEES plans on a 5-year basis

2.2. Implementation and governance

The implementation of the LHEES will be driven by Aberdeen City Council. The LHEES requires a collaborative cross-sectoral approach, engaging with partners and stakeholders is essential to achieving the goals set out. It will be integrated into existing steering groups and governance structure for sustainable development and climate change.

ENGAGEMENT APPROACH

3. Engagement Approach

The LHEES Strategy and Delivery Plan have been developed in consultation with stakeholders across Aberdeen City Council, and through engagement with external stakeholders. Implementation will also be a collaborative effort.

A key priority for the delivery of the LHEES is for the Council to develop an engagement strategy. This will draw on the stakeholder identification and mapping work which took place as part of the LHEES development. Key stakeholder groups that the Council will work with include:

- Local community groups
- Public sector partners
- Housing providers
- Delivery partners
- Electricity and gas network operators
- Aberdeen Heat and Power
- Anchor load organisations
- Owner Occupiers
- Tenants
- Contractors and installers delivering energy efficient retrofits
- Advice organisations, such as Scarf

Engagement Strategy

The Council have a range of plans for future engagement already in place. These are detailed below:

Key Stakeholders	Specific outcomes of engagement	Stakeholder priorities in relation to LHEES	Existing methods of engagement	Action
Council Strategy Board	The Board's remit includes oversight of the Council Place Based Strategy Framework. Input is needed to enact LHEES projects	Ensuring the LHEES is linked with the Place Based Strategic Framework	Briefings and reports	Brief the Board on LHEES plans. Highlight the need to include LHEES in Place Based Strategy Framework
Aberdeen Net Zero and Adaptation Board	The Board's remit includes oversight of the Net Zero Routemap, LHEES needs to be fed into this	Oversight of the Net Zero Routemap and enabling strategies	Briefings	Inform of the LHEES plans ahead of November 2024 meeting

Climate Oversight Group	Internal group covering the Council Climate Change Plan, which LHEES needs to be fed into	Oversight of Climate Change Plan	Briefings	Meeting to highlight LHEES strategy and delivery plan, and have it included in Climate Change Plan
Net Zero Aberdeen microsite	Ensure that LHEES plans are included on the site	Report on net zero projects in Aberdeen	Send information to publish	Send details of LHEES to publish
Public	To get public feedback on LHEES plans	How new policies will impact their homes	CommonPlace citizen engagement platform, and events	Promote and hold consultation
Elected members	Need to get approval for public consultation	LHEES policies and public benefit	Briefing sessions	Host briefing sessions and gain approval for public consultation
Youth Climate Group	UN requirement to engage views of young people	How LHEES plans will impact climate and housing	Meetings	Hold meeting to discuss LHEES plans
Aberdeen Community Planning, Sustainable City Group	Remit includes Local outcomes improvement plans (LOIP), which need to reference LHEES	How LHEES will support local improvement planning	Meetings	Hold meeting to discuss LHEES plans and feed into LOIP

HEAT NETWORK DELIVERY AREAS

4. Heat Network Delivery Areas

4.1. Heat Network Zones

Background

Section 47 of the Heat Network (Scotland) Act states that each local authority is required to carry out a review to consider whether one or more regions in its area is likely to be particularly suitable for the construction and operation of a heat network. This should be done within the LHEES. Following this review, the Act requires that a decision is made (by the local authority or Scottish Ministers) to consider designation of areas as Heat Network Zones. The local authority must publish a statement in relation to each area considered which provides a rationale for decisions made.

Heat networks can provide affordable, reliable, and decarbonised heating to homes and businesses. Aberdeen is unique compared to other local authorities in that it already has a developed network of heat networks operated by AHP. Expanding the existing networks, decarbonising heat sources and developing new heat networks elsewhere are important priorities for the city. See the LHEES Strategy for more details.

Approach to Selecting Heat Network Delivery Areas

As part of the LHEES Stage 4 process, Changeworks conducted GIS analysis using Scotland Heat Map data to create initial heat network delivery areas. The analysis used heat load data from non-domestic public/semi-public buildings. For a detailed insight into the methodology for heat network identification, refer to the Appendices of the Strategy Document.

Changeworks facilitated a workshop to share findings on the heat network outputs, with various stakeholders from key heat network operators and organisations (AHP, University of Aberdeen and NHS Grampian), and members of relevant local authority departments. A collaborative sense checking process took place, with outputs being assessed against the local knowledge of the area and knowledge of those involved. Following further communication with the heat network operators, Changeworks updated several anchor loads data addressing any heat load inaccuracies and missing anchor loads. AHP and The University of Aberdeen further shared their plans for heat network connections not highlighted in Scotland Heat Map. As a final step, the Council collated all information, engagement and data outputs to shortlist heat network developments as priority zones.

4.2. Priority Heat Network Zones

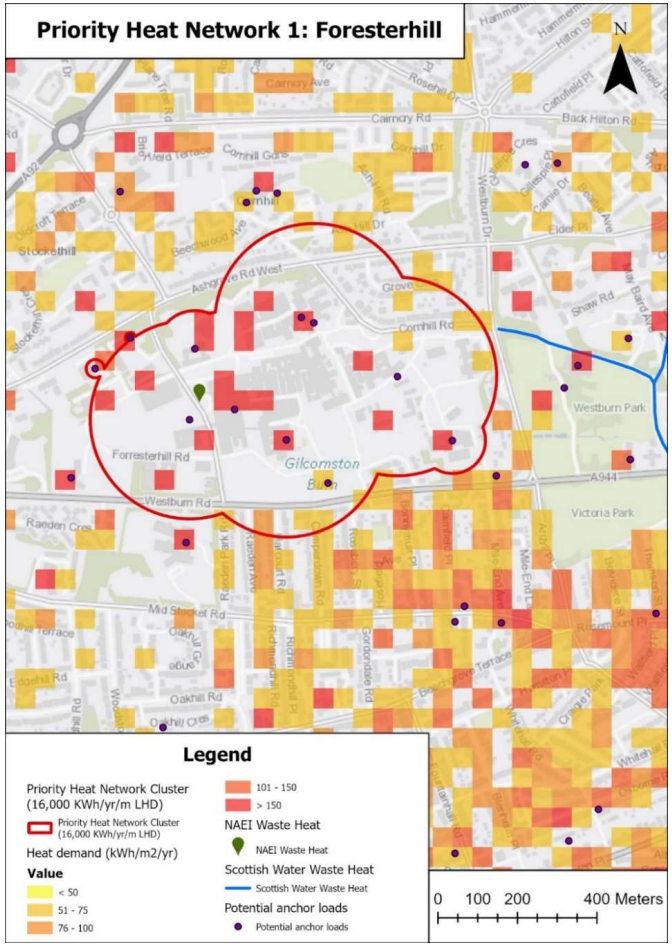
The LHEES analysis has identified five heat network zones in Aberdeen that are the priority for development as well three additional heat network zones the Council has identified as suitable for development. These areas have been selected by the Council in order to target high density, poorly heated tower blocks where residents are at risk of fuel poverty. Potential heat network zones containing non-domestic public buildings have been prioritised as they have high heat loads to provide a steady heat demand. These types of buildings will also contribute to efforts in making the networks as efficient as possible, while offering potential connection to existing heat networks operated by AHP and NHS Grampian.

Priority Heat Network Zone 1: Foresterhill

The Foresterhill indicative heat network zone has an area of 54 hectares. Within the outlined zone there are 10 non-domestic public buildings registering a total estimated annual heat demand of 152,962 MWh/yr. The cluster is marked by pockets of very high heat demand (above 150 kWh/m²/yr). The two key anchor loads underpinning this area include the Aberdeen Royal Infirmary (109,647 MWh/yr) and the University of Aberdeen (Cornhill Road) (23,687 MWh/yr). There are four intersecting natural gas-powered heat networks with moderate heat generation capacity such as Woodhill House and Stocket Grange (320 MWh – 1860 MWh) which position this potential heat network zone in a strategic connection spot.

A waste heat facility operated by NHS Grampian intersects the cluster which could be of use as a potential heat source for the heat network zone. Similarly, extraction of heat from Scottish Water's wastewater network nearby could provide a low carbon heat source.

Zone Name	Foresterhill
Zone Area (ha)	54.9
Count of Anchor Loads	10
Estimated Zone Heat Demand (MWh/yr)	152,962
Number of Domestic Buildings	275
Number of Domestic Buildings in SIMD 1-5	54

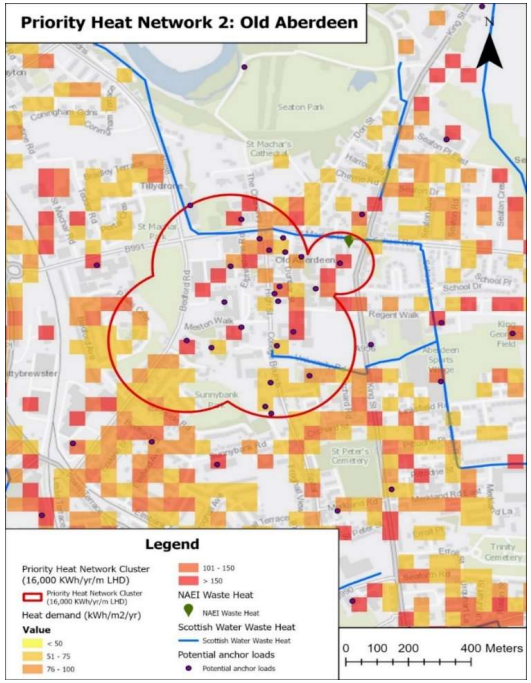


Priority Heat Network Zone 2: Old Aberdeen

The Old Aberdeen heat network zone has an area of 44.6 hectares. Within the outlined zone there are 23 non-domestic public buildings registering a total estimated annual heat demand of 78,622 MWh/yr. The cluster is marked by pockets of very high heat demand (above 150 kWh/m²/yr) neighboured by moderately high heat demand (76 kWh/m²/yr – 150 kWh/m²/yr). All the anchor loads are located within the University of Aberdeen Campus, and all are currently connected to the University owned King's College district heat network. Two of the three natural gas fuelled heat networks with high heat generation capacity are located within the cluster and are either connecting to or part of the King's College heat network, all with high heat generation (above 7,900 MWh). Another existing heat network named Bede House Court intersects the potential heat network zone, and acts as a possibility for connection to the University of Aberdeen heat networks.

A combined heat and power plant operated by the University Court is located within the cluster which could be of use as a potential heat source for the heat network zone. A vast section of Scottish Water's wastewater network intersecting the cluster could help facilitate low carbon heat source for development.

In terms of Council plans, theCity Centre heat network has a current expansion plan to connect to the New Market Development and the potential to connect to the Maritime Museum. Further expansion plans to serve established city centre properties are under consideration. A further expansion from NESCol to the current communal heat system at Denburn Court is under review with a potential to connect the Woolmanhill site, Broadford Works site and His Majesty's Theatre enroute.

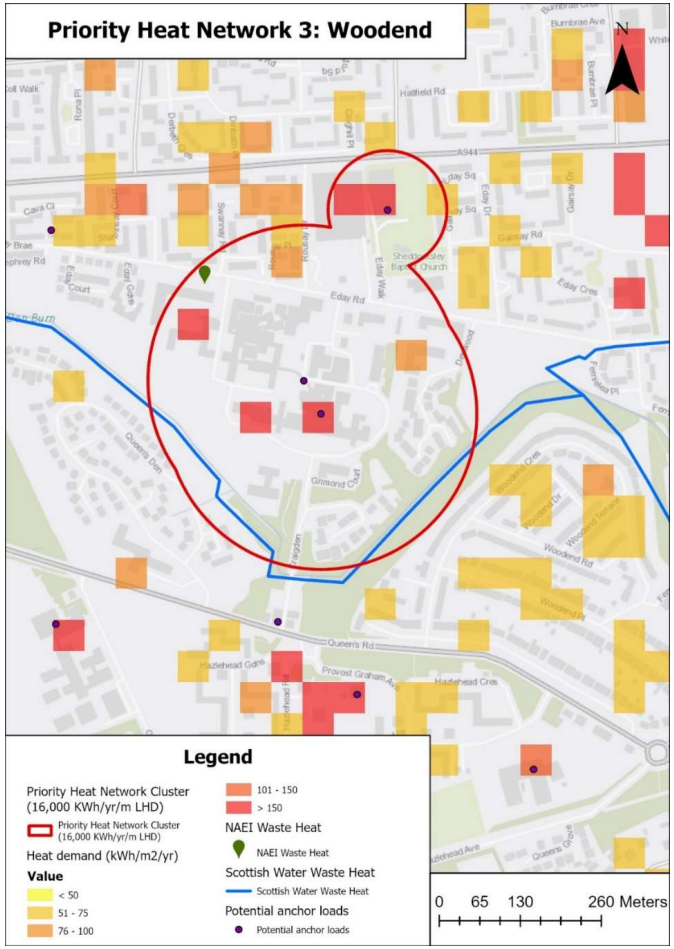


Zone Name	Old Aberdeen
Zone Area (ha)	44.6
Count of Anchor Loads	23
Estimated Zone Heat Demand (MWh/yr)	78,622
Number of Domestic Buildings	577
Number of Domestic Buildings in SIMD 1-5	368

Priority Heat Network Zone 3: Woodend

The third heat network zone is located in the Woodend area and has an area of 22.6 hectares. There are 3 non-domestic public buildings registering a total estimated annual heat demand of 25,392 MWh/yr. The cluster is marked by a few pockets of very high heat demand (above 150 kWh/m²/yr). Woodend Hospital acts as the main anchor load supplying an estimated combined 23,866 MWh/yr. Three natural gas fuelled heat networks including the Hazlehead Energy Centre with high heat generation capacity intersect the cluster, and acts as a possibility for connection to this heat network cluster.

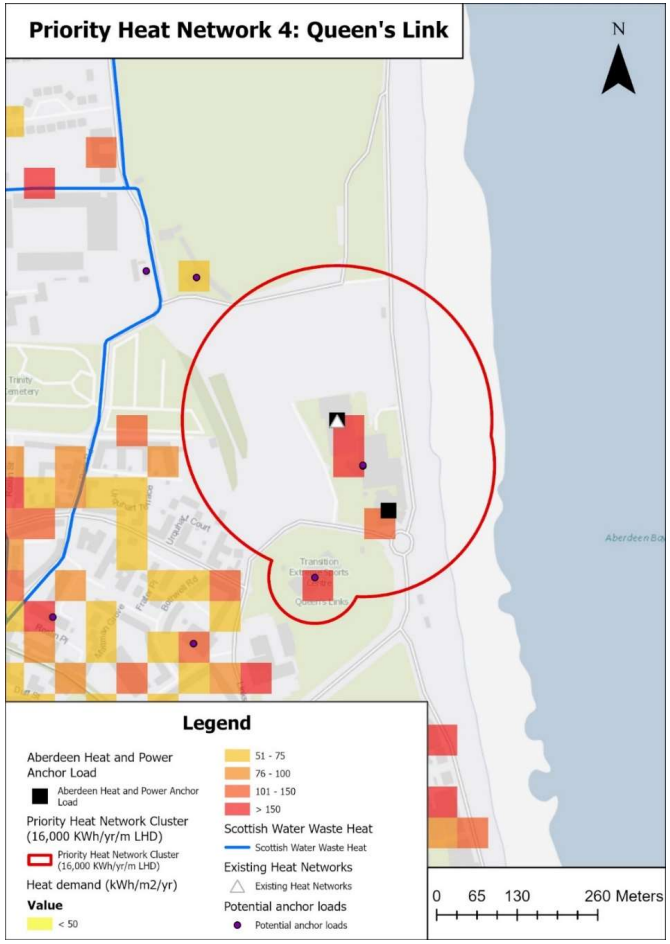
Waste heat from the Woodend Hospital could be the main potential heat source for the heat network zone alongside part of Scottish Water's wastewater network in the south.



Zone Name	Woodend
Zone Area (ha)	22.6
Count of Anchor Loads	3
Estimated Zone Heat Demand (MWh/yr)	25,392
Number of Domestic Buildings	239
Number of Domestic Buildings in SIMD 1-5	110

Priority Heat Network Zone 4: Queen's Link

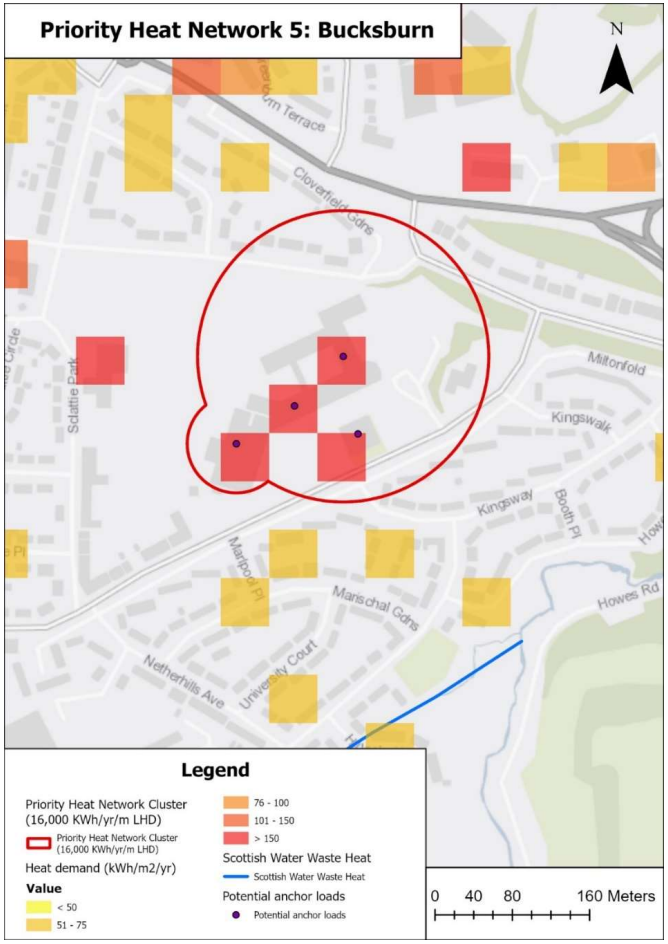
Queen's Link is another priority heat network cluster with an area of 21.9 hectares from LHEES analysis. This is currently already in place to be developed with plans to be connected to the Linx Energy Centre heat network based at Seaton (produces around 3,706 MWh of waste heat). Within the outlined zone there are 4 non-domestic public buildings registering a total estimated annual heat demand of 12,604 MWh/yr. The cluster is marked by pockets of very high heat demand (above 150 kWh/m²/yr). Key anchor loads underpinning this area include the Linx Ice Area (7,069 MWh/yr), Beach Ballroom (258 MWh/yr) and Beach Leisure Centre (1,191 MWh/yr). The latter is planned to be demolished, opening up plans for a new leisure centre in years to come. Furthermore, Beach Ballroom will continue to be heated through the heat network.



Zone Name	Queen's Link
Zone Area (ha)	21.9
Count of Anchor Loads	4
Estimated Zone Heat Demand (MWh/yr)	12,604
Number of Domestic Buildings	0
Number of Domestic Buildings in SIMD 1-5	0

Priority Heat Network Zone 5: Bucksburn

The final heat network zone is located in the Bucksburn area with an area of 7.5 hectares. There are 4 non-domestic public buildings registering a total estimated annual heat demand of 4,968 MWh/yr. The cluster is marked by a dense grid of very high heat demand (above 150 kWh/m²/yr). Bucksburn Academy acts as the main anchor load supplying an estimated 2,412 MWh/yr followed by the Bucksburn Swimming Pool registering a heat load of 906 MWh/yr. Nearby, the natural gas fuelled heat network at Fairley Den Sheltered Housing acts as a possibility for connection to this heat network cluster.



Zone Name	Bucksburn
Zone Area (ha)	7.5
Count of Anchor Loads	4
Estimated Zone Heat Demand (MWh/yr)	4,968
Number of Domestic Buildings	24
Number of Domestic Buildings in SIMD 1-5	24

Priority Heat Network 6: Sillerton Lane Energy Centre

The Sillerton Lane Heat Network is currently in development, which will soon serve the residential sites at the former Craighill and Kincorth schools. Further development and connections throughout Kincorth are being reviewed with care homes and primary schools under consideration. The Council has a longer-term plan to connect the network to the NESS Energy from Waste network to provide low carbon heat.

Priority Heat Network 7: Stockethill

The Council are reviewing the potential to connect the Stockethill and TECA networks through a connection at the proposed residential site in Greenferns and Landward. This may allow further connections across the school and social housing portfolios whist establishing a low carbon heat solution through the TECA Energy Centre.

Priority Heat Network 8: Tillydrone

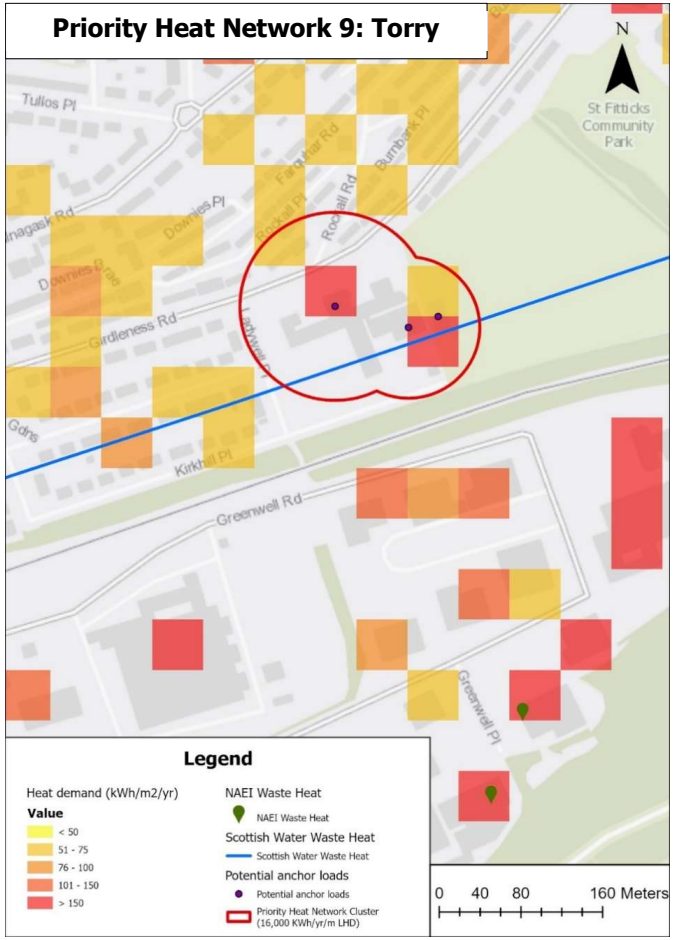
The Council are reviewing the potential to interconnect the Seaton and Tillydrone Energy Centres with a co-connection at the already connected St Machar Academy. This will open up a potential to expand the Tillydrone network across the social housing portfolio in Tillydrone. The Tillydrone network would also be expanded to connect through the Murray and Fullerton communal heating network to the existing network at The Haudagain site. This would then establish a link from NESS Energy from Waste Facility (Torry) – City Centre – Seaton – Tillydrone – Stockethill. Furthermore, the Council will review potential connections commercially and through the NHS Grampian and University sites if the opportunity arose.

Priority Heat Network 9: Torry

The final priority heat network in Torry has a high density of heat demand, as indicated by the presence of red cells. There are two key anchor loads including Tullos Primary School and the Tullos Swimming Pool. The heat network partially intersects the Ness Energy Project, a nearby waste fuelled heat network. Connection to this will require a study to be conducted to explore heat extraction capacity.

Figure 1: Development of the Torry heat network at Victoria Road (left and middle) and Abbey Place (right). Source: Vital Energi

Zone Name	Tullos
Zone Area (ha)	3.4
Count of Anchor Loads	3
Estimated Zone Heat Demand (MWh/yr)	2,770
Number of Domestic Buildings	14
Number of Domestic Buildings in SIMD 1-5	14



4.3. Further Heat Network Opportunities

The following five indicative heat network zones have smaller area sizes than the priority clusters shown above and should be considered as additional opportunities for the Council to consider in the longer term. Further exploration will be required to assess viability of these opportunities. This is likely to include:

- Connection possibilities with existing heat networks
- Determining existing system capacity and suitability for expansion
- Design considerations such as heat source appraisal (e.g. ASHP, GSHP), energy centre location and layout, grid capacity constraints, pipework distribution routes, operating temperatures, individual building upgrades required (e.g. heat interface unit installation)

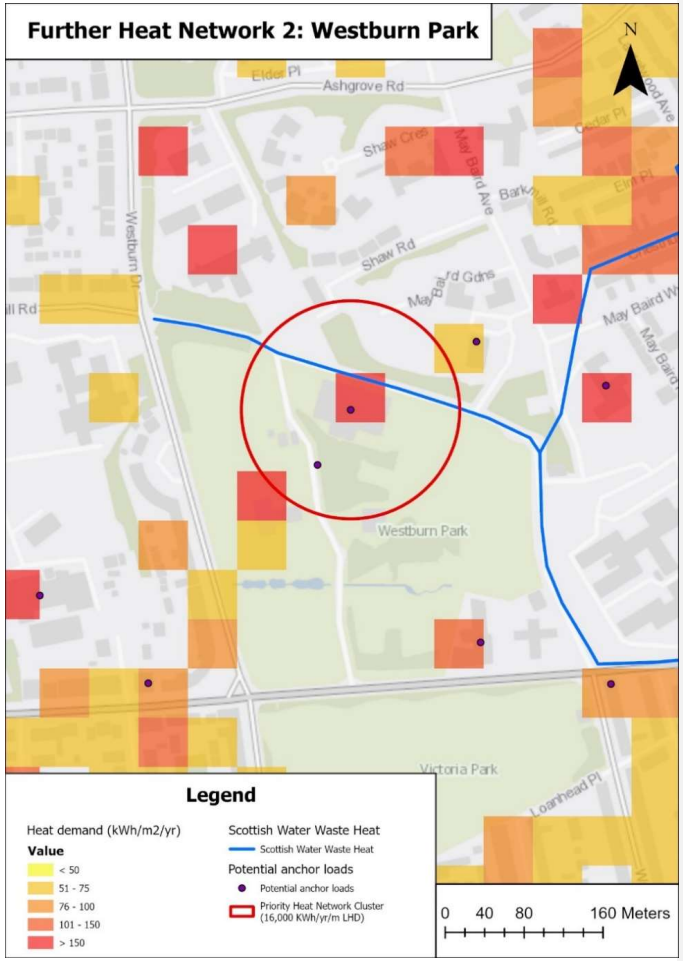
Opportunity 1: Berryden

This indicative zone in Berryden has a high density of heat demand, as indicated by the large presence of red rasters. One of key anchor loads is the Berryden Retail Park. The heat network intersects the Berryden Mills existing heat network, although its use for heat extraction will need to be further explored. Nearby is the NHS Grampian (Cornhill Site) which could further be tied in with the existing heat network there, although a feasibility study will need to be conducted first. A longer-term prospect would be to connect to the larger Foresterhill heat network, subject to NHS approval.

Zone Name	Berryden
Zone Area (ha)	0.1
Count of Anchor Loads	2
Estimated Zone Heat Demand (MWh/yr)	2,426
Number of Domestic Buildings	22
Number of Domestic Buildings in SIMD 1-5	22

Opportunity 2: Westburn Park

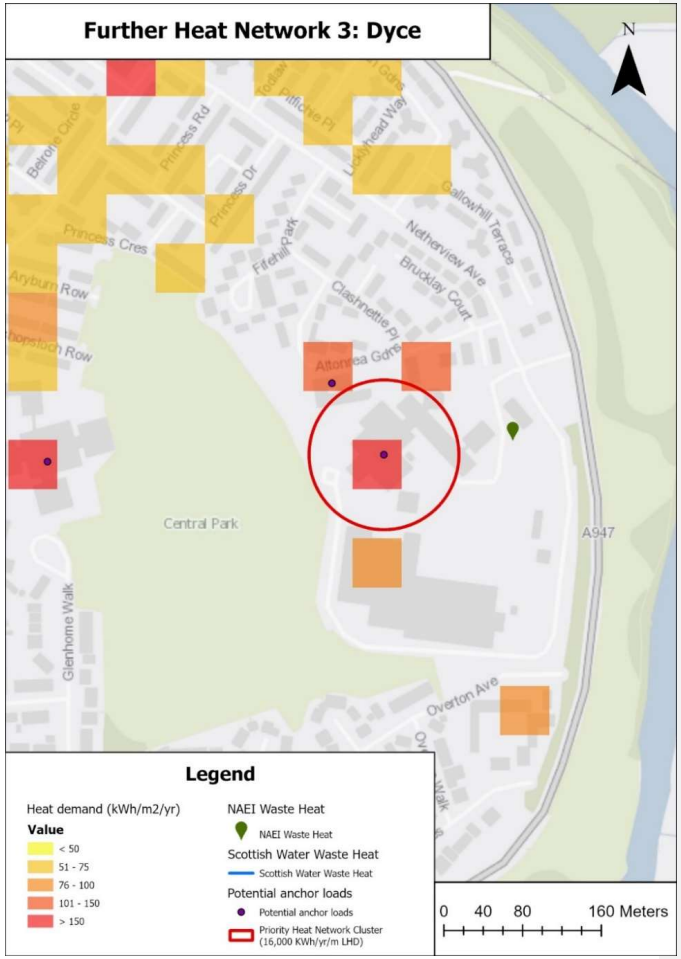
The next further heat network cluster in Westburn Park area has a self-contained high heat demand underlying the key anchor load, Aberdeen Tennis Centre, Leisure Active and Westburn Centre. There is also a heat network located nearby operated by NHS Grampian, which opens up the possibility for both to be connected in the future. A feasibility study will need to be conducted to assess the feasibility.



Zone Name	Westburn Park
Zone Area (ha)	3.8
Count of Anchor Loads	2
Estimated Zone Heat Demand (MWh/yr)	2,460
Number of Domestic Buildings	0
Number of Domestic Buildings in SIMD 1-5	0

Opportunity 3: Dyce

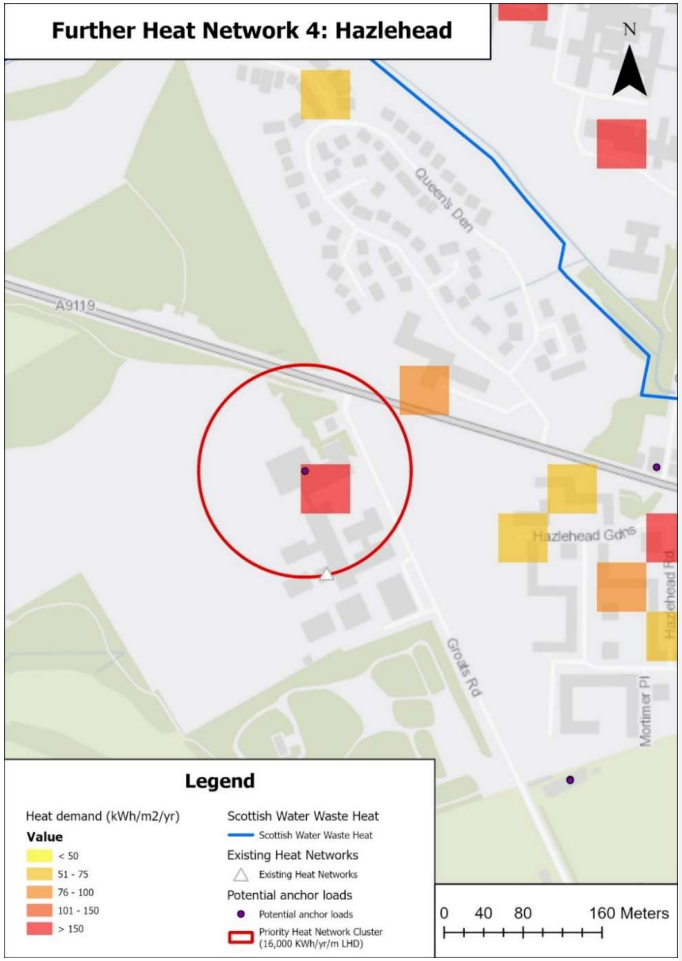
This indicative zone in Dyce has a self-contained high heat demand underpinned by Dyce Academy. The cluster partially intersects the natural gas fuelled heat network at Berrymoss Court which opens up the possibility of expansion following further feasibility assessment. If the Stockethill/TECA connection is established (see Priority Heat Network 7), there is a possibility for a further connection in the future with the Dyce cluster.



Zone Name	Dyce
Zone Area (ha)	13.4
Count of Anchor Loads	2
Estimated Zone Heat Demand (MWh/yr)	2,132
Number of Domestic Buildings	0
Number of Domestic Buildings in SIMD 1-5	0

Opportunity 4: Hazlehead

The further heat network in Hazlehead has a self-contained high heat demand underpinned by Hazlehead Academy. The heat network is fully covered by the existing district heat network at the Hazlehead Energy Centre from the analysis, however this is due to be replaced by a new low carbon heat network powered Energy Centre at a new site nearby. On completion, the Council will look to expand the heat network across the NHS site and connect to the already connected new residential site at Summerhill.



Zone Name	Hazlehead
Zone Area (ha)	23.6
Count of Anchor Loads	2
Estimated Zone Heat Demand (MWh/yr)	2,887
Number of Domestic Buildings	2
Number of Domestic Buildings in SIMD 1-5	0

Opportunity 5: Bridge of Don

The further heat network in Bridge of Don is an opportunity under early discussion but is driven by larger plans to replace the boiler at Bridge of Don Academy. The heat network in the area would act as a solution to heat decarbonisation in the area, starting with public buildings.

4.4. Summary of Actions for Heat Networks

Action	Priority	Description	Responsibility	Key stakeholders	Measure of success
Strategy development	Immediate / Medium-term / Long-term	Delivery lead to detail how the Council and its partners will achieve the development of the Strategy	Lead responsible for delivery	Key stakeholders to engage on specific action	How LA will know goal of action is achieved
Ensure feasibility studies are up to date	Immediate	Home Energy Team to ensure that there is a feasibility study for each heat network that reflects current development	Home Energy Team	Changeworks, AHP	Home Energy Team to Meet with AHP to confirm all feasibility studies are updated
Business case	Immediate	The Council to review progress of business cases.	Aberdeen City Council and expert consultant	Home Energy Team, AHP, Private Investors	Ensure outline of business cases are completed, with plan in place to develop
Determining delivery vehicles and models	Medium-term	The Council and AHP to determine the roles of different parties, the commercial agreements governing these relationships and the regulation that allows for the heat network service to be delivered to customers	AHP	AHP, Aberdeen City Council, building owners and residents within heat network zones	Agreements made for each heat network between key stakeholders, to ensure the heat network is financed and can provide for high quality service to customers
Review further development and connections for The Sillerton Lane Heat Network	Immediate	The Council to review further development and connections between Kincorth and care homes and primary schools, alongside a plan to connect the network to the Energy from Waste Facility	AHP	AHP, building owners and occupiers who will be connected to network	Confirm new connections to The Sillerton Lane Heat Network
Deliver and confirm further expansion to the City Centre Network	Immediate	AHP to deliver the current expansion plan to connect The City Centre network to the New Market Development and potentially the Maritime Museum. The Council to further consider expansion plans to serve additional city centre properties. AHP to confirm further expansion plans from NESCol to the current	AHP	AHP, building owners and occupiers who will be connected to network	Deliver plan to connect to New Market Development and confirm other expansion opportunities.

		communal heat system at Denburn Court, and potential connections to the Woolmanhill site, Broadford Works site and His Majesty's Theatre enroute.			
Review the expansion of the Tillydrone Network	Immediate	The Council to review the potential to interconnect the Seaton and Tillydrone energy centres with a co-connection at the already connected St Machar Academy. This will open up a potential to expand the Tillydrone network across the social housing portfolio in Tillydrone. The Tillydrone network would also be expanded to connect the Murray and Fullerton communal heating network through to the existing network at The Haudagain site. This will establish a link between multiple heat networks in the city.	AHP	AHP, building owners and occupiers who will be connected to network	Confirm which expansion plans will be delivered for the Tillydrone Network
Review connection of the Stockethill and TECA networks	Immediate	The Council are reviewing the potential to connect the Stockethill and TECA networks through a connection at the proposed residential site in Greenferns and Landward. This may allow further connections across the school and social housing portfolios	AHP	AHP, building owners and occupiers who will be connected to the network	Confirm new connection of the Stockethill and TECA networks
Deliver the replacement of the Hazlehead Energy Centre with the new Low Carbon Energy Centre	Medium Term	AHP to complete delivery of the Low Carbon Energy Centre (formerly the Hazelhead Energy Centre) which will be a low carbon heat network. Once complete, the Council will consider options for connections to the network	AHP	AHP, Hazlehead Energy Centre	Complete the delivery of the new energy centre

4.5. Funding Heat Networks

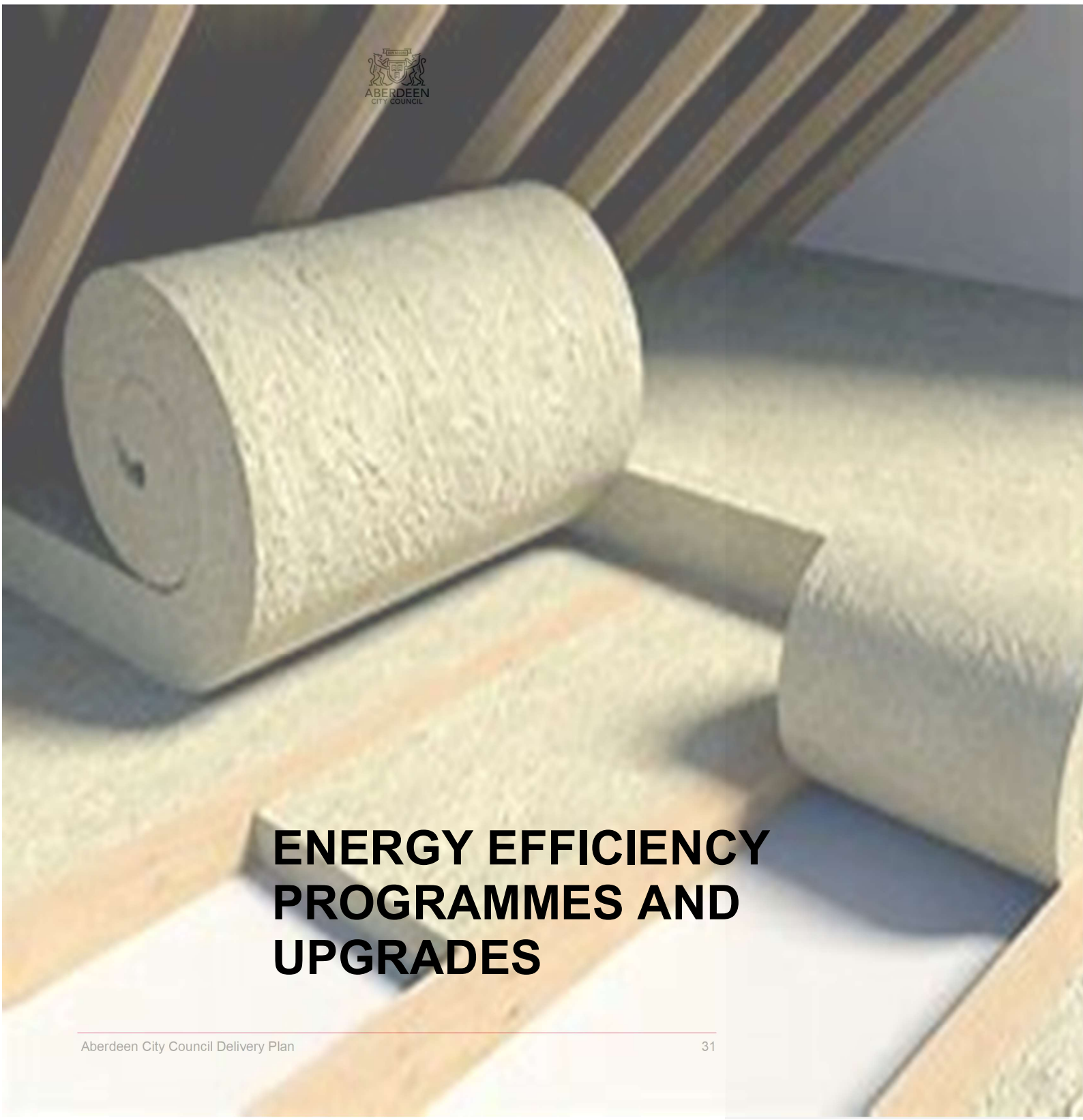
Currently there is an under-developed pipeline of heat network projects across Scotland. The Scottish Government is providing funding to stimulate and accelerate the development and growth of heat networks, as detailed below. Significant investment from the private sector and heat network developers is also required to achieve heat network deployment at the scale required to reach the national targets of 2.6 TWh of heat output by 2027 and 6 TWh of output by 2030.

Scotland's Heat Network Fund is designed to support the development and roll out of heat networks across Scotland. It is open to any organisation seeking to develop and deploy heat networks in Scotland. In total £300 million is being made available to stimulate investment and grow the low carbon heat sector. The project must be large scale, deliver emissions reductions, and demonstrate a positive social and economic benefit. Applications can be made for enabling costs, commercialisation costs, and capital costs. The SHNF will only support projects that would not progress without capital grant funding or would not progress to the same scale. Therefore, applicants to the scheme need to clearly demonstrate how the grant money will be used to expand the project outcomes and provide evidence the value of the grant is appropriate. Up to a maximum of 50% of the total eligible capital costs can be covered through this fund.

The Heat Network Support Unit identifies, supports, and develops heat network projects for the public sector. The support available includes expert advice and grant funding to develop projects until they have a clear financial strategy and a well-defined business model. The unit is active in project identification, aggregation, and stakeholder engagement and can support with working group management, stakeholder workshops, and policy linkage and review. The Heat Network Support Unit is no longer accepting applications for funding for the 2024-25 financial year. However, the unit is still accepting applications for advisory-only support and discussions on potential future applications.

Efficiency Programmes for Scotland: Area Based Schemes (EES:ABS) are designed and delivered by local authorities, in combination with utility companies and local delivery partners. This funding is provided by Scottish Government. Schemes are targeted in areas in or at risk of fuel poverty and are intended for owner-occupiers and private landlords. Aberdeen City Council plan to use 10% of the EES:ABS funding to support the development of heat networks. In addition, energy from Torry Waste Heat will be used to power properties funded through EES:ABS.

The Social Housing Net Zero Heat Fund supports social housing landlords across Scotland to install zero direct emission heating systems. Funding for fabric first energy efficiency projects is also available; however, applicants are required to demonstrate a commitment to installing eligible ZDEH systems into these properties. There is currently £200 million available over five years up to 2026 and the fund supports capital costs and provides resource support to help build a pipeline of future projects. The fund can cover a maximum of 60% of total capital expenditure costs for ZDEH elements and 50% of the fabric and energy efficiency measures. The Fund has previously been put towards the cost of developing local heat networks in other regions. This can be combined with other funding to support with the cost such as electrical mains systems changes and additional planning requirements.



ENERGY EFFICIENCY PROGRAMMES AND UPGRADES

5. Energy Efficiency Programmes & Upgrades

5.1. Outline of Approach

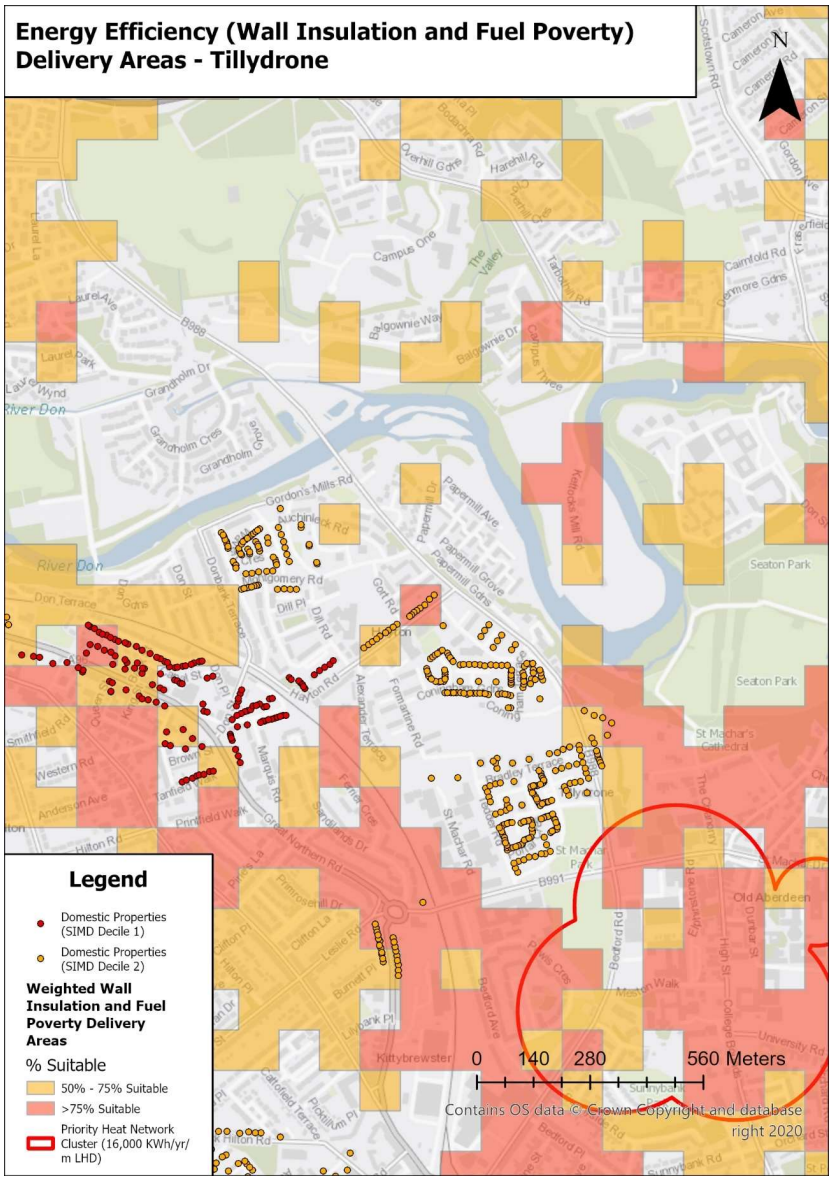
Improving the energy efficiency of buildings reduces heat demand, whilst simultaneously addressing fuel poverty and climate change. Aberdeen City Council has made significant improvements to the energy efficiency of domestic and non-domestic properties. However, a significant number of properties still require improved insulation.

Approach to Energy Efficiency Programmes and Upgrades

The Council aims to build on the success of its existing insulation programmes. While the Council wish to not focus on specific delivery areas at this current time, the Council are exploring the potential of energy efficiency programmes as a priority and various areas of the city have been flagged in discussions for potential work in the future. With properties in Tillydrone and Torry potentially being connected to the heat network, energy efficiency of these properties will be the first priority for the existing housing stock being connected. EES:ABS will continue to target home owners through external wall insulation for domestic properties of non-traditional builds that meet the requirements of the Scottish Government along with those identified as most at need through the SIMD. Future plans will include internal wall insulation especially for areas of traditional stone-built properties.

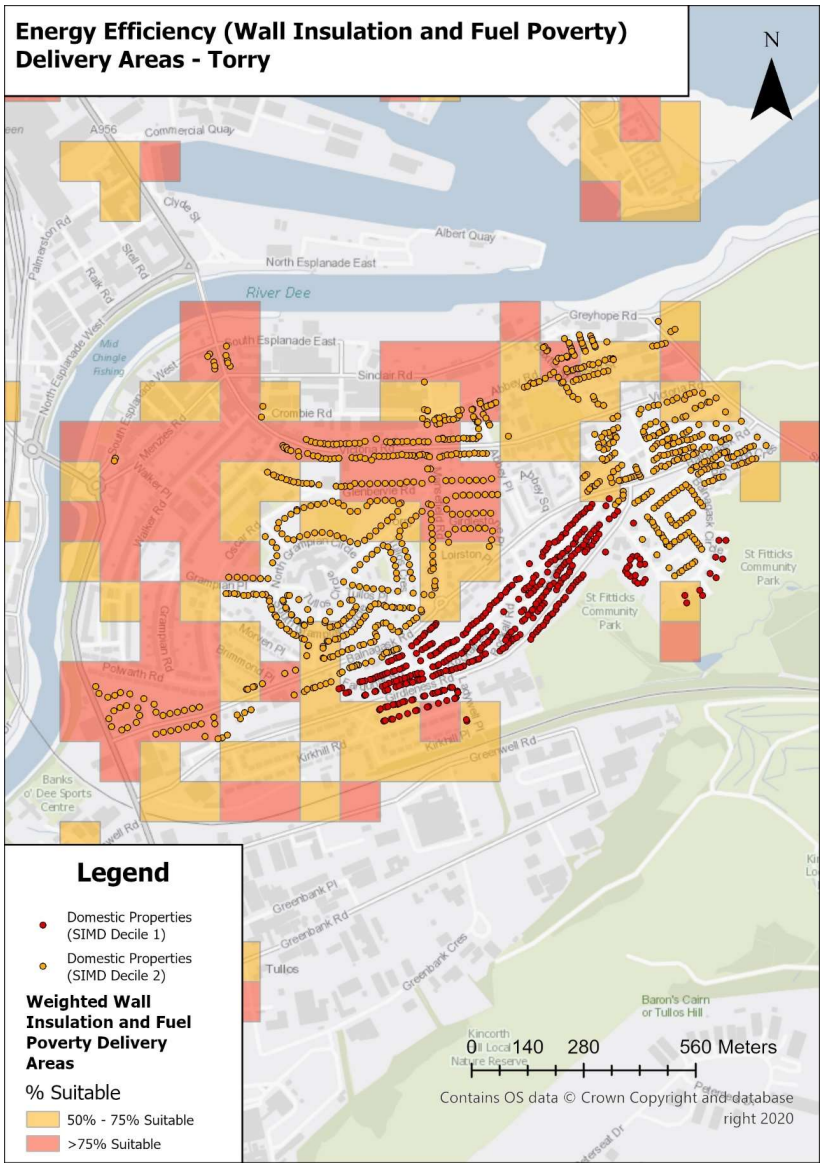
To identify energy efficiency delivery areas for the Council, energy efficiency delivery area maps were produced using the Scottish Government LHEES methodology as part of the Stage 4 analysis. For this approach, wall insulation and fuel poverty were combined to measure energy efficiency. These are represented by 100m^2 cells in amber indicating moderate (50%-75%) suitability for energy efficiency programmes, and red cells indicating very high (>75%) suitability for energy efficiency programmes. Underlying these are a high to very high density of domestic properties that do not have wall insulation and are at risk of fuel poverty. The Council wish to provide a high-level approach to energy efficiency with delivery areas in or nearby heat network developments being prioritised for consideration. The following maps outline the scale of potential delivery areas near heat network developments, and the number of domestic properties with a high deprivation.

Potential Energy Efficiency Area: Tillydrone



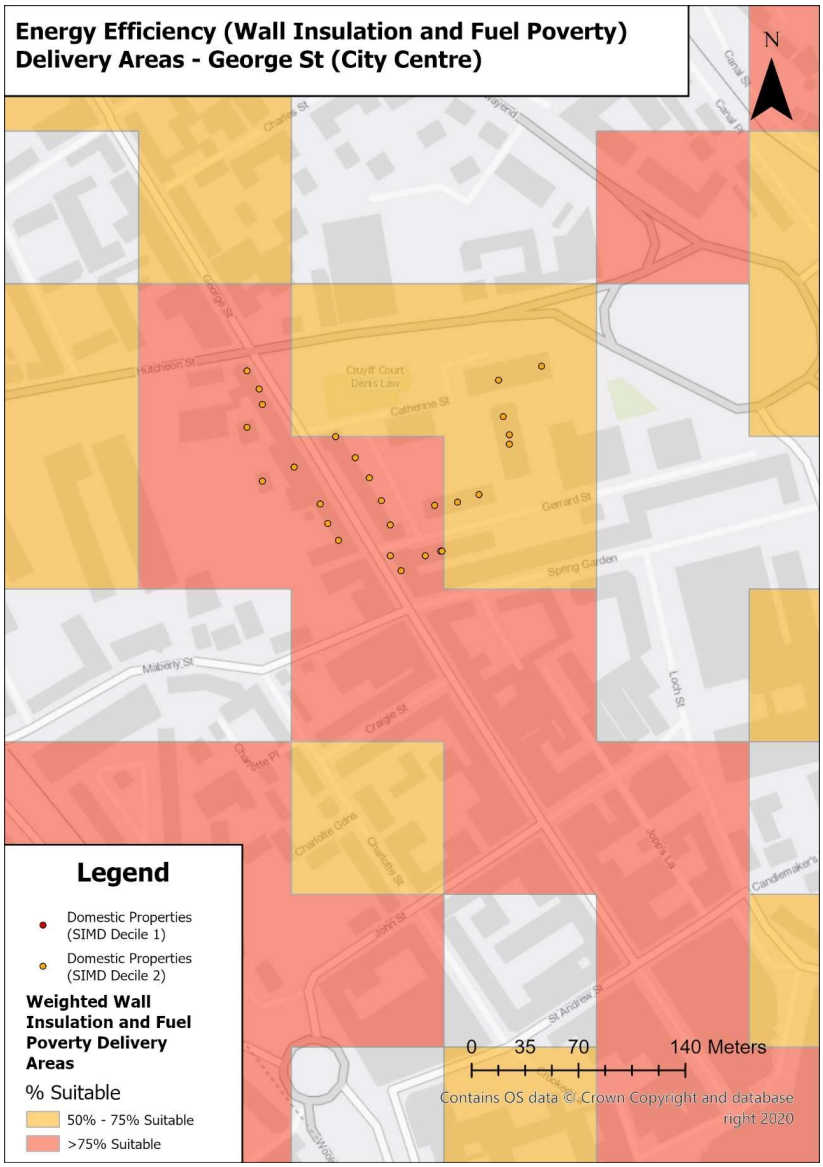
Area	Count of properties (SIMD deciles 1 and 2)
Tillydrone	949

Potential Energy Efficiency Area: Torry



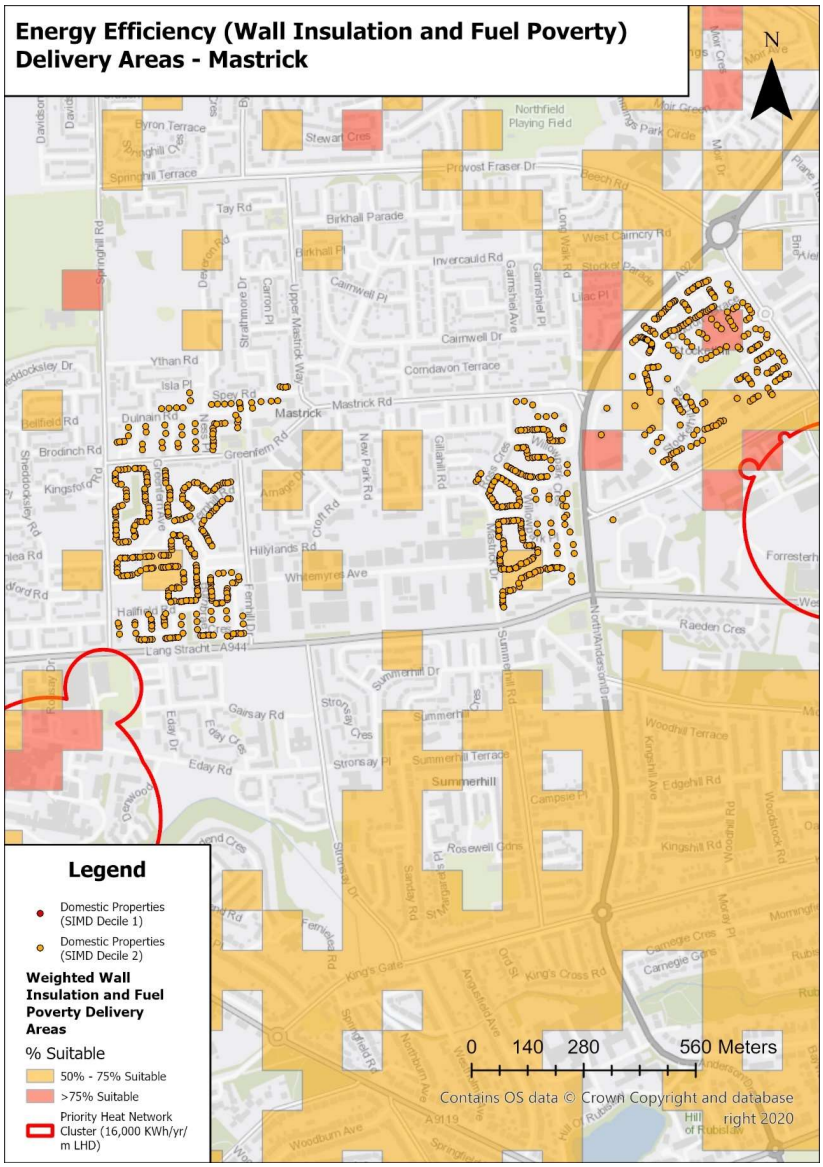
Area	Count of properties (SIMD deciles 1 and 2)
Torry	3,432

Potential Energy Efficiency Area: George Street



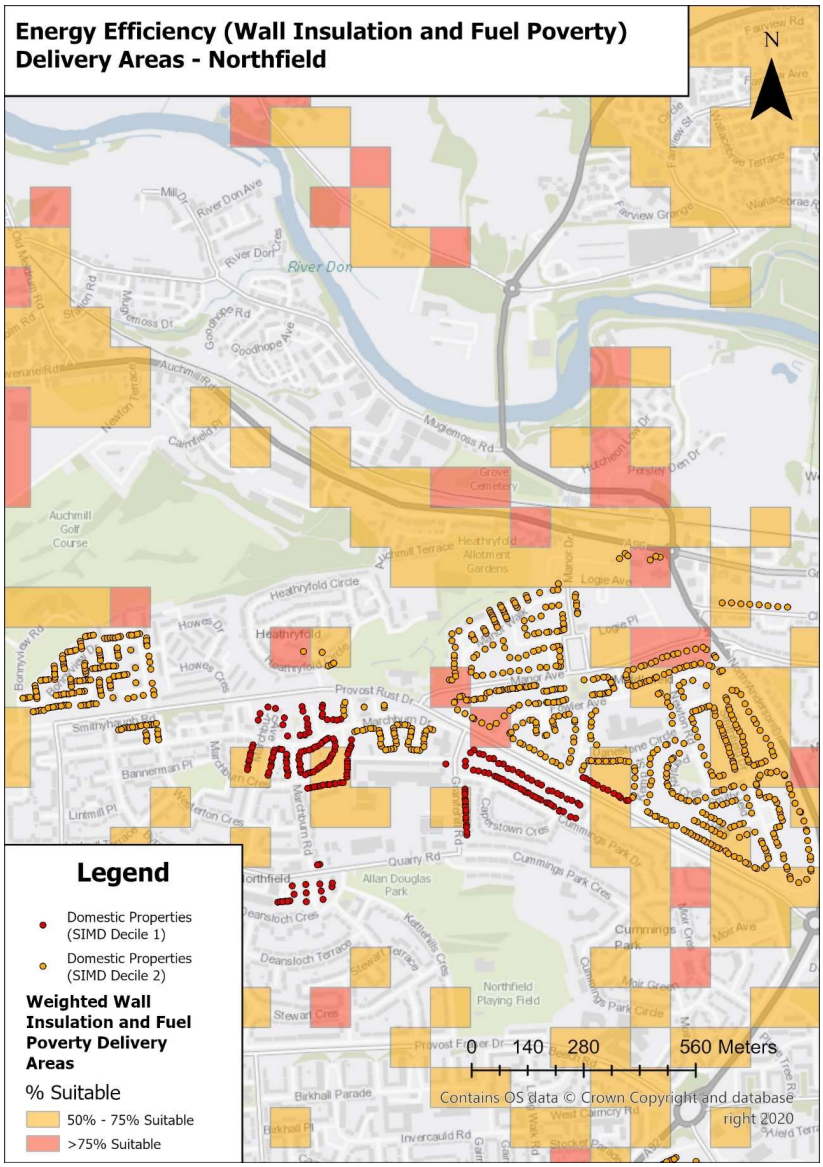
Area	Count of properties (SIMD deciles 1 and 2)
George Street	414

Potential Energy Efficiency Area: Mastrick



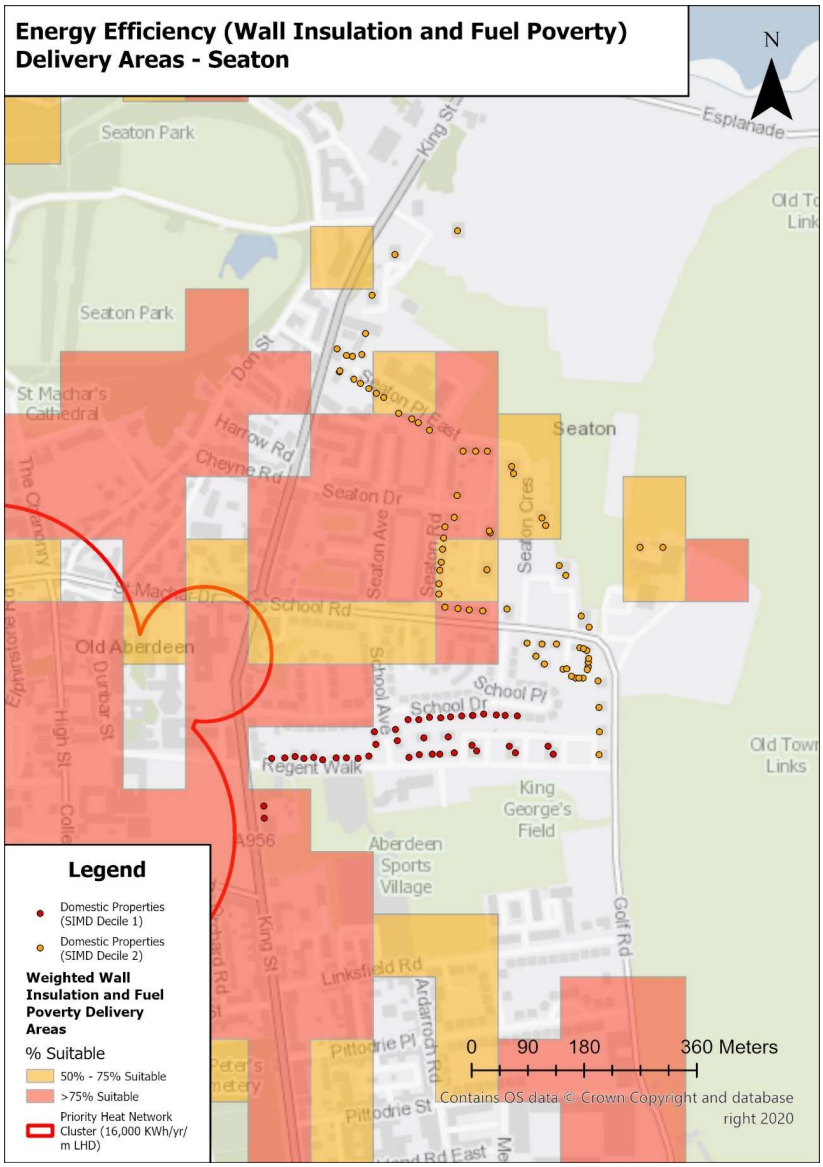
Area	Count of properties (SIMD deciles 1 and 2)
Mastrick	1,155

Potential Energy Efficiency Area: Northfield



Area	Count of properties (SIMD deciles 1 and 2)
Northfield	1,893

Potential Energy Efficiency Area: Seaton



Area	Count of properties (SIMD deciles 1 and 2)
Seaton	1,623

5.2. Actions

Action	Priority	Description	Responsibility	Key stakeholders	Measure of success
Build on existing insulation programmes	Medium-term	Home Energy Team to promote the ECO 4 Flex, Aberdeen Victorian Tenement Project and in house programme	Home Energy Team	Households of all tenures, contractors	Increased engagement from households
Promote partners services	Medium-term	Work with Scarf and Home Energy Scotland to promote services and funding	Home Energy Team	Households of all tenures, contractors, Scarf, Home Energy, Scotland	Increased engagement from households
Continuation of EES:ABS funding	Medium-term	Home Energy Team to secure ongoing EES:ABS funding from Scottish Government to allow ongoing fabric first works on private properties to be completed	Home Energy Team	Owner-occupiers, Scottish Government	Secure ongoing funding
Integrate EES:ABS with similar programmes	Medium-term	Home Energy Team to explore ways to integrate EES:ABS funding with another fabric scheme to allow retrofit measures to be delivered throughout the whole building, by supporting different tenures through different funding schemes	Home Energy Team	Scottish Government, owner-occupiers, social tenants, housing associations	Integration of EES:ABS with another fabric scheme for both private and social housing. This will ensure that all households can take part in multi-tenure building schemes

5.3. Funding

The Council will draw on available funding from the Scottish Government and other providers to support the insulation of buildings.

Social housing

The Social Housing Net Zero Heat Fund supports social housing landlords across Scotland to install zero direct emission heating systems. Funding for fabric first energy efficiency projects is also available; however, applicants are required to demonstrate a commitment to installing eligible ZDEH systems into these properties. There is currently £200 million available over five years up to 2026 and the fund supports capital costs and provides resource support to help build a pipeline of future

projects. The fund can cover up to a maximum of 60% of total capital expenditure costs for ZDEH elements and 50% of the fabric and energy efficiency measures.

Mixed tenure

Efficiency Programmes - Energy Efficient Scotland (EES:ABS) are designed and delivered by local authorities, in combination with utility companies and local delivery partners. This funding is provided by Scottish Government. Schemes are targeted in areas in or at risk of fuel poverty and are intended for owner-occupiers and private landlords. EES:ABS have historically focussed on installing single insulation measures but are now expanding to a 'whole house' approach. Schemes include other measures such as zero emissions heating systems, solar PV and renewables. By working on an area-based delivery model, the programme enables mixed-tenure projects, bringing together homeowners, social housing providers and private landlords.

Owner-occupiers

The HES grant and loan is available to homeowners and offers grant funding for heat pumps of £7,500, or £9,000 to those living in rural areas. There is also £7,500 available as an optional interest free loan to further help towards the installation of a heat pump. £6,000 of interest free loan funding is available for households for solar PV panels when taken as a package of measures including a heat pump. In addition to this funding, up to 75% of the cost of energy efficiency measures can be covered by grant funding, up to a maximum of £7,500 (£9,000 in rural areas). The final 25% can be covered by an interest free loan or paid by the customer as the loan is optional. These energy efficiency measures include, but are not limited to, cavity wall insulation, solid wall insulation, loft insulation, and floor insulation.

Warmer Homes Scotland (WHS) offers funding and support to households struggling to stay warm and keep on top of energy bills. This programme is available for homeowners and private sector tenants. WHS takes a 'whole house' approach, offering eligible households a bespoke package of measures that take account of both the needs of the property and the needs of the household. Heating measure installations are not available in private rented properties. This programme is often fully grant funded. Potential improvements include wall insulation, loft insulation, draught-proofing, central heating, and renewables. Households must meet the eligibility criteria[1] and live in a property with a low efficiency rating. Interest free loans of up to £10,000 are available for homeowners or landlords who require further assistance to help pay a contribution towards the work.

The Energy Company Obligation (ECO 4) is in its fourth round as a scheme which provides insulation and heating measures for low income, vulnerable owner occupiers and private rented sector landlords with tenants at risk of fuel poverty. The measures and funding available are based on specific eligibility criteria and can include insulation, district heating connection, renewable measures, heating installation and repair. This funding is managed through Ofgem, with energy companies determining which retrofit projects they choose to fund and what level of funding they

[1] Eligibility criteria detailed on the Home Energy Scotland website

provide. It is available to households in an Affordable Warmth Group in receipt of benefits or tax credits. This fund is also available to households in properties with and EPC of D, E, F, or G. The scheme is part of an obligation on energy suppliers to improve domestic energy efficiency.

ECO Flex is a household referral mechanism made available through the wider ECO 4 scheme. This program allows local authorities to widen the eligibility criteria to include households that would otherwise not be eligible through the ECO 4 standard criteria. Under this scheme, participating local authorities can refer owner occupied and private rented households considered to be at risk of living in fuel poverty or on low income and vulnerable to the impacts of living in a cold home.

BUILDING LEVEL DECARBONISATION

6. Building level decarbonisation

6.1. Background

Whilst the Council will connect buildings to heat networks where possible, properties that are unable to join a network will be supported to install a zero direct emissions heating system. A fabric first approach will be taken, meaning that the energy efficiency of individual buildings should be up to standard before the install of a zero direct emissions heating system.

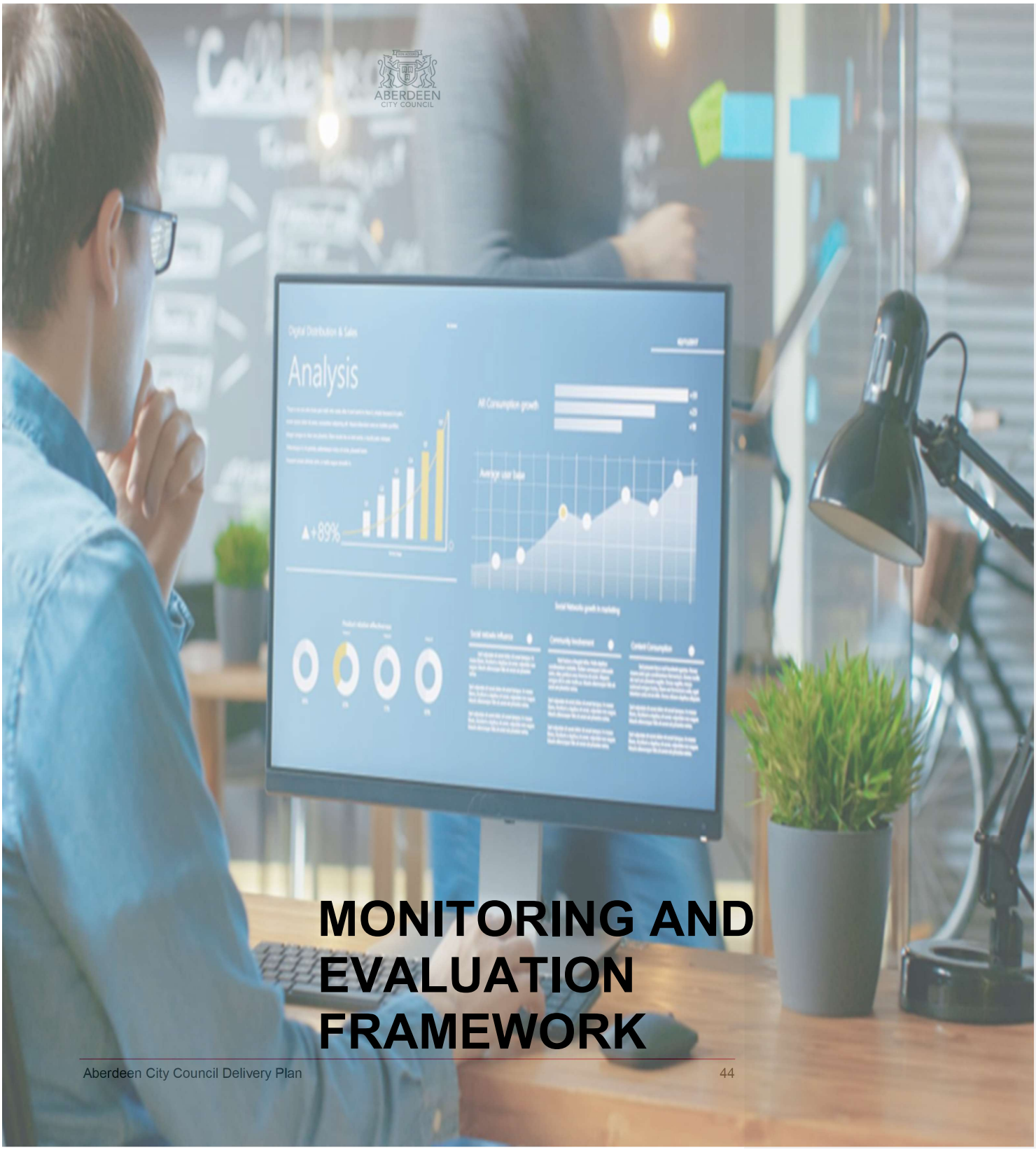
Building level decarbonisation is the lower level priority set by Aberdeen City Council. No specific delivery areas have been identified so far. Due to the extensive heat network throughout the city centre, it is likely that building level decarbonisation will focus on targeting areas of the city by construction age and construction type.

6.2. Actions

Action	Priority	Description	Responsibility	Key stakeholders	Measure of success
Identify properties suitable for heat pumps outside of heat network zones	Medium-term	See Strategic Plan for key zones	Home Energy Team	Households of all tenures	Target to be set
Improve fabric of remaining properties to ensure they are heat pump ready	Medium-term	Home Energy Team to ensure households are aware of programmes	Home Energy Team	Contractors, households of all tenure	Target to be set

6.3. Funding

Funding opportunities are similar to those identified in section 6.3, please review this section for details.



MONITORING AND EVALUATION FRAMEWORK

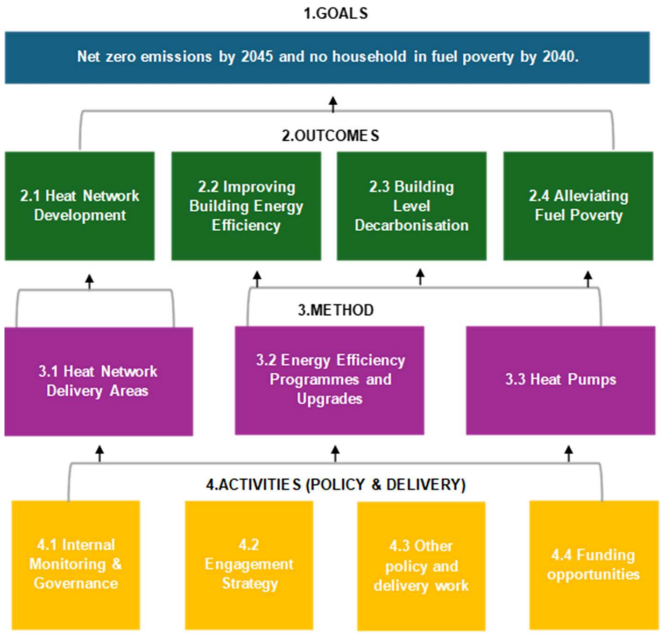
7. Monitoring and evaluation framework

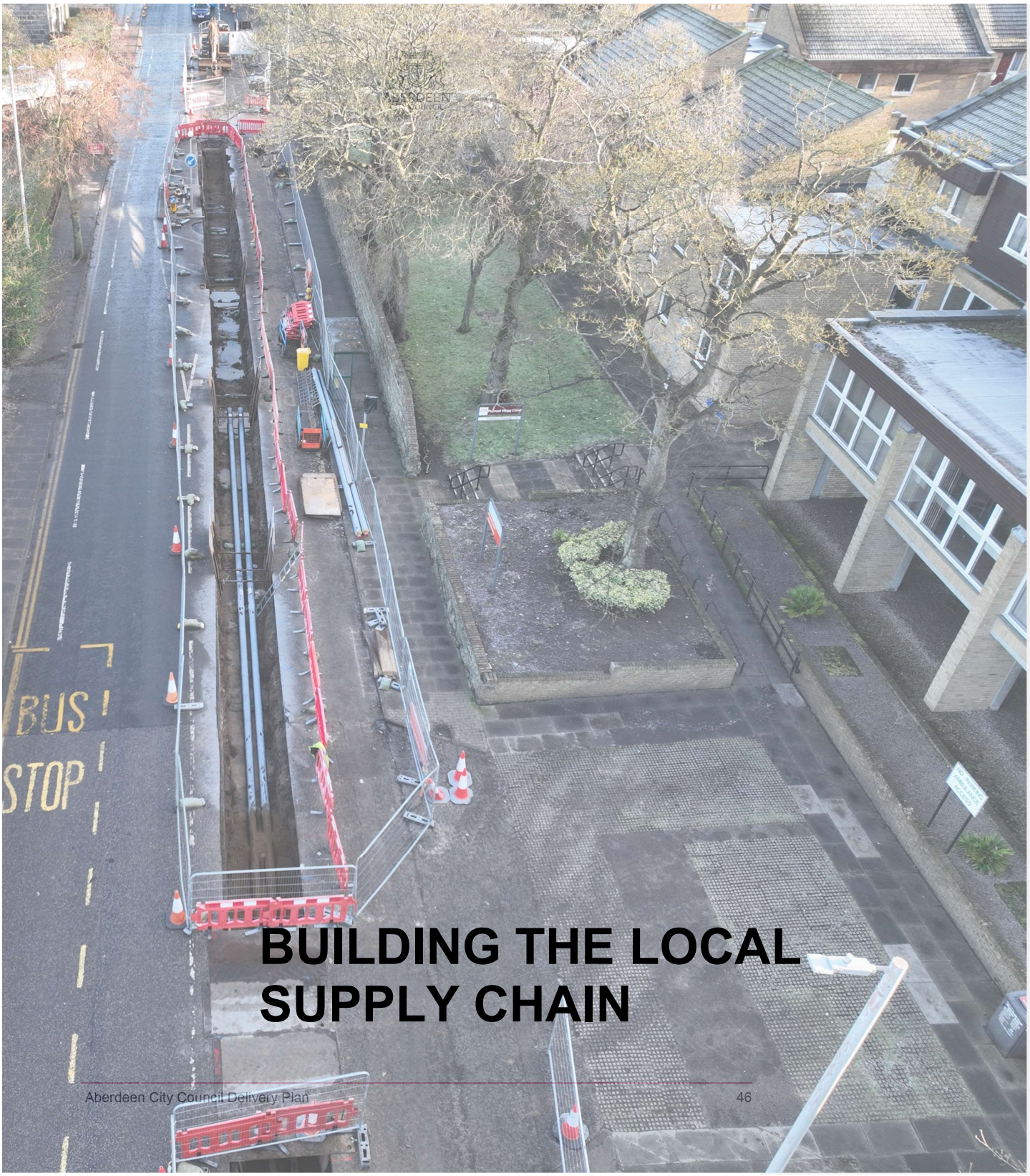
The monitoring and evaluation frameworks should be used by the Council to measure progress against LHEES considerations, local priorities and targets identified in LHEES Stage 1 and reported against in Stage 3, and to report on the effectiveness of their LHEES delivery.

They should also set out, as far as reasonably possible, a portfolio of projects that are to be taken forward, and track progress of ongoing projects related to LHEES. The frameworks below provide a useful starting point, however, are to be completed and updated by Aberdeen City Council as per the Council's governance arrangements. The council is responsible for identifying quantifiable, time-measured targets in line with statutory requirements and local priorities. The monitoring and evaluation frameworks can be found in the Appendix at the end of this document.

A monitoring map has also been developed to show the enabling factors that will need to be in place, in order to fulfil the overarching objectives of Aberdeen City Council's LHEES Strategy and Delivery Plan.

Figure 2: A Monitoring Map to show Aberdeen City Council's pathway for decarbonising heat in buildings and improving energy efficiency





BUILDING THE LOCAL SUPPLY CHAIN

8. Building the local supply chain

Skills gap

There are major shortfalls facing the retrofit and decarbonisation industry in many specific trades and professions such as plumbers, HVAC (Heating, Ventilation, and Air Conditioning) specialists, surveyors and Retrofit Coordinators.[2] Investment is needed to encourage existing contractors to upskill and train young workers to enter the retrofit and decarbonisation workforce. This is a particular challenge in rural areas where training and upskilling opportunities are limited and where there is lower demand for green skills.

The Just Transition Commission has stated that the market will not drive the change required, and systemic change must be driven by legislation and regulation from Scottish Government.[3] Similarly, reforming public procurement mechanisms can create demand and support growth of local workforces. The Scottish Government has committed to a £100m Green Jobs Fund over the next five years, which will be used to support the development of sustainable and low-carbon products and services.

Aberdeen City Council acknowledges the need to develop the local supply chain. This will involve promoting employment opportunities created by LHEES projects. Developing the supply chain will also involve supporting young people into the green energy sector and offering reskilling opportunities to those in the oil and gas industry. This will involve supporting a network of existing programmes in the region including:

- **The Northeast Scotland College 'energy transition' programmes** - designed to ensure students leave College equipped with the knowledge, technical capability and experience to undertake opportunities associated with the energy transition. The college works closely with industry partners within the region to ensure students are developing skills in line with local supply chain needs. The Council has met with the college to encourage further uptake of courses within the heat network and energy efficiency sectors. The Council plans to promote the programmes to improve renewable and energy efficiency training.

- **The Aberdeen & Grampian Chamber of Commerce** - rolling out an innovative approach to career development in schools as the city continues to build its future energy workforce. Aberdeen City Council will work with employers in the energy sector to strengthen educational links and help pupils learn about the industry, careers, and various routes into them.

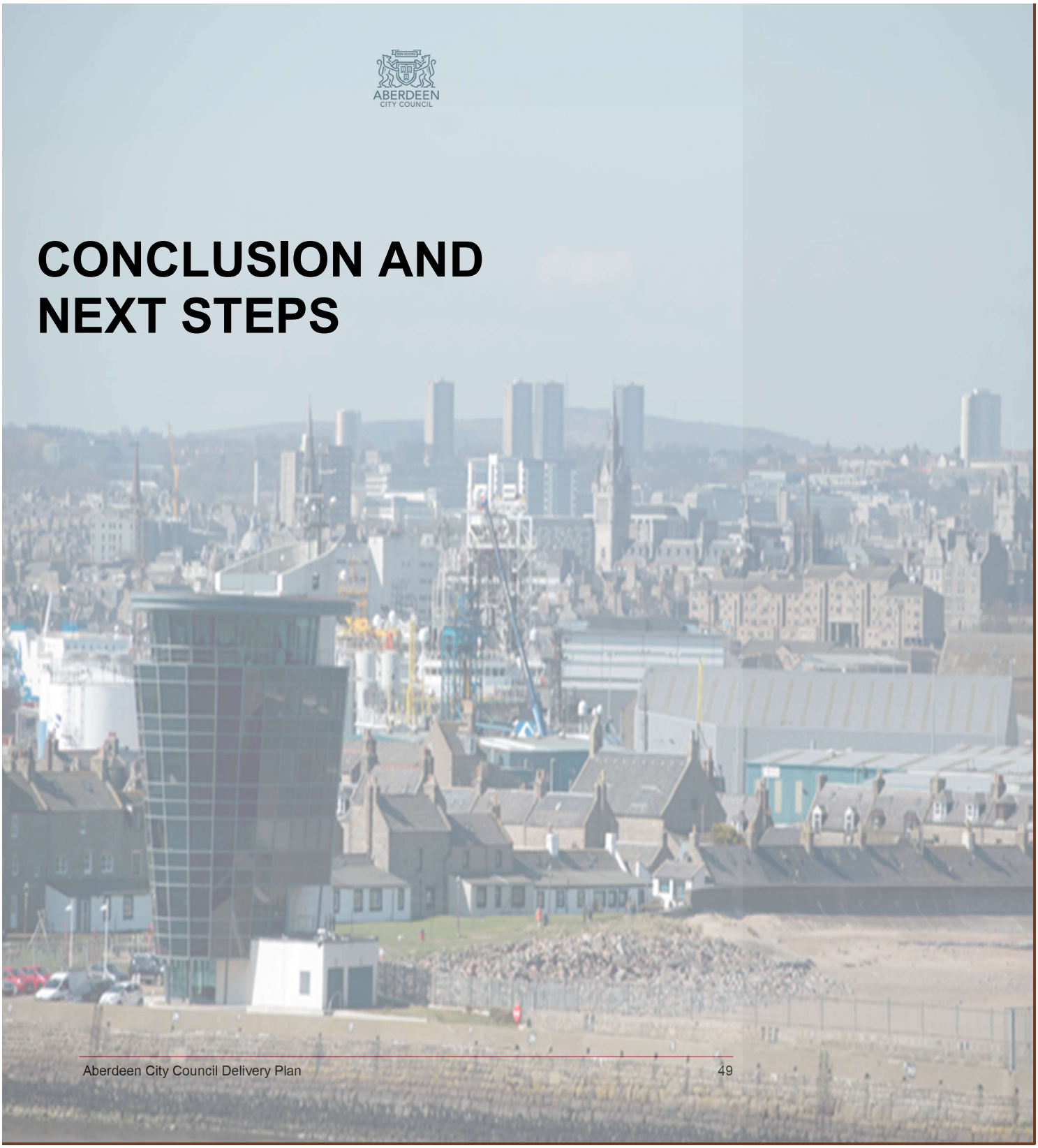
- **The Energy Transition Zone** - a private sector led and not-for-profit company, which provides training within the sector. It is developing a skills campus that will enable and promote a future in clean fuel technologies and low carbon careers. The campus will be home to Scotland's first dedicated 'Energy Transition Skills Hub' This will support full and

[2] ClimateXChange (2022) Clean Heat and Energy Efficiency Workforce Assessment
[3] Just Transition Commission (2023) Scotland's Retrofit Workforce: A Briefing on the Built Environment and Construction

part time students to develop skills for the energy transition and provide local employers a go to pool of talent to expand their workforce.

- **Aberdeen Heat and Power** – working closely with local contractors in offering training on heat networks to maintain capacity and expertise in Aberdeen City.

CONCLUSION AND NEXT STEPS



9. Conclusion and next steps

This Delivery Plan is designed to sit alongside the LHEES Strategy. It provides a more detailed view of the actions required over the next five years to decarbonise Aberdeen City Council's domestic and non-domestic building stock. This Delivery Plan details the immediate and medium-term actions that can be delivered now, given the existing policy landscape.

It is a statutory duty for the Council to update the LHEES every five years. Due to the urgency of the climate emergency, and the rapidly evolving policy landscape, the Strategy and Delivery Plan will both be reviewed every five years. This means they should be treated as live documents which will respond to the introduction of new standards, regulation, and delivery programmes, to any changes in the LHEES process, and to future opportunities within Aberdeen City Council.

10. Appendix: Monitoring and evaluation frameworks broken down by Goals, Outcomes, Method and Activities

Key

Status	Colour
Not yet started	
In progress	
Achieved	

Table 1: Goals: an evaluation framework to monitor progress towards national decarbonisation targets.

Target	Relevant indicators	Data type and source	Baseline (data)	Progress 2024-25	Timescale	Status
1.1 Net zero emissions by 2045	Greenhouse gas emissions statistics				**2045**	
1.2 No household in poverty by 2040	Fuel poverty statistics				**2040**	

Table 2: Outcomes: an evaluation framework to monitor progress of Aberdeen City Council's LHEES Priorities.

