Public Document Pack

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

Town House,
ABERDEEN, 10 November 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, 18 NOVEMBER 2025 at 10.00am. This is a hybrid meeting and Members may also attend remotely.**

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

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

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

3.1. Members are requested to intimate any declarations of interest

DEPUTATIONS

4.1. There are no requests for deputation at this time

MINUTE OF PREVIOUS MEETING

5.1. Minute of Previous Meeting of 9 September 2025 - for approval (Pages 5 - 18)

COMMITTEE PLANNER

6.1. Committee Business Planner (Pages 19 - 26)

NOTICES OF MOTION

7.1. There are no Notices of Motion at this time

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

8.1. There are no referrals at this time

GENERAL BUSINESS

9.1. Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 - Public Advert) - CR&E/25/208 (Pages 27 - 114)

9.2. £1 Off-Street Evening Parking Fees - CR&E/25/129 (Pages 115 - 122)

9.3. Strategic Car Parking Review - CR&E/25/136 (Pages 123 - 224)

9.4. Aberdeen City Council Travel Plan - CR&E/25/136 (Pages 225 - 290)

9.5. Council Climate and Nature Reporting 2024/25 - CR&E/25/250 (Pages 291 - 356)

9.6. Core Paths Programme: Investment Priorities 2026/27 - 2028/29 - CR&E/25/247 (Pages 357 - 370)

9.7. Net Zero, Environment and Transport Performance Report - CORS/25/254 (Pages 371 - 388)

9.8. Updates on Council Electric Vehicle (EV) charging schemes - CR&E/25/261 (Pages 389 - 398)

9.9. Aberdeen to Laurencekirk Multimodal Corridor Study - CR&E/25/260 (Pages 399 - 404)

9.10. Air Quality Progress - CORS/25/272 (Pages 405 - 492)

NOT FOR PUBLICATION - EXEMPT BUSINESS

10.1. Updates on Council Electric Vehicle (EV) charging schemes - CR&E/25/261 - Exempt Appendix (Pages 493 - 494)

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

To access the Service Updates for this Committee please click here

Website Address: aberdeencity.gov.uk

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

This page is intentionally left blank

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

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

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

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

1. The following transparency statements were noted:-

- In relation to item 10.2 (Low Emission Zone – Costs and Income), the Convener advised that he was a member of NHS Grampian Board but did not consider that would require him to make a declaration of interest, and advised that he would be participating in the item;
- In relation to item 11.1 (Active Travel for School Journeys), the Convener made a similar transparency statement, due to his role as a member of NHS Grampian Board, and due to the mention of independent schools in the Labour Group amendment for this item, made a further transparency statement that he had previously been a Council-appointed Governor of Robert Gordon's College;
- In relation to item 11.1 (Active Travel for School Journeys) and the Labour Group amendment, Councillor Tissera advised she was on the Robert Gordon's College Diversity Liaison Group but did not consider that this amounted to an interest which required to be declared and so she would be participating in the item.

MINUTE OF PREVIOUS MEETING

2. The Committee had before it the minute of its previous meeting of 9 June 2025 for approval.

The Committee resolved:-
to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

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

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
9 September 2025

The Committee resolved:-
(i) in relation to item 45 (Review of Waste Strategy), to note that work had commenced and officers would ensure that the planner was updated on this item for the next meeting; and
(ii) to otherwise note the planner.

NOTICE OF MOTION - COUNCILLOR NICOLL

4. With reference to article 16 of the minute of Full Council of 2 July 2025, the Committee had before it a Notice of Motion from Councillor Nicoll in the following terms.

That Committee:-
1. notes that during the construction of the Aberdeen South Harbour, the original developer Dragados, implemented a procedure w hereby 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 Fittick's 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 show s 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; and
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.

The Convener advised that Councillor Nicoll had agreed to amend the wording of his Notice of Motion and the amended version was circulated to Members.

The Committee resolved:-

(i) to note the decision of the Aberdeen City Region Deal Joint Committee at its meeting of 14th February in relation to the Aberdeen South Harbour road;
(ii) to note that a permanent traffic management solution for local roads cannot be implemented until the opening of the new South Harbour Link Road and that this will be subject to statutory consultation;

(iii) to instruct the Chief Officer – Operations not to proceed with a statutory consultation in relation to the proposed width restriction at St Fittick's Road; and

(iv) to instruct the Chief Officer – Operations to carry out a consultation with community councils, local members, and adjacent communities, including Torry and Cove, on post-project implementation traffic concerns, and potential traffic management solutions, including HGV restrictions, on local roads adjacent to the South Harbour Link Road project, including roads in Torry and Cove, and report the outcome of this consultation as soon as possible, and in any event, prior to March.

NOTICE OF MOTION - COUNCILLOR KUSZNIR

5. With reference to the meeting of Full Council of 20 August 2025, the Committee had before it a Notice of Motion from Councillor Kusznir in the following terms:-

That Committee:-

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; and
7. agrees that any additional costs associated with a revised weed control approach be met from the Common Good.

The Convener advised that Councillor Kusznir had agreed to amend the wording of his Notice of Motion and the revised wording was circulated to Members.

The Committee resolved:-

(i) to note that the continued use of glyphosate as a weed killer is potentially damaging to the environment and a potential risk to human and animal health;

(ii) to note that local councils across the UK have been seeking to identify practical and environmentally sustainable alternative methods of weed treatment;
(iii) to note that, for the first of the two 2025 weed treatments of Aberdeen's roads and pavements, an alternative treatment method was trialled;
(iv) to note that the second 2025 weed treatment was now taking place using glyphosate and that this was being effective; and
(v) to instruct the Chief Officer - Operations to continue to seek to identify a practical and effective method of road and pavement weed treatment which reduces or eliminates the use of glyphosate.

NET ZERO, ENVIRONMENT & TRANSPORT PERFORMANCE REPORT - CORS/25/202

6. The Committee had before it a report by the Executive Director City Regeneration and Environment which presented the status of appropriate key performance measures relating to 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.

The Committee resolved:-
(i) to note that the Chief Officer – Operations would liaise with colleagues in the Data Insights team to ascertain if any specific risks related to performance indicators could be reflected in the risk table within the covering report in future;
(ii) to note that the Clerk would check with officers if a response had been received from Police Scotland in respect of the 20mph correspondence sent by the Convener and Vice Convener, and circulate this to Members outwith the meeting if available;
(iii) in relation to page 36 of the report (% Water safety equipment inspected within timescale), to note that officers would review whether the yellow triangle under the May value was an error, and advise Members outwith the meeting;
(iv) in relation to page 41 of the report (*% 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*), to note that the Chief Officer – Operations would clarify if this was in fact a rolling 12 month period, or the last 12 months and advise Members outwith the meeting;
(v) in relation to page 44 of the report (Carbon Budgeting), to request that officers advise in any report back how the annual carbon budget was calculated when there had been unplanned waste to landfill; and
(vi) to otherwise note the report.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
9 September 2025

NET ZERO ABERDEEN & ABERDEEN ADAPTS: ANNUAL REPORT 2024/25 - CR&E/25/205

7. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided the 2024/25 annual update 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.

The report recommended:-
that the Committee –
(a) note the summary of key collaborative actions progressed between April 2024 and March 2025; and
(b) endorse the content of the Appendix A – Net Zero Aberdeen & Aberdeen Adapts: Progress Summary 2024/25.

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

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

That the Committee –

(a) note the summary of key collaborative actions progressed between April 2024 and March 2025;
(b) note the content of the Appendix A – Net Zero Aberdeen & Aberdeen Adapts: Progress Summary 2024/25;
(c) agree the Aberdeen Net Zero and Adaptation Board does not reflect the needs and aspirations of Aberdeen as the Energy Capital of Europe, agrees that the board should include a representative from OEUK or similar organisation in order to fully represent the city's aspirations on NET Zero targets;
(d) agree the SNP Administration has lost sight of hydrogen with the fact remaining that the Hydrogen sites are still not working and the Hydrogen buses remain unused locked in a garage; and
(e) agree the proposed Aberdeen Rapid Transport will not be delivered unless the SNP Scottish Government unlocks the financial purse following the mammoth £50billion settlement from the UK Labour Government.

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

<u>The Committee resolved</u>:-
(i) to note that the Chief Officer – Strategic Place Planning would liaise with the Chief Officer – Commercial and Procurement Services to circulate information to Members outwith the meeting on how long the hydrogen buses had been off the

road, the financial implications of this and who was responsible for any cost, and confirmation of when the two hydrogen plants would be up and running;

(ii) in relation to page 48 (bike storage) and whether users could be surveyed, to note that this could be considered for future iterations of the scheme;

(iii) in relation to page 56 (refurbished bike scheme), to request that officers circulate any information available in relation to the numbers involved to Members outwith the meeting;

(iv) in relation to page 59 (GP practices in Aberdeen training with RSPB Scotland), to note that officers would provide information on this initiative to Members outwith the meeting;

(v) to note that the SCIS Annual Emissions Inventory Report for Aberdeen City would be provided on an annual basis in future, and to request that officers circulate a copy of the next report to Members when available; and

(vi) to adopt the motion.

LOW EMISSION ZONE - COSTS & INCOME - CR&E/25/207

8. The Committee had before it a report by the Executive Director City Regeneration and Environment which provided an update on the costs and income associated with the operation of the Low Emission Zone during 2024/25, and sought approval for the remaining surplus income to be retained to cover future operational and maintenance costs.

The report recommended:-
that the Committee –

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

(b) approve the retention of the remaining income for 2024/25 to cover future LEZ operational and maintenance costs;

(c) agree that a combined report on future years programming for both Bus Lane Enforcement and Low Emission Zone surpluses would be reported to this Committee on an annual basis; and

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

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

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

That the Committee:-

(a) notes the report;

(b) notes that Monetising the LEZ for future funding was not the primary reason for its implementation by the SNP-led administration / Scottish Government;

(c) further notes that latest statistics indicate that emissions are not only down in the LEZ but also down outwith the LEZ, which is indicative of less people choosing to visit Aberdeen;
(d) although the annual report on the operation and effectiveness of the LEZ has yet to be published, notes again that early indications are that the emission figures have decreased potentially due to lower footfall in Aberdeen and the ongoing use of bus gates in the city centre;
(e) notes that it is widely reported that the LEZ and Bus gates enforcement are the primary contributors to the economic challenges in the city centre; and
(f) does not approve the retention of the remaining income for 2024/25 to cover future LEZ operational and maintenance costs.

Councillor Tissera, seconded by Councillor Ali, moved as a further amendment:-

That the Committee:-
(a) note the report; and
(b) does not approve the retention of the remaining income for 2024/25 to cover future LEZ operational and maintenance costs.

At this juncture, due to the similarity of points in their amendments, Councillor Brooks advised that he would subsume point (b) of Councillor Tissera's amendment within his amendment, and Councillor Tissera's amendment was therefore withdrawn.

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

<u>The Committee resolved</u>:-
(i) to note that officers were currently preparing an annual report on the operation and effectiveness of the LEZ scheme for submission to Scottish Government, and to request that this be circulated to Members for information when available;
(ii) to request that officers provide information to Members outwith the meeting on the current figures in respect of unpaid penalty charge notices and the current position with debt collection;
(iii) to request that officers provide information to Members outwith the meeting on where the exceedances of emissions were at the introduction of the LEZ, and the level of those exceedances;
(iv) to request that officers provide information to Members outwith the meeting on the figures for LEZ taxi compliance;
(v) to request that officers provide information to Members outwith the meeting comparing Aberdeen City Council debt collection figures to other local authorities where an LEZ was in force;
(vi) to note that officers would clarify the location of the air quality monitoring sites in the city centre and circulate that information to Members;

(vii) to note that officers would ascertain if penalty charge notices were issued by recorded delivery and advise Members outwith the meeting; and
(viii) to adopt the motion.

At this juncture, Councillor Henrickson stated for reasons of transparency that in relation to item 10.3 (Local Heat and Energy Efficiency Strategy) he was a Council appointed member of Aberdeen Heat and Power but did not consider that this amounted to a declaration which would prevent him from participating in the item.

LOCAL HEAT & ENERGY EFFICIENCY STRATEGY (LHEES) - F&C/25/209

9. The Committee had before it a report by the Executive Director Families and Communities which presented the draft Aberdeen City Council Local Heat and Energy Efficiency Strategy (LHEES) for approval.

The report recommended:-
that the Committee –
(a) approve Aberdeen City Council's Local Heat and Energy Efficiency Strategy and associated Delivery Plan as detailed in Appendices 1 and 2 of the report; and
(b) instruct 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.

During discussion of the report, there was mention of NHS Grampian, and the Convener stated for reasons of transparency that he was a member of NHS Grampian Board but did not consider that this required to be a declaration of interest and that he would be participating in the remainder of the item.

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

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

That the Committee:-
(a) agrees not to Approve Aberdeen City Council's Local Heat and Energy Efficiency Strategy and associated Delivery Plan as detailed in Appendices 1 and 2; and
(b) instructs the Chief Officer - Corporate Landlord to update Appendix 2 LHEES delivery plan with details of progress made up to 2024 which is absent from the October 2024 Report and report back to this Committee with an updated Strategy and Delivery Plan for consideration and approval.

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

The Committee resolved:-

(i) to request that officers provide hyperlinks for the background papers listed in the cover report to Members outwith the meeting;

(ii) to note that the Chief Officer – Strategic Place Planning would liaise with the Chief Officer – Commercial and Procurement Services to provide information to Members outwith the meeting on progress made with discussions on connecting businesses to heat networks;

(iii) to note that the Chief Officer – Strategic Place Planning would ask officers to provide information to Members outwith the meeting on the estimated cost for implementing the delivery plan over year 1, year 5, year 10 and year 20;

(iv) in relation to page 95 of the report, to request that officers provide information to Members outwith the meeting on Energy Company Obligation Programmes;

(v) to note that the Chief Officer – Strategic Place Planning would liaise with the Energy Team in relation to any data available for uninsulated property not in Council stock, and circulate this to Members if available;

(vi) to note that the image on page 136 of the report was labelled incorrectly as Queens Links and that officers would rectify this;

(vii) in relation to work being undertaken by the Chief Officer – Corporate Landlord in respect of taking the Council's estate to the minimum standard and the timeline for this work to come before Members, to note that the Chief Officer – Strategic Place Planning would ask that the Chief Officer – Corporate Landlord provide detail to Members outwith the meeting;

(viii) in relation to page 145 of the report (data on the level of uninsulated walls in each data zone), to request that officers provide information to Members outwith the meeting on why Midstocket was listed twice; and

(ix) to adopt the motion.

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

10. With reference to article 15 of the minute of its previous meeting, 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 further provided an update on work that was underway to launch a School Streets pilot in Aberdeen.

The report recommended:-

that the Committee –

(a) note the range of work that was currently ongoing to support and enable active travel to school in Aberdeen;

(b) instruct the Chief Officer – Operations, following consultation with the Convener of the Net Zero, Environment and Transport Committee and the Convener 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 21 January 2025 Net Zero, Environment and Transport Committee on implementing suitable schemes; and
(c) 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.

The Convener, seconded by Councillor Henrickson, moved:-

That the Committee:-
(a) note the range of work that was currently ongoing to support and enable active travel to school in Aberdeen;
(b) instruct the Chief Officer – Operations, following consultation with the Convener and Vice Convener of the Net Zero, Environment and Transport Committee and the Convener and Vice Convener 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 21 January 2025 Net Zero, Environment and Transport Committee on implementing suitable schemes; and
(c) 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.

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

That the Committee:-
(a) note the range of work that was currently ongoing to support and enable active travel to school in Aberdeen;
(b) instruct the Chief Officer – Operations, following consultation with the Convener of the Net Zero, Environment and Transport Committee and the Convener 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, agreeing that it should not be an independent school and for this decision to be informed by the criteria set out in the report presented to the 21 January 2025 Net Zero, Environment and Transport Committee on implementing suitable schemes; and
(c) instruct the Chief Officer - Strategic Place Planning to bring a report on progress of the Schools Street pilot back to this Committee by the end of 2025.

On a division, there voted:- <u>for the motion</u> (5) – the Convener; and Councillors Allard, Henrickson, McLellan and van Sweeden; <u>for the amendment</u> (3) – Councillors Ali, Brooks and Tissera; <u>declined to vote</u> (1) – Councillor Nicoll.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
9 September 2025

The Committee resolved:-
(i) to note that officers would circulate the video on the work which had been undertaken with Brimmond School to improve routes to school and cycling facilities;
(ii) noting the safety concerns raised by Members, to note that officers would liaise with colleagues in Education to ascertain the work being done with schools towards each school having an active travel plan, and that if work not covered in the report was being undertaken, information on this would be circulated to Members outwith the meeting;
(iii) to note that officers would recirculate the service update provided prior to the June meeting of the Committee on I Bike Schools to Members;
(iv) to request that officers circulate information to Members outwith the meeting on the roadworks currently being carried out in Ferryhill, Cove and Banks O'Dee, including when the roads were expected to re-open and the measures taken to minimise disruption to families taking children to school in those areas;
(v) to note that officers would advise local Ward Members when the school selected to take part in the Schools Street pilot was determined; and
(vi) to adopt the motion.

At this juncture, the Convener advised that he proposed to alter the order of the agenda to take items 11.5 (Road Winter Service Plan) and 11.6 (Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)) as the next items of business.

ROAD WINTER SERVICE PLAN - CR&E25/201

11. The Committee had before it a report by the Executive Director City Regeneration and Environment which presented the Roads Winter Service Plan for the coming winter for approval and highlighted any significant changes.

The report recommended:-
that the Committee –
(a) approve the "Roads Winter Service Plan 2025/2026" (Appendix 1);
(b) delegate authority to the Chief Officer - Operations, following consultation with the Chief Officer – Finance, to continue to deliver the Winter Maintenance Service; and
(c) instruct the Chief Officer – Operations to hold an induction meeting on a date to be arranged, for Elected Members on the winter service process.

During discussion of the report, there was mention of NHS Grampian, and the Convener stated for reasons of transparency that he was a member of the NHS Grampian Board but did not consider that this required him to make a declaration and would be participating in the remainder of the item.

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

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

That the Committee:-
(a) do not approve the "Roads Winter Service Plan 2025/2026" (Appendix 1); and
(b) instruct the Chief Officer – Operations to hold an induction meeting on a date to be arranged, for Elected Members on the winter service process in order that the proposed plan can be amended taking into consideration what the public are telling Elected Members.

On a division, there voted:- for the motion (7) – the Convener; and Councillors Allard, Brooks, Henrickson, McLellan, Nicoll and van Sweeden; for the amendment (2) – Councillors Ali and Tissera.

The Committee resolved:-
(i) to note that officers could give consideration to having space for a 1 tonne salt bag as a planning design standard for future new developments;
(ii) to note that officers would clarify if the current map for grit bin locations had been updated to include large community bins; and
(iii) to adopt the motion.

VARIOUS SMALL-SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (STAGE 3 – PUBLIC ADVERT) - CR&E/25/208

12. At this juncture, as the meeting was approaching the six-hour mark, the Convener moved as a procedural motion, seconded by Councillor Henrickson, that Standing Order 40.2 be suspended to enable the remaining items of business to be considered that day.

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

The Committee resolved:-
(i) not to approve the procedural motion and therefore not to suspend Standing Order 40.2.

The Committee had before it a report by the Executive Director City Regeneration and Environment which set out objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs).

Members began questions of officers, however did not reach the point of determination of the report.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
9 September 2025

The Committee resolved:-

(ii) to note that officers would clarify whether information was held on whether there was evidence that car ownership was decreasing, and would provide this information to Members outwith the meeting if available.

At this juncture, the six-hour mark was reached and the remainder of the determination of the report and the remaining items of business were referred to a future meeting in terms of Standing Order 40.2.

- **COUNCILLOR IAN YUILL, Convener**

	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	**18 November 2025**									
4	Strategic Car Parking Review	Net Zero, Environment & Transport 16/01/24 - to note that officers would report back to Committee once the outcome of the application for funding to NESTRANS was known; ii) to note the likely costs and timescales for undertaking an update to the Strategic Car Parking Review (SCPR); and (iii) to instruct the Chief Officer – Strategic Place Planning to proceed with updating the SCPR as soon as possible, as funding permits, and report the outcomes back to this Committee by the end of 2024	Deferred from September meeting	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
5	£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 September meeting	Claire Royce	Operations	City Regeneration & Environment	8	N/A		
6	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 September meeting	Anthony Burns	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
7	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).	Deferred from September meeting	Kazah-Ambrang Bagro	Operations	City Regeneration & Environment	8	Mobility		
8	Aberdeen to Laurencekirk Multimodal Corridor Study	To advise Committee of the outcomes of the Aberdeen to Laurencekirk Multimodal Corridor Study, undertaken by Nestrans, and to seek approval for the development of a local rail station Strategic Business Case, to be co-ordinated by Nestrans.		Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
9	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 (EESSH2), 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		Stephen Booth	Corporate Landlord	Families and Communities	1	Building, Heat & Infrastructure	R	The Scottish Government ran a consultation in 2024 on a new Social Housing Net Zero Standard (SHNZS) to replace the proposed EESSH2, with the results of that consultation currently being independently reviewed. Until that review is published and the new SHNZS guidance is issued, we are unable to review our Building Performance Policy. In the interim new council housing is being brought forward to the Building Standards Gold Energy Standard which represents a 27% emission reduction over a 2015 baseline.
10	Council Climate and Nature Reporting 2024/25	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	All		
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			
12	Updates on Council Electric Vehicle (EV) charging schemes	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	Alan Simpson	Strategic Place Planning	City Regeneration & Environment	1, 7 and 8			
13	Core Paths Programme: Investment Priorities 2026/27 - 2028/29	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	7 and 8	Mobility		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
14	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
15	**27 January 2026**									
16	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		
17	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			
18	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
19	Aberdeen South Harbour traffic management	NZET 09/09/25 - to instruct the Chief Officer – Operations to carry out a consultation with community councils, local members, and adjacent communities, including Torry and Cove, on post-project implementation traffic concerns, and potential traffic management solutions, including HGV restrictions, on local roads adjacent to the South Harbour Link Road project, including roads in Torry and Cove, and report the outcome of this consultation as soon as possible, and in any event, prior to March		Mark Reilly	Operations	City Regeneration & Environment	8	Mobility		
20	**25 March 2026**									
21	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
22	**10 June 2026**									

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
23	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		
24	Council Climate and Nature Plan Update	To present for approval a Council Climate and Nature Plan as the update to the previous Council Climate Change Plan 2021-2025	Q2 2026	Alison Leslie	Stratgic Place Planning	City Regeneration & Environment	3	All		
25	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		
26	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
27	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		
28	**8 September 2026**									
29	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		Alan Simpson	Strategic Place Planning	City Regeneration & Environment	8	Mobility		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
30	Bus Lane Enforcement Programme / Low Emission Zone Surplus Annual Report	NZET 09/09/25 - to agree that a combined report on future years' programming for both Bus Lane Enforcement and Low Emission Zone surpluses would be reported to this Committee on an annual basis		Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	7 and 8	TBC		
31	Net Zero Aberdeen & Aberdeen Adapts: Annual Report 2025/26	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 / Alison Leslie	Strategic Place Planning	City Regeneration & Environment	5	All		
32	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		
33	Road Winter Service Plan	To present the Road Winter Maintenance programme every September.		Paul Davies	Operations	City Regeneration & Environment	8	Mobility		
34	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
35	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		
36	**24 November 2026**									

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
37	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		
38	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
39	**DATE FOR REPORTING BACK TO BE CONFIRMED**									
40	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
41	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		Martina Klubal	Operations	City Regeneration & Environment	1	Natural Environment		The Waste and Recycling Service is subject to a number of on going national legislative changes. These legislative changes include the implications of the "Circular Economy Act" and the "Extended Producer Responsibility", as well as operational issues such as the Landfill Ban extension. In that context the intention is to update the current waste strategy to reflect the known changes and adopt that as an interim position by summer 2026. Work will then begin on a new strategy as soon as the implications of those legislative changes are known.