Priority	Target	Relevant indicators	Data type and source	Baseline (data)	Progress 2024-25	Timescale	Status
2.1 Heat Network Development	The Council is focused on expanding existing heat networks by connecting new buildings and heat sources	Number of heat networks established				By October 2029	
2.2 Improving Building Energy Efficiency	Improving the energy efficiency of buildings to reduce heat demand, whilst simultaneously addressing fuel poverty and climate change	EPC energy efficiency rating C or above				By October 2029	
		EPC energy efficiency rating D or below				By October 2029	
		Domestic wall insulation				By October 2029	
		Nondomestic wall insulation				By October 2029	
		Number of energy efficiency retrofits completed				By October 2029	
2.3 Building Level Decarbonisation	Decarbonising heat across buildings in Aberdeen City will ensure the Council meets its net zero	Carbon emissions from the built environment in ACC				By October 2029	

Priority	Target	Relevant indicators	Data type and source	Baseline (data)	Progress 2024-25	Timescale	Status
	targets. While the Council will connect buildings to heat networks where possible, households that are unable to join a network will be supported to install a zero direct emissions heating system	% of building stock powered by renewable sources				By October 2029	
2.4 Alleviating Fuel Poverty	Reduce energy costs as a driver of fuel poverty	Number of households in fuel poverty				By October 2029	
		Average household energy cost as a percentage of income				By October 2029	

Table 3: Method: an evaluation framework to monitor progress within Aberdeen City Council's delivery areas.

Strategic actions	Actions	Target	Lead	Resource requirements	Partners	Timescale	Status
3.1 Expand Heat Network Delivery Areas and expand heat networks elsewhere	To continue to develop and confirm plans to expand heat network development detailed in section 5		Home Energy Team		AHP, NHS, University of Aberdeen	By October 2029	
3.2 Improve energy efficiency of buildings to reduce heat demand and address fuel poverty and climate change	Build on existing insulation programmes	Promote ECO4 Flex, Aberdeen Victorian Tenement Project and in house programme to reach X number of households by X.	Home Energy Team		Households; contractors	By October 2029	
	Promote partners' services	Work with Scarf and Home Energy Scotland to promote services and funding. *Target number of households to reach? How will engagement be measured?*	Home Energy Team		Households; contractors; Scarf; Home Energy Scotland	By October 2029	
	Continuation of the EES:ABS funding	Maximise ongoing EES:ABS funding from Scottish Government to allow ongoing fabric first works on private properties to be completed.	Home Energy Team		Owner-occupiers; Scottish Government	By October 2029	

Commented [JT1]: ACC to add targets here

Commented [JT2]: ACC to add targets here

Strategic actions	Actions	Target	Lead	Resource requirements	Partners	Timescale	Status
		How much funding are you aiming to secure? *When would you like this secured by?*					
	Support all households in mixed tenure buildings to contribute to retrofit schemes	Look at where EES:ABS funding could be supported with funding for social housing in mixed tenure buildings, so that retrofit measures can be installed across the whole building, which is more efficient	Home Energy Team		Scottish Government; owner-occupiers; social tenants; Housing Associations	By October 2029	
3.3 Taking a 'fabric first' approach to building level decarbonisation	Identify properties already suitable for heat pumps outside of heat network zones	*Specific, measurable target to be set by the council*	Home Energy Team		Households	By October 2029	

Commented [JT3]: ACC to add targets here

Strategic actions	Actions	Target	Lead	Resource requirements	Partners	Timescale	Status
	Improve fabric of remaining properties to ensure they are heat pump ready	*Specific, measurable target to be set by the council*	Home Energy Team		Households; Contractors	By October 2029	

Table 4a: Activities: an evaluation framework to monitor progress with governance, stakeholder engagement and other policy work to support LHEES delivery.

Strategic actions	Actions	Target	Lead	Resources required	Partners	Timescale	Status
4.1 Develop clear governance framework for LHEES delivery	Identify LHEES leads and champions	Leads and champions ensure that actions identified in Delivery Plan are realised as per their timescale and measures of success	Aberdeen City Council, Executive Director/ Head of Service Level	-	-	By 2026	
	Enact LHEES governance arrangements	LHEES to be integrated into existing Steering Group and governance structure for Sustainable Development and Climate Change (SDCC)	Aberdeen City Council, Executive Director/ Head of Service Level	-	-	By 2026	
	Monitoring and evaluation framework review	Monitoring and evaluation framework should be updated to include specific measurable targets, clear timescales and a full portfolio of	Aberdeen City Council, Executive Director/ Head of Service Level	-	-	By 2026	

Strategic actions	Actions	Target	Lead	Resources required	Partners	Timescale	Status
		ongoing and planned projects					
	Light touch annual review of both the strategy and delivery plan	Update and amend both documents in light of regulatory changes. Identify local targets	Aberdeen City Council, Executive Director/ Head of Service Level	-	-	By 2029	
	Full review of LHEES Strategy and Delivery Plan	Update and amend both documents in light of regulatory changes. Identify local targets	Aberdeen City Council, Executive Director/ Head of Service Level	-	-	By 2029	
4.2 Engage with relevant stakeholders to support with LHEES delivery	Council Strategy Board: Brief them on LHEES plans	LHEES is embedded into The Council Place Based Strategy Framework's goals, outcomes and activities	Aberdeen City Council	-	Council Strategy Board	By 2026	
	Aberdeen Net Zero and Adaptation Board: Inform of the LHEES plans	LHEES is incorporated into the Net Zero Routemap's	Aberdeen City Council	-	Aberdeen Net Zero and Adaptation Board	Immediate (by November 2024 meeting)	

Strategic actions	Actions	Target	Lead	Resources required	Partners	Timescale	Status
		goals, outcomes and activities.					
	Climate Oversight Group: Meeting to highlight LHEES strategy and delivery plan	LHEES is embedded into the Council's Climate Change Plan's goals, outcomes and activities	Aberdeen City Council	-	Climate Oversight Board	By 2026	
	Net Zero Aberdeen microsite: Send details of LHEES to publish	LHEES plans are included on the microsite	Aberdeen City Council	-	Net Zero Aberdeen	By 2026	
	Public: Promote and hold consultation	The public are consulted, and feedback incorporated into LHEES plans. Feedback and follow-up actions will be recorded in the annual review	Aberdeen City Council	-	Public	By 2026	
	Elected Members: Host briefing sessions and gain approval for public consultation	Approval for public consultation is obtained	Aberdeen City Council	-	Elected Members	By 2026	
	Youth Climate Group: Hold meeting to discuss LHEES plans	As per UN requirement, young people are	Aberdeen City Council	-	Youth Climate Group	By 2026	

Strategic actions	Actions	Target	Lead	Resources required	Partners	Timescale	Status
		engaged with, and their views are incorporated into LHEES plans. Feedback will be recorded in the annual review					
	Aberdeen Community Planning, Sustainable City Group: Hold meeting to discuss LHEES plans	Local outcome improvement plans' (LOIP) aims reference LHEES, to ensure alignment between LOIP and LHEES.	Aberdeen City Council	-	Aberdeen Community Planning	By 2026	
4.3 Other policy and delivery work	Net Zero Adaptation Board	The LHEES and Delivery Plan contributes to the Net Zero Aberdeen Routemap and enabling strategies (including ones for Buildings and Heat; Energy Supply; Empowerment) which cover the city's journey to	Aberdeen City Council	-	Council's Net Zero Environment and Transport Committee	By 2026	

Strategic actions	Actions	Target	Lead	Resources required	Partners	Timescale	Status
		achieve net zero carbon by 2045. An annual report on progress with Net Zero Aberdeen Routemap and Aberdeen Adapts is reported to the Council's Net Zero, Environment and Transport Committee (last reported March 2024)					
	Aberdeen Local Outcome Improvement Plan	Progress against the Aberdeen LOIP is monitored. This includes a number of initiatives to address LOIP drivers and Improvement aims – including those relating to fuel poverty SO 1 Poverty - Community	Aberdeen City Council	-	Community Planning Team	By 2026	

Strategic actions	Actions	Target	Lead	Resources required	Partners	Timescale	Status
		Planning Aberdeen's Stretch Outcome 1 for Economy, which states a "20% reduction in the percentage of people who report they have been worried they would not have enough food to eat and/or not be able to heat their home by 2026". This supports ACC's priority to "Support mitigation of fuel poverty". As well as those relating to climate Place - Community Planning Aberdeen					

Table 4b: Activities: an evaluation framework to monitor progress with funding opportunities to support LHEES delivery.

	Funding source	Description	Action	Deadlines/ key dates	Lead	Partners	Status
4.4 Funding opportunities	Scotland's Heat Network Fund	Designed to support the development and roll out of heat networks across Scotland. It is open to any organisation seeking to develop and deploy heat networks in Scotland. In total £300 million is being made available to stimulate investment and grow the low carbon heat sector. Up to a maximum of 50% of the total eligible capital costs can be covered through this fund	ACC to research eligibility, submit expression of interest	Application deadline ongoing Successful projects must draw down funding in full by March 2026			
	The Heat Network Support Unit	Unit identifies, supports, and develops heat network projects for the public sector. The support available includes expert advice and grant funding to develop projects until they have a clear financial strategy and well-defined business model	The unit is still accepting applications for advisory-only support and discussions on potential future applications. ACC to research eligibility to determine if they will apply for the 2025-26 financial year funding, or for advisory support for existing projects	No longer accepting applications for the 2024-25 financial year			

Funding source	Description	Action	Deadlines/ key dates	Lead	Partners	Status
The Social Housing Net Zero Heat Fund	Supports social housing landlords across Scotland to install zero direct emission heating systems. Funding for “fabric first” energy efficiency projects is also available; however, applicants are required to demonstrate a commitment to installing eligible ZDEH systems into these properties	ACC to research eligibility and apply for funding if appropriate	Funding available until 2026			
Energy Efficiency Programmes Scotland: Area Based Schemes (EES:ABS)	This funding is provided by Scottish Government. Schemes are targeted in areas in or at risk of fuel poverty, the fund is intended for owner-occupiers and private landlords	ACC to continue allocating funding for EES:ABS projects	Ongoing			
The HES grant and loan	Available to homeowners and offers grant funding for heat pumps of £7,500, or £9,000 to those living in rural areas. There is also £7,500 available as an optional interest free loan to further help towards the installation of a heat pump. £6,000 of interest free loan funding is available for households for solar PV panels when taken as a package of measures including a heat pump. In addition to this funding, up to 75% of the cost of energy	ACC to research eligibility and apply for funding if appropriate.	Ongoing			

Funding source	Description	Action	Deadlines/ key dates	Lead	Partners	Status
	efficiency measures can be covered by grant funding, up to a maximum of £7,500, or £9,000 in rural areas. The final 25% can be covered by an interest free loan, or paid by the customer as the loan is optional					
Warmer Homes Scotland (WHS)	Offers funding and support to households struggling to stay warm and keep on top of energy bills. This programme is available for homeowners and private sector tenants	ACC to research eligibility and apply for funding if appropriate	Ongoing			
The Energy Company Obligation (ECO 4)	Provides insulation and heating measures for low income, vulnerable owner occupiers. It is available to households in an Affordable Warmth Group in receipt of benefits or tax credits. This fund is also available to households in properties with an EPC of D, E, F, or G	ACC to research eligibility and apply for funding if appropriate	Ongoing			
ECO Flex	Participating local authorities can refer owner occupied and private tenured households considered to be at risk of living in fuel poverty or on low income and vulnerable to the impacts of living in a cold home	ACC to identify eligible households for funding	Ongoing			

11. Glossary

11.1. Abbreviations

Acronym	Description
EES	Energy Efficient Scotland
EESSH	Energy Efficiency Standard for Social Housing
EPC	Energy Performance Certificate
EST	Energy Saving Trust
GIS	Geographic Information System
EES:ABS	Energy Efficiency Programmes for Scotland: Area Based Schemes
IZ	Intermediate Zone
LA	Local Authority
LHEES	Local Heat and Energy Efficiency Strategy
LPG	Liquefied Petroleum Gas
mxd	Map Exchange Document
NAEI	National Atmospheric Emissions Inventory
PEAT	Portfolio Energy Analysis Tool
SAP	Standard Assessment Procedure
ToC	Table of Contents
UPRN	Unique Property Reference Number

11.2. Terms

Terms	Description
Baselining	Baselining is the purpose of understanding at local authority or strategic level, the current status of the buildings against the LHEES Considerations, Targets and Indicators.
Building-level Pathway	As part of LHEES Stage 5, a building-level pathway is the outcome of the assessment undertaken using PEAT. It provides the likely energy efficiency retrofit technologies, as well as the low carbon heating system (where applicable) to support building level decarbonisation.
Criteria	Criteria are the settings applied to the Indicators for each Consideration in order to support Baselining, Strategic Zoning and the identification of Delivery Areas. An example of Criteria is a simple “no” applied to the indicator of “wall insulation (Y/N)” to identify properties with uninsulated walls. Another example is the definition of an “anchor load” within the Heat Networks analysis, which applies a minimum threshold to the “heat demand” Indicator. The LHEES methodology provides a set of default Criteria that local authorities may wish to use, with flexibility to update and augment these to support local needs or for more focused analysis linked to specific actions and project identification within the Delivery Plan.
Data - Alternative	Alternative data can overwrite the Core data to improve accuracy (national to local level of detail, e.g. local housing data to overwrite fields in Home Analytics).
Data - Core	Core data is the data that is essential to complete the minimum requirements of the LHEES analysis. Core data will come from national datasets e.g. Home Analytics or the Scotland Heat Map.
Data - Supplementary	Supplementary data allows inclusion of additional Indicators to inform specific, local targets; also, Supplementary data can be used in GIS investigation to complement the Core analysis carried out in any assessment. An example of Supplementary data would be the inclusion of a constraints appraisal as part of a district heating analysis.
Data Zone	Data zones are output areas which have populations of around 500 to 1,000 residents.
Delivery Area	Delivery areas are at a higher granularity than Strategic Zones. These spatial zones should set out clusters of buildings within a Strategic Zone or across the whole local authority that identify potential solution(s) at a delivery level. They will be an important starting point for identifying a range of projects, regulations and actions that are within the competence of the Scottish Government, local authorities and wider partners (included as actions to be developed in the LHEES Delivery Plan).
Detailed practitioner approach	These Steps form part of the detailed practitioner approach in LHEES Stage 4, Generation of Initial Areas to set out particularly suitable heat network zones and to support project identification.
Indicator	For a given Consideration, the purpose of an Indicator is: 1) to act as a key information field to help characterise and baseline the local authority. 2) to act as a key information field to support strategic zoning and generation of initial delivery areas.

	3) if suitable, to act as a key information field to measure progress against Targets over the duration of the LHEES - set out in the LHEES Delivery Plan. For some Considerations, one Indicator may be sufficient, but for others a range may be appropriate.
Intermediate Zone	Intermediate zones are a statistical geography that are designed to meet constraints on population thresholds (2,500 - 6,000 household residents), to nest within local authorities, and to be built up from aggregates of data zones.
LHEES Considerations	The LHEES Considerations are a list of technologies, building typologies and policy priorities used to identify and target interventions. They include: - Heat networks - Off-gas grid buildings - On-gas grid buildings - Poor building energy efficiency - Poor building energy efficiency as a driver for fuel poverty - Mixed-tenure, mixed-use and historic buildings
LHEES Delivery Plan	An LHEES Delivery Plan is a document setting out how a local authority proposes to support implementation of its local heat and energy efficiency strategy.
LHEES Guidance	The LHEES Guidance sets out the production and content requirements for a local authority to prepare a Local Heat and Energy Efficiency Strategy and Delivery Plan. Its purpose is to ensure that a Local Heat and Energy Efficiency Strategy and Delivery Plan contain outcomes and actions that are backed up by robust data and analysis, supported by stakeholder engagement, and that are linked to national and local priorities, plans and targets.
LHEES Methodology	The LHEES Methodology is a more detailed, step by step approach, which includes models, tools and templates, and represents best practice in how to produce an LHEES in accordance with the requirements set out in the LHEES Order and Guidance.
LHEES Stages	There are 8 LHEES Stages proposed in this methodology. The purpose of the LHEES Methodology is to enable the local authority to complete LHEES Stages 1 to 6. The completion of these Stages will provide the local authority with the data analysis and evidence base to enable them to complete their LHEES Strategy and Delivery Plan documentation. There are two LHEES reporting templates included alongside this methodology– LHEES Strategy example template and LHEES Delivery Plan example template. The completion of these two templates will satisfy the completion of LHEES Stages 7 and 8. The 8 LHEES Stages proposed in this methodology are: 1 - Policy and strategy review 2 - Data and tools library 3 - Strategic zoning and pathways 4 - Generation of initial delivery areas 5 - Building-level pathway assessment 6 - Finalisation of delivery areas 7 - LHEES Strategy 8 - LHEES Delivery Plan
LHEES Strategy	An LHEES Strategy is 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
Mixed-tenure, mixed-use and historic buildings	Mixed-tenure and mixed-use buildings could include a mixture of owner occupied, private rented and social housing, and non-domestic uses, or simply multiple

	ownership within the same tenure. Historic buildings include the buildings that are within conservation areas or those that are listed buildings. These categories may require established alternative approaches and regulation for the installation of low carbon heat and energy efficiency solutions and where specific advice and support might be available relating to the installation of these solutions.
Potential Zones	The analysis carried out for strategic zoning and pathways for the heat networks Consideration is to identify potential zones rather than the otherwise used naming convention of Delivery Areas. The potential zones identified are to be included in the LHEES Strategy and should inform actions around further investigation / progression within the LHEES Delivery Plan. The heat networks Consideration analysis and activity carried out within LHEES is also anticipated to support activity related to formal zone designation as required by the Heat Networks (Scotland) Act 2021.
Raster	A matrix of squares, or grid, used as a method of data analysis in GIS. Each cell in the grid contains a value representing information on the cell's contents.
Strategic Zone	Strategic Zones present a visualisation of the potential pathways to decarbonise the building stock at a local authority level. These could, for example, be split out by intermediate zone or data zone. They are useful to understand the baseline performance, the scale of potential, and initial areas of focus, which could be used to inform Delivery Areas and follow on engagement.
Targets	Targets are the measurable aspect of the Consideration and are likely to be taken directly from national and/or local policy documentation, for example net-zero by 2045, or EPC C by 2040. Targets are likely to comprise of end-point targets and milestone targets and would sit along a timeline within (and beyond) the LHEES. This timeline would help to prioritise the types of projects undertaken within the LHEES over its duration.
Weighting	For some Considerations, one Target and Indicator may be sufficient, but for others a range of Indicators may be appropriate to contextualise and characterise performance against a Target and/or progress towards a Consideration. If multiple Indicators are used in strategic zoning or the identification of delivery areas, a Weighting can be applied based on the importance of each. The LHEES methodology sets out a core set of default Weightings for instances where multiple Indicators are suggested as a default setting. There is flexibility to update and augment these to support local needs or for more focused analysis linked to specific actions and project identification within the Delivery Plan.

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	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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Revision	Revision date	Details	Authorized	Name	Position
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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).

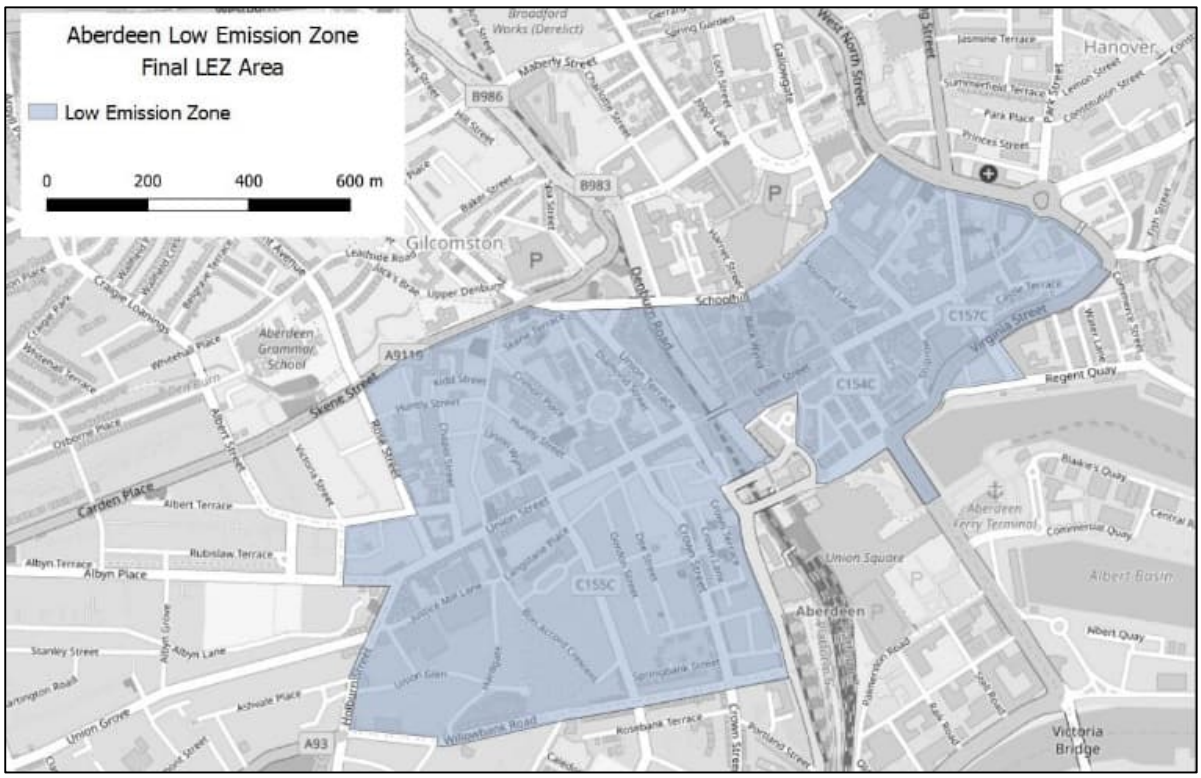

Figure 2: Aberdeen Low Emission Zone (Source: Aberdeen City Council)

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.

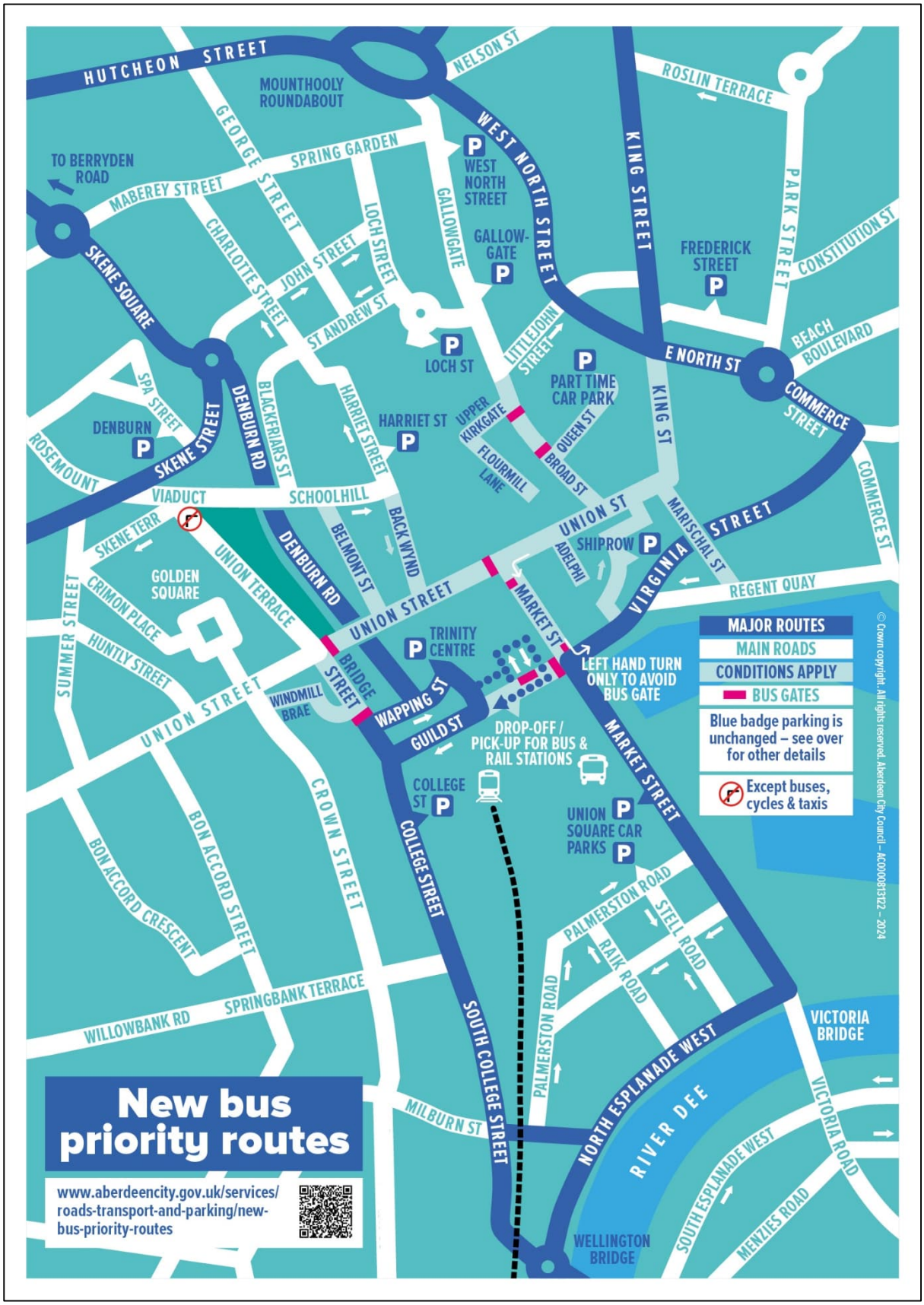

Figure 3: City Centre Traffic Management Measures (Source: Getabout.org.uk)

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.

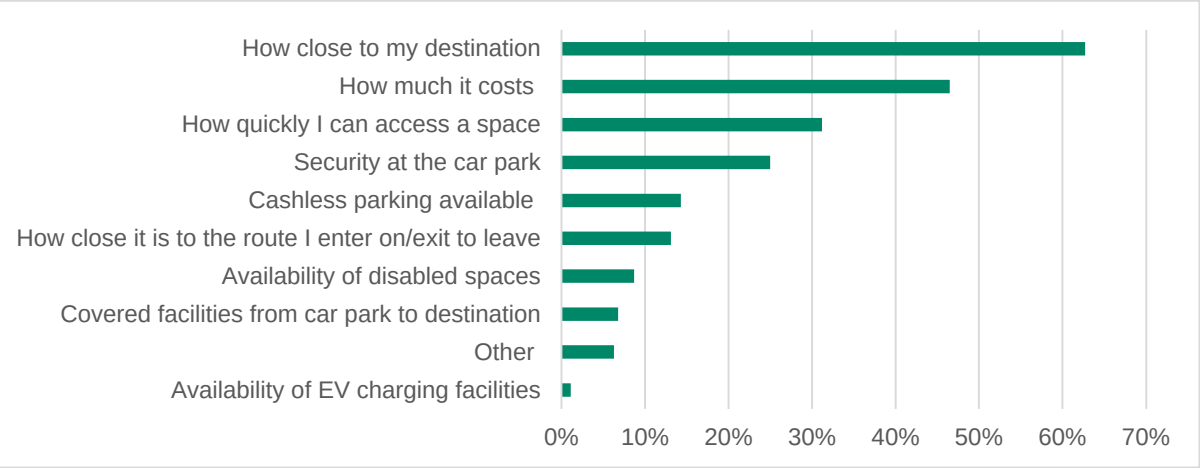

Figure 4: City Voice Survey – Most Important Parking Factors

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).

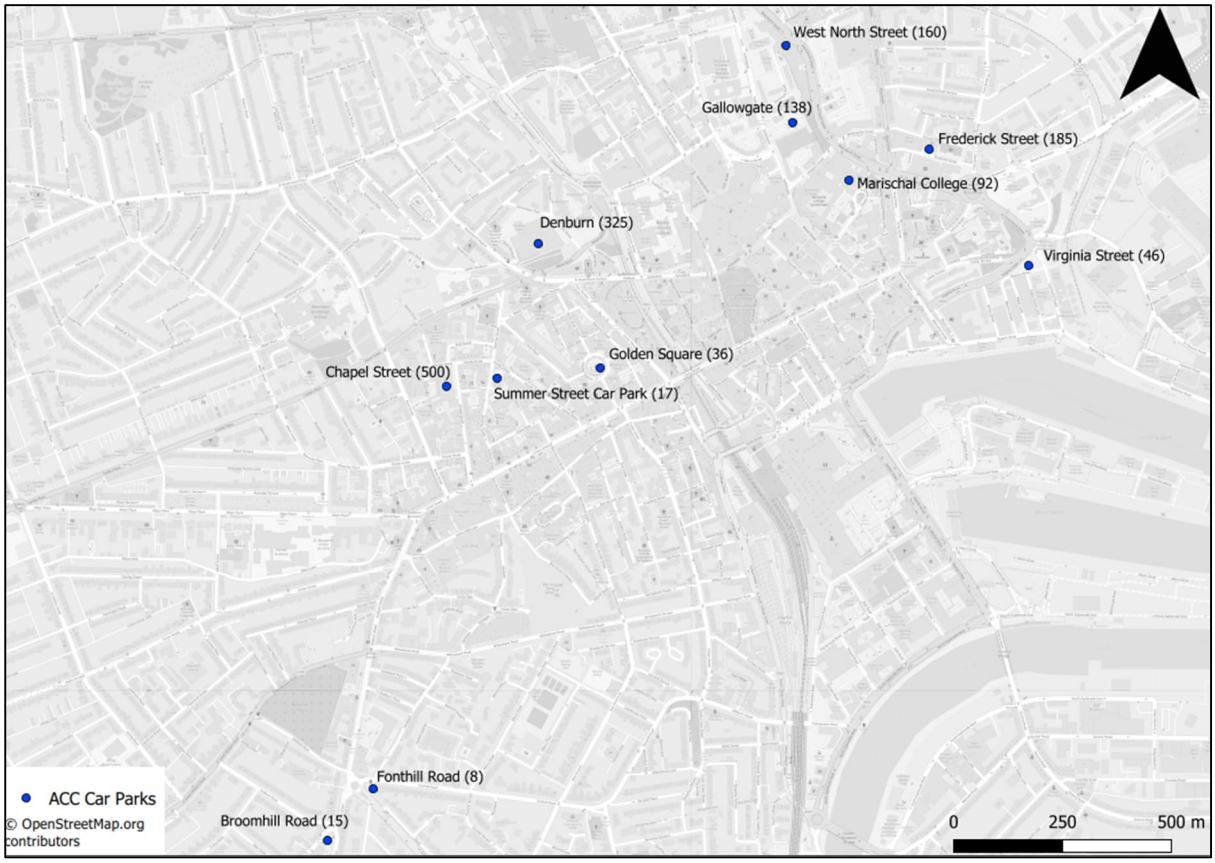

Figure 5: Car Parks Operated by ACC[1]

[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.

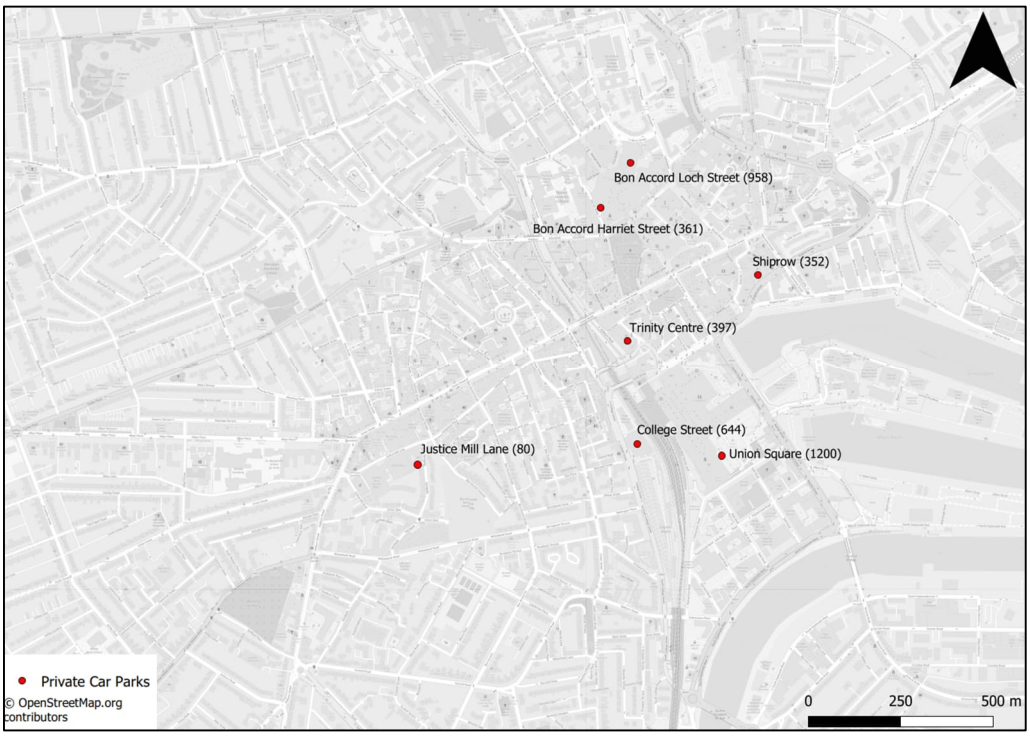

Figure 6: Privately Operated Car Parks in Aberdeen City Centre

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.

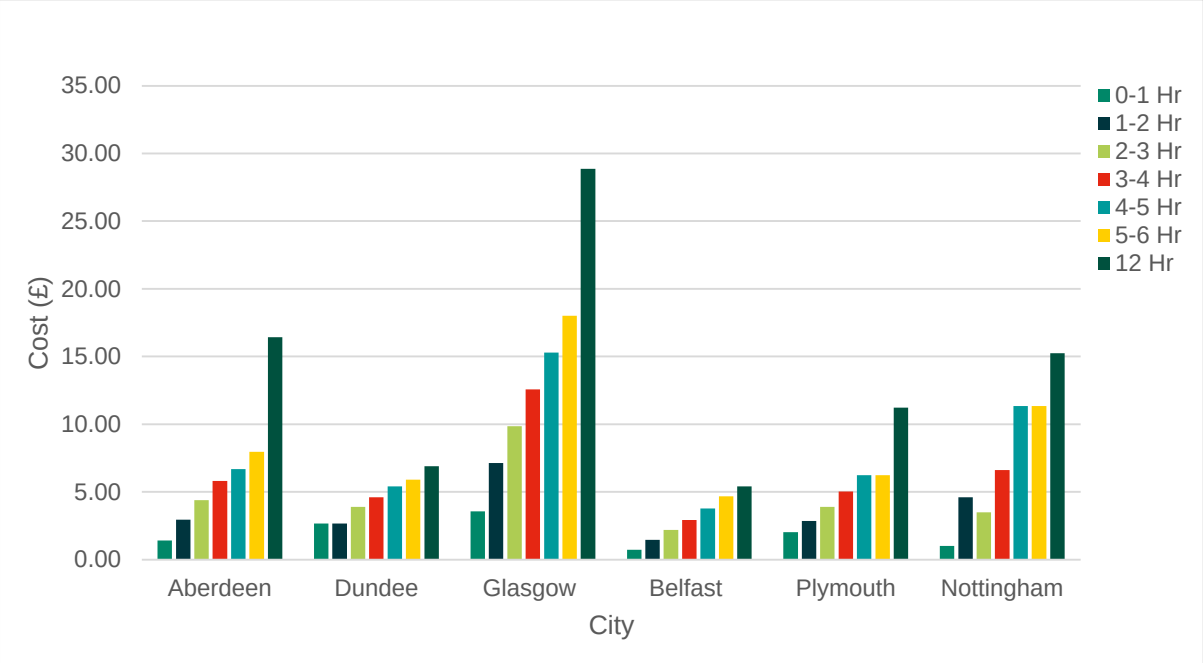

Figure 9: Comparison City Parking Charges

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

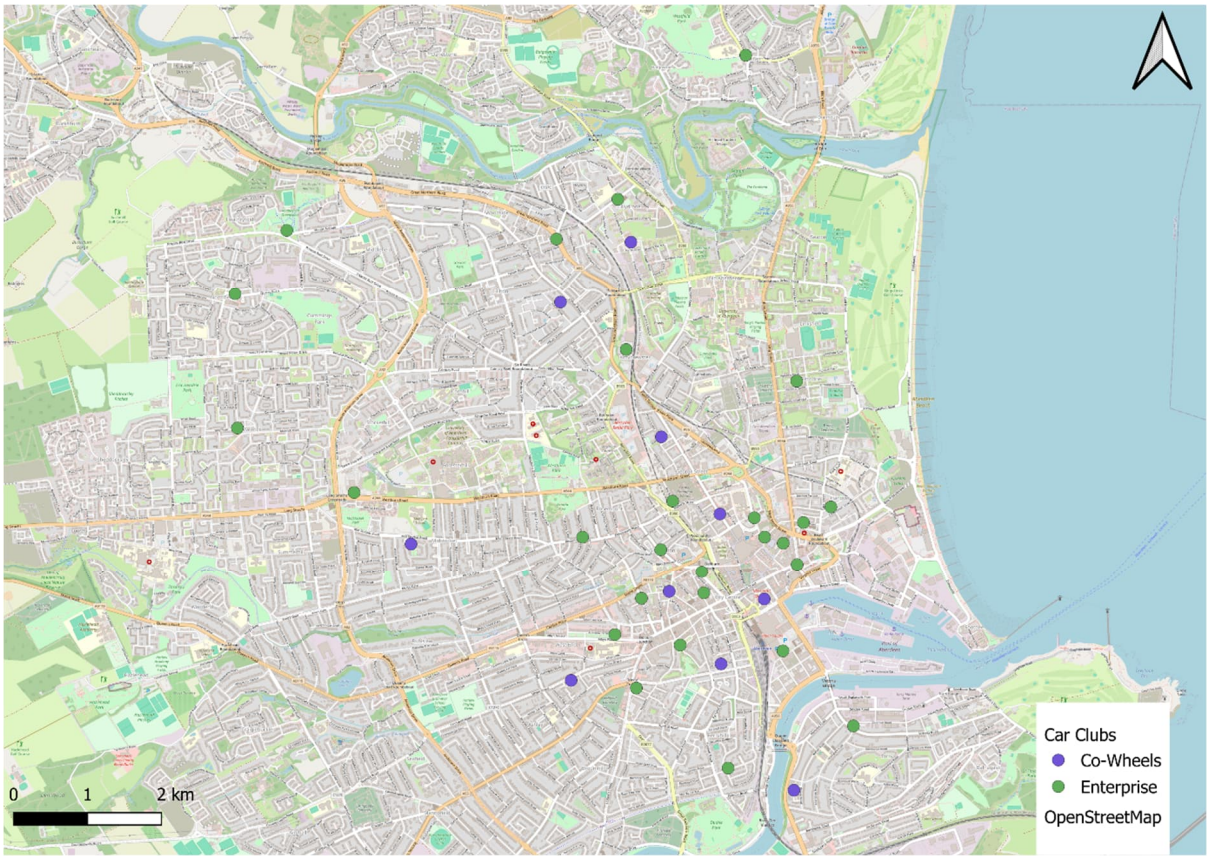

Figure 11: Co-Wheels and Enterprise Car Club Bay Locations

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	£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.

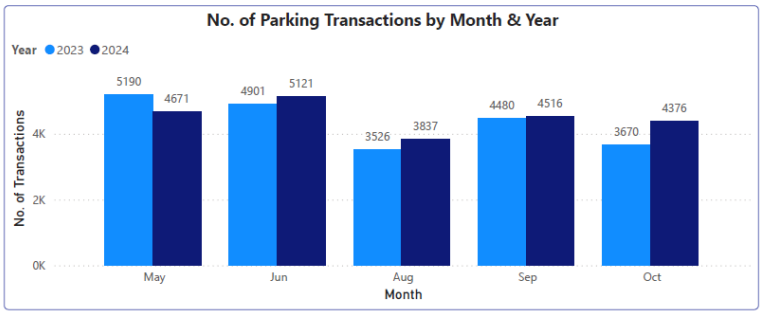
**July has not been included in the comparison data due to an anomaly in the data set due to a temporary car park closure in 2023.*

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.

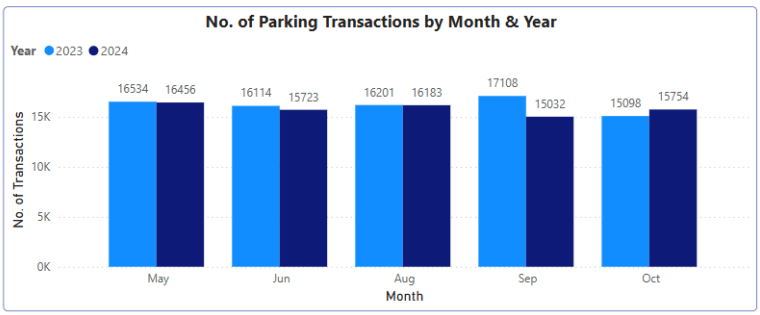
**July has not been included in the comparison data due to an anomaly in the data set due to a temporary car park closure in 2023.*

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	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

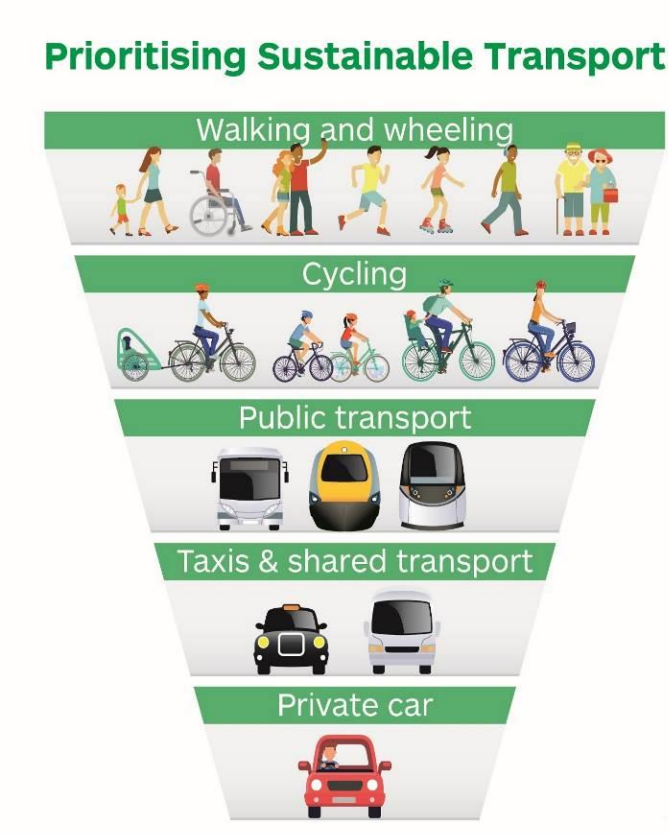
The following key policy, plan and strategy drivers also influence the need for a new travel plan.

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

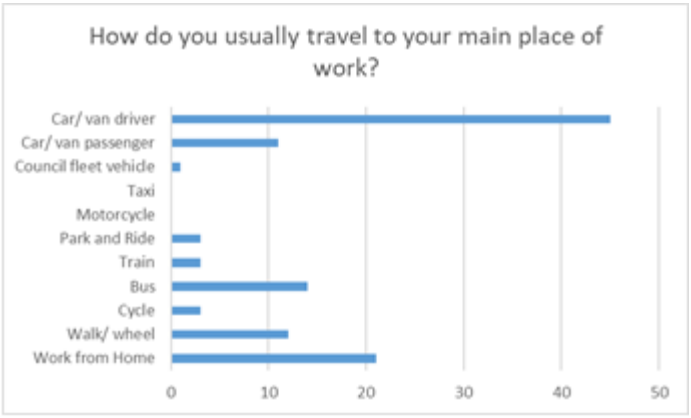
the Staff Travel Policy and Council Travel Plan have been covered on page 1 above.

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

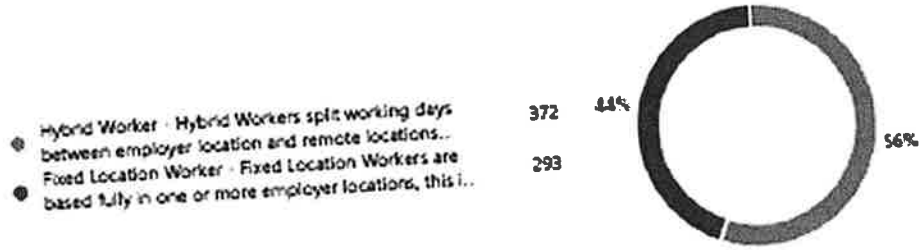
needing to own one, and to grow the membership.
Car Use - Actions
Support the review of essential car user and mileage claim processes as part of the Staff Travel Policy refresh and explore opportunities to make staff less dependent on private cars.
Continue to ensure that those who need to use private 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

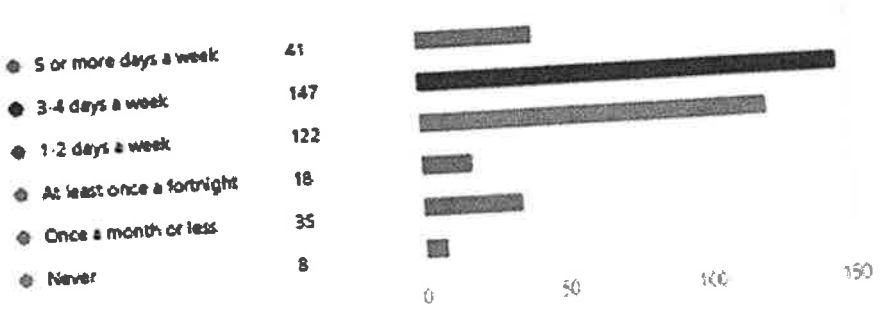
The baseline information from the staff travel survey (December 2024)

Appendix 1
The baseline information from the staff travel survey (December 2024)

2. What is your workstyle?

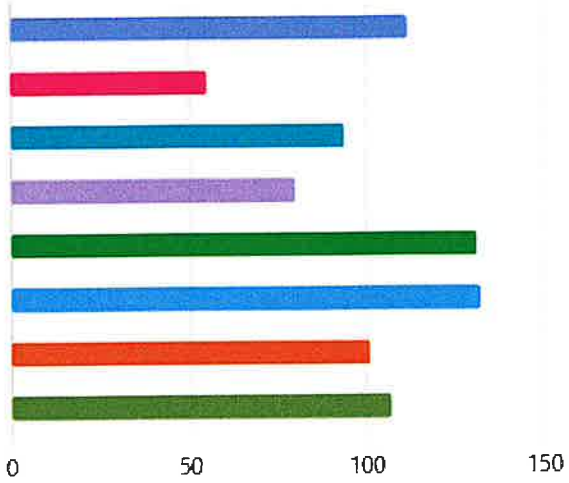


3. If you are in a role where it is possible to work from home, how often do you do so?



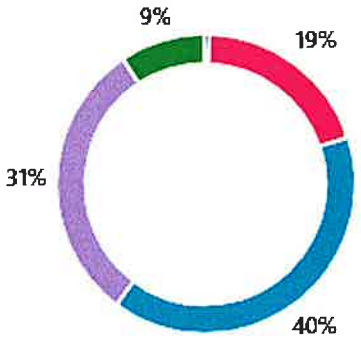
4. Approximately how far in miles do you normally travel to work? If you sometimes work from hom e but also sometimes travel to a workplace (for example if you are currently hybrid working), pleas e tick more than one option.

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



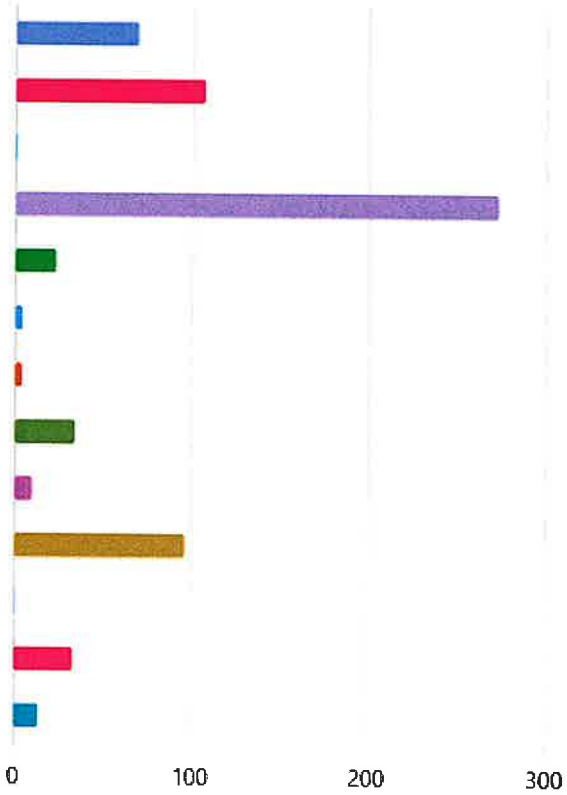
5. When commuting, on average how long does your journey to your main place of work usually tak e?

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



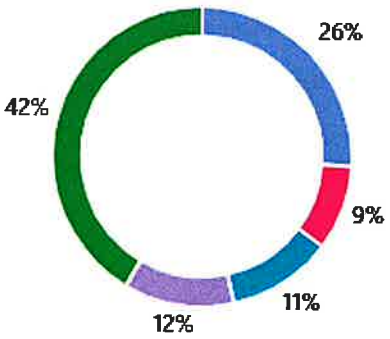
6. How would you most like to travel to work?

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

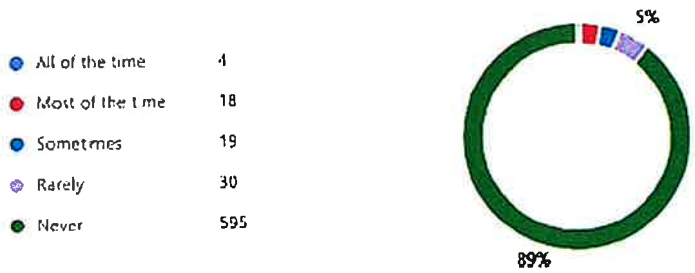


7. How often do you walk to/from work for all or part of your journey?

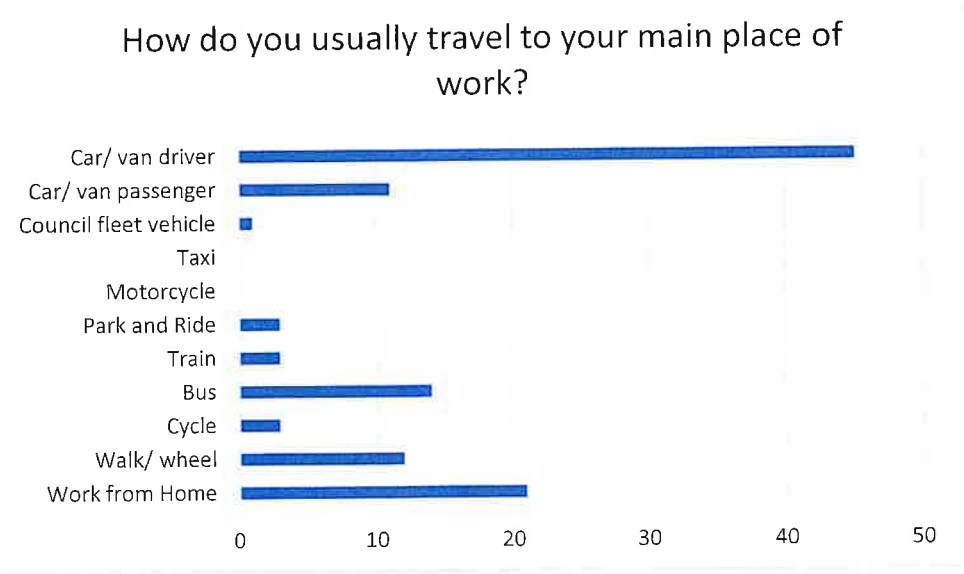
All of the time	173
Most of the time	61
Sometimes	76
Rarely	80
Never	278



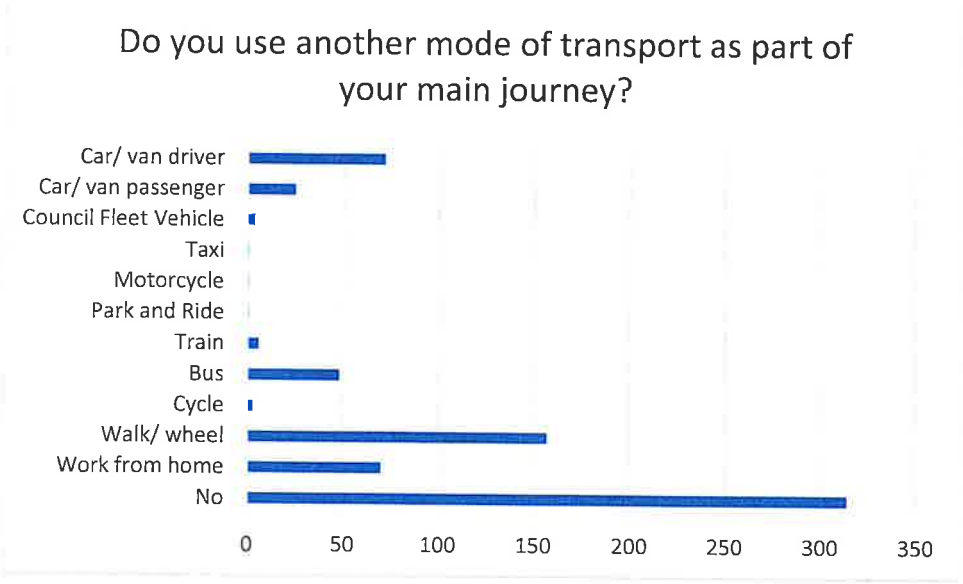
8. How often do you cycle to/from work for all or part of your journey?



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

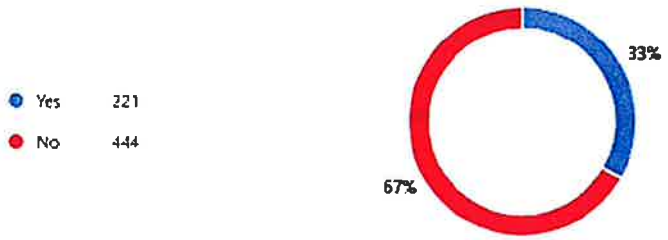


10) In the question above, you told us about the mode you use for the largest part of your typical journey to work. However, if, as part of that usual journey above, you travel by more than one mode then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile you'd select 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.

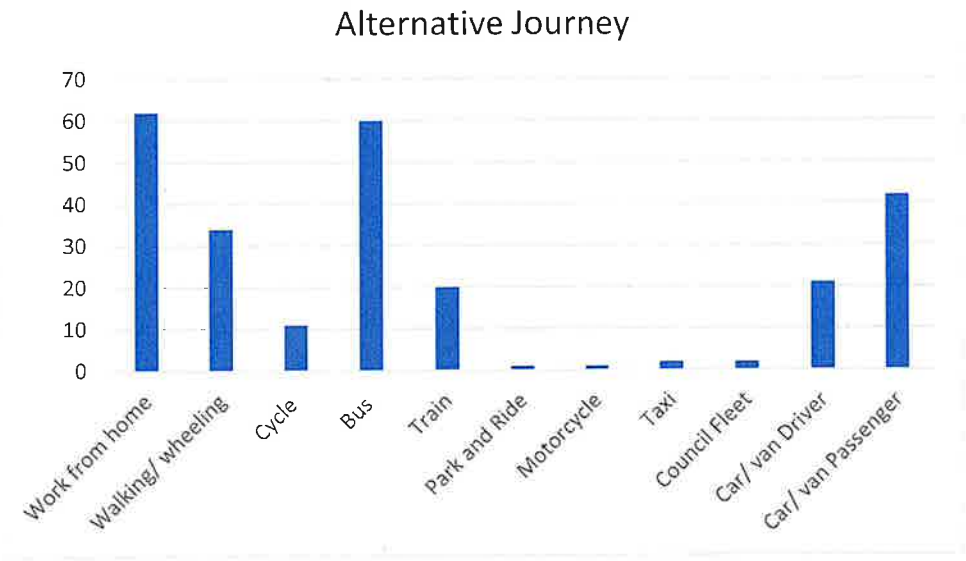


11 Is your homeward journey made the same way?

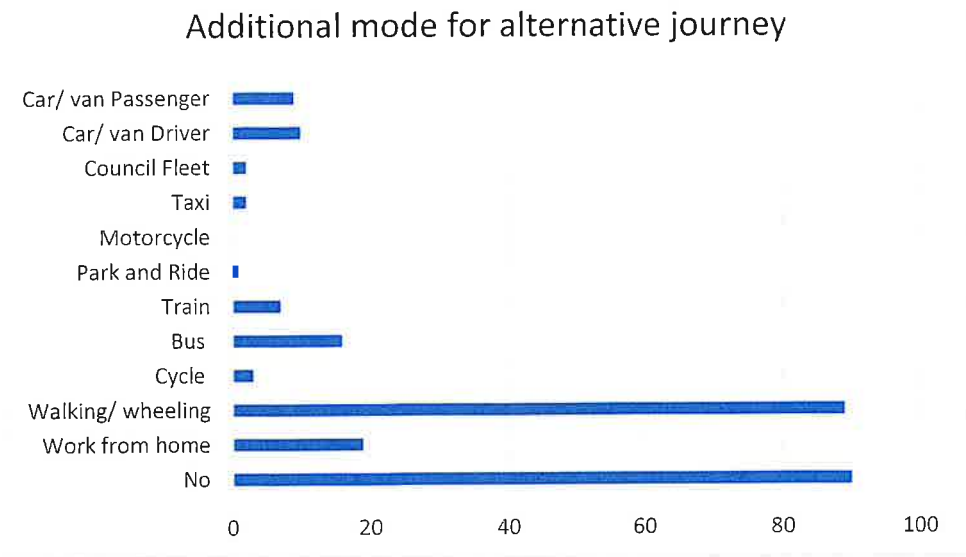
14. Following on from the previous questions, where you told us about your usual journeys to and fr om work do you ever make an **alternative** journey to work? (i e. you take the bus to work three days a week but work from home for the other two)



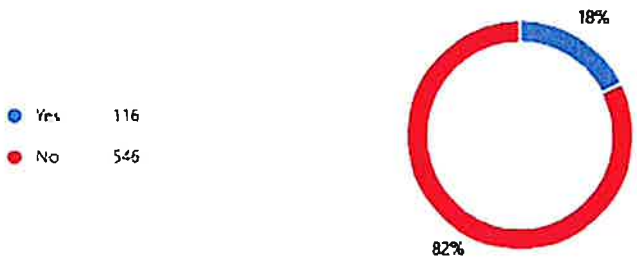
15) if you make an alternative journey type – please tell us here. (i.e. you take the bus to work three days a week but work from home for the other two, then the "work from home" aspect is the part we want to know about. Also, for this alternative journey, tick the box that represents the largest part 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.



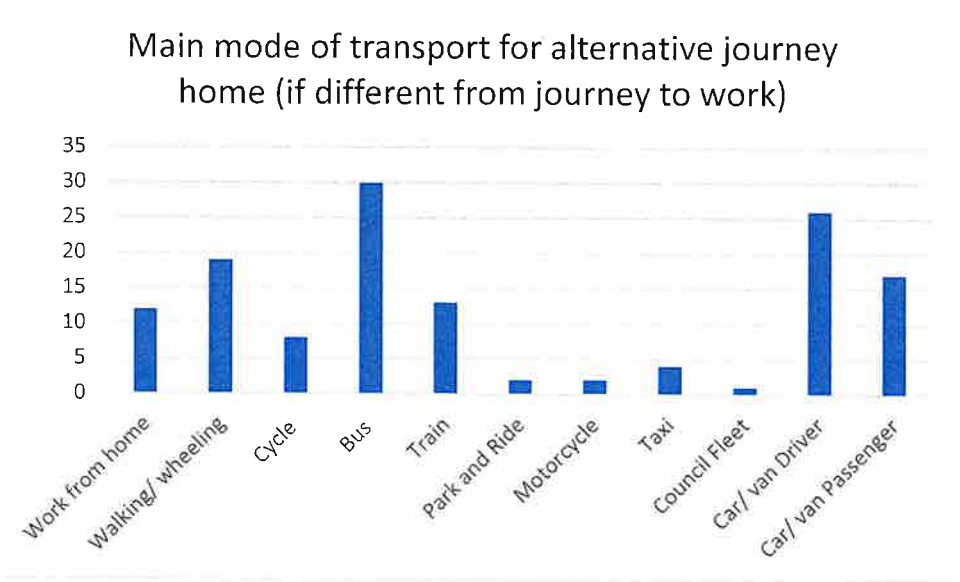
16) in the question above, you told us about the mode you use for the largest part of your alternative journey to work. However, if, as part of that alternative journey above, you travel by more than one mode then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile, 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.



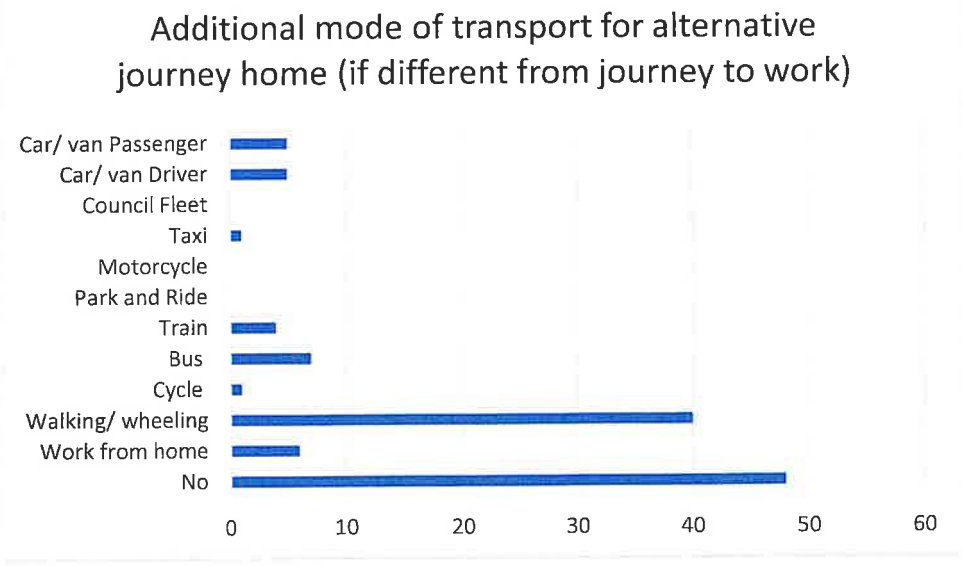
17 Do you ever make an alternative journey home from work?



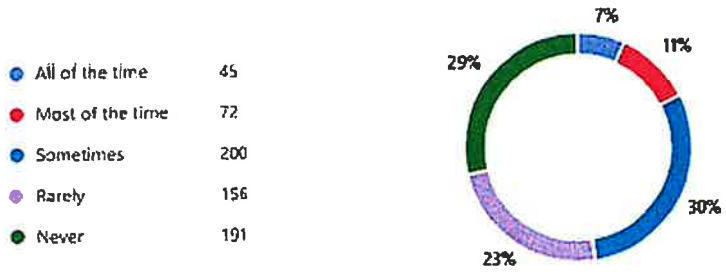
18) Tell us about your alternative journey home from your main place of work (i.e. the place where you spend most of your time when working)? For example, if you take the bus home three days a week but work from home for the other two, you'd answer from home. Also, for this alternative journey, tick 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

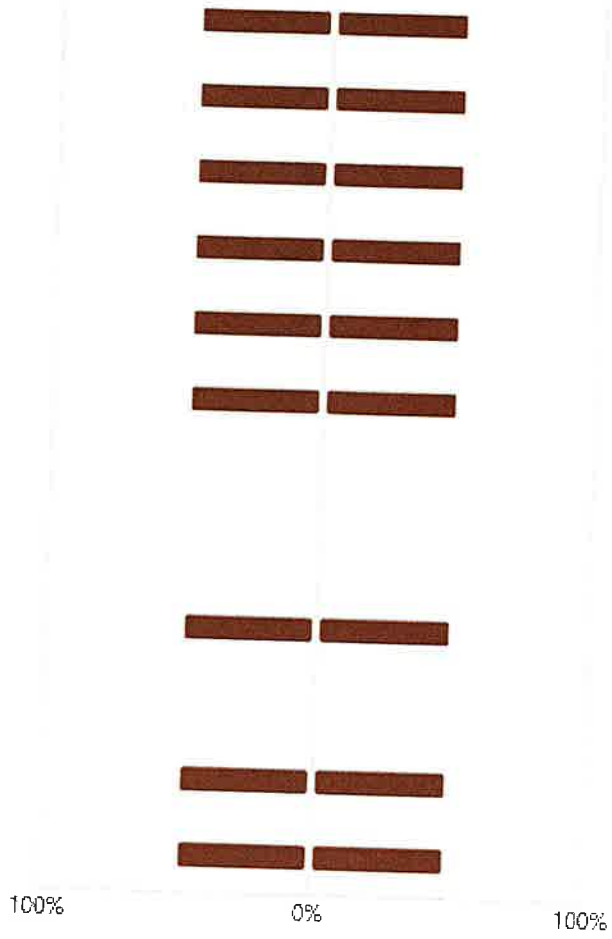


19) In the question above, you told us about the mode you use for the largest part of your alternative journey home. However, if as part of that alternative journey above, you travel by more than one mode, then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile 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.



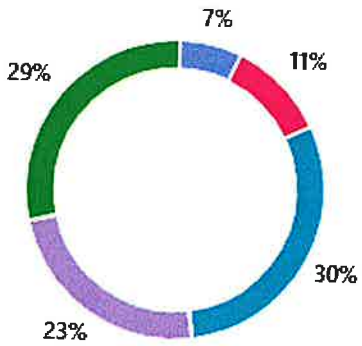
20. Do you have to travel to meetings/ site visits/ visits to clients during your working day?



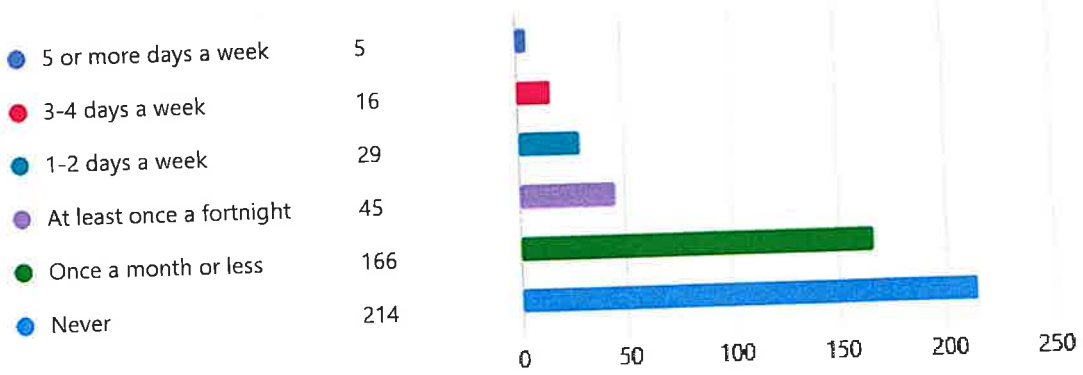


20. Do you have to travel to meetings/ site visits/ visits to clients during your working day?

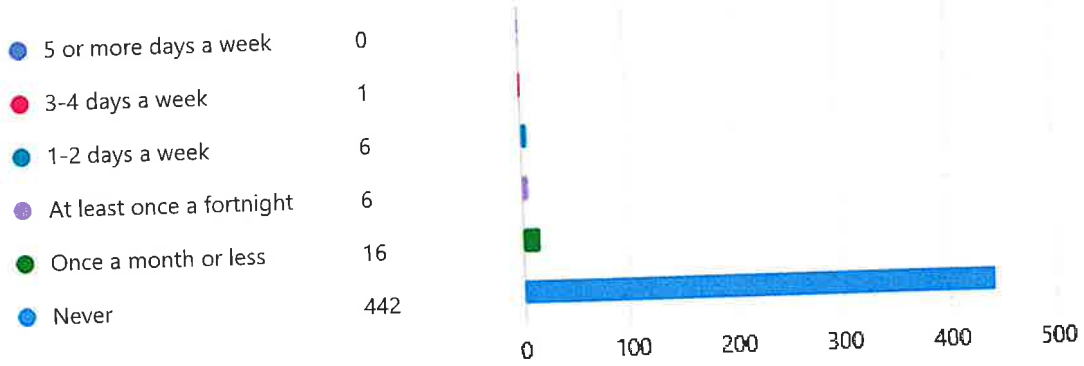
All of the time	45
Most of the time	72
Sometimes	200
Rarely	156
Never	191



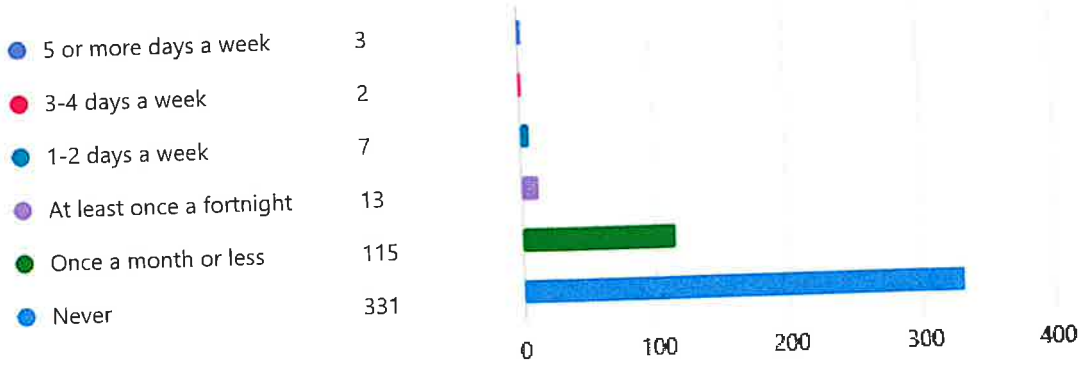
21. Do you currently walk to meetings/site visits during the business day, and if yes – how often?



22. Do you currently cycle to meetings/site visits during the business day – and if yes, how often?

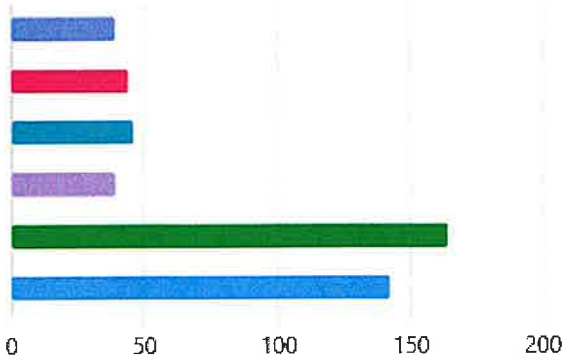


23. Do you currently take public transport to meetings/site visits during the business day? If yes, ho w often?



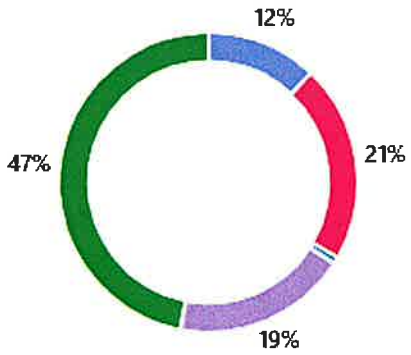
24. Do you currently use your own car for meetings/site visits during the business day? If yes, how o ften?

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



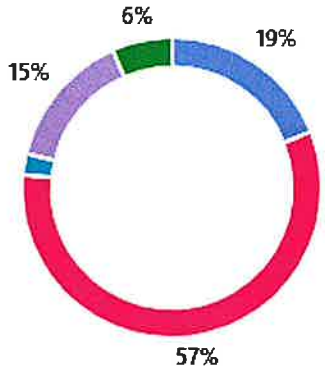
25. Which one of the following statements best describes you? Would you say you are someone wh o...

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

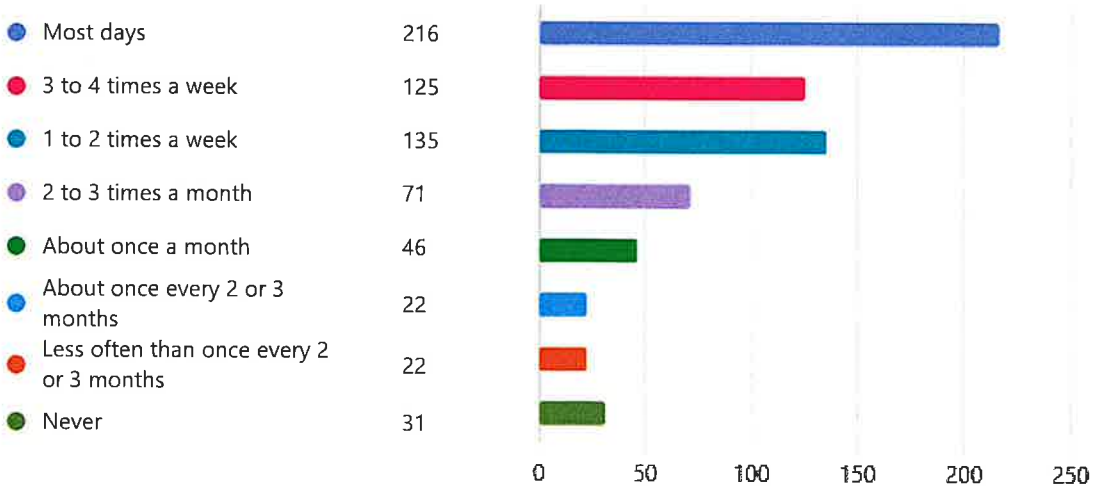


26. Which one of the following statements best describes you? Would you say you are someone wh o...

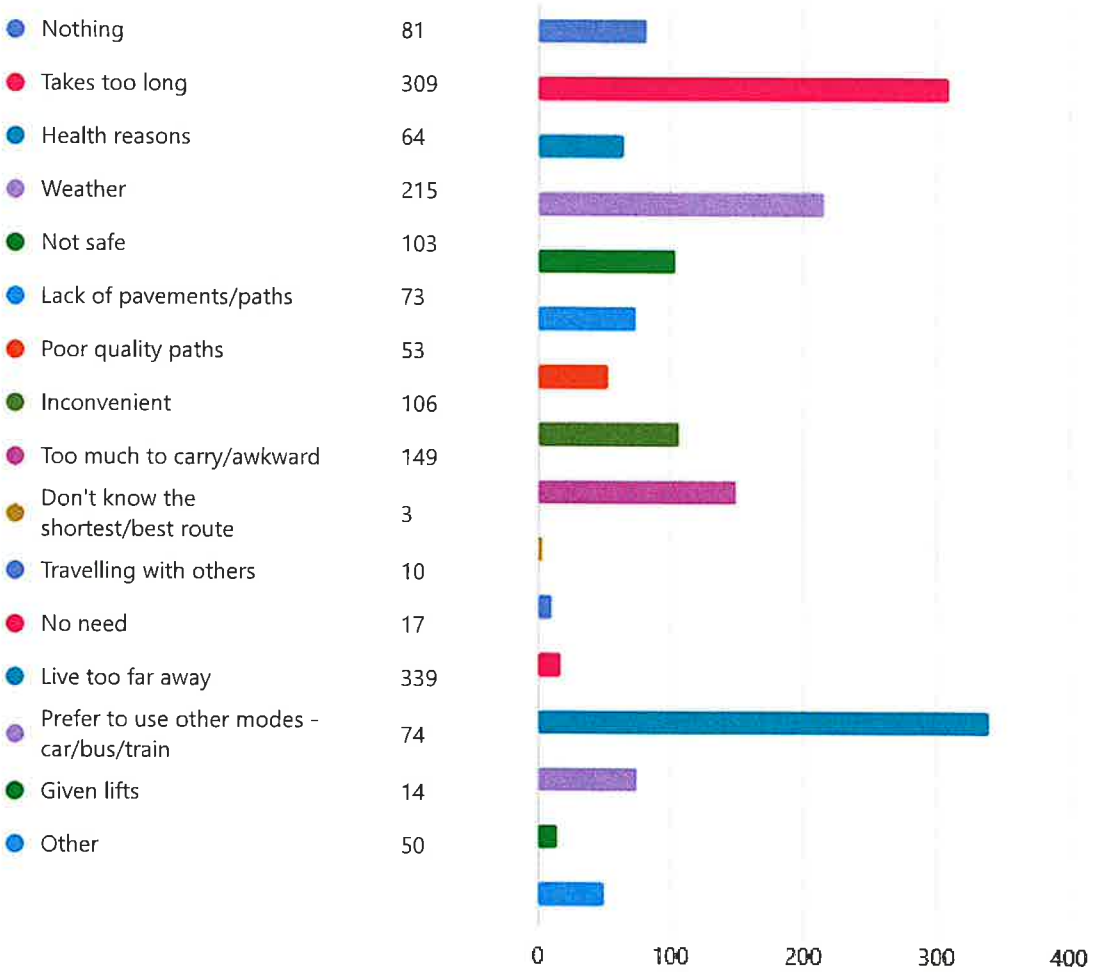
Does not cycle but would like to	126
Does not cycle and does not want to	381
Is new or returning to cycling	15
Occasionally cycles	98
Regularly cycles	43



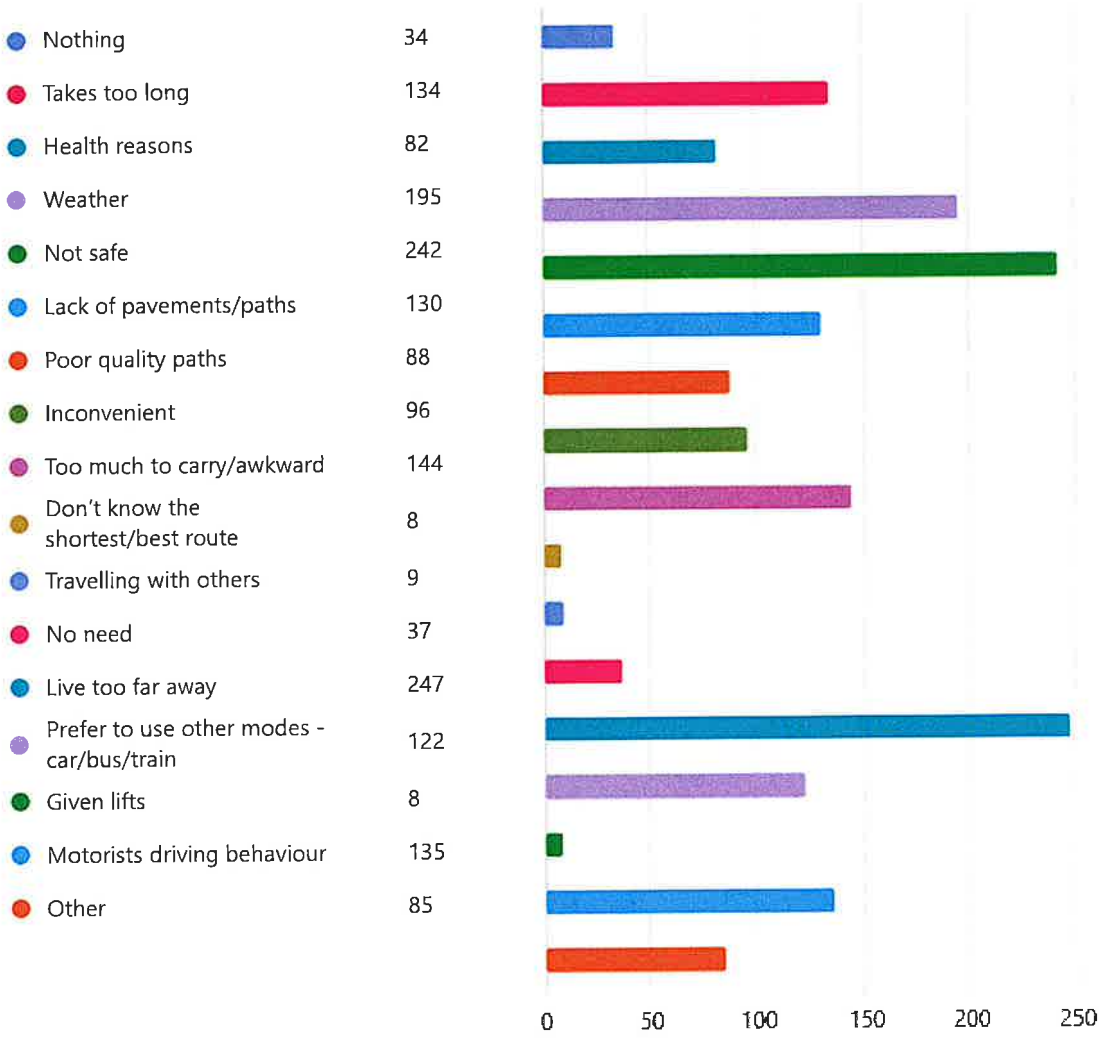
27. How often do you walk/wheel for pleasure/exercise? E.g. just "going for a walk" rather than to a destination.



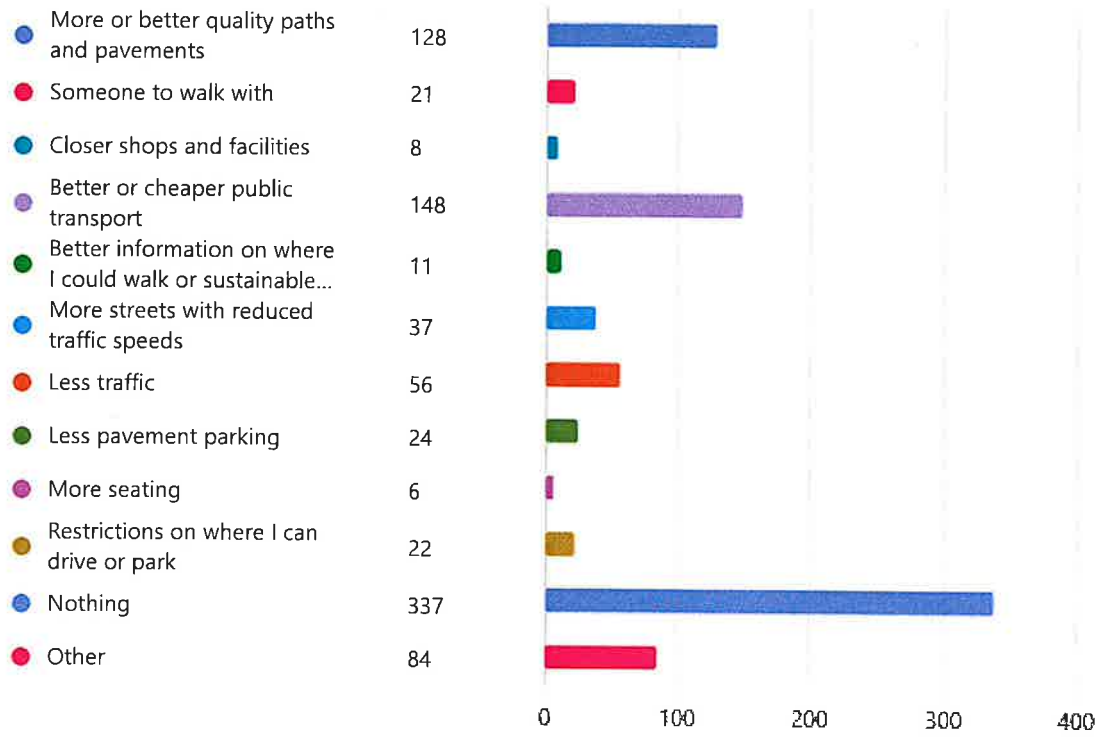
28. What discourages you from walking to work? Select all that apply.



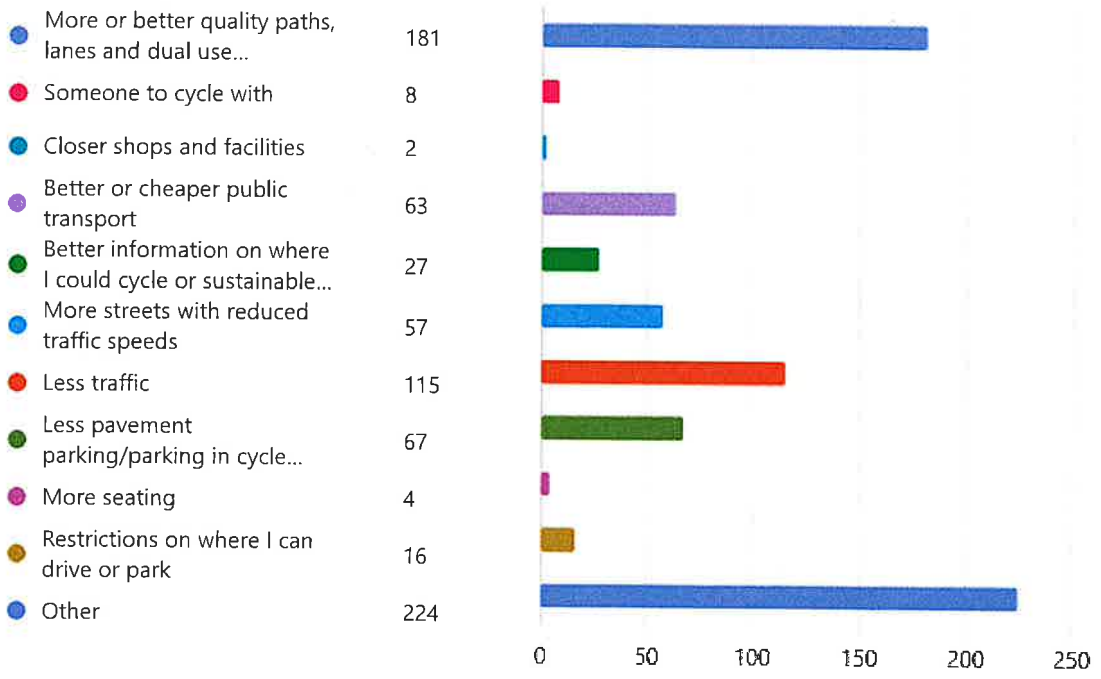
29. What discourages you from cycling to work? Select all that apply.



30. Which of the following, if any, would encourage you to walk or wheel to work more often? Select all that apply.

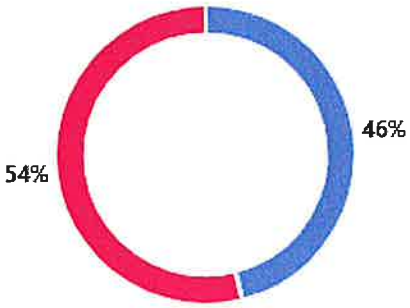


31. Which of the following, if any, would encourage you to cycle to work more often? Select all that apply.



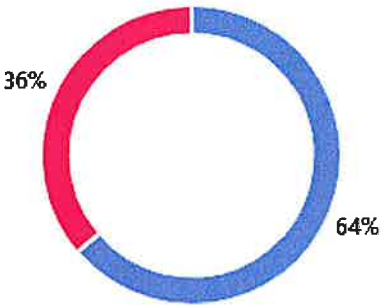
32. Are you aware that the council has a fleet of pool bicycles, including an electric bike and a foldin g bike, based at Marischal College which staff can use during the business day?

Yes	308
No	358



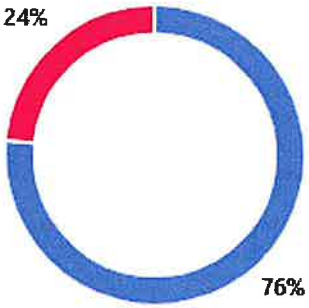
33. Are you aware that the Council offers indoor cycle parking plus maintenance facilities and changi ng and showering facilities for staff in the basement of Marischal College?

Yes	426
No	240



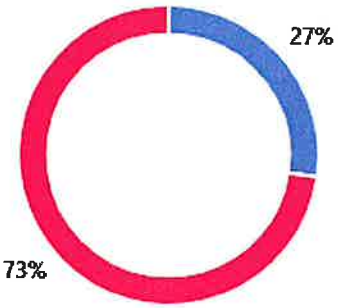
34. Are you aware that the council offers a cycle to work scheme whereby employees can get a new bike at a reduced price through the council and pay back the cost monthly?

Yes	506
No	156



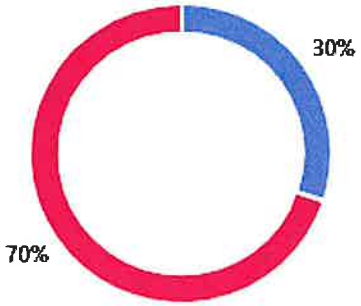
35. Are you aware that the council offers reimbursement at a rate of 20p per mile for employees wh o use their own bike for business use?

Yes	180
No	482



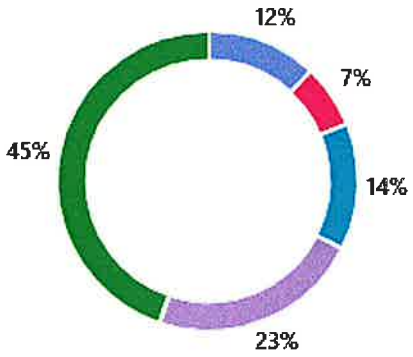
36. Are you aware that the council offers secure cycle lockers for hire at the city's park and ride sites as well as at Dyce railway station?

Yes	201
No	465



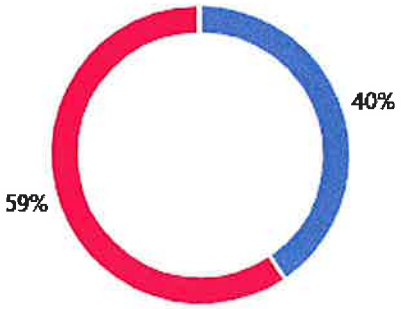
37. How often do you travel to/from work by public transport (e.g. bus, train, Park & Ride, or taxi) fo r all or part of your journey?

All of the time	79
Most of the time	46
Sometimes	91
Rarely	152
Never	297



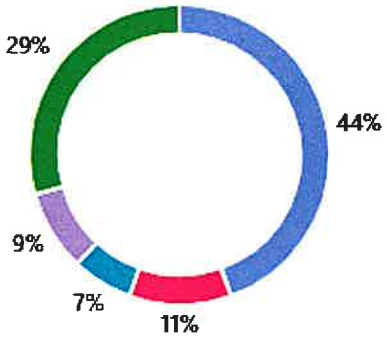
38. Are you aware that the council offers a scheme whereby employees can get a bus season ticket a t a reduced price through the council and pay back the cost monthly?

Yes	270
No	396
Other	1

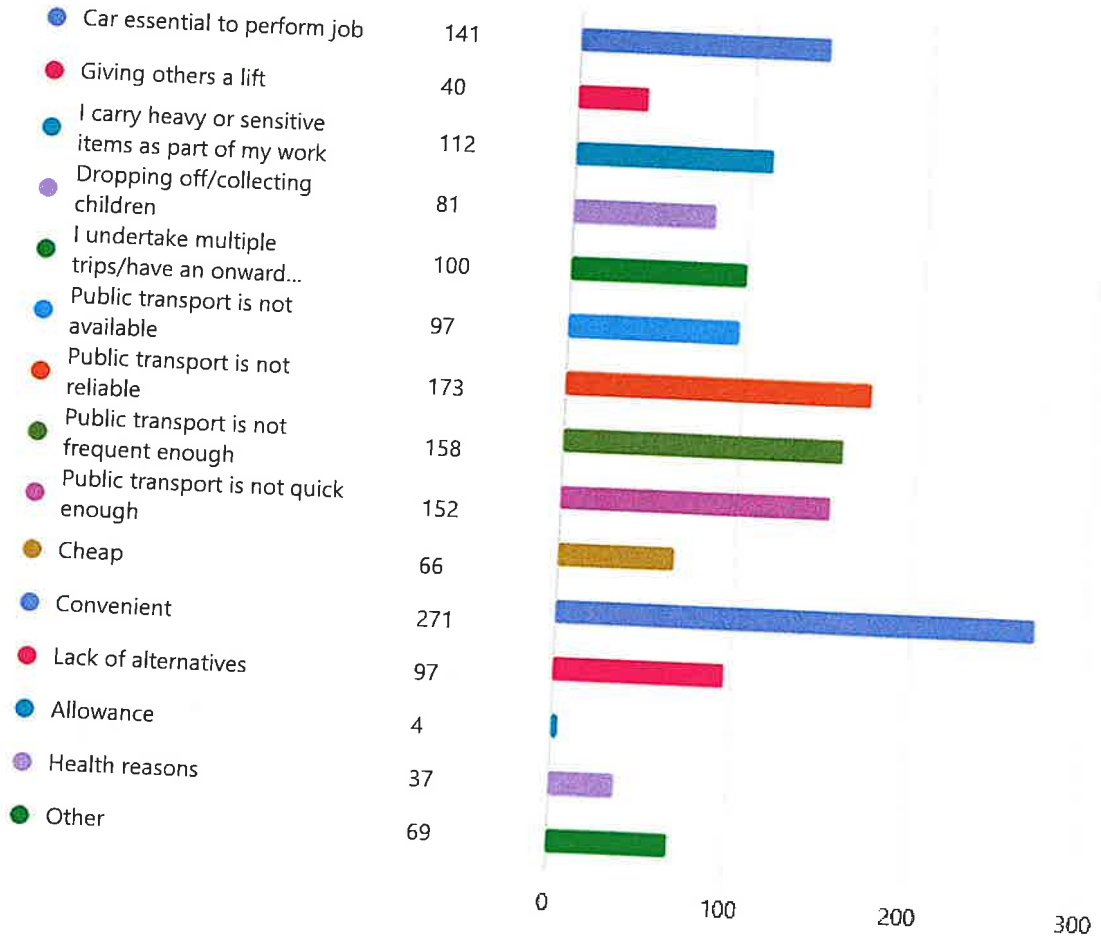


39. How often do you travel to/from work by car as the DRIVER for all or part of your journey?

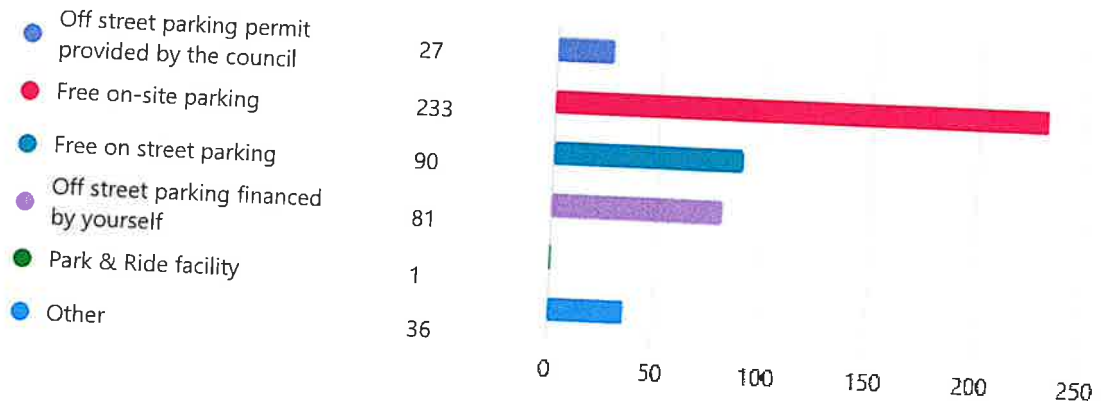
All of the time	297
Most of the time	73
Sometimes	44
Rarely	58
Never	196



40. Why do you use your car for travel to/from work? Please select all that apply.

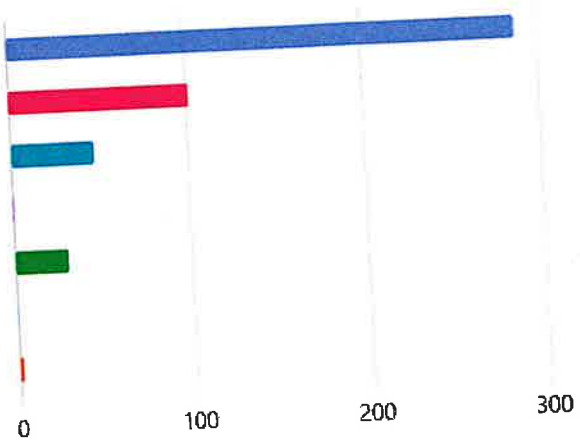


41. When at work, which type of parking would you normally use?



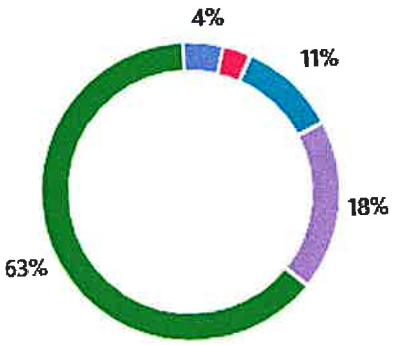
42. How is your car fuelled?

Pure petrol	287
Pure diesel	102
Hybrid	47
Plug in hybrid	1
Battery electric	30
Hydrogen	0
Other	2



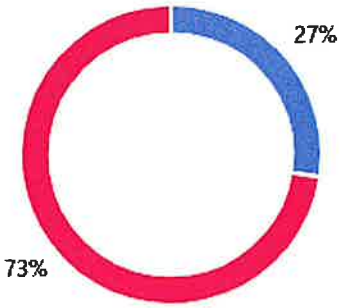
43. Do you car share to work either as the DRIVER or the PASSENGER for all or part of your journey?

All of the time	29
Most of the time	20
Sometimes	71
Rarely	123
Never	422



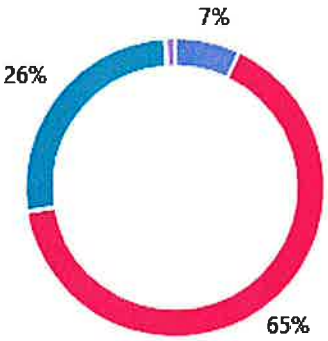
44. Are you aware that a free regional lift sharing platform called Getabout Liftshare is available for s taff to join up to which matches people who would be willing to share a car for the journey to/fr om work?

Yes	183
No	483



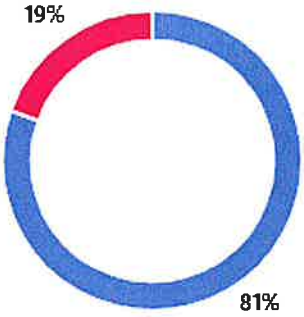
45. Would you be willing to join this car share scheme?

Yes	47
No	437
Not sure	177
Already a member	7



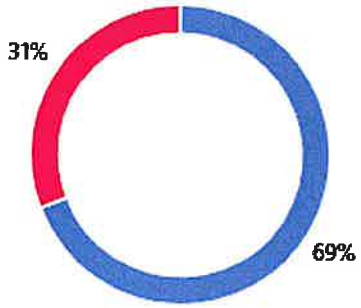
46. Do you have access to a private vehicle?

Yes	538
No	130



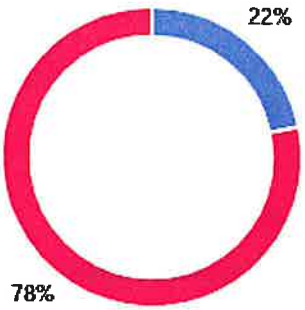
47. Are you aware that the council is part of a Car Club, run by Enterprise, whereby staff can book ou t a car from the club to use when travelling for business purposes?

Yes	462
No	206



48. Have you joined the car club?

Yes	100
No	362



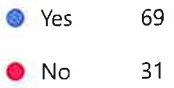
49. If not, is there anything that has discouraged you?

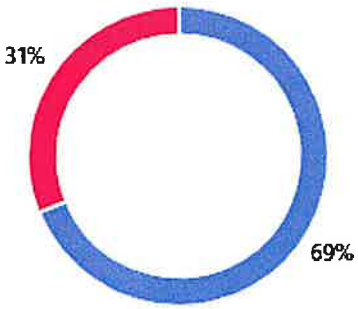
249
Responses

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?

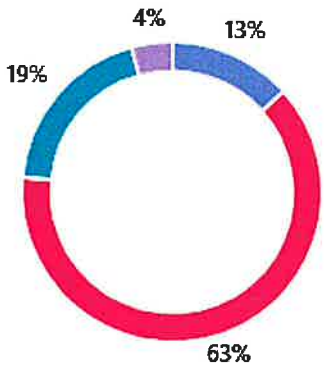
30
Responses

Latest Responses

12 respondents (40%) answered car for this question.

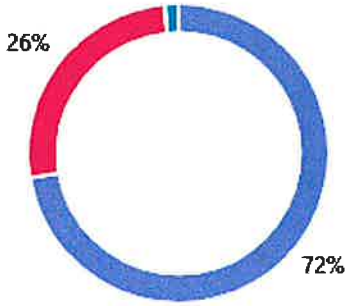
52. Do you find there is usually a car available when you need one?

All of the time	9
Most of the time	43
Sometimes	13
Rarely	3
Never	0



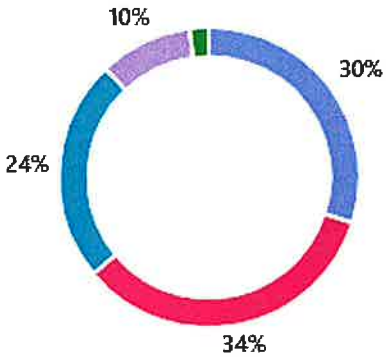
53. Have you tried any of the electric car club vehicles?

Yes	50
No	18
I did not know there were electric vehicles	1



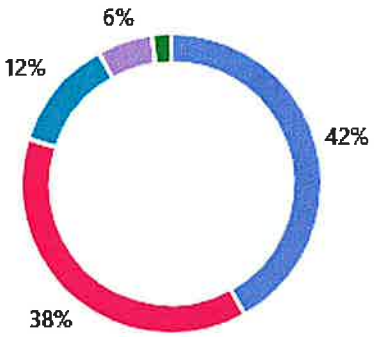
54. How did you find unplugging the electric vehicle?

Very easy	15
Easy	17
Neither easy nor difficult	12
Difficult	5
Very difficult	1



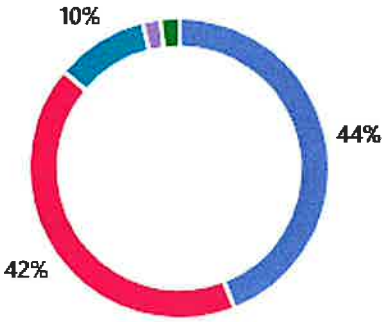
55. How did you find getting the electric vehicle started?

Very easy	21
Easy	19
Neither easy nor difficult	6
Difficult	3
Very difficult	1



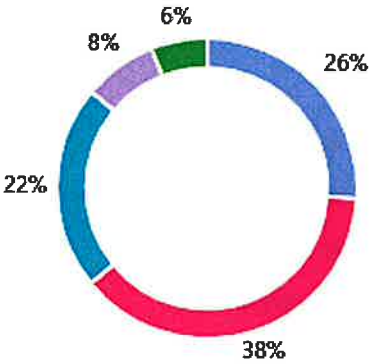
56. How did you find the electric vehicle was to drive?

Very easy	22
Easy	21
Neither easy nor difficult	5
Difficult	1
Very difficult	1



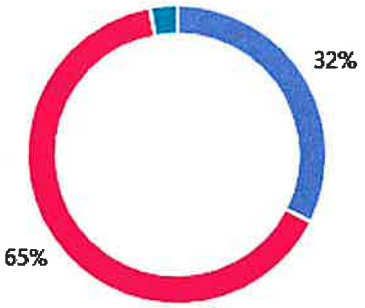
57. How did you find plugging back in the electric vehicle.

Very easy	13
Easy	19
Neither easy nor difficult	11
Difficult	4
Very difficult	3



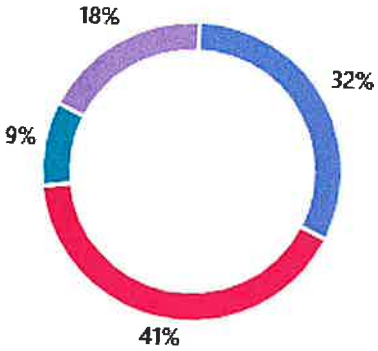
58. *The next few questions relate to hydrogen vehicles. Although we appreciate they have been off the road for some time due to refuelling station issues, we are still keen to get your thoughts.*
Have you tried any of the hydrogen vehicles?

Yes	22
No	44
I did not know there were hydrogen vehicles to use	2



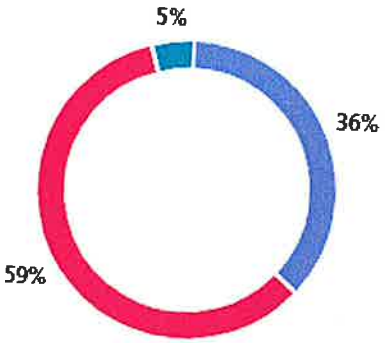
59. How did you find getting the hydrogen vehicle started?

Very easy	7
Easy	9
Neither easy nor difficult	2
Difficult	4
Very difficult	0



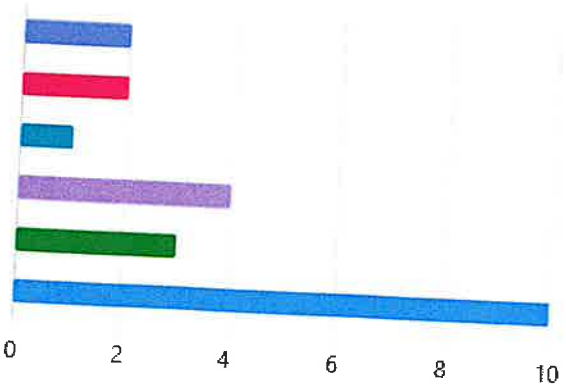
60. How did you find the hydrogen vehicle to drive?

Very easy	8
Easy	13
Neither easy nor difficult	1
Difficult	0
Very difficult	0



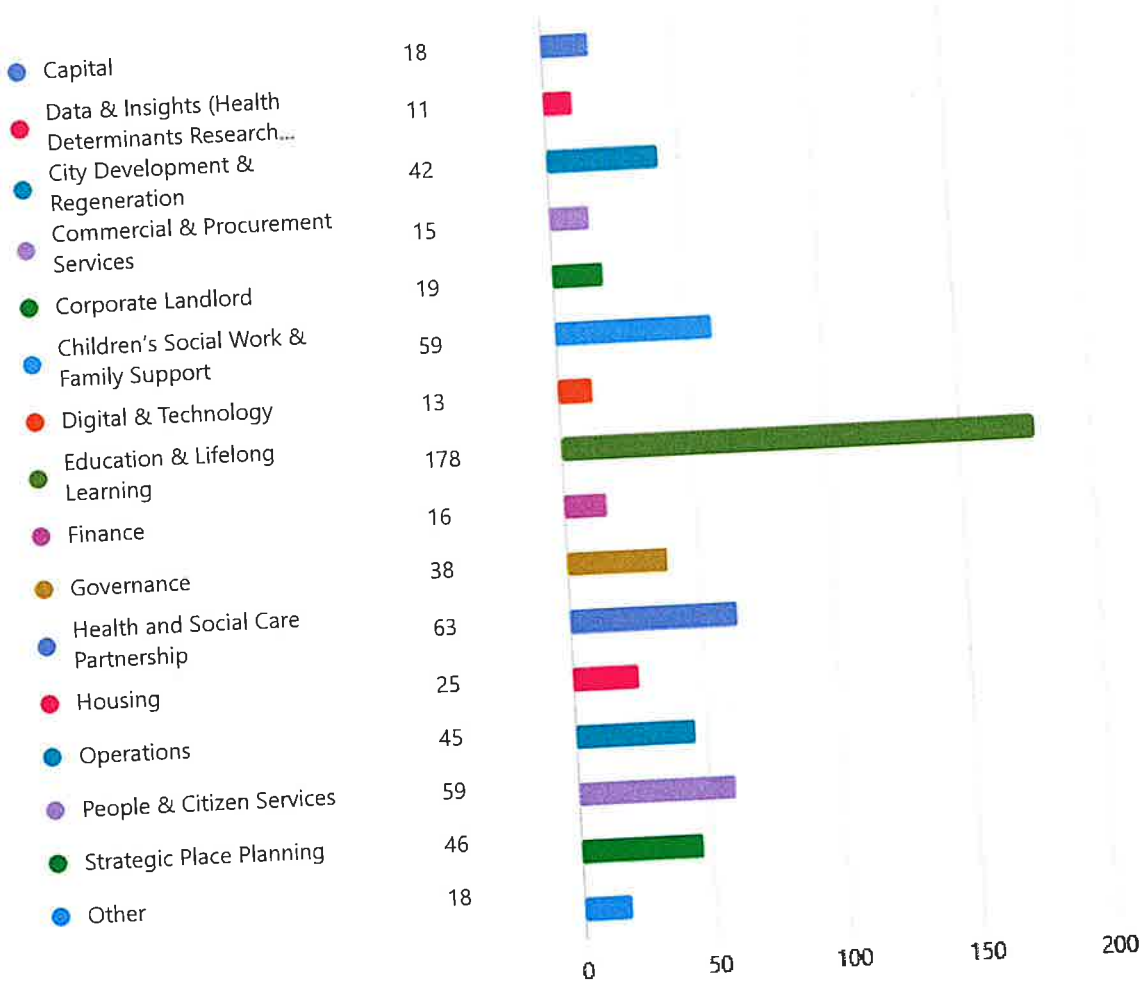
61. How did you find refuelling the hydrogen vehicles?

Very easy	2
Easy	2
Neither easy nor difficult	1
Difficult	4
Very difficult	3
I've never had to do this	10

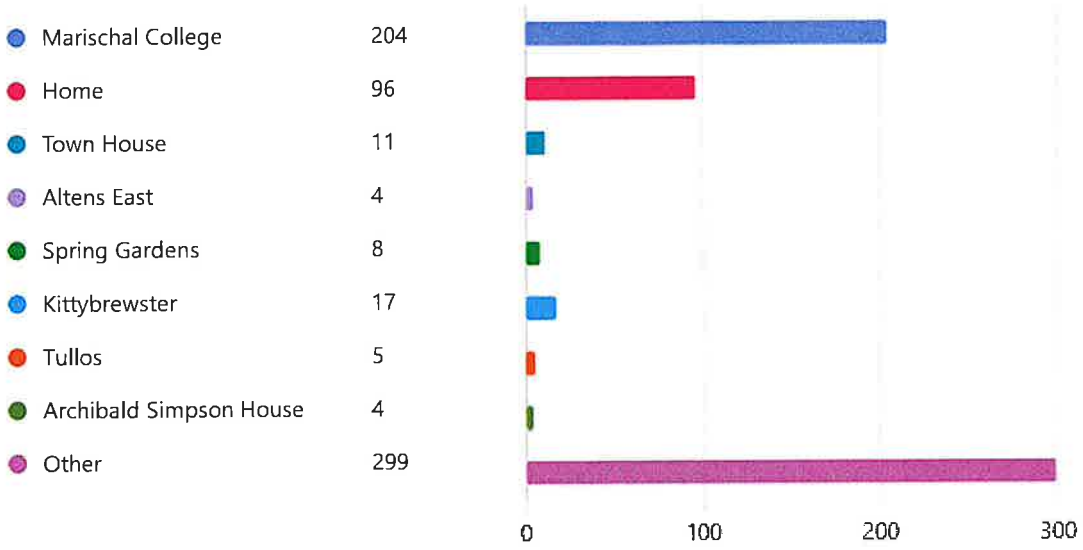


62. Did you know that you can get free personal membership (worth £20 per year) of the car club as an Aberdeen City Council corporate user?

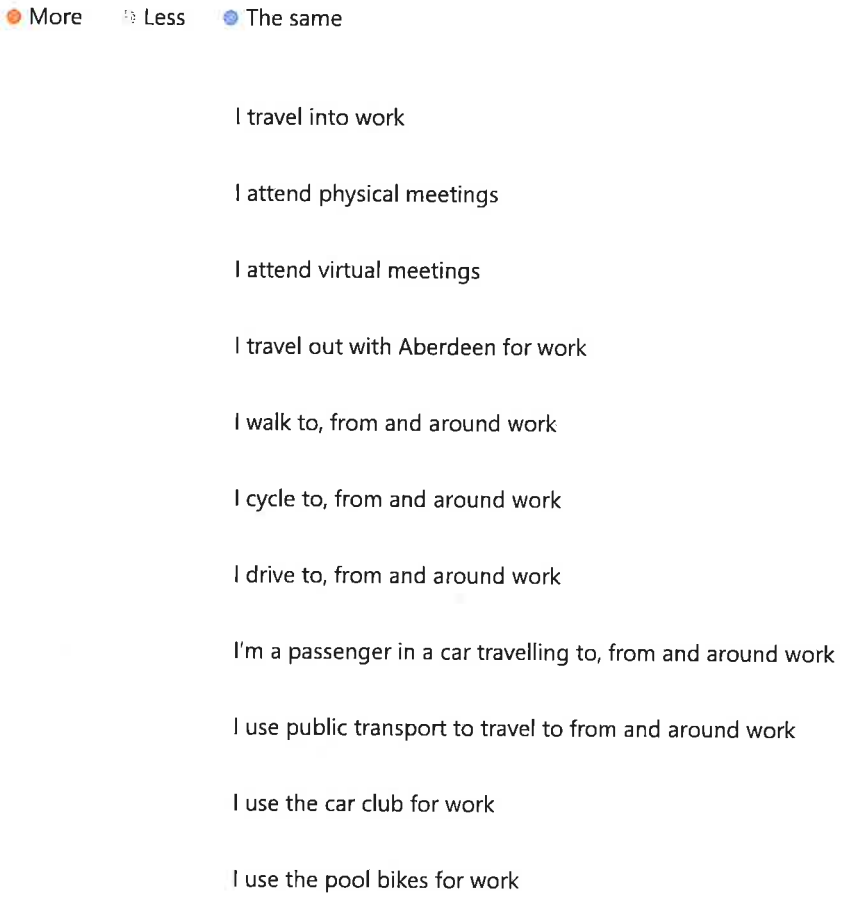
63. Which cluster do you work in?



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)

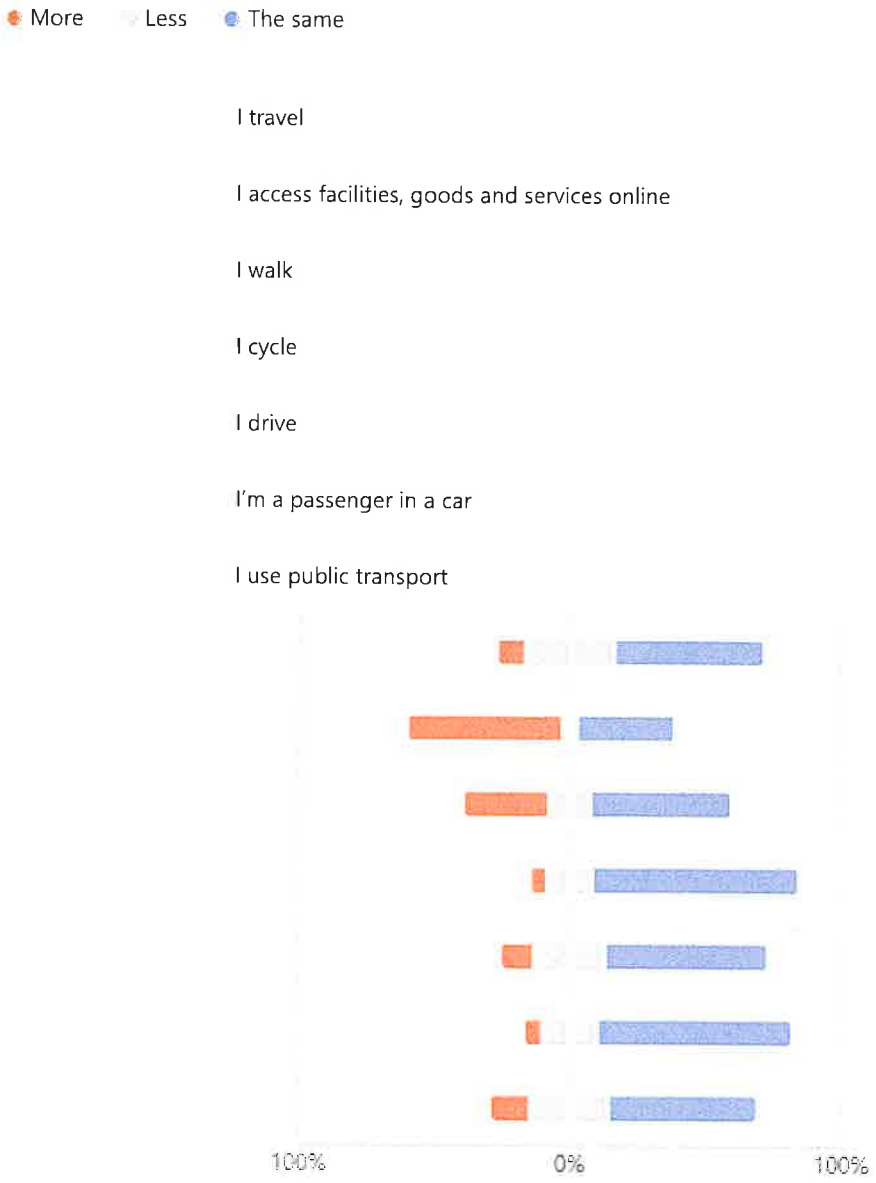


65. Compared with pre-pandemic (pre-2020) how have your travel choices to, from and during work been affected?

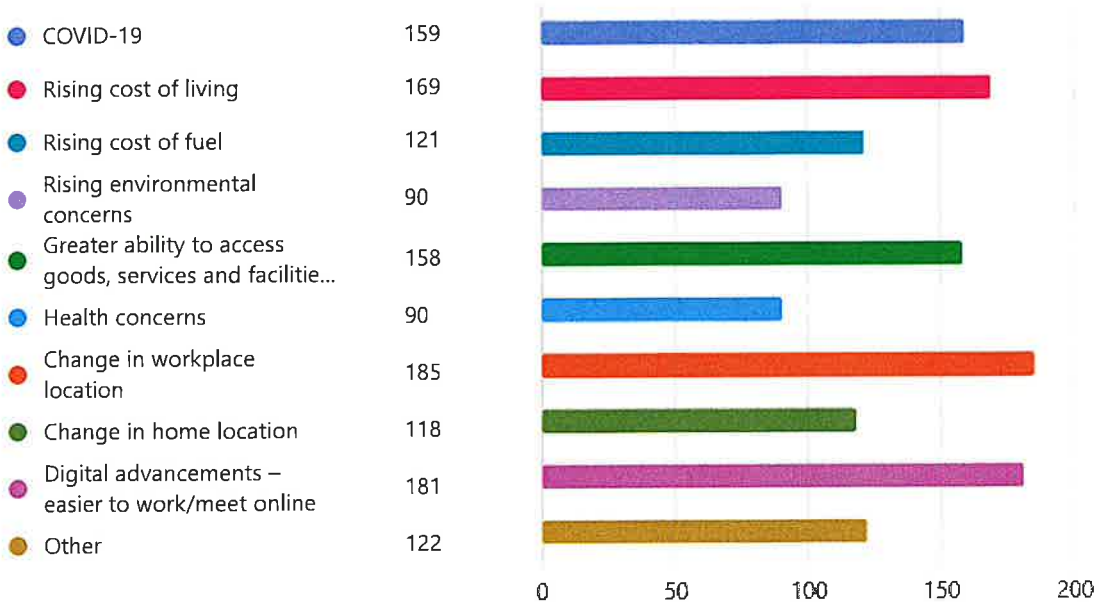


100%
0%
100%

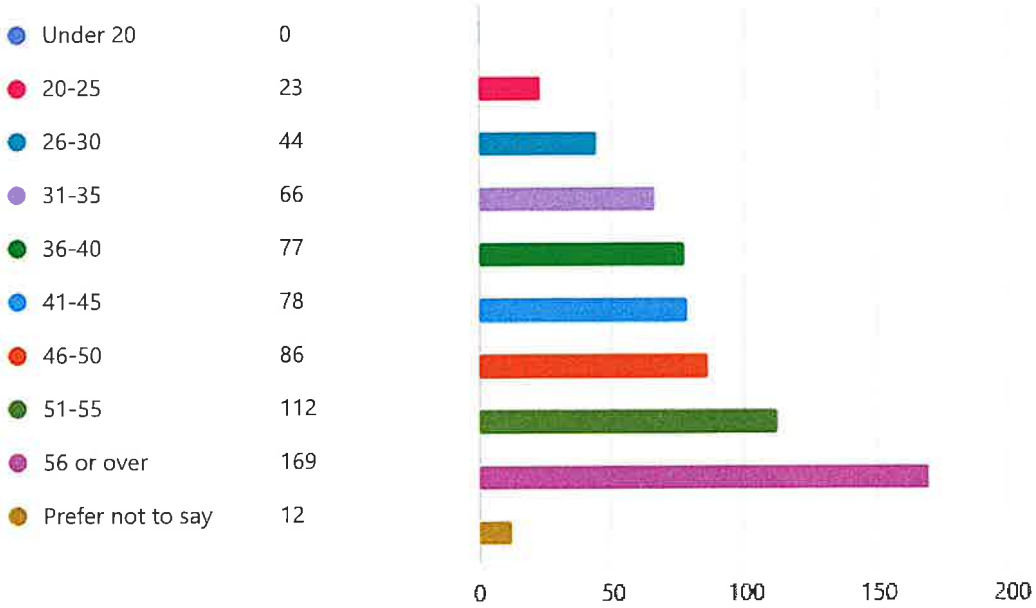
66. In your everyday life, do you now travel differently?



67. What factors have influenced your change in travel behaviour? Please tick all that apply.

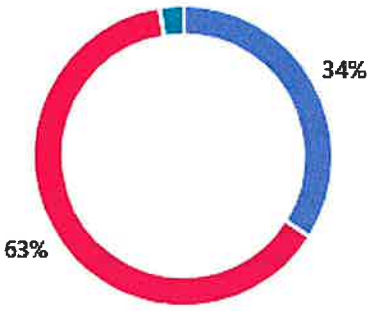


68. What is your age?



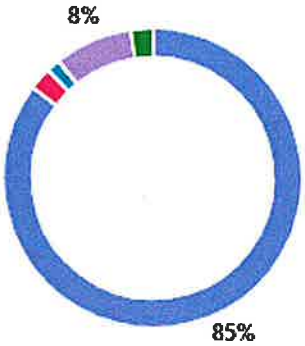
69. What is your sex?

Male	225
Female	421
Prefer not to say	17
Other	0



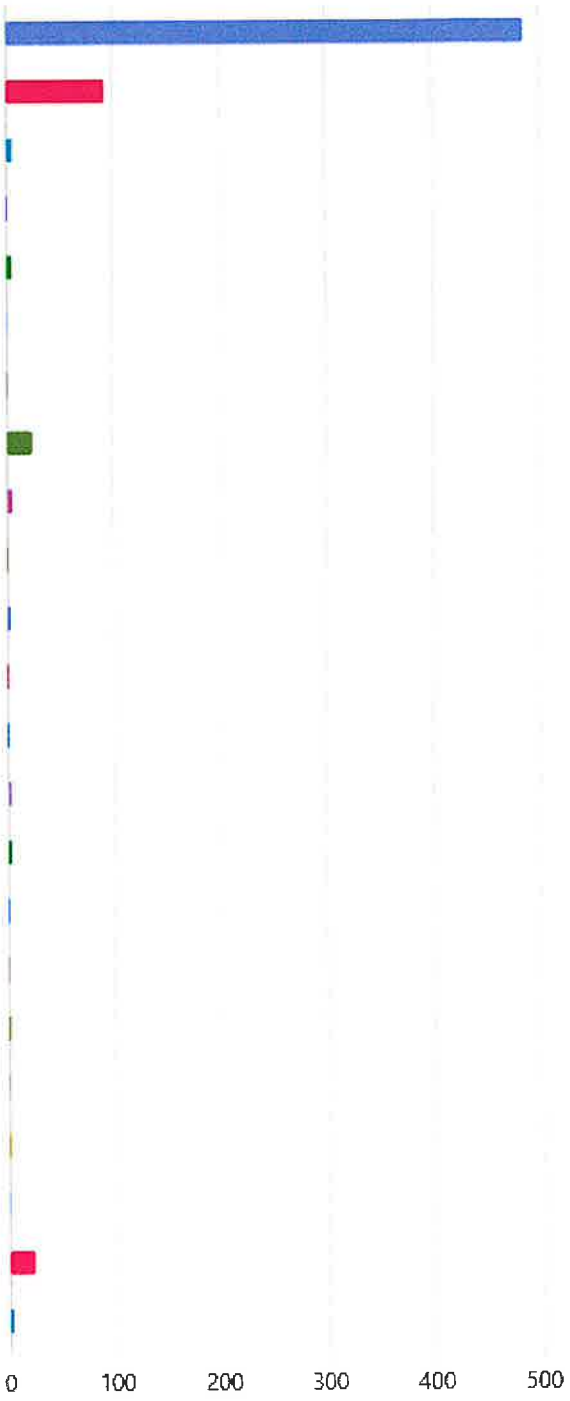
70. What is your sexual orientation?

Straight / Heterosexual	560
Gay	16
Lesbian	10
Prefer not to say	55
Other	16



71. What is your ethnic group?

White Scottish	485
White other British	92
White Irish	6
White Gypsy/Traveller	1
White Polish	5
White Roma	0
White Showman/Showwoman	0
Any other white ethnic group	24
Any mixed or multiple ethnic group	5
Pakistani, Pakistani Scottish or Pakistani British	1
Indian, Indian Scottish or Indian British	3
Bangladeshi, Bangladeshi Scottish or Bangladeshi...	1
Chinese, Chinese Scottish or Chinese British	1
Any other Asian	3
African, African Scottish or African British	3
Any other African	1
Caribbean, Caribbean Scottish or Caribbean British	0
Black, Black Scottish or Black British	2
Any other Caribbean or Black	0
Arab, Arab Scottish or Arab British	2
Any other ethnic group	0
Prefer not to say	24
Other	3



72. What religion, religious denomination or body do you belong to? (leave blank if you would rather not say)

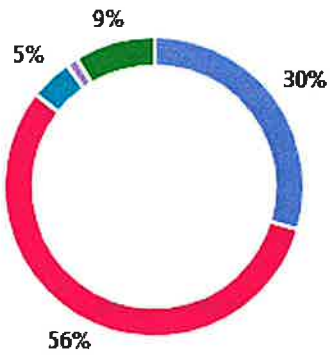
240
Responses

Latest Responses
"None"
• • •

120 respondents (50%) answered None for this question.

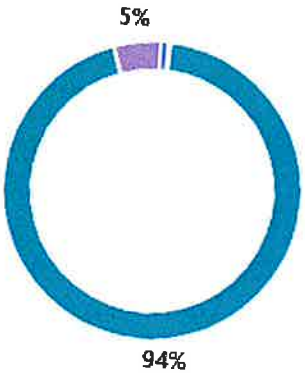
73. What is your legal marital status?

Single	193
Married / Civil partnership	366
Divorced	30
Widowed	8
Prefer not to answer	57



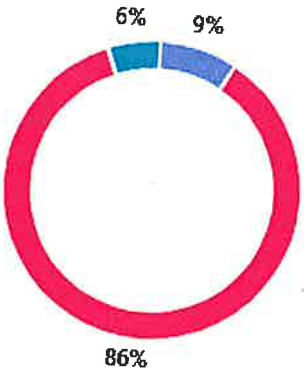
74. Are you pregnant or on maternity leave?

Yes - Pregnant	6
Yes - Maternity leave	1
Neither	606
Prefer not to say	33



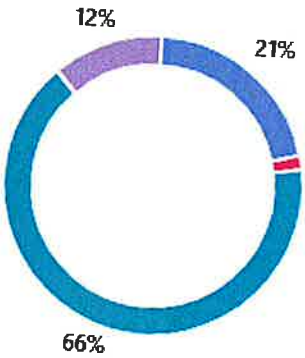
75. Do you have a disability that affects your travel arrangements?

Yes	56
No	564
Prefer not to say	38



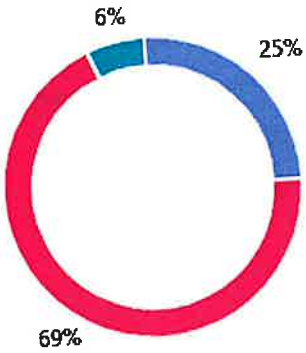
76. Do you have any physical or mental health conditions or illnesses?

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

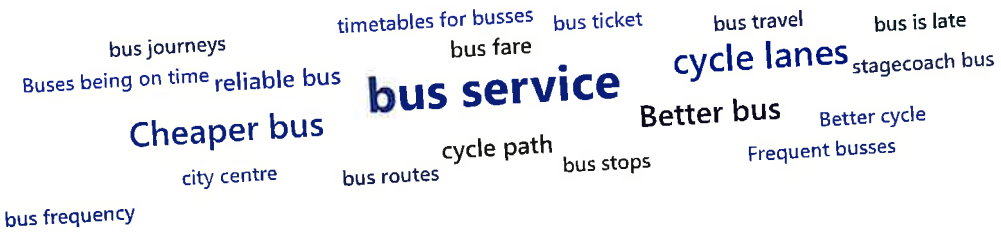
Latest Responses

"none"

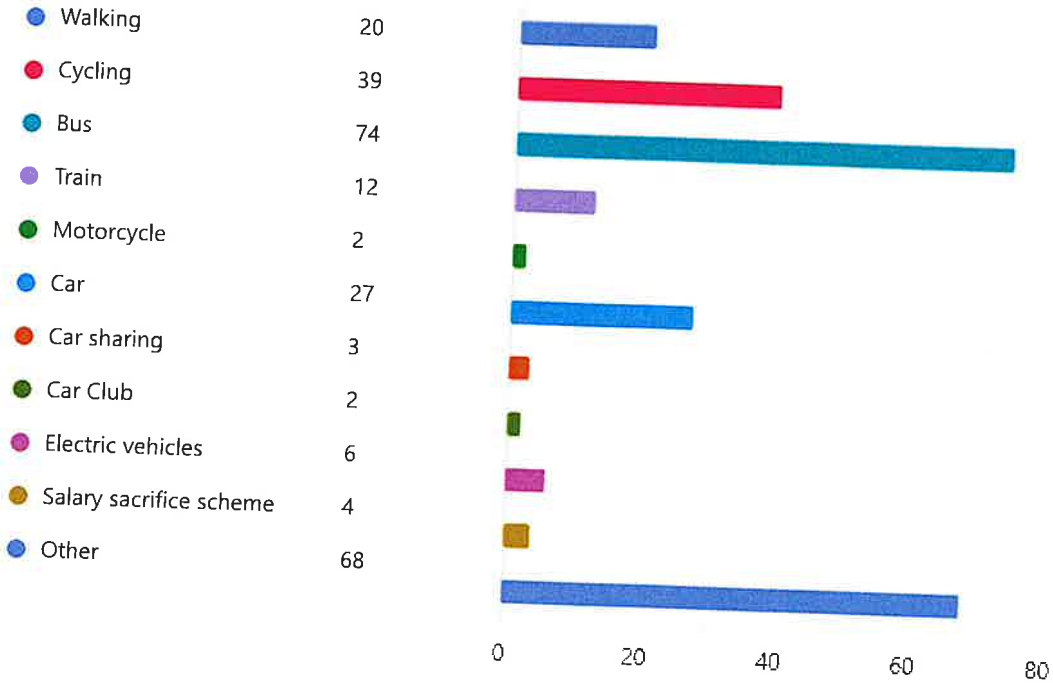
"More street lighting, clearing of snow from footpaths"

• • •

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.



ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	9 September 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Roads Winter Service Plan 2025-2026
REPORT NUMBER	CR&E/25/201
DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Claire Royce, Paul Davies
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 This report is intended to present Members with the Roads Winter Service Plan for the coming winter for approval and to highlight any significant changes.

2. RECOMMENDATIONS

That the Committee:-

2.1 Approve the "Roads Winter Service Plan 2025/2026" (Appendix 1);

2.2 Delegate authority to the Chief Officer - Operations, following consultation with the Chief Officer – Finance, to continue to deliver the Winter Maintenance Service; and

2.3 Instruct the Chief Officer – Operations to hold an induction meeting on a date to be arranged, for elected members on the winter service process.

3. CURRENT SITUATION

3.1 Aberdeen City Council's Roads Winter Service Plan has evolved over many years and is reviewed and amended annually to reflect both national and local requirements, changes in resource and guidance. This year's Roads Winter Service Plan is an evolution of the service plan for 2024/25 with updates to reflect organisational change.

3.2 The winter maintenance budget (unchanged since 2019) is only sufficient to provide a basic level of winter maintenance during a mild to average winter. This is around the level which the service believes to be only slightly above the minimum level required to fulfil statutory obligation. More severe winters, such as winter 2020/21, have seen significant extra spend which was funded from the Council's contingencies. Whilst winter 2024/25 was relatively mild, additional budget provision of £33,000 was also provided from the Council's Contingencies budget. With inflationary effects on material costs and uplifts in labour rates and fuel costs, the service again forecast that current budgets are

only sufficient to deliver a service in line with minimum statutory obligation over a mild to average winter.

3.3 The effects of climate change continue to present challenges to the winter service. During recent winters, significant geographical variations in simultaneous weather behaviours have been observed. Officers have had to deal with instances of heavy rainfall causing flooding concerns to the east of the city whilst simultaneously snowfall persists in the west. These competing demands present complex logistical challenges to service delivery but are becoming more regular and expected by the service.

3.3.1 A pattern of weather behaviour whereby temperatures rise during the day, often accompanied by precipitation, before falling rapidly through late afternoon and evening times continue to pose a challenge to treatment. Historically, an early morning grit was often sufficient to treat routes for a 24 hour period, however the recent weather patterns have seen regular requirements for routes to be treated multiple times through the day as wash off and freeze thaw removes residual salt. A lesser requirement for morning grits, and greater for later grits has been observed. The effect of this has been the requirement for greater numbers of gritter runs to treat the primary route network, increasing labour, salt and fuel costs.

3.3.2 A secondary impact of the changed weather patterns effect on gritting has been to lessen the extent of secondary and tertiary network which can be treated on days of continued action. Precipitation throughout the day effectively acts as a reset on gritting, requiring the service to revert back to treatment of priority one routes.

3.4 Route Changes

For winter 2025/26 the roads service will run lightly amended versions of the routes run in winter 2024/25. No roads will be removed from any of the routes, however minor alterations will be made in line with changes made to the adopted roads network; for instance where road layouts have changed as a result of development works. Other minor changes will reflect feedback from drivers. These include changes to make the routes easier to drive in the gritting vehicles.

3.5 Salt Usage and Stocks

Salt stock levels will be taken back up to around 11,500 tonnes (full capacity) for the beginning of the winter season, and to maximise service resilience. This stock will be topped up with regular programmed deliveries throughout winter. Salt usage in previous years is shown below.

Year	Salt Usage (tonnes)
2020/21	11,760
2021/22	4,820
2022/23	18,642
2023/24	14,697
2024/25	11,597

3.5.1 During the winter 2024/25 season, and as with the winter previous, there were a significant number of winter treatment days where daytime rainfall washed off salt spread during early morning grits. With temperatures dropping through late afternoon and into the evenings, there was a requirement to re-treat routes covered earlier in the day. In contrast, during dry conditions a route may only require to be gritted once per day, and sometimes one treatment may last multiple days where there is no wash off.

3.6 Salt Bins

3.6.1 There are more than 900 salt bins throughout the city. Every year there are demands for further bins at new locations. Maintaining the salt bins is a labour-intensive operation and to continually increase the numbers would only add to the current restocking problems. The policy of not issuing new bins will be maintained and any requests for new bins will be rejected.

3.6.2 During extended periods of winter weather, salt bins may become depleted and there may be significant delay to them being refilled. The reason for these delays is that the staff who drive gritting vehicles and complete gritting activities are the same staff as carry out grit bin replenishment. The treatment of priority routes is prioritised over salt bin replenishment. During recent years the list of bins requiring replenishment has regularly been in the hundreds. Bins will be refilled as soon as resources permit, however residents should expect the possibility of a significant delay between reporting an empty bin and it being refilled.

3.6.3 Twenty large capacity grit bins, introduced in late 2018, from which the public can collect salt remain in place. These “community bins” have continued to see low utilisation and it is the intention to further promote them in a bid to encourage residents to collect salt for their location. Residents can fill buckets, or similar suitable receptacles, which they can store at their property for use on the adopted footways and carriageways around their properties when the need arises. With these bins being easier and more efficient to fill, there is a service benefit to their use. It is hoped that residents can be encouraged to make use of this resource.

3.6.4 It should be noted that the roads adoption process does not include salt bins and the roads service do not adopt salt bins left by developers when adopting new roads. ACC may request that developers remove these prior to roads being adopted.

3.7 Community Salt Bags

3.7.1 There were 358 applications for bags before winter 2024/25 with 253 bags being delivered. The primary reasons for applications being rejected were a lack of suitable location for the bag, or proximity to another applicant. No alterations to the scheme are being proposed for the 2025/26 winter season. A further 48 salt bags were delivered to Aberdeen schools.

3.7.2 The guidelines for the scheme are found within the winter service plan and will be published on the Council webpage.

- Salt is issued to community groups.
- The bags are to be in a secure place, such as a resident's driveway as they are susceptible to theft and vandalism.
- The locations need to be accessible to a large delivery lorry.
- Salt will not be left on or near private grassed or garden areas until the owner/tenant accepts responsibility for the possible long-term damage that could occur from salt contamination of the ground.

3.7.3 Applications will open on the 15th of September and the cut-off date for applications will be Sunday the 27th of October 2025, after which applications will not be processed due to the additional demand this places on the service at this busy time of year. The media team advertise the scheme in advance. Whilst the scheme will run until late October, we would encourage applications as soon as possible as this helps to ensure the scheme runs as efficiently as possible.

3.8 Service Provision – Festive Period

Service provision over the festive period will remain at the same level as in previous years. The specific details are shown below.

Day	**Status**	**Service Available**
Mon 22nd Dec	Normal Day	Normal Service
Tues 23rd Dec	Normal Day	Normal Service
Wed 24th Dec	Normal Day	Normal Service
Thurs 25th Dec	Public Holiday	Standby & Response only
Fri 26th Dec	Public Holiday	Standby & Response only
Sat 27th Dec	Normal Day	Standby & Response only
Sun 28th Dec	Normal Day	Standby & Response only
Mon 29th Dec	Normal Day	Standby & Response only
Tues 30th Dec	Normal Day	Standby & Response only
Wed 31st Dec	Public Holiday	Standby & Response only
Thurs 1st Jan	Public Holiday	Standby & Response only
Fri 2nd Jan	Public Holiday	Standby & Response only
Sat 3rd Jan	Normal Day	Normal Service
Sun 4th Jan	Normal Day	Normal Service
Mon 5th Jan	Normal Day	Normal Service

The Response team consists of up to 6 roadworkers providing 24 hours of cover per day, 7 days per week. This team is available to respond to the required treatment on the 4 Priority 1 Gold Routes.

3.9 Cycle Routes

Cycle route provision remains the same as winter 2024/25.

3.10 Footway treatments remain unchanged for winter 2024/25. The city centre priority 1 footways remain unchanged and all other footways will continue to be treated as priority 2. Appendix C of the winter service plan shows the footways which we will try to prioritise once treatment of the priority 2 footways commences.

3.10.1 The city centre priority 1 footways as set out in the Roads Winter Services Plan are the only routes to be covered as part of the early morning operations. The priority 1 routes are concentrated on the city centre, shopping areas and footways with a steep gradient. Treatment should begin on these footways early in the morning so that they may be completed prior to the footways becoming busy with pedestrians. Treatment is not safe or practical once footways become busy.

3.10.2 Footway and cycleway treatment operations are completed in conjunction with the Grounds Service who support the Roads Service during winter operations and without whom we would be unable to provide the current levels of service.

3.10.3 Once the priority 1 footways are treated, further treatment is extended into the priority 2 footways and cycleways. The treatment that lower priority footways and cycleways receive is dependent on the resources available and so there is no timescale placed on when these will be completed. Where conditions mandate the re-treatment of priority 1 routes, this will limit the number of priority 2 footways which can be treated.

3.11 Public Information

3.11.1 An information section for Winter Operations is included on the Council's web site and this provides information on gritter routes and the winter service plan. The webpage will continue to be developed further as necessary. Information on winter conditions and treatments is shared on ACC's social media pages.

3.11.2 The Roads Service work closely with the ACC media team to put winter information into the public domain. This has helped reduce enquiries and complaints from the public and is something that the service will continue to grow for the coming winter. The media team will continue to issue a daily winter service update (Mon-Fri) to elected members to keep them abreast of operations.

3.12 Resilience

Whilst no resilience issues are foreseen, to ensure salt supply risk is minimised, salt levels will be kept high with top ups throughout the winter as necessary to ensure good stock.

3.13 Partner Organisations

3.13.1 Aberdeen City Council roads team may help facilitate winter maintenance operations and initiatives carried out by other public sector organisations and third-party partner groups, such as community councils. Unfortunately, the

service is unable to support these initiatives financially within current budget allocations.

4. FINANCIAL IMPLICATIONS

4.1 The winter maintenance budget remains unchanged from 2024/25, however inflationary effects on resource costs will continue to reduce the effective spending power of the winter budget.

4.2 It is extremely difficult to predict the actual cost of any winter maintenance season in advance, and this is even more challenging when faced with the impact of climate change and highly localised winter weather patterns experienced within the City. It should be noted that expenditure for four of the previous five winters have produced overspends of between £33,000 and £530,000 which have been funded from Council Contingencies. Officers from Roads Services will be in regular contact with Finance throughout the winter season, so any pressure on existing budgets is identified well in advance.

5. LEGAL IMPLICATIONS

5.1 Failure to provide a robust and justifiable "Roads Winter Service Plan" would leave the Council vulnerable to legal challenges and 3rd party insurance claims.

5.2 The Council is obligated under Section 34 of the Roads (Scotland) Act 1984 to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over a public road.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Gritting operations are carried out using salt as the primary de-icing treatment. It is inevitable that as part of these operations, salt will be washed into water courses. The service have considered the environmental implications of the use of salt and have concluded that the environmental risk posed is low, and that at present no practical alternative exists.

6.2 Further environmental consequence comes from the burning of diesel in the fleet of gritting vehicles. Alternative fuels with a lower carbon footprint are being investigated for the replacement of the existing fleet once they reach the end of their working lives, although no plant is due for replacement before the commencement of winter 2025/26.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure to complete adequate winter maintenance operations could compromise travel and transport across the strategic Aberdeen road network.	The service plan has been designed to ensure that primary roads will remain treated at all times.	L	**Yes**
Compliance	The legal requirement and basis for a Roads Winter Service Plan has been in place for many years. What is considered an adequate Winter Service Plan changes in line with national guidance. There is a risk that not following national guidance may open the council up to litigation.	The winter service plan has been produced following the national guidance such as advice in the "Well managed Highway Infrastructure" Code of Practice. Staff also attend national seminars and discuss requirements with neighbouring authorities to rationalise treatments across the region.	L	**Yes**
Financial	Allocated Budget will only cover costs of a mild winter, overspend at times of prolonged or worse than average winter weather will require the allocation of additional budget.	Make provision within the overall budgets for the possibility of additional expenditure being required if the winter is more than averagely severe.	H	**Yes**

	35 hour working arrangements may necessitate greater use of overtime.	There are no mitigations available for this risk.	**H**	**Yes**
Reputational	Winter maintenance activities are highly visible and residents may form negative views of operations if they believe winter maintenance to be inadequate.	The winter service plan outlines how winter maintenance will be completed and provides an explanation of this to residents. Social media posts will be used to keep customers updated with the actions being taken.	L	**Yes**
Environment / Climate	The risk to plants, trees, watercourses, bridges and other structures from overtreating the networks.	There is a potential risk of overtreating the network with salt this is mitigated by training the duty officers on the required level of treatment.	L	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement *Delivering a Revised Local Transport Strategy*	Continue to work to facilitate safe transport for customers during winter weather events.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The provision of an effective winter maintenance service that keeps the transport network working effectively is important to support the economy of Aberdeen during adverse winter conditions
Prosperous People Stretch Outcomes	The Council is committed to providing a winter maintenance service that will help to enhance Aberdeen as a place to invest, live and visit. An effective winter maintenance service will also make the city safer for all road and transport users.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not Required

10. BACKGROUND PAPERS

10.1 Code of Practice for Roads – *Well Managed Highway Infrastructure*

10.2 Roads (Scotland) Act 1984

11. APPENDICES

11.1 Roads Winter Service Plan 2025-2026

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL
Roads Winter Service Plan
2025 – 2026

Specification
&
Operational Plan

OPERATIONS & PROTECTIVE SERVICES

ROAD SERVICES

WINTER SERVICE PLAN

2025-2026

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ABERDEEN CITY COUNCIL

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2025 – 2026

PART 1 SPECIFICATION

WINTER SERVICE PLAN

PART 1 SPECIFICATION DOCUMENT

1. Policy

1.1 The City Council's policy is stated in the report submitted to the Roads Sub-Committee of the Policy and Resources Committee on 19th September 1996 and Policy & Strategy Committee of 5th June 2008.

1.2 The Council's policy objectives in relation to winter service is defined as the reduction, as far as practicable, of the effects of adverse weather conditions on the movement of people and vehicles to facilitate safe travel on the higher priority roads in the City.

2. Priorities and Standards

2.1 General

The Committee agreed that the priorities for treatment and standards of treatment be determined in accordance with the relative importance of any particular road in the Road network, and that the relevant Corporate Director be requested to endeavour to curtail the level of expenditure within the sum provided in the annual budget, bearing in mind the conditions which pertain and the policies set down in the report.

2.1.1 Priority 1 routes will be principal roads or other classified roads serving as the main routes of major traffic distributors. Priority 1 routes should also carry heavy traffic flows or serve as major public service bus routes or give access to public service or emergency facilities providing an essential public service. In special circumstances a road which does not meet the above definition may be considered a priority 1 route if it is regularly used and presents special hazards because it is habitually liable to drifting snow or freezing because of altitude or exposure etc. A road need not be considered a priority route at all times.

2.1.2 Priority 1 routes shall be separated into two levels those of strategic importance (Strategic Roads and Main Distributor Roads and access roads to emergency services facilities in addition to the detrunked sections of the A92 and A96) and Priority 1 Silver, those of less than strategic importance (Historic Priority 1 routes less Priority 1 Gold routes and Link Roads and Local Access Roads that do not have any special circumstance such as steep slopes, etc. These routes are identified in Appendix C.

2.1.3 The standard to be aimed at on Priority 1 routes is that:

For the Priority 1 Gold routes for 24 hours 7 days a week during the winter.
For the Priority 1 Silver routes between the hours of 04.45 and 21.00 7 days a week.

These routes should never become impassable to traffic, during the times indicated, unless there are abnormal conditions. Snow and ice clearance should be started as soon as practical when the need for it becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to

salt for ice or clear a moderate snowfall of up to 50 millimetres depth (2 inches) within two and a half hours of the physical start of operations.

2.1.4 There should be, for these routes an availability of crews and equipment with the Response crews and standby arrangements being such that the response time for an instruction from a responsible officer of the authority to commence winter service operations to the start of snow or ice clearing on site should not be greater than one hour, during the times indicated in clause 2.1.3.

2.1.5 Consideration will be given to the pre-salting of priority 1 routes on receipt of an adverse weather forecast to prevent the formation of ice, or to make the clearing of snow or ice from the surface of the road less difficult.

2.1.6 A list of priority 1 Gold and Silver routes should be drawn up. The routes will be collated into convenient lengths to be dealt with by one or more salt stores and the need to keep mileage, which is run empty for reloading to an absolute minimum.

2.1.7 The priority 1 Gold and Silver routes should be reviewed annually in the late summer/autumn months to take account of changes in the road layout e.g. change from single to dual carriageway or in the light of new development and particularly the opening of new community facilities e.g. hospitals or similar, or in the light of changes in the road network and amendments to the routing of Public Transport.

2.1.8 Priority 2 routes will be principal and other classified roads not included in the priority 1 routes but which serve as main roads or as traffic distributors and which carry medium traffic flows or give access to community or public facilities of a non-essential nature. These routes will contain the (Category 3b Secondary Distributor routes 4a Link Roads).

2.1.9 In order to provide an efficient and effective use of labour and plant several of the Priority 2 Routes may be included in the Priority 1 Gold and Silver routes, the remaining Priority 2 routes will only be treated once the combined Priority 1 & 2 routes have been opened to traffic. The remaining Priority 2 roads will be dealt with on an “Area Response” basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. Additional resources from external Contractors may be employed to assist in the operation.

2.1.10 Priority 3 locations (Category 4b Link Roads) such as access roads, service roads, cul de sacs and minor roads where it could be expected that residents and employees etc could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route.

2.1.11 The standard for Priority 3 locations would be that they would not normally be treated unless conditions were severe enough to prevent the passage of emergency vehicles, where it was considered in the light of prevailing weather forecasts that the conditions might be expected to persist for some time or that there was an exceptional depth of snow packed snow or ice. In the case of a medical emergency or an event such as a funeral the location in question would be treated. Priority 3 locations due to width of access, or they are dead ends will not always be accessible with normal winter

maintenance plant and would not be treated until all routes of a higher priority had been opened to traffic.

2.1.12 Non-Aberdeen City Council maintained roads and roads or lanes providing a secondary means of access for service vehicles together with roads on which there are no direct accesses to any habitations would not be treated except in the case of a medical emergency.

2.1.13 In extreme weather conditions, only Priority 1 routes will be treated. Should salt stock levels diminish, salt treatment of Areas will be stopped, then Priority 2 routes, until only priority 1 routes are being treated.

2.2 Priorities and Standards – Footways & Cycle Ways

2.2.1 The priority with regard to the treatment of footways is that, precedence will be given to those footways and cycleways in the City for which the Council is responsible and which carry the greatest number of pedestrians. This means the central areas of the City where the shopping and commercial facilities etc are concentrated. Precedence will also be given to footways and gradients, which are so steep, that they would be dangerous when covered with ice or hard packed snow. This may be altered by the duty supervisor or the duty officer depending on the circumstances that are being encountered.

2.2.2 The standard to be aimed at for footways on the Priority 1 list is that, these footways should be kept in a safe condition for pedestrians. In "normal" conditions snow or ice clearance should be started as soon as practicable when the need for such treatment becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to begin treatment of a moderate snowfall between the hours of 04.45 and 15.45 Monday to Sunday.

2.2.3 All other footways and cycleways in the city will be treated as priority 2; footways in the vicinity of major public services, medical or community facilities providing an essential public service and where numbers of infirm, elderly, accompanied infants and young children are likely to congregate will be prioritised for treatment as far as reasonably practical. These footways and cycleways will be treated only when the Priority 1 routes have been treated and made safe for pedestrian movement and will be dealt with on an Area Response basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. Maps of prioritised footways can be found in appendix C.

During forecasts of snow or ice or for periods of snow or ice council employees will be deployed to treat Priority 1 footways and then continue into the Areas. Additional resources from external Contractors may be employed to assist in the operation.

2.2.4 Other equipment and resources should be deployed to deal with particular situations as conditions dictate, particularly where treatment has not been carried out and there is a public need for such treatment at individual locations, e.g. bus stops, pedestrian crossings, traffic islands and the like.

2.2.5 Privately maintained footways will not normally be treated.

2.2.6 Cycle ways in the city will be considered to have the same priority as lower priority footways. These cycle ways will be treated only when the Priority 2 routes have been treated and will be dealt with on an Area Response basis in conjunction with the footways in that area. The allocation of resources to the defined areas will be subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. In keeping with Priority 3 carriageways, it would be expected that cyclists could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route. A list of the cycle ways to be treated was approved at the EP & I Committee on 12 November 2013 and is included in Appendix C.

2.3 Self Help

2.3.1 On lower priority routes both on carriageways, lay-bys and footways, grit bins should be provided where they can be sited without inconvenience or danger to residents and road users. Due to the demand on resources to fill grit bins, it has been decided not to increase the number of grit bins. Alternatively, 1 Tonne salt bags will be made available for community use (see 2.3.4). The location of the grit bins can be viewed on the council's web site at: https://www.aberdeencity.gov.uk/services/people-and-communities/get-ready-winter/find-grit-bin

2.3.2 Grit bins are maintained and kept filled by the Council so that the salt, salt/sand mixtures are readily available to Council employees, local residents or any other road user should they choose to use the facility. The locations and condition of all grit bins should be reviewed annually in late summer/autumn. It should be noted that whilst making use of grit bins, care should be taken as it is common for them to be used by some members of the public for the disposal of rubbish, such as glass, sharp metal and, in some instances, syringes which could result in injury to the user should they inadvertently come into contact with this material. Hazard warnings should be positioned on the lid of the grit bin.

2.3.3 It is recommended that all grit bins be highlighted for public use with a telephone number to call allowing members of the public to inform on the location of the empty grit bin.

2.3.4 1 Tonne bags of salt will be issued on application to individual residents on behalf of their community for self help winter treatment. These bags will be issued and replenished on condition that they are situated in a secure location which is accessible to the Council delivery lorry. A communal area such as a car park would not be acceptable as the bags will be susceptible to theft and vandalism.

To receive a bag, the following criteria must be met:*

- A named individual must take responsibility for the salt bag
- Contact details of that named individual (phone no. or email address) must be supplied
- A location within the boundaries of the individuals private property must be provided for the bag to be placed (we regret that we are unable to deliver bags to locations that are on Council owned or adopted assets. **)
- The location requires 1.5m^2 space for bag to be dropped
- 3m width access for our delivery lorry, with room to turn (we are unable to deliver bags to locations where HGV access is not possible. All applications will be checked for access prior to approval being given)
- The location should be within 5m of public road or carriageway, where possible
- The bag must be accessible to members of the community, i.e. not behind locked gates, or out of sight. The scheme is for community benefit and not just for the

benefit of the applicant and applicants who attempt to prevent access to bag may have their bag removed without notice.

- Applicants must sign our disclaimer removing Aberdeen City Council's liability for damage caused to vegetation by the salt bags. Salt can kill vegetation and we cannot accept any responsibility for such loss as a result of participation in the scheme. We ask applicants to consider this when selecting a location for their bag.
- Bags must be a reasonable distance apart – i.e. we will not deliver bags to closely proximate locations. We will also reject applications where the location already has a permanent grit bin in close proximity.
- Applications after the closing date will not be considered and will be automatically rejected.

* Please note that that having been approved for a bag in years does not guarantee an application will be successful this year. Council officers have the final say on whether an application is successful and may consider any relevant factor when dealing with requests. ACC reserve the right to close the scheme should demand outstrip service delivery capacity.

** Exception may be made where a location is on a recently adopted road where the developer has left a grit bin which has not been adopted but does have space beside it for a bag to be placed. This must not encroach onto the adopted footway in such a way as to restrict the footway width to below 1.5m. Locations at the very end of a footway or carriageway may be considered where the location is not a thoroughfare, and the placement of the bag would not hinder access to property or for services such as refuse collection. A named contact would still be required for the bag.

2.3.5 Large Community Grit Bins have been located throughout the city these are specifically located to allow rapid replenishment from small lorries during storm conditions. The locations are listed in Appendix (D,a)

3. Treatments of Conditions

3.1 Precautionary Salting - Priority 1 routes and locations of particular hazard.

Precautionary treatments should be carried out to as per Appendix (D,b) Column C. This table is based on guidance issued by the Society of Chief Officers of Transportation in Scotland (SCOTS) Winter Service Subgroup.

Column C is appropriate when the Salt Cover is Poor, Traffic Levels are Low/Medium and the Salt Loss due to traffic is Normal.

Precautionary Treatment for Hoar Frost and Ice.

3.1.1 If the road temperature is at or above -2C and the road is damp, salt at a rate of 10g per square metre. If the temperature falls between -2C and -5C and the road is damp, salt at 15/20g per square metre. If the road is damp and the temperature is below -5C, salt at 20g per square metre, monitor conditions and retreat if required.

If the road temperature is at or above -2C and the road is wet, salt at a rate of 15g per square metre. If the temperature falls between -2C and -5C and the road is wet, salt at 15/20g per square metre. If the Road is wet and the temperature is below -5C, salt at 20g per square metre, monitor conditions and retreat if required.

When rain is forecast prior to frost/ice, treatment should be timed to commence at the cessation of rainfall subject to being completed within the council's hours of coverage.

3.2 Precautionary Treatment for Snow.

3.2.2 When continuous snow/freezing rain is forecast precautionary salting rates are to be 20 g/sq. m according to the anticipated severity of the snowfall as per Appendix (D,c)

3.2.3 If snow accumulation starts to exceed 10mm, ploughing should be undertaken. Where possible, 20g per square metre of salt should be applied in advance of a snowfall to allow the formation of a debonding layer and assist subsequent ploughing.

3.2.4 These spread rates are dependent on available salt stocks, during periods of sustained snow salt availability may be restricted due to availability or instructions from out with the council, and periods of salt conservation may be necessary as per section 7.0.

3.3 Treatment for Ice and Compacted Snow Conditions

When ice or compacted snow has already formed the surface should be treated as be the guidance in Appendix (D,d).

3.3.1 When temperatures drop below -5 degrees Celsius grit or salt/grit mixtures may be used. The grit used in these circumstances should be single particle size 6mm – 2mm having low fine content. The particles should be angular suitable for an abrasive. **Grit shall only be used when absolutely necessary** due to additional problems arising, such as sweeping and gully emptying and the subsequent additional costs for waste disposal.

3.4 Updated guidelines on salt spread rates

3.4.1 The Society of Chief Officers of Transportation in Scotland (SCOTS) have produced recommendations on the most appropriate and practical approach to implementing salt spread rates. Following consultation with the National Winter Service Research Group (NWSRG), concerning the implementation of Well Managed Highways, the SCOTS Winter Subgroup have suggested a number of developments and those relevant to salt spread rates.

Minimum spread rates of unmodified salt are suggested in Appendix (D,b) treatment matrix for different operational scenarios out-with resilience situations.

Detailed below is the justification provided by the SCOTS Winter Service Subgroup for advising these variations and this is supported by Aberdeen City Council officers.

- Review conclusions based on significant experience of delivering winter service by Scottish local Authorities.
- Review conclusions based on developed best practice within Scottish local Authorities.
- Recognition that going forward that these variations to Well Managed Highways and the successor document, need to be monitored in relation to the development of equipment, research undertaken and revisions to recommended salt spread rates.
- These variations to salt spread rates need to be kept under review by the SCOTS Roads Group/SCOTS Winter Service Subgroup to continue to inform the most appropriate approach to Winter Service to be taken by Scottish Roads Authorities.
- The treatment matrix developed through the SCOTS Winter Sub group is being adopted by Aberdeen City Council and is detailed in Appendix (D,b) along with associated notes.

4. Winter Service Plant

To be effective, salt must be spread evenly at rates to suit prevailing conditions. The spreading equipment supplied should be to BS 1622:1989. The controls of spreading machines are to be calibrated annually and clearly marked for distinct spread rates up to 40g/sq.m.

5. Salt and Grit

5.1.1 Salt supplied to various locations throughout the City shall be to BS 3247.

5.1.2 Grit for use either neat or in mixtures shall be single sized abrasive or particle size 6mm – 2mm having a low fine content. The particles should be angular in shape suitable for an abrasive.

5.1.3 Chemical de-icing treatment may to be used at selected locations including the city centre and cycleways.

5.1.4 Salt is purchased to restock the storage areas to their maximum stock levels in advance of the season, salt stocks are closely monitored, and restocking orders placed to maintain suitable levels.

5.1.5 Salt at storage areas are currently stored uncovered.

5.1.6 A guide to appropriate maximum and minimum and resilience stock levels are included in Appendix (D,e).

5.1.7 Salt stocks are monitored weekly by Transport Scotland for all 32 Local Authorities, and have an emergency stock for any authority running short during severe winter conditions.

6. Communications

6.1.1 Work has been carried out with the Corporate Communications Team and the Service Design and Development team to provide up to date information on the Council Web Site and social media channels. The information provided will enable members of the public to check on expected road conditions, confirm main gritting routes and check action currently underway. There is also a section to check the weather and road conditions.

7. Resilience

7.1.1 If salt stock levels fall close to the resilience stock levels indicated in Appendix (D,e) the Roads Operations Manager will consider and implement the actions required to maintain traffic flow along the strategic network.

7.1.2 In extreme circumstances including but not limited to national salt shortages, pandemic circumstances, fuel shortages, that may have a major adverse impact on the provision of the winter service the Roads Operations Manager after consultation with the Roads Manager may implement the actions required to maintain traffic flow along the strategic network these may include but are not restricted to:

- Reduce salt spread rates.
- Restrict salt spreading to the Priority 1 Gold or Gold/Silver routes.
- Move to using salt/grit mixes.
- Move to using grit only on Secondary routes

- Grit only to be used on hard packed snow on priority/secondary/cul de sac routes
- Replenish Grit Bins with grit only
- Move to using grit only on priority and secondary footway routes
- Restrict treatment to the resilience network consisting of Priority 1 Gold or Gold/ Silver routes and city centre footways.
- Restrict the level of service to the capacity of the available resources.
- Dedicate further available resources to the service delivery.

7.1.3 The resilience network consists of the Priority 1 Gold and Silver routes and the City Centre footways. The normal Minimum Winter Network being treated would be the resilience networks. In extreme circumstances when resources are not available to treat this network either as a result of illness or due to restrictions applied by the Scottish or UK governments the minimum network being treated could be reduced to the Priority 1 Gold network.

7.1.4 The trigger points for considering activation of the Minimum Winter Network treatment is any one of the following

Salt Levels

All depots	Non-Winter stock	Non-Core Winter Period	Core Winter Period
Tonnes	N/A	2690	4485

ABERDEEN CITY COUNCIL

OPERATIONS & PROTECTIVE SERVICES

ROADS OPERATIONS

WINTER SERVICE PLAN

2025-2026

PART 2 - OPERATIONAL PLAN

WINTER SERVICE DOCUMENT

PART 2 OPERATIONAL PLAN

1.	Introduction	1.1	Outline
		1.2	Stages of Plan
		1.3	Delegation of Responsibilities
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		2.2	Standby Service
		2.3	Early Morning Patrols
		2.4	Service Within Working Hours
		2.5	Service Out with Normal Working Hours
		2.6	Footway Treatment
		2.7	Footway Readiness
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		3.3	Advice Sheets
		3.4	Road Condition Reports
4.	Plant	4.1	Availability and Maintenance for Vehicles, Plant etc.
		4.2	Operation of Vehicles
5.	Materials	5.1	Salt and Salt/Sand Stocks
		5.2	Use of Materials
6.	Assistance from Third Parties	6.1	Local Authority Services
		6.2	Education
		6.3	Parks etc.
7.	Road Closures	7.1	Road Closures
8.	Monitoring and Reporting	8.1	Road Treatment Log

Appendices

A Emergency Contacts
B Duties of Personnel
C Gritting Routes
D Stock & Treatment Guidance.
E Flooding Guidance

WINTER SERVICE PLAN - STANDING ORDERS

PART 2 - OPERATIONAL PLAN

1. Introduction

1.1 Outline

The Operational Plan is designed to provide for a twenty-four hour a day, seven days a week service. The plan, which is designed to be flexible enough to cover all foreseeable weather conditions normally experienced in this part of the country, will operate in various phases according to the time of day and weather conditions.

The plan consists of an emergency standby service out with normal working hours, regular routine patrols by specialist gritting and snow clearing vehicles in the early hours of the morning augmented, as necessary, by the use of the Council's normal heavy goods vehicles fitted with demountable snowploughs and/or gritter bodies as appropriate. The Council's own resources can be augmented by hired labour and vehicles and plant from local contractors.

1.2 Stages of the Plan

In deploying the Council's resources and resources from other Services, Supervisors will take into account the priorities drawn up to cover all weather conditions, will seek to ensure that the road network is dealt with in the sequence and to the standards set out in Part 1, Section 2 headed "Priorities and Standards".

Supervisors in planning and executing the Winter Service Operations must give consideration to the needs of all employees to have reasonable periods of rest between periods of duty, however, in extreme and prolonged weather conditions Aberdeen City Council can declare the event an emergency to continue with winter service operations.

1.3 Delegation of Responsibilities

1.3.1 The Roads Manager is responsible for the work of the Roads Services throughout the City. The Roads Manager is responsible for formulating the policy objectives with regard to Winter Service operations and ensuring that adequate resources are allocated to meet the objectives and standards set in the Specification Document. The Roads Manager is also responsible for ensuring that the Specification and Operational Plan are continually reviewed in the light of experience and changing circumstances.

1.3.2 The Roads Manager in conjunction with the Road Operations Manager will be wholly responsible for ensuring that Winter Service operations are carried out in accordance with the policy of the Council and in accordance with accreditation in Winter Maintenance Quality Assurance under ISO 9001. They will ensure that the Duty Officers and the Supervisors and operators are conversant with the Winter Service Plan and will ensure that the standard of training, etc. of the operatives is sufficiently high to enable them to carry out their allotted tasks. The day to day responsibility for producing the daily Winter Maintenance Advice Sheet may be delegated to the Duty Officer. The

Supervisors shall be provided with the physical resources to enable them to carry out the work within the limitations of the budget and shall have the authority to utilise all the resources available to them on normal works in the event of adverse weather conditions. The day to day responsibility for the organisation and supervision of Winter Service operations may be delegated to the Supervisors.

1.3.3 The Supervisors are wholly responsible to the Roads Manager/Road Operations Manager for the day to day organisation and execution of the Winter Service operations and will take immediate action to implement the Winter Service Plan on receipt of adverse weather advice or in the event of sudden frost or snowfall. The Supervisors have complete authority to set the plan in action without reference to the Roads Manager or Road Operations Manager but shall at all times keep the Management fully advised of the prevailing circumstances with regard to the progress of Winter Service operations and shall seek the advice and assistance of Management in dealing with any augmented work undertaken or conditions out with the scope of the Winter Service Plan.

2. Working Arrangements

2.1 Operating period

The winter operating period will run from October to April each year.

The core period for continual monitoring will run from early November until Late March. Additional support staff and assistance from other services will run from mid-November until late March, the exact dates will be as detailed below, these dates are subject to change depending on the forecast weather conditions.

2.2 Standby Service – 22/10/2025 to 29/03/2026

A weekly duty rota for drivers and plant operators for both the standby service and for the early morning patrols will be prepared to ensure that all specialist Winter Service vehicles can be manned on a twenty-four hour, seven days a week basis in accordance with the Winter Service Plan.

Specialist Winter Service vehicles will be stationed at appropriate depots for immediate use out with normal working hours. The vehicles will be loaded with neat salt and drivers will be contactable to receive instructions from the Supervisor. A Supervisor will be available to receive telephone calls from the Police or other responsible Officers of the Council, assess road conditions and initiate emergency actions.

On receipt of an emergency call, the Supervisor will assess the situation and, if necessary, will call out the standby crews to treat roads as required, he may at his discretion, alert other Supervisors, as it may be necessary to call out additional drivers and vehicles.

The Supervisors will advise the Lead Response Operative or the Duty Officer what resources are deployed and the route/areas being treated to allow the Council's web site to be updated.

The standby drivers will report to the Supervisor the road conditions at the area of the particular hazard and in the area generally. The Supervisor will log the telephone call seeking assistance together with the details of any action taken in response to it and any action by way of treating other locations so that there is a permanent record, for inspection, of the extent of Winter Service operations carried out.

2.3 Early Morning Patrols – 17/11/2025 to 15/03/2026

The specialist Winter Service vehicles will be operated on early morning patrol service during the winter period. Each vehicle will be driven on a prescribed priority route and treatment will be carried out as instructed for the conditions encountered.

The Supervisor will advise the Lead Response Operative or the Duty Officer what resources are deployed, and the route/areas being treated to allow the Council's web site to be updated.

Special attention will be given to those locations, which are designated as areas of particular hazard; drivers will report the road conditions on their prescribed route to the Supervisor/Lead Response Operative both during and on completion of their patrols.

Additionally, the Supervisors may at their discretion, if adverse weather conditions are expected, detail additional operatives to make themselves available for standby duties/early action.

2.4 Service Within Working Hours

2.4.1 If road or weather conditions warrant it, Winter Service operations utilising the specialist vehicles will continue during the course of the working day. In addition to the specialist vehicles, the Supervisors can instruct the use of the Councils normal heavy goods vehicles on Winter Service operations. The vehicles will be fitted with snowploughs and/or gritter bodies according to the road conditions.

The Supervisors will advise the Lead Response Operative or the Duty Officer what resources are deployed, and the route/areas being treated to allow the Council's web site to be updated.

2.4.2 Daytime 06:30a.m. – 15:45pm Monday - Thursday

The ice detection equipment will be monitored by the Road Services staff. When a change in conditions is displayed at any of the ice detection locations in his area, the Road Operations Manager or his staff will advise the Supervisors who, taking account of all factors known to him, will dispatch a gritting vehicle to inspect and treat conditions at the location as necessary and thereafter proceed to such other locations the Supervisors considers may require treatment.

2.5 Service out with Normal Working Hours 22/10/2025 to 29/03/2026

2.5.1 Response will provide an emergency all night service and specialist Winter Service vehicles will be ready for immediate use throughout the winter season.

The vehicles will be loaded with neat salt and drivers will be in attendance at the depot. In addition to the drivers the depot will be manned by a Duty Lead Response Operative who will receive telephone calls from the Met Office, Police or other responsible Officers of the Council initiating emergency action.

The Duty Officer will continue to monitor the ice detection equipment and forecast and will remain the point of contact for Winter Service until after the evening forecast is received (approximately 1830).

On receipt of an emergency call, the Duty Lead Response Operative will dispatch a driver to investigate and, if necessary, treat the road surface. Immediately after the driver has dealt with the specific complaint, he will travel to those locations designated as areas of particular hazard in the vicinity of the locus of the complaint and, if necessary, treat the road surface at these locations. He will report to the Duty Lead Response Operative the road conditions at the areas of particular hazard and in the area generally. The Lead Response Operative will log the telephone call seeking assistance together with the details of any locations so that there is a permanent record for inspection by the Duty Supervisor of the extent of Winter Service operations carried out during the night.

Should it appear to the Duty Lead Response Operative from the number of telephone calls received requesting assistance or from the reports received from drivers that the road conditions are so bad as to require the deployment of more resources than provided by the all night service, he will immediately telephone the Duty Supervisor advising him of the conditions so that the Duty Supervisor may, at his discretion, instruct the call out of additional drivers and vehicles.

2.5.2 When an adverse change of conditions is displayed at any of the ice detection locations in the City, the Lead Response Operative will dispatch a loaded gritter to inspect and treat conditions at the location as necessary and thereafter, taking account of all other known factors, proceed to treat as necessary areas of special hazard. The Duty Lead Response Operative will log the change in road temperatures together with his actions and details of any locations actioned so that there is a permanent record for inspection by the Duty Supervisor of the extent of Winter Service operations carried out during the night.

2.5.3 Over Christmas and New Year a stand by crew will only be available to treat priority 1 carriageways and footways on the days of the 25 – 26 December and 31 December – 2 January inclusive.

2.6 Footway Treatment

The Priority 1 footways for treatment are listed in Appendix C (e).

The standard practice for treating footways will be to use neat salt although discretion is given to Supervisors to use salt/grit mixtures when weather conditions warrant it, and especially when dealing with ice that has formed as a result of the re-freezing of partially thawed snow as per Appendix D, (d)

In clearing a passage for pedestrians, any cleared snow will be left piled at the edge of the footway. Special attention will be given at pedestrian crossings, road junctions where large number of pedestrians cross, bus stops etc where gaps should be left at these locations to allow pedestrians to cross without having to negotiate the heaped snow.

Special care will also be taken to ensure that street gullies are not blocked by piled snow, as this would prevent water draining away at the onset of a thaw.

2.7 Footway Readiness

Recourses for footway treatment are to be allocated on a three-level readiness basis. The readiness level shall be implemented and recorded following discussions between the duty officer and the Roads Operations/Roads Manager.

Green:
Forecast conditions to be below zero for up to 5 consecutive days.

City centre routes to be check by Supervisor each morning with treatment undertaken if required, no other routes to be treated.

Amber:
Forecast conditions of prolonged freezing extending beyond 5 days, snowfall or extensive ice forecast. Frontline staff to be made available for prolonged treatment, assistance from other departments requested as required. If other departments assistance required, they are to be notified when Amber condition is identified.

Grit bins and Community Bins, checked and filled in advance, Footway plant and equipment checked for readiness in advance, Priority 1 Footways are considered for treatment.

Additional back office staff requirement to respond to public enquiries.

Red:
Forecast conditions as Amber but with continued heavy snowfall or extreme ice in forecast resulting in a risk to infrastructure.

Action as per Amber, additionally external and supplementary resources from other departments to be mobilised as available.

Treatment to be extended to area footway treatment beyond Priority 1 routes as resources allow.

Full reporting system to be implemented, availability of resources to respond to repair to infrastructure to assessed. Additional back office staff requirement to respond to public enquiries regarding infrastructure damage after thaw develops.

2.8 Thawing

During the thaw, the first responsibility of the Supervisors will be to ensure, as far as practicable, that road channels and verges are cleared in the area of street gullies and cross grips to allow melted snow to drain away. Only after the channels and cross grips have been cleared should an attempt be made to clear the stockpiled snow.

2.9 Lifting of Snow from Roads etc

In extreme conditions after heavy snow falls it may be necessary to lift snow from streets. Snow cleared from the road will only be uplifted in exceptional circumstances, e.g. where existing piled snow is preventing further snow clearance from the road.

3. Information

3.1 Communications

During Office Hours - Mondays to Fridays inclusive, telephone messages will be received by the contact centre and passed to the duty officer as appropriate.