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
42	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	R	On 22 January 2025 the Chief Officer - Operations wrote to all constituent authorities seeking views on the continuation of The Northern Roads Collaboration Joint Committee. Those that replied were content to collaborate but unable to support a committee. The Northern Roads Collaboration Joint Committee remains formally constituted but meetings are no longer held. There was a meeting in September 2025 between officers of Aberdeen City, Aberdeenshire, Moray, Argyll & Bute, and Highland to consider future collaboration. All parties could see positive advantages in continuing to collaborate but were unable to support the Northern Roads Collaboration Joint Committee. Officers therefore recommend this report for removal.
43	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				
44										
45	**SERVICE UPDATES**									

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
46	Active Travel to School / School Streets Pilot	NZET 09/09/25 - to instruct the Chief Officer – Operations, following consultation with the Convener and Vice Convener of the Net Zero, Environment and Transport Committee and the Convener and Vice Convener 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 21 January 2025 Net Zero, Environment and Transport Committee on implementing suitable schemes; and to 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	End of 2025	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment				
47	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				
48	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
49	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
50	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				
51	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				
52	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		
53	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				
54	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				

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment, and Transport
DATE	18 November 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 Proposal

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 Objections

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

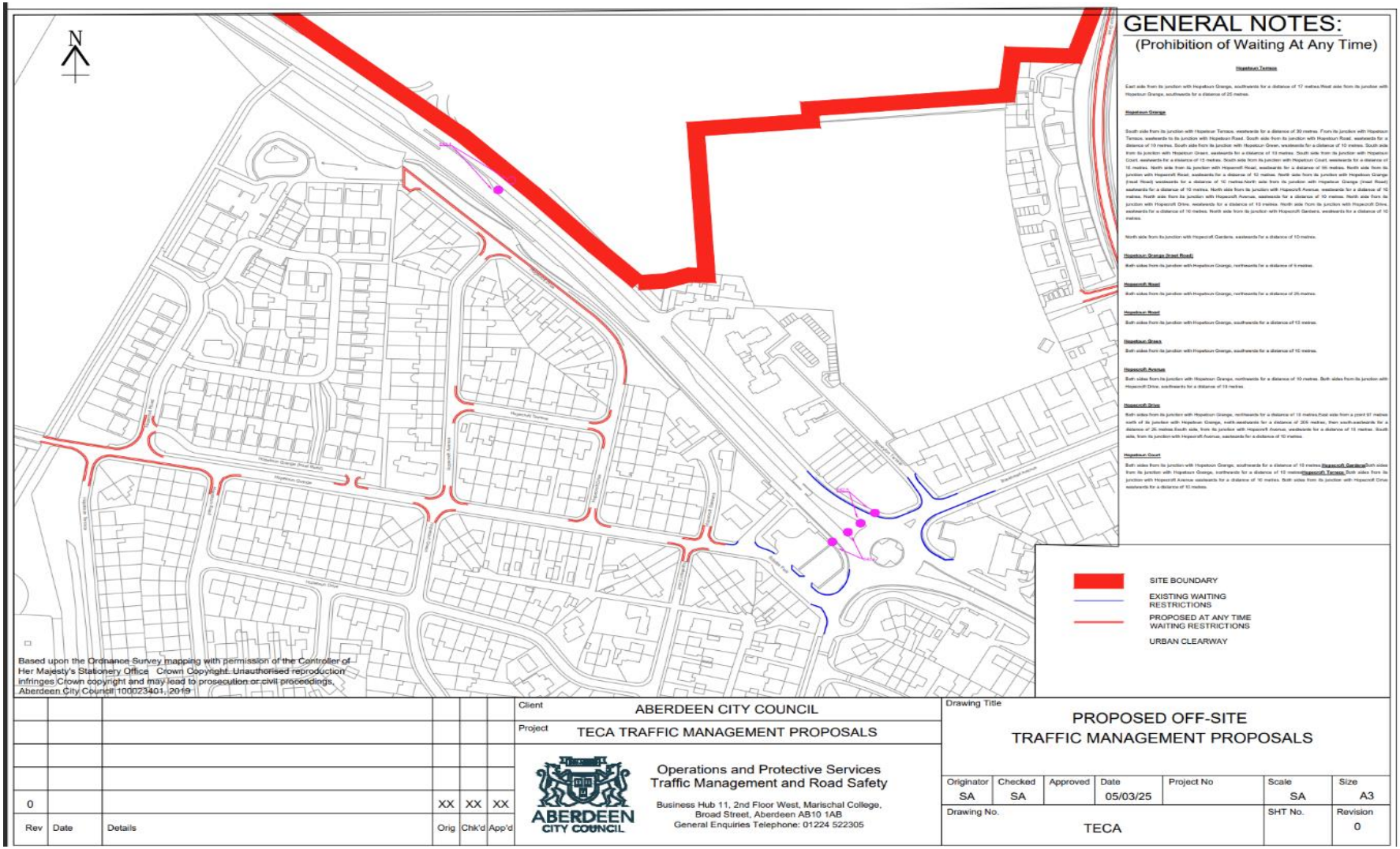
APPENDIX 55- Kerloch Place Objection

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]
Sent: 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.

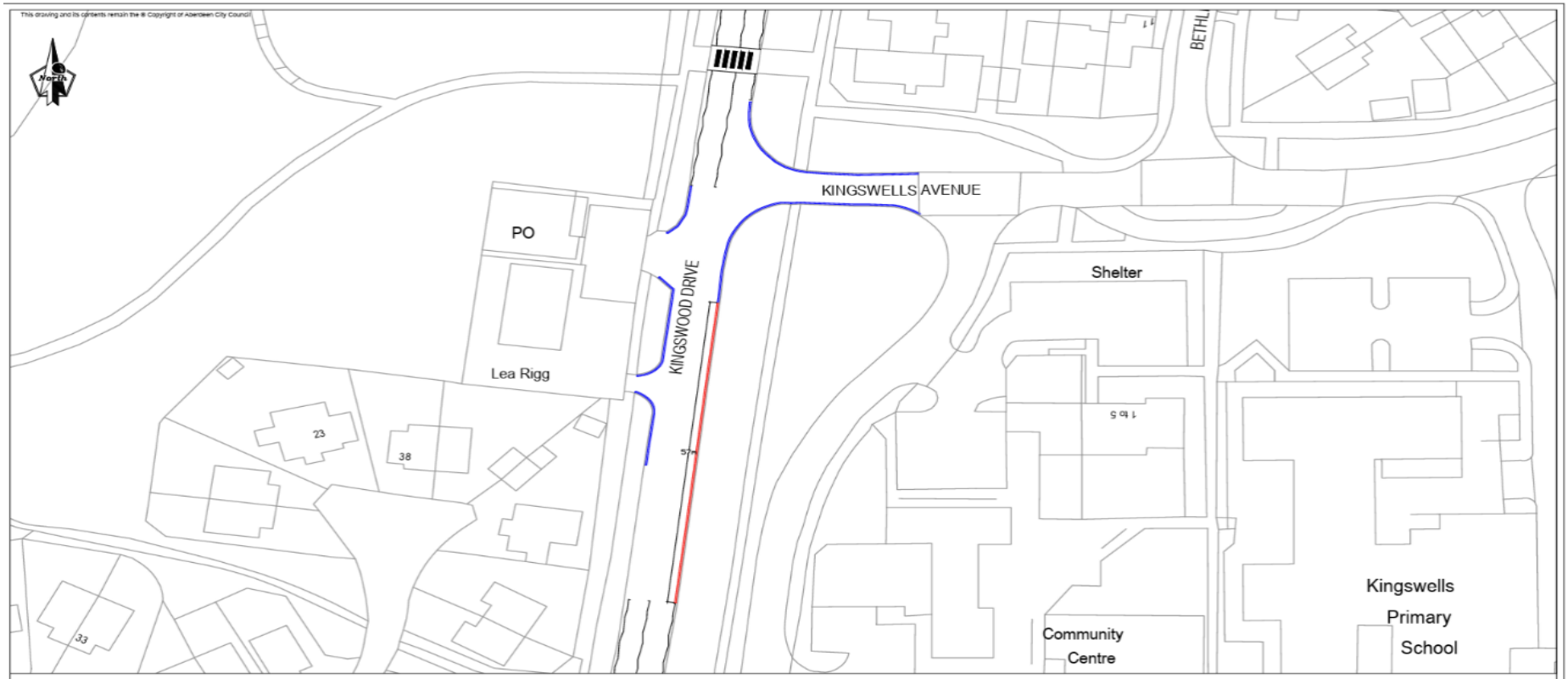
I fully understand the need for effective traffic management during events at TECA; however, a blanket no-waiting restriction at all times is excessive and disregards the needs of those living in the area year-round. I urge the Council to consider more balanced solutions—such as event-specific temporary 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

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: TrafficManagement
Subject: TM-TRO 25_28

Follow Up Flag: Follow up
Flag Status: Completed

30 July 2025 11:55

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

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]

(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]

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:

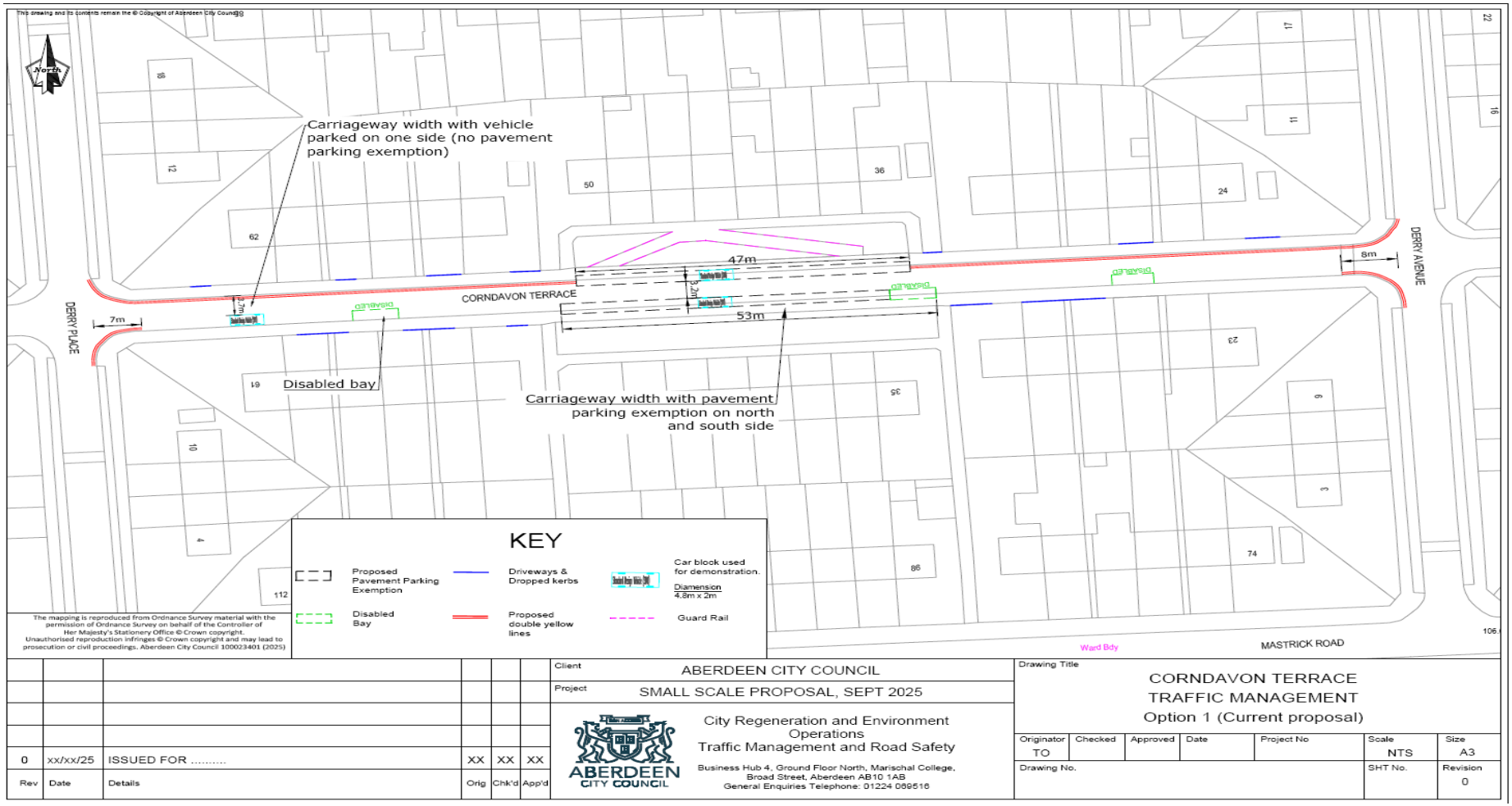
- there has been no stated reason for the change to parking at this location;
- the proposal is in contradiction of Aberdeen City Council's own policy that any request for new waiting restrictions must be based on specific road safety concerns which occur on a regular basis, and not as the result of 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.

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 8 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

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

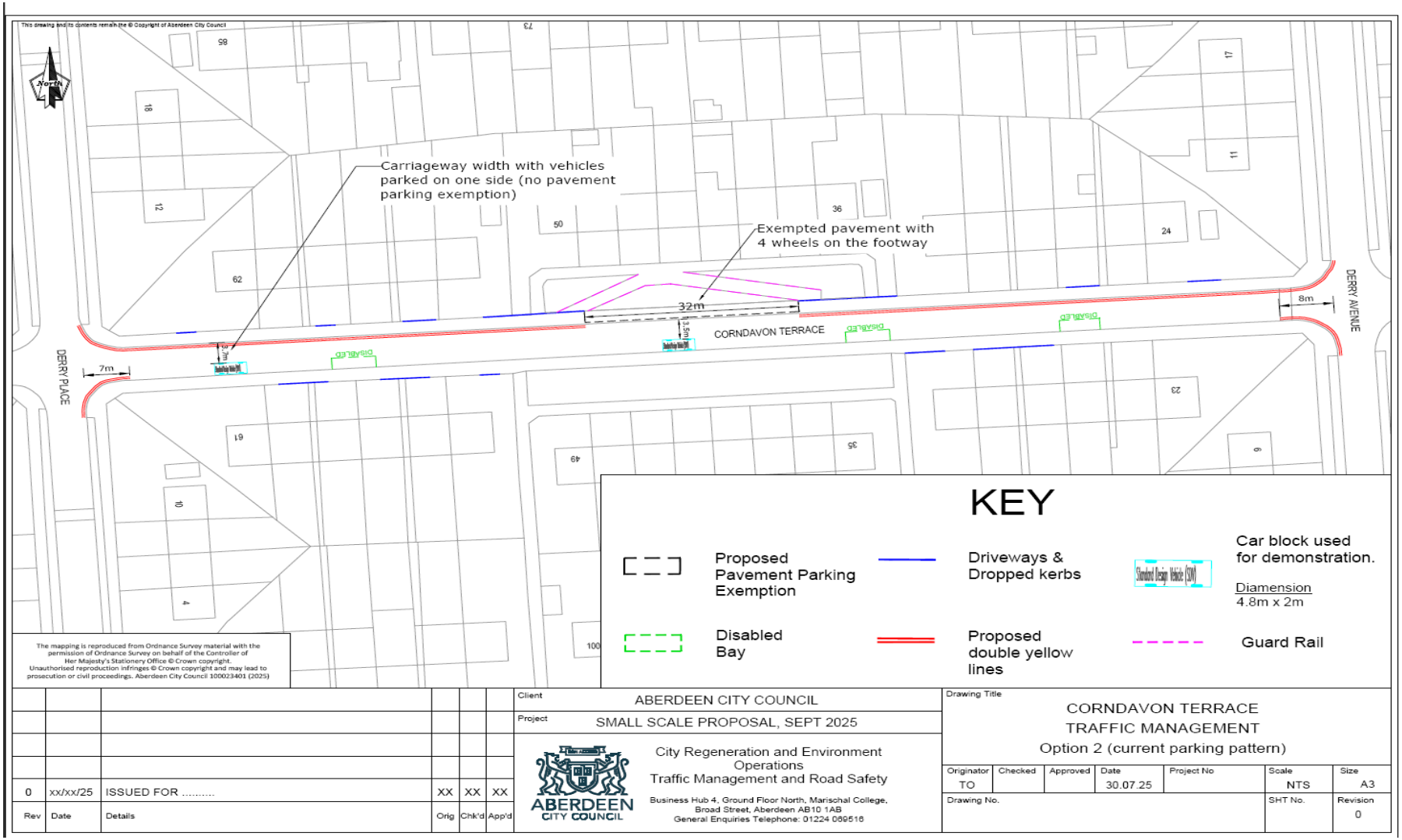
to say but I 100% feel that in my part of the street, mid terrace, discriminated against and this measure will make things even worse.

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.

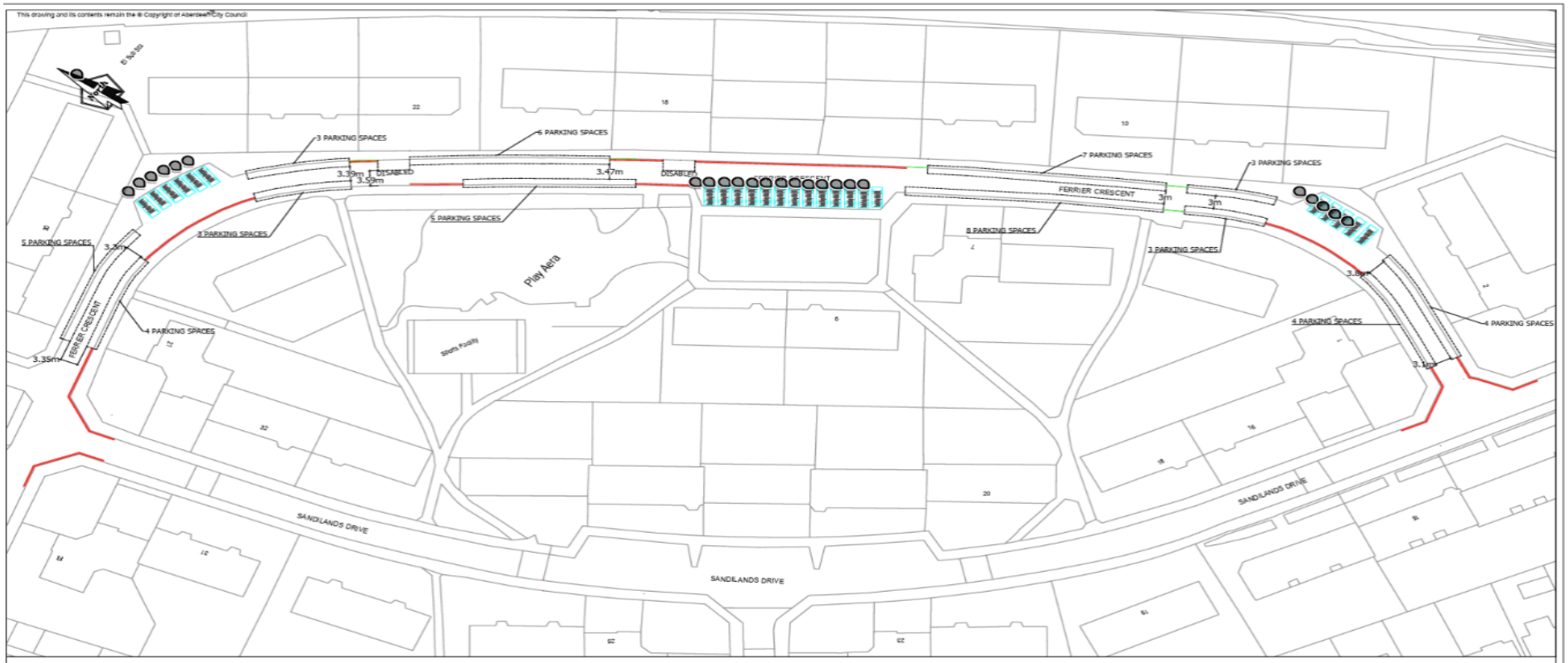
Regards

[redacted]
Sent from my iPhone

APPENDIX 22- Corndavon Terrace Alternative Proposal



APPENDIX 23- Ferrier Crescent Plan



The mapping is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes © Crown copyright and may lead to prosecution or civil proceedings. Aberdeen City Council 100023401 (2025)

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] <[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.