Out with Office Hours – All out of office calls will be received through the call centre and passed to the lead response officer or Duty officer as appropriate.

3.2 Weather Forecasts

The Council's meteorological advisors will provide information for the duration of the winter period including:-

a) General Forecasts for the following 36 hours
b) 2-5-day outlook forecast
c) Air and road temperatures and a predicted forecast graph

During Office Hours

The Forecast data information is assessed and entered into an advice sheet prepared by the Duty Officer in conjunction with the Roads Operation Manager/Roads Manager.

The information will also be passed to the Duty Supervisor, Standby Supervisor and Lead Response Operative by the Duty Officer.

Out with Office Hours and Holidays

It will be the responsibility of the Duty Officer to obtain the weather forecast, review and confirm action In conjunction with the Roads Operations Manager/Roads Manager.

Emergency Weather Forecasts

The Council's meteorological advisors will inform the Duty Officer from 0800 to 1830 or the Lead Response Operative from 1830 to 0800 to advise on changes in forecast information.

Additional phone numbers should be supplied to the Met Office in case there is difficulty in contacting the Duty Officer or the Lead Response Operative. The Duty Officer or the Lead Response Operative will advise the Duty Supervisor of changes to the weather forecast which may alter the proposed winter treatment.

3.3 Advice Sheets

3.3.1 Winter Maintenance Advice Sheets

Forecast information and the Winter Maintenance Advice Sheet will be used to assist in decision making. In the absence of any indication or information to the contrary the advice recommendation given on the Advice Sheets should be followed as a minimum service – supervisors may increase but not decrease service from this level without approval from the Roads Manager or Roads Operations Manager.

3.3.2 Interpretation of Advice Sheets

The Advice Sheets recommendations may be deviated from in the event of any of the following situations:

(a) A clear emergency exists which requires immediate action.

(b) The Road Operations Manager advises differently.

(c) The actual weather (e.g. as measured by Ice Outstations) is at variance from the forecast such that action taken would need to be significantly different from that advised, e.g. the stepping up of salting from 10 to 20 g/sq. m or equivalent in mixtures, or if the forecast of snow turns out to be rain then reducing or changing the treatment. Whilst officers may treat at a level above that recommended based on the forecast, they will not treat at a level below the forecast recommendation. In this case the meteorological advisors should be contacted, advised of actual weather conditions and new forecast information requested.

3.3.3 Variation from Advice Sheets

A record will be kept of all variations of action from the advised action on the advice sheet. The reason for such a variation will be noted on the advice sheet for record purposes.

3.3.4 General Note

The Council's meteorological advisers are available 24 hours a day and can be contacted at any time by Supervisors or staff for advice. They are contracted to supply new weather information when a significant change is forecast and to give advice over the telephone on all meteorological matters. If in any doubt about the actual weather and/or the forecast the rule is contact the meteorological advisers.

4. Plant

4.1 Availability and Maintenance of Vehicles, Plant etc

All specialist Winter Service vehicles, plant and footway snowploughs require to be maintained and overhauled prior to the commencement of Winter Service operations. All items of Winter Service equipment overhauled shall be on station not later than the end of September.

All vehicles, plant and equipment shall be checked to ensure they are fully operational on return to station.

A standby mechanic will be available at all times during the winter period.

4.2 Operation of Vehicles

Once the vehicles are on station and Winter Service operations have begun, it will be the duty of the driver and/or operator for each vehicle and item of plant to check his vehicle daily before starting duty. The inspection shall cover the fuel, oil and water levels and the lights, brakes and tyres, together with all bolts and couplings fixing ploughs, spinners and safety rails.

Any fault revealed by the check shall be immediately reported to the Supervisor who will call out the stand by mechanic to determine whether or not the vehicle is in a fit state to continue with Winter Service operations or whether the vehicle should be withdrawn from service for immediate repair at the Depot or transported to Kittybrewster.

The amber flashing lights fitted to each vehicle must be kept in operation during gritting and snow clearing operations. In poor visibility, the vehicle's horn should be sounded as necessary, but its use should be kept to a minimum consistent with safe driving and the need to cause as little inconvenience as is possible to residents, particularly during early morning and late night working. A "SPREADING" sign is to be fitted and kept clean on rear of gritting and large snow plough vehicles.

Snow ploughs and scrapers must always be raised above the road surface when passing over sections of road which are clear of snow and ice and drivers should constantly be on the lookout for manhole covers, street tobies or other obstructions such as traffic calming measures which may be standing proud of the road surface.

It is the responsibility of the driver of any vehicle to ensure that the hopper or the platform of this vehicle is not left loaded with salt or salt/sand mixture for more than forty-eight hours. If the salt or salt/sand mixture has not been used for this period of time, the hopper and/or platform should be emptied and immediately refilled with fresh material.

If the vehicle has been driven during heavy rain, the driver should check the salt or salt/sand mixture to ensure that caking has not taken place. If it has, the vehicle should be emptied and immediately refilled with fresh material.

Where mobile phone communication is used the driver must not under any circumstance answer the phone until parked safely and the engine is turned off as per the Council's mobile phone policy. Drivers will be issued with a two-way radio for communication purposes.

5. Materials and Equipment

5.1 Salt and Salt/Sand Stocks

Salt

Stocks of salt will maximised before the start of the winter period. It will be the responsibility of the Duty Supervisor and Duty Officer to make a daily update on salt usage and a weekly return of salt receipts and issues to the Road Operation Manager.

Salt/Sand mixtures

Although not routinely used, sand will be kept available to be mixed with salt in accordance with the instructions of the Roads Operations Manager and will generally consist of one parts sand to one part salt by weight but this mixture may be varied at the discretion of the Supervisors depending upon road and weather conditions.

5.2 Use of Materials

In general, neat salt will be used on all roads. The use of neat salt or of the salt/sand mixture may be varied at the discretion of the Roads Operations Manager depending upon road and weather conditions.

It shall be the responsibility of the Supervisors to ensure that all salt stores are allocated a loading shovel and that the stores are manned continuously during periods of extreme weather or when general Winter Service operations are being carried out.

During the spreading of salt, especially in built-up areas, care must be taken to keep salt clear of trees, hedges, shrubs, lawns etc.

6. Assistance from Third Parties

6.1 Local Authority Services

Other Local Authority Services may undertake the gritting/salting, and/or snow clearing of footways and/or roads in designated areas, by arrangement agreed prior to the onset of winter.

6.2 Education

Winter Service within the City's educational establishments are dealt with under separate arrangements within the Council

6.3 Parks, Cemetery accesses, Crematoria access, Sheltered Housing accesses, Unadopted Footways through Council Housing Areas and Other Council Property accesses

Winter Service within the above establishments are dealt with under separate arrangements within the Council.

7. Road Closures

7.1 Road Closures

The closure of a road under severe winter conditions can be authorised by the Police or Duty Supervisor. It is absolutely essential that there is consultation and co-operation between the two bodies in the issue of closure signage e.g. for a closure instigated by the Police during the night, the Duty Supervisor should be informed as soon as possible and where the closure initiative came from the Roads Staff the Police should be contacted immediately. Duty Officer will be informed by 08:00 of any road closures and openings. If a road is closed signing should be maintained until the road is reopened. Roads Operations Manager or a duty representative will be required to inform Roadworks Coordination and Communications of any road closures.

8 Road Treatment Logs

A “Road Treatment Log” will be kept by each gritter driver to show the times of treatment and the approximate tonnage of the material used. These sheets are to be completed daily by the gritter drivers and returned to the Supervisors each day.

ABERDEEN CITY COUNCIL

OPERATIONAL PLAN APPENDICES

APPENDIX A	EMERGENCY CONTACTS
APPENDIX B	DUTIES OF PERSONNEL
APPENDIX C	GRITTING ROUTES
APPENDIX D	STOCK & TREATMENT GUIDANCE.
APPENDIX E	FLOODING GUIDANCE

OPERATIONAL PLAN
APPENDIX A - EMERGENCY CONTACTS

Call Centre Number	03000 200292

OPERATIONAL PLAN

APPENDIX B - PERSONNEL
1 - DUTIES OF PERSONNEL

Duties of the Gritter Drivers

1. Duty Period: Monday – Sunday (including Public Holidays)

In addition, when on standby during period of duty, make themselves available for call-out by request, during emergency.

Maximum duty period will be 11 hours (10 hours driving unless a declared emergency and driver fit to drive).

2. Location: At Depot detailed by Duty Supervisor
3. Communication Radio

4. Responsible to the Duty Supervisor

5. Responsibilities

a) To carry out a First Use Vehicle Check.

b) Drive gritting vehicle along route as detailed on the route card or to verbal instructions of Duty Supervisor/Lead Response Operative, ensuring that carriageways are adequately gritted for the conditions prevailing.

c) Maintain communication with the Duty Supervisor/Lead Response Operative advising when treatment of a route/area is started and completed.

1) Provide an update of road and footway conditions when requested
2) Advise duty Supervisor/Lead Response Operative when required to deviate from programmed route.

d) During actual gritting and snow clearing operations, the amber flashing beacon must be used. Speeds in excess of 40mph (64kph) are prohibited.

e) In the event of a breakdown of his vehicle or any incident, which prevents him carrying out his allocated duty, he will advise the Duty Supervisor/Lead Response Operative by radio and await further instructions.

f) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Supervisor/Lead Response Operative by the end of the next working day

g) To wash down gritter/spinner after use, clean and tidy the cab and top up fuel.

Duties of the Response Drivers

1. Duty period: 04:30 to 15:30 & 15:30 to 02:30

2. Location: Tullos Depot and work locations detailed by Supervisor

3. Communication Radio

4. Responsible to the Duty Supervisor

5. Responsibilities

a) Complete a First Use Vehicle Check before leaving the depot.

b) While he may be involved in routine maintenance work, he must be prepared to react immediately to a call-out request which will be initiated by a radio instruction from the Lead Response Operative/Duty Supervisor.

c) On receipt of a call-out he will proceed to location and deal with the condition, maintaining communication with the Lead Response Operative/Duty Supervisor advising him when the matter has been dealt with.

d) Drive gritting vehicle along route as detailed on satellite navigation system or to verbal instructions of Duty Supervisor, ensuring that carriageways are adequately gritted for the conditions prevailing.

e) Relay information back to the Lead Response Operative/Duty Supervisor on any action taken at the locations, the state of the roads and any action taken at any other locations.

f) Deal with all requests from the Lead Response Operative/Duty Supervisor until return to Depot when he will again resume his other allocated duties.

1) Provide an update of road and footway conditions when requested.

2) Advise Duty Supervisor/Lead Response Operative when required to deviate from programmed route.

g) In the event of a general call-out he will operate in the location advised by the Duty Supervisor/Lead Response Operative.

h) In the event of a breakdown of his vehicle or any incident, which prevents him, carrying out this allotted duty, he will advise the Lead Response Operative/Duty Supervisor by radio and await further instructions.

i) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Supervisor/Lead Response Operative at the end of the shift.

j) To wash down gritter/spinner after use and clean and tidy the cab and top up of fluids also required.

Duties of the Supervisor

1. Duty Period: 24hr cover

2. Location: West Tullos Depot

3. Communication

The Supervisor will be equipped with a mobile phone and a radio for communication.

4. Responsible to the Roads Operations Manager.

5. Responsibilities

Overall responsibility for the day to day operations of the Winter Service function.

a) On receipt of Winter Maintenance Advice Sheet, initiate appropriate action, utilising Lead Response Operative as necessary, including advising drivers on spread rates to be applied.

b) Ensure that gritters, lorries, plant and ancillary equipment are maintained in operational condition and located at the appropriate Depots and that adequate supplies of salt and sand are available.

c) Ensure that drivers and operators are conversant with operational details.

d) In the event of severe conditions, which exhaust the capacity of his resources, advise the Road Operations Manager of the short fall in resources.

e) To react to outside agency's requests and advise them, as necessary, when adverse conditions require their action and render support in plant and labour resources as necessary. Discuss with Roads Operations Manager or Duty Officer where this compromises treatment in the road network.

f) In the event of the breakdown of a vehicle, report defect to the appropriate workshop.

g) Complete a daily log of vehicles and plant breakdowns.

h) To ensure all call-out requests are logged in Log Book indicating time received and time incident delt with.

i) Ensure that drivers logs are maintained, and to ensure that the treatment and spread rates comply with his instruction on a daily or weekly basis.

j) To advise the Road Operations Manager or the Duty Officer each day not later than 07:00 on the road conditions prevailing and the action taken and to compile a morning stat report each day no later than 07:00 (08:00 on Sundays and public holidays).

k) If continuing action maintain and complete Continuing Action Form

l) During all operations the Supervisor must keep either the Lead Response Operative or the Duty Officer advised when action is taken on each route/area and also when action ceases. Total resources deployed on each route/area must also be communicated. It is vital that this information is accurate and given timeously in order that the Council's website reflects exactly the action being undertaken on the ground.

Duties of the Duty Officer

1. Duty Period: 1 week commencing with issue of midday forecast on Monday morning to completion of morning treatment the following Monday midday

2. Location: Duty Officer's Office or Residence as necessary.

3. Communication

   The Duty Officer will be equipped with a mobile phone and radio for communication.

4. Responsible to the Road Operations Manager.

5. Responsibilities

   Responsibility for interpreting the daily forecast to produce the daily Winter Maintenance Advice Sheet and ensuring that relevant parties are informed of the proposed action.

   a) On receipt of weather forecast, and telephone contact with Met Office if necessary, decide on appropriate winter treatment and spread rates for the coming afternoon, night shift and following morning. Check updated forecast at 18:00 and amend action plan as necessary with stand by Supervisor.

   b) Complete Winter Maintenance Advice Sheet and issue to Duty Supervisor. Duty Supervisor to be contacted by telephone/radio if not available in West Tullos Depot.

   c) Issue Winter Maintenance Advice Sheet to Lead Response Operative.
   d) As necessary issue Winter Maintenance Advice Sheet to appropriate parties.

   e) Update Weather Conditions on Council Website on a daily basis.

   f) Update Council Website at the start of each treatment and on completion of each treatment.

   g) Complete the Winter Maintenance Advice Sheet after the following morning's treatment, detailing any change from the proposed action and recording actual temperatures and conditions from the previous 24 hours.

   h) Advise Roads Operations Manager of salt tonnage used on a daily basis.

   i) Consult Roads Operations Manager concerning current salt stock levels and the impact this may have on limiting proposed winter action.

Duties of the Lead Response Operative

1. Duty period: 8:30 pm to 8.00am

2. Location: West Tullos Depot

3. Communication Telephone and radio

4. Responsible to Duty Supervisor/Stand-by Supervisor

5. Responsibilities

   a) To accept by telephone, all call-out requests from Police Scotland

   b) To log all calls in Log Book indicating time received, time incident dealt with and by which vehicle.

   c) To dispatch drivers, who are in attendance to the requested locations.

   d) In the event of demand significantly exceeding capability, telephone Stand-by/Duty Supervisor who will assume control and instruct as necessary.

   e) In the event of a report that a vehicle is out of commission,

      1) he will use alternative standby vehicle or driver if available

      2) if not available, advise Stand-by/Duty Supervisor who will assume responsibility.

   f) Ensure that he receives information and immediately updates the Council's website to reflect the current position on the ground

   g) Monitor weather forecast and graphs and recording actions taken

   h) From 06:30 compile morning status report by 07:00 and distribute to Roads Operations Manager, Duty Supervisor and Duty Officer.

Duties of the Road Operations Manager

1. Duty period: Flexible.

2. Location: Office/Residence.

3. Communication: Telephone and radio

4. Responsible to Roads Manager.

5. Responsibilities

a) Wholly responsible for ensuring that the Supervisors and Operatives are conversant with Winter Maintenance Operations and shall provide the Supervisors with the physical resources to enable them to carry out the objectives and meet the standard set.

b) Shall have the authority to utilise all the resources of his area, however, deployed on normal works, in the event of extreme conditions.

c) During working hours, responsible for ensuring the Supervisors are advised of weather forecasts.

d) Ensuring that stocks of sand and salt are maintained at a sufficient level during the operation period.

e) Responsible for checking that all Winter Service equipment is overhauled and on station by the end of September each year and reporting omissions, if any.

f) Responsible for preparing a duty rota for Supervisor and Operatives to ensure that adequate supervision for day to day operations is provided.

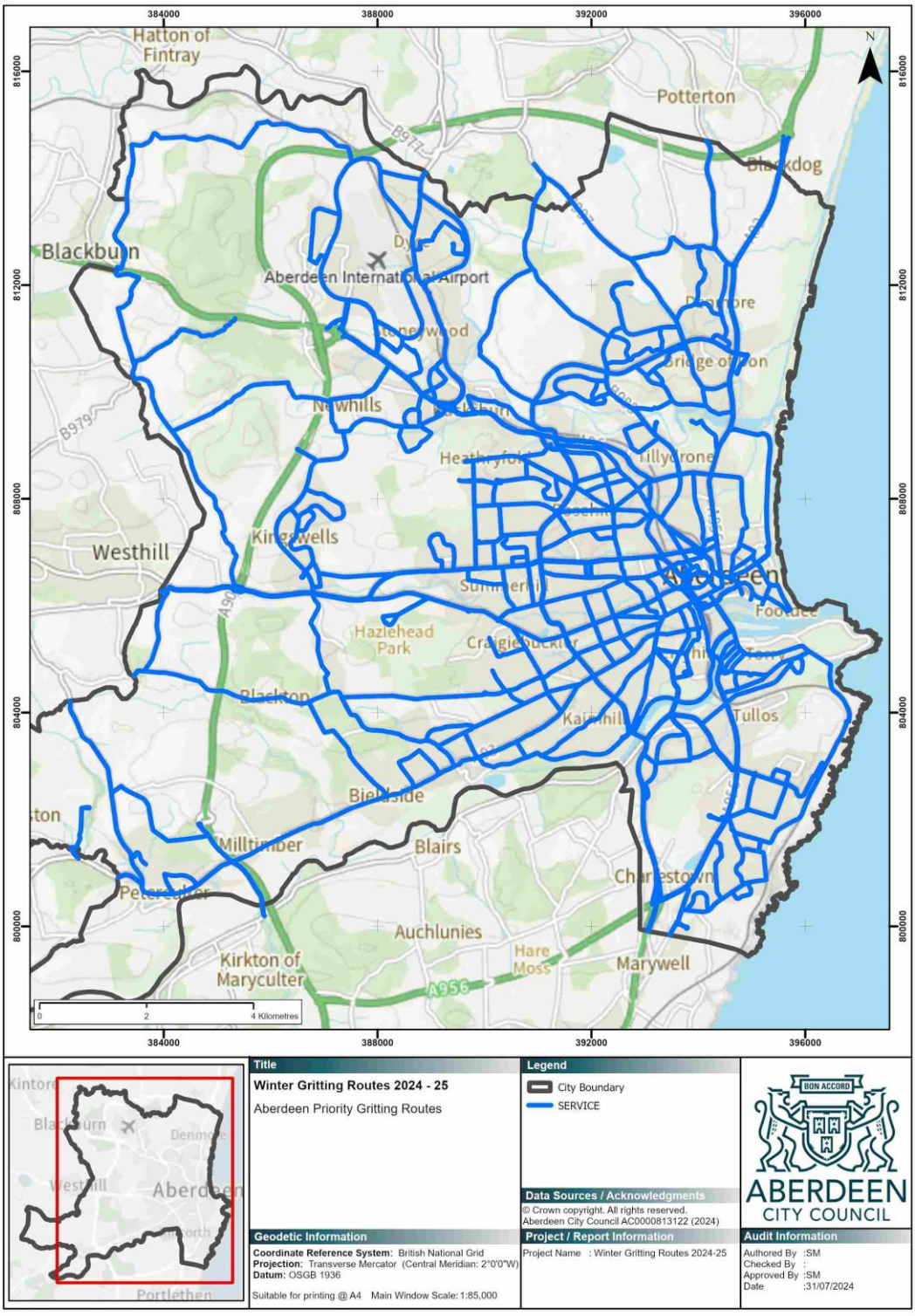
g) Ensure compliance with the Specification Document.

In Roads Operations Manager absence, this role will be taken over by the Team Leader – Operations.

OPERATIONAL PLAN
APPENDIX C - GRITTING ROUTES

Priority Routes

The following map shows the roads treated as either Priority1 Gold or Priority 1 Silver.

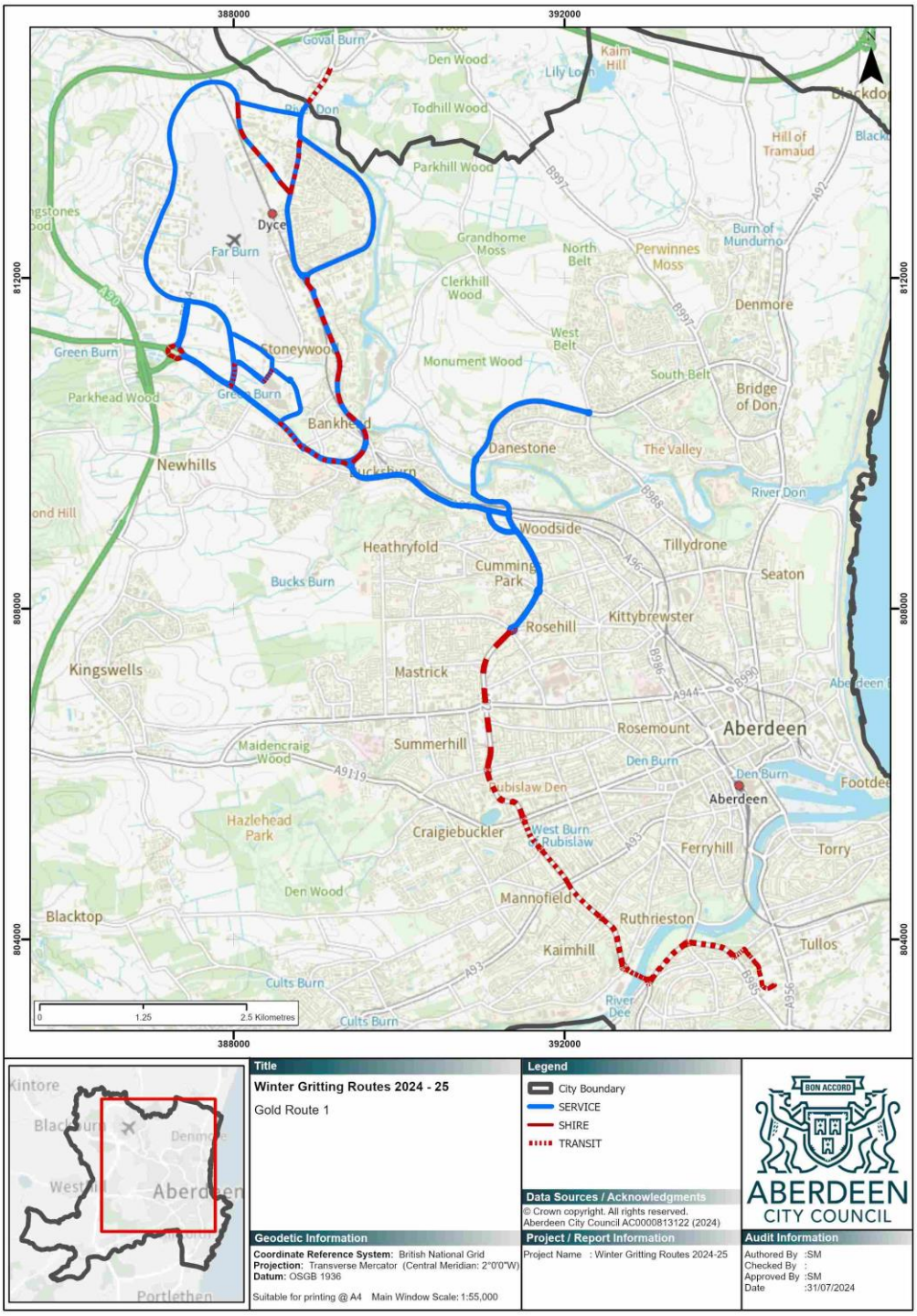


(a) Priority 1 Gold Routes

The following routes (Gold 1-4) are to be treated 24 hours 7 days during the winter.

Bold Text – Treat	*Italic - Run*

Gold route 1



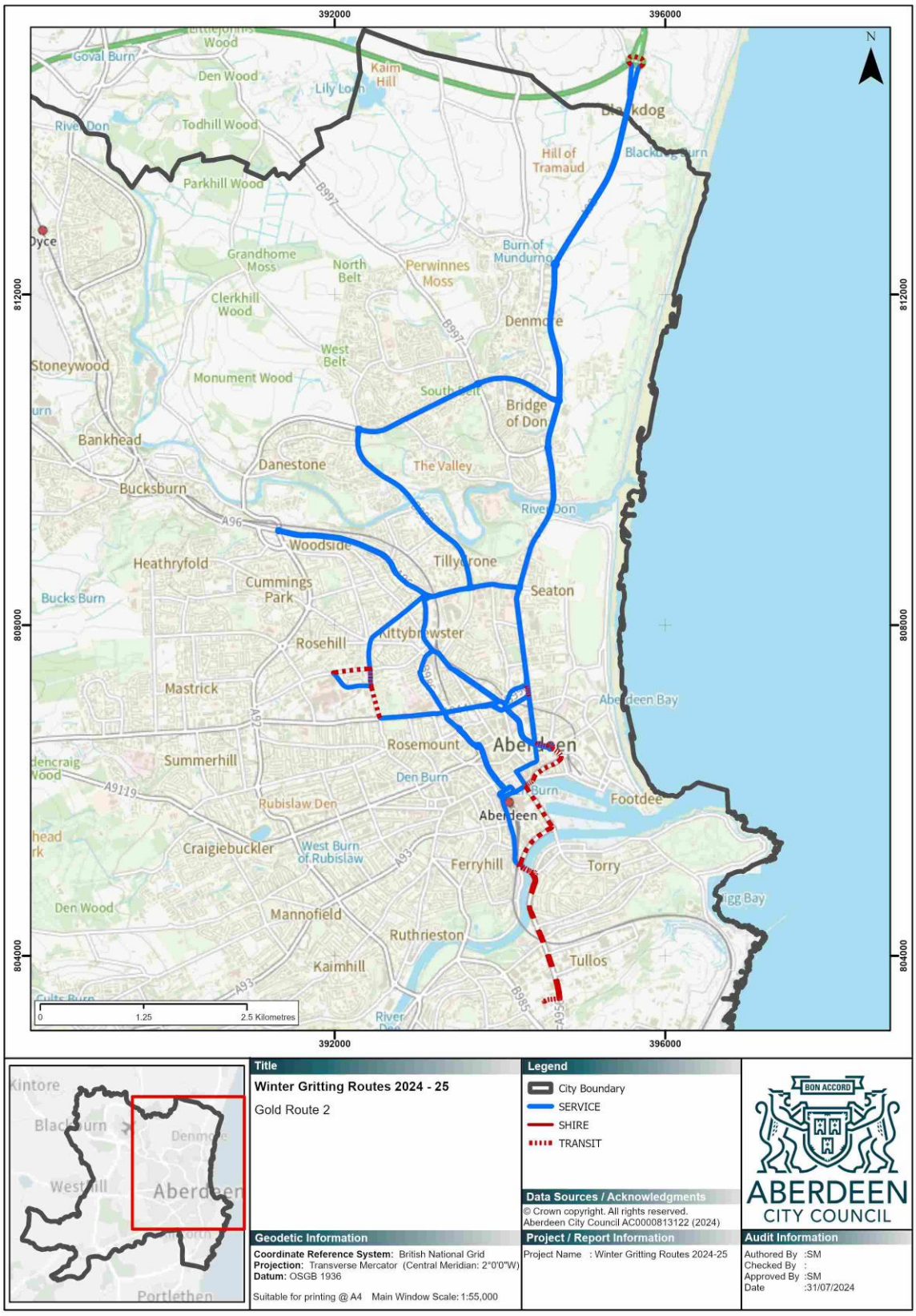
GOLD ROUTE 1		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	**RIGHT**
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	**LEFT**
ABBOTSWELL ROAD	*ABBOTSWELL ROUNDABOUT*	**RIGHT - 2ND EXIT**
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
KING GEORGE VI BRIDGE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	**RIGHT - 3RD EXIT**
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*ANDERSON DRIVE*	**FOLLOW ON TO**
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*KEPPLESTONE ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*KINGS CROSS ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
KINGS CROSS ROUNDABOUT	*NORTH ANDERSON DRIVE*	
NORTH ANDERSON DRIVE	*MURDOS ROUNDABOUT*	**COMPLETE - 2ND EXIT**
MURDOS ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**ROSEHILL ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
ROSEHILL ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**HAUDAGAIN BYPASS**	**LEFT**
HAUDAGAIN BYPASS	**AUCHMILL ROAD**	**LEFT**
AUCHMILL ROAD	**INVERURIE ROAD**	**FOLLOW ON TO**
INVERURIE ROAD	**BUCKSBURN ROUNDABOUT**	**KEEP LEFT SLIP**
BUCKSBURN ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**SCLATTIE ROUNDABOUT**	**ROUND - 4TH EXIT**
SCLATTIE ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**BUCKSBURN ROUNDABOUT**	**LEFT - 1ST EXIT**
BUCKSBURN ROUNDABOUT	**NEW STONEYWOOD ROAD**	
NEW STONEYWOOD ROAD	**STONEYWOOD ROAD**	**FOLLOW ON TO**
STONEYWOOD ROAD	**"BP" ROUNDABOUT**	**LEFT - 1ST EXIT**
"BP" ROUNDABOUT	**VICTORIA STREET**	
VICTORIA STREET	**"KWIKFIT" ROUNDABOUT**	**LEFT - 1ST EXIT**
"KWIKFIT" ROUNDABOUT	**OLDMELDRUM ROAD**	

OLD MELDRUM ROAD	**DYCE DRIVE**	**LEFT**
DYCE DRIVE	**PITMEDDEN ROAD**	**LEFT**

PITMEDDEN ROAD	**VICTORIA STREET**	**LEFT**
VICTORIA STREET	*"KWIKFIT" ROUNDABOUT*	**LEFT - 1ST EXIT**
"KWIKFIT" ROUNDABOUT	**OLD MELDRUM ROAD**	
OLD MELDRUM ROAD	**OLD MELDRUM ROAD**	**FOLLOW ON TO**
OLD MELDRUM ROAD	*OLD MELDRUM ROAD*	**TURN AT LIGHTS**
OLD MELDRUM ROAD	*OLD MELDRUM ROAD*	**FOLLOW ON TO**
OLD MELDRUM ROAD	**"KWIKFIT" ROUNDABOUT**	**LEFT - 1ST EXIT**
"KWIKFIT" ROUNDABOUT	**RIVERVIEW DRIVE**	
RIVERVIEW DRIVE	**"BP" ROUNDABOUT**	**LEFT - 1ST EXIT**
"BP" ROUNDABOUT	**STONEYWOOD ROAD**	
STONEYWOOD ROAD	**NEW STONEYWOOD ROAD**	**FOLLOW ON TO**
NEW STONEYWOOD ROAD	**BUCKSBURN ROUNDABOUT**	**ROUND - 5TH EXIT**
BUCKSBURN ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**SCLATTIE ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
SCLATTIE ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**GOUGH BURN CRESCENT**	**RIGHT**
GOUGH BURN CRESCENT	**ROUNDABOUT**	**STRAIGHT ON - LAP ROUNDABOUT**
ROUNDABOUT	**GOUGH BURN CRESCENT**	
GOUGH BURN CRESCENT	**FORRIT BURN ROAD**	**LEFT**
FORRIT BURN ROAD	**CORSEHILL BURN ROAD**	**RIGHT**
CORSEHILL BURN ROAD	**DYCE DRIVE**	**LEFT**
DYCE DRIVE	**INVERURIE ROAD**	**RIGHT**
INVERURIE ROAD	**AIRPORT ROUNDABOUT**	**ROUND - 4TH EXIT**
AIRPORT ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**DYCE DRIVE**	**LEFT**
DYCE DRIVE	**CORSEHILL BURN ROAD**	**RIGHT**
CORSEHILL BURN ROAD	**FORRIT BURN ROAD**	**LEFT**
FORRIT BURN ROAD	**WELLHEADS DRIVE**	**LEFT**
WELLHEADS DRIVE	**DYCE DRIVE**	**RIGHT**
DYCE DRIVE	**AGYLL ROAD**	**LEFT**
AGYLL ROAD	**AIRPORT ROUNDABOUT**	**ROUND - 4TH EXIT**
AIRPORT ROUNDABOUT	**AGYLL ROAD**	
AGYLL ROAD	**DYCE DRIVE**	**RIGHT**
DYCE DRIVE	**INVERURIE ROAD**	**LEFT**
INVERURIE ROAD	**SCLATTIE ROUNDABOUT**	**ROUND - 4TH EXIT**
SCLATTIE ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**DYCE DRIVE**	**RIGHT**
DYCE DRIVE	**PITMEDDEN ROAD**	**FOLLOW ON TO**
PITMEDDEN ROAD	**VICTORIA STREET**	**RIGHT**
VICTORIA STREET	**"BP" ROUNDABOUT**	**STRAIGNT - 2ND EXIT**
"BP" ROUNDABOUT	**STONEYWOOD ROAD**	
STONEYWOOD ROAD	*NEW STONEYWOOD ROAD*	**FOLLOW ON TO**
NEW STONEYWOOD ROAD	*BUCKSBURN ROUNDABOUT*	**LEFT - 1ST EXIT**
BUCKSBURN ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**AUCHMILL ROAD**	**FOLLOW ON TO**
AUCHMILL ROAD	**HAUDAGAIN ROUNDABOUT**	**TURN AROUND 4TH EXIT**
HAUDAGAIN ROUNDABOUT	**AUCHMILL ROAD**	

AUCHMILL ROAD	**HAUDAGAIN BYPASS**	**LEFT**
HAUDAGAIN BYPASS	**NORTH ANDERSON DRIVE**	**LEFT**
NORTH ANDERSON DRIVE	**HAUDAGAIN ROUNDABOUT**	**STRAIGHT ON - 2ND EX**
HAUDAGAIN ROUNDABOUT	**MUGIEMOSS ROAD**	
MUGIEMOSS ROAD	**MUGIEMOSS ROUNDABOUT**	**RIGHT - 2ND EXIT**
MUGIEMOSS ROUNDABOUT	**PARKWAY**	
PARKWAY	**"TESCO" ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
"TESCO" ROUNDABOUT	**PARKWAY**	
PARKWAY	**DANESTONE ROUNDABOUT**	**ROUND - 4TH EXIT**
DANESTONE ROUNDABOUT	**PARKWAY**	
PARKWAY	**"TESCO" ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
"TESCO" ROUNDABOUT	**PARKWAY**	
PARKWAY	**MUGIEMOSS ROUNDABOUT**	**LEFT - 1ST EXIT**
MUGIEMOSS ROUNDABOUT	**MUGIEMOSS ROAD**	
MUGIEMOSS ROAD	**HAUDAGAIN ROUNDABOUT**	**RIGHT - 3RD EXIT**
HAUDAGAIN ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**ROSEHILL ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
ROSEHILL ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**MURDOS ROUNDABOUT**	**STRAIGHT - 3RD EXIT**
MURDOS ROUNDABOUT	*NORTH ANDERSON DRIVE*	
NORTH ANDERSON DRIVE	*KINGS CROSS ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
KINGS CROSS ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*KEPPLESTONE ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	**FOLLOW ON TO**
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*GARTHDEE ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
GARTHDEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GREAT SOUTHERN ROAD*	**LEFT - 1ST EXIT**
GREAT SOUTHERN ROAD	*KING GEORVE VI BRIDGE ROUNDABOUT*	**STRAIGHT - 2ND EXIT**
KING GEORVE VI BRIDGE ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*ABBOTSWELL ROAD*	**LEFT - 1ST EXIT**
ABBOTSWELL ROAD	*CRAIGSHAW DRIVE*	**RIGHT**
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	**LEFT**

Gold route 2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Lily Loch
River Don
Todhill Wood
Parkhill Wood
B997
Hill of Tramaud
Blackdog
Grandhome Moss
North Belt
Perwinnes Moss
Burn of Mundurno
Clerkhill Wood
Denmore
West Belt
Stoneywood
Monument Wood
South Belt
Bridge of Don
Bankhead
Danestone
The Valley
Bucksburn
River Don
A96
Woodside
Tillydrone
Heathryfold
Cummings Park
Seaton
Bucks Burn
Rosehill
Kittybrewster
Mastrick
Aberdeen Bay
Rosemount
Aberdeen
Summerhill
Den Burn
A9119
Rubislaw Den
Footdee
Craigiebuckler
West Burn of Rubislaw
Ferryhill
Torry
Den Wood
Mannofield
Ruthrieston
Kaimhill
Tullos
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Kintore
Blackburn
Dyce
Westhill
Aberdeen
Portlethen
Title
Winter Gritting Routes 2024 - 25
Gold Route 2
Legend
City Boundary
SERVICE
SHIRE
TRANSIT
Data Sources / Acknowledgments
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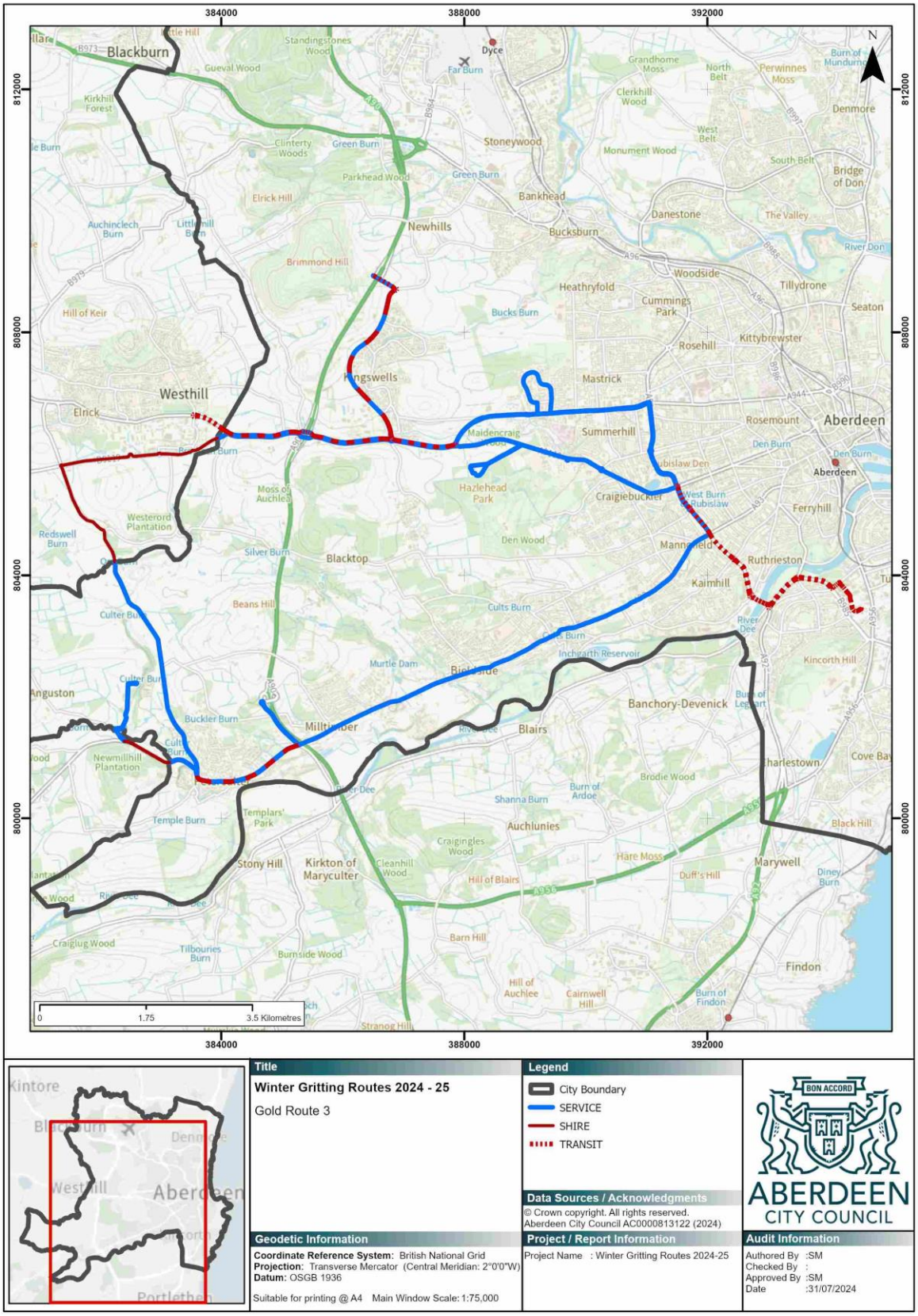
Aberdeen City Council AC0000813122 (2024)
BON ACCORD
ABERDEEN
CITY COUNCIL
Geodetic Information
Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°0'0"W)
Datum: OSGB 1936
Suitable for printing @ A4 Main Window Scale: 1:55,000
Project / Report Information
Project Name : Winter Gritting Routes 2024-25
Audit Information
Authored By :SM
Checked By :
Approved By :SM
Date :31/07/2024

GOLD 2		
FROM	**TO**	**DIRECTION**
TULLOS DEPOT	*CRAIGSHAW DRIVE*	LEFT
CRAIGSHAW DRIVE	*WELLINGTON ROAD*	LEFT
WELLINGTON ROAD	*QUEEN ELIZABETH BRIDGE*	LEFT - 1ST EXIT
QUEEN ELIZABETH BRIDGE	*NORTH ESPLANADE WEST*	RIGHT - 3RD EXIT
NORTH ESPLANADE WEST	*MARKET STREET*	LEFT
MARKET STREET	**MARKET STREET**	FOLLOW ON TO
MARKET STREET	**UNION STREET**	RIGHT
UNION STREET	**CASTLE STREET**	FOLLOW ON TO
CASTLE STREET	**KING STREET**	LEFT
KING STREET	**ELLON ROAD**	FOLLOW ON TO
ELLON ROAD	**MURCAR ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
MURCAR ROUNDABOUT	**ELLON ROAD**	
ELLON ROAD	**ELLON ROAD**	CITY LIMIT
ELLON ROAD	**ELLON ROAD**	LEFT - OFF SLIP ROAD
ELLON ROAD	**ELLON ROAD**	ROUND - 5TH EXIT
ELLON ROAD	**ELLON ROAD**	ON SLIP ROAD
ELLON ROAD	**MURCAR ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
MURCAR ROUNDABOUT	**ELLON ROAD**	
ELLON ROAD	**AECC ROUNDABOUT**	RIGHT - 3RD EXIT
AECC ROUNDABOUT	**PARKWAY**	
PARKWAY	**SCOTSTOWN ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
SCOTSTOWN ROUNDABOUT	**PARKWAY**	
PARKWAY	**DANESTONE ROUNDABOUT**	ROUND - 4TH EXIT
DANESTONE ROUNDABOUT	**PARKWAY**	
PARKWAY	**SCOTSTOWN ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
SCOTSTOWN ROUNDABOUT	**PARKWAY**	
PARKWAY	**AECC ROUNDABOUT**	RIGHT - 3RD EXIT
AECC ROUNDABOUT	**KING STREET**	
KING STREET	**EAST NORTH STREET**	LEFT
EAST NORTH STREET	*BEACH BOULEVARD ROUNDABOUT*	STRAIGHT ON - 3RD EXIT
BEACH BOULEVARD ROUNDABOUT	*COMMERCE STREET*	
COMMERCE STREET	*VIRGINIA STREET*	RIGHT
VIRGINIA STREET	*GUILD STREET*	FOLLOW ON TO
GUILD STREET	**BRIDGE STREET**	RIGHT
BRIDGE STREET	**WAPPING STREET**	LEFT
WAPPING STREET	**DENBURN ROAD**	LEFT
DENBURN ROAD	**WOOLMANHILL ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
WOOLMANHILL ROUNDABOUT	**GILCOMSTON STEPS**	

GILCOMSTON STEPS	**SKENE SQUARE**	FOLLOW ON TO
SKENE SQUARE	**ROSEMOUNT ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
ROSEMOUNT ROUNDABOUT	**SKENE SQUARE**	
SKENE SQUARE	**CAROLINE PLACE**	FOLLOW ON TO
CAROLINE PLACE	**BERRYDEN ROAD**	STRAIGHT ON
BERRYDEN ROAD	**BERRYDEN ROOUNDABOUT**	STRAIGHT ON - 2ND EXIT
BERRYDEN ROOUNDABOUT	**BERRYDEN ROAD**	
BERRYDEN ROAD	**BELMONT ROAD**	FOLLOW ON TO
BELMONT ROAD	**POWIS TERRACE**	RIGHT
POWIS TERRACE	**POWIS PLACE**	KEEP LEFT
POWIS PLACE	**CAUSEWAYEND**	FOLLOW ON TO
CAUSEWAYEND	**MOUNTHOOLY ROUNDABOUT**	STRAIGHT ON - 2ND EXIT THEN 1ST LEFT
MOUNTHOOLY ROUNDABOUT	**NELSON STREET**	
NELSON STREET	**KING STREET**	LEFT
KING STREET	**MOUNTHOOLY WAY**	LEFT
MOUNTHOOLY WAY	**MONTHOOLY**	FOLLOW ON TO
MONTHOOLY	**MOUNTHOOLY ROUNDABOUT**	LEFT - 1ST EXIT
MOUNTHOOLY ROUNDABOUT	**WEST NORTH STREET**	
WEST NORTH STREET	**EAST NORTH STRREET**	STRAIGHT ON
EAST NORTH STRREET	**BEACH BOULEVARD ROUNDABOUT**	ROUND - 5TH EXIT
BEACH BOULEVARD ROUNDABOUT	**EAST NORTH STRREET**	
EAST NORTH STRREET	**WEST NORTH STREET**	STRAIGHT ON
WEST NORTH STREET	**MOUNTHOOLY ROUNDABOUT**	STRAIGHT ON - 3RD EXIT
MOUNTHOOLY ROUNDABOUT	**CAUSEWAYEND**	
CAUSEWAYEND	**POWIS PLACE**	FOLLOW ON TO
POWIS PLACE	**POWIS TERRACE**	STRAIGHT ON
POWIS TERRACE	**GREAT NORTHERN ROAD**	FOLLOW ON TO
GREAT NORTHERN ROAD	**ST MACHAR ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
ST MACHAR ROUNDABOUT	**GREAT NORTHERN ROAD**	
GREAT NORTHERN ROAD	**HAUDAGAIN ROUNDABOUT**	ROUND - 4TH EXIT
HAUDAGAIN ROUNDABOUT	**GREAT NORTHERN ROAD**	
GREAT NORTHERN ROAD	**ST MACHAR ROUNDABOUT**	LEFT - 2ND EXIT
ST MACHAR ROUNDABOUT	**ST MACHAR DRIVE**	
ST MACHAR DRIVE	**TILLYDRONE AVENUE**	LEFT
TILLYDRONE AVENUE	**GORDON MILLS ROAD**	FOLLOW ON TO

GORDON MILLS ROAD	**GORDON BRAE**	FOLLOW ON TO
GORDON BRAE	**DANESTONE ROUNDABOUT**	ROUND 4TH EXIT
DANESTONE ROUNDABOUT	**GORDON BRAE**	
GORDON BRAE	**GORDON MILLS ROAD**	FOLLOW ON TO
GORDON MILLS ROAD	**TILLYDRONE AVENUE**	FOLLOW ON TO
TILLYDRONE AVENUE	**ST MACHAR DRIVE**	LEFT
ST MACHAR DRIVE	**SEATON ROUNDABOUT**	ROUND - 4TH EXIT
SEATON ROUNDABOUT	**ST MACHAR DRIVE**	
ST MACHAR DRIVE	**ST MACHAR ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
ST MACHAR ROUNDABOUT	**LESLIE ROAD**	
LESLIE ROAD	**HILTON STREET**	STRAIGHT ON
HILTON STREET	**SIX ROADS ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
SIX ROADS ROUNDABOUT	**WESTBURN DRIVE**	
WESTBURN DRIVE	**CORNHILL ROAD**	RIGHT
CORNHILL ROAD	**ASHGROVE ROAD WEST**	RIGHT
ASHGROVE ROAD WEST	*WESTBURN DRIVE*	RIGHT
WESTBURN DRIVE	*WESTBURN ROAD*	LEFT
WESTBURN ROAD	**HUTCHEON STREET**	STRAIGHT ON
HUTCHEON STREET	**MOUNTHOOLY ROUNDABOUT**	ROUND - 5TH EXIT
MOUNTHOOLY ROUNDABOUT	**HUTCHEON STREET**	
HUTCHEON STREET	**CAROLINE PLACE**	LEFT
CAROLINE PLACE	**SKENE SQUARE**	FOLLOW ON TO
SKENE SQUARE	**ROSEMOUNT ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
ROSEMOUNT ROUNDABOUT	**SKENE SQUARE**	
SKENE SQUARE	**GILCOMSTON STEPS**	FOLLOW ON TO
GILCOMSTON STEPS	**DENBURN ROAD**	STRAIGHT ON - 2ND EXIT
DENBURN ROAD	**DENBURN ROAD**	
DENBURN ROAD	**WAPPING STREET**	LEFT
WAPPING STREET	**CARMELITE STREET**	RIGHT
CARMELITE STREET	**GUILD STREET**	RIGHT
GUILD STREET	**COLLEGE STREET**	LEFT
COLLEGE STREET	**SOUTH COLLEGE STREET**	STRAIGHT ON TO
SOUTH COLLEGE STREET	**QUEEN ELIZABETH BRIDGE ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
QUEEN ELIZABETH BRIDGE ROUNDABOUT	**QUEEN ELIZABETH BRIDGE**	
QUEEN ELIZABETH BRIDGE	*CRAIGINCHES ROUNDABOUT*	STRAIGHT - 2ND EXIT
CRAIGINCHES ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*TULLOS DEPOT*	RIGHT - DEPOT

Gold route 3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Dyce
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Danestone
Woodside
Tillydrone
Seaton
Kittybrewster
Rosehill
Mastrick
Summerhill
Rosemount
Aberdeen
Westhill
Elrick
Kingswells
Hazlehead Park
Craigiebuckler
Ferryhill
Ruthrieston
Kaimhill
Blacktop
Cults Burn
Inchgarth Reservoir
Banchory-Devenick
Blairs
Millltimber
Charlestown
Cove Bay
Auchlunies
Kirkton of Maryculter
Stony Hill
Marywell
Findon
Hill of Blairs
Brimmond Hill
Elrick Hill
Parkhead Wood
Monument Wood
Hill of Keir
Bucks Burn
Den Wood
Murtle Dam
Brodie Wood
Barn Hill
Burnside Wood
Craiglug Wood
Templars' Park
Cleanhill Wood
Craigingles Wood
Hare Moss
Duff's Hill
Black Hill
Kincorth Hill
Cairnwell Hill
Hill of Auchlee
Burn of Findon
Stranog Hill
0
1.75
3.5 Kilometres
Title
Winter Gritting Routes 2024 - 25
Gold Route 3
Legend
City Boundary
SERVICE
SHIRE
TRANSIT
Data Sources / Acknowledgments
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Aberdeen City Council AC0000813122 (2024)
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ABERDEEN
CITY COUNCIL
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Project / Report Information
Project Name : Winter Gritting Routes 2024-25
Audit Information
Authored By :SM
Checked By :
Approved By :SM
Date :31/07/2024

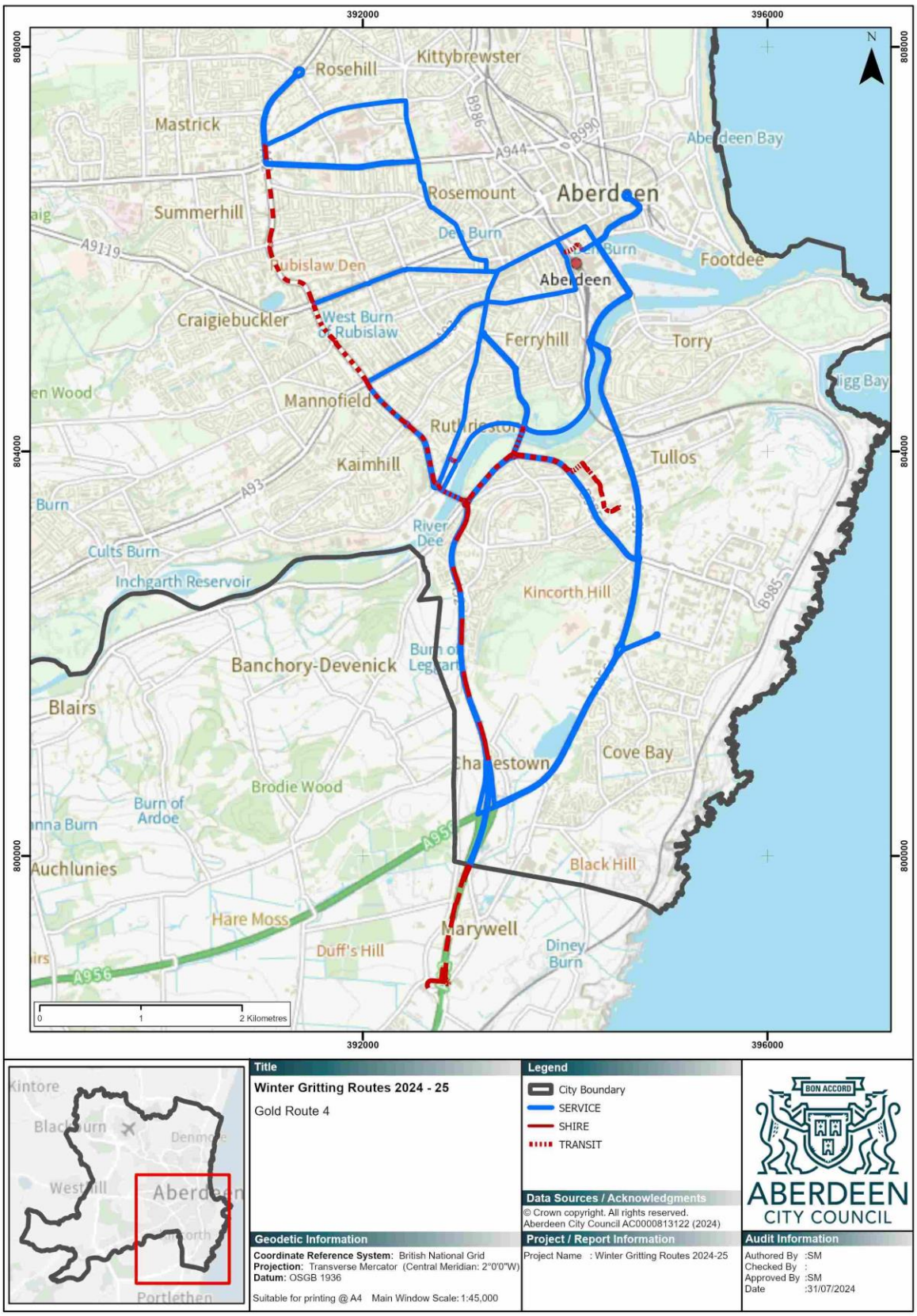
GOLD 3		
FROM	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	LEFT
ABBOTSWELL ROAD	*ABBOTSWELL ROUNDABOUT*	RIGHT - 2ND EXIT
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	STRAIGHT - 2ND EXIT
KING GEORGE VI BRIDGE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	RIGHT - 3RD EXIT
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	STRAIGHT - 2ND EXIT
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	STRAIGHT - 2ND EXIT
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*ANDERSON DRIVE*	FOLLOW ON TO
ANDERSON DRIVE	**SEAFIELD ROUNDABOUT**	STRAIGHT - 2ND EXIT
SEAFIELD ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**KEPPLESTONE ROUNDABOUT**	STRAIGHT - 2ND EXIT
KEPPLESTONE ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**KINGS CROSS ROUNDABOUT**	STRAIGHT - 2ND EXIT
KINGS CROSS ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**LANG STRACHT**	LEFT
LANG STRACHT	**MIDDENCRAIG ROUNDABOUT**	ROUND - 3RD EXIT
MIDDENCRAIG ROUNDABOUT	**LANG STRACHT**	
LANG STRACHT	**SKYE ROAD**	LEFT
SKYE ROAD	**ARRAN AVENUE**	LEFT
ARRAN AVENUE	**LEWIS ROAD**	FOLLOW ON TO
LEWIS ROAD	**LANG STRACHT**	LEFT
LANG STRACHT	**NORTH ANDERSON DRIVE**	RIGHT
NORTH ANDERSON DRIVE	**KINGS CROSS ROUNDABOUT**	STRAIGHT - 2ND EXIT
KINGS CROSS ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**KEPPLESTONE ROUNDABOUT**	STRAIGHT - 2ND EXIT
KEPPLESTONE ROUNDABOUT	**ANDERSON DRIVE**	

ANDERSON DRIVE	**SEAFIELD ROUNDABOUT**	STRAIGHT - 2ND EXIT
SEAFIELD ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**GREAT WESTERN ROAD**	RIGHT
GREAT WESTERN ROAD	**ST JOHNS TERRACE**	FOLLOW ON TO
ST JOHNS TERRACE	**NORTH DEESIDE ROAD**	FOLLOW ON TO
NORTH DEESIDE ROAD	**NORTH DEESIDE ROAD**	TO CITY LIMIT
NORTH DEESIDE ROAD	**ANGUSTON ROAD**	RIGHT
ANGUSTON ROAD	**LINN MOOR ROAD**	RIGHT
LINN MOOR ROAD	**ANGUSTON ROAD**	TO LINN MOOR SCHOOL AND RETURN
ANGUSTON ROAD	**NORTH DEESIDE ROAD**	LEFT
NORTH DEESIDE ROAD	**NORTH DEESIDE ROAD**	FOLLOW ON TO
NORTH DEESIDE ROAD	**AWPR**	LEFT
AWPR	*AWPR*	ROUND - 3RD EXIT
AWPR	*NORTH DEESIDE ROAD*	RIGHT
NORTH DEESIDE ROAD	**MALCOLM ROAD**	RIGHT
MALCOLM ROAD	**PETERCULTER - KIRKTON OF SKENE ROAD**	FOLLOW ON TO
PETERCULTER - KIRKTON OF SKENE ROAD	**B979**	TO CITY LIMIT
B979	*CARNIE ROUNDABOUT*	ROUND - 3RD EXIT
CARNIE ROUNDABOUT	*B9119*	
B9119	*B9119 ROUNDABOUT 'Total'*	STRAIGHT - 2ND EXIT
B9119 ROUNDABOUT 'Total'	*B9119*	
B9119	*B9119 ROUNDABOUT 'TAQA'*	STRAIGHT - 2ND EXIT
B9119 ROUNDABOUT 'TAQA'	*B9119*	
B9119	*B9119 ROUNDABOUT AT PROSPECT ROAD*	STRAIGHT - 2ND EXIT
B9119 ROUNDABOUT AT PROSPECT ROAD	*B9119 TO CITY BOUNDARY*	
B9119 TO CITY BOUNDARY	*B9119*	STRAIGHT - 2ND EXIT
B9119	**SKENE ROAD**	RIGHT
SKENE ROAD	**AWPR ROUNDABOUT**	STRAIGHT - 3RD EXIT
AWPR ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**KINGSWELLS ROUNDABOUT**	LEFT - 1ST EXIT
KINGSWELLS ROUNDABOUT	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**AWPR ROUNDABOUT**	LEFT - 1ST EXIT
AWPR ROUNDABOUT	**AWPR ACCESS ROAD**	
AWPR ACCESS ROAD	**AWPR ACCESS ROAD**	TURN
AWPR ACCESS ROAD	*AWPR ROUNDABOUT*	RIGHT - 2ND EXIT
AWPR ROUNDABOUT	*CHAPEL OF STONEYWOOD - FAIRLEY ROAD*	

CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*KINGSWELLS ROUNDABOUT*	LEFT - 1ST EXIT
KINGSWELLS ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**MIDDENCRAIG ROUNDABOUT**	ROUND - 3RD EXIT
MIDDENCRAIG ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**KINGSWELLS ROUNDABOUT**	STRAIGHT - 2ND EXIT
KINGSWELLS ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**AWPR ROUNDABOUT**	STRAIGHT - 2ND EXIT
AWPR ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**SKENE ROAD TO CITY BOUNDARY**	FOLLOW ON TO
SKENE ROAD TO CITY BOUNDARY	*A944*	FOLLOW ON TO
A944	*A944 ROUNDABOUT AT WESTHILL DRIVE*	ROUND - 4TH EXIT
A944 ROUNDABOUT AT WESTHILL DRIVE	*A944 TO CITY BOUNDARY*	
A944 TO CITY BOUNDARY	*SKENE ROAD*	FOLLOW ON TO
SKENE ROAD	*AWPR ROUNDABOUT*	STRAIGHT - 3RD EXIT
AWPR ROUNDABOUT	*SKENE ROAD*	
SKENE ROAD	*KINGSWELL ROUNDABOUT*	STRAIGHT - 2ND EXIT
KINGSWELL ROUNDABOUT	*SKENE ROAD*	
SKENE ROAD	*MIDDENCRAIG ROUNDABOUT*	STRAIGHT - 2ND EXIT
MIDDENCRAIG ROUNDABOUT	*SKENE ROAD*	
SKENE ROAD	**CREMATORIUM LOOP**	RIGHT
CREMATORIUM LOOP	**SKENE ROAD**	RIGHT
SKENE ROAD	**QUEENS ROAD**	FOLLOW ON TO
QUEENS ROAD	**PROVOST GRAHAM AVENUE BUS LOOP**	RIGHT
PROVOST GRAHAM AVENUE BUS LOOP	**QUEENS ROAD**	RIGHT
QUEENS ROAD	**HAZLEHEAD ROUNDABOUT**	COMPLETE - 2ND EXIT
HAZLEHEAD ROUNDABOUT	**QUEENS ROAD**	
QUEENS ROAD	**KEPPLESTONE ROUNDABOUT**	RIGHT - 3RD EXIT
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	STRAIGHT - 2ND EXIT
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	FOLLOW ON TO

SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	STRAIGHT - 2ND EXIT
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*GARTHDEE ROUNDABOUT*	STRAIGHT - 2ND EXIT
GARTHDEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GREAT SOUTHERN ROAD*	LEFT - 1ST EXIT
GREAT SOUTHERN ROAD	*KING GEORVE VI BRIDGE ROUNDABOUT*	STRAIGHT - 2ND EXIT
KING GEORVE VI BRIDGE ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*ABBOTSWELL ROAD*	LEFT - 1ST EXIT
ABBOTSWELL ROAD	*CRAIGSHAW DRIVE*	LEFT - 1ST EXIT
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	RIGHT

Gold route 4


392000
396000
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N
Rosehill
Kittybrewster
Mastrick
Summerhill
Rosemount
Aberdeen
Aberdeen Bay
Footdee
Craigiebuckler
West Burn of Rubislaw
Ferryhill
Torry
Mannofield
Kaimhill
Tullos
River Dee
Cults Burn
Inchgarth Reservoir
Kincorth Hill
Banchory-Devenick
Blairs
Cove Bay
Brodie Wood
Burn of Ardoe
Auchlunies
Black Hill
Hare Moss
Marywell
Duff's Hill
Diney Burn
A93
A944
A956
A91-19
B986
B990
B985
0
1
2 Kilometres
Title
Winter Gritting Routes 2024 - 25
Gold Route 4
Legend
City Boundary
SERVICE
SHIRE
TRANSIT
Data Sources / Acknowledgments
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Aberdeen City Council AC0000813122 (2024)
ABERDEEN CITY COUNCIL
Geodetic Information
Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°0'0"W)
Datum: OSGB 1936
Suitable for printing @ A4 Main Window Scale: 1:45,000
Project / Report Information
Project Name : Winter Gritting Routes 2024-25
Audit Information
Authored By :SM
Checked By :
Approved By :SM
Date :31/07/2024

GOLD 4		
FROM	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	LEFT
ABBOTSWELL ROAD	*WEST TULLOS ROAD*	LEFT - 1ST EXIT
WEST TULLOS ROAD	**WELLINGTON ROAD**	LEFT - 1ST EXIT
WELLINGTON ROAD	**CRAIGINCHES ROUNDABOUT**	COMPLETE - 4TH EXIT
CRAIGINCHES ROUNDABOUT	**QUEEN ELZABETH BRIDGE**	
QUEEN ELZABETH BRIDGE	**QUEEN ELZABETH BRIDGE ROUNDABOUT**	RIGHT - 3RD EXIT
QUEEN ELZABETH BRIDGE ROUNDABOUT	**NORTH ESPLANADE WEST**	
NORTH ESPLANADE WEST	**MARKET STREET**	LEFT
MARKET STREET	**UNION STREET**	LEFT
UNION STREET	**BRIDGE STREET**	RIGHT
BRIDGE STREET	**WAPPING STREET**	RIGHT
WAPPING STREET	*CARMELITE STREET*	RIGHT
CARMELITE STREET	*GUILD STREET*	RIGHT
GUILD STREET	**TRINITY QUAY**	STRAIGHT ON
TRINITY QUAY	**VIRGINIA STREET**	STRAIGHT ON
VIRGINIA STREET	**COMMERCE STREET**	LEFT
COMMERCE STREET	**BEACH BOULEVARD ROUNDABOUT**	COMPLETE - 5TH EXIT
BEACH BOULEVARD ROUNDABOUT	**COMMERCE STREET**	
COMMERCE STREET	**VIRGINIA STREET**	RIGHT
VIRGINIA STREET	**TRINITY QUAY**	FOLLOW ON TO
TRINITY QUAY	**MARKET STREET**	LEFT
MARKET STREET	**NORTH ESPLANADE WEST**	RIGHT
NORTH ESPLANADE WEST	**QUEEN ELZABETH BRIDGE**	LEFT - 1ST EXIT
QUEEN ELZABETH BRIDGE	**WELLINGTON ROAD**	2ND EXIT
WELLINGTON ROAD	**WELLINGTON ROAD**	RIGHT - 3RD EXIT
WELLINGTON ROAD	**NIGG ROUNDABOUT**	STRAIGHT ON - 3RD EXIT
NIGG ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**ALTENS ROUNDABOUT**	LEFT - 1ST EXIT
ALTENS ROUNDABOUT	**SOUTER HEAD ROAD**	
SOUTER HEAD ROAD	**ALTENS ROUNDABOUT**	COMPLETE AND RETURN - LEFT - 2ND EXIT
ALTENS ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**STONEHAVEN ROAD - A92 NORTH**	RIGHT
STONEHAVEN ROAD - A92 NORTH	**BRIDGE OF DEE ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
BRIDGE OF DEE ROUNDABOUT	**STONEHAVEN ROAD**	

STONEHAVEN ROAD	**GARTHDEE ROUNDABOUT**	COMPLETE - 4 EXIT
GARTHDEE ROUNDABOUT	**STONEHAVEN ROAD**	
STONEHAVEN ROAD	**BRIDGE OF DEE ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
BRIDGE OF DEE ROUNDABOUT	**STONEHAVEN ROAD - A92 SOUTH**	
STONEHAVEN ROAD - A92 SOUTH	**STONEHAVEN ROAD**	UNDER OVERPASS
STONEHAVEN ROAD	*STONEHAVEN ROAD - A92 NORTH*	TAKE SLIP ROAD AND RETURN ON NORTH CARRIAGEWAY
STONEHAVEN ROAD - A92 NORTH	**BRIDGE OF DEE ROUNDABOUT**	ROUND - 4TH EXIT
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD - A92 SOUTH*	
STONEHAVEN ROAD - A92 SOUTH	*STONEHAVEN ROAD - A92 SOUTH - OFF SLIP ROAD*	LEAVE AT FIRST SLIP ROAD
STONEHAVEN ROAD - A92 SOUTH - OFF SLIP ROAD	**WELLINGTON ROAD**	LEFT
WELLINGTON ROAD	**ALTENS ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
ALTENS ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**NIGG ROUNDABOUT**	LEFT - 1ST EXIT
NIGG ROUNDABOUT	**WEST TULLOS ROAD**	
WEST TULLOS ROAD	**ABBOTSWELL ROUNDABOUT**	STRAIGHT ON - 1ST EXIT
ABBOTSWELL ROUNDABOUT	**WEST TULLOS ROAD**	
WEST TULLOS ROAD	**KING GEORGE VI ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
KING GEORGE VI ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**BRIDGE OF DEE ROUNDABOUT**	ROUND - 4TH EXIT
BRIDGE OF DEE ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**KING GEORGE VI BRIDGE ROUNDABOUT**	LEFT - 1ST EXIT
KING GEORGE VI BRIDGE ROUNDABOUT	**KING GEORGE VI BRIDGE**	
KING GEORGE VI BRIDGE	**DUTHIE PARK ROUNDABOUT**	COMPLETE - 4TH EXIT
DUTHIE PARK ROUNDABOUT	**KING GEORGE VI BRIDGE**	
KING GEORGE VI BRIDGE	**KING GEORGE VI ROUNDABOUT**	LEFT - 1ST EXIT
KING GEORGE VI ROUNDABOUT	**WEST TULLOS ROAD**	

WEST TULLOS ROAD	**ABBOTSWELL ROUNDABOUT**	ROUND - 3RD EXIT
ABBOTSWELL ROUNDABOUT	**WEST TULLOS ROAD**	
WEST TULLOS ROAD	*ABBOTSWELL ROUNDABOUT*	RIGHT - 3RD EXIT
ABBOTSWELL ROUNDABOUT	*KING GEORGE VI BRIDGE*	
KING GEORGE VI BRIDGE	*DUTHIE PARK ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
DUTHIE PARK ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	**WHINHILL ROUNDABOUT**	LEFT - 1ST EXIT
WHINHILL ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**HOLBURN ROUNDABOUT**	COMPLETE - 4TH EXIT
HOLBURN ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**WHINHILL ROUNDABOUT**	RIGHT - 2ND EXIT
WHINHILL ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**DUTHIE PARK ROUNDABOUT**	LEFT - 1ST EXIT
DUTHIE PARK ROUNDABOUT	**RIVERSIDE DRIVE**	
RIVERSIDE DRIVE	**QUEEN ELZABETH BRIDGE ROUNDABOUT**	ROUND - 4TH EXIT
QUEEN ELZABETH BRIDGE ROUNDABOUT	**RIVERSIDE DRIVE**	ROUND - 4TH EXIT
RIVERSIDE DRIVE	**DUTHIE PARK ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
DUTHIE PARK ROUNDABOUT	**RIVERSIDE DRIVE**	
RIVERSIDE DRIVE	**HOLBURN STREET**	LEFT
HOLBURN STREET	**GARTHDEE ROUNDABOUT**	LEFT - 1ST EXIT
GARTHDEE ROUNDABOUT	**RIVERSIDE DRIVE**	
RIVERSIDE DRIVE	**RIVERSIDE DRIVE**	LEFT
RIVERSIDE DRIVE	**HOLBURN STREET**	RIGHT
HOLBURN STREET	**HOLBURN ROUNDABOUT**	LEFT - 1ST EXIT
HOLBURN ROUNDABOUT	**HOLBURN STREET**	
HOLBURN STREET	**ALFORD PLACE**	LEFT
ALFORD PLACE	**ALBYN PLACE**	FOLLOW ON TO
ALBYN PLACE	**QUEENS CROSS**	STRAIGHT ON - 2ND EXIT
QUEENS CROSS	**QUEENS ROAD**	
QUEENS ROAD	**QUEENS GATE**	STRAIGHT ON - 2ND EXIT
QUEENS GATE	**QUEENS ROAD**	
QUEENS ROAD	**KEPPLESTONE ROUNDABOUT**	LEFT - 1ST EXIT
KEPPLESTONE ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	FOLLOW ON TO
SOUTH ANDERSON DRIVE	**BROOMHILL ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
BROOMHILL ROUNDABOUT	**SOUTH ANDERSON DRIVE**	

SOUTH ANDERSON DRIVE	**GARTHDEE ROUNDABOUT**	ROUND - 4TH EXIT
GARTHDEE ROUNDABOUT	**SOUTH ANDERSON DRIVE**	
SOUTH ANDERSON DRIVE	**BROOMHILL ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
BROOMHILL ROUNDABOUT	**SOUTH ANDERSON DRIVE**	
SOUTH ANDERSON DRIVE	**GREAT WESTERN ROAD A93**	RIGHT
GREAT WESTERN ROAD A93	**WILLOWBANK ROAD**	STRAIGHT ON
WILLOWBANK ROAD	**SPRINGBANK TERRACE**	FOLLOW ON TO
SPRINGBANK TERRACE	**WELLINGTON PLACE**	STRAIGHT ON
WELLINGTON PLACE	**SOUTH COLLEGE STREET**	LEFT
SOUTH COLLEGE STREET	**COLLEGE STREET**	FOLLOW ON TO
COLLEGE STREET	**BRIDGE STREET**	BEAR LEFT
BRIDGE STREET	**UNION STREET**	LEFT
UNION STREET	**ALFORD PLACE**	BEAR RIGHT
ALFORD PLACE	**VICTORIA STREET**	RIGHT
VICTORIA STREET	**WAVERLEY PLACE**	LEFT
WAVERLEY PLACE	**ALBERT STREET**	FOLLOW ON TO
ALBERT STREET	**CRAIGIE LOANINGS**	STRAIGHT ON
CRAIGIE LOANINGS	**WESTFIELD ROAD**	FOLLOW ON TO
WESTFIELD ROAD	**ARGYLL PLACE**	STRAIGHT ON
ARGYLL PLACE	**WESTBURN ROAD**	LEFT
WESTBURN ROAD	**NORTH ANDERSON DRIVE**	RIGHT
NORTH ANDERSON DRIVE	**MURDOS ROUNDABOUT**	ROUND - 5TH EXIT
MURDOS ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**WESTBURN ROAD**	LEFT
WESTBURN ROAD	**WESTBURN DRIVE**	LEFT
WESTBURN DRIVE	**ASHGROVE ROAD WEST**	LEFT
ASHGROVE ROAD WEST	**NORTH ANDERSON DRIVE**	LEFT
NORTH ANDERSON DRIVE	*KINGS CROSS ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
KINGS CROSS ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*KEPPLESTONE ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	STRAIGHT ON - 2ND EXIT
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*GARTHDEE ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
GARTHDEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*BRIDGE OF DEE ROUNDABOUT*	LEFT - 1ST EXIT
BRIDGE OF DEE ROUNDABOUT	*GREAT SOUTHERN ROAD*	

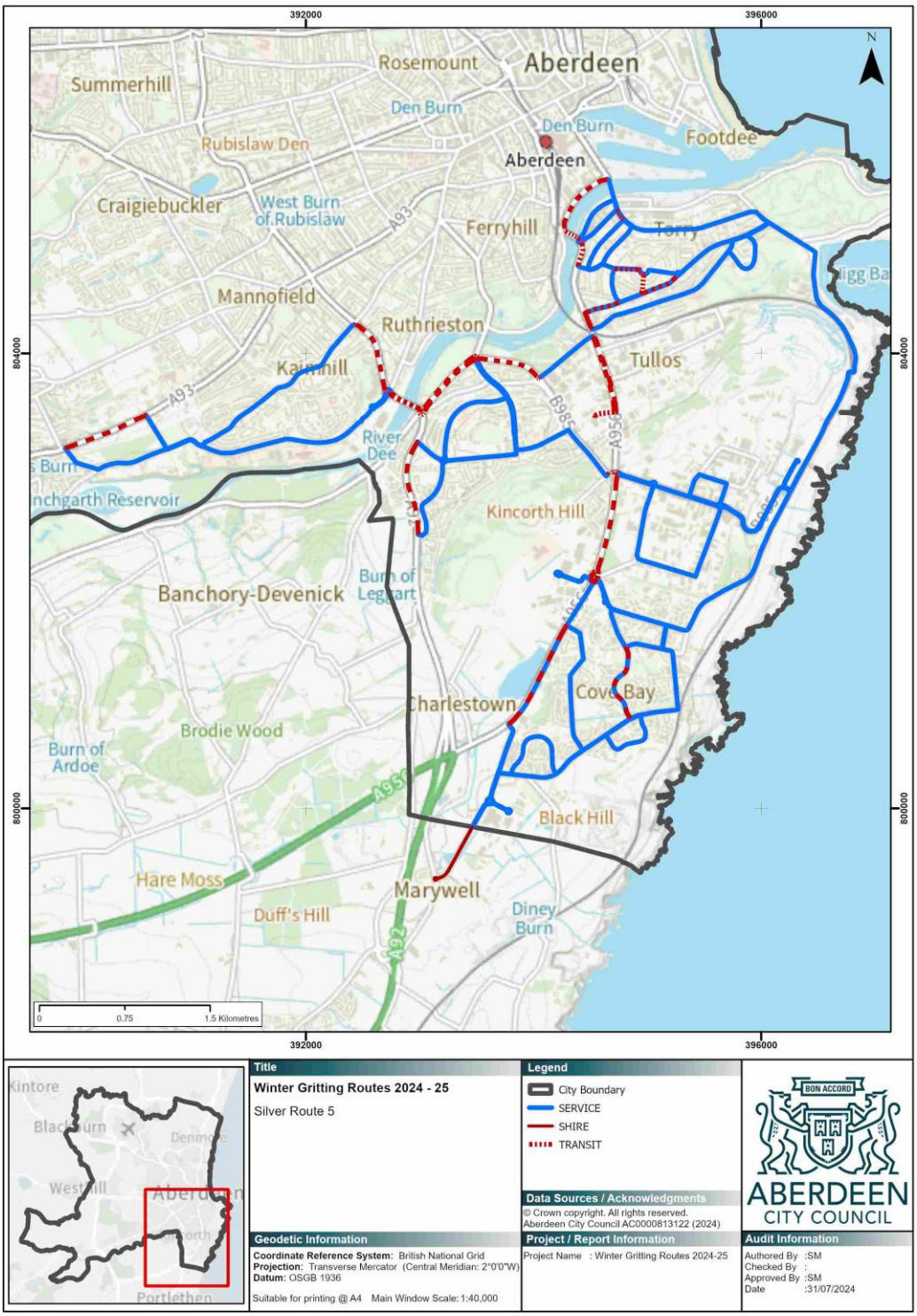
GREAT SOUTHERN ROAD	*KING GEORGE VI ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
KING GEORGE VI ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*ABBOTSWELL ROUNDABOUT*	LEFT - 1ST EXIT
ABBOTSWELL ROUNDABOUT	*ABBOTSWELL ROAD*	
ABBOTSWELL ROAD	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	LEFT

(b) Priority 1, Silver routes

The following described routes (numbered 5-10) cover Priority 1 Silver routes within the City and are to be treated between 04.45 and 21.00.

Bold Text – Treat	*Italic - Run*

Silver route 5



SILVER 5		
FROM	**TO**	**DIRECTION**
CRAIGSHAW DRIVE	*WELLINGTON ROAD*	LEFT
WELLINGTON ROAD	*ABBOTSWELL ROAD*	LEFT
ABBOTSWELL ROAD	**ABBOTSWELL ROUNDABOUT**	RIGHT - 2ND EXIT
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
KING GEORGE VI BRIDGE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	RIGHT - 3RD EXIT
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	LEFT - 1ST EXIT
GARTHDEE ROUNDABOUT	*GARTHDEE ROAD*	
GARTHDEE ROAD	**ASDA ROUNDABOUT**	COMPLETE - 3RD EXIT
ASDA ROUNDABOUT	**GARTHDEE ROAD**	
GARTHDEE ROAD	**GARTHDEE ROUNDABOUT**	LEFT - 1ST EXIT
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	LEFT - 1ST EXIT
BROOMHILL ROUNDABOUT	*AUCHINYELL ROAD*	
AUCHINYELL ROAD	**GARTHDEE ROAD**	RIGHT
GARTHDEE ROAD	**PITFODELS STATION ROAD**	RIGHT
PITFODELS STATION ROAD	**NORTH DEESIDE ROAD**	LEFT
NORTH DEESIDE ROAD	*WESTERTON ROAD*	LEFT
WESTERTON ROAD	**INCHGARTH ROAD**	LEFT
INCHGARTH ROAD	**GARTHDEE ROAD**	STRAIGHT ON
GARTHDEE ROAD	**SAINSBURYS ROUNDABOUT ROUNDABOUT**	COMPLETE - 1ST EXIT
SAINSBURYS ROUNDABOUT ROUNDABOUT	**GARTHDEE ROAD**	
GARTHDEE ROAD	**ASDA ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
ASDA ROUNDABOUT	**GARTHDEE ROAD**	
GARTHDEE ROAD	**GARTHDEE ROUNDABOUT**	RIGHT - 3RD EXIT
GARTHDEE ROUNDABOUT	**STONEHAVEN ROAD**	
STONEHAVEN ROAD	*BRIDGE OF DEE ROUNDABOUT*	LEFT 1ST EXIT
BRIDGE OF DEE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	RIGHT - 3RD EXIT

KING GEORGE VI BRIDGE ROUNDABOUT	*PROVOST WATT DRIVE*	
PROVOST WATT DRIVE	**FAULDS GATE**	RIGHT

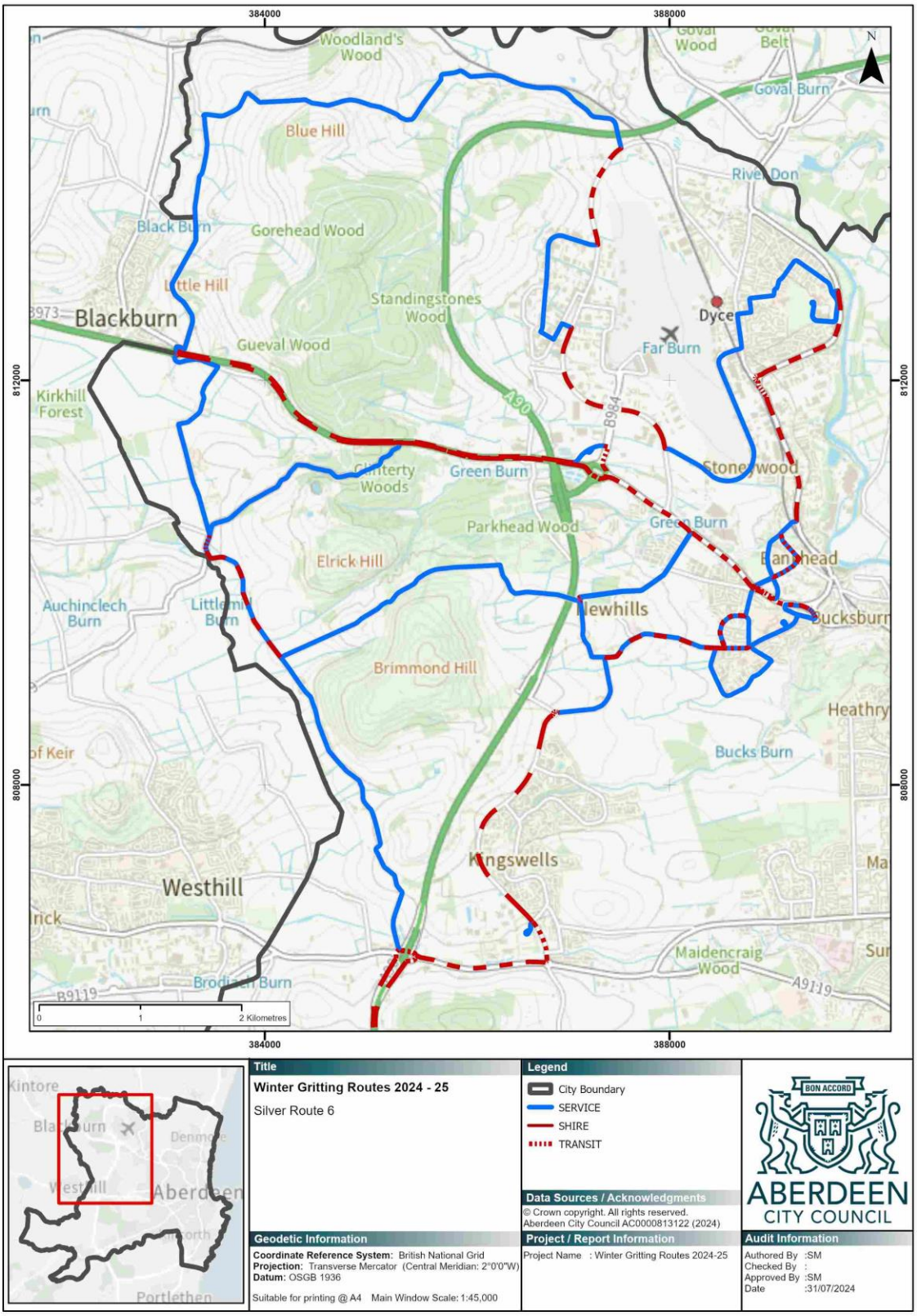
FAULDS GATE	**KINCORTH ROUNDABOUT**	RIGHT - 3RD EXIT
KINCORTH ROUNDABOUT	**CAIRNGORM ROAD**	
CAIRNGORM ROAD	**STONEHAVEN ROAD**	LEFT
STONEHAVEN ROAD	*NIGG WAY*	LEFT
NIGG WAY	**GARDNER DRIVE**	LEFT
GARDNER DRIVE	**KINCORTH ROUNDABOUT**	RIGHT -3RD EXIT
KINCORTH ROUNDABOUT	**CAIRNGORM DRIVE**	
CAIRNGORM DRIVE	**PROVOST WATT DRIVE**	LEFT
PROVOST WATT DRIVE	**KING GEORGE VI BRIDGE ROUNDABOUT**	ROUND - 4TH EXIT
KING GEORGE VI BRIDGE ROUNDABOUT	*PROVOST WATT DRIVE*	
PROVOST WATT DRIVE	**ARBROATH WAY**	LEFT
ARBROATH WAY	**ABBOTSWELL CRESCENT**	RIGHT
ABBOTSWELL CRESCENT	**REDMOSS ROAD**	LEFT
REDMOSS ROAD	**WEST TULLOS ROAD**	RIGHT
WEST TULLOS ROAD	*NIGG ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
NIGG ROUNDABOUT	*HARENESS ROAD*	
HARENESS ROAD	**CRAWPEEL ROUNDABOUT**	RIGHT - 3RD EXIT
CRAWPEEL ROUNDABOUT	**CRAWPEEL ROAD**	
CRAWPEEL ROAD	**SOUTERHEAD ROUNDABOUT**	LEFT - 1ST EXIT
SOUTERHEAD ROUNDABOUT	**SOUTERHEAD ROAD**	
SOUTERHEAD ROAD	**BLACKNESS ROAD**	LEFT
BLACKNESS ROAD	**HARENESS ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
HARENESS ROUNDABOUT	**MINTO ROAD**	
MINTO ROAD	**MINTO DRIVE**	LEFT
MINTO DRIVE	**MINTO AVENUE**	LEFT
MINTO AVENUE	**HARENESS ROAD**	LEFT
HARENESS ROAD	**HARENESS ROUNDABOUT**	ROUND - 4TH EXIT
HARENESS ROUNDABOUT	**HARENESS ROAD**	
HARENESS ROAD	**CRAWPEEL ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
CRAWPEEL ROUNDABOUT	**HARENESS ROAD**	
HARENESS ROAD	**NIGG ROUNDABOUT**	LEFT - 1ST EXIT
NIGG ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*ALTENS ROUNDABOUT*	RIGHT - 4TH EXIT
ALTENS ROUNDABOUT	*WELLINGTON CIRCLE*	
WELLINGTON CIRCLE	**WELLINGTON CIRCLE**	LEFT
WELLINGTON CIRCLE	**WELLINGTON CIRCLE IKEA ROUNDABOUT**	RIGHT - 4TH EXIT
WELLINGTON CIRCLE IKEA ROUNDABOUT	**WELLINGTON CIRCLE**	
WELLINGTON CIRCLE	**WELLINGTON CIRCLE**	RIGHT

WELLINGTON CIRCLE	**ALTENS ROUNDABOUT**	RIGHT - 4TH EXIT
ALTENS ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	**WELLINGTON ROAD**	LEFT
WELLINGTON ROAD	**COVE ROAD**	LEFT
COVE ROAD	**CHARLESTON DRIVE**	LEFT
CHARLESTON DRIVE	**COVE ROAD**	LEFT
COVE ROAD	**CHARLESTON ROAD**	LEFT
CHARLESTON ROAD	**CHARLESTON ROAD NORTH**	fOLLOW RIGHT
CHARLESTON ROAD NORTH	**WELLINGTON ROAD**	LEFT
WELLINGTON ROAD	*WELLINGTON ROAD*	LEFT
WELLINGTON ROAD	**GATEWAY ROUNDABOUT**	
GATEWAY ROUNDABOUT	**GATEWAY DRIVE**	LEFT - 1ST EXIT
GATEWAY DRIVE	**CHARLESTON MOSS ROUNDABOUT**	COMPLETE - 4TH EXIT
CHARLESTON MOSS ROUNDABOUT	**GATEWAY DRIVE**	
GATEWAY DRIVE	**GATEWAY ROUNDABOUT**	LEFT - 1ST EXIT
GATEWAY ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**WELLINGTON ROAD**	CITY LIMIT
WELLINGTON ROAD	*ROUNDABOUT*	ROUND 4TH EXIT
ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*WELLINGTON ROAD*	TO CITY LIMIT
WELLINGTON ROAD	**GATEWAY ROUNDABOUT**	STRAIGHT ON - 1ST EXIT
GATEWAY ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**COVE ROAD**	RIGHT
COVE ROAD	**COVE CRESCENT**	RIGHT
COVE CRESCENT	**COVE ROAD**	RIGHT
COVE ROAD	**EARNS HEUGH ROAD**	LEFT
EARNS HEUGH ROAD	**LANGDYKES ROAD**	LEFT
LANGDYKES ROAD	**HYDROGEN STATION**	LEFT
HYDROGEN STATION	**LANGDYKES ROAD**	LEFT
LANGDYKES ROAD	**ALTENS ROUNDABOUT**	ROUND - 5TH EXIT
ALTENS ROUNDABOUT	*LANGDYKES ROAD*	
LANGDYKES ROAD	**LORISTON ROAD**	RIGHT
LORISTON ROAD	**COVE ROAD**	RIGHT
COVE ROAD	**EARNS HEUGH ROAD**	RIGHT
EARNS HEUGH ROAD	*LORISTON AVENUE*	RIGHT
LORISTON AVENUE	**LORISTON ROAD**	LEFT
LORISTON ROAD	**LANGDYKES ROAD**	RIGHT
LANGDYKES ROAD	**COAST ROAD**	LEFT
COAST ROAD	**HARENESS ROAD**	LEFT

HARENESS ROAD	**HARENESS ROUNDABOUT**	ROUND 4TH EXIT
HARENESS ROUNDABOUT	**HARENESS ROAD**	
HARENESS ROAD	**HARENESS PLACE**	LEFT
HARENESS PLACE	**TURN POINT**	ROUND
TURN POINT	**HARENESS PLACE**	ROUND
HARENESS PLACE	**HARENESS ROAD**	LEFT
HARENESS ROAD	**COAST ROAD**	LEFT
COAST ROAD	**ST FITTICKS ROAD**	LEFT
ST FITTICKS ROAD	**BALNAGASK ROAD**	LEFT
BALNAGASK ROAD	**WELINGTON ROAD**	LEFT
WELINGTON ROAD	*GIRDLENESS ROAD*	LEFT
GIRDLENESS ROAD	**BALNAGASK ROAD**	RIGHT
BALNAGASK ROAD	**BALNAGASK CIRCLE**	RIGHT
BALNAGASK CIRCLE	**GIRDLENESS ROAD**	RIGHT
GIRDLENESS ROAD	**BALNAGASK ROAD**	RIGHT
BALNAGASK ROAD	**ST FITTICKS ROAD**	LEFT
ST FITTICKS ROAD	**VICTORIA ROAD**	LEFT
VICTORIA ROAD	**NORTH ESPLANADE WEST**	LEFT
NORTH ESPLANADE WEST	*QUEEN ELIZABETH BRIDGE ROUNDABOUT*	LEFT 1ST EXIT
QUEEN ELIZABETH BRIDGE ROUNDABOUT	*QUEEN ELZABETH BRIDGE*	
QUEEN ELZABETH BRIDGE	*CRAIGINCHES ROUNDABOUT*	COMPLETE - 5TH EXIT
CRAIGINCHES ROUNDABOUT	**SOUTH ESPLANADE WEST**	
SOUTH ESPLANADE WEST	**VICTORIA ROAD**	RIGHT
VICTORIA ROAD	**GRAMPIAN ROAD**	RIGHT
GRAMPIAN ROAD	**GRAMPIAN PLACE**	RIGHT
GRAMPIAN PLACE	**WALKER ROAD**	RIGHT
WALKER ROAD	**VICTORIA ROAD**	LEFT
VICTORIA ROAD	*MENZIES ROAD*	LEFT
MENZIES ROAD	**CRAIG PLACE**	FOLLOW ON TO
CRAIG PLACE	**CRAIGINCHES ROUNDABOUT**	LEFT - 1ST EXIT
CRAIGINCHES ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*GRAMPIAN PLACE*	LEFT
GRAMPIAN PLACE	**TULLOS CIRCLE**	RIGHT
TULLOS CIRCLE	**TULLOS PLACE**	STRAIGHT ON - 2ND EXIT
TULLOS PLACE	**ROUNDABOUT**	COMPLETE - 3RD EXIT
ROUNDABOUT	**BALNAGASK ROAD**	
BALNAGASK ROAD	*BATTOCK PLACE*	RIGHT
BATTOCK PLACE	*TULLOS CIRCLE*	LEFT
TULLOS CIRCLE	*GRAMPIAN PLACE*	LEFT

GRAMPIAN PLACE	*OSCAR ROAD*	LEFT
OSCAR ROAD	**BALNAGASK ROAD**	RIGHT
BALNAGASK ROAD	*WELINGTON ROAD*	LEFT
WELINGTON ROAD	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	RIGHT
WEST TULLOS DEPOT		END

Silver route 6



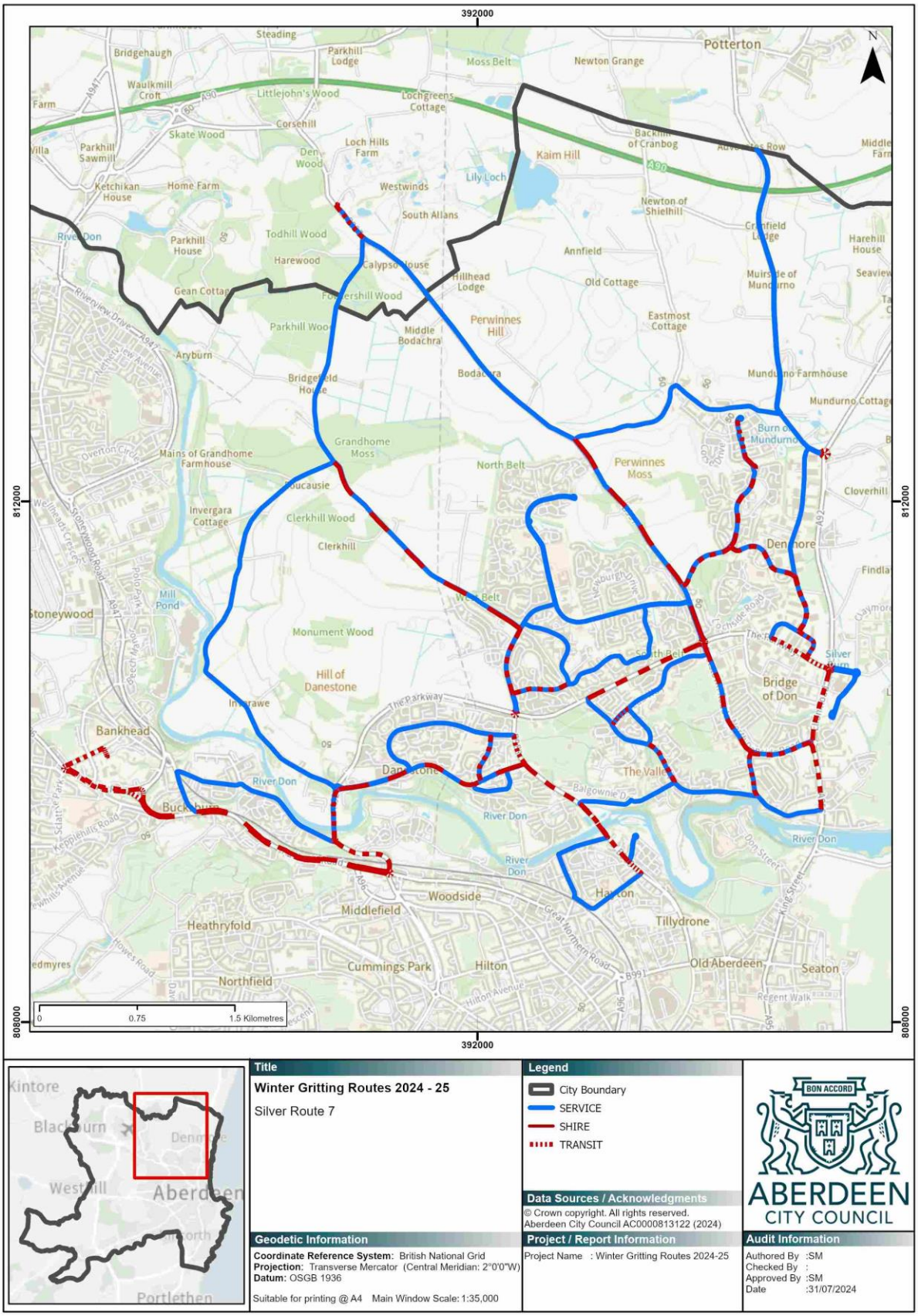
SILVER 6		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	LEFT
CRAIGSHAW DRIVE	*WELLINGTON ROAD*	RIGHT
WELLINGTON ROAD	*NIGG ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
NIGG ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*ALTENS ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
ALTENS ROUNDABOUT	*WELLINGTON RDAD -*	
WELLINGTON RDAD -	*AWPR ROUNDABOUT*	RIGHT - 2ND EXIT
AWPR ROUNDABOUT	*A90 NORTH*	
A90 NORTH	*AWPR ROUNDABOUT*	LEFT - A944 JUNCTION
AWPR ROUNDABOUT	*SKENE ROAD*	RIGHT - 4TH EXIT
SKENE ROAD	*KINGSWELLS ROUNDABOUT*	LEFT - 1ST EXIT
KINGSWELLS ROUNDABOUT	*CHAPEL OF STONEYWOOD - FAIRLEY ROAD*	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*KINGSWELLS P&R LOOP*	LEFT
KINGSWELLS P&R LOOP	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	LEFT
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*AWPR ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
AWPR ROUNDABOUT	*CHAPEL OF STONEYWOOD - FAIRLEY ROAD*	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**NEWHILLS ROAD**	RIGHT
NEWHILLS ROAD	**KEPPLEHILLS ROAD**	FOLLOW ON TO
KEPPLEHILLS ROAD	**NETHERHILLS AVENUE**	RIGHT
NETHERHILLS AVENUE	**NEWHILLS AVENUE**	RIGHT
NEWHILLS AVENUE	**KEPPLEHILLS ROAD**	RIGHT
KEPPLEHILLS ROAD	*SCLATTIE PARK*	LEFT
SCLATTIE PARK	**KEPPLEHILLS DRIVE**	LEFT
KEPPLEHILLS DRIVE	**KEPPLEHILLS ROAD**	LEFT
KEPPLEHILLS ROAD	**BUCKSBURN ACADEMY LOOP**	LEFT
BUCKSBURN ACADEMY LOOP	**KEPPLEHILLS ROAD**	LEFT
KEPPLEHILLS ROAD	**INVERURIE ROAD**	RIGHT
INVERURIE ROAD	**INVERURIE ROAD**	LEFT
INVERURIE ROAD	**BUCKSBURN ROUNDABOUT**	LEFT
BUCKSBURN ROUNDABOUT	**INVERURIE ROAD**	KEEP LEFT
INVERURIE ROAD	**INVERURIE ROAD**	LEFT
INVERURIE ROAD	**INVERURIE ROAD**	LEFT
INVERURIE ROAD	*INVERURIE ROAD*	LEFT
INVERURIE ROAD	*SCLATTIE ROUNDABOUT*	LEFT
SCLATTIE ROUNDABOUT	*INVERURIE ROAD*	STRAIGHT ON - 2ND EXIT
INVERURIE ROAD	*FORBIT BRAE*	

FORRIT BRAE	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	LEFT

CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**NEWHILLS ROAD**	FOLLOW ON TO
NEWHILLS ROAD	*KEPPLEHILLS DRIVE*	LEFT
KEPPLEHILLS DRIVE	*SCLATTIE PARK*	LEFT
SCLATTIE PARK	**SCLATTIE ROUNDABOUT**	RIGHT - 3RD EXIT
SCLATTIE ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*GREENBURN DRIVE*	LEFT
GREENBURN DRIVE	**BANKHEAD AVENUE**	LEFT
BANKHEAD AVENUE	**SCLATTIE ROUNDABOUT**	ROUND - 4TH EXIT
SCLATTIE ROUNDABOUT	*BANKHEAD AVENUE*	
BANKHEAD AVENUE	**BANKHEAD ROAD**	LEFT
BANKHEAD ROAD	**GREENBURN DRIVE**	LEFT
GREENBURN DRIVE	**BANKHEAD AVENUE**	LEFT
BANKHEAD AVENUE	*BANKHEAD ROAD*	LEFT
BANKHEAD ROAD	*STONEYWOOD ROAD*	RIGHT
STONEYWOOD ROAD	**STONEYWOOD ROAD**	LEFT
STONEYWOOD ROAD	*ROUNDABOUT*	STRAIGHT ON - 1ST EXIT
ROUNDABOUT	*STONEYWOOD ROAD*	
STONEYWOOD ROAD	*'BP' ROUNDABOUT*	RIGHT - 2ND EXIT
'BP' ROUNDABOUT	*RIVERVIEW DRIVE*	
RIVERVIEW DRIVE	*NETHERVIEW AVENUE*	LEFT
NETHERVIEW AVENUE	**ROUNDABOUT**	LEFT - 1ST EXIT
ROUNDABOUT	**DYCE SHOPPING CENTRE LOOP**	
DYCE SHOPPING CENTRE LOOP	**ROUNDBOUT**	FOLLOW LOOP TO ROUNDABOUT AND RETURN
ROUNDBOUT	**NETHERVIEW GARDENS**	STRAIGHT ON - 2ND EXIT
NETHERVIEW GARDENS	**GORDON TERRACE**	STRAIGHT ON
GORDON TERRACE	**NETHERVIEW ROAD**	LEFT
NETHERVIEW ROAD	**GLEN ROAD**	RIGHT
GLEN ROAD	**VICTORIA STREET**	RIGHT
VICTORIA STREET	**FARBURN TERRACE**	RIGHT
FARBURN TERRACE	**FARBURN ROUNDABOUT**	LEFT - 1ST EXIT
FARBURN ROUNDABOUT	**WELLHEADS DRIVE**	
WELLHEADS DRIVE	**DYCE DRIVE**	RIGHT
DYCE DRIVE	*HOWE MOSS ROAD*	LEFT
HOWE MOSS ROAD	**HOWE MOSS DRIVE**	LEFT
HOWE MOSS DRIVE	**HOWE MOSS CRESCENT**	RIGHT
HOWE MOSS CRESCENT	**HOWE MOSS AVENUE**	RIGHT
HOWE MOSS AVENUE	**DYCE DRIVE**	LEFT
DYCE DRIVE	*PITMEDDEN ROAD*	LEFT
PITMEDDEN ROAD	**CASKIEBEN ROAD**	LEFT
CASKIEBEN ROAD	**MAIN ROAD**	LEFT
MAIN ROAD	**INVERURIE ROAD**	LEFT - 1ST EXIT
INVERURIE ROAD	*AIRPORT PARK & RIDE*	LEFT SLIP AT PARK AND RIDE

AIRPORT PARK & RIDE	**ARGYLL ROAD**	RIGHT
ARGYLL ROAD	*AIRPORT ROUNDABOUT*	RIGHT - 3RD EXIT
AIRPORT ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*A96 ROUNDABOUT*	LEFT - 1ST EXIT
A96 ROUNDABOUT	*CLINTERTY ROAD*	
CLINTERTY ROAD	**CLINTERTY ROAD**	RIGHT
CLINTERTY ROAD	**CLINTERTY - TYREBAGGER ROAD**	RIGHT
CLINTERTY - TYREBAGGER ROAD	**BORROWSTONE ROAD**	LEFT
BORROWSTONE ROAD	**TULLUCH ROAD**	LEFT
TULLUCH ROAD	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	LEFT
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*FORRIT BRAE*	RIGHT
FORRIT BRAE	**INVERURIE ROAD**	LEFT
INVERURIE ROAD	*AIRPORT ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
AIRPORT ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*CLINTERTY - TYREBAGGER ROAD*	LEFT
CLINTERTY - TYREBAGGER ROAD	**CLINTERTY - TYREBAGGER ROAD**	STRAIGHT ON
CLINTERTY - TYREBAGGER ROAD	*BORROWSTONE ROAD*	LEFT
BORROWSTONE ROAD	*BORROWSTONE ROAD*	FOLLOW ON TO
BORROWSTONE ROAD	**AWPR ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
AWPR ROUNDABOUT	*A90 SOUTH*	
A90 SOUTH	*AWPR ROUNDABOUT*	LEFT - 1ST EXIT
AWPR ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*ALTENS ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
ALTENS ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*NIGG ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
NIGG ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*CRAIGSHAW DRIVE*	LEFT
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	RIGHT
WEST TULLOS DEPOT		END

Silver route 7



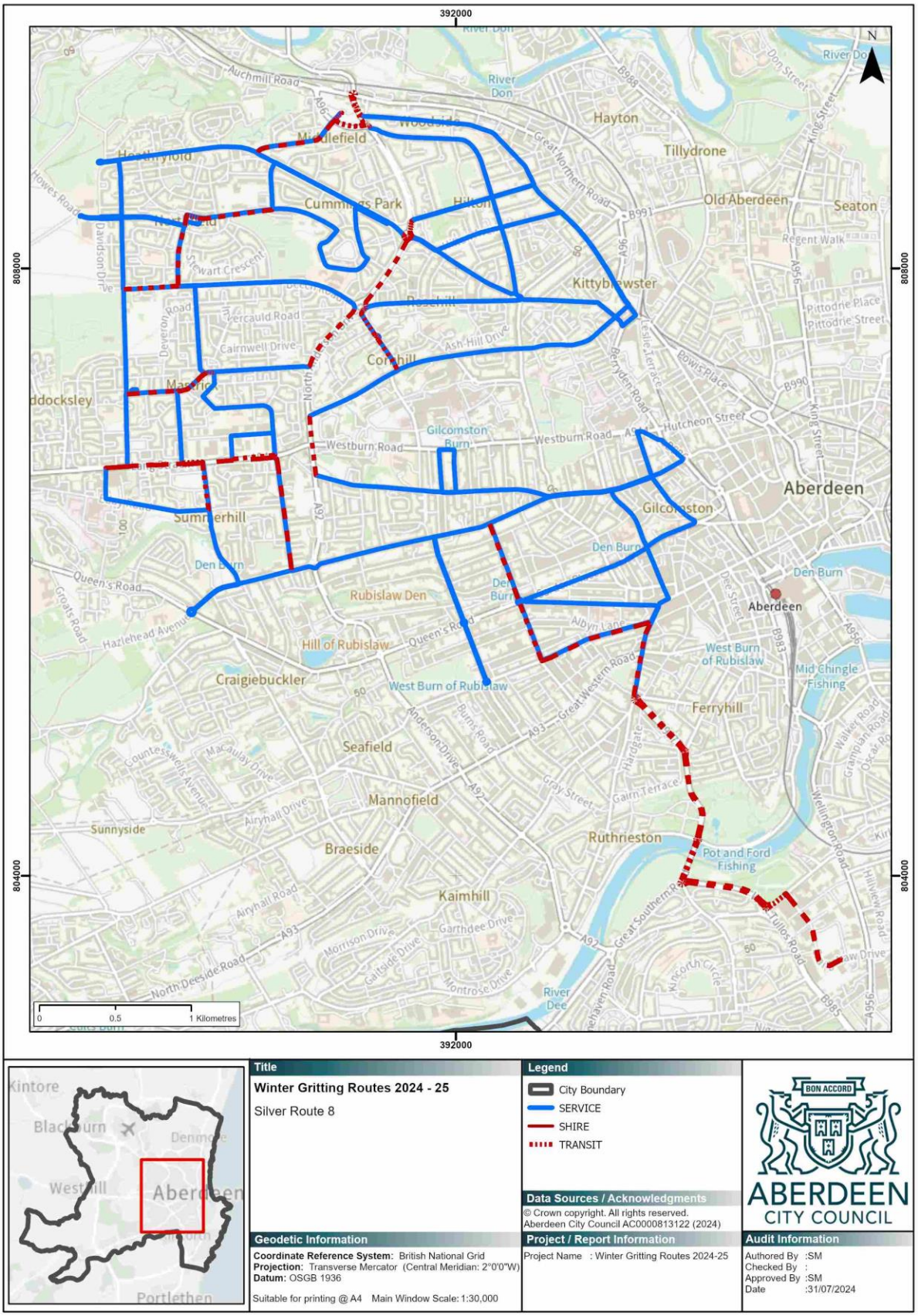
SILVER 7		
FROM	**TO**	**DIRECTION**
BANKHEAD DEPOT	*BANKHEAD AVENUE*	LEFT
BANKHEAD AVENUE	*SCLATTIE ROUNDABOUT*	LEFT - 1ST EXIT
SCLATTIE ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*BUCKSBURN ROUNDABOUT*	RIGHT - 2ND EXIT
BUCKSBURN ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*HAUDAGAIN ROUNDABOUT*	LEFT - 1ST EXIT
HAUDAGAIN ROUNDABOUT	*MUGIEMOSS ROAD*	
MUGIEMOSS ROAD	*MUGIEMOSS ROUNDABOUT*	RIGHT - 2ND EXIT
MUGIEMOSS ROUNDABOUT	*PARKWAY*	
PARKWAY	**'Tesco' ROUNDABOUT**	RIGHT - 3RD EXIT
'Tesco' ROUNDABOUT	**LAUREL DRIVE**	
LAUREL DRIVE	**FAIRVIEW STREET**	LEFT
FAIRVIEW STREET	**FAIRVIEW BRAE**	RIGHT
FAIRVIEW BRAE	**LAUREL DRIVE**	RIGHT
LAUREL DRIVE	**LAUREL PLACE**	LEFT
LAUREL PLACE	**LAUREL DRIVE**	LEFT
LAUREL DRIVE	**FAIRVIEW BRAE**	RIGHT
FAIRVIEW BRAE	*FAIRVIEW STREET*	RIGHT
FAIRVIEW STREET	**GORDON BRAE**	RIGHT
GORDON BRAE	*LAUREL DRIVE*	RIGHT
LAUREL DRIVE	**'Tesco' ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
'Tesco' ROUNDABOUT	**UPPER PERSLEY ROAD**	
UPPER PERSLEY ROAD	**WHITESTRIPES ROAD**	RIGHT
WHITESTRIPES ROAD	**WHITESTRIPES AVENUE**	LEFT
WHITESTRIPES AVENUE	**JESMOND AVENUE NORTH**	RIGHT
JESMOND AVENUE NORTH	**VALENTINE ROAD**	RIGHT
VALENTINE ROAD	**WHITESTRIPES AVENUE**	LEFT
WHITESTRIPES AVENUE	**DANESTONE ROUNDABOUT**	ROUND - 4TH EXIT
DANESTONE ROUNDABOUT	*WHITESTRIPES AVENUE*	
WHITESTRIPES AVENUE	**JESMOND DRIVE**	LEFT
JESMOND DRIVE	**JESMOND DRIVE**	TO BUS TURN POINT AND RETURN
JESMOND DRIVE	**JESMOND DRIVE**	INTO BUS TURN POINT
JESMOND DRIVE	**JESMOND DRIVE**	LEFT
JESMOND DRIVE	**SCOTSTOWN ROAD**	RIGHT
SCOTSTOWN ROAD	**SCOTSTOWN ROUNDABOUT**	ROUND - 4TH EXIT
SCOTSTOWN ROUNDABOUT	*SCOTSTOWN ROAD*	
SCOTSTOWN ROAD	**JESMOND DRIVE**	LEFT
JESMOND DRIVE	**JESMOND AVENUE**	LEFT
JESMOND AVENUE	**VALENTINE ROAD**	FOLLOW ON TO
VALENTINE ROAD	*WHITESTRIPES AVENUE*	RIGHT

WHITESTRIPES AVENUE	*WHITESTRIPES ROAD*	LEFT
WHITESTRIPES ROAD	*WHITESTRIPES ROAD*	FOLLOW ON TO
WHITESTRIPES ROAD	**SCOTSTOWN ROAD**	LEFT
SCOTSTOWN ROAD	*TURN POINT*	RIGHT TO TURN IN QUARRY OPENING

TURN POINT	*SCOTSTOWN ROAD*	LEFT
SCOTSTOWN ROAD	**DUBFORD ROAD**	LEFT
DUBFORD ROAD	**SHIELHILL AVENUE**	FOLLOW ON TO
SHIELHILL AVENUE	**SHIELHILL AVENUE**	TO BUS TURN AND RETURN
SHIELHILL AVENUE	*DUBFORD ROAD*	FOLLOW ON TO
DUBFORD ROAD	*GREENBRAE DRIVE*	LEFT
GREENBRAE DRIVE	**DENMORE ROAD**	RIGHT
DENMORE ROAD	*WOODSIDE ROAD*	RIGHT
WOODSIDE ROAD	**THE PARKWAY**	LEFT
THE PARKWAY	*WOODSIDE ROAD*	LEFT
WOODSIDE ROAD	**DENMORE ROAD**	RIGHT
DENMORE ROAD	*GREENBRAE DRIVE*	LEFT
GREENBRAE DRIVE	*DUBFORD ROAD*	LEFT
DUBFORD ROAD	*SCOTSTOWN ROAD*	LEFT
SCOTSTOWN ROAD	**SCOTSTOWN ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
SCOTSTOWN ROUNDABOUT	*SCOTSTOWN ROAD*	
SCOTSTOWN ROAD	**NORTH DONSIDE ROAD**	FOLLOW ON TO
NORTH DONSIDE ROAD	**GORDON BARRACKS ROUNDABOUT**	LEFT - 1ST EXIT
GORDON BARRACKS ROUNDABOUT	*ELLON ROAD*	
ELLON ROAD	*AECC ROUNDABOUT*	RIGHT - 3RD EXIT
AECC ROUNDABOUT	*PARKWAY EAST*	
PARKWAY EAST	**TECHNOLOGY PARK ROUNDABOUT**	RIGHT - 3RD EXIT
TECHNOLOGY PARK ROUNDABOUT	**AECC P & R LOOP**	
AECC P & R LOOP	**TECHNOLOGY PARK ROUNDABOUT**	LEFT - 1ST EXIT
TECHNOLOGY PARK ROUNDABOUT	**PARKWAY EAST**	
PARKWAY EAST	**AECC ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
AECC ROUNDABOUT	*THE PARKWAY*	
THE PARKWAY	*WOODSIDE ROAD*	RIGHT
WOODSIDE ROAD	*DENMORE ROAD*	RIGHT
DENMORE ROAD	**B999**	RIGHT
B999	**MURCAR ROUNDABOUT**	ROUND - 4TH EXIT
MURCAR ROUNDABOUT	*B999*	
B999	**B999**	TURN AT "TATTIE SHEDS" AND RETURN
B999	**SHIELHILL ROAD**	RIGHT
SHIELHILL ROAD	**SHIELHILL ROUNDABOUT**	LEFT
SHIELHILL ROUNDABOUT	**SHIELHILL ROAD**	LEFT
SHIELHILL ROAD	**SCOTSTOWN ROAD**	LEFT
SCOTSTOWN ROAD	*SCOTSTOWN ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
SCOTSTOWN ROUNDABOUT	*SCOTSTOWN ROAD*	
SCOTSTOWN ROAD	*SCOTSTOWN ROAD*	RIGHT

SCOTSTOWN ROAD	**BALGOWNIE ROAD**	FOLLOW ON TO
BALGOWNIE ROAD	**ELLON ROAD**	LEFT
ELLON ROAD	*BALGOWNIE ROAD*	LEFT - 1ST EXIT
BALGOWNIE ROAD	*SCOTSTOWN ROAD*	LEFT
SCOTSTOWN ROAD	*BALGOWNIE ROAD*	RIGHT
BALGOWNIE ROAD	**BRAEHEAD WAY**	RIGHT
BRAEHEAD WAY	**SCOTSTOWN ROAD**	LEFT
SCOTSTOWN ROAD	**SCOTSTOWN ROUNDABOUT**	LEFT - 1ST EXIT
SCOTSTOWN ROUNDABOUT	*THE PARKWAY*	
THE PARKWAY	*BALGOWNIE ROAD*	LEFT
BALGOWNIE ROAD	**BRAEHEAD WAY**	LEFT
BRAEHEAD WAY	*BODACRA ROAD*	RIGHT
BODACRA ROAD	**BALGOWNIE ROAD**	LEFT
BALGOWNIE ROAD	*BALGOWNIE DRIVE*	RIGHT
BALGOWNIE DRIVE	**GRANDHOME DRIVE**	LEFT
GRANDHOME DRIVE	**GORDON BRAE**	LEFT
GORDON BRAE	*PAPERMILL DRIVE BUS LOOP*	LEFT
PAPERMILL DRIVE BUS LOOP	**GORDON MILLS ROAD**	LEFT
GORDON MILLS ROAD	*HAYTON ROAD*	RIGHT
HAYTON ROAD	**DONBANK TERRACE**	RIGHT
DONBANK TERRACE	**GORDON MILLS ROAD**	RIGHT
GORDON MILLS ROAD	**GORDON MILLS ROAD**	LEFT
GORDON MILLS ROAD	*LAUREL DRIVE*	LEFT
LAUREL DRIVE	*"TESCO" ROUNDABOUT*	LEFT - 1ST EXIT
"TESCO" ROUNDABOUT	*THE PARKWAY*	
THE PARKWAY	*MUGIEMOSS ROUNDABOUT*	RIGHT - 2ND EXIT
MUGIEMOSS ROUNDABOUT	*MUGIEMOSS ROAD*	
MUGIEMOSS ROAD	**OLD MELDRUM ROAD**	LEFT
OLD MELDRUM ROAD	**AUCHMILL ROAD**	LEFT
AUCHMILL ROAD	*HAUDAGAIN ROUNDABOUT*	RIGHT - 4TH EXIT
HAUDAGAIN ROUNDABOUT	*AUCHMILL ROAD*	
AUCHMILL ROAD	*BUCKSBURN ROUNDABOUT*	LEFT - 1ST EXIT
BUCKSBURN ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*SCLATTIE ROUNDABOUT*	RIGHT - 3RD EXIT
SCLATTIE ROUNDABOUT	*BANKHEAD AVENUE*	
BANKHEAD AVENUE	*BUCKSBURN DEPOT*	RIGHT
BUCKSBURN DEPOT		END

Silver route 8



SILVER 8		
FROM	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	LEFT
ABBOTSWELL ROAD	*ABBOTSWELL ROAD ROUNDABOUT*	RIGHT, 2ND EXIT
ABBOTSWELL ROAD ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI ROUNDABOUT*	RIGHT- 3RD EXIT
KING GEORGE VI ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*DUTHIE PARK ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
DUTHIE PARK ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*WHINHILL ROUNDABOUT*	LEFT - 1ST EXIT
WHINHILL ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*HOLBURN ROUNDABOUT*	RIGHT - 2ND EXIT
HOLBURN ROUNDABOUT	*HOLBURN STREET*	
HOLBURN STREET	*UNION GROVE*	LEFT
UNION GROVE	*ST SWITHIN STREET*	RIGHT
ST SWITHIN STREET	*QUEENS CROSS*	STRAIGHT ON - 2ND EXIT
QUEENS CROSS	**FOUNTAINHALL ROAD**	
FOUNTAINHALL ROAD	*KINGS GATE*	LEFT
KINGS GATE	**FOREST ROAD**	LEFT
FOREST ROAD	**QUEENS GATE**	STRAIGHT ON 2ND EXIT
QUEENS GATE	**FOREST AVENUE**	
FOREST AVENUE	**RENDEZVOUS ROUNDABOUT**	ROUND - 4TH EXIT
RENDEZVOUS ROUNDABOUT	**FOREST AVENUE**	
FOREST AVENUE	**QUEENS GATE**	STRAIGHT ON 2ND EXIT
QUEENS GATE	**FOREST ROAD**	
FOREST ROAD	**KINGS GATE**	LEFT
KINGS GATE	**KINGS CROSS**	STRAIGHT ON 2ND EXIT
KINGS CROSS	**KINGS GATE**	
KINGS GATE	**SUMMERHILL ROAD**	RIGHT
SUMMERHILL ROAD	**MASTRICK DRIVE**	STRAIGHT ON
MASTRICK DRIVE	**WHITEMYRES AVENUE**	LEFT
WHITEMYRES AVENUE	**WHITEMYRES PLACE**	LEFT
WHITEMYRES PLACE	**LANG STRACHT**	LEFT
LANG STRACHT	*MASTRICK DRIVE*	LEFT
MASTRICK DRIVE	**ARNAGE DRIVE**	RIGHT
ARNAGE DRIVE	**NEWPARK PLACE**	LEFT
NEWPARK PLACE	**MASTRICK ROAD**	LEFT
MASTRICK ROAD	*GREENFERN ROAD*	FOLLOW ON TO
GREENFERN ROAD	*FERNHILL DRIVE*	LEFT
FERNHILL DRIVE	**LANG STRACHT**	LEFT

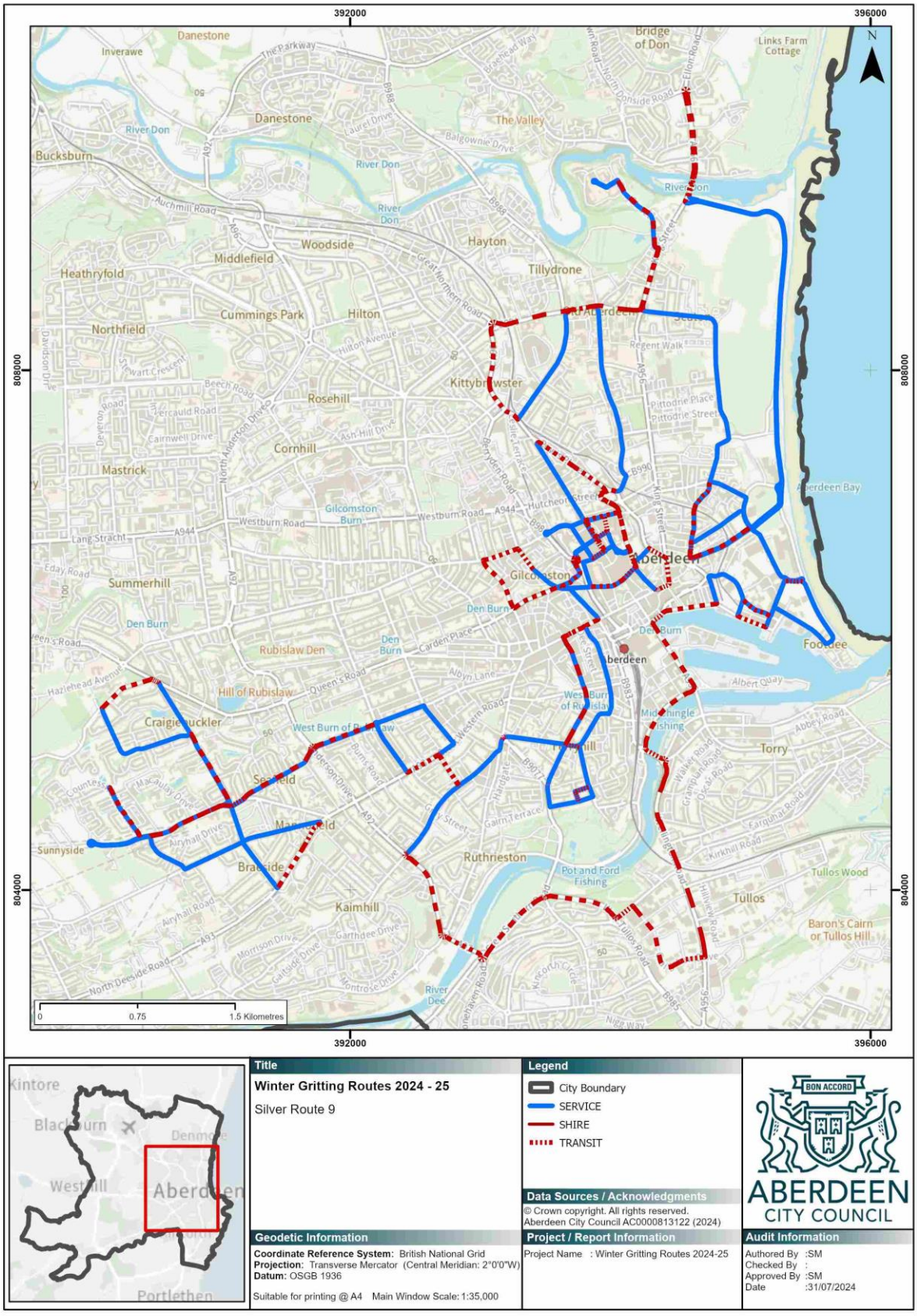
LANG STRACHT	*STRONSAY DRIVE*	RIGHT
STRONSAY DRIVE	**KINGS GATE**	RIGHT
KINGS GATE	**HAZELHEAD ROUNDABOUT**	COMPLETE - 4TH EXIT
HAZELHEAD ROUNDABOUT	**KINGS GATE**	
KINGS GATE	**SUMMERHILL ROAD**	LEFT
SUMMERHILL ROAD	*LANG STRACHT*	LEFT
LANG STRACHT	*ROUSAY DRIVE*	LEFT
ROUSAY DRIVE	**EDAY ROAD**	LEFT
EDAY ROAD	**STRONSAY DRIVE**	LEFT
STRONSAY DRIVE	*LANG STRACHT*	LEFT
LANG STRACHT	*SPRINGHILL ROAD*	RIGHT
SPRINGHILL ROAD	**GREENFERN ROAD**	RIGHT
GREENFERN ROAD	**GREENFERN ROAD BUS LOOP**	LEFT - 2ND ENTRANCE OF
GREENFERN ROAD BUS LOOP	**GREENFERN ROAD**	LEFT
GREENFERN ROAD	**UPPER MASTRICK WAY**	LEFT
UPPER MASTRICK WAY	**PROVOST FRASER DRIVE**	LEFT
PROVOST FRASER DRIVE	**SPRINGHILL ROAD**	LEFT
SPRINGHILL ROAD	**GREENFERN ROAD**	LEFT
GREENFERN ROAD	*MASTRICK ROAD*	FOLLOW ON TO
MASTRICK ROAD	**NORTH ANDERSON DRIVE**	LEFT
NORTH ANDERSON DRIVE	*"MURDOS" ROUNDABOUT*	LEFT - 1ST EXIT
"MURDOS" ROUNDABOUT	**PROVOST FRASER DRIVE**	
PROVOST FRASER DRIVE	**BYRON AVENUE**	RIGHT
BYRON AVENUE	**BYRON SQUARE**	RIGHT
BYRON SQUARE	**BYRON SQUARE**	RIGHT
BYRON SQUARE	**BYRON AVENUE**	LEFT
BYRON AVENUE	**BREBNER TERRACE**	RIGHT
BREBNER TERRACE	**DAVIDSON GARDENS**	STRAIGHT
DAVIDSON GARDENS	**HOWES ROAD**	STRAIGHT
HOWES ROAD	**HOWES ROAD BUS LOOP**	LEFT
HOWES ROAD BUS LOOP	**HOWES ROAD**	RIGHT
HOWES ROAD	**DAVIDSON GARDENS**	STRAIGHT
DAVIDSON GARDENS	**BREBNER TERRACE**	STRAIGHT
BREBNER TERRACE	**BYRON AVENUE**	LEFT
BYRON AVENUE	**BYRON SQUARE**	RIGHT
BYRON SQUARE	**QUARRY ROAD**	STRAIGHT
QUARRY ROAD	**CUMMINGS PARK CRESCENT**	MINI ROUNDABOUT - STRAIGHT ON 2ND EXIT
CUMMINGS PARK CRESCENT	**CUMMINGS PARK CIRCLE**	RIGHT
CUMMINGS PARK CIRCLE	**MOIR CRESCENT**	LEFT
MOIR CRESCENT	**PROVOST RUST DRIVE**	RIGHT
PROVOST RUST DRIVE	**PROVOST RUST DRIVE**	LEFT
PROVOST RUST DRIVE	**GRANITEHILL ROAD**	LEFT
GRANITEHILL ROAD	**QUARRY ROAD**	RIGHT
QUARRY ROAD	*BYRON SQUARE*	FOLLOW ON TO

BYRON SQUARE	*BYRON AVENUE*	LEFT
BYRON AVENUE	*PROVOST FRASER DRIVE*	RIGHT
PROVOST FRASER DRIVE	*SPRINGHILL ROAD*	RIGHT
SPRINGHILL ROAD	**PROVOST RUST DRIVE**	LEFT
PROVOST RUST DRIVE	**PROVOST RUST DRIVE BUS LOOP**	ROUND BUS LOOP
PROVOST RUST DRIVE BUS LOOP	**PROVOST RUST DRIVE**	
PROVOST RUST DRIVE	**MANOR AVENUE**	LEFT
MANOR AVENUE	*HAUDAGAIN BYPASS*	RIGHT
HAUDAGAIN BYPASS	*NORTH ANDERSON DRIVE*	LEFT
NORTH ANDERSON DRIVE	*HOUDAGAIN ROUNDABOUT*	RIGHT - 4TH EXIT
HOUDAGAIN ROUNDABOUT	*NORTH ANDERSON DRIVE*	
NORTH ANDERSON DRIVE	*CLIFTON ROAD*	LEFT
CLIFTON ROAD	**HILTON ROAD**	RIGHT
HILTON ROAD	**NORTH ANDERSON DRIVE**	LEFT
NORTH ANDERSON DRIVE	*ROSEHILL ROUNDABOUT*	RIGHT - 3RD EXIT
ROSEHILL ROUNDABOUT	*PROVOST RUST DRIVE*	
PROVOST RUST DRIVE	**MANOR AVENUE**	RIGHT
MANOR AVENUE	**BUS GATE**	TURN AT BUSGATE AFTER BYPASS
BUS GATE	*HAUDAGAIN BYPASS*	LEFT
HAUDAGAIN BYPASS	*NORTH ANDERSON DRIVE*	RIGHT
NORTH ANDERSON DRIVE	*HILTON DRIVE*	LEFT
HILTON DRIVE	**SIX ROADS ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
SIX ROADS ROUNDABOUT	**BACK HILTON ROAD**	
BACK HILTON ROAD	**BERRYDEN ROAD**	FOLLOW ON TO
BERRYDEN ROAD	**BELMONT ROAD**	LEFT
BELMONT ROAD	**POWIS TERRACE**	LEFT
POWIS TERRACE	**CLIFTON ROAD**	KEEP LEFT
CLIFTON ROAD	**HILTON ROAD**	LEFT
HILTON ROAD	**NORTH ANDERSON DRIVE**	LEFT
NORTH ANDERSON DRIVE	*ROSEHILL ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
ROSEHILL ROUNDABOUT	*NORTH ANDERSON DRIVE*	
NORTH ANDERSON DRIVE	*"MURDOS" ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
"MURDOS" ROUNDABOUT	*FORESTERHILL ROAD*	
FORESTERHILL ROAD	**CORNHILL ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
CORNHILL ROUNDABOUT	**FORESTERHILL ROAD**	
FORESTERHILL ROAD	**ASHGROVE ROAD WEST**	LEFT
ASHGROVE ROAD WEST	**ASHGROVE ROAD**	STRAIGHT ON
ASHGROVE ROAD	**POWIS TERRACE**	LEFT
POWIS TERRACE	**CLIFTON ROAD**	KEEP LEFT
CLIFTON ROAD	**HILTON AVENUE**	LEFT
HILTON AVENUE	**ROSEHILL DRIVE**	RIGHT
ROSEHILL DRIVE	**ROSEHILL ROUNDABOUT**	ROUND - 4TH EXIT
ROSEHILL ROUNDABOUT	*ROSEHILL DRIVE*	

ROSEHILL DRIVE	**SIX ROADS ROUNDABOUT**	RIGHT TO ROUNDABOUT
SIX ROADS ROUNDABOUT	**CAIRNCRY ROAD**	RIGHT - 4TH EXIT
CAIRNCRY ROAD	**"MURDOS" ROUNDABOUT**	LEFT - 1ST EXIT
"MURDOS" ROUNDABOUT	*FORESTERHILL ROAD*	
FORESTERHILL ROAD	*CORNHILL ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
CORNHILL ROUNDABOUT	*FORESTERHILL ROAD*	
FORESTERHILL ROAD	*ASHGROVE ROAD WEST*	RIGHT
ASHGROVE ROAD WEST	**NORTH ANDERSON DRIVE**	LEFT
NORTH ANDERSON DRIVE	*MIDSTOCKET ROAD*	LEFT
MIDSTOCKET ROAD	**CAMPERDOWN ROAD**	LEFT
CAMPERDOWN ROAD	**WESTBURN ROAD**	LEFT
WESTBURN ROAD	**HARCOURT ROAD**	LEFT
HARCOURT ROAD	**MIDSTOCKET ROAD**	LEFT
MIDSTOCKET ROAD	**ROSEMOUNT PLACE**	LEFT
ROSEMOUNT PLACE	**ROSEMOUNT ROUNDABOUT**	LEFT - 1ST EXIT
ROSEMOUNT ROUNDABOUT	**SKENE SQUARE**	
SKENE SQUARE	**ROSEMOUNT TERRACE**	LEFT
ROSEMOUNT TERRACE	**WESTBURN ROAD**	LEFT
WESTBURN ROAD	**MOUNT STREET**	LEFT
MOUNT STREET	**ROSEMOUNT PLACE**	RIGHT
ROSEMOUNT PLACE	**ESSLEMONT AVENUE**	LEFT
ESSLEMONT AVENUE	**SKENE STREET**	LEFT
SKENE STREET	**ROSEMOUNT VIADUCT**	LEFT
ROSEMOUNT VIADUCT	**SOUTH MOUNT STREET**	FOLLOW ON TO
SOUTH MOUNT STREET	**ROSEMOUNT PLACE**	LEFT
ROSEMOUNT PLACE	**BEECHGROVE TERRACE**	STRAIGHT ON
BEECHGROVE TERRACE	**FOUNTAINHALL ROAD**	LEFT
FOUNTAINHALL ROAD	**QUEENS CROSS**	STRAIGHT ON - 2ND EXIT
QUEENS CROSS	**ST SWITHIN STREET**	
ST SWITHIN STREET	**UNION GROVE**	LEFT
UNION GROVE	**HOLBURN STREET**	LEFT
HOLBURN STREET	**UNION STREET**	RIGHT
UNION STREET	**ROSE STREET**	LEFT
ROSE STREET	**SKENE STREET**	LEFT
SKENE STREET	**CARDEN PLACE**	FOLLOW ON TO
CARDEN PLACE	**ALBYN PLACE**	LEFT
ALBYN PLACE	**ALFORD PLACE**	FOLLOW ON TO
ALFORD PLACE	**HOLBURN STREET**	RIGHT
HOLBURN STREET	**HOLBURN ROUNDABOUT**	STRAIGHT - 2ND EXIT
HOLBURN ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*WHINHILL ROUNDABOUT*	STRAIGHT - 2ND EXIT
WHINHILL ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*DUTHIE PARK ROUNDABOUT*	STRAIGHT - 2ND EXIT
DUTHIE PARK ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*KING GEORGE VI ROUNDABOUT*	LEFT - 1ST EXIT
KING GEORGE VI ROUNDABOUT	*WEST TULLOS ROAD*	

WEST TULLOS ROAD	*ABBOTSHALL ROUNDABOUT*	LEFT - 1ST EXIT
ABBOTSHALL ROUNDABOUT	*ABBOTSHALL ROAD*	
ABBOTSHALL ROAD	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE		LEFT - TO DEPOT

Silver route 9



SILVER 9		
FROM	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	LEFT
ABBOTSWELL ROAD	*ABBOTSWELL ROUNDABOUT*	RIGHT - 2ND EXIT
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
KING GEORGE VI ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	RIGHT - 3RD EXIT
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*BROOMHIL ROUNDABOUT*	RIGHT - 3RD EXIT
BROOMHIL ROUNDABOUT	*BROOMHILL ROAD*	
BROOMHILL ROAD	**PITSTRUAN PLACE**	LEFT
PITSTRUAN PLACE	*GREAT WESTERN ROAD*	LEFT
GREAT WESTERN ROAD	*FOREST AVENUE*	RIGHT
FOREST AVENUE	**RENDEZVOUS ROUNDABOUT**	LEFT
RENDEZVOUS ROUNDABOUT	**CROMWELL ROAD**	LEFT - 1ST EXIT
CROMWELL ROAD	**SEAFIELD ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
SEAFIELD ROUNDABOUT	*SEAFIELD ROAD*	
SEAFIELD ROAD	**COUNTESSWELLS ROAD**	STRAIGHT ON
COUNTESSWELLS ROAD	**COUNTESSWELLS ROAD**	FOLLOW ON TO
COUNTESSWELLS ROAD	*COUNTESSWELLS ROAD*	STRAIGHT ON
COUNTESSWELLS ROAD	**SLOPEFIELD ROUNDABOUT**	ROUND - 3RD EXIT
SLOPEFIELD ROUNDABOUT	**COUNTESSWELLS ROAD**	
COUNTESSWELLS ROAD	**COUNTESSWELLS AVENUE**	LEFT
COUNTESSWELLS AVENUE	**COUNTESSWELLS AVENUE**	TURN AROUND
COUNTESSWELLS AVENUE	*COUNTESSWELLS ROAD*	LEFT
COUNTESSWELLS ROAD	**SPRINGFIELD ROAD**	LEFT
SPRINGFIELD ROAD	**QUEENS ROAD**	LEFT
QUEENS ROAD	*HAZELDENE ROAD*	LEFT
HAZELDENE ROAD	*CRAIGIEBUCKLER AVENUE*	LEFT
CRAIGIEBUCKLER AVENUE	**SPRINGFIELD ROAD**	RIGHT
SPRINGFIELD ROAD	*SPRINGFIELD ROAD*	STRAIGHT ON
SPRINGFIELD ROAD	**SPRINGFIELD ROAD**	STRAIGHT ON
SPRINGFIELD ROAD	**CRAIGTON ROAD**	LEFT
CRAIGTON ROAD	**GREAT WESTERN ROAD**	RIGHT
GREAT WESTERN ROAD	*ST JOHNS TERRACE*	FOLLOW ON TO
ST JOHNS TERRACE	*SPRINGFIELD ROAD*	RIGHT
SPRINGFIELD ROAD	**CRAIGTON ROAD**	LEFT

CRAIGTON ROAD	**AIRYHALL AVENUE**	RIGHT

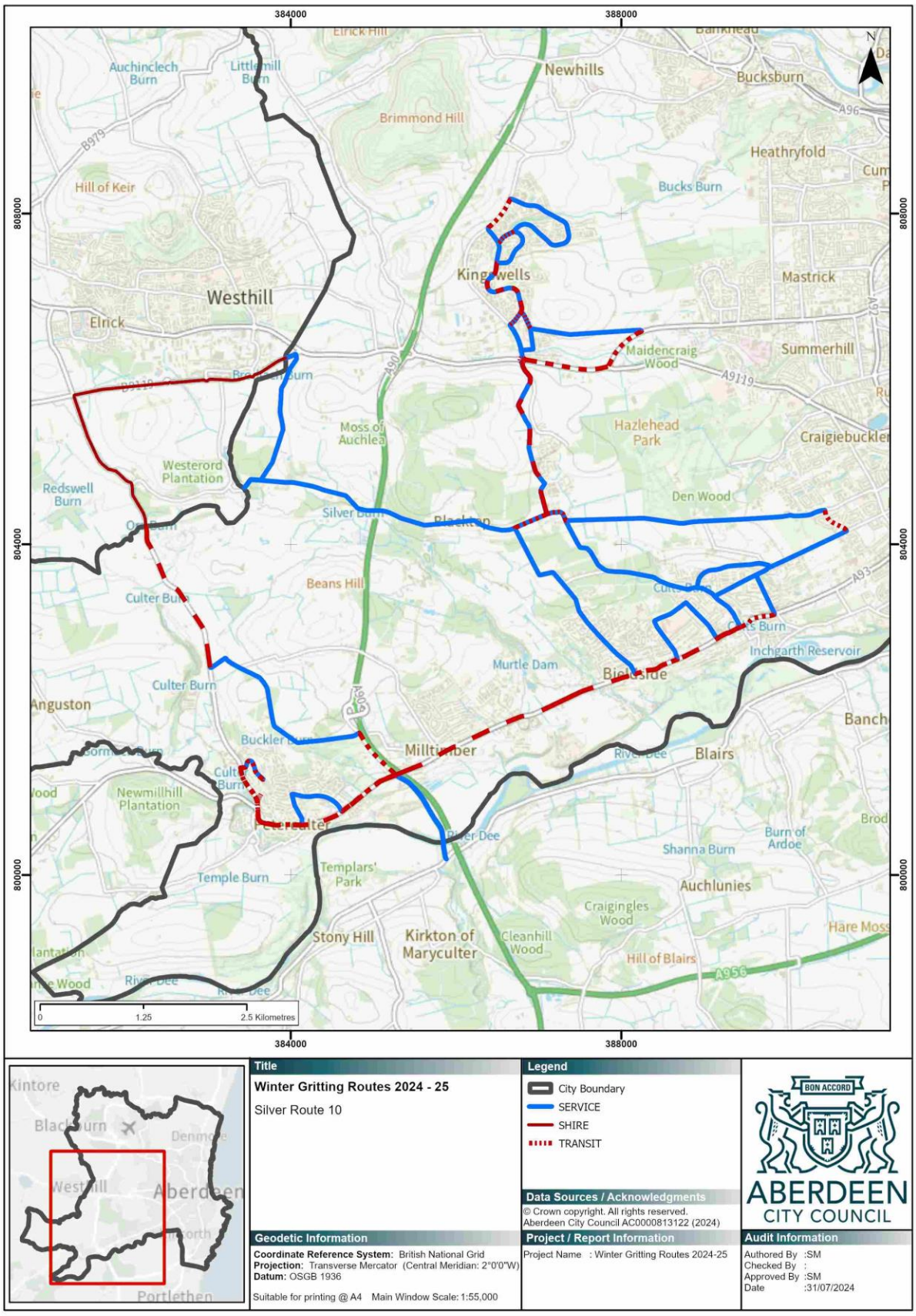
AIRYHALL AVENUE	**COUNTESSWELLS ROAD**	LEFT
COUNTESSWELLS ROAD	*COUNTESSWELLS ROAD*	RIGHT
COUNTESSWELLS ROAD	*SEAFIELD ROAD*	FOLLOW ON TO
SEAFIELD ROAD	*SEAFIELD ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
SEAFIELD ROUNDABOUT	*CROMWELL ROAD*	
CROMWELL ROAD	*RENDEZVOUS ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
RENDEZVOUS ROUNDABOUT	**UNION GROVE**	
UNION GROVE	**ASHLEY ROAD**	RIGHT
ASHLEY ROAD	**GREAT WESTERN ROAD**	RIGHT
GREAT WESTERN ROAD	**PITSTRUAN PLACE**	LEFT
PITSTRUAN PLACE	*BROOMHILL ROAD*	LEFT
BROOMHILL ROAD	**HOLBURN STREET**	STRAIGHT ON - 2ND EXIT
HOLBURN STREET	**HOLBURN ROUNDABOUT**	RIGHT - 2ND EXIT
HOLBURN ROUNDABOUT	*FONTHILL ROAD*	
FONTHILL ROAD	**BON ACCORD STREET**	LEFT
BON ACCORD STREET	**UNION STREET**	RIGHT
UNION STREET	*CROWN STREET*	RIGHT
CROWN STREET	**FERRYHILL ROAD**	RIGHT
FERRYHILL ROAD	**FONTHILL ROAD**	FOLLOW ON TO
FONTHILL ROAD	**WHINHILL ROAD**	LEFT
WHINHILL ROAD	**WHINHILL ROUNDABOUT**	STRAIGHT ON - 1ST EXIT
WHINHILL ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	**MURRAY TERRACE**	LEFT
MURRAY TERRACE	**BRIGHT STREET**	LEFT
BRIGHT STREET	**BRUNSWICK PLACE**	RIGHT
BRUNSWICK PLACE	**POLMUIR ROAD**	RIGHT
POLMUIR ROAD	**MURRAY TERRACE**	RIGHT
MURRAY TERRACE	**BRIGHT STREET**	RIGHT
BRIGHT STREET	*BRUNSWICK PLACE*	RIGHT
BRUNSWICK PLACE	*POLMUIR ROAD*	LEFT
POLMUIR ROAD	**FERRYHILL ROAD**	LEFT
FERRYHILL ROAD	*BON ACCORD STREET*	RIGHT
BON ACCORD STREET	*UNION STREET*	RIGHT
UNION STREET	*UNION TERRACE*	LEFT
UNION TERRACE	**ROSEMOUNT VIADUCT**	LEFT
ROSEMOUNT VIADUCT	**SOUTH MOUNT STREET**	FOLLOW ON TO
SOUTH MOUNT STREET	*ROSEMOUNT PLACE*	LEFT
ROSEMOUNT PLACE	*ESSLEMONT AVENUE*	LEFT
ESSLEMONT AVENUE	*SKENE STREET*	LEFT
SKENE STREET	*SKENE STREET*	FOLLOW ON TO
SKENE STREET	**WOOLMANHILL ROUNDABOUT**	ROUND - 4TH EXIT
WOOLMANHILL ROUNDABOUT	*SKENE STREET*	
SKENE STREET	*ROSEMOUNT VIADUCT*	LEFT
ROSEMOUNT VIADUCT	**SCHOOLHILL**	FOLLOW ON TO
SCHOOLHILL	**UPPERKIRKGATE**	FOLLOW ON TO

UPPERKIRKGATE	**GALLOWGATE**	LEFT
GALLOWGATE	**LITTLE JOHN STREET**	RIGHT
LITTLE JOHN STREET	**WEST NORTH STREET**	RIGHT
WEST NORTH STREET	*KING STREET*	RIGHT
KING STREET	*CASTLE STREET*	FOLLOW ON TO
CASTLE STREET	*UNION STREET*	FOLLOW ON TO
UNION STREET	*BROAD STREET*	RIGHT
BROAD STREET	**GALLOWGATE**	FOLLOW ON TO
GALLOWGATE	*MOUNTHOOLY ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
MOUNTHOOLY ROUNDABOUT	*CAUSEWAYEND*	
CAUSEWAYEND	*GEORGE STREET*	FOLLOW ON TO
GEORGE STREET	**POWIS PLACE**	LEFT
POWIS PLACE	*JOHN STREET*	LEFT
JOHN STREET	**LOCH STREET**	RIGHT
LOCH STREET	**BERRY STREET**	LEFT - 1ST EXIT
BERRY STREET	**GALLOWGATE**	LEFT
GALLOWGATE	*SPRING GARDEN*	LEFT
SPRING GARDEN	**GEORGE STREET**	LEFT
GEORGE STREET	*JOHN STREET*	LEFT
JOHN STREET	*LOCH STREET*	LEFT
LOCH STREET	*SPRING GARDEN*	LEFT
SPRING GARDEN	**GEORGE STREET**	LEFT
GEORGE STREET	*ST ANDREW STREET*	RIGHT
ST ANDREW STREET	**BLACKFRIARS STREET**	STRAIGHT ON
BLACKFRIARS STREET	**BLACKFRIARS STREET**	FOLLOW ROUND TO
BLACKFRIARS STREET	**SCHOOLHILL**	LEFT
SCHOOLHILL	*UPPERKIRKGATE*	FOLLOW ON TO
UPPERKIRKGATE	*GALLOWGATE*	LEFT
GALLOWGATE	*BERRY STREET*	LEFT
BERRY STREET	**LOCH STREET**	STRAIGHT ON - 2ND EXIT
LOCH STREET	**ST ANDREW STREET**	LEFT
ST ANDREW STREET	**CHARLOTTE STREET**	RIGHT
CHARLOTTE STREET	**JOHN STREET**	LEFT
JOHN STREET	**WOOLMANHILL ROUNDABOUT**	ROUND - 4TH EXIT
WOOLMANHILL ROUNDABOUT	*JOHN STREET*	
JOHN STREET	**GEORGE STREET**	RIGHT
GEORGE STREET	*ST ANDREW STREET*	RIGHT
ST ANDREW STREET	*CHARLOTTE STREET*	RIGHT
CHARLOTTE STREET	**MABERLEY STREET**	
MABERLEY STREET	**ROSEMOUNT ROUNDABOUT**	ROUND - 4TH EXIT
ROSEMOUNT ROUNDABOUT	**MABERLEY STREET**	
MABERLEY STREET	**SPRING GARDEN**	STRAIGHT ON

SPRING GARDEN	*GALLOWGATE*	LEFT
GALLOWGATE	*MOUNTHOOLY ROUNDABOUT*	RIGHT - 3RD EXIT
MOUNTHOOLY ROUNDABOUT	*MOUNTHOOLY*	
MOUNTHOOLY	**KINGS CRESCENT**	LEFT
KINGS CRESCENT	**SPITAL**	FOLLOW ON TO
SPITAL	**COLLEGE STREET**	FOLLOW ON TO
COLLEGE STREET	**HIGH STREET**	FOLLOW ON TO
HIGH STREET	**ST MACHAR DRIVE**	LEFT
ST MACHAR DRIVE	BEDFORD ROAD	LEFT
BEDFORD ROAD	**POWIS TERRACE**	RIGHT
POWIS TERRACE	*GREAT NORTHERN ROAD*	FOLLOW ON TO
GREAT NORTHERN ROAD	*KITTYBREWSTER ROUNDABOUT*	RIGHT 4TH EXIT
KITTYBREWSTER ROUNDABOUT	*ST MACHAR DRIVE*	
ST MACHAR DRIVE	*SEATON ROUNDABOUT*	LEFT - 1ST EXIT
SEATON ROUNDABOUT	*KING STREET*	
KING STREET	*DON STREET*	LEFT
DON STREET	**HILLHEAD CAMPUS BUS TURN POINT**	LEFT
HILLHEAD CAMPUS BUS TURN POINT	**DON STREET**	TURN AT TURN POINT
DON STREET	*KING STREET*	RIGHT
KING STREET	*SEATON ROUNDABOUT*	LEFT - 1ST EXIT
SEATON ROUNDABOUT	*SCHOOL ROAD*	
SCHOOL ROAD	**GOLF ROAD**	FOLLOW RIGHT
GOLF ROAD	**PARK ROAD**	FOLLOW ON TO
PARK ROAD	**PARK STREET**	FOLLOW ON TO
PARK STREET	**BEACH BOULEVARD ROUNDABOUT**	LEFT - 1ST EXIT
BEACH BOULEVARD ROUNDABOUT	**BEACH BOULEVARD**	
BEACH BOULEVARD	**LINKS ROAD**	LEFT
LINKS ROAD	**CONSTITUTION STREET**	LEFT
CONSTITUTION STREET	**PARK STREET**	LEFT
PARK STREET	*BEACH BOULEVARD ROUNDABOUT*	LEFT - 1ST EXIT
BEACH BOULEVARD ROUNDABOUT	*BEACH BOULEVARD*	
BEACH BOULEVARD	*LINKS RIOAD*	LEFT
LINKS RIOAD	**URQUHART ROAD**	LEFT
URQUHART ROAD	**PARK ROAD**	LEFT
PARK ROAD	*PARK STREET*	FOLLOW ON TO
PARK STREET	*BEACH BOULEVARD ROUNDABOUT*	LEFT - 1ST EXIT
BEACH BOULEVARD ROUNDABOUT	*BEACH BOULEVARD*	

BEACH BOULEVARD	**ESPLANADE**	STRAIGHT ON - 2ND EXIT
ESPLANADE	**KING STREET**	LEFT
KING STREET	*ELLON ROAD*	FOLLOW ON TO
ELLON ROAD	*GORDON BARRACKS ROUNDABOUT*	ROUND - 4TH EXIT
GORDON BARRACKS ROUNDABOUT	*ELLON ROAD*	
ELLON ROAD	*KING STREET*	FOLLOW ON TO
KING STREET	*ESPLANADE*	LEFT
ESPLANADE	**BEACH BOULEVARD**	STRAIGHT ON - 1ST EXIT
BEACH BOULEVARD	**LINKS ROAD**	LEFT
LINKS ROAD	**QUEENS LINKS ROUNDABOUT**	LEFT - 2ND EXIT
QUEENS LINKS ROUNDABOUT	**LINKS ROAD**	
LINKS ROAD	**ESPLANADE ROUNDABOUT**	ROUND - 3RD EXIT
ESPLANADE ROUNDABOUT	**LINKS ROAD**	
LINKS ROAD	**QUEENS LINKS ROUNDABOUT**	LEFT - 1ST EXIT
QUEENS LINKS ROUNDABOUT	**WELLINGTON STREET**	
WELLINGTON STREET	**YORK STREET**	LEFT
YORK STREET	**ESPLANADE**	LEFT
ESPLANADE	**LINKS ROAD**	LEFT - 1ST EXIT
LINKS ROAD	*QUEENS LINKS ROUNDABOUT*	LEFT - 1ST EXIT
QUEENS LINKS ROUNDABOUT	*WELLINGTON STREET*	
WELLINGTON STREET	**ST CLEMENT STREET**	LEFT
ST CLEMENT STREET	**CHURCH STREET**	RIGHT
CHURCH STREET	**WATERLOO QUAY**	LEFT
WATERLOO QUAY	*WELLINGTON STREET*	LEFT
WELLINGTON STREET	**ST CLEMENT STREET**	LEFT
ST CLEMENT STREET	*MILLAR STREET*	RIGHT
MILLAR STREET	**CASTLE TERRACE**	FOLLOW ON TO
CASTLE TERRACE	**COMMERCE STREET**	LEFT
COMMERCE STREET	**REGENT QUAY**	RIGHT
REGENT QUAY	*VIRGINIA STREET*	LEFT
VIRGINIA STREET	*MARKET STREET*	LEFT
MARKET STREET	*NORTH ESPLANADE WEST*	RIGHT
NORTH ESPLANADE WEST	*QUEEN ELIZABETH BRIDGE ROUNDABOUT*	LEFT - 1ST EXIT
QUEEN ELIZABETH BRIDGE ROUNDABOUT	*QUEEN ELIZABETH BRIDGE*	
QUEEN ELIZABETH BRIDGE	*CRAIGINCHES ROUNDABOUT*	RIGHT - 2ND EXIT
CRAIGINCHES ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*CRAIGSHAW DRIVE*	RIGHT
CRAIGSHAW DRIVE	*DEPOT*	RIGHT

Silver route 10



SILVER 10		
FROM	**TO**	**DIRECTION**
THE BUSH	*MALCOLM ROAD*	RIGHT
MALCOLM ROAD	*JOHNSTON GARDENS*	RIGHT
JOHNSTON GARDENS	**JOHNSTON GARDENS**	TURN AT BUS TERMINUS
JOHNSTON GARDENS	*MALCOLM ROAD*	RIGHT
MALCOLM ROAD	*NORTH DEESIDE ROAD*	LEFT
NORTH DEESIDE ROAD	*SCHOOL ROAD*	LEFT
SCHOOL ROAD	**CORONATION ROAD**	RIGHT
CORONATION ROAD	**NORTH DEESIDE ROAD**	LEFT
NORTH DEESIDE ROAD	*MILLTIMBER BRAE*	RIGHT
MILLTIMBER BRAE	**MILLTIMBER BRAE**	TURN
MILLTIMBER BRAE	**NORTH DEESIDE ROAD**	RIGHT
NORTH DEESIDE ROAD	*KIRK BRAE*	LEFT
KIRK BRAE	**CRAIGBANK DRIVE**	RIGHT
CRAIGBANK DRIVE	**FRIARSFIELD ROAD**	RIGHT
FRIARSFIELD ROAD	**KIRK BRAE**	RIGHT
KIRK BRAE	**KIRK BRAE**	CONTINUE ON
KIRK BRAE	**BLACKTOP ROAD**	STRAIGHT ON
BLACKTOP ROAD	*BAILLIESWELLS ROAD*	LEFT
BAILLIESWELLS ROAD	**NORTH DEESIDE ROAD**	LEFT
NORTH DEESIDE ROAD	*QUARRY ROAD*	LEFT
QUARRY ROAD	**HILLVIEW CRESCENT**	RIGHT
HILLVIEW CRESCENT	**CULTS AVENUE**	RIGHT
CULTS AVENUE	**NORTH DEESIDE ROAD**	LEFT
NORTH DEESIDE ROAD	*NORTH DEESIDE ROAD*	CONTINUE ON
NORTH DEESIDE ROAD	*ABBOTSHALL ROAD*	LEFT
ABBOTSHALL ROAD	**CRAIGTON ROAD**	RIGHT
CRAIGTON ROAD	**AIRYHALL AVENUE**	LEFT
AIRYHALL AVENUE	*COUNTESSWELLS ROAD*	LEFT
COUNTESSWELLS ROAD	**CULTS - KINGSHILL ROAD**	RIGHT
CULTS - KINGSHILL ROAD	*CULTS - KINGSHILL ROAD*	RIGHT
CULTS - KINGSHILL ROAD	**KINGSWELLS ROUNDABOUT**	RIGHT - 3RD EXIT
KINGSWELLS ROUNDABOUT	*SKENE ROAD*	
SKENE ROAD	*MIDDENCRAIG ROUNDABOUT*	LEFT - 1ST EXIT
MIDDENCRAIG ROUNDABOUT	*LANG STRACHT*	
LANG STRACHT	*LANG STRACHT (BUS GATE)*	LEFT
LANG STRACHT (BUS GATE)	**FAIRLEY ROAD**	RIGHT
FAIRLEY ROAD	**KINGSWOOD DRIVE**	RIGHT
KINGSWOOD DRIVE	**KINGSWELLS CRESCENT**	RIGHT
KINGSWELLS CRESCENT	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	LEFT
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*KINGSWOOD DRIVE*	LEFT
KINGSWOOD DRIVE	**KINGSWELLS CRESCENT**	LEFT
KINGSWELLS CRESCENT	*KINGSWELLS AVENUE*	RIGHT

KINGSWELLS AVENUE	**KINGSWOOD DRIVE**	LEFT
KINGSWOOD DRIVE	*KINGSWOOD DRIVE*	FOLLOW ON TO
KINGSWOOD DRIVE	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	LEFT
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**FAIRLEY ROAD**	LEFT
FAIRLEY ROAD	**FAIRLEY ROAD**	LEFT
FAIRLEY ROAD	**FAIRLEY ROAD**	FOLLOW ON TO
FAIRLEY ROAD	*KINGSWOOD DRIVE*	LEFT
KINGSWOOD DRIVE	*CHAPEL OF STONEYWOOD - FAIRLEY ROAD*	LEFT
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**KINGSWELLS ROUNDABOUT**	STRAIGHT ON - 2ND EXIT
KINGSWELLS ROUNDABOUT	*CULTS - KINGSHILL ROAD*	
CULTS - KINGSHILL ROAD	*BLACKTOP ROAD*	RIGHT
BLACKTOP ROAD	**BLACKTOP ROAD**	TURN AROUND
BLACKTOP ROAD	**BISHOPDAMS ROAD**	LEFT
BISHOPDAMS ROAD	**B9119 TO CITY LIMIT**	LEFT
B9119 TO CITY LIMIT	**B9119**	STRAIGHT ON
B9119	*PROSPECT ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
PROSPECT ROUNDABOUT	*B9119*	
B9119	*TAQA ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
TAQA ROUNDABOUT	*B9119*	
B9119	*TOTAL ROUNDABOUT*	STRAIGHT ON - 2ND EXIT
TOTAL ROUNDABOUT	*B9119*	
B9119	*CARNIE ROUNDABOUT*	LEFT - 1ST EXIT
CARNIE ROUNDABOUT	*MALCOLM ROAD TO CITY LIMIT*	
MALCOLM ROAD TO CITY LIMIT	*MALCOLM ROAD*	FOLLOW ON
MALCOLM ROAD	*CONTLAW ROAD*	LEFT
CONTLAW ROAD	**CULTER HOUSE ROAD**	FOLLOW ON TO
CULTER HOUSE ROAD	**AWPR ACCESS ROAD**	RIGHT
AWPR ACCESS ROAD	*NORTH DEESIDE ROAD*	RIGHT
NORTH DEESIDE ROAD	*MALCOLM ROAD*	RIGHT
MALCOLM ROAD	*THE BUSH*	RIGHT - END ROUTE

(c) SNOW CLEARANCE AREAS

After priority routes have been cleared, when lying snow persists this will be tackled on an area basis in accordance with the following areas.

1.	BUCKSBURN	West of Auchmill Rd Dual Carriageway Section	
		South of Bankhead Road Railway Bridge and Greenburn Drive	
2.	DYCE	North of Bankhead Road Railway Bridge and Greenburn Drive	
3.	BRIDGE OF DON	North of Bridge of Don, and North of Brig o' Balgownie	
4.	KINGSWELLS		
		AREAS BOUNDED BY	
5.	NORTHFIELD	NORTH	Heathryfold Housing Scheme
		SOUTH	Provost Fraser Drive
		EAST	North Anderson Drive
		WEST	Howes Road
6.	WOODSIDE	NORTH	River Don
		SOUTH	Rosehill Drive / Back Hilton Road
		EAST	Great Northern Road / Powis Terrace
		WEST	North Anderson Drive
7.	SEATON / TILLYDRONE	NORTH	River Don
		SOUTH	St Machar Drive - School Road
		EAST	Beach Esplanade
		WEST	Donbank Terrace, Don Street / Great Northern Road
8.	MASTRICK	NORTH	Provost Fraser Drive
		SOUTH	Lang Stracht

		EAST	North Anderson Drive
		WEST	Sheddocksley Housing Scheme
9.	CORNHILL / CAIRNCRY	NORTH	Rosehill Drive / Back Hilton Road
		SOUTH	Westburn Road / Hutcheon Street
		EAST	George Street / Powis Terrace
		WEST	North Anderson Drive
10.	OLD ABERDEEN	NORTH	St Machar Drive / School Road
		SOUTH	Hutcheon Street / Nelson Street / Urquhart Road
		EAST	Beach Esplanade
		WEST	Powis Terrace/George Street
11.	ST. CLEMENTS	NORTH	Nelson Street / Urquhart Road / Hutcheon Street
		SOUTH	Regent Quay / Waterloo Quay
		EAST	Beach Esplanade
		WEST	Mount Street / South Mount Street / Rosemount Viaduct / Schoolhill / St
12.	WOODEND / SUMMERHILL	NORTH	Lang Stracht
		SOUTH	Skene Road/Queen's Road
		EAST	Anderson Drive
		WEST	A944 Lang Stracht
13.	MIDSTOCKET / KINS GATE	NORTH	Westburn Road
		SOUTH	Queen's Road / Carden Place / Skene Street
		EAST	Mount Street / South Mount Street
		WEST	Anderson Drive
14.	CENTRAL AREA	NORTH	Skene Street/Schoolhill
		SOUTH	Willowbank Road / Springbank Terrace/Guild Street
		EAST	St Nicholas Street/Market Street
		WEST	Rose Street/Holburn Street
15.	HAZLEHEAD / BRAESIDE	NORTH	Skene Road / Queen's Road
		SOUTH	North Deeside Road / Great Western Road
		EAST	Anderson Drive
		WEST	Woodlands / Craigton Road
16.	HOLBURN / BROOMHILL	NORTH	Queen's Road / Carden Place
		SOUTH	Holburn Street

		EAST	Rose Street
		WEST	South Anderson Drive
17.	FERRYHILL	NORTH	Willowbank Road / Springbank Terrace / Guild Street
		SOUTH	Riverside Drive / North Esplanade West
		EAST	Market Street
		WEST	Holburn Street
18.	TORRY	NORTH	South Esplanade West / East / Greyhope Road
		SOUTH	Tullos Industrial Estate
		EAST	Greyhope Road / Coast Road
		WEST	Wellington Road
19.	MANNOFIELD / GARTHDEE	NORTH	North Deeside Road/Great Western Road
		SOUTH	Garthdee Road
		EAST	South Anderson Drive
		WEST	Pitfodels Station Road
20.	KINCORTH	NORTH	South Deeside Road / Great Southern Road
		SOUTH	Wellington Road (Charleston)
		EAST	Wellington Road
		WEST	City Boundary
21.	COVE	NORTH	Tullos Industrial Estate
		SOUTH	City Boundary
		EAST	Sea
		WEST	Wellington Road
22.	CULTS/BIELDSIDE	NORTH	Countesswells Road
		SOUTH	River Dee
		EAST	Craigton Road / Pitfodels Station Road
		WEST	Hillhead Road
23.	MILLTIMBER	NORTH	A944
		SOUTH	River Dee
		EAST	Hillhead Road
		WEST	Contlaw Road
24.	CULTER	NORTH	City Boundary
		SOUTH	River Dee
		EAST	Contlaw Road
		WEST	Anguston Road

(e) **FOOTWAY ROUTES**

Location of Plant and Resources (Footways)

Area		Plant	Depot
1.	Bucksburn	1 tractor	Bucksburn
2.	Dyce	Shared area 1	
3.	Bridge of Don	3 tractors	Bucksburn
4.	Kingswells	1 tractor	Bucksburn
5.	Northfield	2 tractors	Mastrick
6.	Woodside	Shared area 13	
7.	Seaton / Tilllydrone	1 tractor	Bucksburn
8.	Mastrick	2 tractors	Mastrick
9.	Cornhill / Cairncry	1 tractor	Tullos
10.	Old Aberdeen	Shared Area 7	
11	St Clements	Shared Area 14	
12	Woodend / Summerhill	1 tractor	Tullos
13	Midstocket / Kings Gate	1 tractor	Tullos
14	Central Area	2 tractors	Tullos
15	Hazelhead / Braeside	Shared area 19	
16	Holburn / Broomhill	Shared Area 14	
17	Ferryhill	Shared Area 20	
18	Torry	Shared Area 21	
19	Mannofield / Garthdee	1 tractor	Tullos
20	Kincorth	1 tractor	Tullos
21	Cove	1 tractor	Tullos
22	Cults / Bieldside	1 tractor	Tullos
23	Milltimber	1 tractor	Tullos
24	Culter	1 tractor	Tullos

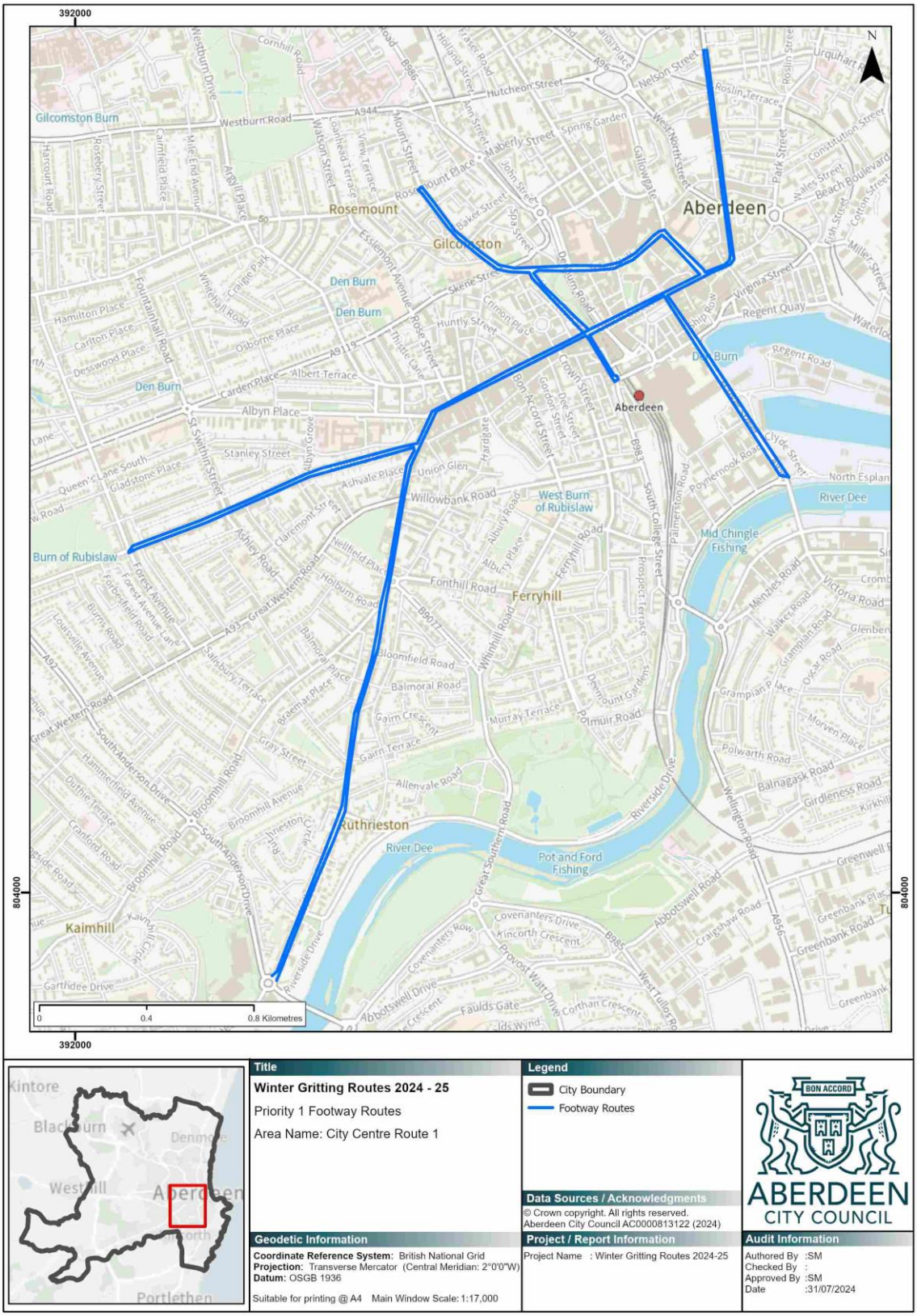
Priorities in Treatment

When working in above locations, priority to be given to those areas, as part of an area response steep gradients, and to City Centre Routes 1 and 2, in particular.

The footways within Areas 1 to 24 will be treated on an area by area basis. However, within each specific area, the footways indicated in the following footway sections will be given priority within that area.