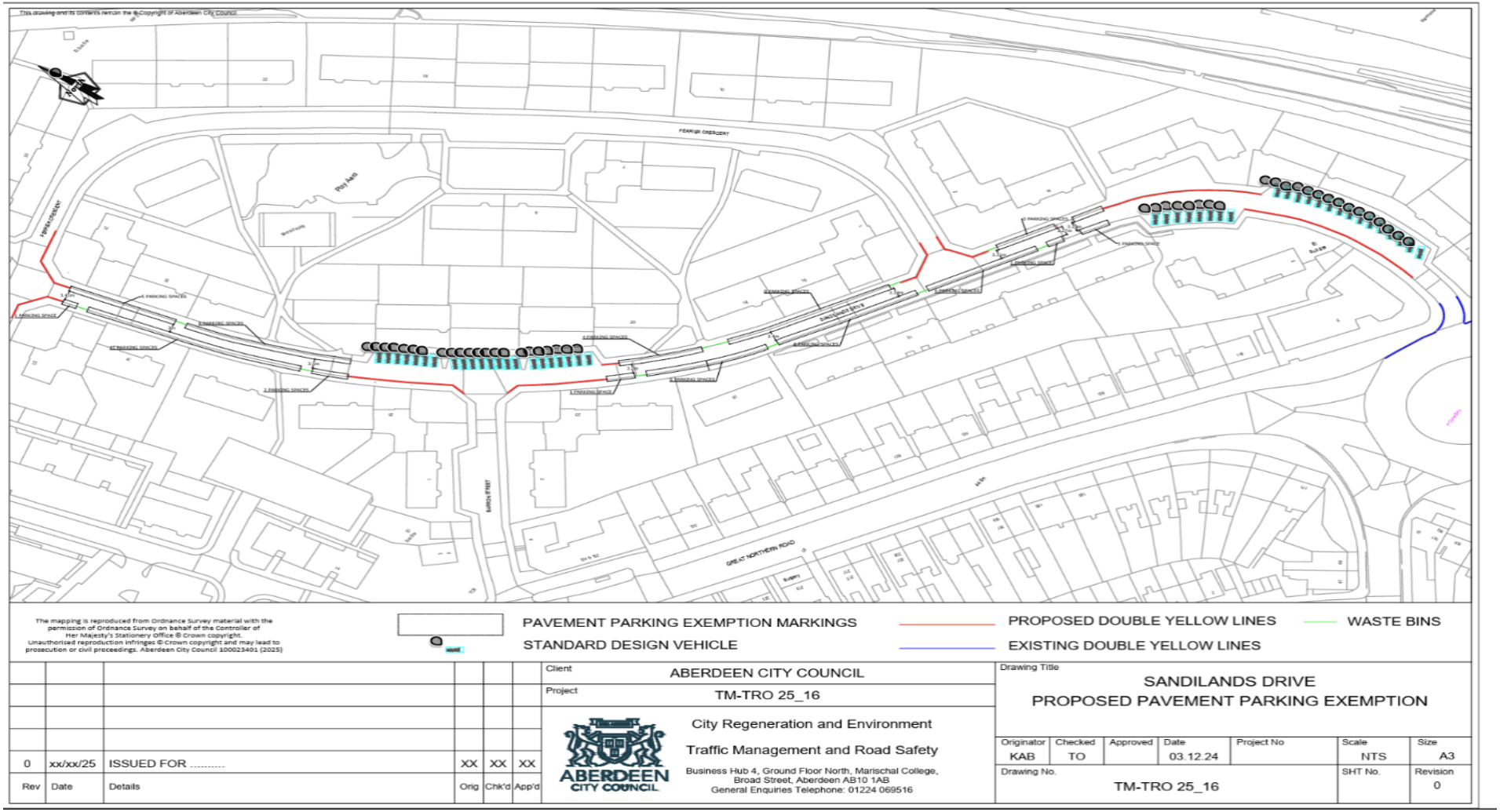
I for one will be (should this proposal go ahead) to have an exemption to the exemption as I have vision problems. And should someone then seek an exemption to the exemption to the exemption, I will take the matter up with my political representative with a view to taking the matter to the courts. After 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]

1

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.

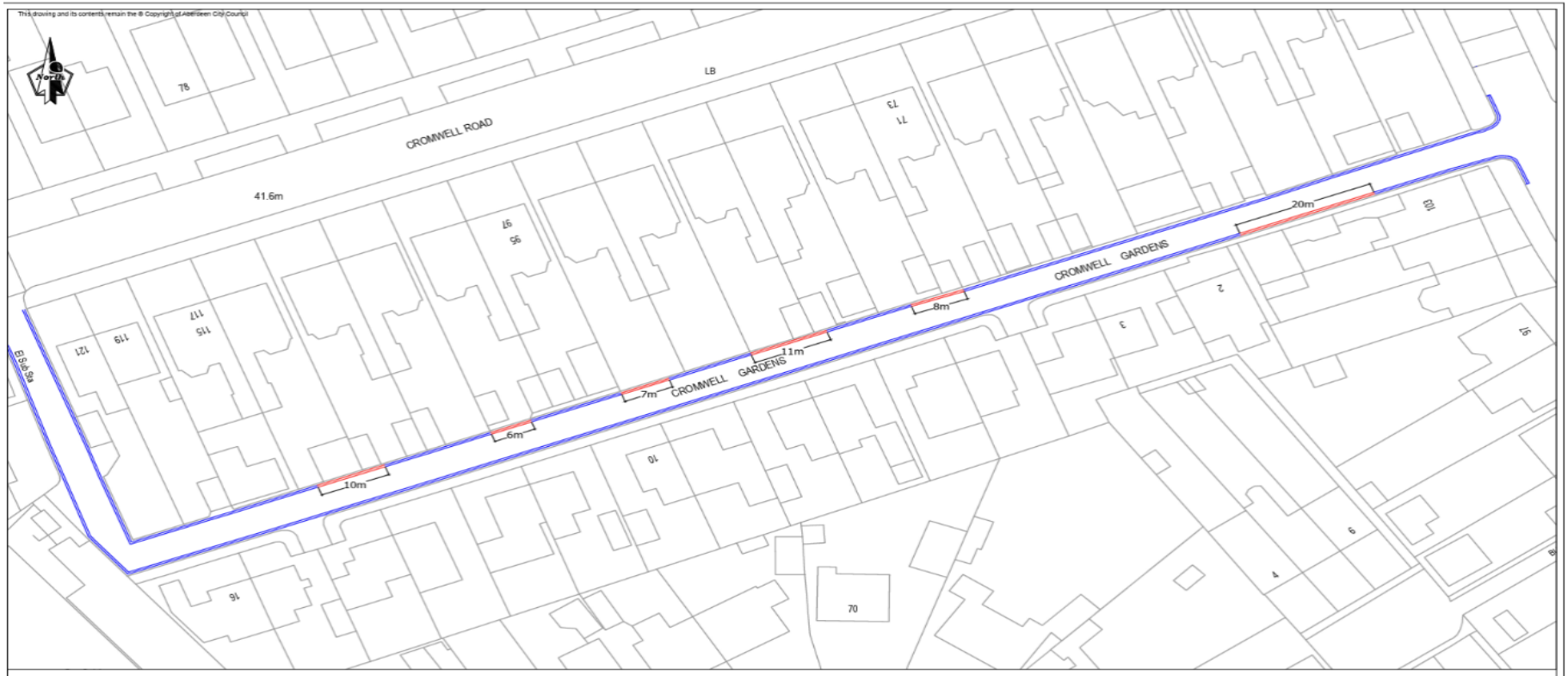
I for one will be (should this proposal go ahead) to have an exemption to the exemption as I have vision problems. And should someone then seek an exemption to the exemption to the exemption, I will take the matter up with my political representative with a view to taking the matter to the courts. After 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



The mapping is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes © Crown copyright and may lead to prosecution or civil proceedings. Aberdeen City Council 100023401 (2025)

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

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]

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] <[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!

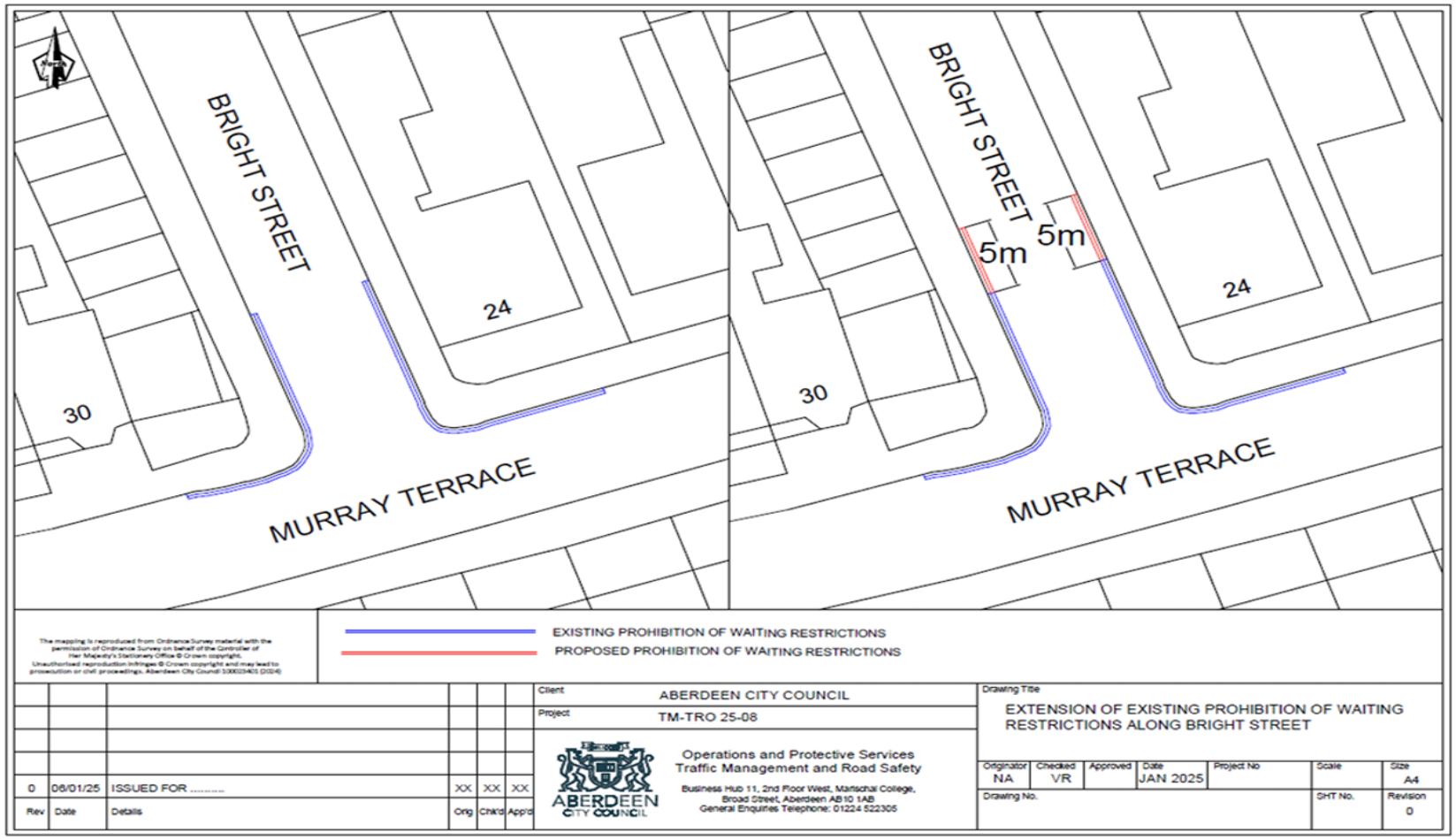
In summary, I do not think adding the additional double yellow lines to the north side of Cromwell Gardens provides any significant benefits as you suggest, but it certainly creates several additional problems.