CITY CENTRE FOOTWAY PRIORITY 1 GRITTING ROUTE 1

Commence Bridge of Dee Roundabout at Holburn Street
Holburn Street East F/P to Riverside Terrace
Drive to Holburn Street at Fonthill Road
Holburn Street East F/P to Union Street
Union Street South F/P to Bridge Street
Bridge Street West F/P to Guild Street
Bridge Street East F/P to Union Street
Union Street South F/P to Market Street
Market Street West F/P to North Esplanade West
Market Street East F/P to Union Street
Union Street South F/P to Castle Street
Castle Street South F/P to King Street
King Street East F/P to Nelson Street
King Street West F/P to Castle Street
Castle Street North F/P to Broad Street
Broad Street East F/P to Schoolhill
Schoolhill North F/P to Rosemount Viaduct
Rosemount Viaduct North F/P to South Mount Street
South Mount Street East F/P to Rosemount Place
Rosemount Place North F/P to Argyll Place
Rosemount Place South F/P to South Mount Street
South Mount Street West F/P to Rosemount Viaduct
Rosemount Viaduct South F/P to Union Terrace
Union Terrace West F/P to Union Street
Union Terrace East F/P to Schoolhill
Schoolhill South F/P to Broad Street
Broad Street West F/P to Union Street
Union Street North F/P to Holburn Street
Holburn Street West F/P to Union Grove
Union Grove North F/P to Forest Avenue
Union Grove South F/P to Holburn Street
Holburn Street West F/P to Nellfield Place
Drive to Holburn Street/Riverside Terrace
Holburn Street West F/P to Bridge of Dee Roundabout



Title

Winter Gritting Routes 2024 - 25

Priority 1 Footway Routes

Area Name: City Centre Route 1

Legend

City Boundary

Footway Routes

Data Sources / Acknowledgments

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Geodetic Information

Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°0'0"W)
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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

Audit Information

Authored By :SM
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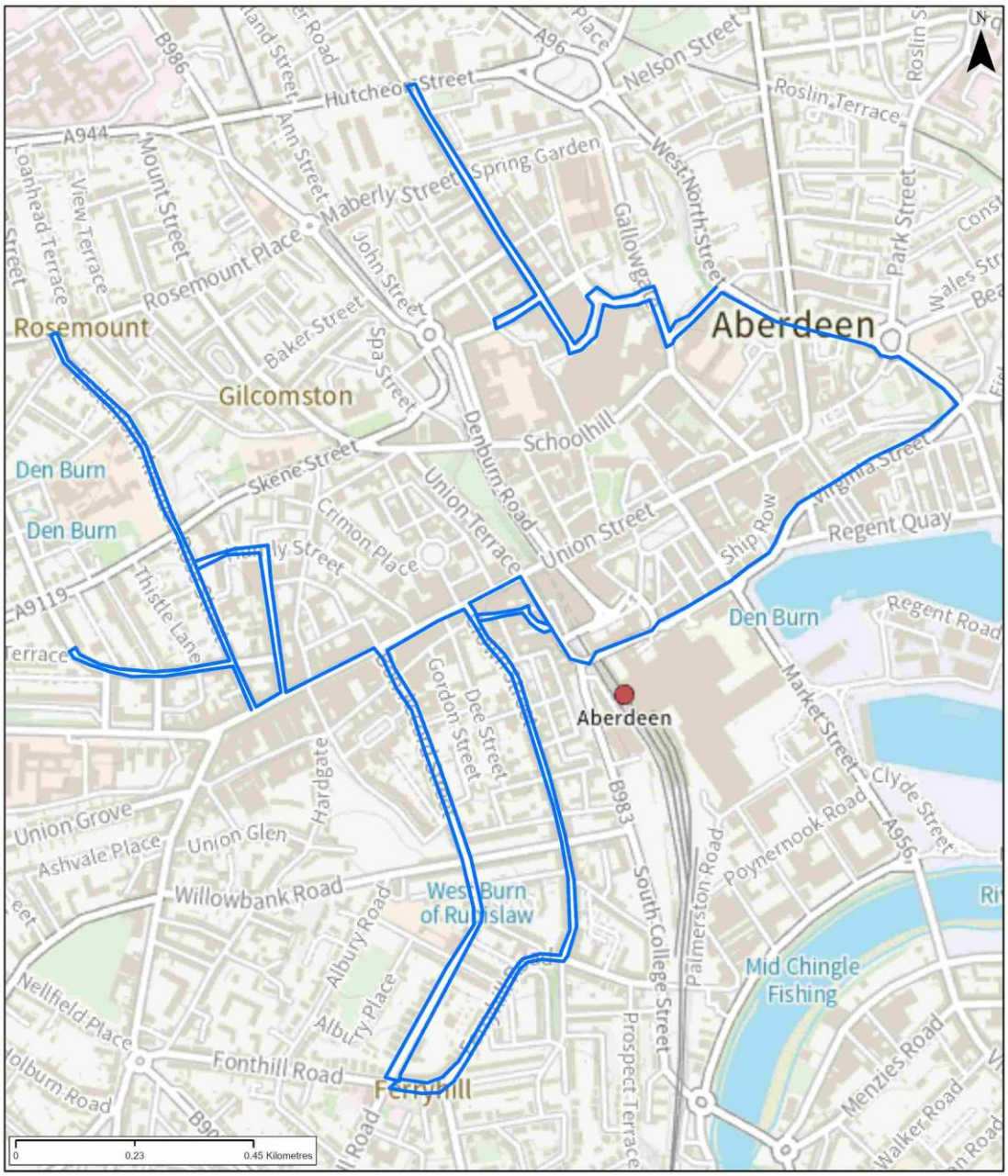
Approved By :SM
Date :31/07/2024

CITY CENTRE FOOTWAY PRIORITY 1 GRITTING ROUTE 2

Drive Rose Street
Rose Street West F/P to Thistle Street
Thistle Street South F/P to Albert Street
Thistle Street North F/P to Rose Street
Rose Street West F/P to Esslemont Avenue
Esslemont Avenue West F/P to Rosemount Place
Esslemont Avenue East F/P to Rose Street
Rose Street East F/P to Union Street
Drive to Chapel Street/Union Street Junction
Chapel Street West F/P to Huntly Street
Huntly Street South F/P to Rose Street
Drive to Huntly Street/Chapel Street Junction
Chapel Street East F/P to Union Street
Drive to Union Street/Bon Accord Street Junction
Bon Accord Street West F/P to Fonthill Road
Bon Accord East F/P to Union Street
Drive to Union Street/Crown Street Junction
Crown Street West F/P to Ferryhill Road
Ferryhill Road North F/P to Bon Accord Street
Ferryhill Road South F/P to Crown Street
Crown Street East F/P to Union Street
Drive to Windmill Brae North F/P to Bath Street
Windmill Brae South F/P to Crown Street
Drive to Bridge Street/Link Brae Junction
Link Brae South F/P
Drive to Guild Street/Bridge Street Junction
Guild Street North F/P to Market Street
Trinity Quay North F/P to Marischal Street
Drive to West North Street Littlejohn Street Junction
Littlejohn Street South F/P
Drive to Gallowgate Upper Kirkgate Junction
Gallowgate West F/P to Berry Street
Berry Street South F/P to Loch Street
Loch Street South F/P to George Street
George Street West F/P to John Street
John Street South F/P to North St Andrew Street
John Street North F/P to George Street
George Street West F/P to Hutcheon Street
George Street East F/P to Loch Street
Loch Street North F/P to Berry Street
Berry Street North F/P to Gallowgate
Gallowgate East F/P to Littlejohn Street
Littlejohn Street North F/P



Title

Winter Gritting Routes 2024 - 25

Priority 1 Footway Routes

Area Name: City Centre Route 2

Legend

City Boundary

Footway Routes

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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

Audit Information

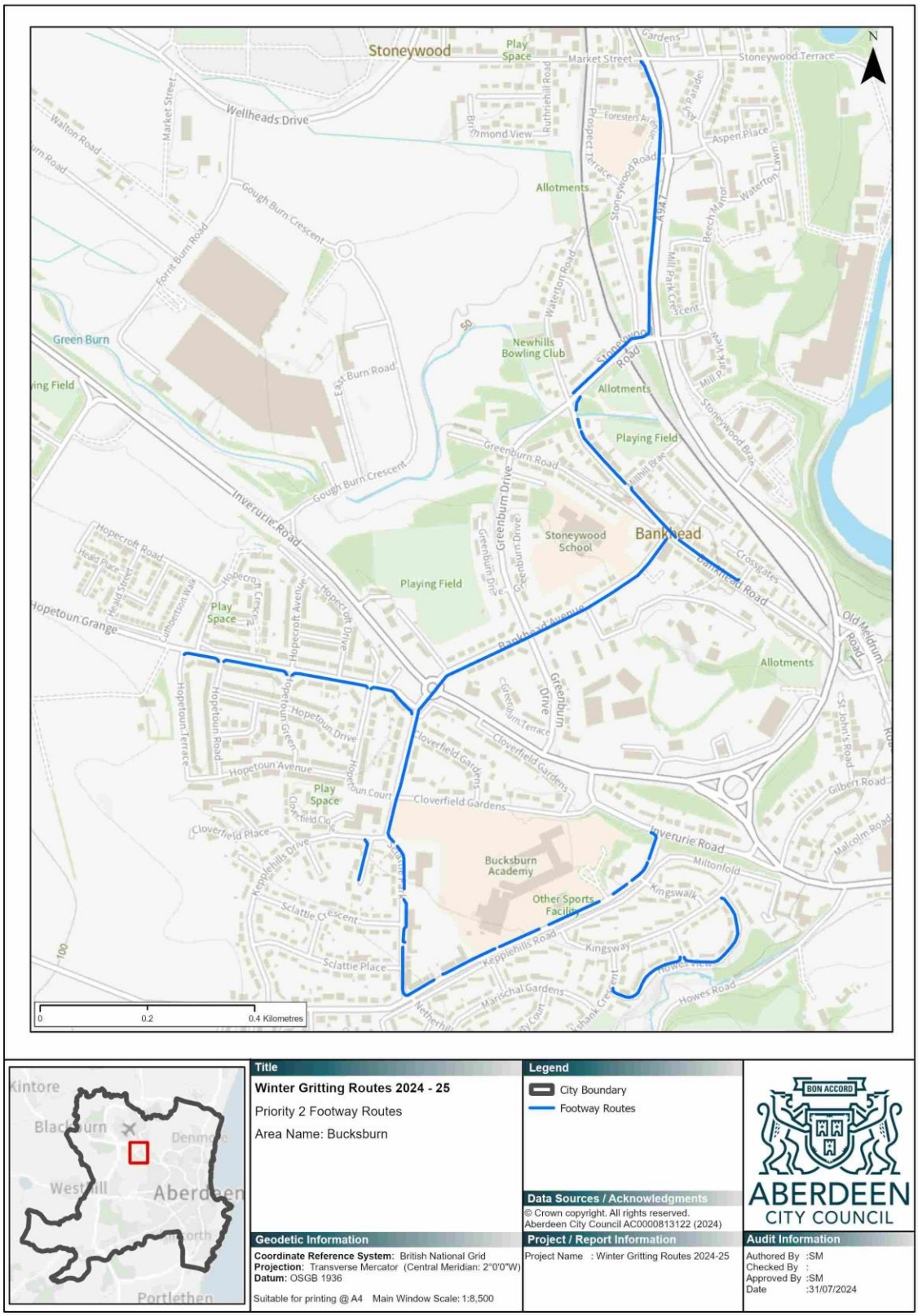
Authored By :SM
Checked By :
Approved By :SM
Date :31/07/2024

AREA	PRIORITY FOOTWAY ROUTES
1. Bucksburn	Sclattie Circle Sclattie Park Kepplehills Road Howes View Hopetoun Grange Bankhead Road New Stoneywood Road Bankhead Avenue Stoneywood Road
2. Dyce	Victoria Street Dyce Shopping Centre Access Gordon Terrace Gladstone Place Liddell Place Stoneywood Road Riverview Drive Station Road
3. Bridge of Don	Cairnfold Road Scotstown Gardens Harehill Road Bodachra Road Braehead Way Newburgh Road Fairview Grange Fairview Street Greenbrae Drive Laurel Drive Jesmond Drive Greenbrae Crescent
4. Kingswells	Kingswood Drive Village Centre Kingswells Avenue Kingswood Avenue Kingswells Crescent
5. Northfield	Lintmill Terrace Byron Avenue Byron Square Quarry Road Cummings Park Crescent Moir Green Byron Crescent Howes Road Cruden Crescent
6. Woodside	Clifton Road Great Northern Road

7. Seaton / Tillydrone	Wingate Road Coningham Gardens Tillydrone Road St Machar Drive King Street Seaton Road Don Street Seaton Place East School Road Tillydrone Avenue Gordon Mill's Road
8. Mastrick	Mastrick Road Mastrick Drive Birkhall Parade Invercauld Road Springhill Road Sheddocksley Road Greenfern Road Kingsford Road Maidencraig Place
9. Cornhill / Cairncry	Cornhill Road Berryden Road Rosehill Drive Foresterhill Road Cairncry Road Westburn Road Raeden Park Road Westburn Drive Ashgrove Road West
10. Old Aberdeen	Sunnybank Road Spital King Street Bedford Road College Bounds
12. Woodend / Summerhill	Eday Drive Eday Road Summerhill Road Summerhill Terrace Westholme Avenue Queen's Road Lang Stracht Stronsay Place King's Gate Campsie Place

13. Mid Stocket / King's Gate	Craigie Loanings Whitehall Place Skene Street Fountainhall Road Rosemount Place Midstocket Road Albert Street Beechgrove Terrace
15. Hazlehead / Braeside	Springfield Road Seafield Road Great Western Road Craigton Road
16. Holburn / Broomhill	Albyn Place Queen's Road St Swithin Street Great Western Road
17. Ferryhill	Great Southern Road Whinhill Road Caledonian Place King George VI Bridge
18. Torry	Abbey Place Rockall Road Ladywell Place Battock Place Brimmond Place Oscar Place Grampian Place Glenbervie Road Mansefield Road Victoria Road Menzies Road Craig Place
19. Mannofield / Garthdee	Morrison Drive Deeside Crescent Deeside Gardens Deeside Drive Garthdee Road Garthdee Drive Pitmedden Road
20. Kincorth	Gardner Drive Provost Watt Drive Faulds Gate Arbroath Way Cairngorm Drive

15. Cove	Loirston Avenue Charleston Road / Charleston Road North Langdykes Road Loirston Road Cove Road Earn's Heugh Road
16. Cults / Bieldside	North Deeside Road Baillieswells Road Cairn Road Quarry Road Cults Avenue Kirk Brae Abbotshall Road Hillview Crescent
17. Milltimber	Contlaw Brae Monearn Gardens Binghill Road
18. Culter	North Deeside Road Towerview Road School Road Coronation Road Malcolm Road



Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Bucksburn

Legend

City Boundary

Footway Routes

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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

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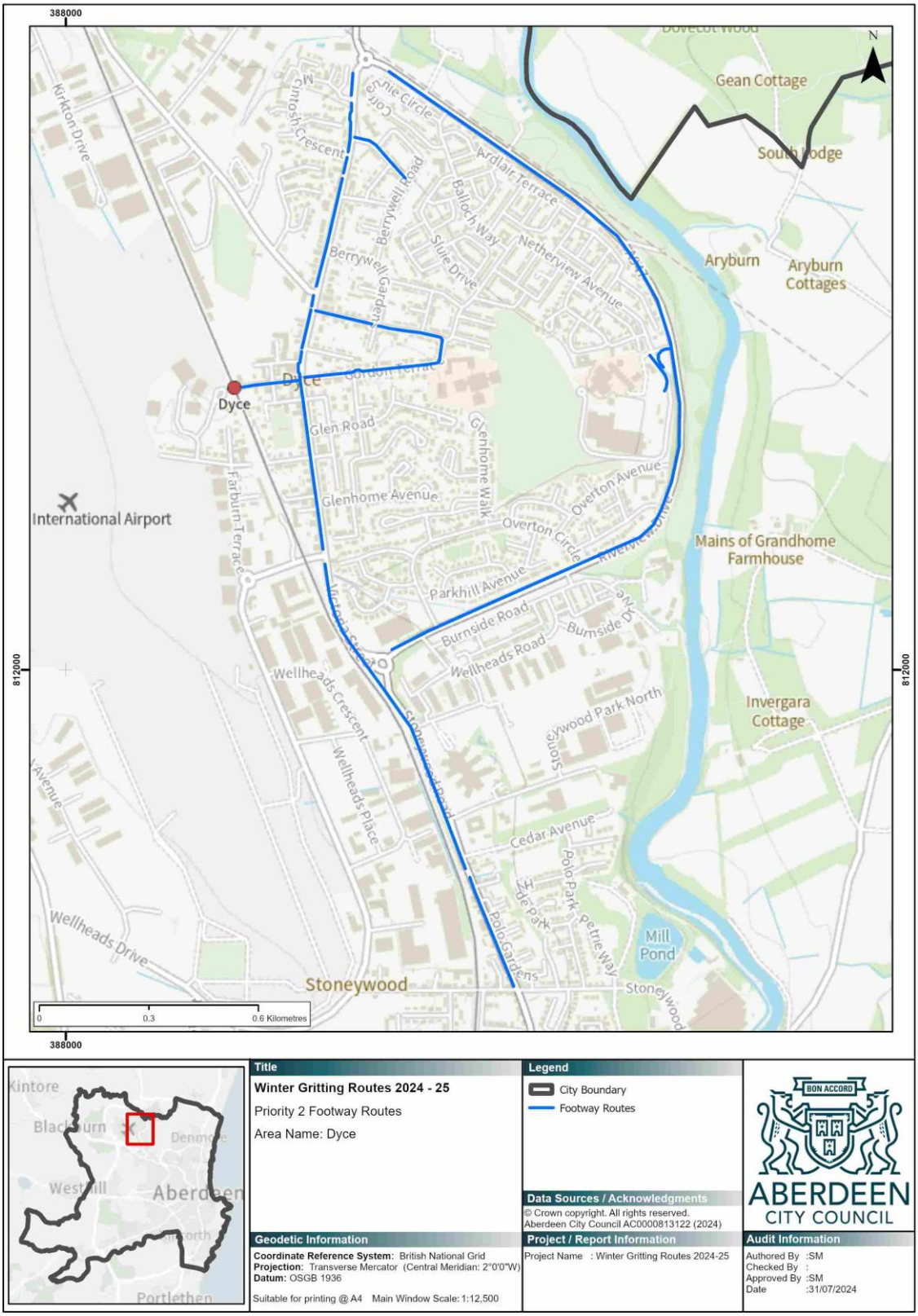
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812000
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Gean Cottage
South Lodge
Aryburn
Aryburn Cottages
Dyce
Glen Road
Glenhome Walk
Glenhome Avenue
Overton Avenue
Overton Circle
Parkhill Avenue
Burnside Road
Wellheads Road
Wellheads Crescent
Wellheads Place
Wellheads Drive
International Airport
Farburn Terrace
Mains of Grandhome Farmhouse
Invergara Cottage
Cedar Avenue
Polo Park
Petrie Way
Polo Gardens
Mill Pond
Stoneywood
0
0.3
0.6 Kilometres
Kintore
Blackburn
Dyce
Westhill
Aberdeen
Portlethen
Title
Winter Gritting Routes 2024 - 25
Priority 2 Footway Routes
Area Name: Dyce
Legend
City Boundary
Footway Routes
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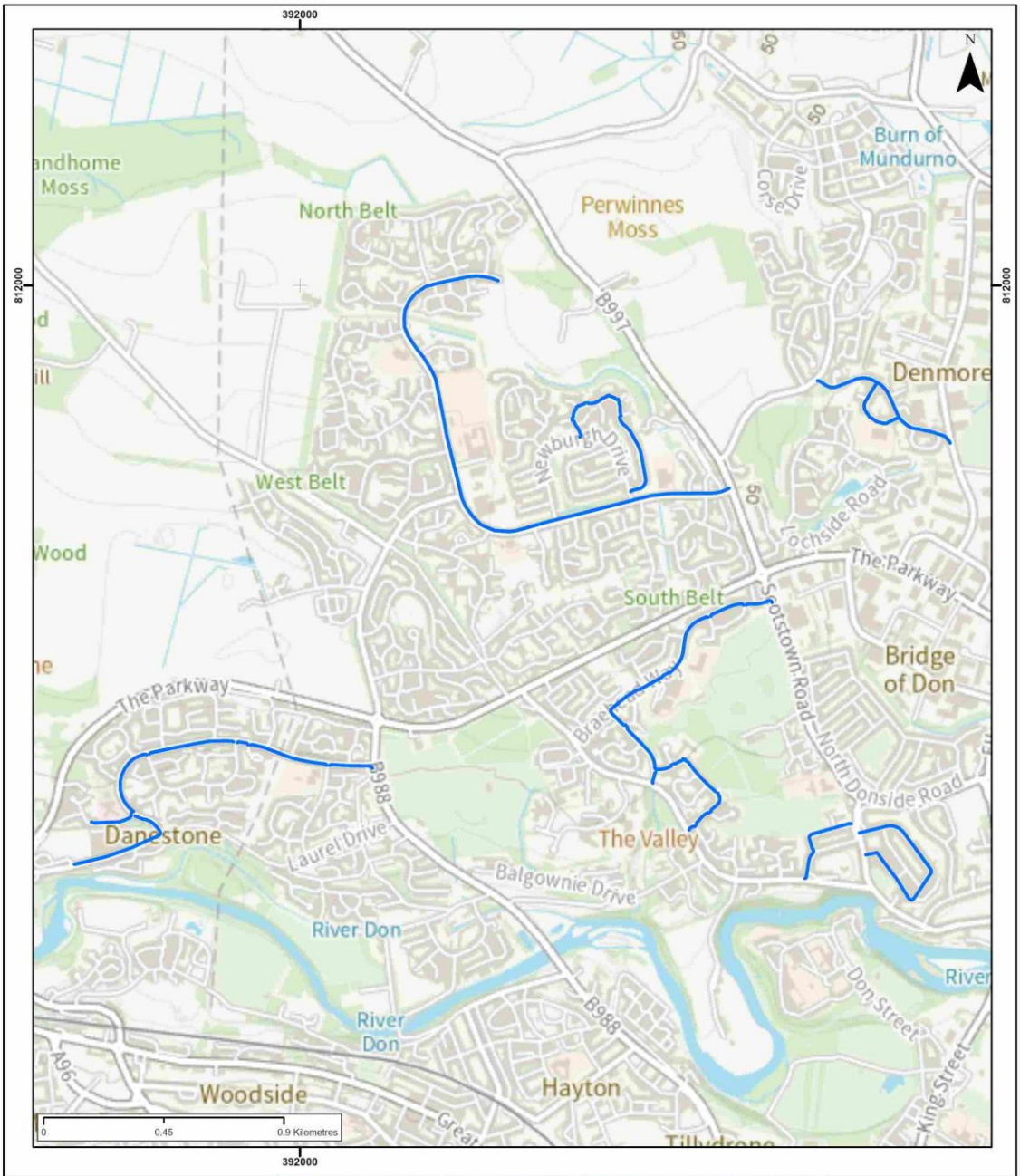

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Bridge of Don

Legend

City Boundary

Footway Routes

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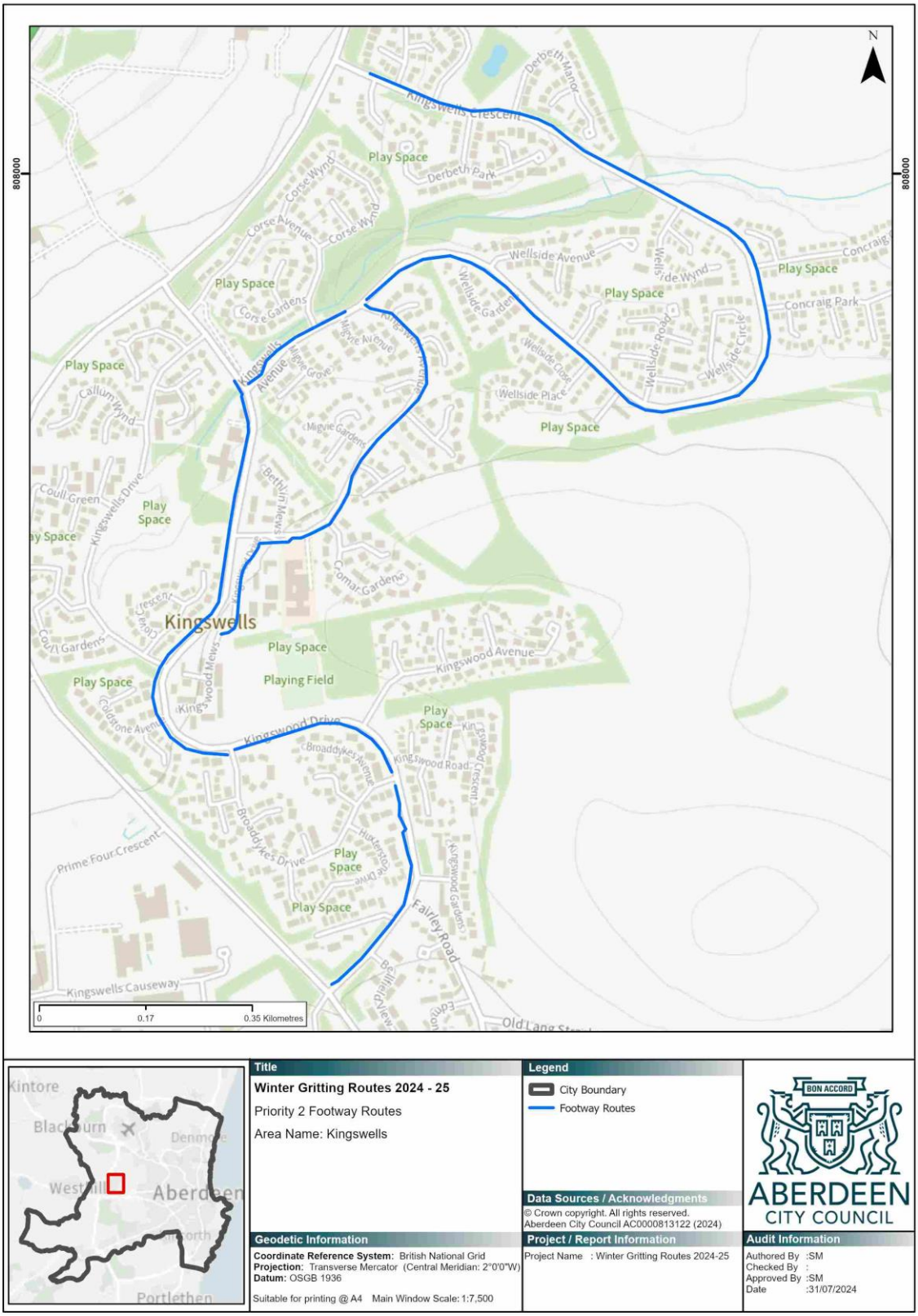

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Kingswells

Legend

City Boundary

Footway Routes

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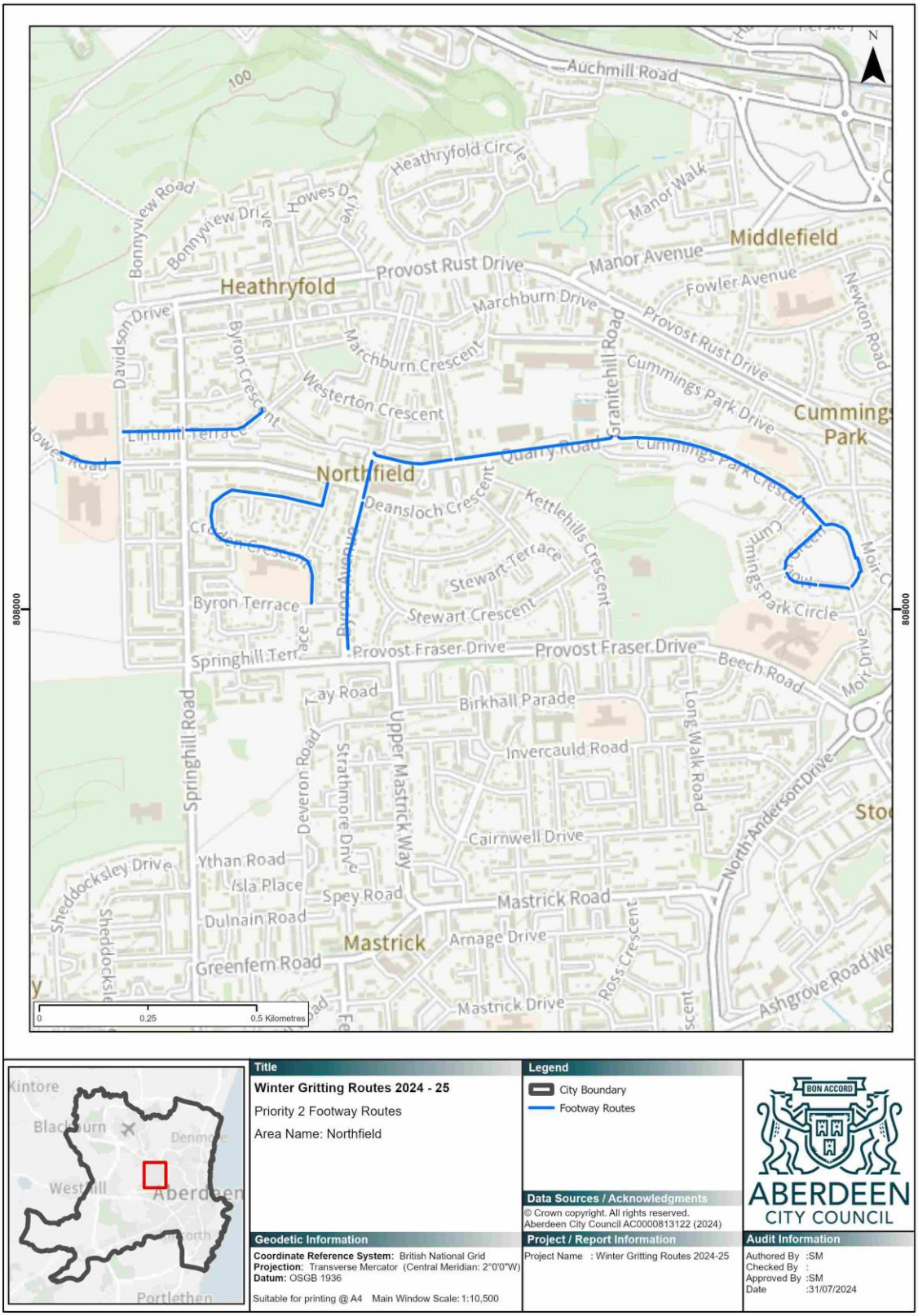

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Northfield

Legend

City Boundary

Footway Routes

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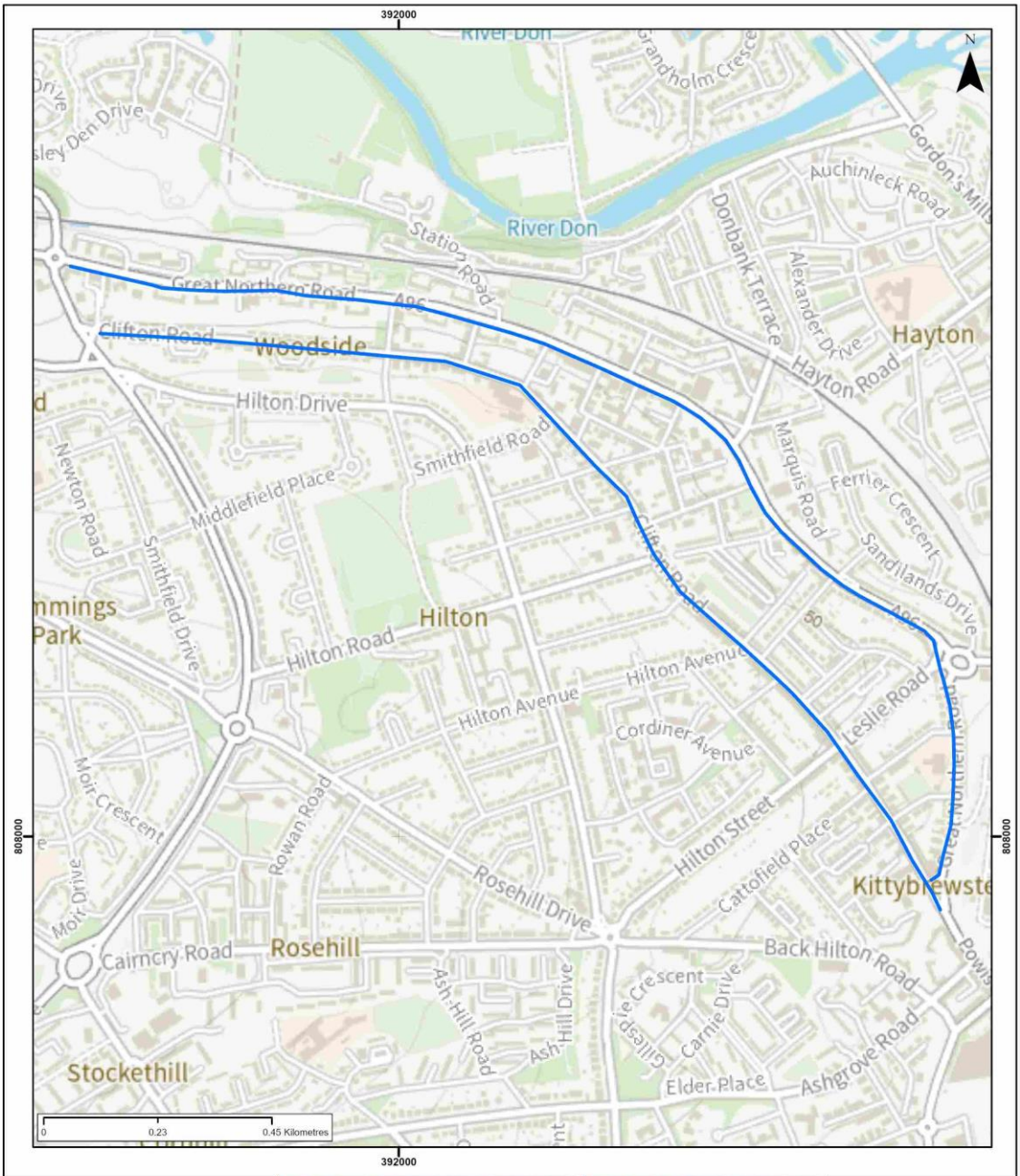

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Woodside

Legend

City Boundary

Footway Routes

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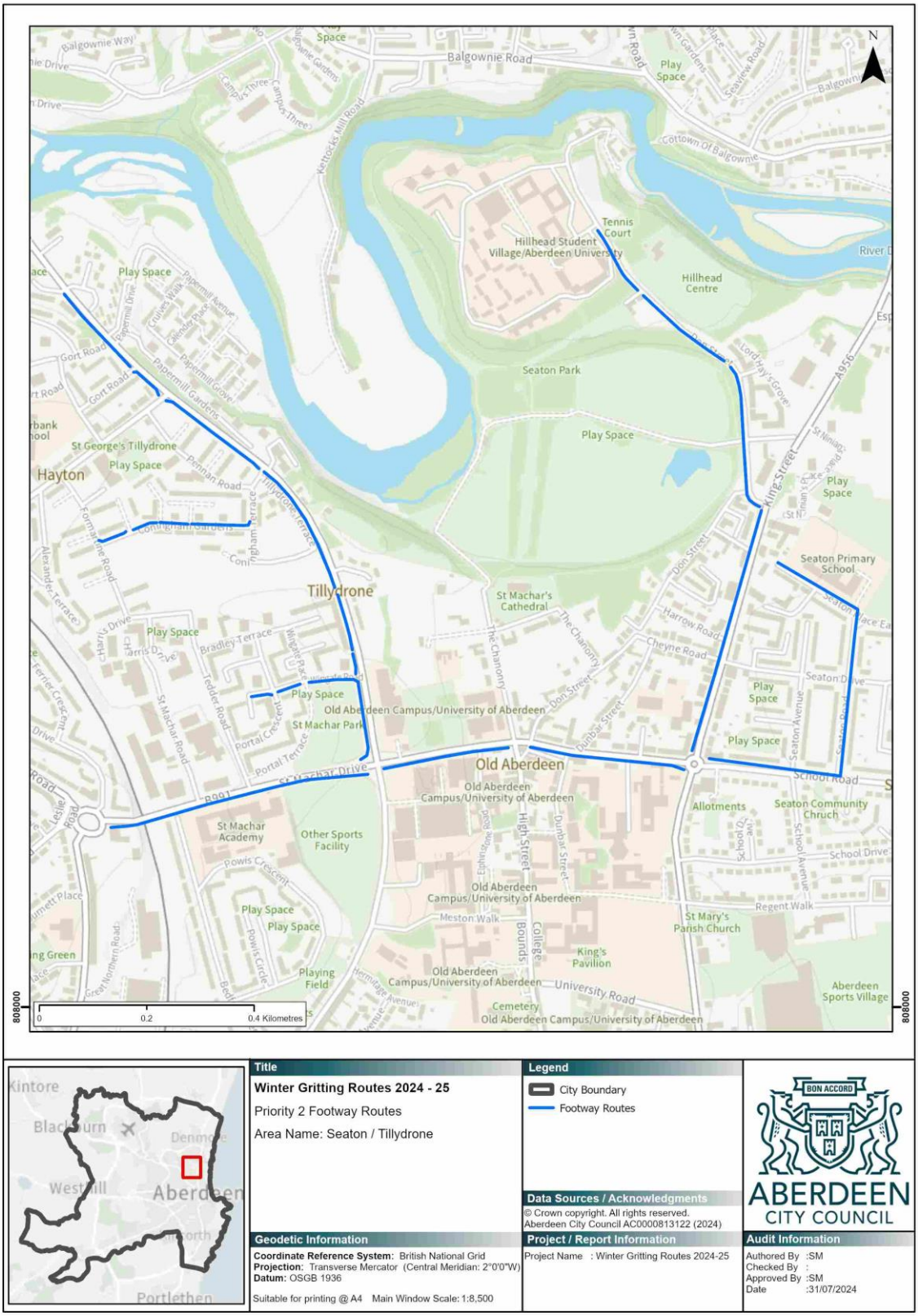

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Seaton / Tillydrone

Legend

City Boundary

Footway Routes

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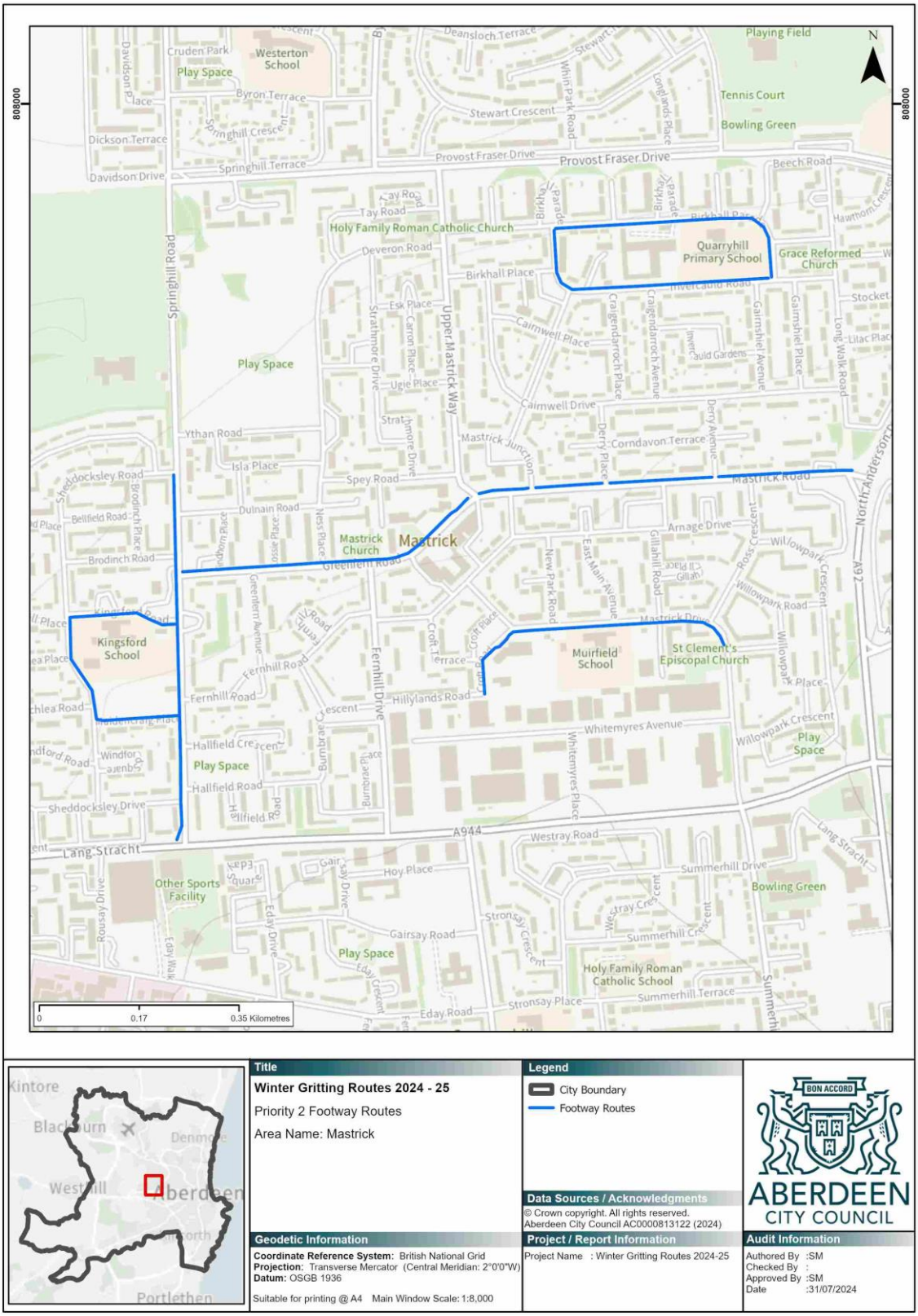

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Mastrick

Legend

City Boundary

Footway Routes

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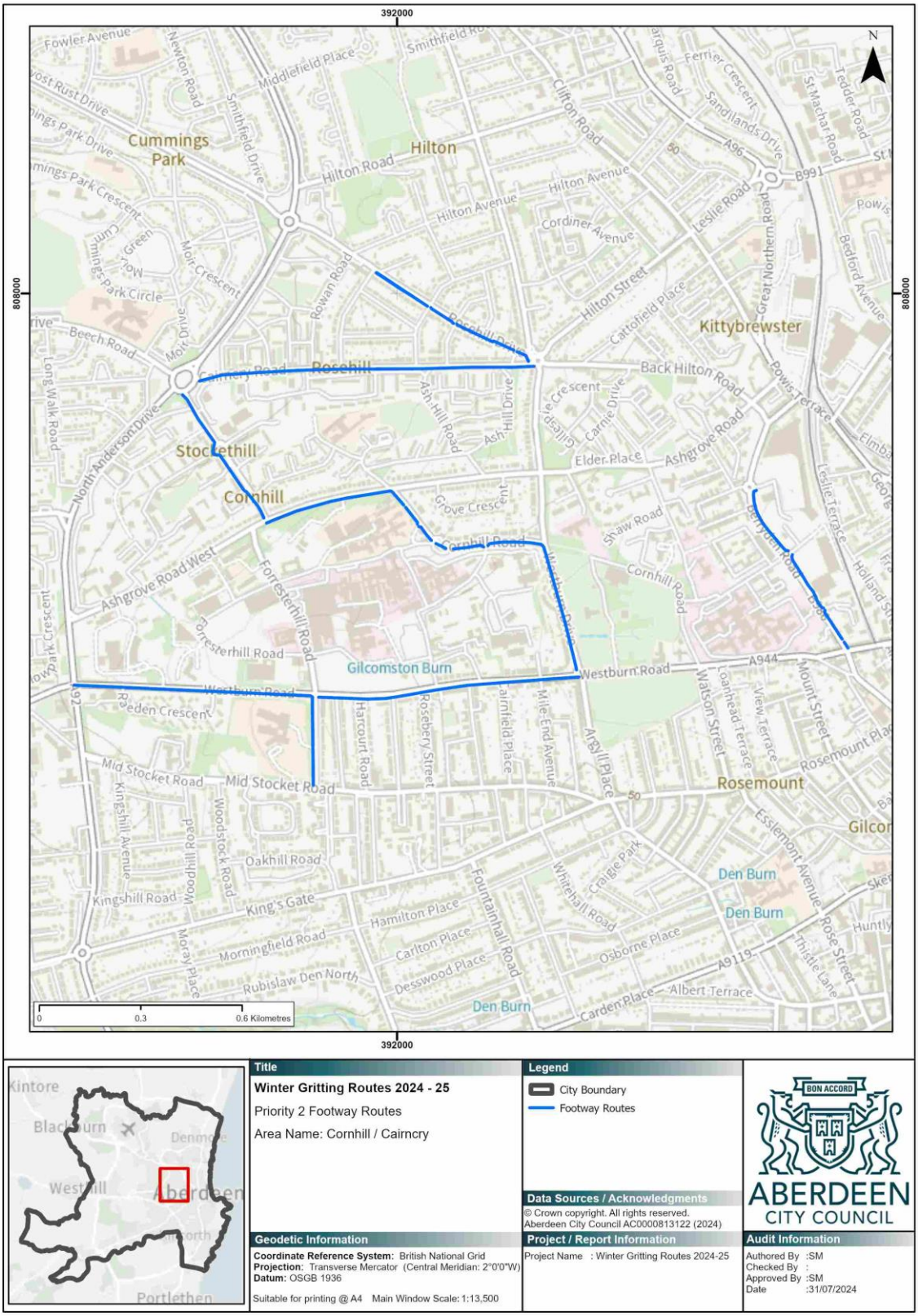

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Cornhill / Cairncry

Legend

City Boundary

Footway Routes

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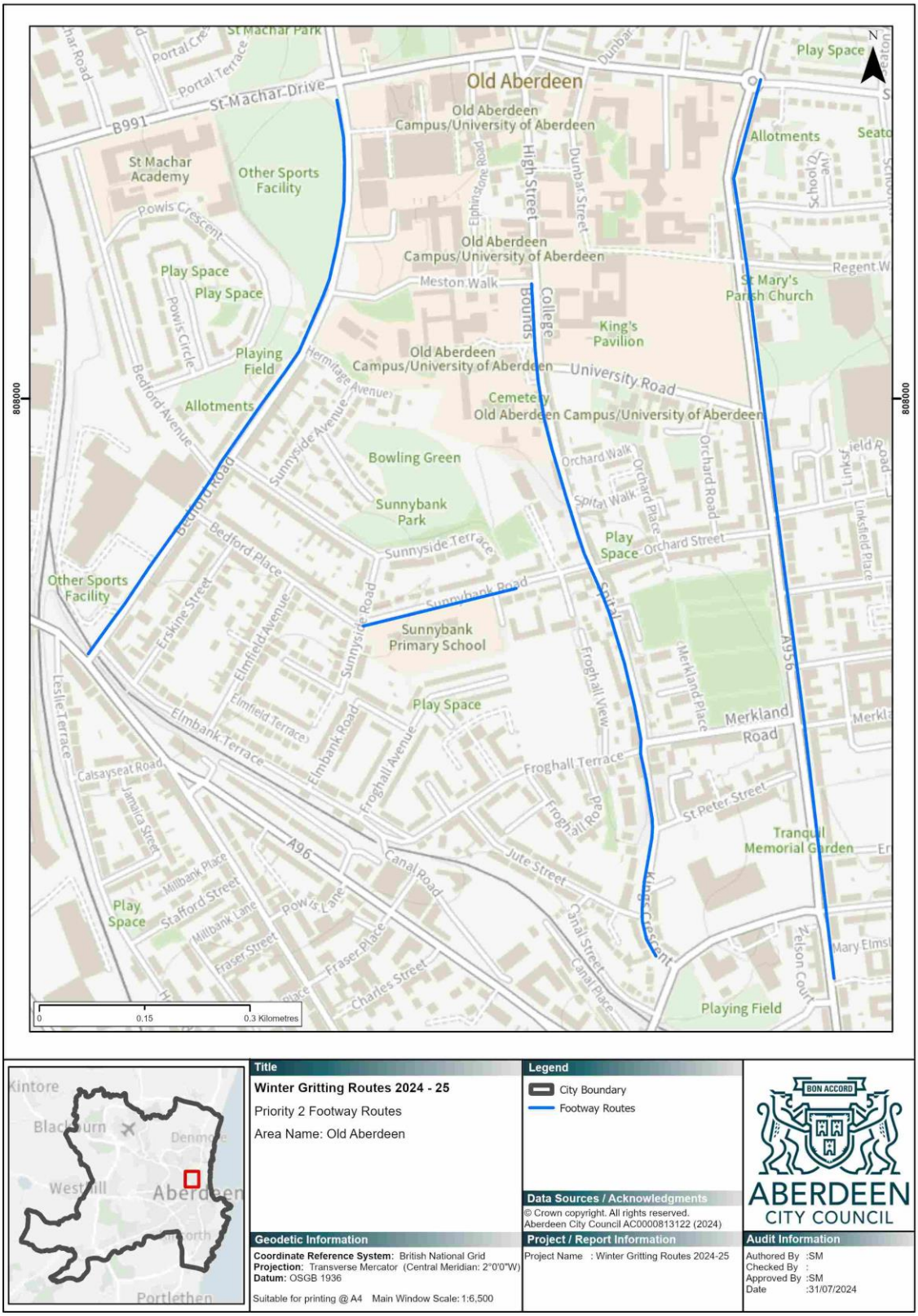

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Old Aberdeen

Legend

City Boundary

Footway Routes

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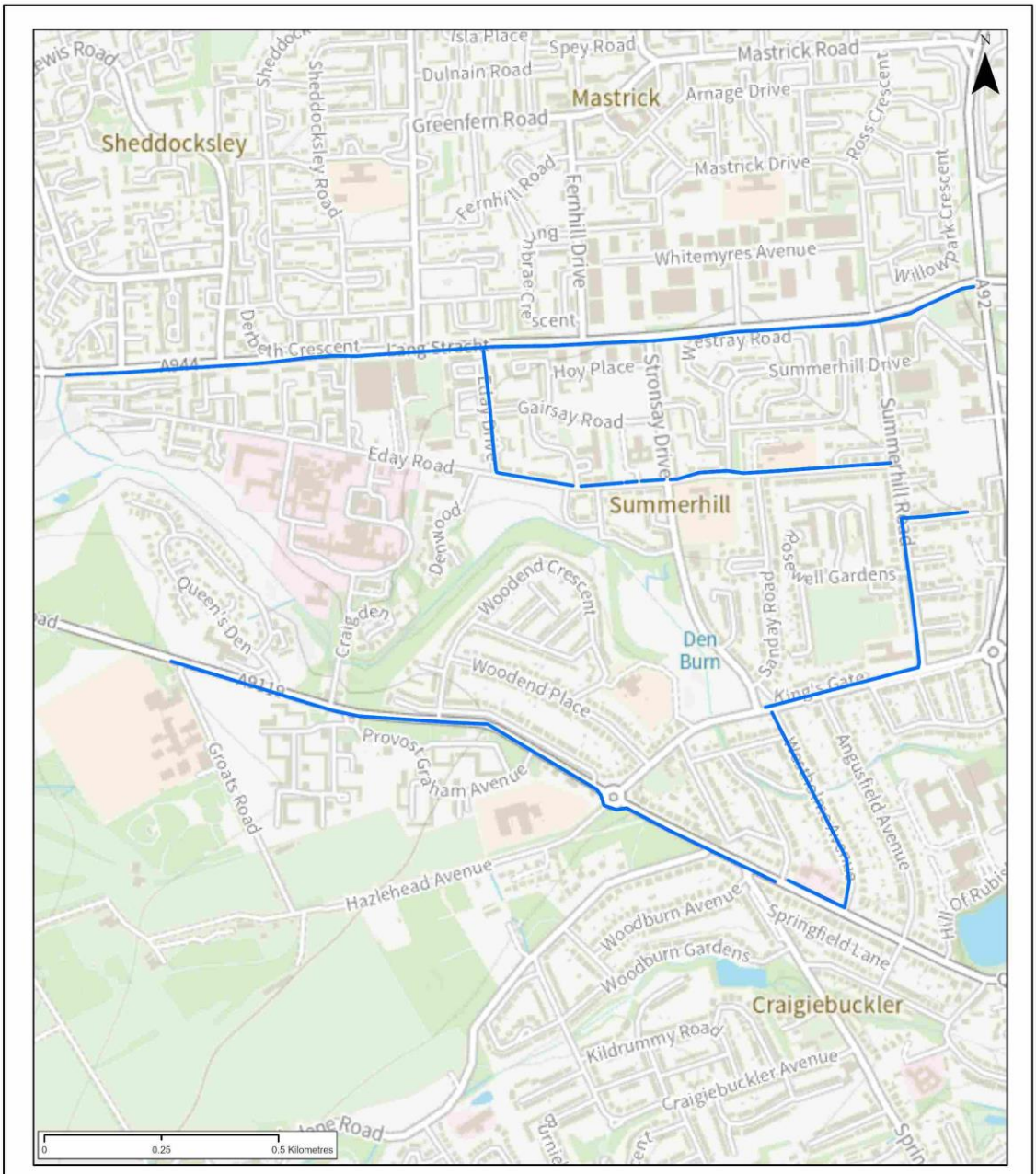

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Woodend / Summerhill

Legend

City Boundary

Footway Routes

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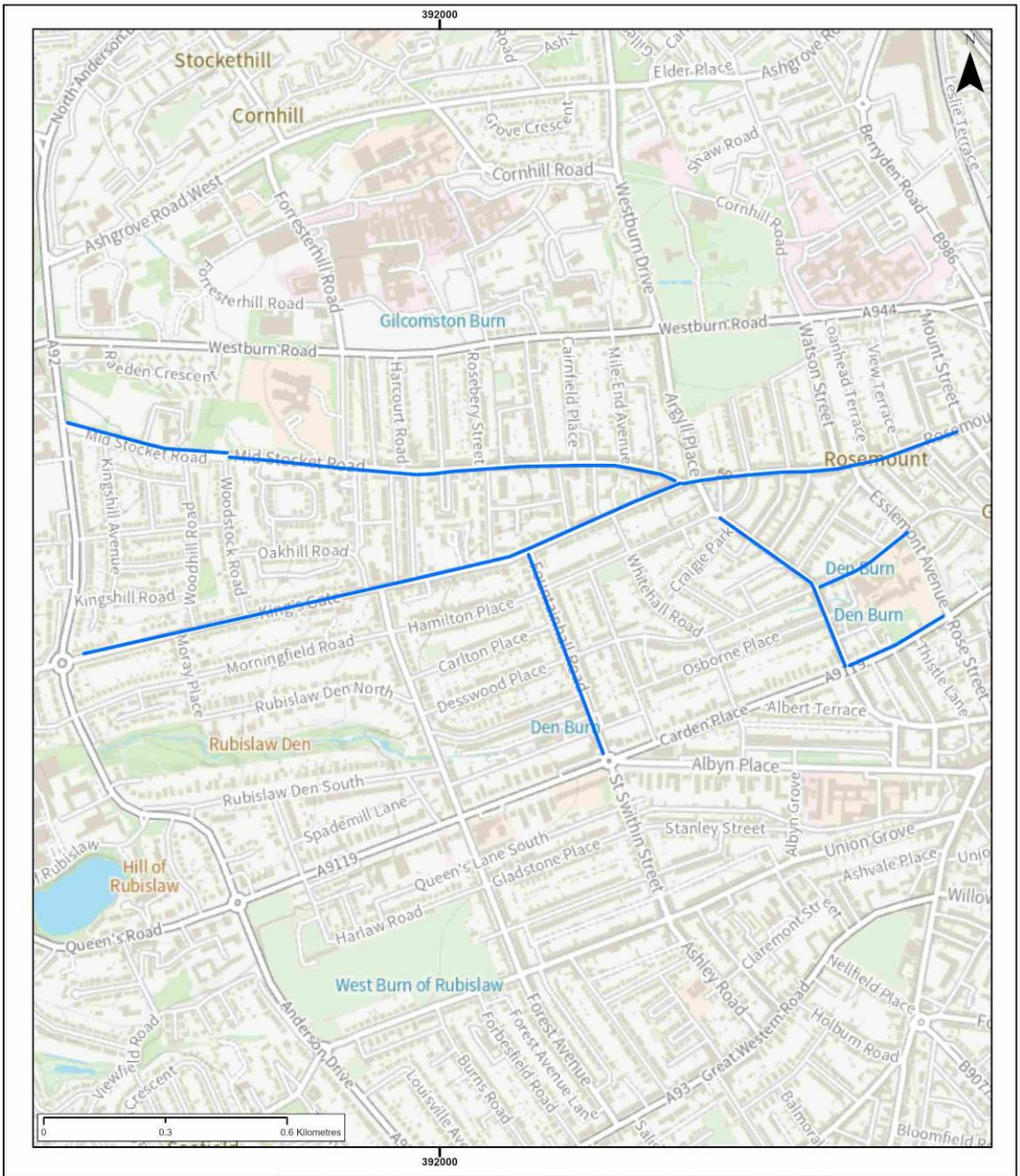

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Mid Stocket / King's Gate

Legend

City Boundary

Footway Routes

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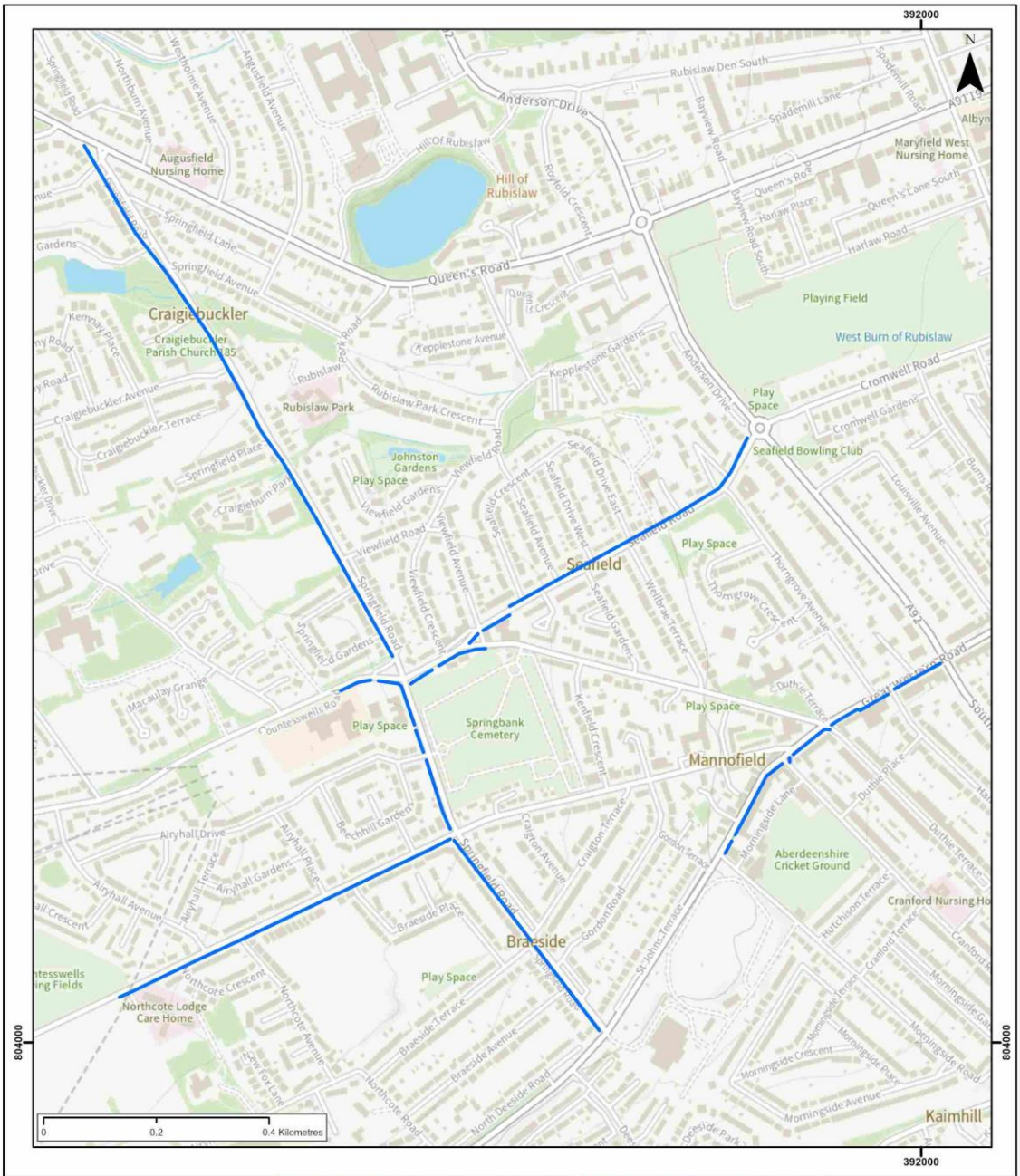

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Hazlehead / Braeside

Legend

City Boundary

Footway Routes

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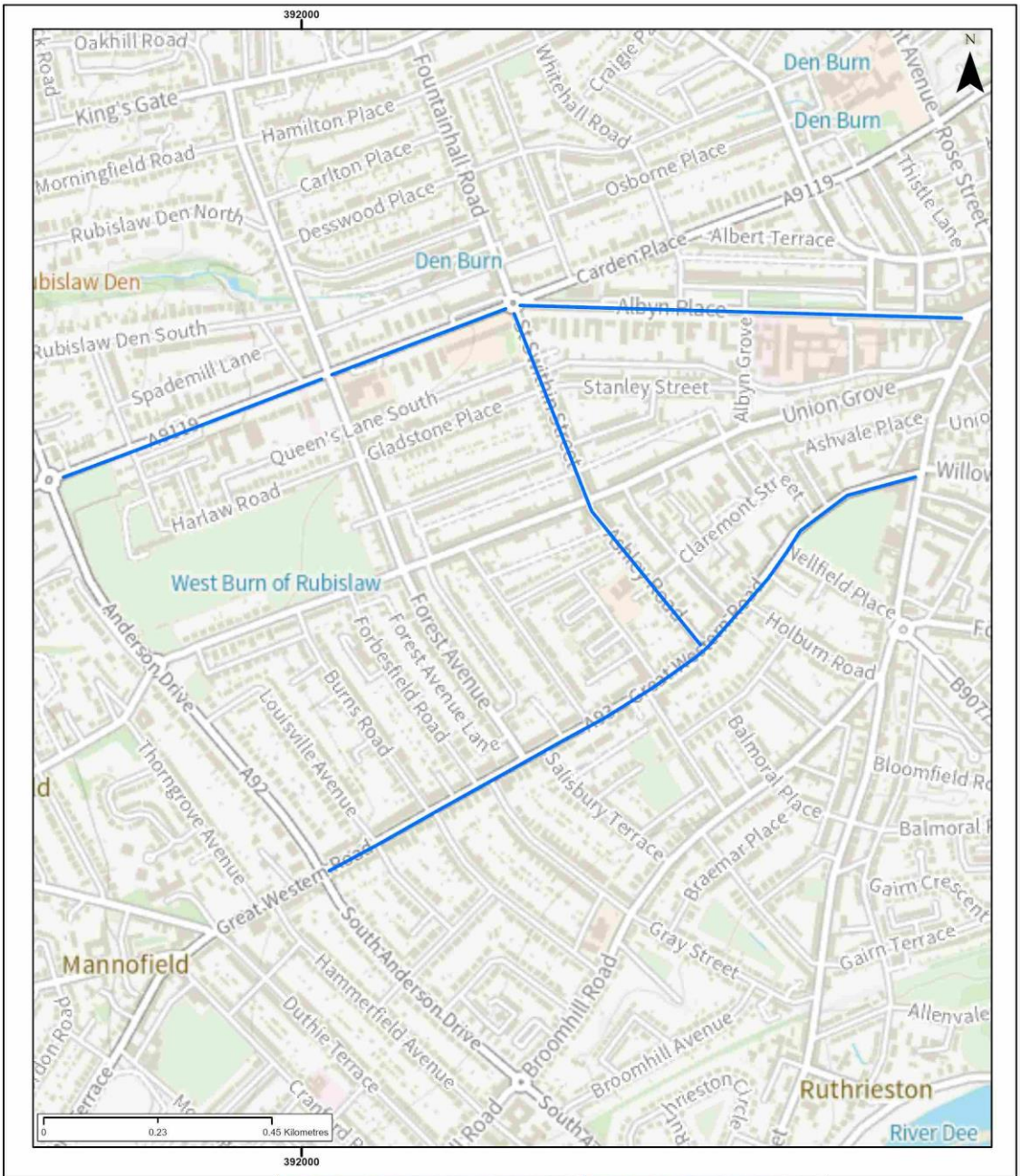

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Holburn / Broomhill

Legend

City Boundary

Footway Routes

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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

Audit Information

Authored By :SM
Checked By :
Approved By :SM
Date :31/07/2024

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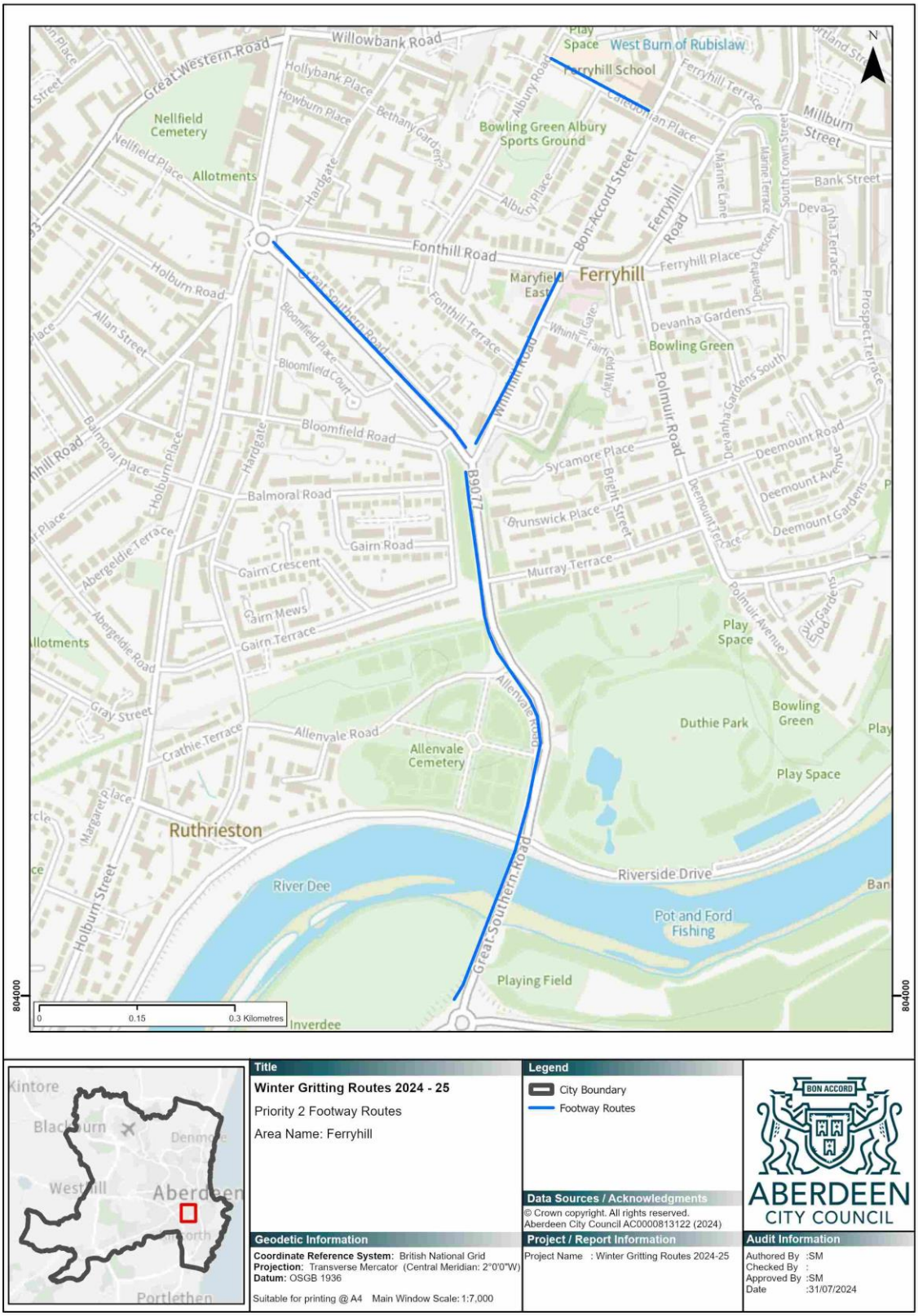
ABERDEEN CITY COUNCIL



Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Ferryhill

Legend

City Boundary

Footway Routes

Data Sources / Acknowledgments

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Aberdeen City Council AC0000813122 (2024)

Geodetic Information

Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°0'0"W)
Datum: OSGB 1936

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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

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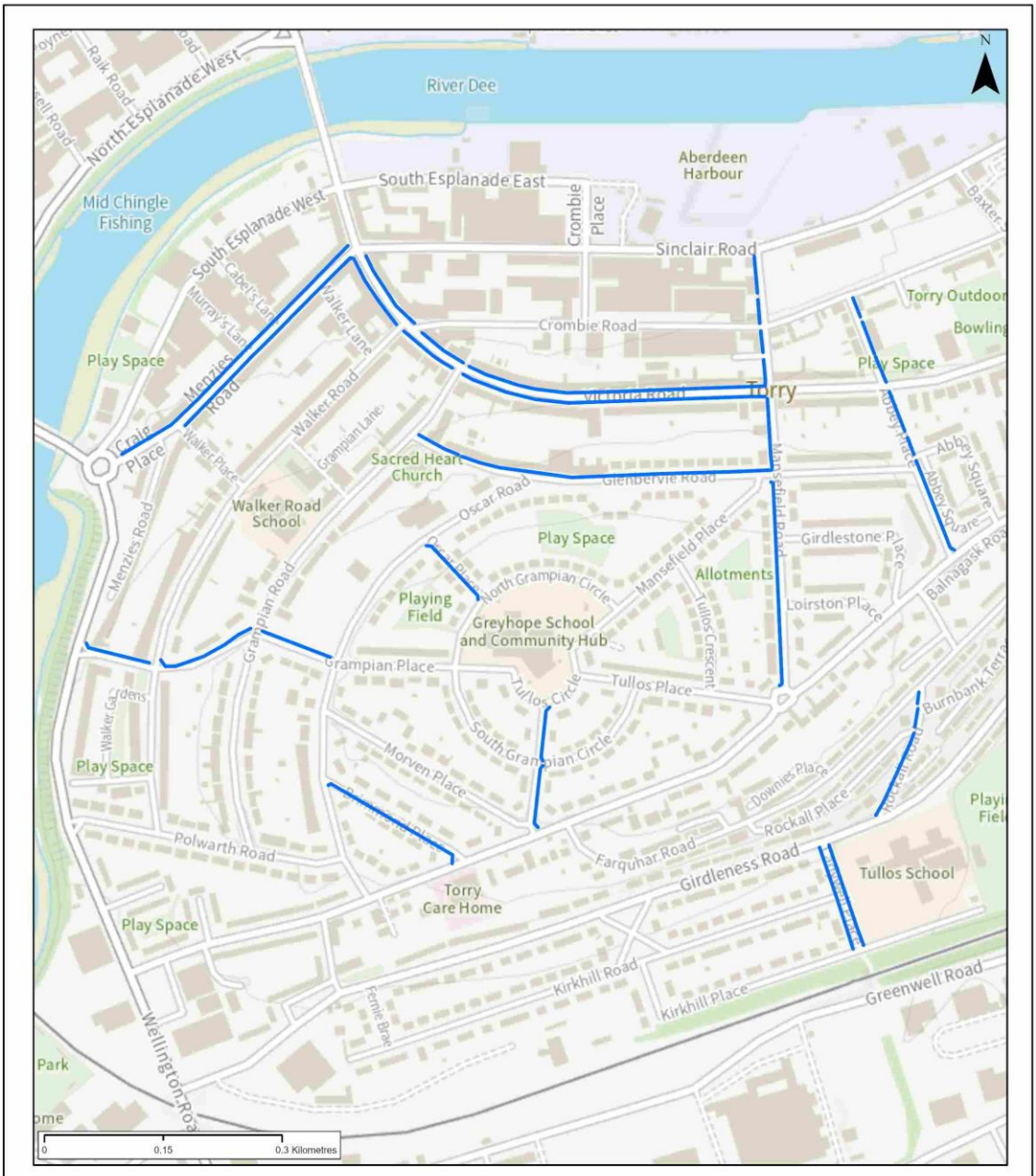

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Torry

Legend

City Boundary

Footway Routes

Data Sources / Acknowledgments

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Geodetic Information

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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

Audit Information

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Date :31/07/2024

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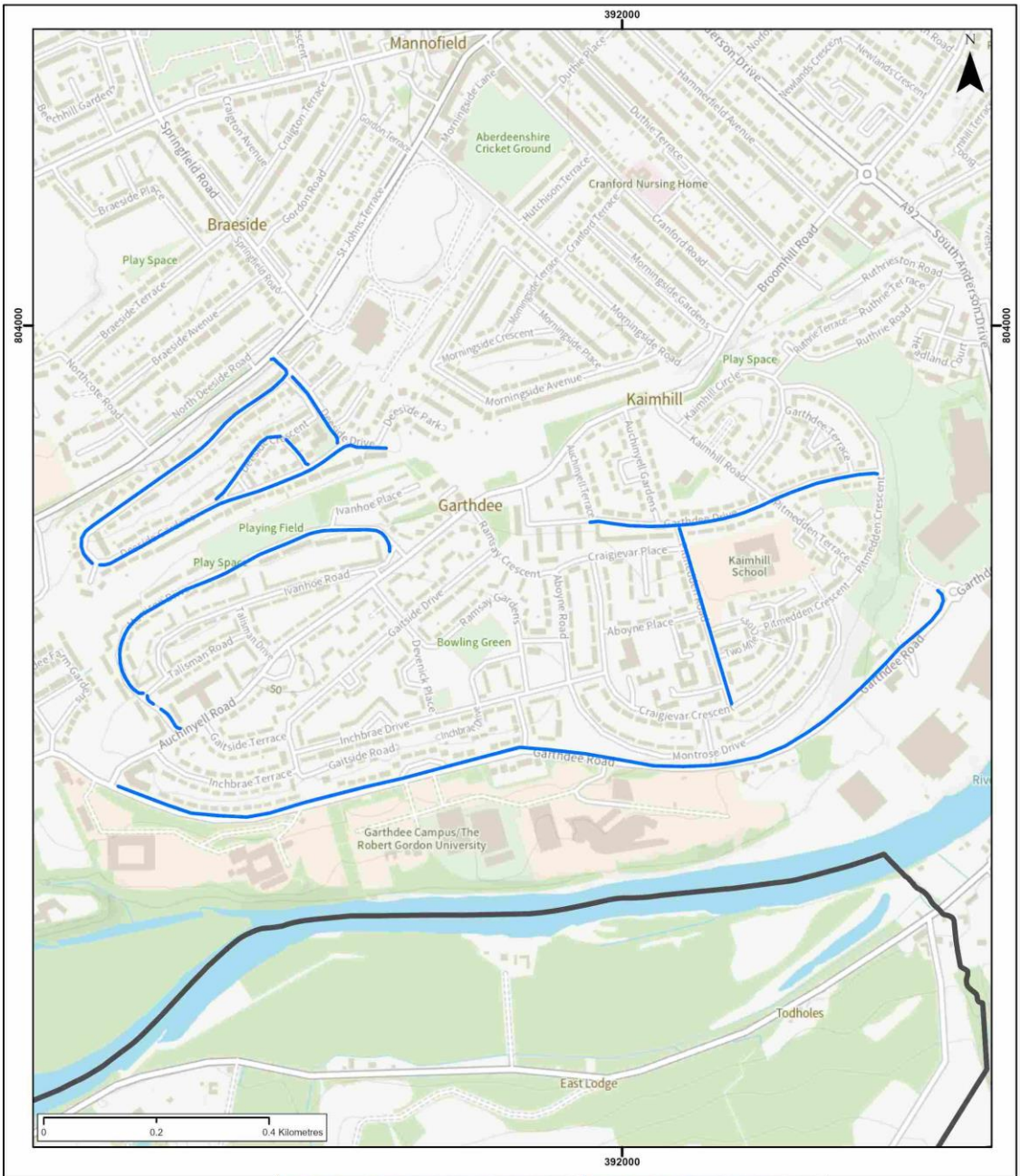

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Mannofield / Garthdee

Legend

City Boundary

Footway Routes

Data Sources / Acknowledgments

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Geodetic Information

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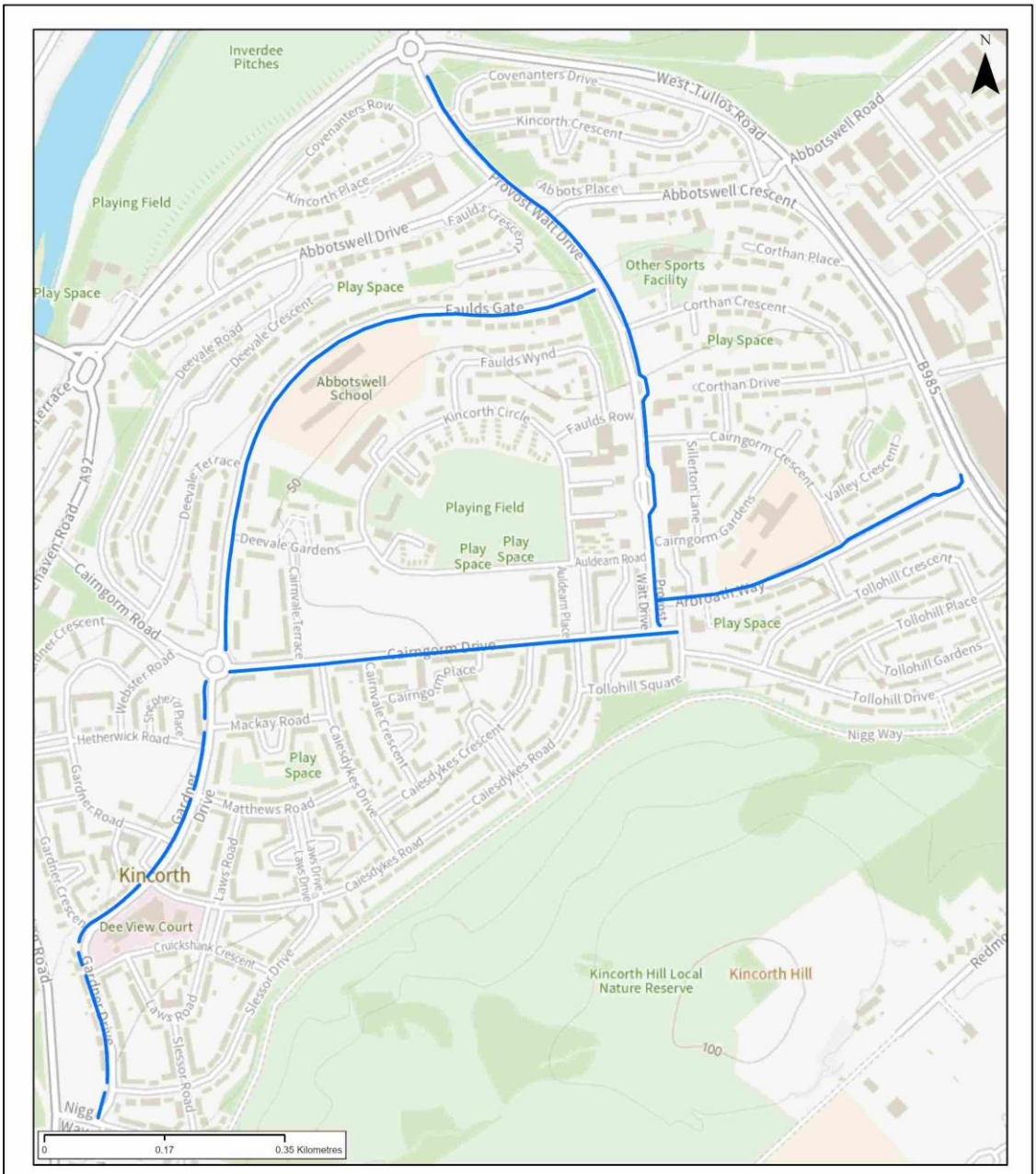

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Kincorth

Legend

City Boundary

Footway Routes

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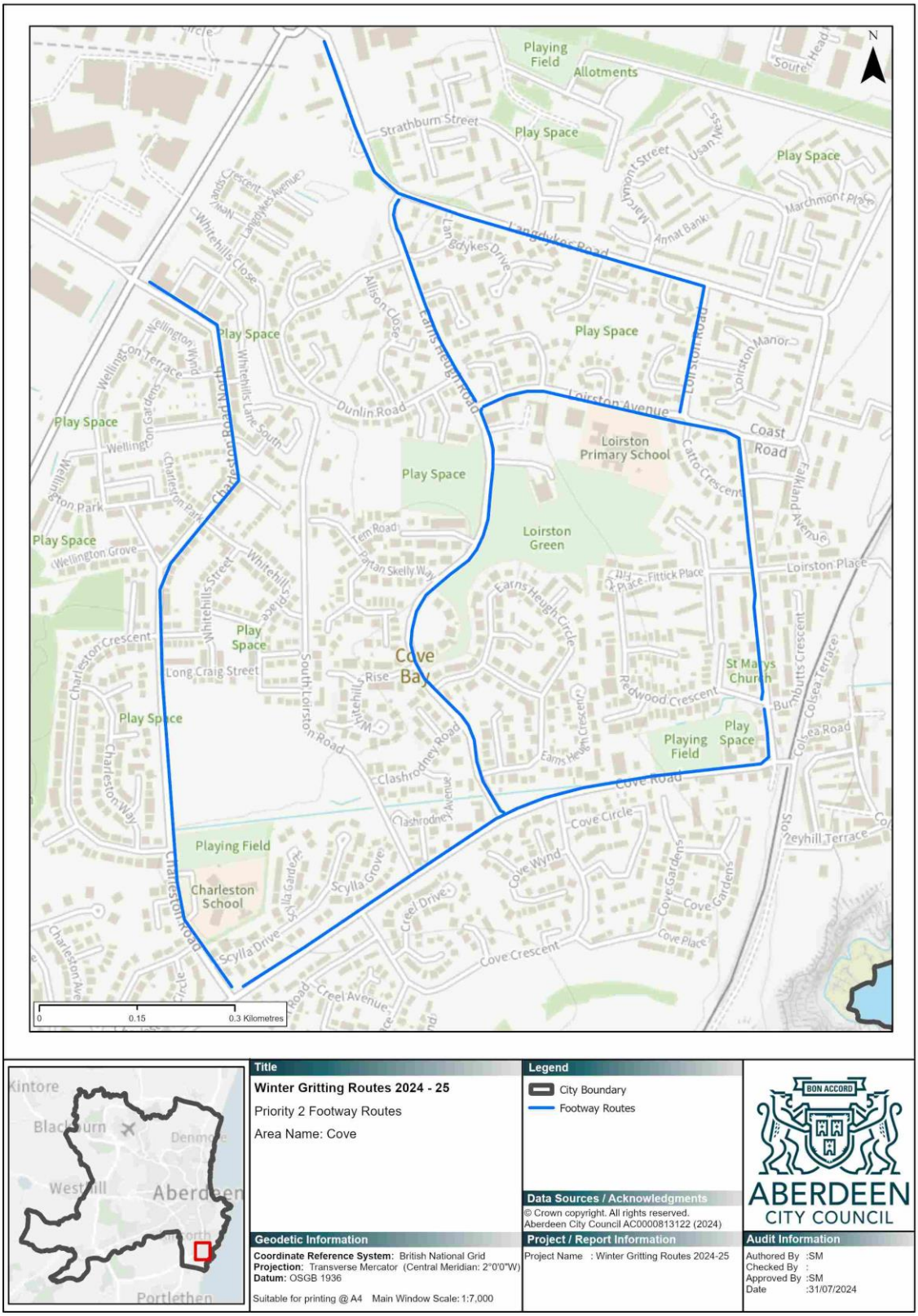

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Cove

Legend

City Boundary

Footway Routes

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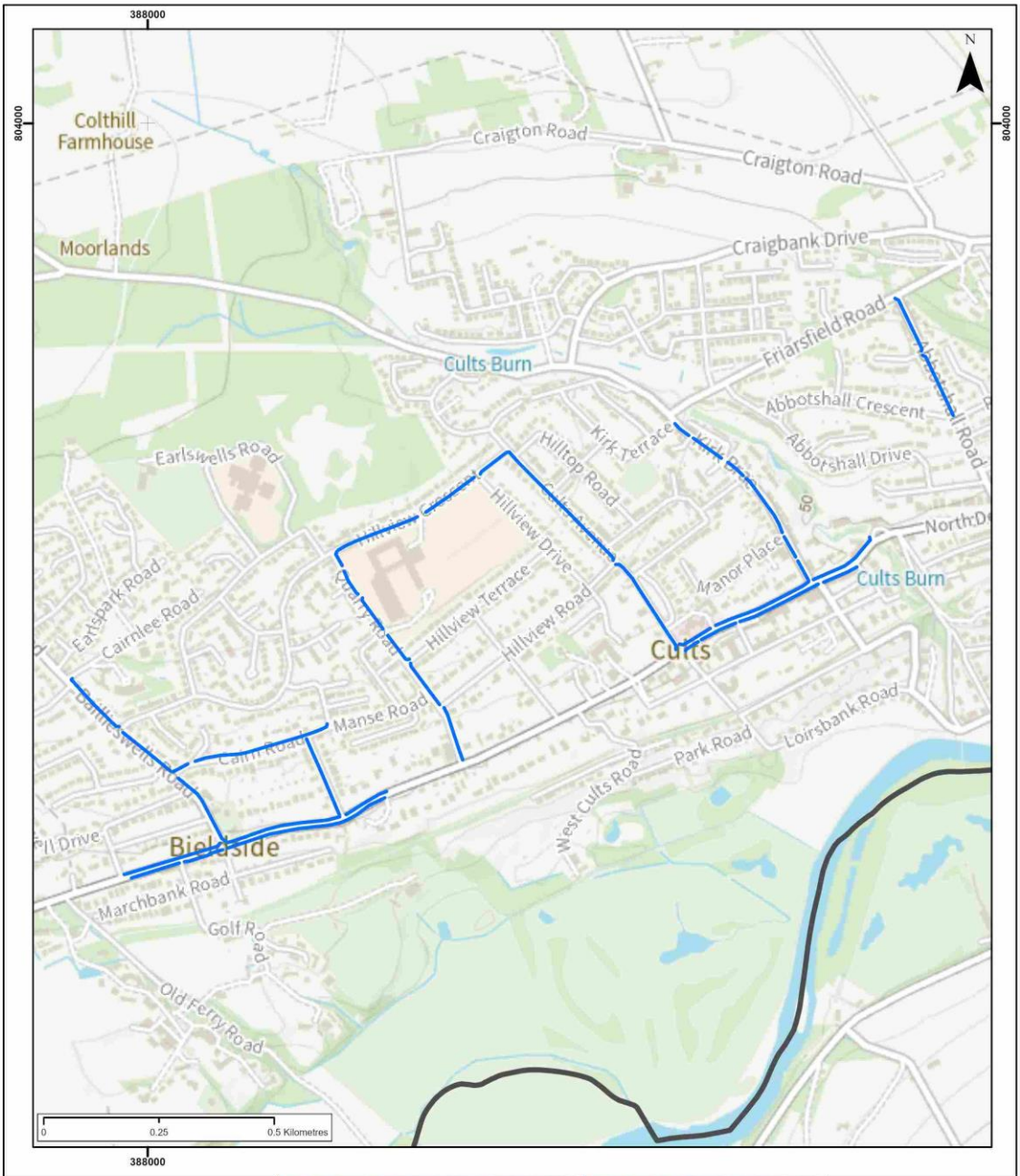

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Cults / Bieldside

Legend

City Boundary

Footway Routes

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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

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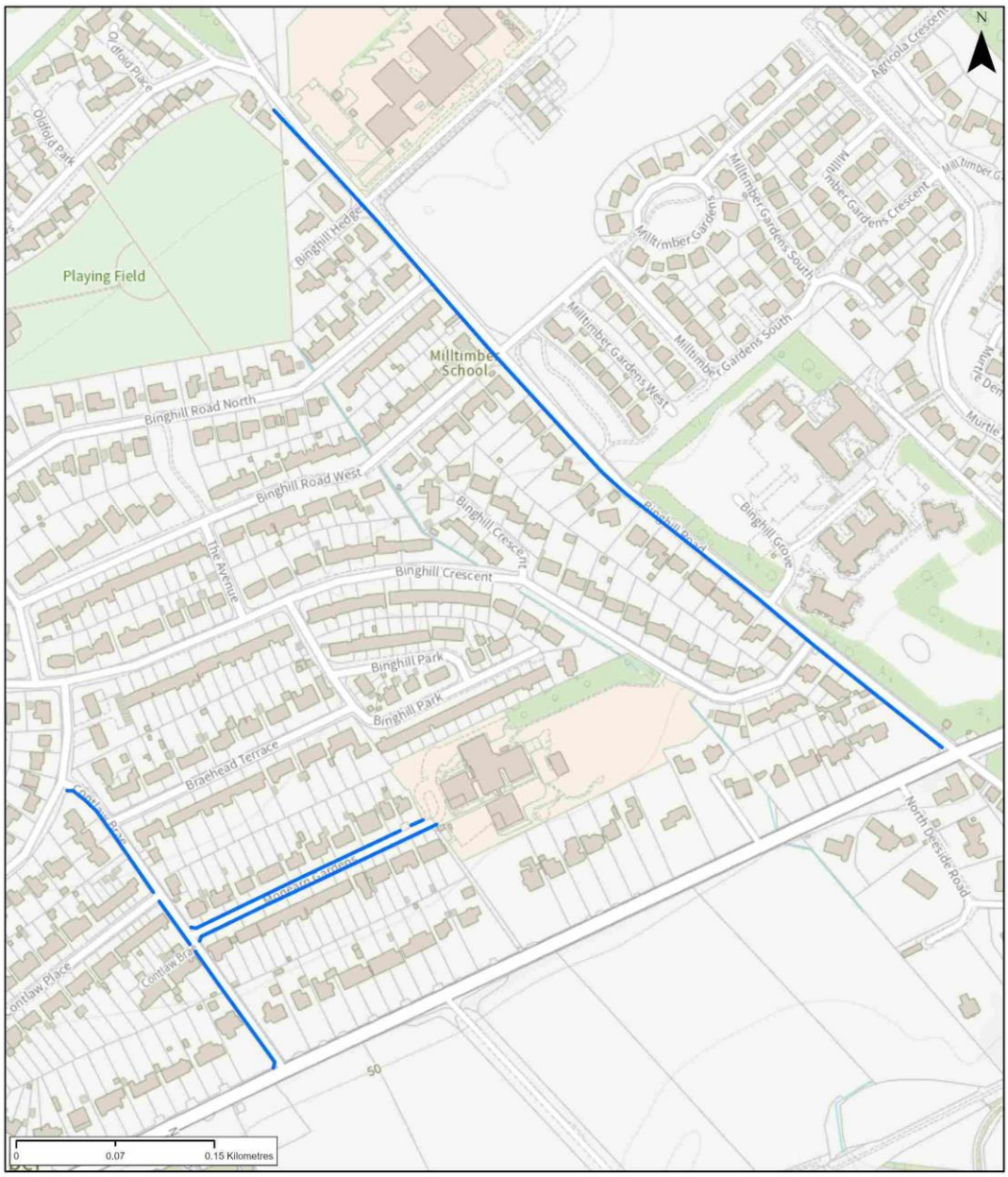

Title

Winter Gritting Routes 2024 - 25

Priority 2 Footway Routes

Area Name: Milltimber

Legend

City Boundary

Footway Routes

Data Sources / Acknowledgments

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Geodetic Information

Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°0'0"W)
Datum: OSGB 1936

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Project / Report Information

Project Name : Winter Gritting Routes 2024-25

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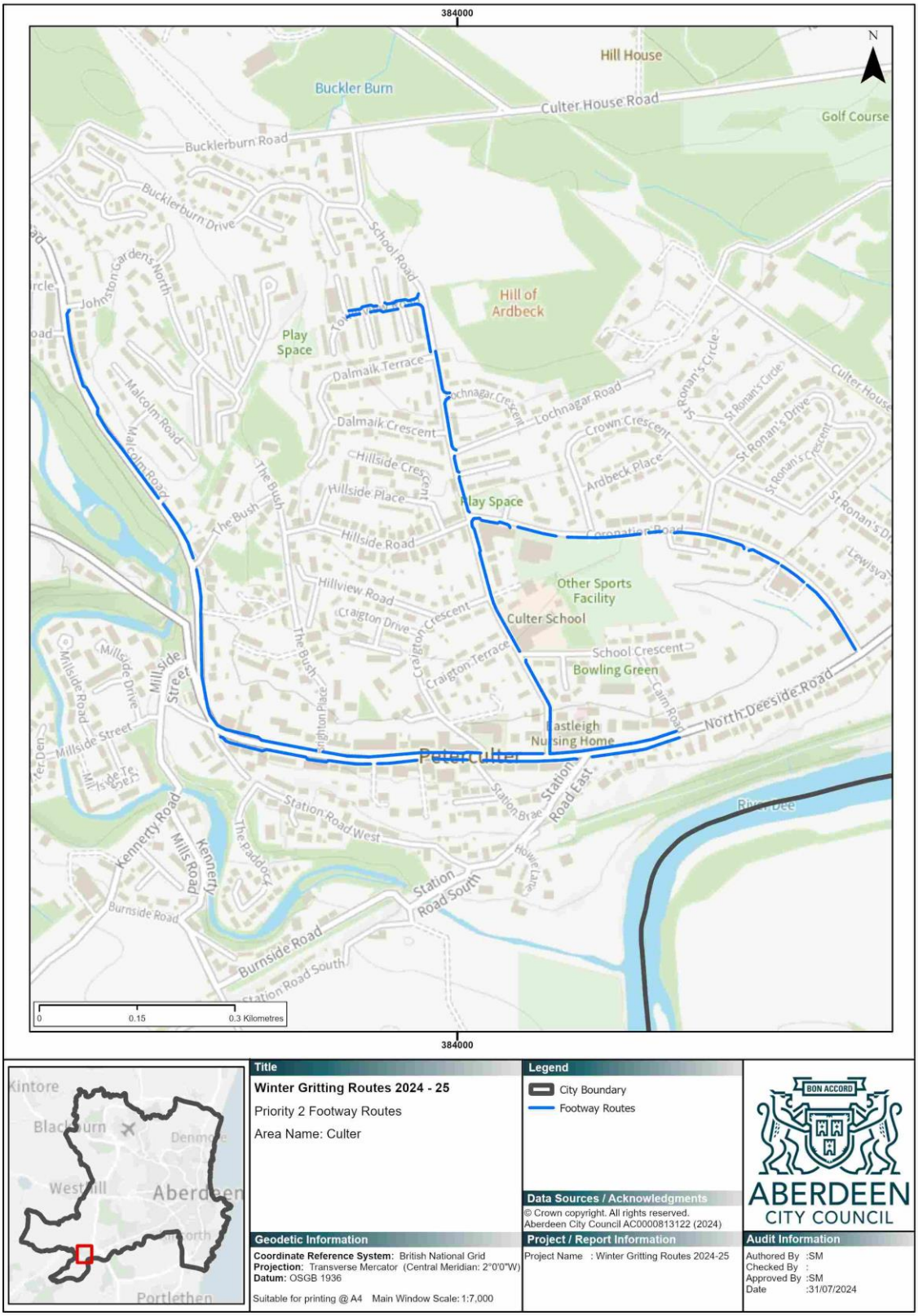
384000
N
Hill House
Buckler Burn
Culter House Road
Golf Course
Bucklerburn Road
Bucklerburn Drive
School Road
Johnston Gardens North
Hill of Ardbeck
Play Space
Dalmaik Terrace
Lochnagar Crescent
Lochnagar Road
Dalmaik Crescent
Crown Crescent
St Ronan's Circle
St Ronan's Drive
St Ronan's Crescent
Culter House
Malcolm Road
New Cairn Road
Hillside Crescent
Hillside Place
The Bush
Ardbeck Place
Play Space
Hillside Road
Coronation Road
Lewisvale
Other Sports Facility
Hillview Road
Culter School
Craigton Drive
Craigton Crescent
Craigton Terrace
School Crescent
Bowling Green
Millside Drive
Millside Street
Millside Road
Millside Terrace
Cairn Road
North Deeside Road
Eastleigh Nursing Home
Peterculter
Station Road East
Station Brae
River Dee
Station Road West
Kennerty Road
Mills Road
Kennerty
The Paddock
Howie Lane
Station Road South
Burnside Road
Burnside Road
Station Road South
0
0.15
0.3 Kilometres
384000
Kintore
Blackburn
Dyce
Westhill
Aberdeen
Portlethen
Title
Winter Gritting Routes 2024 - 25
Priority 2 Footway Routes
Area Name: Culter
Legend
City Boundary
Footway Routes
Data Sources / Acknowledgments
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Aberdeen City Council AC0000813122 (2024)
Geodetic Information
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Project / Report Information
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CITY COUNCIL

(f) **STEPS/RAMPS FOR SPECIAL ATTENTION**

Treatment of Priority One Steps/Ramps will be done at the start of continual action.