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]
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]
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]

8

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

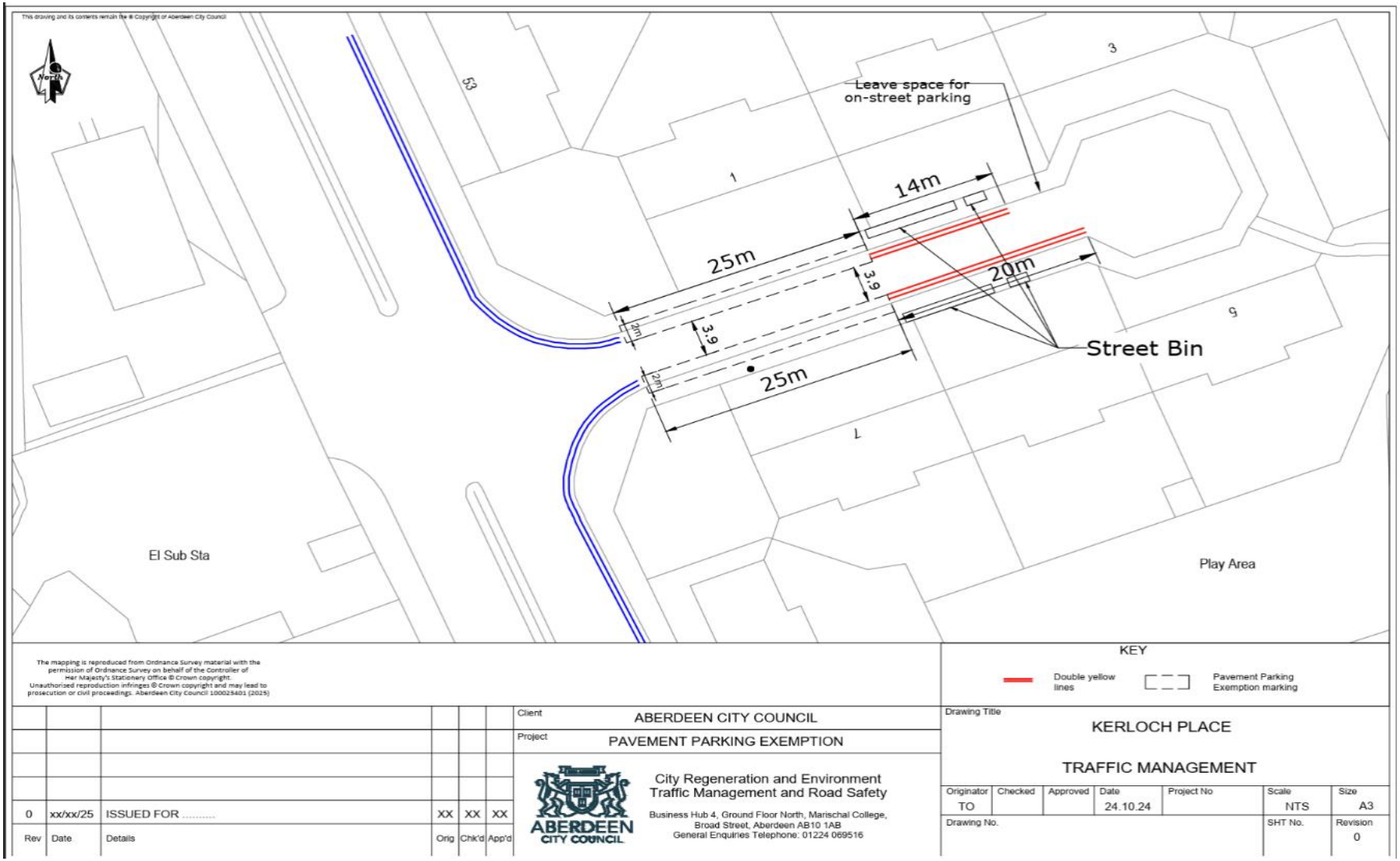
respectfully urge the committee to consider all proposed changes to waiting and loading restrictions for Bright Street, Brunswick Place, Murray Terrace, and Polmuir Road as a single, integrated proposal.

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.

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

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	18 November 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

Name	Vycki Ritson
Title	Team Leader
Email Address	vritson@aberdeencity.gov.uk

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.

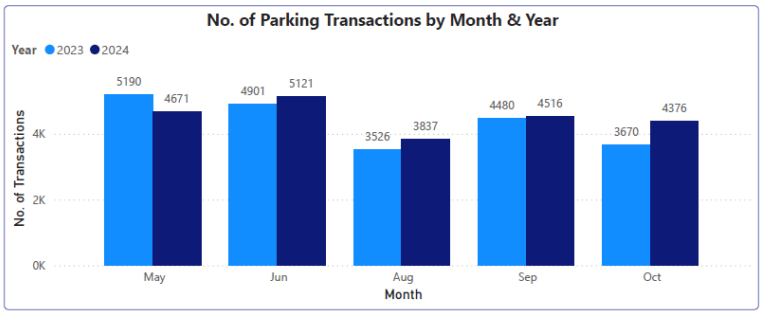
**July has not been included in the comparison data due to an anomaly in the data set due to a temporary car park closure in 2023.*

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.

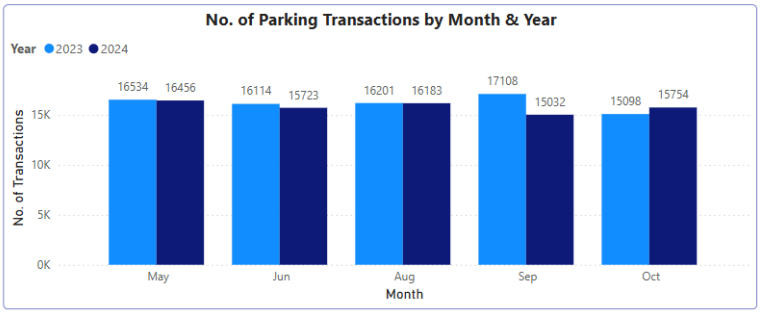
**July has not been included in the comparison data due to an anomaly in the data set due to a temporary car park closure in 2023.*

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**



This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	18 November 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

12. REPORT AUTHOR CONTACT DETAILS

Name	Will Hekelaar
Title	Acting Team Leader (Transport Strategy and Programmes)
Email Address	WHekelaar@aberdeencity.gov.uk

This page is intentionally left blank

Strategic Car Parking Review (SCPR) 2025

2025 SCPR Update Report

Aberdeen City Council

Project number: 60732929

April 2025

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Charlie Fuller Consultant	Andrew Robb Associate Director	Peter Morrow Associate Director	Andrew Robb Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	11-02-2025	Draft for Client Comment	AR	Andrew Robb	Project Manager
1	16-04-2025	Final Following Client Comment	AR	Andrew Robb	Project Manager

Prepared for:

Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

Prepared by:

AECOM Limited
177 Bothwell Street
Glasgow
G2 7ER
United Kingdom

T: +44 141 202 0500
aecom.com

© 2025 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction 1
1.1 Overview 1
1.2 Structure of Report 1
2. Aberdeen City – Updated Context 2
2.1 Introduction 2
2.2 City Centre Changes 2
2.3 Parking Updates 3
2.4 Committee Outcomes 4
2.5 ART Option Appraisal & Transport Modelling Scenarios 4
2.6 Concerns Raised at Consultation 5
3. Review of Previous Work 8
3.1 Previous Study Aim and Objectives 8
3.2 Previous Actions and Recommendations 8
4. Car Parking Provision 13
4.1 ACC Car Parking 13
4.2 Car Park Data Availability 17
5. Car Parking Charges, Duration and Permits 18
5.1 Introduction 18
5.2 ACC Off-Street Car Parks 18
5.3 ACC Off-Street Car Parks – Council Initiatives (2024) 25
5.4 ACC On-Street Car Parking 26
5.5 Privately Operated Car Parks 32
5.6 Bus and Rail Fares 33
5.7 Comparison Cities 34
6. Car Parking Policy 42
6.1 Introduction 42
6.2 Policy Framework 42
6.3 Potential Approaches to Charging 43
6.4 Mitigation Measures / Demand Management 44
6.5 Exemption Measures 48
6.6 Alignment with Wider Policy Aspirations 51
6.7 Larger Vehicles Policy 56
6.8 Parking Management Impact on Different Sectors and Population Groups 56
7. Summary 59
7.1 Overview 59
7.2 Changes to Parking 59
7.3 Data Analysis 59

Figures

Figure 1: 2025 SCPR Update 1
Figure 2: Aberdeen Low Emission Zone (Source: Aberdeen City Council) 2
Figure 3: City Centre Traffic Management Measures (Source: Getabout.org.uk) 3
Figure 4: City Voice Survey – Most Important Parking Factors 6
Figure 5: Car Parks Operated by ACC 13
Figure 6: Privately Operated Car Parks in Aberdeen City Centre 16
Figure 7: ACC Promoted Car Park Schemes in October (Source: ACC Website) 25
Figure 8: Price Comparison of ACC and Privately Operated Car Parks 32
Figure 9: Comparison City Parking Charges 40

Figure 10: ISM Behaviour Change Model 45
Figure 11: Co-Wheels and Enterprise Car Club Bay Locations 47
Figure 12: Royal Greenwich Emissions Based Parking 53

Tables

Table 1: LTS Consultation Feedback 6
Table 2: Previously Identified Actions 8
Table 3: Previously Identified Recommendations 11
Table 4: Denburn Car Park Options Appraisal 14
Table 5: West North Street Car Park Options Appraisal 15
Table 6: 'Snapshot' Park & Ride Occupancy Survey Summary (Source: Nestrans) 16
Table 7: Summary of ACC Operated Car Parks (Source: ACC Website) 18
Table 8: ACC Summary of Car Park Charges (£) (Source: ACC Website) 18
Table 9: Days with Available Data 21
Table 10: Average Sunday Occupancy 21
Table 11: Average Sunday Occupancy (%) 22
Table 12: Sunday Charges Introduction – Positives and Negatives of Scheme 24
Table 13: Average Weekend Occupancy by Year and Time Period – Denburn Car Park 26
Table 14: ACC On-Street Parking Charges (£) 26
Table 15: ACC Parking Permits – Annual Tariffs 27
Table 16: Total ACC Parking Permits Issued 28
Table 17: ACC Issued Parking Permit Types per Parking Zone 29
Table 18: Aberdeen Privately Operated Car Park Tariffs 32
Table 19: Comparison of ACC and Privately Operated Parking Charging Hours 33
Table 20: Bus and Rail Fare Cost Comparison 33
Table 21: Bus vs Parking Costs in Scottish Cities 34
Table 22: DCC Parking Permits – Annual Tariffs 35
Table 23: Top-Up Card Prices 36
Table 24: GCC Parking Permits – Annual Tariffs 36
Table 25: Belfast Resident Parking Zone - Pay and Display Tariffs 38
Table 26: Comparison of On-Street Parking Charges 40
Table 27: Comparison of Resident and Business Parking Permits 41
Table 28: Permit System Advantages and Disadvantages 44
Table 29: Exemption Measures Impact 49
Table 30: Workplace Parking Levy Impacts 51
Table 31: Parking Model Dimension Comparison 56
Table 32: Modern Parking Model Length 56

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).