Priority One

Commerce Street to Castlehill	Steps/Ramp
Crown Terrace to Bridge Street	Steps
Green to Union Street	Steps
Mounthooly	Steps
Skene Terrace to North Silver Street	Steps
Virginia Street to Castle Terrace	Steps
Virginia Street to Marischal Street	Steps
Union Street - Correction Wynd	Steps

Priority Two

Auchmill Road	Steps
Bankhead Road to A947	Steps/Ramp
Beach Boulevard to Castlehill Terrace	Steps
Beach Boulevard to Hanover Street	Steps
Belmont Street – Denburn Road (Patagonian Court)	Steps
Gilbert Road Underpass (both sides)	Ramps
Great Northern Road to Deer Road	Steps / Ramps
Greenburn Underpass (both sides)	Steps/Ramps
Ivanhoe Walk	Steps
Kepplehills Road	Steps at Shops
Mansfield Road	Steps
Morningside Road to Deeside Gardens	Steps
St Johns Road to A947	Steps/Ramp
Sclattie Park	3 Sets Steps
Talisman Walk	Steps

(g) CYCLEWAYS

Cycleways will be treated in line with Priority 2 Footways

The Westhill path (from City boundary to Hazlehead Roundabout)

The Shell path

Cycle paths along Stoneywood Road (section of National Cycle Network)

Cove Road to Duthie Park where cycleway is part of a shared footpath

Wellheads Drive cycle path where cycleway is part of a shared footpath

Cycle paths along Wellington Road where cycleway is part of a shared footpath

(a) Community Grit/Salt Bins.

Small quantities of salt (for use on the public roads and footpaths) are available free of charge to members of the public, subject to them supplying a suitable container and shovel, from the community grit bins sited at the following location.

COMMUNITY	ADDRESS OF COMMUNITY BIN LOCATION	DETAILED LOCATION
Bridge of Don	Park and Ride	In south car park.
City Centre - Crown Terrace	Near St John's Place, junction.	Next to recycling point.
City Centre - Justice Street	Near Recycling Point	Next to recycling point.
City Centre - Kidd Street	Kidd Street, Aberdeen, AB10 1TB	Green Space to rear of Gilcomston Land Flat Block
Countesswells Road	Counteswells Road, Aberdeen, AB15 7RE	Setted surface opposite property number 210
Cove	Loirston Close	Public House car park
Craibstone	Park and Ride	At entrance to south carpark
Danestone	Laurel Drive, AB22 8HB	Tesco car park – next to recycling facilities
Dyce	Netherview Avenue Dyce, Aberdeen, AB217NG	Asda car park – Next to recycling facilities
Garthdee	Garthdee Road, Aberdeen, AB107QA	Asda car park – Next to recycling facilities
Kingswells	Park and Ride	Next to recycling point and bins
Mastrick	Fernhill Drive, AB16 6QT	Near junction with Fernhill Road
Northfield	Byron Square, Aberdeen, AB16 7LL	Byron Square next to bins in carpark
Peterculter	Johnston Gardens North. Peterculter, AB14 0LD	At turning area near number 129
Regent Walk	Near Regent Court	Regent court carpark, near entrance
Rosemount	65 Leadside road, Aberdeen, AB25 1RX	Outside 65 Leadside road next to bins
Seaton Drive	Near King Street Junction	Carpark on entry to Seaton Walk
Tillydrone	Pennan Road, Aberdeen, AB24 2UD	Opposite family centre / library
Torry	Girdleness Road	Layby opposite 223 Girdleness Road
Woodside	Anderson Road, Aberdeen, AB24 4NS	At the top of Anderson Road, next to Stewart Park

(b) – Decision Making Treatment Matrix – Precautionary Treatments

WINTER TREATMENT SPREAD RATE MATRIX SCOTS WINTER SERVICE SUBGROUP ADVICE

Salt Type	Precautionary Treatment for frost / ice	Variation of Well Maintained Highways Appendix H - September 2013					
		Column C	Column D	Column G	Column H	Column K	Column L
		Poor Cover medium Traffic Normal Loss	Poor Cover medium Traffic High Loss	Fair Cover medium Traffic Normal Loss	Fair Cover medium Traffic High Loss	Good Cover medium Traffic Normal Loss	Good Cover medium Traffic High Loss
Dry Salt	RST at or above -2 Degrees and damp road conditions *Table H9 of Code - where the road surface is dry no action is needed even when conditions are below zero*	10(8)	10(8)	10(8)	10(8)	10(8)	10(8)
Pre-wet Salt		10(8)	10(8)	10(8)	10(8)	10(8)	10(8)
Treated Salt		10(7)	10(7)	10(7)	10(7)	10(7)	10(7)
Dry Salt	RST at or above -2 Degrees and wet road conditions	15(13)	20(16)	10 or 15(11)	15(13)	10(8)	10
Pre-wet Salt		15(12)	15(14)	10(10)	15(12)	10(8)	10(9)
Treated Salt		10(10)	10 or 15(11)	10(8)	10(10)	10(7)	10(7)
Dry Salt	RST below -2 deg C and above -5 deg C and damp road conditions	15 or 20(17)	20	10 or 15(14)	20(17)	10 or 15(11)	15(13)
Pre-wet Salt		15 or 20(16)	20(18)	15(14)	15(16)	15(11)	15(12)
Treated Salt		15(12)	15(14)	10 or 15 (11)	15(12)	10(8)	10(10)
Dry Salt	RST below -2 deg C and above -5 deg C and wet road conditions	1 x 20 then monitor & treat as required(2x17)	1 x 20 then monitor & treat as requ'ed(2x20)	1 x 20 then monitor & treat as requ'ed(2x28)	1 x 20 thenmonitor&treatas requ'ed(2x17)	20(20)	1 x 20 then monitor & treat as required(25)

Pre-wet Salt		1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x18)	1 x 20 then monitor & treat as requ'ed (27)	1 x 20 then monitor & treat as requ'ed(31)	1 x 20 then monitor & treat as requ'ed(21)	1 x 20 then monitor & treat as required(24)
Treated Salt		1 x 20 then monitor & treat as required(24)	1 x 20 then monitor & treat as requ'ed(28)	1 x 20 then monitor & treat as requ'ed (21)	1 x 20 then monitor & treat as requ'ed(24)	1 x 20 then monitor & treat as requ'ed(16)	1 x 20 then monitor & treat as required(19)
Dry Salt	**RST at or below -5 deg C and above -10 deg C and damp road conditions**	1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x19)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 thenmonitor&treatas requ'ed(2x16)	20	1 x 20 then monitor & treat as required(24)
Pre-wet Salt		1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x18)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 then monitor & treat as requ'ed(31)	1 x 20 then monitor & treat as requ'ed(21)	1 x 20 then monitor & treat as required(24)
Treated Salt		1 x 20 then monitor & treat as required(23)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 then monitor & treat as requ'ed (20)	1 x 20 then monitor & treat as requ'ed(23)	1 x 20 then monitor & treat as requ'ed(15)	1 x 20 then monitor & treat as required(18)
Dry Salt	**RST below -5 deg C and above -10 deg C and wet road conditions**	1 x 20 then monitor & treat as required(32)	1 x 20 then monitor & treat as requ'ed(2x39)	1 x 20 then monitor & treat as requ'ed(2x27)	1 x 20 thenmonitor&treatas requ'ed(2x32)	1 x 20 thenmonitor&treatas requ'ed(2x20)	1 x 20 then monitor & treat as required(2x24)
Pre-wet Salt		1 x 20* then monitor & treat as required(2x31)	1 x 20 then monitor & treat as requ'ed(2x36)	1 x 20 then monitor & treat as requ'ed2x(27)	1 x 20 then monitor & treat as requ'ed(2x31)	1 x 20 then monitor & treat as requ'ed(2x21)	1 x 20 then monitor & treat as requ'ed(2x24)
Treated Salt		1 x 20 then monitor & treat as req'red(2x23)	1 x 20 then monitor & treat as requ'ed(2x27)	1 x 20 then monitor & treat as requ'ed(2x20)	1 x 20 then monitor & treat as requ'ed(2x23)	1 x 20 then monitor & treat as requ'ed(30)	1 x 20 then monitor & treat as required(2x18)

Key:
( ) = Appendix H recommendations

a. The treatment matrix assumes no residual de-icing material on the carriageway. The presence of residual de-icing material will be taken into account and spread rates adjusted in preparing proposed action plans. Evidence of residual salt should be based on IPS sensor/camera feedback or visual inspection.

b. Particular attention should be given to possibility of water running across carriageways and other surfaces e.g., off adjacent fields after heavy rains, washing off previously deposited salt. Such locations should be closely monitored and may require further treatments

c. If rain is forecast to fall on frozen surfaces then treatment should take place on the dry roads prior to the commencement of the rain and again during the rainfall until

temperatures are above 0^0C, subject to being completed within the council's hours of cover.

d. Salt is less effective when road temperatures are below -5^0C. However salt and grit may be used on sheet ice or hard-packed snow when temperatures are exceptionally low. Where hard packed snow and ice have formed and cannot be removed by ploughing, a salt sand mix can be used in successive treatments at a spread rate of 20 – 40 g/sqm. This aids vehicle traction and acts to break up the snow and ice.

(c) Precautionary Treatment Matrix for Snow Conditions

Salt Type	Precautionary Treatments Before Snow or Freezing rain	Light or Medium Traffic	Heavy Traffic
Dry Salt	Light Snow Forecast <10mm	20g/m^2	20g/m^2
Pre-wet Salt		20g/m^2	20g/m^2
Treated Salt		15g/m^2	15g/m^2
Dry Salt	Moderate/Heavy Snow Forecast >10mm	20g/m^2	40g/m^2
Pre-wet Salt		20g/m^2	40g/m^2
Treated Salt		15g/m^2	30g/m^2
Dry Salt	Freezing rain Forecast	1 x20g/m^2 then monitor	
Pre-wet Salt		1 x20g/m^2 then monitor	
Treated Salt		1 x15g/m^2 then monitor	

(d) Reactive Treatment Matrix for Ice and Compacted Snow Conditions

Non – Precautionary/Reactive Treatments of Snow/Ice		
During snowfall	Salt - 20g/m^2	
Thin layers of Ice < 1mm RST above -5C	Salt - 20g/m^2	
Thin layers of Ice < 1mm RST below -5C	Salt - 20g/m^2	Consider using Mixtures – 20-40g of Sand/Salt
Thin layers of compacted snow/ice up to 5mm thickness.	Mixtures – 20-40g of sand/salt	
Layer of compacted snow/ice greater than 5mm thickness.	Mixtures – 20-40g of sand/salt	Consider using sand only.

(e) Appropriate Salt and Grit Stock Levels

Salt stocks

Winter Period	1st October to 30th March
Core Winter Period	1st November to 1 March
Days Resilience (Overall Winter Period)	9 days
Days Resilience (Core Winter Period)	15 days

Depot Tonnage	Non-Winter stock		Non-Core Winter Period		Core Winter Period	
	Min	Max	Min	Max	Min	Max
Bucksburn	2000	4100	3250	10500	3,750	10750
Tullos	0	250	400	1000	500	1000
Total	2000	4350	3650	11500	4250	11750

Application of resilience measures to be considered at the following stock levels.

All depots	Non-Winter stock	Non-Core Winter Period	Core Winter Period
Tonnes	N/A	2690	4485

The service is to have access to 200 tonnes of grit during the core winter period.

Mutual aid in salt supply and other aspects of winter service and contingency arrangements in advance, are in place through the Salt Cell Group. The 32 Scottish Councils are represented on this group through SCOTS, SOLACE and COSLA. Salt Cell is monitoring salt restock for winter 2020/21.

OPERATIONAL PLAN
APPENDIX E – FLOODING GUIDANCE

Organisations and roles

A number of organisations are involved in managing the risk from flooding in Aberdeen City. The Flood Risk Management (Scotland) Act 2009 places a duty on them to work together to reduce the overall risk. The specific duties on each include.

Scottish Government

- Setting National Policy on Flood Risk Management and Flood Warning.
- Provision of resources to enable authorities to address flood risk.

SEPA – Scottish Environmental Protection Agency.

- SEPA is Scotland's national flood forecasting, flood warning and strategic flood risk management authority.
- SEPA provide advice and work with other organisations to ensure that a nationally consistent approach to flood risk management is adopted. They are also responsible for producing Scotland's Flood Risk Management Strategies.
- SEPA's website(external) contains detailed information on flooding including live flood updates, a frequently asked questions section which includes measures and products that householders would find useful in helping to protect their property from flooding.
- The flood warning system provided by SEPA in conjunction with the Met Office covers the whole of Scotland and is based on Flood Alerts, Flood Warnings and Severe Flood Warnings. Details are available on Floodline (external).
- SEPA also provides a comprehensive map of locations that may be affected by River, Coastal or Surface Water flooding. Flood Map (external).

Scottish Water

- Scottish Water is responsible for dealing with the immediate impact of flooding from sewers. If a flood contains sewage or foul water from a sewer it should be reported to Scottish Water on:

  0800 0778 778 or online at Scottish Water (external)
- In addition to maintaining the public sewer system Scottish Water maintains any public sections of drainage systems through which curtilage water from (roofs and paved surfaces) within a property discharge. The private sections of these systems are the responsibility of the property owner. Scottish Water manage the discharge of this water once it enters the public sewers.
- Working in partnership with the local authority and emergency services.
- Working with other bodies such as SEPA, local authorities and the emergency services during a flood event to alleviate any flooding from public sewers.
- Dealing with any flooding and repairing the resulting damage caused by burst water mains and sewers.
- Not responsible for private guttering within a property boundary, this is the responsibility of the property owner.

Police Scotland

- Co-ordinate the actions of all agencies involved during a **major** incident.
- Will control the scene at its outer limits by setting up cordon points and setting up a traffic management system in conjunction with the Local Authority.

- Responsible for the protection of life and coordinating evacuation of an area if required.
- Contact number 101 or in an emergency 999. Police Scotland (external).

Scottish Fire and Rescue Service

- The Scottish Fire and Rescue service has a duty to save lives in the event of serious flooding.
- Working locally with partner organisations and agencies to ensure effective wider consequence emergency response plans are developed for identified local risks.
- Fulfilling statutory duties in relation to the Civil Contingencies Act 2004 by contribution to the Grampian Local Resilience Partnership and North of Scotland Regional Resilience Partnership.
- Contact number 101 or in an emergency 999. Scottish Fire and Rescue Service (external) .

Maritime and Coastguard Agency.

- Taking the lead role in dealing with incidents at sea and inland water.
- Minimising loss of life amongst seafarers and coastal users.
- Responding to maritime emergencies 24 hours a day.
- Responding to non-maritime incidents such as floods, searches or assisting in evacuating areas.
- Maritime and Coastguard Agency website (external).
- Contact phone number locally - 020 3817 2001.
- Local Aberdeen Coastguard team website (external) phone number - 01224 592334 in emergency call 999 and ask for Coastguard.

Met Office

- Produces weather forecasts to help the UK public make informed decisions about day-today activities.
- Warns people of extreme weather to allow them to mitigate its impacts.
- Provides forecasting services to SEPA.
- Not Aberdeen City Council's winter forecast provider.
- Met office website (external).

Transport Scotland

- Gully (gutter and drain covers) maintenance for trunk roads.
- Trunk road closures.
- Transport Scotland

Landowners

- Have a responsibility for the maintenance of watercourses and other water bodies including repairs and clearing.
- Have a responsibility for private flood defences on their land and maintenance of private drainage systems.

Homeowners

- Responsible for protecting their property from flooding.
- Responsible for acquiring home contents and buildings insurance. Advice regarding flooding insurance is available at FloodRE (external)
- Responsible for taking action to prepare for flooding
- Responsible for maintaining private drainage, including gullies and drains on shared private access roads and courtyards
- Property owners can register with SEPA to have local flood warnings sent directly to their phone. Sign up to Floodline (external)
- Additional flooding advice and support for property owners and community groups affected by flooding can also be obtained through the Scottish Flood Forum (external) on 01698 839021 or at Rain and Flooding (external)

The Aberdeen City Council

The main responsibilities resting with the Operations Roads and Flooding Teams and the actions taken to address these responsibilities:

- Preparation of maps of water bodies and SuDS (Sustainable Urban Drainage Systems).

  Maps of waterbodies are in place on GIS. SuDS maps process in place.

- Assessing water bodies for conditions likely to pose a flood risk.

  The Flooding team in collaboration with Scottish Water have delivered the Integrated Catchment Study (ICS). The ICS identifies flood risk from watercourses. The Flooding team is continuing to deliver a range of additional flood studies. Watercourse assessments are carried out to assess those that may pose a flooding risk.

- Undertake maintenance works in water bodies including the clearance of watercourses where the works will significantly reduce flood risk

  Watercourses inspections are carried out and appropriate actions are taken when there is high flood risk. Priority hakes (trash screens) are being checked and cleaned by Tullos/Roads monthly or on receipt of a flood alert/warning.

- Maintenance of existing flood alleviation schemes.

  The flood alleviation schemes in place are monitored and maintained appropriately (example Stronsay Drive). Checks are carried out by Tullos/Roads on receipt of a flood warning. The most sensitive are monitored using CCTV and actions taken to clear blockages on receipt of a flood alert/warning.

- Maintaining road gullies – while these are not designed to cope with extreme weather events it is still important that they operate efficiently to avoid localised flooding.

  Gullies are checked and cleaned by Tullos/Roads.

- Planning and development management (with flood risk advice from SEPA)

  Flooding team gives advice on those planning applications where a Flood Risk Assessment is required.

- Working with the emergency services in response to severe flooding.

The council responds to incidents providing relevant assistance to emergency services.

- Coordinating reception centres for people evacuated from their homes and arrange temporary accommodation if appropriate.

  Depending on the severity of the incident the council will respond to and assist with evacuation and temporary accommodation.

- Coordinating the aftermath of a flood

  The Flooding Team keep records of any flooding incident, investigate and take the appropriate action (if required). Flooding team deal with PLP's (Property Level Protection funding)

- Dealing with road closures (except on trunk roads).

  Flooding and roads teams monitor SEPA alerts/warning, weather (Radar), river and tides levels and in case of high flood risk raise the issue to the appropriate team for immediate action including closing roads (Tullos/Roads).

- Preparation of local Flood Risk Management Plans (from 2012)

  North Local Flood Risk Management Plans have been prepared in collaboration with SEPA, Aberdeen City Council, Aberdeenshire Council, Moray Council, Scottish Water and Cairngorms National Park Authority.

On receipt of flood alert/warning the following actions are considered:

- Continuous weather, river, and tide levels monitoring
- Priority hakes (trash screens) checking and cleaning
- Media release
- Arranging road closures
- Riverside flood gates closure
- Gullies cleaning
- Flood alleviation schemes monitored and cleaned

On receipt of a Severe Flood warning the roads service will

- Arrange for a team of up to 5 staff members to monitor and react to flooding incidents including a Manager, Team Leader, Technical Officers, Supervisor, Support staff.
- The team will manage and direct frontline resources responding to the flooding event, including supplying receiving and recording identified problem locations, arranging road closures, clearing blockages in road drainage systems, gullies, culverts, ditches, making sand bags available, closure of flood gates, monitoring social media to identify problem locations, assisting emergency services. Monitoring and cleaning flood alleviation systems.
- Make available sandbags for residents who have a property that is in imminent risk of flooding and is not a known flood risk.
- Work with the Duty Emergency Response Coordinators (DERC) Emergency Planning Unit, Local and North of Scotland Resilience Partnerships on major incidents that involve flooding.
- Provide inspection, assessment and enforcement at flooding location following an event.

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment, and Transport
DATE	09 September 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	CR&E/25/208
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Kazah-Ambrang Bagro
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

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

2. RECOMMENDATIONS

That the Committee:

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

2.2 In relation to “THE ABERDEEN CITY COUNCIL (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 2023” note the objection received and approve this order be made as originally advertised;

2.3 In relation to "THE ABERDEEN CITY COUNCIL (Kingswood Drive, Aberdeen) (Prohibition of Waiting) Order 202(X)” note the objections received and approve this order be made as originally advertised;

2.4 In relation to “THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_”, note the objections received for Ferrier Crescent, Sandilands Drive and Kerloch Place, remove Corndavon Terrace from the effects of the order and approve this order be made as modified, with the removal of Corndavon Terrace which should be advertised as per the recommendation 2.5;

2.5 In relation to “THE ABERDEEN CITY COUNCIL (Corndavon Terrace / Derry Avenue / Derry Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”,

advertise an updated proposed order that reflects the revisions set out in Appendix 22;

2.6 In relation to "THE ABERDEEN CITY COUNCIL (Ferrier Crescent, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.

2.7 In relation to "THE ABERDEEN CITY COUNCIL (Sandilands Drive, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.

2.8 In relation to "THE ABERDEEN CITY COUNCIL (Cromwell Gardens, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.

2.9 In relation to "THE ABERDEEN CITY COUNCIL (Bright Street, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.

2.10 In relation to "THE ABERDEEN CITY COUNCIL (Kerloch Place, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.

3. CURRENT SITUATION

3.1 This report deals with proposed TROs where, at the public advertisement stage, a certain number of those TROs have been subject to statutory objections. The report presents the objections received and provides officers' responses to the issues raised. Plans detailing each of the schemes in question are included within appendices to this report; the locations concerned are TECA, Kingswood Drive, Corndavon Terrace, Ferrier Crescent, Sandilands Drive, Cromwell Gardens, Bright Street and Kerloch Place. Redacted copies of the letters of objection received are attached within the appendices. The street notices for each of the proposals are also included in the appendices.

3.2 **"THE ABERDEEN CITY COUNCIL (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 2023"**

3.2.1 **Proposal**

To progress a permanent TRO (Traffic Regulation Order) for the area surrounding TECA based on the TTRO (Temporary Traffic Regulation Order) that is currently in place. The following measures are currently managed under TTRO and are included in the proposed Traffic Regulation Order (TRO):

- A bus gate at the A96 Inverurie Road / Gough Burn Crescent junction allowing buses, taxis, private hire cars, and cyclists only to turn right into Gough Burn

Crescent from the purpose built right turn lane, (all vehicles can use the left turn to access the site);

- A bus gate at the Wellheads Drive / Forrit Burn Road junction allowing buses, taxis, private hire cars, and cyclists only to access the site from Wellheads Drive, whilst allowing all vehicles to exit;
- Certain lengths of prohibition of waiting at any time on roads in the area peripheral to the TECA site; and
- A certain length of red route clear way on roads in the area peripheral to the TECA site.

3.2.2 **Objections**

One (1) statutory objection was received from a resident who lives in the vicinity of the proposed intervention. A redacted copy of the objection can be read in the Appendix 3. The plan for the original proposal and the street notice are available in the appendices. A summary of the main point of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.2.3 "I am a resident of Hopecroft Avenue and rely on on-street parking for myself and my visitors. This proposed restriction would have a significant negative impact on daily life, as there are no alternative parking arrangements provided for local residents, this street is already busy with residents parking. The lack of off-street parking options makes this restriction unreasonable and impractical."

The restrictions proposed are currently in place on Hopecroft Avenue under a Temporary Traffic Regulation Order (TTRO) and amount to junction protection at three locations on the road; the TTRO being in place to guard against the possibility of indiscriminate parking when events are taking place at the TECA site / P&J Live. The purpose of this proposal is therefore to provide a permanent order for these measures and remove the administrative necessity to promote a TTRO every 18 months. Accordingly, this proposal will not lead to any expansion of existing parking restrictions and the current on-street parking opportunities will remain available to residents and visitors. The existing measures aims to ensure the continued management of parking in the area, addressing the needs of all residents and maintaining the safety and accessibility of the street.

3.3 "THE ABERDEEN CITY COUNCIL (Kingswood Drive, Aberdeen) (Prohibition of Waiting) Order 202(X)"

3.3.1 Proposal

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on the specified length of Kingswood Drive. Following Members enquiries, prohibition of waiting at any time restrictions are proposed on the east side of Kingswood Drive extending from the existing

restriction south of Kingswood Avenue southwards to the Zebra Crossing. These measures seek to maintain parking on the west side of the road, away from the accesses and side road north of the site.

The scheme is expected to improve road safety along the corridor.

3.3.2 **Objections**

Twelve (12) statutory objections were received from businesses and residents in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objectors have provided emails highlighting their concerns and reasons for their objection, redacted copies of these emails have been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective.

Officers received a petition from a local business with 327 signatures, objecting to the proposals.

3.3.3 "There is not a problem with cars parking along that section. There is plenty of room left for two cars to pass on that stretch. The main issue is people illegally parking on the double yellow lines on the corner of Kingswood Drive opposite the chemist. Cars turning left onto Kingswood Drive from Kingswells Avenue cannot see oncoming traffic. The real problem is that no provision was ever made at or near to the school for parents to drop off/ pick up their children. Parking spaces at the shops and community centre are in short supply. Parking spaces at the chemist can be difficult to access and negotiate. Consequently, people often choose, or are compelled, to park opposite the chemist on Kingswood Drive. Removing this option for drop off or visiting the chemist by painting double lines will only exacerbate the problem."

The existing length of kerbside space on the eastside of Kingswood Drive is approximately 30m longer than the space available on the westside. This equates to around 6 vehicle lengths.

Parking on the western kerbline provides level access to a footway over a 3 metre wide verge. The eastern side of the road has a 7 metre wide verge on a steep gradient and is the opposite side of the road to the Chemist and nursery mentioned above. This requires vulnerable pedestrians to walk along the verge to the zebra crossing or to cross the road between vehicles to access the facilities.

Whilst officers appreciate that the reduction in kerbside space will reduce the available parking for service users, the accessibility of the western kerbside

space is greater and safer. Those accessing the school can park kerbside and cross at the zebra crossing.

Where concerns are raised about illegal parking on existing waiting restrictions, this can be addressed by enforcement when a resource is available.

3.3.4 **“There is already a minimal amount of parking available in the centre of Kingswells and this stretch of road is used for parking daily by patrons of our out of school club, playgroup and various other classes that take place in our venue. The next nearest parking would be along Kingswells Avenue which would mean that parents have to walk a further distance with their young children and possibly cross an additional road.”**

It is recognised that the proposed waiting restrictions, reduces the kerbside space for parking by approximately 6 spaces, when parking is on one side of the road only.

Venues which attract high volumes of visitors are encouraged to carry out travel surveys to help establish Travel Plans which identify how patrons visit their venue, encouraging active travel options wherever possible. More details on this process are available at the following link.
https://www.getabout.org.uk/getabout-for-organisations/

Active travel has an important role in child development. As stated by Road Safety Scotland “By engaging our children at an early stage in their road safety learning journey, we hope to help provide them with strategies for a lifetime, helping to keep themselves and others safe in the road environment.”

The public road network is for travel/ movement and parking will be accommodated where it is safe to do so.

3.3.5 “**It should be noted Aberdeen City Council granted permission for the change of use of the house next door to the Pharmacy to be used as a childcare facility. Now they are considering taking the parking away. In winter, the car parks and small road outside the Co-op, Veterinary Practice and around the Community Centre are never cleared or gritted. This leaves the only place to park being the pharmacy car park and Kingswood Drive. The council allowed permission for the building next to the pharmacy to be turned into a childcare business and are now removing the parking nearby. At busy times at the community centre eg 5pm, it is extremely difficult to park safely to pick up children from out of school club in the community centre.”**

The existing length of kerbside space on the eastside of Kingswood Drive is approximately 30m longer than the space available on the westside. This equates to around 6 vehicle lengths.

Parking on the western kerbline provides level access to a footway over a 3 metre wide verge. The eastern side of the road has a 7 metre wide verge on a

steep gradient and is the opposite side of the road to the Chemist and nursery mentioned above. This requires vulnerable pedestrians to walk along the verge to the zebra crossing or to cross the road between vehicles to access the facilities.

Whilst officers appreciate that the reduction in kerbside space will reduce the available parking for service users, the accessibility of the western kerbside space is greater and safer. Those accessing the school and other facilities can park kerbside and cross at the zebra crossing.

3.3.6 "There are already multiple safe places to cross the road on Kingswood Drive, and there has not been, to my knowledge, any significant history of incidents to warrant this change. Parking is limited around Kingswells and this is a necessary place for those using local businesses. I urge you not to accept this change. I hope that I have written in time, before the brown envelopes have changed hands. This change WILL NOT make the road safer. It will only serve to speed up traffic outside of the school and make crossing far more dangerous. This is an absolutely unwarranted; needless change, that will actually serve to further endanger children."

The existing length of kerbside space on the eastside of Kingswood Drive is approximately 30m longer than the space available on the westside. This equates to around 6 vehicle lengths.

With parking on one side of the road only, cars will be able to continue along Kingswood Drive in both directions however it is not expected to have an effect on vehicle speeds. Additionally, those parking along the carriageway will have improved access to a footpath, over a level verge, with the option of crossing at a zebra crossing. This parking option has road safety benefits over the current arrangement of parking on the eastern kerbside.

3.3.7 "While we appreciate the proposal's intent to improve safety and reduce congestion near Kingswells Primary School and the surrounding community facilities, the residents have raised concerns that the introduction of double yellow lines may remove crucial stopping opportunities for parents and carers, particularly during school drop-off and pick-up times. This measure alone is unlikely to resolve the congestion and parking challenges."

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council's Road Safety Plan
4. Improved Road Safety at Schools; and
10. Identify and address small scale improvements raised by road users within local communities.

Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.

Adults collecting pupils from school should consider active travel modes to reduce congestion around the school. As stated by Road Safety Scotland “By engaging our children at an early stage in their road safety learning journey, we hope to help provide them with strategies for a lifetime, helping to keep themselves and others safe in the road environment.”

3.3.8 “There are limited parking near the school as it is and with the new parking restriction to be implemented, I will struggle to get my kids to school on time after the summer holidays.”

Carers dropping off or collecting pupils from school should consider active travel modes to reduce congestion around the school. This may require a slightly longer journey time. As stated by Road Safety Scotland “By engaging our children at an early stage in their road safety learning journey, we hope to help provide them with strategies for a lifetime, helping to keep themselves and others safe in the road environment.”

3.3.9 “While I appreciate the intent to improve road safety, I believe this proposal does not address the primary hazard in this location and may inadvertently create new issues.”

With parking on one side of the road only, cars will be able to continue along Kingswood Drive in both directions. Additionally, those parking along the carriageway will have improved access to a footpath, over a level verge, with the option of crossing at a zebra crossing. This parking option has road safety benefits over the current arrangement of parking on the eastern kerbside.

3.3.10 “Parents and guardians of Kingswells Primary school, Great Western Nursery, Kidsize and Community Centre must be able to drop off and collect their children safely in this area. The community must also be able to park to access Dickies pharmacy, the Co-op, vets, and Beauticians who also serve this area. Kingswells has grown substantially due to housing being allowed, but the centre is no longer able to cope with the high volume of traffic and parking needed.”

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council’s Road Safety Plan
4. Improved Road Safety at Schools; and
10. Identify and address small scale improvements raised by road users within local communities.

Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.

3.3.11 "As a resident of Kingswells for well over a decade I would like to object to these proposals, and question the validity of the argument supporting why these are necessary. I understand a wider community petition against this is en-route. With residents and businesses objections forthcoming it makes me question who is actually in favour of this proposal, and whether this encapsulates the majority or only a handful of residents?"

These proposals were developed following road safety concerns being raised to a local Councillor.

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council's Road Safety Plan
4. Improved Road Safety at Schools; and
10. Identify and address small scale improvements raised by road users within local communities.

The statutory process requires engagement with relevant stakeholders and the public to ensure all points are considered prior to a decision being made.

3.3.12 "There are far more negatives to this proposal than positives. Painting double yellows lines will not improve road safety in any way shape or form and is waste of money. The cost of painting and maintaining the lines is a poor use of council tax. It will also be a waste of money to have to employ a traffic warden to come and monitor the parking. Yet more wasted council tax. Employing someone to travel to and from Kingswells will also be an unnecessary source of carbon emissions."

The cost of installing and monitoring waiting restrictions is a consideration when proposing measures and officers should not propose measures that they do not feel would create a benefit in road safety terms for the travelling public.
There are significant person and public costs that results from a road traffic collision. This varies dependant on the injury, delays and resources employed as a result of the incident.
The following figures are an extract from Transport Scotland's Reported road casualties Scotland 2023.

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2023 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	2,411,659	271,003	20,892	99,048

Scotland's Road Safety Framework has the aspiration for Scotland to have the best road safety performance in the world. All measures promoted should seek to reach this goal.

3.3.13 "The scheme will not improve road safety at all, in fact I expect it will create more issues as you will be reducing the number of spaces available at an already congested area during school pickup/drop off and also for the breakfast club / after school club opposite."

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council's Road Safety Plan
4. Improved Road Safety at Schools; and
10. Identify and address small scale improvements raised by road users within local communities.

Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.

3.3.14 "I would therefore object to this proposal as there has been no stated reason for the change to parking at this location, the proposal is in contradiction of Aberdeen City Council's own policy that any request for new waiting restrictions must be based on specific road safety concerns which occur on a regular basis, and not as the result of a one off or infrequent occurrence, there will be an overall reduction in car parking available, where a shortage already exists, in changing a long standing road layout, the proposed waiting restriction would most likely worsen road safety, rather than improve it."

These proposals were developed following road safety concerns being raised to a local Councillor.
Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.
Officers believe this parking option has road safety benefits over the current arrangement of parking on the eastern kerbside.

3.4 "THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_", & THE ABERDEEN CITY COUNCIL (Corndavon Terrace / Derry Avenue / Derry Place, Aberdeen) (Prohibition of Waiting) Order 202(X)"

3.4.1 Proposal

The proposed Traffic Regulation Order is to provide for certain lengths of prohibition of waiting at any time on Corndavon Terrace. The background is following the introduction of the national pavement parking prohibition, officers received reports of obstructive parking on Corndavon Terrace. It is a residential street with a mix of on-street parking and off-street driveways, it has a limited carriageway width of about 5.8 metres.

Currently, to ensure safe and unobstructed vehicular passage on Corndavon Terrace, drivers must park on one side of the road and leave the opposite side clear. Before the introduction of the pavement parking prohibition, residents parked partly on the carriageway and partly on the footway on both sides of the carriageway, leaving the middle section of the carriageway available for vehicular passage. The introduction of the pavement parking prohibition has now reduced the parking capacity on this road and some drivers have been observed resorting to parking in a manner that is unsafe and can obstruct passage for emergency vehicles or large vehicles such as those involved in deliveries, refuse collection etc.

For this reason, Officers propose a pavement parking exemption is applied on sections of Corndavon Terrace. To further ensure safe access, Officers also proposed sections of prohibition of waiting at any time restrictions are established on this road. These restrictions will improve accessibility and manage available on-street parking capacity on the road.

3.4.2 Objections

One (1) statutory objections was received from a resident of the street via email and multiple residents reached out to one of the ward Councillors to arrange a meeting to discuss their objections to the proposal. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective.

Officers received a petition from local residents with 45 signatures, objecting to the proposals.

3.4.3 "I have been inundated with calls re pavement parking exemption no2 order 202, Corndavon Terrace Aberdeen. 1st thing the residents say they have not had enough notice the posters only went up on the 12th they

also say they have not had any letters thought their doors re this. They would like a face-to-face meeting to explain how this would work as they feel that parking on both sides of the road will not help in anyway it would make it worse."

Officers met with the residents regarding their concerns and, also received a petition which was signed by some of the residents. Notification of the proposals was undertaken through street and press notices as per the requirements of the legislation.

3.4.4 **"We are in the unfortunate position of being slap bang in the middle of the street where my access to my front door is so restricted anyway but with the draconian pavement parking ban my access to my car is even worse because I now have to park 1 or 2 streets away, the reason being is because I have to commute to work and by the time I get home there is no space at all in the street because of selfish people and also because of the large amount of vans and commercial vehicles that have no right being parked in a private residential street. The question I have to ask, having seen the plans, is what safety reasons do you have for the imposing of the double yellow lines and who does it benefit?"**

The main reason for these restrictions is to prevent vehicles from parking on both sides of the carriageway, which would make access for emergency vehicles, refuse collection, and general traffic difficult or impossible due to the limited width of the carriageway. By introducing 'double yellow' lines on one side, we aim to maintain safe and reliable access for everyone who uses the street.

3.4.5 **Residents pointed out that the historic parking pattern on street along the central section was parking fully on the carriageway one side with a few residents parking fully on the pavement the other side. This is not half on half off both sides, as suggested within the officer's review. Residents explained that their preference would be to maintain this pattern as this minimised the volume of vehicles on the footway and there was an alternative ramp network for pedestrians and wheelers.**

Officers acknowledge that this pattern of parking was in place historically and that this could be continued within the conditions provided by the new legislation. An alternative plan is available in the Appendix 22 which sets out an alternative footway parking exemption pattern which minimises the impact on footways and officers recommend as an alternative to that initially proposed. This new arrangement formalises the previous parking pattern, minimising the number of vehicles that might park on the footway.

3.5 "THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_", & THE ABERDEEN CITY COUNCIL (Ferrier Crescent, Aberdeen) (Prohibition of Waiting) Order 202(X)"

3.5.1 Proposal

The proposed Traffic Regulation Orders seek to establish prohibition on motor vehicles waiting at any time on specified lengths of Ferrier Crescent and to exempt specified areas of Ferrier Crescent from the nationwide pavement parking prohibition.

Officers have proposed these measures to ensure road safety and vehicular accessibility is preserved on this road.

3.5.2 Objections

Three (3) statutory objections have been received from concerned residents of Ferrier Crescent. Redacted copies of these objections can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. A summary of the main points of the objections are provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by an officer response from a traffic management perspective:

3.5.3 "While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are excessive and detrimental to local residents. Grounds for Objection: 1. Reduction in Already Limited Parking Availability Ferrier Crescent already suffers from constrained parking availability, particularly for residents of flats with no off-street options. 2. Lack of Demonstrated Need From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice."

The proposed prohibition of waiting restrictions have been placed strategically to ensure safe access to the existing parking bays and disabled bays within this street and to also allow the free flow of traffic. Without these restrictions, cars would be unable to exit or access the parking bays safely if cars are parked opposite, and where a car is parked in a disabled bay there would be difficulties for larger vehicles to pass safely.

3.5.4 "Our area (usually referred to as 'Fersands'), has been blighted for years by the practice of pavement parking. It is a commonplace to say that such a practice raises health and safety concerns. Pedestrians (particularly children) have their view of the road impeded; emergency vehicles have problems accessing buildings; mobility vehicles and parents of small children in buggies are forced into the road. It has always seemed strange to me that, in this age of ubiquitous concern for

disabled access, in our area the disabled don't even have access to the pavement. And so it was with relief that we, finally, (after years of campaigning) have legislation to outlaw this anti-social practice. Our pavements are cluttered enough with bikes and e-scooters without motor vehicles blocking our ability to simply walk. We now discover that this area is to be an 'exception'. Or exempted from legislation. This proposal is unacceptable and a campaign to force the Council and the police to obey the law is being organised. We acknowledge that we have a problem. These streets were simply not built with high car ownership in mind. But the solution to this problem cannot be at the expense of pedestrians."

While we understand the frustration over any exemption, this is being considered carefully due to the unique challenges of this area, including narrow streets and limited parking options. Thus, the proposal provides a compromise that still maintains passage for pedestrians, while increasing some capacity for parking which is in high demand due to the density of properties.

3.6 "THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_", & THE ABERDEEN CITY COUNCIL (Sandilands Drive, Aberdeen) (Prohibition of Waiting) Order 202(X)"

3.6.1 <u>Proposal</u>

The proposed Traffic Regulation Orders seek to establish prohibition on motor vehicles waiting at any time on specified lengths of Sandilands Drive and to exempt specified areas of Sandilands Drive from the nationwide pavement parking restrictions.

Officers have proposed these measures to ensure road safety and vehicular accessibility is preserved on this road.

3.6.2 <u>Objections</u>

Two (2) statutory objections have been received from the residents who also objected to the proposals on Ferrier Crescent. Redacted copies of these objections can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. A summary of the main points of the objections are provided above in 3.5.3 & 3.5.4 and the same response applies, namely: -

While we understand the frustration over any exemption, this is being considered carefully due to the unique challenges of this area, including narrow streets and limited parking options. Thus, the proposal provides a compromise that still maintains passage for pedestrians, while increasing

some capacity for parking which is in high demand due to the density of properties.

3.7 "THE ABERDEEN CITY COUNCIL (Cromwell Gardens, Aberdeen) (Prohibition of Waiting) Order 202(X)"

3.7.1 Proposal

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on the entire length of Cromwell Gardens, Aberdeen.

There have been complaints from residents and the waste management team about accessibility issues when cars are parked on certain gaps of Cromwell Gardens. Officers have proposed extending the existing prohibition of waiting at any time restrictions to improve the flow of traffic and ensure road safety.

3.7.2 Objections

Eleven (11) statutory objections were received from residents who live in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objectors provided an email covering their concerns and reasons for their objections, a redacted copy of which has been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective.

3.7.3 "I write to raise my concerns regarding the proposal to install more double yellow lines in Cromwell Gardens. Should this go ahead, vehicles that currently park on Cromwell Gardens will be displaced onto other already crowded, yet busier, roads in the vicinity. In particular, there is already parking congestion and significant issues with companies and individuals parking large commercial vehicles ("Workplace Office Furniture" and "Corporate Moves" lorries) and large Campervans near junctions towards the North end of Burns Road. Removing parking capacity from Cromwell Gardens will add to pressures in this area with increased danger due to higher speeds and levels of vehicle traffic on Burns Road vs. Cromwell Gardens which is a quiet road."

We understand your concerns about potential displacement of vehicles. The proposed extension to the restrictions aims prevent obstructive parking on Cromwell Gardens. We will monitor the impact on surrounding roads and consider additional measures if necessary to address any increased congestion or safety issues.

3.7.4 “I am a resident that uses the space behind my house for parking if this was filled then I would not only cause issues for me finding a space but would mean I could park there if I needed to transfer things from my garage into my car and vice versa, I have also gone down this street in a mini and a big BMW and have not had any issues getting passed.”

The proposed restrictions are intended to ensure accessibility and safety for all vehicle types that are required to visit or service properties on the road.

3.7.5 “Never in that time have I seen a Council waste lorry not be able to get down Cromwell Gardens. Rather than take away 8 parking spaces which would then put more pressure on an already busy Cromwell Road I feel making it a one-way street would make it safer and would eradicate a lot of the concerns. The corner at the bowling club is terrible with cars coming in both directions and with the tennis club running summer camps/lessons etc it is very busy with drop offs and pick-ups.”

We have received reports of waste management vehicles struggling to get through Cromwell Gardens as a result of cars parked within the street, the restrictions are intended to allow the waste management team better access to serve the residents of Cromwell Gardens and also enhance safety of all residents.

3.7.6 “I object to this proposal, removing these “gaps” will in my opinion increase parking on Cromwell Road. It may also increase the speed of vehicles using Cromwell Gardens. I feel there is a stronger need to concentrate on the speed of traffic using Cromwell Road.”

We understand your concerns about parking displacement and vehicle speeds. The proposed restrictions extension aims to prevent obstructive parking on Cromwell Gardens, and any implications in terms of displacement or vehicle speed will be monitored.

3.7.7 “Parking is of course an issue everywhere in the city and Burns Road is no different. The vast majority of our neighbours have at least two cars. One has four vehicles, including work vehicles. This already makes it difficult to get parked outside ones own property, particularly on weekends. On weekends, we of course also deal with the influx of cars from parents dropping their children off at the playing fields on Cromwell Road, who also frequently park on Burns Road. During the week, commuters from outside the city who work in the West End often park their cars on Burns Road. The proposed extension of the "double yellow" lines on Cromwell Gardens will inevitably push the cars that park there (on average we estimate between 6 and 10) onto Burns Road. Given that the owners of these vehicles will presumably wish to park their cars close to their properties, this will impact those at the Cromwell Road end of Burns Road most, as we will be competing for parking

spaces with even more individuals. This will make it even more difficult to find parking outside our property. We only have one car, and we do not think it is too much to ask for to be able to park within sight of our own property. Nevertheless, we are often required to park half way down the street to find space."

Once these measures are implemented, we will monitor the impact on surrounding streets and consider additional measures to address any increased parking pressures.

3.7.8 "We use the lane to park our cars in as have no drive way and often find that Burns Road is filled up with either commuters who park and ride/walk, tennis players or at weekends is full of parents of children using the playing fields. We see no issue with bin lorries or other vehicles using the back lane and all that is required is a slow speed and common-sense approach. Without permits on Burns Road I think we are at risk of alienating the majority of the residents of being able to park at their own home, unload shopping and generally feel they have a right of access on their own street. Any further yellow lines would be exceptionally unreasonable and would likely cause distress and potentially more illegal or dangerous parking around the area."

Once these measures are implemented, we will monitor the impact on surrounding streets and consider additional measures to address any increased parking pressures.

3.7.9 "I would like to object to the proposed parking restrictions for Cromwell Gardens. I have lived on Cromwell Road for over 50years and seen many changes. I can see that the waste management team have some problems. One at the corner beside the bowling green which is an awkward turn with the size of the vehicle, but nothing can be done next at the Burns Road exit which can be awkward with parked cars and residents leave their bins on the road does make it difficult. The waste management team only come once a week resident are here 24/7. Also having no cars parked on Cromwell Gardens makes the likely hood of them travelling quicker down the Gardens even though signs could be put in place. Cromwell Road is a very busy road and bus route with no chance to make or have driveways in front gardens. Resident risk life."

Once these measures are implemented, we will continue to monitor the impact on this street and surrounding streets, if there are any issues with speeding or any other road safety concerns, we will consider additional measures to address such issues.

3.7.10 "With reference to your proposal to extend the double yellow lines on Cromwell Gardens I would like to fully understand your reasoning. Your proposal state's safety yet to the knowledge of residents there have been no reported accidents within Cromwell Gardens and moving additional parked cars onto either Burns or Cromwell Road would

increase congestion on these routes and add to accident risk. Refuse collection. The bin lorry has a clearer route through Cromwell Gardens with single sided parking rather than most of the surrounding streets which have double parking thus reducing flow."

There have been reports from residents and the waste management team about a lack of access when vehicles are parked along the street. The intention behind the extension is to improve the manoeuvrability for residents and service vehicles on Cromwell Gardens. We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

3.7.11 **"I believe this is to assist the refuge collectors, however they have had no issue getting past the parked cars (on the Cromwell Road side of Cromwell Gardens) in all the time I have lived here. Yes, they do struggle to get round the corner coming in from Cromwell Road into Cromwell Gardens, by mounting the pavement, which I have observed several times. At the other end of Cromwell Gardens, they also struggle to turn onto Burns Road, mostly due to cars being parked on double yellow lines at the corner of Burns Road. I live at Cromwell Road and do not currently have a garage or drive. I have parked on Cromwell Gardens for 18 years without any issue. There is currently insufficient parking around Cromwell Road so taking away the few spaces we have on Cromwell Gardens (Cromwell Road side) will only lead to further demand for parking. I would agree with removing the spaces on the other side of Cromwell Gardens, that whole side could be double yellow, but leaving the few spaces on Cromwell Road side."**

The intention behind the extension is to improve the manoeuvrability for residents and service vehicles on Cromwell Gardens. We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

3.7.12 **"With regard to the proposal to create double yellow lines at Cromwell gardens, the historical reason for broken yellow lines was to allow residents of numbers 47 - 53, parking for maintenance, off loading etc. at the rear, as their frontage does not permit parking. I am resident at number xx, and object to the change for the reasons stated."**

We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are

paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

3.7.13 "My specific objection is only concerned with the additional double yellow lines proposed for the north side of Cromwell Gardens. The north side of Cromwell Gardens already has double yellow lines positioned opposite all the driveways of the houses on Cromwell Gardens. This allows the Cromwell Gardens residents to easily access their driveways. The current 5 locations on the north side of Cromwell Gardens where you propose to install double yellow lines are not opposite any driveways and do not obstruct access to any driveways. These areas allow up to 6 cars to park in Cromwell Gardens. This greatly eases congestion on Cromwell Road and Burns Road."

We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

3.8 "THE ABERDEEN CITY COUNCIL (Bright Street, Aberdeen) (Prohibition of Waiting) Order 202(X)"

3.8.1 <u>Proposal</u>

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on specified lengths of Bright Street and Murray Terrace, Aberdeen. Complaints have arisen recently about the tight space available for manoeuvre by buses attempting to turn into Bright Street from Murray Terrace. This problem is further compounded by service vehicles (such as delivery vans) parking at the end of the existing restrictions. To tackle this challenge, officers have proposed a 5m extension (on both sides) of the existing prohibition of waiting at any time restrictions on Bright Street leading away from the junction with Murray Terrace. It is hoped that this intervention shall keep the area clear for a full sweep by any buses undertaking this manoeuvre and is expected to have limited impact on local parking provisions.

3.8.2 <u>Objections</u>

Five (5) statutory objections were received from residents who live in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objector provided an email covering their concerns and reasons for their objection, a redacted copy of which has been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the

objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective.

3.8.3 **“Contrary to your implementation proposal, (£130 cost) stating “Limited impact on local parking”, the placement of further parking limitations WILL have serious resident parking impact to an extremely narrow street, which was never designed for the scale and flow of such large vehicles. Parking is at a premium in Ferryhill due to the vicinity of the Duthie Park. As a resident, thoughtless parking occurs all the time and the further restrictions will only exacerbate the situation and further devaluate the property prices, given most people wish to park outside their home. Murray Terrace / Bright Street / Brunswick Place were never designed for such volumes of large buses and Lorries passing through, and it is felt the residents of these streets find parking at a premium, which has led to the area becoming less desirable. (This is evident by the amount of long term unsold properties in the area.)”**

Officers understand concerns about the impact on resident parking and the design limitations of the streets in question. The proposed extension of the prohibition of waiting at any time is intended to address the specific issue of buses and service vehicles struggling to manoeuvre at the junction of Bright Street and Murray Terrace. While we acknowledge that parking is at a premium in the area, the extension is expected to have a limited impact on local parking provisions. We will closely monitor the situation and make adjustments if necessary to ensure that the needs of residents are balanced with the requirements for safe and efficient traffic flow.

3.8.4 **“We wish to register our objection to the proposed extension of parking restrictions at the Bright Street and Murray Terrace junction. The extension would remove at least three badly needed parking spaces which are almost always populated by residents who cannot find a space on Murray Terrace. The removal of these spaces would increase pressure on the remaining space on Bright Street which is always fully occupied every evening.”**

The intention behind the extension is to improve the manoeuvrability for buses and service vehicles at the junction of Bright Street and Murray Terrace. We understand any reduction in on-street parking capacity is disappointing, however, the safety and accessibility of the junction are paramount.

3.8.5 **“I am writing to object to the proposed extension of double yellow lines on Bright Street and to raise wider concerns about related restrictions recently introduced / proposed for Brunswick Place and Murray Terrace. These changes appear to be incremental in presentation but are cumulative in impact—disproportionately affecting residents without meaningful consultation or evidence-based justification.”**

The proposed extension of the prohibition of waiting at any time is intended to address the specific issue of buses and service vehicles struggling to manoeuvre at the junction of Bright Street and Murray Terrace, while officers acknowledge that parking is at a premium in the area, the extension is expected to have a limited impact on local parking provisions. The safety and accessibility of the junction are paramount. Officers will closely monitor the situation and make adjustments if necessary to ensure that the needs of residents are balanced with the requirements for safe and efficient traffic flow.

3.8.5.1 Lack of Evidence Supporting Safety Concerns

“Through Freedom of Information (FOI) requests, I have confirmed that no recorded incidents, accidents, or property damage have occurred at this location due to legally parked vehicles. The existing double yellow lines have been in place for decades, and buses pass through every 15 minutes without issue, except when vehicles are parked illegally or when drivers take corners too quickly. Extending double yellow lines will not deter illegal parking, especially given the absence of enforcement. In over 10 years living on Bright Street, I have never seen a City Warden, a vehicle with a parking ticket, or any form of enforcement, even during major events like the Kilt Walk, when parking chaos and gridlock are common. FOI correspondence from First Bus claims that the issue is not illegal parking but road size and legal parking. This is demonstrably false, and no evidence has been presented to support this assertion. Residents have repeatedly observed that illegal parking is the root cause of disruptions. Properly sized buses, driven at appropriate speeds, can navigate these streets safely. The repeated damage to bollards on Murray Terrace is due to buses going too fast, cutting corners and mounting pavements, not parked cars. Extending double yellow lines will not resolve this. Removing unnecessary bollards may be a more effective solution.”

The proposal within the report was developed through onsite observations and desktop assessment as appropriate to accommodate turning buses, driven at a slow speed.

3.8.5.2 Risk of Increased Vehicle Speed in Residential Zone

“The proposed changes risk encouraging faster navigation of corners in a residential area. Bright Street, Murray Terrace, and Polmuir Road are designated 20mph zones, yet road markings were not reinstated after resurfacing last year. These streets are already used as a shortcut to avoid Great Southern Road. Increasing corner space will likely lead to higher speeds around blind corners, posing a safety risk. Again, FOI

responses confirm that no risk assessment has been conducted on this issue."

It is not anticipated that drivers will increase speeds due to the extension of the waiting restrictions.

The Murray Terrace/ Bright Street area is currently a 20s Plenty Zone, this is not a mandatory 20mph speed limit however, the Scottish Government developed a national strategy where roads in built-up areas will have a safer speed limit of 20mph. Following the necessary statutory process, this area will be amended to have a 20mph speed limit.

Being a national strategy, all appropriate roads in Scotland will have a speed limit of 20mph, thereby creating consistency across the nation, and consequently creating a change in social and cultural attitudes towards vehicular speed and road safety. Hence, it is expected that 20mph speed limit will become the standard driving speed in residential areas.

3.8.5.3 Excessive Scale of Proposed Changes

"The scale of the proposed changes is disproportionate. FOI correspondence from First Bus suggests that extending double yellow lines by a single car length would be sufficient. Yet the proposal calls for a 5m extension on Bright Street, with similar or greater extensions on Brunswick Place and Polmuir Road."

The length of kerbline allocated to one parked vehicle is 5 to 6 metres (from the end of the bay), this allows for manoeuvring into and out of the space.

3.8.5.4 Inadequate Public Consultation

"The consultation process was insufficient. Posting notices on lampposts during busy holiday periods does not constitute meaningful engagement. Many residents were unaware of the January proposals and only learned of them through follow-up with a local community champion who led correspondence with Councillor ----------. The lack of formal objections received at that time reflects poor communication, not community support."

The public consultation for the initial set of proposals (i.e. Polmuir Road by Murray Terrace, Polmuir Road by Brunswick Place as well as Brunswick Place by Bright Street) ran between 25 November 2024 and 17 December 2024, in line with the 21-day statutory requirements. In addition to the affixing of street notices on affected streets, there were also public adverts published in the newspapers that period (i.e. the Evening Express).

3.8.6 “I am emailing to formally object to the proposed waiting restrictions at Bright Street and the surrounding area. I am objecting on behalf of myself and my partner. We believe that the proposed changes (extending double yellow lines) on various streets in the area is completely out of proportion to the reasons given. We live on the corner of Brunswick Place and Bright Street and see busses coming round the corner all day and the only time we have witnessed any issues is either when there are cars illegally parked or when the drivers take the corner too quickly. Busses come round the corner all day every day with no problems.”

The current proposals have emerged in response to a combination of road safety assessments, feedback from public transport operators, and observations of parking behaviours that have, on occasion, contributed to reduced accessibility for larger vehicles such as buses. The intention behind the extension is to improve the manoeuvrability for buses and service vehicles at the junction of Bright Street and Murray Terrace.

3.8.7 “Parking availability in this area is already severely constrained due to high residential density, limited off-street parking, and weekend congestion from Duthie Park visitors. When this issue was previously raised with the council, the response, that roads are for vehicle navigation, not resident parking, demonstrated a concerning disregard for the needs of council tax-paying residents paying in excess of four thousand pounds a year which is a disgrace.”

Officers understand any reduction in on-street parking capacity is disappointing, the extension is expected to have a limited impact on local parking provisions. The proposed extension of the prohibition of waiting at any time is intended to address the specific issue of buses and service vehicles struggling to manoeuvre at the junction of Bright Street and Murray Terrace.

3.9 “THE ABERDEEN CITY COUNCIL (Kerloch Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”

3.9.1 <u>Proposal</u>

This proposal seeks to establish prohibition of waiting at any time restrictions on certain lengths of Kerloch Place along with exemptions to the national Pavement Parking Prohibition on certain lengths of Kerloch Place. Officers received reports of impeded access and insufficient parking capacity on Kerloch Place.

Kerloch Place is a cul-de-sac off Wellington Road. To allow for safe vehicular passage, prior to the introduction of the pavement parking prohibition, residents of Kerloch Place parked partly on the carriageway and partly on the pavement on its north and south sides. They are no longer able to park in this manner and the resultant effect of this is that some residents can no longer park in their street.

Officers conducted a survey, and it was apparent that the location of Kerloch Place does not conveniently allow for alternative parking in the immediate surrounding streets. Residents have complained that this has negatively impacted them on daily basis. For this reason, Officers propose a pavement parking exemption is applied on sections of Kerloch Place for a total length of 50 metres. Furthermore, due to the layout of Kerloch Place, Officers also propose certain lengths of prohibition of waiting at any time restrictions are introduced on its north and south sides. These restrictions will help manage parking patterns to improve accessibility whilst also providing more parking capacity for residents.

3.9.2 <u>Objections</u>

One (1) statutory objection was received from a resident who lives in the vicinity of the proposed intervention. A redacted copy of the objection can be read in Appendices. The plan for the original proposal and the street notice are available in the appendices. A summary of the main point of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.9.3 “The reason I object is due to the fact our street is used for occupants in the flats on Wellington road as well as Kerloch place residents, we also have many young mother with vehicles with small children and I feel this could cause them major issues when coming back from shopping trips etc, i feel these plans may also cause aggravation between resident's if there is not ample parking spaces.”

For a pavement parking exemption to be introduced, its layout 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. Thereafter, the carriageway must allow for the unhindered passage of emergency vehicle. An exempted pavement will be indicated using carriageway marking and traffic signs. In terms of the proposed double yellow lines for Kerloch Place, a minimum footway width of 1.5 metres will not be achieved if the pavement parking exemption is extended to the section where double yellow lines have been proposed. The bulk bins that have been placed on the pavement in this section will limit the available space for pedestrians’ movement on the pavement.

While we understand the parking pressure on this street, the introduction of

the waiting restrictions will allow for safe pedestrian passage on the footway and easy collection of waste by the waste collection team.

4. FINANCIAL IMPLICATIONS

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

4.2 The Council's Roads Safety Fund capital budget can be used. Developer obligation funding may be available where the measures relate to new developments.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

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	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	Officers have proposed measures that are deemed reasonable and appropriate to address Road Safety and Traffic Management issues.	M	Yes
Compliance	No significant risks identified			

Operational	No significant risks identified			
Financial	No significant risks identified			
Reputational	Proposals can be contentious and attract negative feedback.	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	M	Yes
Environment / Climate	No significant risks identified			

8. OUTCOMES

COUNCIL DELIVERY PLAN 2025-26	
	Impact of Report
Regional and City Strategies	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

APPENDIX 1 – Hopecroft Avenue Plan (TECA)

APPENDIX 2 – Hopecroft Avenue Street Notice (TECA)

APPENDIX 3 - Hopecroft Avenue Objection (TECA)

APPENDIX 4 – Kingswood Drive Plan

APPENDIX 5 – Kingswood Drive Street Notice

APPENDIX 6 – Kingswood Drive Objection

APPENDIX 7– Kingswood Drive Objection

APPENDIX 8– Kingswood Drive Objection

APPENDIX 9– Kingswood Drive Objection

APPENDIX 10– Kingswood Drive Objection

APPENDIX 11– Kingswood Drive Objection

APPENDIX 12– Kingswood Drive Objection

APPENDIX 13– Kingswood Drive Objection

APPENDIX 14– Kingswood Drive Objection

APPENDIX 15– Kingswood Drive Objection

APPENDIX 16– Kingswood Drive Objection

APPENDIX 17- Kingswood Drive Objection

APPENDIX 18 – Corndavon Terrace Plan

APPENDIX 19- Corndavon Terrace Street Notice

APPENDIX 20- Corndavon Terrace Objection

APPENDIX 21- Corndavon Terrace Objection

APPENDIX 22- Corndavon Terrace Alternative Proposal

APPENDIX 23- Ferrier Crescent Plan

APPENDIX 24- Ferrier Crescent Street Notice

APPENDIX 25- Ferrier Crescent Objection

APPENDIX 26- Ferrier Crescent Objection

APPENDIX 27- Ferrier Crescent Objection

APPENDIX 28- Sandilands Drive Plan

APPENDIX 29- Sandilands Drive Street Notice

APPENDIX 30- Sandilands Drive Objection

APPENDIX 31- Sandilands Drive Objection

APPENDIX 32- Sandilands Drive Objection

APPENDIX 33- Cromwell Gardens Plan

APPENDIX 34- Cromwell Gardens Street Notice

APPENDIX 35- Cromwell Gardens Objection

APPENDIX 36- Cromwell Gardens Objection

APPENDIX 37- Cromwell Gardens Objection

APPENDIX 38- Cromwell Gardens Objection

APPENDIX 39- Cromwell Gardens Objection

APPENDIX 40- Cromwell Gardens Objection

APPENDIX 41- Cromwell Gardens Objection

APPENDIX 42- Cromwell Gardens Objection

APPENDIX 43- Cromwell Gardens Objection

APPENDIX 44- Cromwell Gardens Objection

APPENDIX 45- Cromwell Gardens Objection

APPENDIX 46- Bright Street Plan

APPENDIX 47- Bright Street (Street Notice)

APPENDIX 48- Bright Street Objection

APPENDIX 49- Bright Street Objection

APPENDIX 50- Bright Street Objection

APPENDIX 51- Bright Street Objection

APPENDIX 52- Bright Street Objection

APPENDIX 53- Kerloch Place Plan

APPENDIX 54- Kerloch Place Street Notice

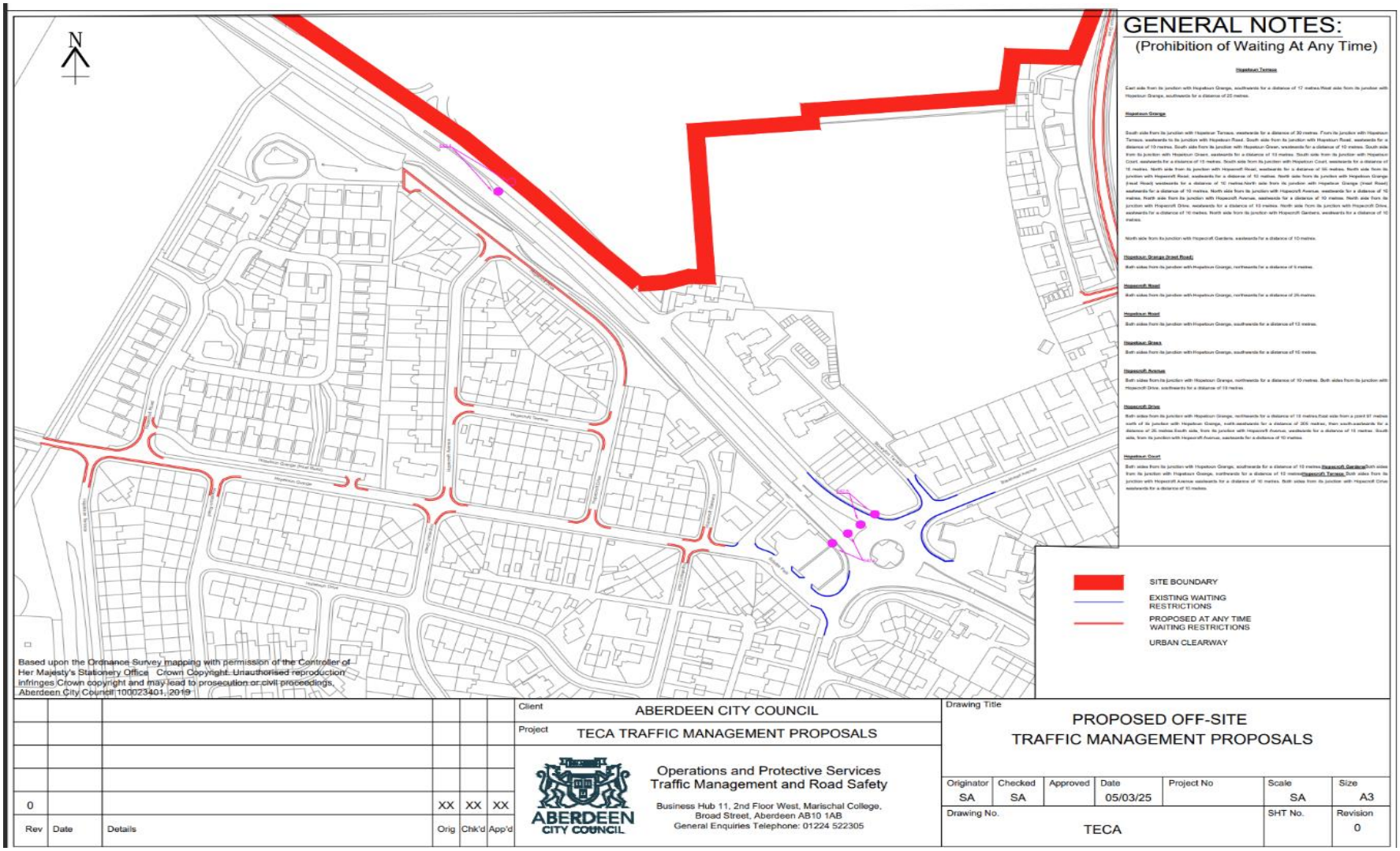
APPENDIX 55- Kerloch Place Objection

APPENDIX 56- Pavement Parking Street Notice

12. REPORT AUTHOR CONTACT DETAILS

Name	Kazah-Ambrang Bagro
Title	Technical Officer
Email Address	Kbagro@aberdeencity.gov.uk

APPENDIX 1 – Hopecroft Avenue Plan (TECA)



APPENDIX 2 – Hopecroft Avenue Street Notice (TECA)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (ROADS SURROUNDINGTHE EVENT COMPLEX ABERDEEN (TECA), DYCE, ABERDEEN) (TRAFFIC MANAGEMENT) 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 establish various traffic management measures on certain lengths of roads surrounding "The Event Complex Aberdeen (TECA), Dyce, Aberdeen; the measures are summarised below. Please note, these restrictions are already established on the ground by way of a temporary Traffic Regulation Order.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests. Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Certain lengths of prohibition on motor vehicles waiting at any time: - Auchriny Circle, Bankhead Avenue, Bankhead Road, Burndale Road, Brimmond View, Craibstone Avenue, Crossgates, Ellerslie Road, Forritt Brae, Greenburn Drive, Greenburn Drive (Inset Road Serving properties 2-42 Greenburn Drive), Greenburn Park, Greenburn Road, Hopecroft Avenue, Hopecroft Drive, Hopecroft Gardens, Hopecroft Road, Hopecroft Terrace, Hopetoun Court, Hopetoun Grange, Hopetoun Grange (Inset Road), Hopetoun Green, Hopetoun Road, Hopetoun Terrace, Hope Farm Road, Lade Crescent, Market Street, Millhill Brae, Phoenix Place, Ruthriehill Road, Station Road Stoneywood Road, Waterton Road and Wellheads Drive.

Route for use by buses, cyclists, taxis, and private hire vehicles only: - **A96 Inverurie Road** - Right-turn filter lane located on offside of northbound carriageway, from its junction with Goughburn Crescent, south-eastwards for a distance of 78 metres or thereby; **Forrit Burn Road** - Southbound lane, from its junction with Wellheads Drive, southwards for a distance of 20 metres or thereby.

Clearway – Prohibition of Stopping: - **A96 Inverurie Road**, between its junctions with Sclattie Roundabout and Craibstone Roundabout; Dyce Drive Between its junctions with A96 (Inverurie Road) and the Airport Road/Argyll Road; **Wellheads Drive**, from its junction with Dyce Drive to a point 30 metres or thereby south of its junction with Wellheads Terrace.

APPENDIX 3 - Hopecroft Avenue Objection (TECA)

[redacted]

From: [redacted]
[redacted]
24 July 2025 16:15
To: TrafficManagement
Subject: Fw: Objection to Proposed Traffic Management Order – Hopecroft Avenue (No Waiting at Any Time)

Follow Up Flag: Follow up
Flag Status: Completed

[redacted]

Date: 24/07/2025

Dear Sir/Madam,

I am writing to formally object to the proposed permanent restriction on motor vehicles waiting at any time on Hopecroft Avenue, as outlined in the draft Traffic Management Order relating to roads surrounding The Event Complex Aberdeen (TECA), Dyce.

I am a resident of Hopecroft Avenue and rely on on-street parking for myself and my visitors. This proposed restriction would have a significant negative impact on daily life, as there are no alternative parking arrangements provided for local residents, this street is already busy with residents parking. The lack of off-street parking options makes this restriction unreasonable and impractical.

I fully understand the need for effective traffic management during events at TECA; however, a blanket no-waiting restriction at all times is excessive and disregards the needs of those living in the area year-round. I urge the Council to consider more balanced solutions—such as event-specific temporary restrictions, residents' permits, or time-limited no-waiting zones—rather than a permanent ban.

Please confirm receipt of this objection and advise how my comments will be considered as part of the consultation process.

Yours faithfully,
[redacted]

Sent from Outlook for Android

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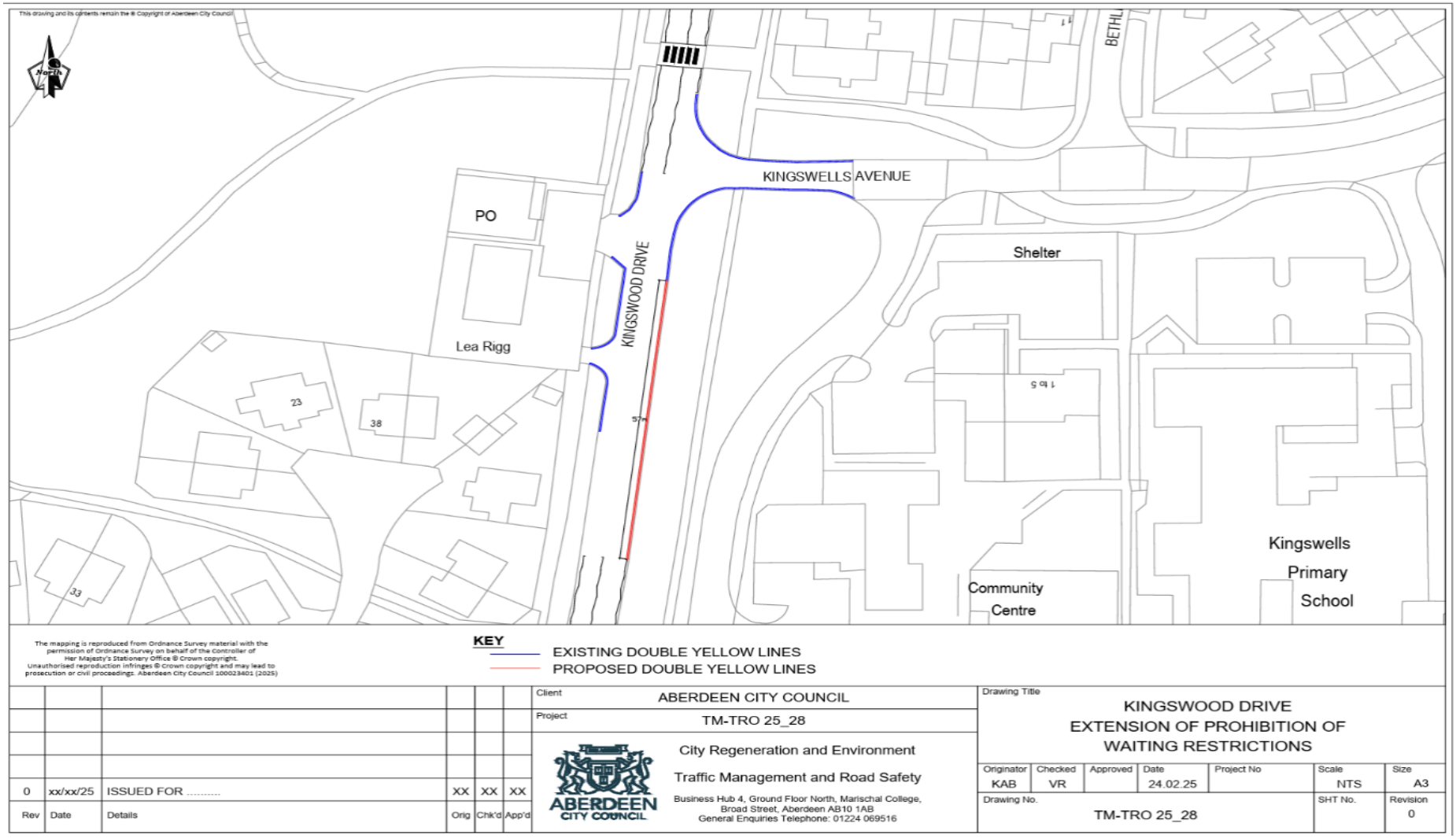
APPENDIX 4 – Kingswood Drive Plan



APPENDIX 5 – Kingswood Drive Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (KINGSWOOD DRIVE, ABERDEEN) (PROHIBITION OF WAITING) 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 establish a certain length of prohibition on motor vehicles waiting at any time on the length of Kingswood Drive, Aberdeen, specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Schedule
(Prohibition of waiting at any time)

Kingswood Drive

East side, from a point 20m south of its junction with Kingswells Avenue, southwards for a distance of 57m or thereby.

APPENDIX 6 – Kingswood Drive Objection

[redacted]

From: [redacted]
[redacted]
To: 30 July 2025 11:55
Subject: TrafficManagement
TM-TRO 25_28

Follow Up Flag: Follow up
Flag Status: Completed

Sirs,

I refer to the proposal to paint double yellow lines on the east side of Kingswood Drive (see diagram).

There is not a problem with cars parking along that section. There is plenty of room left for two cars to pass on that stretch. The main issue is people illegally parking on the double yellow lines on the corner of Kingswood Drive opposite the chemist. Cars turning left onto Kingswood Drive from Kingswells Avenue cannot see oncoming traffic.

The real problem is that no provision was ever made at or near to the school for parents to drop off/ pick up their children. Parking spaces at the shops and community centre are in short supply. Parking spaces at the chemist can be difficult to access and negotiate. Consequently, people often choose, or are compelled, to park opposite the chemist on Kingswood Drive. Removing this option for drop off or visiting the chemist by painting double lines will only exacerbate the problem.

A much better solution would be to extend the car park at the Co-op down to Kingswood Drive. This would likely triple the number of car spaces available and reduce if not eliminate the need to park on Kingswood Drive. Then, and only then if necessary, paint double lines on Kingswood Drive.

Regards,

[redacted]

APPENDIX 7– Kingswood Drive Objection

[redacted]

From: [redacted] <[redacted]
Sent: 30 July 2025 18:10
To: TrafficManagement
Subject: Objection to proposal for Kingswood Drive

Follow Up Flag: Follow up
Flag Status: Completed

Good Afternoon,

I am emailing to objection to the following proposal:

Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

Our businesses [redacted]. operate from The Clubhouse on Kingswood Drive on the area of the road where there has been a proposed installation of double yellow lines. There is already a minimal amount of parking available in the centre of Kingswells and this stretch of road is used for parking daily by patrons of our out of school club, playgroup and various other classes that take place in our venue. The next nearest parking would be along Kingswells Avenue which would mean that parents have to walk a further distance with their young children and possibly cross an additional road. There are also minimal spaces available to park on Kingswells Avenue due to it being used by staff and customers of the Community Centre, Coop, Perfect Beauty, Chino's and Kingswells Primary School.

We hope this objection will be taken into consideration.

Many Thanks,

[redacted]

APPENDIX 8– Kingswood Drive Objection

[redacted]

From: [redacted]
[redacted]
To: TrafficManagement
Subject: Extension of existing waiting restrictions on Kingswood Drive, Kingswells

Follow Up Flag: Follow up
Flag Status: Completed

30 July 2025 18:31

To whom it may concern,

I object to the proposed extension of the double yellow lines on Kingswood Drive.

There are only 36 car parking spaces in Kingswells Village Centre that covers the following businesses: The Co-op, Town and Country Veterinary Practice, Beauty Salon, The community Centre, and 2 take aways. On top of that, there is the Primary School.

The only businesses on Kingswood Road are Dickies Pharmacy, Kidsize Child Care, Kingswells Care Home and the Medical Practice. These places are used by elderly, immobile, ill or young people/children where close parking is essential.

It should be noted Aberdeen City Council granted permission for the change of use of the house next door to the Pharmacy to be used as a childcare facility. Now they are considering taking the parking away.

In winter, the car parks and small road outside the Co-op, Veterinary Practice and around the Community Centre are never cleared or gritted. This leaves the only place to park being the pharmacy car park and Kingswood Drive.
The council allowed permission for the building next to the pharmacy to be turned into a childcare business and are now removing the parking nearby.
At busy times at the community centre eg 5pm, it is extremely difficult to park safely to pick up children from out of school club in the community centre.

There are currently two Zebra Crossings to allow pedestrians to safely cross.

Regards,
[redacted]

APPENDIX 9– Kingswood Drive Objection

[redacted]

From: [redacted] <[redacted]
Sent: 30 July 2025 19:03
To: TrafficManagement
Subject: Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

Follow Up Flag: Follow up
Flag Status: Completed

Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

Dear Sir/Madam,

I wrote in regards to the above mentioned waste of council money.

There are already multiple safe places to cross the road on Kingswood Drive, and there has not been, to my knowledge, any significant history of incidents to warrant this change.

Parking is limited around Kingswells and this is a necessary place for those using local businesses. I urge you not to accept this change. I hope that I have written in time, before the brown envelopes have changed hands.

This change WILL NOT make the road safer. It will only serve to speed up traffic outside of the school and make crossing far more dangerous. This is an absolutely unwarranted; needless change, that will actually serve to further endanger children. Honestly, at this point, you might as well hire Myra Hindley as a lollipop woman if you're trying to improve safety in the area.

Regards
[redacted]

Sent from my Galaxy

APPENDIX 10– Kingswood Drive Objection

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

(By email)

Date: 31 July 2025

Re: Objection to the Proposed Waiting Restrictions at Kingswood Drive

Dear Traffic Management Officer,

Pursuant to the captioned proposal consultation released on 26 July 2025 via [redacted], we are writing to express our objection to the proposal in view of the local residents' feedback and our independent assessment.

While we appreciate the proposal's intent to improve safety and reduce congestion near Kingswells Primary School and the surrounding community facilities, the residents have raised concerns that the introduction of double yellow lines may remove crucial stopping opportunities for parents and carers, particularly during school drop-off and pick-up times. This measure alone is unlikely to resolve the congestion and parking challenges.

In light of this, instead of simply extending the current prohibited parking area, we consider that a more comprehensive solution, such as the provision of designated parking spaces or a drop-off zone, would be a more effective approach to addressing the parking demand. The residents have suggested two alternative options:

i. Utilising part of the existing grass verge along the affected road section to create a small lay-by or parking bay.
ii. Expanding the existing, under-utilised bus stop (which is no longer actively used) to a legal parking or drop-off area.