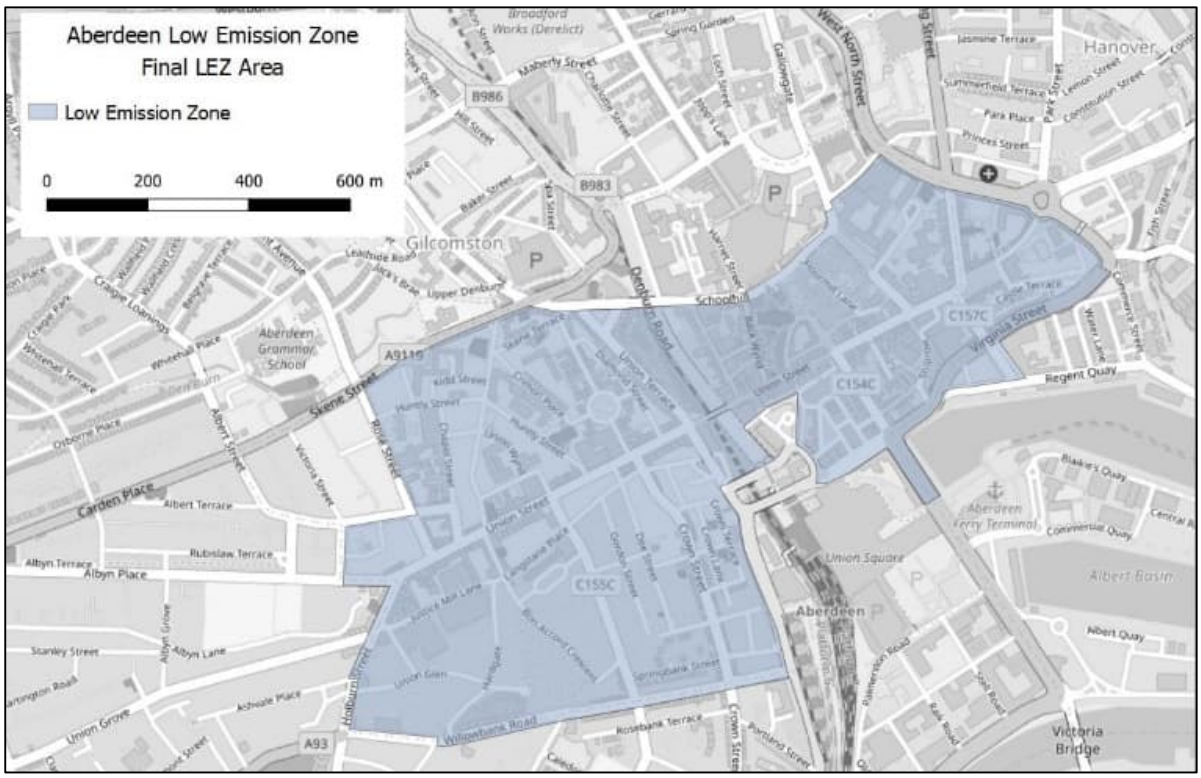


Figure 2: Aberdeen Low Emission Zone (Source: Aberdeen City Council)

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.

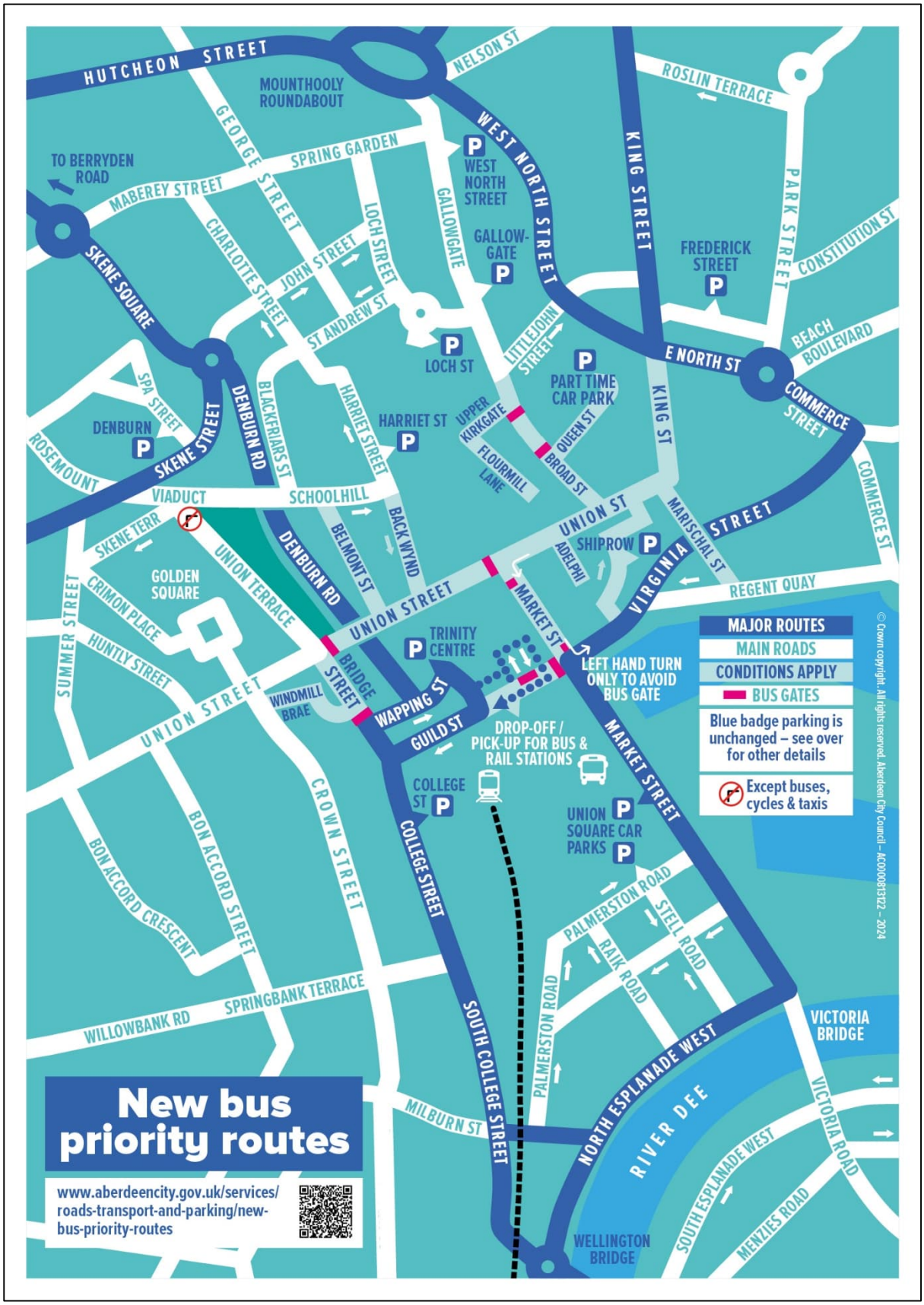


Figure 3: City Centre Traffic Management Measures (Source: Getabout.org.uk)

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.

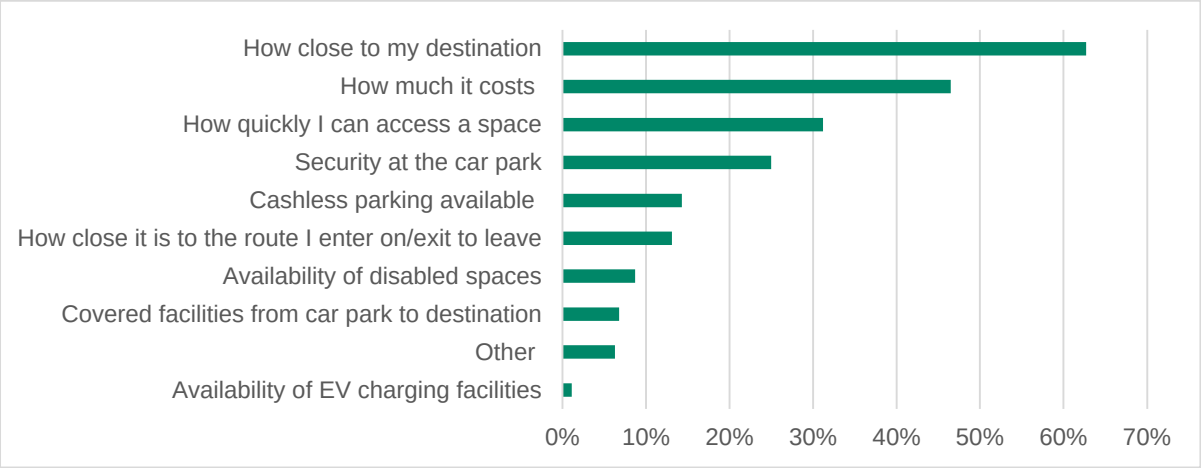


Figure 4: City Voice Survey – Most Important Parking Factors

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).

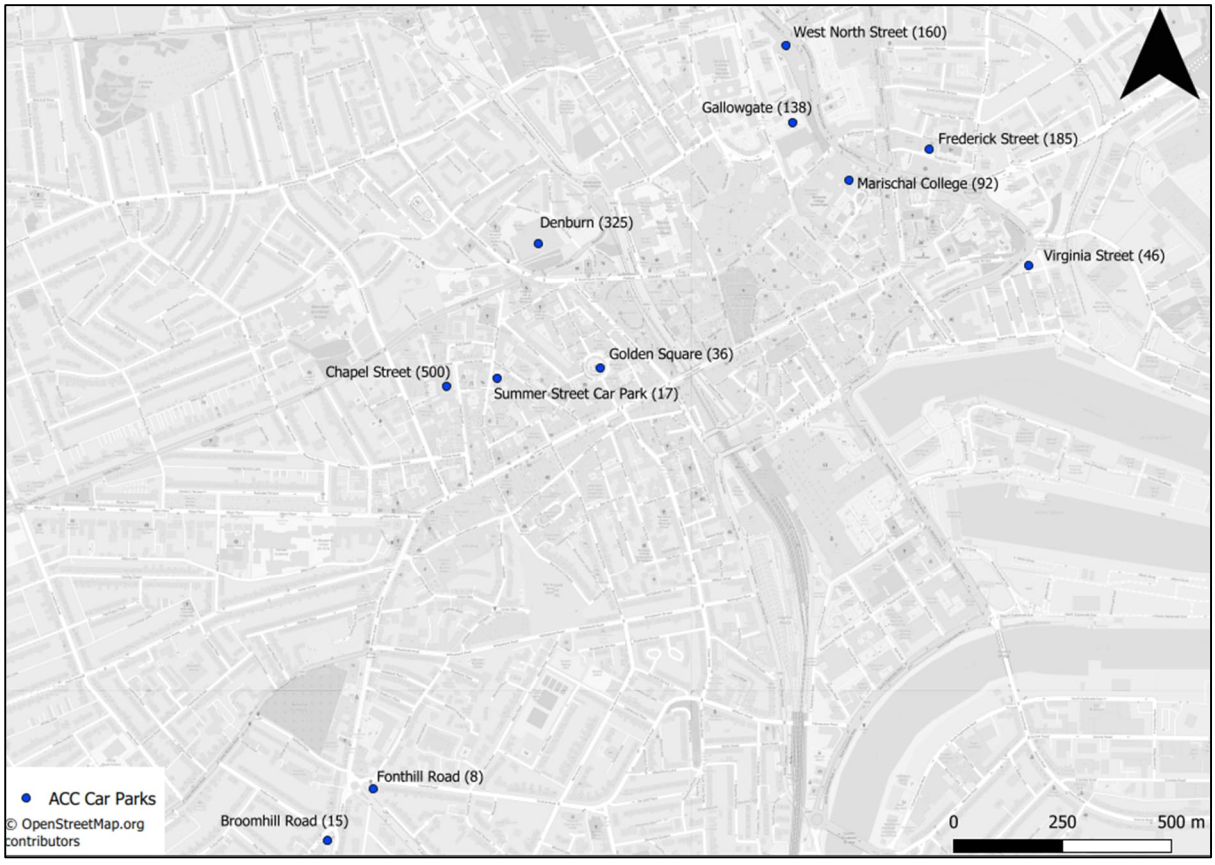


Figure 5: Car Parks Operated by ACC[1]

[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.