We believe these alternatives can help relieve congestion and provide a safer and more manageable space that balances the needs of road users, public transport and vehicle parking, without compromising sight lines or emergency vehicle access.

We welcome further discussion on the alternatives and engagement with the case officers to explore a comprehensive solution of this issue.

Kind Regards,

[redacted]

[redacted]

[redacted]

APPENDIX 11– Kingswood Drive Objection

[redacted]

From: [redacted] <[redacted]
Sent: 31 July 2025 07:47
To: TrafficManagement
Subject: Kingswood Drive

Follow Up Flag: Follow up
Flag Status: Completed

Hi,

There are limited parking near the school as it is and with the new parking restriction to be implemented, I will struggle to get my kids to school on time after the summer holidays.

Please withdraw the plan as it is not value adding to the village.

Thanks,
[redacted]

APPENDIX 12– Kingswood Drive Objection

[redacted]

From: [redacted]
Sent: 01 August 2025 00:08
To: TrafficManagement
Subject: Objection to Proposed Double Yellow Lines at Kingswood Drive (TM-TRO 25_28)

Follow Up Flag: Follow up
Flag Status: Completed

Subject: Objection to Proposed Double Yellow Lines at Kingswood Drive (TM-TRO 25_28)

Dear Traffic Management Team,

I am writing to register my objection to the proposed installation of double yellow lines on Kingswood Drive, opposite the Kingswells Chemist, as outlined in Traffic Regulation Order TM-TRO 25_28.

While I appreciate the intent to improve road safety, I believe this proposal does not address the primary hazard in this location and may inadvertently create new issues:

1. **Visibility and Safety at the Junction**
   The key danger is the limited visibility for vehicles exiting the chemist / post office car park. Traffic coming from Kingswells Avenue is often unseen until it is already at the junction. When turning left onto Kingswood Drive this poses a danger to a car exiting the chemist car park. Several years ago the council relocated the large planter to improve visibility for vehicles on Kingswells Avenue, it has also encouraged some drivers to take the corner at speed — again, unseen from the chemist car park.

2. **The Proposal Removes Essential Parking for Critical Community Amenities**
   Parking in the village is already very limited. The area targeted for double yellow lines is the only available on-street parking for both the Lea Rigg Day Nursery and the Kingswells Post Office. The chemist car park is extremely small (6 spaces) and cannot accommodate demand at peak times or larger vehicles at any time. This proposal entirely removes the necessary parking provision for parents dropping off and collecting babies and toddlers, as well as for customers of a vital local service.

3. **The Plan Will Inevitably Lead to More Dangerous Behaviours**
   Parents will still need to drop off their children at the nursery. By removing the current, relatively safe kerbside parking, the Council will force them into high-risk alternatives:

- **Illegal stopping on Kingswood Drive to let children out (after yellow lines are in place). This will add to traffic confusion as the expectation by other drivers would be that there would be no stopping on yellow lines.**
- **Using the chemist car park as an alternative. This will increase the frequency / risk when exiting the chemist car park (see 1 above).**
- **Parking far from the nursery and walking with young children along and across a busy road.**

This creates a direct and predictable risk of a serious vehicle-pedestrian collision involving a child, a far more severe outcome than the issues the proposal purports to solve.

4. **Increased Obstruction for Chemist Car Park Users**
   If vehicles begin parking on the same side as the chemist instead (as would likely happen), it will further obscure visibility for those exiting the car park and potentially make manoeuvring even more difficult, increasing the risk of accidents — precisely what this proposal aims to prevent.

5. **The Proposal Fails to Address the Real Issue**
   The core safety issues at this junction is the interaction between vehicles exiting the chemist car park and vehicles turning left from Kingswells Avenue onto Kingswood Drive, at speed.

28

In light of the above, I urge the Council to reconsider and explore more effective alternatives:

- **Traffic calming measures or visibility enhancements at the junction**
- **Parking solutions that preserve or expand current capacity, such as extending the chemist car park**

I would welcome community consultation to find a balanced, practical solution that prioritizes both safety and accessibility.

Thank you for your time and attention.

Yours sincerely,

APPENDIX 13– Kingswood Drive Objection

[redacted]

From: [redacted] <[redacted]>
Sent: 02 August 2025 11:09
To: TrafficManagement
Subject: Proposed extension of yellow lines in Kingswells

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I would like to object to the proposed extension of double yellow lines on Kingswood Drive.

This has been done before and didn't last long.

Parents and guardians of Kingswells Primary school, Great Western Nursery, Kidsize and Community Centre must be able to drop off and collect their children safely in this area. The community must also be able to park to access Dickies pharmacy, the Co-op, vets, and Beauticians who also serve this area.

Kingswells has grown substantially due to housing being allowed, but the centre is no longer able to cope with the high volume of traffic and parking needed.

The council now need to look at a better and more permanent solution to keep the centre safe.

The grass verges could be converted into car parking spaces, all along Kingswood Drive. This would get cars parked off the road, and be safer for children exiting vehicles. There would also be more spaces then there are currently.

Thank you

[redacted]

APPENDIX 14– Kingswood Drive Objection

[redacted]

From: [redacted] <[redacted]
Sent: 04 August 2025 08:38
To: TrafficManagement
Subject: Proposed double yellow lines at Kingswood drive, Kingswells

Follow Up Flag: Follow up
Flag Status: Completed

Good morning,

I refer to the following proposals:-

"The Aberdeen City Council (Kingswood Drive,Aberdeen) (Prohibition of Waiting) Order 202(X)"

As a resident of Kingswells for well over a decade I would like to object to these proposals, and question the validity of the argument supporting why these are necessary. I understand a wider community petition against this is en-route. With residents and businesses objections forthcoming it makes me question who is actually in favour of this proposal, and whether this encapsulates the majority or only a handful of residents?

Parking opposite the businesses affected -including the only pharmacy in the village, is always temporary, with most likely to park for a few minutes. This is a direct result of the lack of parking for what is a growing community and at the very heart of it. These spaces serve the shops and the primary school. Creating unnecessary restrictions that recur taxpayers expense will only serve to create chaos on nearby access points, likely leading to more accidents, some of whom may include parents taking children to the primary school (of which I am one). It is frankly busy enough without more problems and the school with allude to this- as they frequently do!

I have been a resident for over a decade and in that time accidents on this road are rare, and serious accidents even more so. I acknowledge one appears to have led to these calls but if that is the principal to take this action I could propose yellow lines all over Kingswells. Personally I have had more near misses from drivers coming out of junctions and never once on this stretch of road in over a decade, and in fact witnessed just such an accident only a few months ago on Kingswells avenue while out running.

In short, this action does not serve the wider community, is not warranted on the grounds of cost or reason, may create additional traffic incidents around the shops and school and should be rejected.

Yours faithfully

[redacted]

APPENDIX 15– Kingswood Drive Objection

[redacted]

From: [redacted] <[redacted]
Sent: 04 August 2025 15:10
To: TrafficManagement
Subject: Kingswood drive yellow lines proposal

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I refer to the proposal to extend the double yellow lines on Kingswood Drive in Kingswells.

It seems that the proposal has come in light of a road traffic incident earlier this year. I've lived in Kingswells for over a decade and that is the only incident I've ever seen occur on that stretch of road. The accident was caused by driver error and cannot be attributed to cars parking on the road. Painting double yellow lines on the stretch of road won't make accidents less likely.

Even with cars parked on Kingswood Drive, there is ample space for two cars to pass each other. The section not currently painted with double yellow lines is used for parking for several reasons.

1. People are able to park there around school drop off and pick up times. This is essential for parents or guardians who are taking younger siblings who may not be able to walk to school or those going to and from other engagements either side of school drop off/pick-up, such as work or after school activities.
2. Customers using the Kingswells pharmacy are able to park there when the car park is full. Given there are only four spaces in the car park, the ability to utilise on-street parking is essential for customers. There is also no staff car park so if double yellows were to be painted then staff would have nowhere to park which could impact their ability to attend work.
3. Parents and carers park there for drop off and pick-up from the KidSize clubhouse. This is a local business that offers out of school clubs and children's parties at the weekend. Once again, the car park only has 4 spaces so parents rely on the onstreet parking for dropping off or picking up their children. They also use onstreet parking at the weekend when using the KidSize clubhouse to host children's parties. Making it impossible to use onstreet parking could severely impact this thriving local business. Staff for KidSize also park on the street therefore, as with the pharmacy, making it impossible to use onstreet parking will impact staff.

There are far more negatives to this proposal than positives. Painting double yellows lines will not improve road safety in any way shape or form and is waste of money. The cost of painting and maintaining the lines is a poor use of council tax. It will also be a waste of money to have to employ a traffic warden to come and monitor the parking. Yet more wasted council tax. Employing someone to travel to and from Kingswells will also be an unnecessary source of carbon emissions.

Overall the community is very much against this proposal as it will provide zero benefit to the local community. It will be an unnecessary cost and deliver a negative outcome.

I would urge the council to listen to the local Kingswells residents and reject this proposal.

APPENDIX 16– Kingswood Drive Objection

Afternoon,

I am contacting you to raise my objection to the proposed extension of waiting restrictions.

The scheme will not improve road safety at all, in fact I expect it will create more issues as you will be reducing the number of spaces available at an already congested area during school pickup/drop off and also for the breakfast club / after school club opposite.

It will also create parking issues for the pharmacy and post office who have limited spaces as it is.

I note you advise it is 'expected to improve road safety along the corridor' - how is it expected to do that on the basis you are removing areas that are safe for children to be dropped off and collected and all you will do is push the cars to other areas - there are no issues there at the moment.

Regards

[redacted]

APPENDIX 17 – Kingswood Drive Objection

[redacted]

From: [redacted] <[redacted]
Sent: 07 August 2025 16:00
To: TrafficManagement
Subject: OBJECTION: Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

I write in reference to the "Proposed extension of Prohibition of Waiting Restrictions" at Kingswood Drive.
The proposal states:

> *Following Members enquiries, prohibition of waiting at any time restrictions are proposed on the east side of Kingswood Drive extending from the existing restriction south of Kingswood Avenue down towards the zebra crossing. These measures seek to maintain parking on the west side of the road, away from the accesses and side road north of the site.*
>
> *The scheme is expected to improve road safety along the corridor.*

The proposal does not set out reason for this change to the existing arrangements in this area, mentioning only "following Members enquiries", but with no further explanation.

The local newsletter "Kingswells News" contains a regular update from Councillor Delaney, the most recent of which references the proposal and mentions a "serious car accident" but again does not elaborate. In discussion with someone who witnessed this accident, they are clear that the accident was due to a young, inexperienced driver who was not paying attention and oversteered to correct when they realised they were too close to the car in front. It does not seem as though this accident is relevant to this specific location and was a one off incident. Indeed, on the Aberdeen City Council website, the following policy is stated:

> *Aberdeen City Council do not consider it appropriate to introduce isolated sections of waiting restrictions (yellow lines) within residential areas. Any requests for new waiting restrictions must be based on specific road safety concerns which occur on a regular basis, and not as the result of a one off or infrequent occurrence.*

The current road layout had been in place for a long time (30+ years). In recent years, planning application was granted first for the relocation of Kingswells Pharmacy & Post Office and then for Kidsize Out of School Club to the west side of this road with no changes to the road layout or parking restrictions. At present, in theory, cars could park on both east and west sides of the section of road referred to in the proposal. However, in practice, cars only ever park on the east side of this section of road. This east side of the road allows for more car parking spaces than on the west side of the road.

This area, Kingswells Village Centre, contains: a large primary school, flats, Co-op, veterinary practice, community centre, two take-always, a hairdressers and a cafe (all of these on the east side of the road); as well as the Pharmacy & Post Office and the Out of School Club (on the west side of the road), so there is already a severe lack of parking in this area. To restrict the

available parking closest to the Pharmacy, Post Office and Out of School Club does not seem a sensible course of action.

The proposal states that it "is expected to improve road safety along the corridor", but does not explain why this is expected to be the case. It would be normally be expected that in changing a long standing layout the result would be to worsen road safety not improve it.

In summary, I would therefore object to this proposal as:

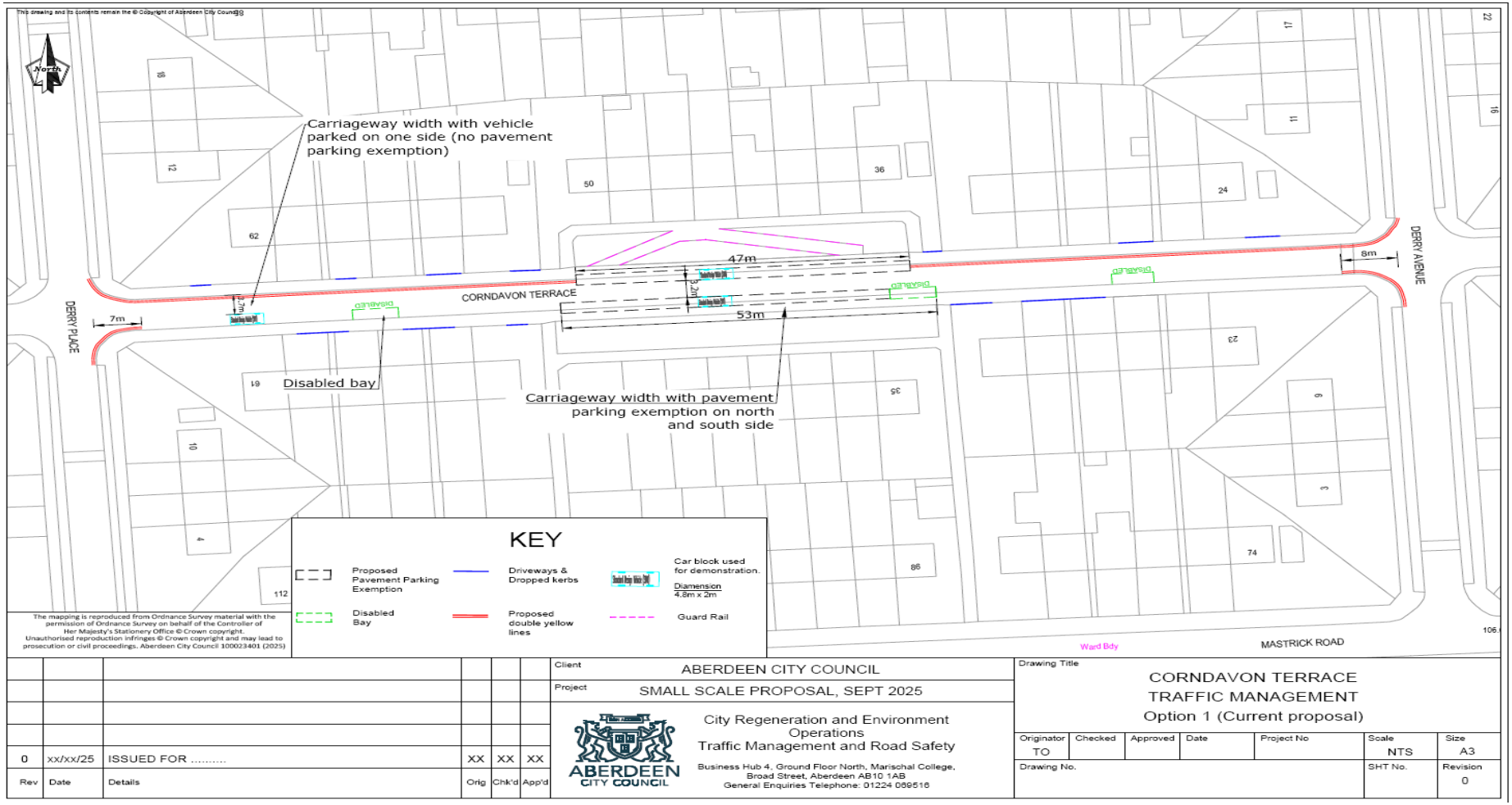
- there has been no stated reason for the change to parking at this location;
- the proposal is in contradiction of Aberdeen City Council's own policy that any request for new waiting restrictions must be based on specific road safety concerns which occur on a regular basis, and not as the result of a one off or infrequent occurrence;
- there will be an overall reduction in car parking available, where a shortage already exists;
- in changing a long standing road layout, the proposed waiting restriction would most likely worsen road safety, rather than improve it.

If it is demonstrated that there is a need for waiting restrictions to change at this location (and this has not yet been demonstrated), then the common sense solution would surely be to apply waiting restrictions on the west side of the road at this location, this would regularise the existing practice observed, not to park to that side of the road.

Kind regards,

[redacted]

APPENDIX 18 – Corndavon Terrace Plan



APPENDIX 19- Corndavon Terrace Street Notices

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (DERRY AVENUE / DERRY PLACE / CORNDAVON TERRACE, ABERDEEN) (PROHIBITION OF WAITING) 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 establish a prohibition on motor vehicles waiting at any time on certain lengths of the roads in Aberdeen specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Schedule
(Prohibition of waiting at any time)

Corndavon Terrace

North side, from its junction with Derry Place, eastwards for a distance of 68 metres or thereby.

North side, from its junction with Derry Avenue, westwards for a distance of 70 metres or thereby.

South side, from its junction with Derry Avenue, westwards for a distance of 10 metres or thereby.

South side, from its junction with Derry Place, eastwards for a distance of 10 metres or thereby.

Derry Avenue

West side, from its junction with Corndavon Terrace, northwards for a distance of 10 metres or thereby.

West side, from its junction with Corndavon Terrace, southwards for a distance of 10 metres or thereby.

Derry Place

East side, from its junction with Corndavon Terrace, northwards for a distance of 10 metres or thereby.

East side, from its junction with Corndavon Terrace, southwards for a distance of 10 metres or thereby.

ABERDEEN CITY COUNCIL

TRANSPORT (SCOTLAND) ACT 2019

ABERDEEN CITY COUNCIL (PAVEMENT PARKING EXEMPTION NO.2) ORDER 202_

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Transport (Scotland) Act 2019. The effect of this Order will be to introduce exemptions to enable parking on certain lengths (part) of pavement on the following roads in Aberdeen: - Colville Place, Corndavon Terrace, Countesswells Road, Ferrier Crescent, Kerloch Place and Sandilands Drive.

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

https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 8 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

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

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

APPENDIX 20- Corndavon Terrace Objection

[redacted]

From: [redacted]
Sent: 28 July 2025 16:19
To: TrafficManagement
Subject: exemption no2 order 202

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon to the traffic team I was wondering if you can help, I have been inundated with calls re pavement parking exemption no2 order 202, Corndavon Terrace Aberdeen. 1st thing the residents say they have not had enough notice the posters only went up on the 12th they also say They have not had any letters thought their doors re this. They would like a face-to-face meeting to explain how this would work as they feel that parking on both sides of the road will not help in anyway it would make it worse. Plus, the disabled sign at which this notice was posted on there is to be double yellow lines down. The residents say that by parking on1/2 the pavement half on road is going to affect the people to get along the roads to the shops. I would say on whole they are not a happy bunch ,Is there any way they could get a site visit to explain it to them I would be very grateful if this could happen & I could pop along to keep the peace.
Kind regards,.

[redacted]

[redacted]

APPENDIX 21- Corndavon Terrace Objection

[redacted]

From: [redacted]
[redacted]
27 July 2025 20:00
To: TrafficManagement
Subject: Objection to Proposals for Corndavon Terrace AB16

Follow Up Flag: Follow up
Flag Status: Completed

Good Day,

I write to you with regards to submitting very strong objections to the heinous and downright insane plans that your planners are proposing for the street I reside in, Corndavon Terrace, Mastrick.

I have been a resident of the street since April 2007, number 40, as a Private Homeowner through Mortgage.

As the years have progressed the parking in the street has got worse and worse both in terms of the access I have as well as the standard ie people being greedy and downright selfish.

We are in the unfortunate position of being slap bang in the middle of the street where my access to my front door is so restricted anyway but with the draconian pavement parking ban my access to my car is even worse because I now have to park 1 or 2 streets away, the reason being is because I have to commute to work and by time I get home there is no space at all in the street because of selfish people and also because of the large amount of vans and commercial vehicles that have no right being parked in a private residential street.

It's not a case of if but when this insane order is passed because the entire street could object to this and ACC is just going to run with it because of the clear agenda against car users in general.

The question I have to ask, having seen the plans, is what safety reasons do you have for the imposing of the double yellow lines and who does it benefit? Also where will the cars that normally park where the lines are being proposed now park? Has this even been taken into consideration? This will affect the residents of the homes directly next to it and in turn force people further up the street, chiefly the middle of Corndavon Terrace where my home is. You can dress it up all you want that this will then see a relaxing of the pavement parking ban but ultimately there is absolutely NO benefit to residents o the street if this plan is allowed to go ahead if anything residents are being punished and in fact I would go as far as to say a resident like me is actually being discriminated against purely for where my home is because I will be one of those most directly effected by this as all is going to do is make it a competition for people to try and get paled.

I read your website and it said that the geniuses who thought up this idea did so because the pathetic disabled ramp, I've never once seen a disabled person use it, or even many prams either, that was built with zero consultation given to residents was seeing people park dangerously in other parts of the street which is a downright lie. Parking selfishly? 100 % but dangerously? No because for the simple reason there is no space left to park dangerously after the cash cow pavement parking ban was brought in. I would go as far as to say that the pavement parking ban is actually what has made things worse but perhaps that was all part of the plan? In the last 12 months I've had damage to all alloy wheels on my car because of SELFISH parking and not dangerous parking. The issue is people not pavement parking, that is where you need to turn your attentions to. There should be a ban on vans and commercial vehicles in this street and to be honest I think the best way around it for those with no drive ways is to bring in a permit system as people are just too selfish to consider others.

I am going through an Autism Assessment and suffer from quite severe mental health issues, I have a stable, busy job in the city centre and a busy social life, I am the only driver in my household, the anxiety I get from going out to run drop my child off at their training or to run an errand is palpable at times as I do not know where I will be able to park when I get back because no sooner do I leave someone comes in and takes the space I have. It is not dramatic

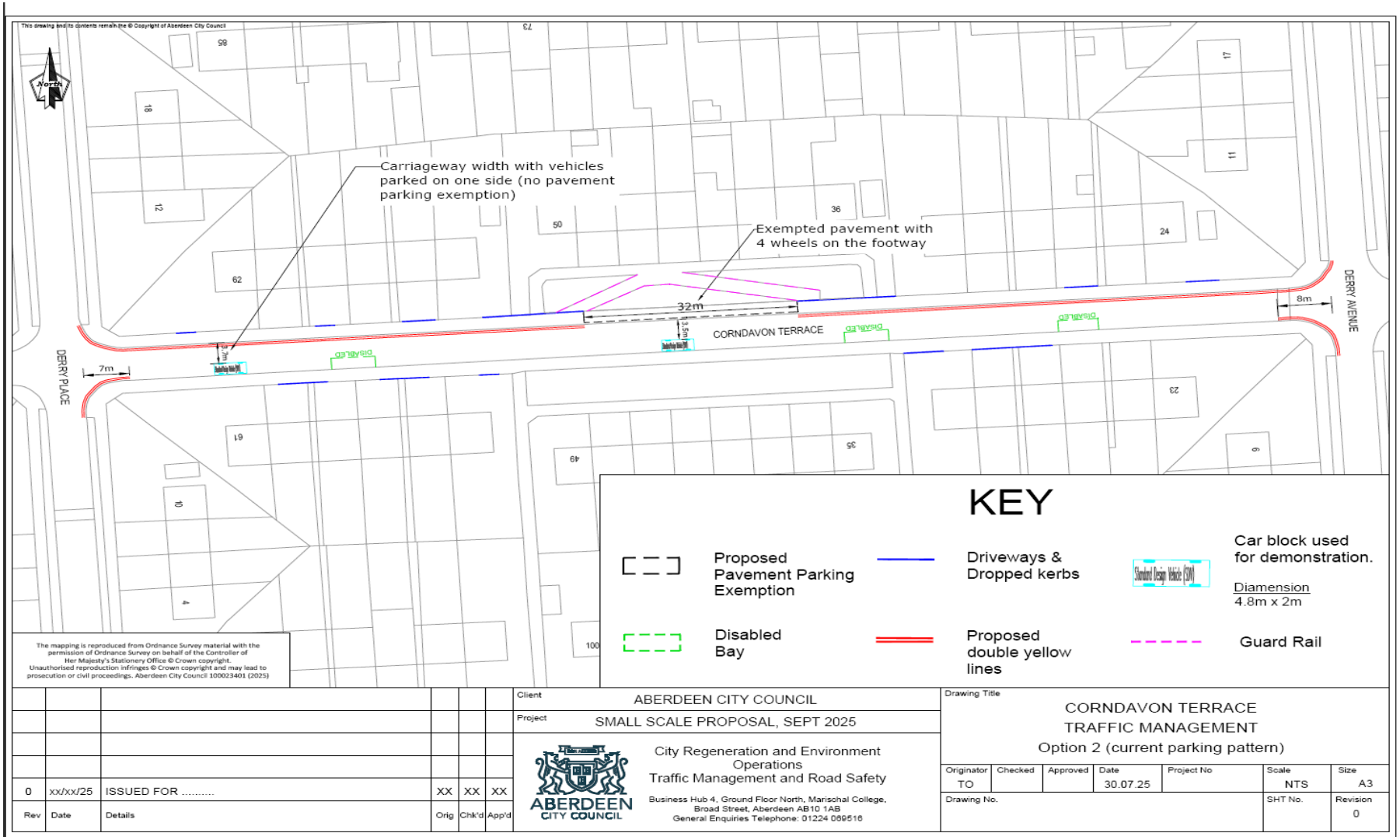
to say but I 100% feel that in my part of the street, mid terrace, discriminated against and this measure will make things even worse.

For once some common sense needs to be applied and the thoughts and feelings of the residents are taken seriously because not one single person I have spoken to in the street has asked for this or agrees With it so in that respect who really asked for this and who is it going to benefit.

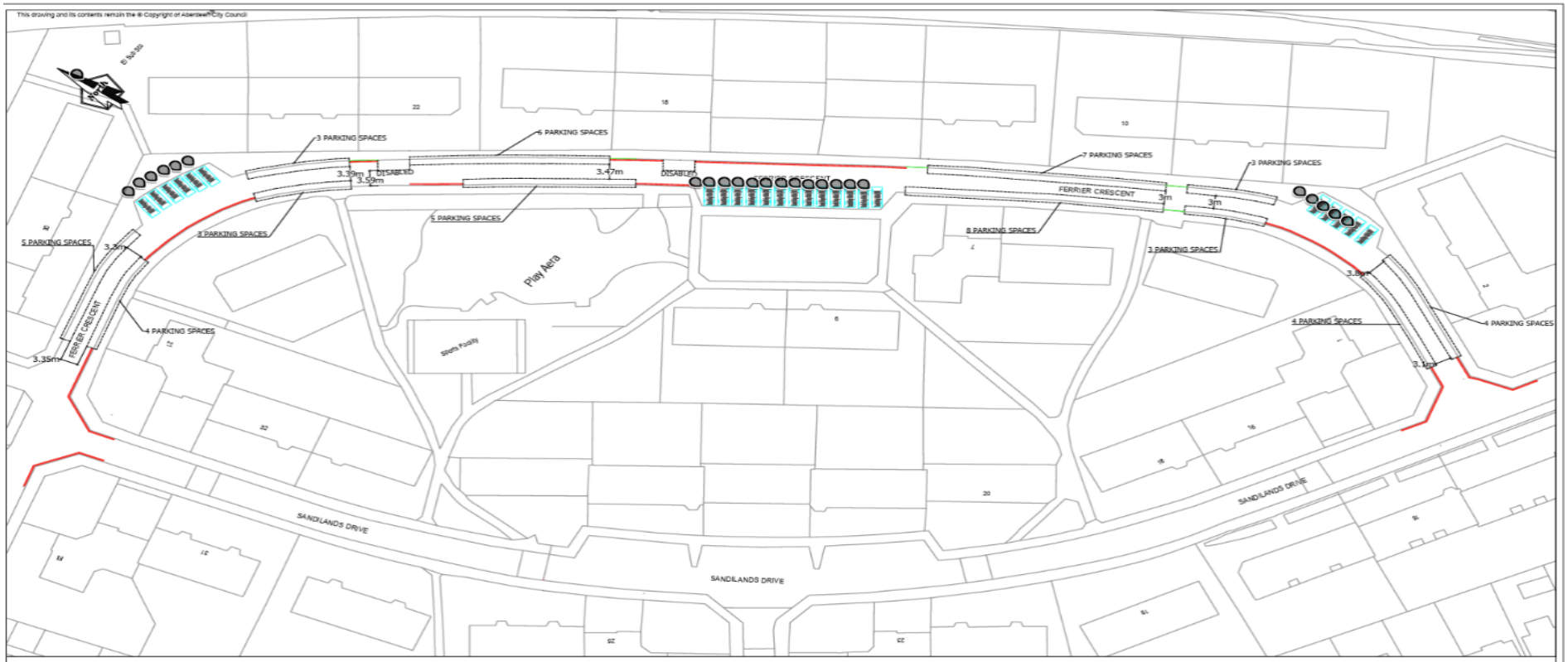
Regards

[redacted]
Sent from my iPhone

APPENDIX 22- Corndavon Terrace Alternative Proposal



APPENDIX 23- Ferrier Crescent Plan



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PAVEMENT PARKING EXEMPTION MARKINGS

PROPOSED DOUBLE YELLOW LINES

WASTE BINS

STANDARD DESIGN VEHICLE

Rev	Date	Details	Orig	Chk'd	App'd
0	xx/xx/25	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 25_15

City Regeneration and Environment

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: FERRIER CRESCENT PROPOSED PAVEMENT PARKING EXEMPTION

Originator	Checked	Approved	Date	Project No	Scale	Size
KAB	TO		03.12.24		NTS	A3

Drawing No.: TM-TRO 25_15

SHT No.:

Revision: 0

APPENDIX 24- Ferrier Crescent Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (FERRIER CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) 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 establish a prohibition on motor vehicles waiting at any time on certain lengths of Ferrier Crescent, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Schedule
(Prohibition of waiting at any time)

Ferrier Crescent

South side, from its northern junction with Sandilands Drive, eastwards for a distance of 12 metres or thereby; **West side,** from a point 36 metres or thereby east of its northern junction with Sandilands Drive, eastwards for a distance of 26 metres or thereby; **West side**, from a point 79 metres or thereby south-east of its northern junction with Sandilands Drive, south-eastwards for a distance of 21 metres or thereby; **West side**, from a point 133 metres or thereby south-east of its northern junction with Sandilands Drive, south-eastwards for a distance of 11 metres or thereby; **West side**, from a point 40 metres or thereby north of its southern junction with Sandilands Drive, northwards for a distance of 22 metres or thereby; **North-west side**, from its southern junction with Sandilands Drive, north-eastwards, for a distance of 14 metres or thereby; **North side**, from its eastern junction with Ferrier Gardens, eastwards for a distance of 5 metres or thereby; **East side**, from a point 78 metres or thereby south-east of its eastern junction with Ferrier Gardens, south-eastwards for a distance of 5 metres or thereby; **East side**, from a point 127 metres or thereby south-east of its eastern junction with Ferrier Gardens, south-eastwards for a distance of 10 metres or thereby; **East side**, from a point 143 metres or thereby south-east of its eastern junction with Ferrier Gardens, south-eastwards for a distance of 44 metres or thereby; **South-east side**, from its southern junction with Sandilands Drive, northwards, for a distance of 14 metres or thereby.

APPENDIX 25- Ferrier Crescent Objection

[redacted]

From: [redacted] <[redacted]
Sent: 14 July 2025 16:54
To: TrafficManagement
Subject: Subject: Objection to Proposed Double Yellow Lines – Ferrier Crescent (TRO Reference TM-TRO 25_15)
Attachments: TM-TRO 25_15 (Ferrier Crescent)_Objection.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I am writing to formally object to the proposed implementation of **double yellow lines on Ferrier Crescent**, as shown in the recent TRO document (Reference TM-TRO 25_15).

While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are **excessive and detrimental** to local residents.

Grounds for Objection:

1. **Reduction in Already Limited Parking Availability**
   Ferrier Crescent already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.

2. **Lack of Demonstrated Need**
   From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.

Request:

I respectfully request that Aberdeen City Council **reassess the extent and necessity** of the proposed double yellow lines at Ferrier Crescent, and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.

Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.

Thanks and kind regards
[redacted]

1

APPENDIX 26- Ferrier Crescent Objection

[redacted]

From: [redacted]
Sent: 14 July 2025 21:05
To: TrafficManagement
Subject: Formal objection

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,
I am writing to formally object to the proposed implementation of double yellow lines on Ferrier Crescent and Sandilands Drive, as shown in the recent TRO document (Reference TM-TRO 25_15).
While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are excessive and detrimental to local residents.
Grounds for Objection:
Reduction in Already Limited Parking Availability Ferrier Crescent and Sandilands Drive already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.
Lack of Demonstrated Need
From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.
Request:
I respectfully request that Aberdeen City Council reassess the extent and necessity of the proposed double yellow lines at Ferrier Crescent and Sandilands Drive and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.
Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.
Thanks and kind regards

Louise Milne
[redacted]

Sent from my iPhone

APPENDIX 27- Ferrier Crescent Objection

Our area (usually referred to as 'Fersands'), has been blighted for years by the practice of pavement parking. It is a commonplace to say that such a practice raises health and safety concerns. Pedestrians (particularly children) have their view of the road impeded; emergency vehicles have problems accessing buildings; mobility vehicles and parents of small children in buggies are forced into the road. It has always seemed strange to me that, in this age of ubiquitous concern for disabled access, in our area the disabled don't even have access to the pavement.

And so it was with relief that we, finally, (after years of campaigning) have legislation to outlaw this anti-social practice. Our pavements are cluttered enough with bikes and e-scooters without motor vehicles blocking our ability to simply walk.

We now discover that this area is to be an 'exception'. Or exempted from legislation. This proposal is unacceptable and a campaign to force the Council and the police to obey the law is being organised.

We acknowledge that we have a problem. These streets were simply not built with high car ownership in mind. But the solution to this problem cannot be at the expense of pedestrians. Here are a few ideas to consider:

(1) To remove all commercial vehicles from overnight parking. Commercial companies have no business using residential streets as car parks.
(2) Each flat should be given the right to park a single vehicle. There are tenants who own several.
(3) Tenants should be prohibited from running small businesses (buying and selling, vehicle repair etc.) involving motor vehicles.

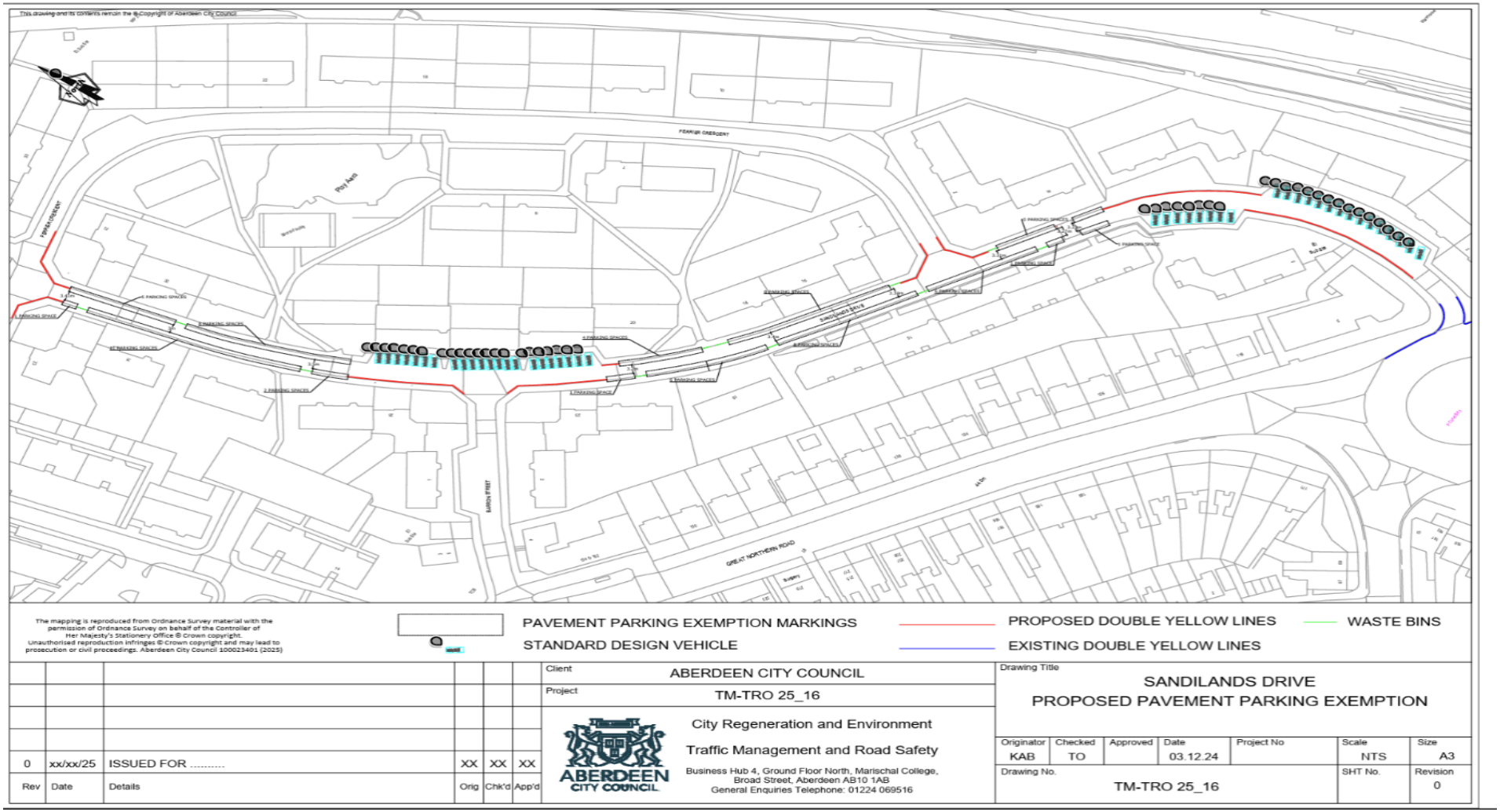
I for one will be (should this proposal go ahead) to have an exemption to the exemption as I have vision problems. And should someone then seek an exemption to the exemption to the exemption, I will take the matter up with my political representative with a view to taking the matter to the courts. After all, should (God forbid) there be a serious accident caused by pavement parking there will surely be a case for a charge of Corporate Negligence. As, whatever the intricate plans of the road planners, as night follows day it will be seen by vehicle owners that it is permitted to pavement park in Fersands.

Residents of our area are not exempt from injury and I see no reason why these narrow streets are any different from narrow streets in other similar areas such as Powis. It has been suggested by the Council that vehicles should leave 1.5 metres of the pavement free. This is, of course wishful thinking. Do the planners seriously believe that those inclined to park cars on pavements will heed such a suggestion?

The proposal that Fersands should be exempt from the law is a lazy answer to a complex problem. Since the law outlawing this has begun, there has been an improvement in our area for pedestrians. Should this proposal be implemented, one fears that the practice of pavement parking will slide back into the free-for-all we are accustomed to. I can assure the powers-that-be that the campaign to outlaw this anti-social practice will begin. After all, we only ask for the enforcement of the Law out there.

[redacted]

APPENDIX 28- Sandilands Drive Plan



APPENDIX 29- Sandilands Drive Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (SANDILANDS DRIVE, ABERDEEN) (PROHIBITION OF WAITING) 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 establish a prohibition on motor vehicles waiting at any time on certain lengths of Sandilands Drive, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Schedule

(Prohibition of waiting at any time)

Sandilands Drive

West side, from its northern junction with Ferrier Crescent, southwards for a distance of 14 metres or thereby.

West side, from its junction with Barron Street, northwards for a distance of 35 metres or thereby.

West side, from its junction with Barron Street, southwards for a distance of 31 metres or thereby.

West side, from its junction with Great Northern Road, north-westwards for a distance of 78 metres or thereby.

East side, from its northern junction with Ferrier Crescent, southwards for a distance of 14 metres or thereby.

East side, from a point 93 metres or thereby, north of its southern junction with Ferrier Crescent, northwards for a distance of 5 metres or thereby.

East side, from its southern junction with Ferrier Crescent, northwards for a distance of 8 metres or thereby.

East side, from its southern junction with Ferrier Crescent, southwards for a distance of 8 metres or thereby.

East side, from a point 42 metres or thereby south of its southern junction with Ferrier Crescent, southwards for a distance of 42 metres or thereby.

West side, from its junction with Great Northern Road, northwards for a distance of 26 metres or thereby

.

APPENDIX 30- Sandilands Drive Objection

[redacted]

From: [redacted] <[redacted]
Sent: 14 July 2025 16:54
To: TrafficManagement
Subject: Subject: Objection to Proposed Double Yellow Lines – Ferrier Crescent (TRO Reference TM-TRO 25_15)
Attachments: TM-TRO 25_15 (Ferrier Crescent)_Objection.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I am writing to formally object to the proposed implementation of **double yellow lines on Ferrier Crescent**, as shown in the recent TRO document (Reference TM-TRO 25_15).

While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are **excessive and detrimental** to local residents.

Grounds for Objection:

1. **Reduction in Already Limited Parking Availability**
   Ferrier Crescent already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.

2. **Lack of Demonstrated Need**
   From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.

Request:

I respectfully request that Aberdeen City Council **reassess the extent and necessity** of the proposed double yellow lines at Ferrier Crescent, and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.

Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.

Thanks and kind regards
[redacted]

APPENDIX 31- Sandilands Drive Objection

[redacted]

From: [redacted]
Sent: 14 July 2025 21:05
To: TrafficManagement
Subject: Formal objection

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,
I am writing to formally object to the proposed implementation of double yellow lines on Ferrier Crescent and Sandilands Drive, as shown in the recent TRO document (Reference TM-TRO 25_15).
While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are excessive and detrimental to local residents.
Grounds for Objection:
Reduction in Already Limited Parking Availability Ferrier Crescent and Sandilands Drive already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.
Lack of Demonstrated Need
From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.
Request:
I respectfully request that Aberdeen City Council reassess the extent and necessity of the proposed double yellow lines at Ferrier Crescent and Sandilands Drive and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.
Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.
Thanks and kind regards

Louise Milne
[redacted]

Sent from my iPhone

APPENDIX 32- Sandilands Drive Objection

Our area (usually referred to as 'Fersands'), has been blighted for years by the practice of pavement parking. It is a commonplace to say that such a practice raises health and safety concerns. Pedestrians (particularly children) have their view of the road impeded; emergency vehicles have problems accessing buildings; mobility vehicles and parents of small children in buggies are forced into the road. It has always seemed strange to me that, in this age of ubiquitous concern for disabled access, in our area the disabled don't even have access to the pavement.

And so it was with relief that we, finally, (after years of campaigning) have legislation to outlaw this anti-social practice. Our pavements are cluttered enough with bikes and e-scooters without motor vehicles blocking our ability to simply walk.

We now discover that this area is to be an 'exception'. Or exempted from legislation. This proposal is unacceptable and a campaign to force the Council and the police to obey the law is being organised.

We acknowledge that we have a problem. These streets were simply not built with high car ownership in mind. But the solution to this problem cannot be at the expense of pedestrians. Here are a few ideas to consider:

(1) To remove all commercial vehicles from overnight parking. Commercial companies have no business using residential streets as car parks.
(2) Each flat should be given the right to park a single vehicle. There are tenants who own several.
(3) Tenants should be prohibited from running small businesses (buying and selling, vehicle repair etc.) involving motor vehicles.

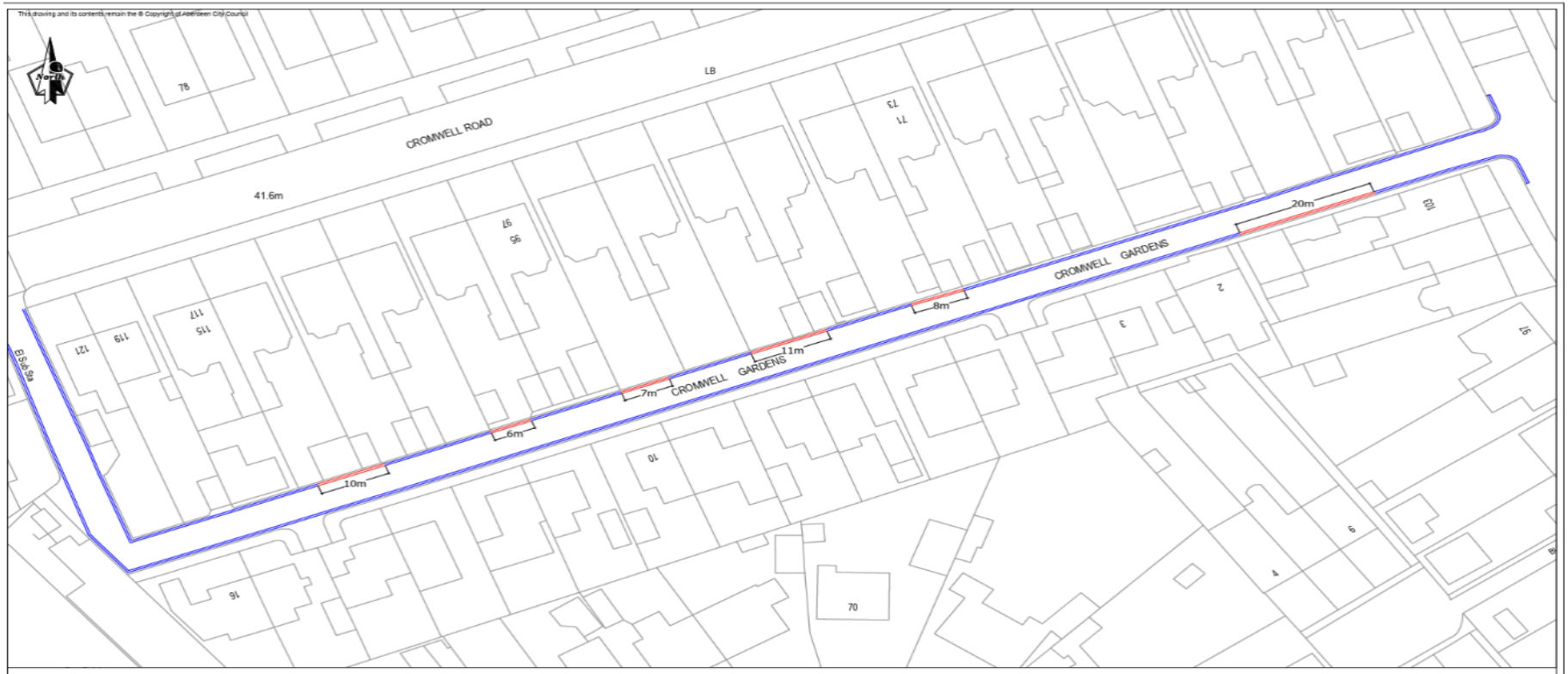
I for one will be (should this proposal go ahead) to have an exemption to the exemption as I have vision problems. And should someone then seek an exemption to the exemption to the exemption, I will take the matter up with my political representative with a view to taking the matter to the courts. After all, should (God forbid) there be a serious accident caused by pavement parking there will surely be a case for a charge of Corporate Negligence. As, whatever the intricate plans of the road planners, as night follows day it will be seen by vehicle owners that it is permitted to pavement park in Fersands.

Residents of our area are not exempt from injury and I see no reason why these narrow streets are any different from narrow streets in other similar areas such as Powis. It has been suggested by the Council that vehicles should leave 1.5 metres of the pavement free. This is, of course wishful thinking. Do the planners seriously believe that those inclined to park cars on pavements will heed such a suggestion?

The proposal that Fersands should be exempt from the law is a lazy answer to a complex problem. Since the law outlawing this has begun, there has been an improvement in our area for pedestrians. Should this proposal be implemented, one fears that the practice of pavement parking will slide back into the free-for-all we are accustomed to. I can assure the powers-that-be that the campaign to outlaw this anti-social practice will begin. After all, we only ask for the enforcement of the Law out there.

[redacted]

APPENDIX 33- Cromwell Gardens Plan



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EXISTING DOUBLE YELLOW LINES

PROPOSED DOUBLE YELLOW LINES

Rev	Date	Details	Orig	Chk'd	App'd
0	xx/xx/25	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 25_12

City Regeneration and Environment

Traffic Management and Road Safety

ABERDEEN CITY COUNCIL

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: CROMWELL GARDENS PROPOSED EXTENSION OF PROHIBITION OF WAITING RESTRICTIONS

Originator	Checked	Approved	Date	Project No	Scale	Size
KAB	VR		17.01.25		NTS	A3

Drawing No.: TM-TRO 25_12

SHT No.:

Revision: 0

APPENDIX 34- Cromwell Gardens Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CROMWELL GARDENS, ABERDEEN) (PROHIBITION OF WAITING) 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 establish a prohibition on motor vehicles waiting at any time on certain lengths of Cromwell Gardens, Aberdeen, as specified in the schedule below. Please note, the lengths specified include those lengths of prohibition of waiting at any time already established on Cromwell Gardens.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Schedule

(Prohibition of waiting at any time)

Cromwell Gardens

North side, in its entirety.

South side, in its entirety.

West side, in its entirety..

East side, from a point 28m or thereby south of its junction with Cromwell Road, southwards for a distance of 20m or thereby.

APPENDIX 35- Cromwell Gardens Objection

[redacted]

From: [redacted] <[redacted]
Sent: 25 July 2025 21:16
To: TrafficManagement
Cc: [redacted]
Subject: Proposal for more double yellow lines in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I write to raise my concerns regarding the proposal to install more double yellow lines in Cromwell Gardens. Should this go ahead, vehicles that currently park on Cromwell Gardens will be displaced onto other already crowded, yet busier, roads in the vicinity. In particular, there is already parking congestion and significant issues with companies and individuals parking large commercial vehicles ("Workplace Office Furniture" and "Corporate Moves" lorries) and large Campervans near junctions towards the North end of Burns Road. Removing parking capacity from Cromwell Gardens will add to pressures in this area with increased danger due to higher speeds and levels of vehicle traffic on Burns Road vs. Cromwell Gardens which is a quiet road.

Alternative Proposals that may better address the concerns raised are as follows:

- improve safety of Cromwell Gardens by installing speed bumps or converting into a one-way street (this would also help improve safety at the blind corner by the bowling club end).
- utilise smaller bin lorries on Cromwell Gardens (these smaller lorries are already used on several side lanes off Burns Road)
- prohibit large commercial vehicles from parking in residential streets in the area, freeing up more space for safe parking of residents' cars (potentially as part of a permit control scheme).

Regards,
[redacted]

APPENDIX 36- Cromwell Gardens Objection

[redacted] [redacted]

From: [redacted] <[redacted]
Sent: 25 July 2025 21:50
To: TrafficManagement
Cc: [redacted]
Subject: Cromwell Gardens double yellow gap fill

Follow Up Flag: Follow up
Flag Status: Completed

I am a resident that uses the space behind my house for parking if this was filled then I would not only cause issues for me finding a space but would mean I could park there if I needed to transfer things from my garage into my car and vice versa, I have also gone down this street in a mini and a big bmw and have not had any issues getting passed.

APPENDIX 37- Cromwell Gardens Objection

[redacted]

From: [redacted]
Sent: 26 July 2025 16:06
To: TrafficManagement
Cc: [redacted]
Subject: Proposal for more " Double Yellows " in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

My name is [redacted] and have done so for 32 years. When I moved in there were no double yellows in Cromwell Gardens and it wasn't an issue. Never in that time have I seen a Council waste lorry not be able to get down Cromwell Gardens. Rather than take away 8 parking spaces which would then put more pressure on an already busy Cromwell Road I feel making it a one way street would make it safer and would eradicate a lot of the concerns. The corner at the bowling club is terrible with cars coming in both directions and with the tennis club running summer camps/lessons etc it is very busy with drop offs and pick ups.Thanking you.

[redacted]

APPENDIX 38- Cromwell Gardens Objection

[redacted]

From: [redacted] <[redacted]>
Sent: 26 July 2025 18:48
To: TrafficManagement
Cc: [redacted]
Subject: More Double Yellows in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I object to this proposal, removing these "gaps" will in my opinion increase parking on Cromwell Road. It may also increase the speed of vehicles using Cromwell Gardens.

I feel there is a stronger need to concentrate on the speed of traffic using Cromwell Road.

Regards,
[redacted]

APPENDIX 39- Cromwell Gardens Objection

[redacted]

From: [redacted]
Sent: 28 July 2025 13:51
To: TrafficManagement
Subject: Proposed extension of prohibition of waiting restrictions on Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I write on behalf of myself and my partner. We are the owners and residents of [redacted]. We refer to the proposed extension of prohibition of waiting restrictions on Cromwell Gardens. We wish to raise our concerns about the proposal.

Parking is of course an issue everywhere in the city and Burns Road is no different. The vast majority of our neighbours have at least two cars. One has four vehicles, including work vehicles. This already makes it difficult to get parked outside ones own property, particularly on weekends. On weekends, we of course also deal with the influx of cars from parents dropping their children off at the playing fields on Cromwell Road, who also frequently park on Burns Road. During the week, commuters from outside the city who work in the West End often park their cars on Burns Road.

The proposed extension of the "double yellow" lines on Cromwell Gardens will inevitably push the cars that park there (on average we estimate between 6 and 10) onto Burns Road. Given that the owners of these vehicles will presumably wish to park their cars close to their properties, this will impact those at the Cromwell Road end of Burns Road most, as we will be competing for parking spaces with even more individuals. This will make it even more difficult to find parking outside our property. We only have one car, and we do not think it is too much to ask for to be able to park within sight of our own property. Nevertheless, we are often required to park half way down the street to find space.

The justification set out in the proposal, being concerns about road safety and vehicle accessibility are, from our experience, exaggerated. If there is an issue with access/safety, it is generally because of individuals parking on the double yellow lines, particularly right at the corner of Cromwell Gardens and Burns Road, and not because of the vehicles parked lawfully. In respect of access and waste management, to be frank, Burns Road itself is equally narrow when there are cars parked on either side. We see no reason why Cromwell Gardens should be any different.

As one of the households who would be most negatively affected by this proposal, we would urge you to reconsider this proposal and for the Council committee to reject it.

Kind regards,
[redacted]

APPENDIX 40- Cromwell Gardens Objection

[redacted]

From: [redacted] <[redacted]
Sent: 29 July 2025 16:48
To: TrafficManagement
Cc: Martin Greig
Subject: Proposal for more double yellow in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam
I would like to oppose any consideration for any further yellow lines on Cromwell Gardens.
We use the lane to park our cars in as have no drive way and often find that Burns Road is filled up with either commuters who park and ride/walk, tennis players or at weekends is full of parents of children using the playing fields.
We see no issue with bin lorries or other vehicles using the back lane and all that is required is a slow speed and common sense approach.
Without permits on Burns Road I think we are at risk of alienating the majority of the residents of being able to park at their own home, unload shopping and generally feel they have a right of access on their own street. Any further yellow lines would be exceptionally unreasonable and would likely cause distress and potentially more illegal or dangerous parking around the area.
I hope that you can fully consider this and take into account what evidence you do have of there being any current problems as my opinion is that the overwhelming vote of residents would be to NOT add any additional double yellow lines.
Yours faithfully
[redacted]

APPENDIX 41- Cromwell Gardens Objection

[redacted]

From: [redacted] <[redacted]
Sent: 30 July 2025 14:10
To: TrafficManagement
Subject: Proposed parking restriction on Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

I would like to object to the proposed parking restrictions for Cromwell Gardens. I have lived on Cromwell Road for over 50years and seen many changes. I can see that the waste management team have some problems. One at the corner beside the bowling green which is an awkward turn with the size of the vehicle but nothing can be done next at the Burns Road exit which can be awkward with parked cars and residents leave their bins on the road does make it difficult. The waste management team only come once a week residents are here 24/7. Also having no cars parked on Cromwell Gardens makes the likely hood of them travelling quicker down the Gardens even though signs could be put in place. Cromwell Road is a very busy road and bus route with no chance to make or have driveways in front gardens. Resident risk life

and limb to wash cars on the busy road and can't get to park near their house. Residents should be able to park at the rear outside their garages. We also have a nurse living on the street she has sometime has to nip home to use her own facilities as she is not allowed to use her clients facilities.
We also have the bowling green tennis court and children's play area which all adds to the parking problem. Any spaces at the rear can help.
It is a very difficult problem and not one that can be solved by putting double lines down. Pushing parking on to surrounding streets, frustration from residents. Please look for other possibilities. There is room other side of the play park where containers have been strategically placed so the ground can't be used. Perhaps cost a little more but there is a way round this. Where the grass is on Cromwell Road could be removed and have more parking spaces there. Sadly all cost money but would help.

Hope you can find a solution to keep everyone happy.
[redacted]
Sent from my iPad

APPENDIX 42- Cromwell Gardens Objection

[redacted]

From: [redacted] <[redacted]
Sent: 01 August 2025 09:36
To: TrafficManagement
Cc: [redacted]
Subject: Double Yellows Cromwell gardens

Follow Up Flag: Follow up
Flag Status: Completed

Dear sirs
With reference to your proposal to extend the double yellow lines on Cromwell gardens I would like to fully understand your reasoning. Your proposal state's safety yet to the knowledge of residents there have been no reported accidents within Cromwell gardens and moving additional parked cars onto either Burns or Cromwell road would increase congestion on these routes and add to accident risk .
Refuse collection. The bin lorry has a clearer route through Cromwell Gardens with single sided parking rather than most of the surrounding streets which have double parking thus reducing flow.
As a resident of [redacted] there is no parking at the front of the property due to current double yellows and as such access to park at the rear on Cromwell gardens allows for safe offloading of groceries ect .
I also note that as the Government and I also assume Aberdeen city councils promote greater use of electric vehicles that additional parking restrictions on Cromwell gardens would prevent accessibility to home charge such vehicles.

I look forward to your considered response

Regards
[redacted]

APPENDIX 43 – Cromwell Gardens Objection

[redacted]

From: [redacted] <[redacted]
Sent: 07 August 2025 09:12
To: TrafficManagement
Subject: Cromwell Gardens Order 202X

Follow Up Flag: Follow up
Flag Status: Completed

Good Morning,

I have a number of concerns relating to the Road Traffic Order 202X – double yellow lines on both sides of Cromwell Gardens.

I believe this is to assist the refuge collectors, however they have had no issue getting past the parked cars (on the Cromwell Road side of Cromwell Gardens) in all the time I have lived here. Yes, they do struggle to get round the corner coming in from Cromwell Road into Cromwell Gardens, by mounting the pavement, which I have observed several times. At the other end of Cromwell Gardens, they also struggle to turn onto Burns Road, mostly due to cars being parked on double yellow lines at the corner of Burns Road.

I live at [redacted] and do not currently have a garage or drive. I have parked on Cromwell Gardens for 18 years without any issue. There is currently insufficient parking around Cromwell Road so taking away the few spaces we have on Cromwell Gardens (Cromwell Road side) will only lead to further demand for parking. I would agree with removing the spaces on the other side of Cromwell Gardens, that whole side could be double yellow, but leaving the few spaces on Cromwell Road side.

Another major concern I have is that if there are no parked cars at all, people will speed down Cromwell Gardens more than they do now, which is a safety hazzard.

There has also been a big issue with people frequenting the tennis court and bowling green parking on the double yellow lines outside the tennis court and sometimes on Cromwell Gardens, whether on the road or by mounting the pavement.

I hope you will consider these concerns.

Regards,

[redacted]

Sent from my iPhone

APPENDIX 44 – Cromwell Gardens Objection

[redacted]

From: [redacted] <[redacted]>
Sent: 08 August 2025 12:52
To: TrafficManagement
Subject: Small scale proposals

Follow Up Flag: Flag for follow up
Flag Status: Completed

Dear Sir/Madam. With regard to the proposal to create double yellow lines at Cromwell gardens, the historical reason for broken yellow lines was to allow residents of numbers 47 - 53, parking for maintenance, off loading etc. at the rear, as their frontage does not permit parking. I am resident at number [redacted], and object to the change for the reasons stated.
Kind regards.
[redacted]

APPENDIX 45 – Cromwell Gardens Objection

[redacted]

Date: 08 August 2025

[redacted]

To whom it may concern,

I write to object to the installation of double yellow lines on Cromwell Gardens.

My specific objection is only concerned with the additional double yellow lines proposed for the north side of Cromwell Gardens. The north side of Cromwell Gardens already has double yellow lines positioned opposite all the driveways of the houses on Cromwell Gardens. This allows the Cromwell Gardens residents to easily access their driveways.

The current 5 locations on the north side of Cromwell Gardens where you propose to install double yellow lines are not opposite any driveways and do not obstruct access to any driveways. These areas allow up to 6 cars to park in Cromwell Gardens. This greatly eases congestion on Cromwell Road and Burns Road.

Over the last 25 years I have watched, bin lorries, large delivery lorries, delivery vans, fire engines and ambulances access Cromwell Gardens. I have never witnessed any vehicle getting stuck or having restricted access to a property as a result of cars parked in Cromwell Gardens.

As you can see from the 2 photos below, the road's width does accommodate easy passage when vehicles are parked.

There are only 3 places where large vehicles get into difficulty. They are; entering and exiting Cromwell Gardens from either Burns Road (where they have difficulty due to the road width, road camber and parked cars on Burns Road) or Cromwell Road (where they regularly have to mount the pavement when they enter). However, the biggest problem they have is negotiating the narrow turn at the Bowling Club. At some time in the past, it appears that the Bowling Club building was allowed to be extended, which resulted in the width of Cromwell Gardens being significantly reduced at the critical point where it needs to be as wide as possible. All of these 3 areas are currently double yellow line zones.

You explained in your notice that any objection will be available to the public. That is fine, but can you also make the complaints from residents and the waste management team available for review? I would be interested to read them as I have spoken to several refuse lorry drivers over the years and they never seem to have a problem with any parked cars.

Several years ago, there were parking restrictions added to the north side of Cromwell Road. This greatly reduced the available spaces in the street. The south side of Cromwell Road has to provide parking spaces for the south side residents, the overspill of the north side residents, the Seafield Bowling Club and the Rubislaw Tennis Club. Taking away these parking locations on the north side of Cromwell Gardens will only make the parking situation in the area worse and push residents to park in the surrounding streets, which are already full to capacity.

I would also add that a safety benefit of having cars parked on Cromwell Gardens is that it forces drivers to take care and travel along the road in both directions at a safe speed. This is very evident during children drop-off and pick-up times at the Rubislaw Tennis Club. If there are no cars parked on Cromwell Gardens, a Formula 1 pit-stop springs to mind!

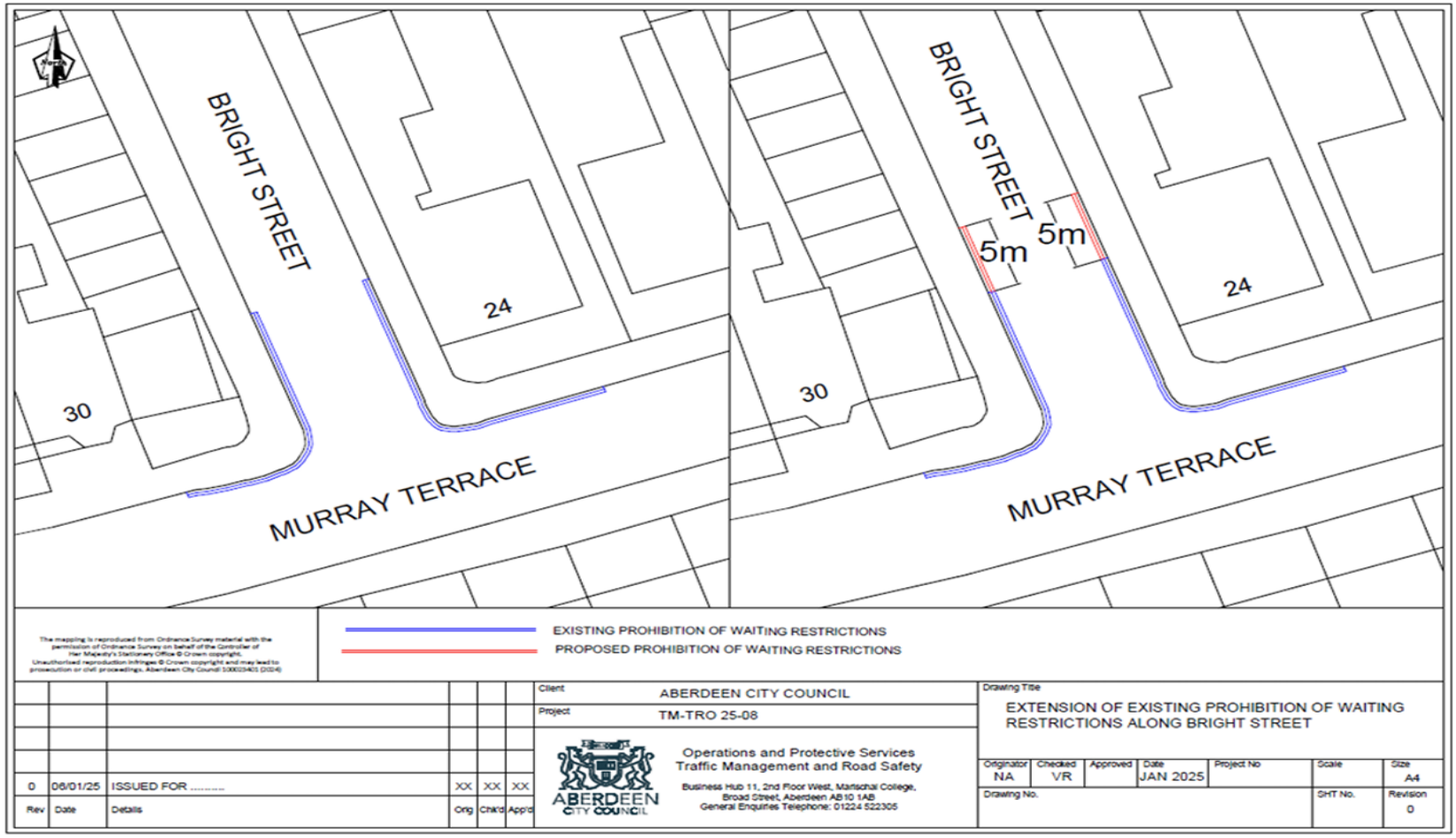
In summary, I do not think adding the additional double yellow lines to the north side of Cromwell Gardens provides any significant benefits as you suggest, but it certainly creates several additional problems.

Yours sincerely,

[redacted]

[redacted]

APPENDIX 46- Bright Street Plan



APPENDIX 47- Bright Street (Street Notice)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

**THE ABERDEEN CITY COUNCIL (BRIGHT STREET, ABERDEEN)
(PROHIBITION OF WAITING) 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 establish certain lengths of prohibition of waiting at any time on Bright Street, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Schedule

Bright Street

Both sides, from a point 10m or thereby north of its junction with Murray Terrace, northwards for 5m or thereby.

APPENDIX 48- Bright Street Objection

[redacted]

From: [redacted] <[redacted]
Sent: 14 July 2025 12:55
To: TrafficManagement
Cc: [redacted]
Subject: ORDER 202X OBJECTION - BRIGHT STREET, FERRYHILL, ABERDEEN (PROHIBITION OF WAITING)
Attachments: Draft TRO Bright Street AAT.pdf; REQUEST FOR PAVEMENT PARKING ON BRIGHT STREET, OFF MURRAY TERRACE, FERRYHILL ABERDEEN

Follow Up Flag: Follow up
Flag Status: Completed

Good Morning,

As a resident of [redacted] for 30 years, I wish to object to the Prohibition Order 202X, relating to further restriction to Bright Street for the following reasons:-

1. Contrary to your implementation proposal, (£130 cost) stating *"Limited impact on local parking"*, the placement of further parking limitations **WILL** have serious resident parking impact to an extremely narrow street, which was never designed for the scale and flow of such large vehicles.
2. Parking is at a premium in Ferryhill due to the vicinity of the Duthie Park. As a resident, thoughtless parking occurs all the time and the further restrictions will only exacerbate the situation and further devaluate the property prices, given most people wish to park outside their home.
3. Murray Terrace / Bright Street / Brunswick Place were never designed for such volumes of large buses and Lorries passing through, and it is felt the residents of these streets find parking at a premuim, which has lead to the area becoming less desirable. (This is evident by the amount of long term unsold properties in the area.)

SUMMARY OF COUNCIL EXPECTATIONS TO THE OBJECTION:-

a) Given the above streets were never designed for the volume of large traffic, the council should confirm if they have considered re-routing the bus service to Gt. Southern Road and avoiding the need for further parking restrictions?
b) Can the council confirm if they have considered metering Murray Terrace / Bright Street / Brunswick Place to ensure only local residents park in the street, therefore avoiding cars being "abandoned" for long periods of time outside local residents properties?
c) Has the council conducted a traffic flow assessment of Murray Terrace / Bright Street / Brunswick Place to establish the volume / frequency of such large vehicles. (To confirm the capacity of the streets and if pavement parking should be given to not just Murray Terrace!)
d) The Council should engage with the bus company to establish if they would prefer an alternative bus route to Bright Street? (ie Great Southern Road / Whinhill?) After all, on numerous occasions I've witnessed the buses being completed stuck as a result of the street size. (This must surely apply for emergency services also!)

CONCLUSION:-

I. Whilst I fully understand the merits of extending the parking restrictions to help with the bus turning circle, I also feel the council must work with the residents and not give unfounded reasoning such as

"limited impact on local parking provisions", without knowing the actual facts and consequence to the area.

II. Over the 30 years of being a resident my car has been seriously damaged on several occasions as a result of the buses and large vehicles being forced through Bright Street. I feel that rather than impact on the Ferryhill area, the council should be looking at altering the bus route to avoid using such impractical street for the anticpated traffic volume.
III. Consideration should be given by the council to avoid restrictions "at all times" to restrictions when the bus service is in operation only. (The buse service does NOT go through Bright Street between 7pm and 6am)

For your information I am still awaiting a response to my recent request (attached within) for pavement parking to be permitted in Bright Street? (Murray terrace is except, presumably due to the bus, yet the narrower Bright Street is not?....I look forward to your response on this request?) I have also included below the relevant information relating the objection, as extracted from your website.

I trust this is sufficient information for raising the objection to the proposals and would very much appreciate if you could advise the council process for concluding the outcome of the objection?

Regards

[redacted]

OBJECTION PROCESS

APPENDIX 49- Bright Street Objection

[redacted]

From: [redacted] <[redacted]
Sent: 05 August 2025 15:50
To: TrafficManagement
Subject: Bright St/Murray Ter Traffic Management

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam

We wish to register our objection to the proposed extension of parking restrictions at the Bright Street and Murray Terrace junction.
The extension would remove at least three badly needed parking spaces which are almost always populated by residents who cannot find a space on Murray Terrace.
The removal of these spaces would increase pressure on the remaining space on Bright Street which is always fully occupied every evening.

Regards
[redacted]

APPENDIX 50 – Bright Street Objection

[redacted]

From: [redacted] <[redacted]
Sent: 07 August 2025 20:11
To: TrafficManagement
Cc: [redacted]
Subject: Formal Objection - Bright Street (and surrounding area) Aberdeen - Prohibition of Waiting (Project TM-TRO 25-08)
Attachments: Draft TRO Bright Street AAT.pdf; Bright Street AAT Extension Plan.pdf

Importance: High

Follow Up Flag: Flag for follow up
Flag Status: Completed

Dear Committee Members,

I am writing to object to the proposed extension of double yellow lines on **Bright Street** and to raise wider concerns about related restrictions recently introduced / proposed for **Brunswick Place and Murray Terrace**. These changes appear to be incremental in presentation but are cumulative in impact—disproportionately affecting residents without meaningful consultation or evidence-based justification.

1. Fragmented Planning Masks the Cumulative Impact

The proposals for Bright Street, Brunswick Place, and Polmuir Road have been brought forward separately, making it difficult for residents or decision-makers to fully appreciate the overall effect. Taken together, they would remove approximately 14–16 resident parking spaces in an area already under heavy pressure due to high housing density, limited off-street parking, and weekend demand from Duthie Park. This piecemeal approach appears intentional, making it easier to push through unpopular changes without triggering wider scrutiny.

2. Restrictions Already Exist And Are Extensive

It is important to note that a significant number of restrictions are already in place and have been for many years. Double yellow lines already cover key pinch points, and there is limited available street parking as it is. Introducing further restrictions is not a minor adjustment—it will have a material impact on residents' ability to live in and access their homes.

3. Buses Are Now Unsuitably Large for These Streets

Historically, smaller buses served this area. However, First Bus is now using larger and even double-decker vehicles on narrow residential streets that were never designed for such traffic. The issue is not legal parking, but the increasing scale and frequency of these vehicles, and the suitability of the route itself. Multiple residents have questioned whether these streets are still appropriate for bus routes at all, especially given the disruption caused by tight turns, damage to pavements and bollards, and the proximity to homes.

4. These Are Residential Access Streets, Not Through Roads

Bright Street, Murray Terrace, and Polmuir Road exist to provide local residential access. They are not designed—or suitable—for use as through-routes for larger vehicles. The shift toward treating these roads as transit corridors for public transport is inappropriate and compromises residential safety, amenity, and quality of life.

5. Residents Appear Secondary to First Bus Interests

There is growing concern that resident needs are being subordinated to commercial interests. First Bus's suggestions appear to be taken at face value, without scrutiny or evidence. Meanwhile, no assessment has been made of the real impact on residents or the long-term sustainability of removing access to parking near homes. It is disheartening that local people feel excluded from decisions that directly affect their streets, homes, and quality of life.

6. Visible Impact on the Area – Homes for Sale

One need only look at the number of properties currently for sale in the area to see that something is wrong. This level of turnover is not typical for a well-functioning neighbourhood and may reflect growing frustration with increased restrictions and declining liveability.

7. Public Consultation Was Inadequate and Disingenuous

The current 'consultation' process—pinning notices to lampposts during holiday periods is not fit for purpose. It is not a meaningful engagement exercise but a procedural formality that leaves residents feeling bypassed. It gives the impression of a well-worn routine designed to minimise objections, not genuinely consult the community. The council's Arts & Recreation Department send out a door drop to inform residents about parking restrictions for Duthie Park events (e.g. The Aberdeen Big Sing in April) but for proposed permanent changes a lamppost sign is deemed enough. Many residents only became aware of the previous proposals through informal local communication rather than formal notification. This undermines public trust.

8. Financial Implications and Enforcement Need Closer Scrutiny

Given the scale of the combined changes proposed across several streets—road markings, new signage, removal of existing infrastructure, and potential follow-on works—residents also question the cost-effectiveness of these measures. At a time of constrained public resources, it is reasonable to ask whether this is the best use of council funds, particularly in the absence of clear evidence of need, risk, or public support.

Before further money is spent on new restrictions that directly impact residents, the council should consider why proper enforcement of **existing** restrictions is not occurring. Many residents report that illegal parking is rarely addressed and that City Wardens are seldom, if ever, seen in the area. Addressing enforcement gaps would likely resolve many of the reported issues without the need for costly and disruptive physical changes.

This is not a minor or isolated adjustment; it represents a substantial commitment of time, labour, and budget, and should therefore be held to the highest standards of justification.

Solutions Worth Considering

If road safety or access is the concern, there are more appropriate and balanced responses than removing resident parking:

- **Proper enforcement** of existing restrictions to deter illegal parking.
- **Review of the necessity of bus routes** through these streets, particularly given the size and frequency of vehicles now used.
- **Resident-focused consultation** that goes beyond a sign on a post, ensuring people are informed and involved early in the process.

Conclusion and Recommendation

I support safe and efficient public transport. However, these proposals—fragmented, unevidenced, and poorly communicated—undermine community confidence and prioritise transport operators over residents. There is no compelling data or risk assessment to support the changes, and they appear contrary to Aberdeen City Council's own policies on evidence-based transport planning.

I urge the committee to:

- Treat all changes across Bright Street, Brunswick Place, Murray Terrace, and Polmuir Road as one integrated proposal.
- Pause implementation until a full, transparent review is undertaken, including proper risk, safety, and equalities impact assessments.
- Consider alternative, less harmful interventions that balance access with resident needs and represent a proportionate use of public funds.

Thank you for your time and consideration.

Your faithfully

[redacted]

[redacted]

APPENDIX 51 – Bright Street Objection

[redacted]

From: [redacted] <[redacted]>
Sent: 07 August 2025 21:46
To: TrafficManagement
Subject: Formal Objection to Proposed Waiting and Loading Restrictions – Bright Street and Surrounding Area

Follow Up Flag: Flag for follow up
Flag Status: Completed

I am emailing to formally object to the proposed waiting restrictions at Bright Street and the surrounding area. I am objecting on behalf of myself and my partner.

We believe that the proposed changes (extending double yellow lines) on various streets in the area is completely out of proportion to the reasons given.

We live on the corner of Brunswick Place and Bright Street and see busses coming round the corner all day and the only time we have witnessed any issues is either when there are cars illegally parked or when the drivers take the corner too quickly. Busses come round the corner all day every day with no problems.

A recent freedom of information request confirmed that there has been no recorded incidents/accidents to any vehicles or property etc due to legally parked vehicles which shows that there is a clear lack of evidence to support the proposed changes.

I also believe that the consultation process for Bright St as well as the previous one for the other areas was inadequate. There was one notice put on a lamppost over the busy festive period for the last proposed changes and I know from speaking to the neighbours that most of us had no idea about the proposed changes till into the new year when the consultation process had ended. Also there was road works on Polmuir Road at the same time as the notice was put up, it's not unreasonable to think that many residents assumed the sign was to do with this and also that it was used as a smokescreen. Scottish water were doing work on the street a while back and every house got a letter through the door informing us which I think should have happened here.

It seems to us and many others that the bus companies are being prioritised over the residents which is extremely disappointing and I sincerely hope that common sense will prevail and these restrictions will be reconsidered.

Yours faithfully

[redacted]

APPENDIX 52 – Bright Street Objection

[redacted]

From: [redacted] <[redacted]>
Sent: 08 August 2025 16:20
To: TrafficManagement
Subject: Subject: Formal Objection to Proposed Waiting and Loading Restrictions – Bright Street and Surrounding Area

Follow Up Flag: Flag for follow up
Flag Status: Completed

Hello.
I am writing to formally object to the proposed changes to waiting restrictions for Bright street and the surrounding area.

Parking availability in this area is already severely constrained due to high residential density, limited off-street parking, and weekend congestion from Duthie Park visitors. When this issue was previously raised with the council, the response, that roads are for vehicle navigation, not resident parking, demonstrated a concerning disregard for the needs of council tax-paying residents paying in excess of four thousand pounds a year which is a disgrace.

Creating a liveable and practical city centre and suburban environment should be a priority for Aberdeen City Council (ACC). Treating residents with such apparent contempt undermines that goal.

No property damage that I am aware of has occurred at this location due to LEGALLY parked vehicles in which I travel along every day. The existing double yellow lines have been in place for decades, and buses pass through every 15 minutes without issue, except when vehicles are parked ILLEGALLY or when drivers take corners too quickly. Extending double yellow lines will not deter illegal parking, especially given the absence of enforcement.

The repeated damage to bollards on Murray Terrace is due to buses going too fast, cutting corners and mounting pavements, not parked cars. Extending double yellow lines will not resolve this.

As for the extended 5metre extension of double yellow lines on the left side of Bright street where the bus stop is, entering from Murray terrace, this should never have been proposed at all as there is no benefit to the buses or the traffic behind the bus at this point.

The proposed changes risk encouraging faster navigation of corners in a residential area. Bright Street, Murray Terrace, and Polmuir Road are designated 20mph zones, yet road markings were never reinstated after resurfacing last year. These streets are already used as a shortcut to avoid Great Southern Road. Increasing corner space will likely lead to higher speeds around blind corners, posing a safety risk.

First Bus suggests that extending double yellow lines by a single car length would be sufficient. Yet the proposal calls for a 5m extension on Bright Street, both on the right and left side of the street with similar or greater extensions on Brunswick Place and Polmuir Road. This makes these proposed changes excessive and disproportionate.

The consultation process was insufficient. Posting notices on lampposts during bad winter weather busy holiday periods does not constitute meaningful engagement. Many residents were unaware of the January proposals and only learned of them through follow-up with a local community champion who led correspondence with Councillor Michael Kusznir. The lack of formal objections received at that time reflects poor communication, not community support.

While I support safe and efficient bus navigation, residents' rights to live and park in their own neighbourhood must be given equal, if not greater, consideration than the commercial interests of transport providers. There is no compelling evidence to justify these changes, and the lack of transparency and assessment is unacceptable I

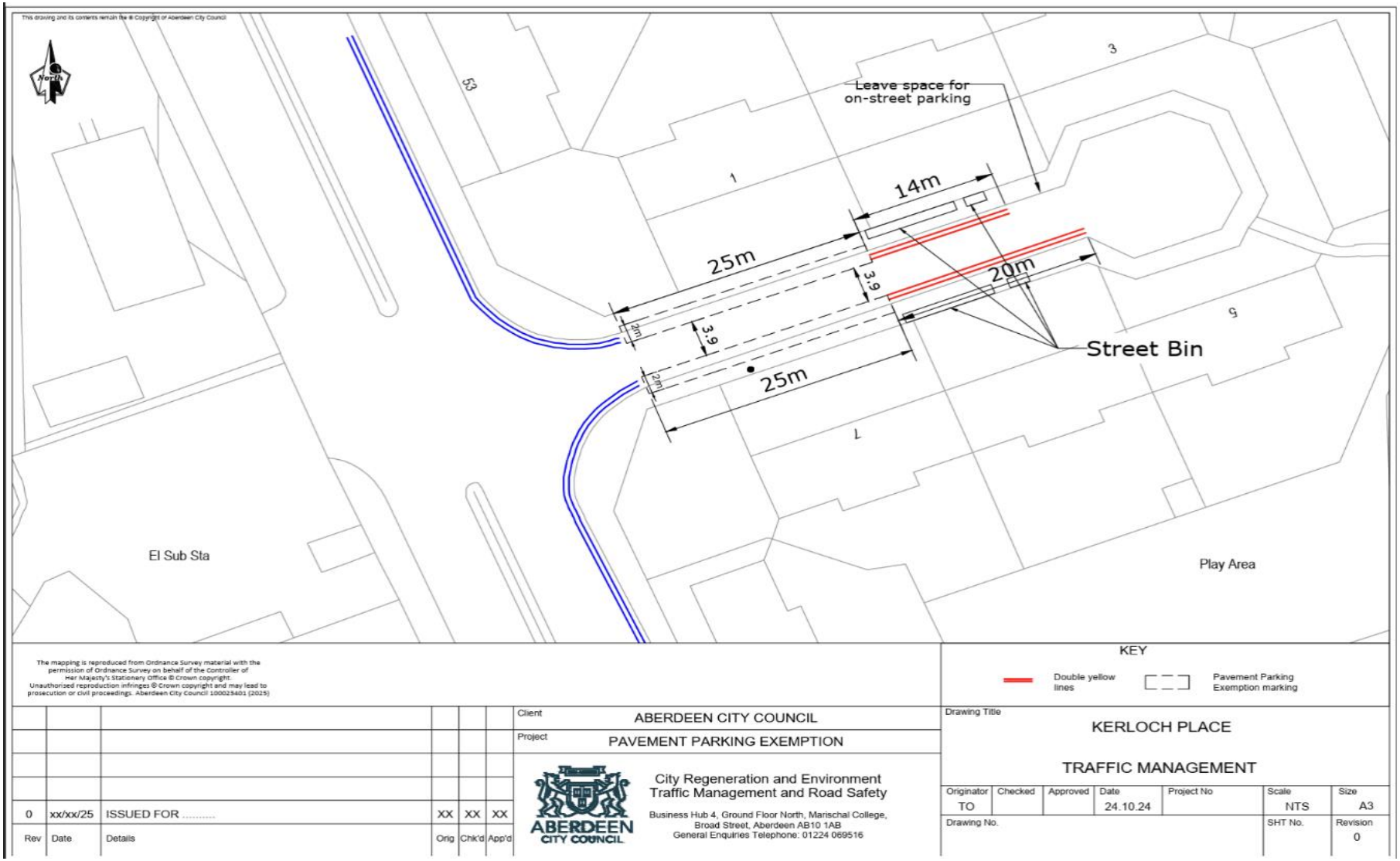
respectfully urge the committee to consider all proposed changes to waiting and loading restrictions for Bright Street, Brunswick Place, Murray Terrace, and Polmuir Road as a single, integrated proposal.

I for one and I am sure other residents would welcome a small on site meeting with the people who propose these changes and to listen to the people who have lived here for many years to provide a better understanding of the actual issues regarding these proposed parking issues.

Thank you and Kind Regards to you all.

[redacted]

APPENDIX 53 - Kerloch Place Plan



APPENDIX 54- Kerloch Place Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

**THE ABERDEEN CITY COUNCIL (KERLOCH PLACE, ABERDEEN)
(PROHIBITION OF WAITING) 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 establish certain lengths of a prohibition on motor vehicles waiting at any time on Kerloch Place, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): - https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 11 July to 08 August 2025, inclusively.

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

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

Schedule

Kerloch Place

North side, from a point 35m or thereby east of its junction with Wellington Road, eastwards for 14m or thereby.

South side, from a point 35m or thereby east of its junction with Wellington Road, eastwards for 20m or thereby.

APPENDIX 55- Kerloch Place Objection

[redacted]

From: [redacted] <[redacted]
Sent: 16 July 2025 17:32
To: TrafficManagement
Subject: Proposal of double yellow lines on Kerloch place

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

I am contacting yourselves to object the proposal of double yellow lines on kerloch place Aberdeen, I understand you plan to put double yellow lines in a specific area within the street and allow pavement parking at the bottom end, personally I do suggest that you allow pavement parking all the way up the street at one side and double yellow lines in a small section on the opposing side, this would allow a passageway for both emergency vehicles and waste vehicles as it would be ample room. The reason I object is due to the fact our street is used for occupants in the flats on Wellington road as well as kerloch place residents, we also have many young mother with vehicles with small children and I feel this could cause them major issues when coming back from shopping trips etc, i feel these plans may also cause aggravation between resident's if there is not ample parking spaces. I do also suggest that residents pay for a permit for street parking as this would reduce the amount of vehicles on the street and would save and earn the city council money by not having to paint yellow lines and all residents would gladly pay for a permit, whatever that may cost annually.

I strongly suggest that you rethink the plans and come to an agreement with the residents as this would be greatly appreciated.

[redacted]

Sent from Outlook for Android

APPENDIX 56- Pavement Parking Street Notice

ABERDEEN CITY COUNCIL

TRANSPORT (SCOTLAND) ACT 2019

ABERDEEN CITY COUNCIL (PAVEMENT PARKING EXEMPTION NO. 2) ORDER 202_

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Transport (Scotland) Act 2019. The effect of this Order will be to introduce exemptions to enable parking on certain lengths (part) of pavement on the following roads in Aberdeen: - Colville Place, Corndavon Terrace, Countesswells Road, Ferrier Crescent, Kerloch Place and Sandilands Drive.

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

https://accsmallscalesproposals2025.commonplace.is

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

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