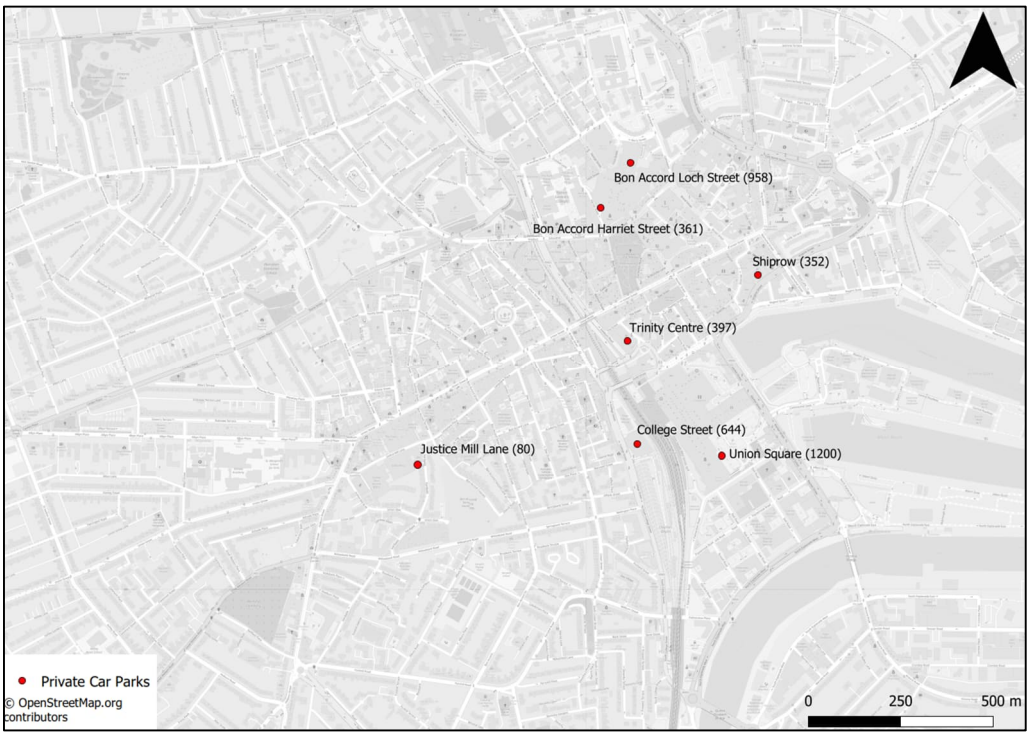


Figure 6: Privately Operated Car Parks in Aberdeen City Centre

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.

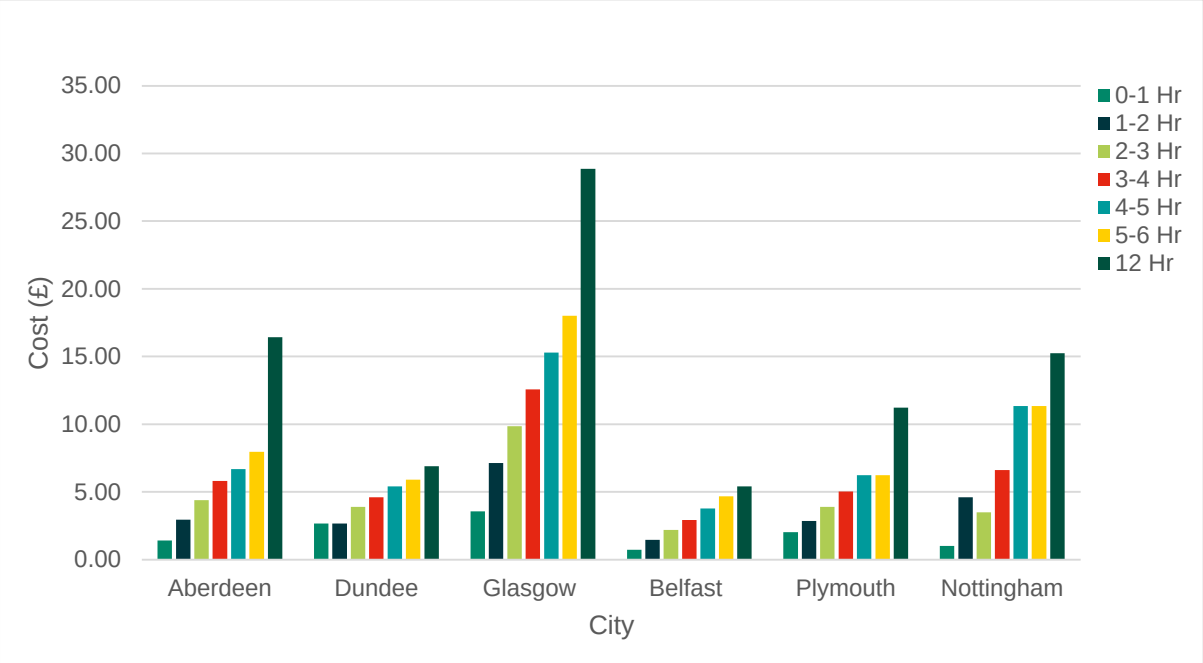


Figure 9: Comparison City Parking Charges

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

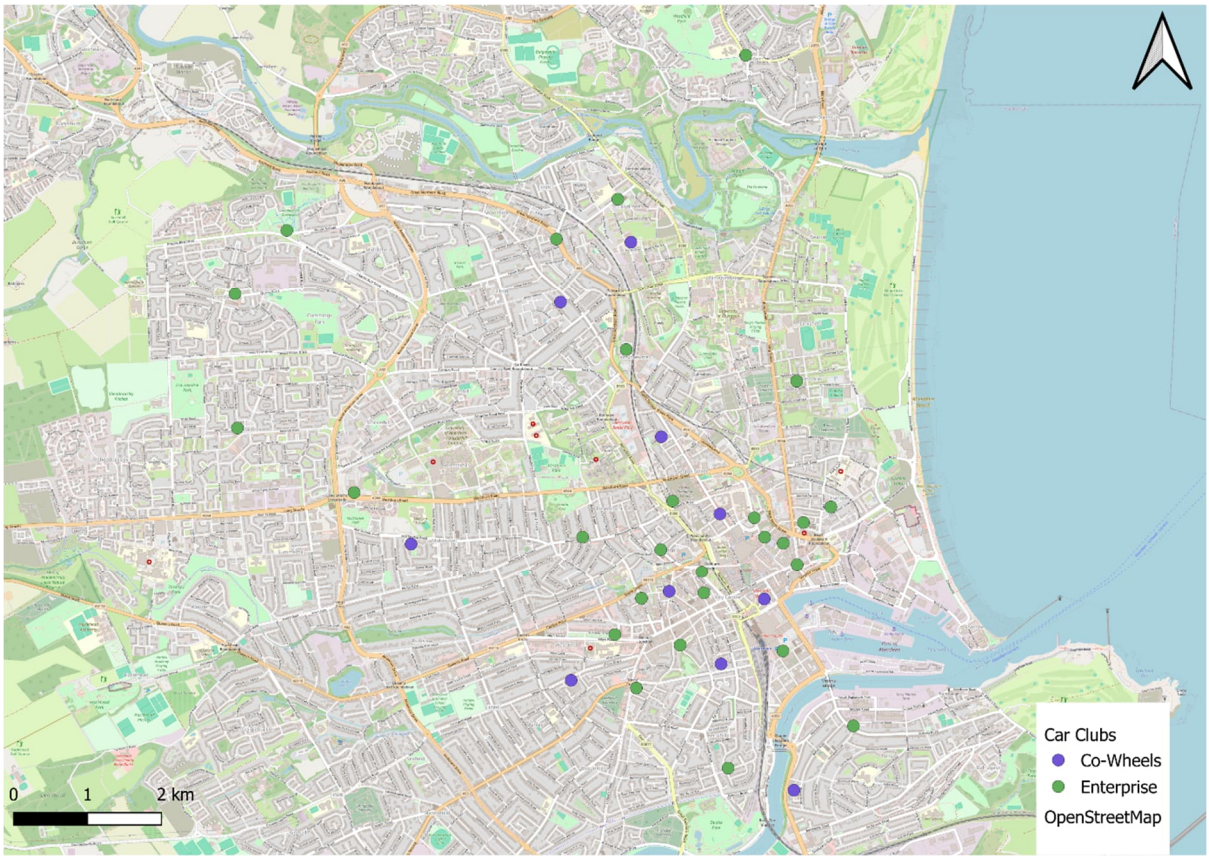


Figure 11: Co-Wheels and Enterprise Car Club Bay Locations

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

Prepared by	Checked by	Verified by	Approved by
Charlie Fuller Consultant	Andrew Robb Associate Director	Peter Morrow Associate Director	Andrew Robb Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	14-03-2025	Draft for Client Comment	AR	Andrew Robb	Project Manager
1	16-04-2025	Final Following Client Comment	AR	Andrew Robb	Project Manager

Prepared for:

Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

Prepared by:

AECOM Limited
177 Bothwell Street
Glasgow
G2 7ER
United Kingdom

T: +44 141 202 0500
aecom.com

© 2025 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction 1
1.1 Overview 1
1.2 Report Structure 1
2. SCPR Aim and Objectives 2
2.1 Aim 2
2.2 Objectives 2
3. Methodology 3
3.1 Introduction 3
3.2 Review of Previous Actions and Recommendations / Generation of New Outcomes 3
3.3 Appraisal of New Outcomes 3
4. Previous Actions and Recommendations Review 5
4.1 Introduction 5
4.2 Policy, Guidance, Strategy and Technology/General Review 5
4.3 Park & Ride and Public Transport Review 9
4.4 On-Street Parking Review 11
4.5 ACC Off-Street Publicly Available Car Parking Review 12
4.6 Electric Vehicles and Car Club Parking Review 14
4.7 Stakeholder and Public Engagement Review 15
4.8 Summary – Actions and Recommendations Carried Forward from Previous SCPR 16
5. Generation and Appraisal of New Outcomes 17
5.1 Introduction 17
5.2 Generation of New Outcomes 17
6. Final Outcomes 19
7. Summary 21
Appendix A – New Outcomes Appraisal 22

Tables

Table 1: New Outcomes Appraisal Criteria 3
Table 2: Policy, Guidance, Strategy and Technology/General Actions and Recommendations Review 6
Table 3: Park & Ride and Public Transport Actions and Recommendations Review 9
Table 4: On-Street Parking Review Actions and Recommendations Review 11
Table 5: ACC Off-Street Publicly Available Car Parking Review Actions and Recommendations Review 12
Table 6: Electric Vehicles and Car Club Parking Actions and Recommendations Review 14
Table 7: Stakeholder and Public Engagement Actions and Recommendations Review 15
Table 8: Summary of Actions and Recommendations Carried Forward 16
Table 9: Generation of New Outcomes 17
Table 10: SCPR Final Outcomes 19
Table 11: New Outcomes Appraisal 22

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**

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	18 November 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

Name	Anthony Burns
Title	Planner
Email Address	anburns@aberdeencity.gov.uk

This page is intentionally left blank

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

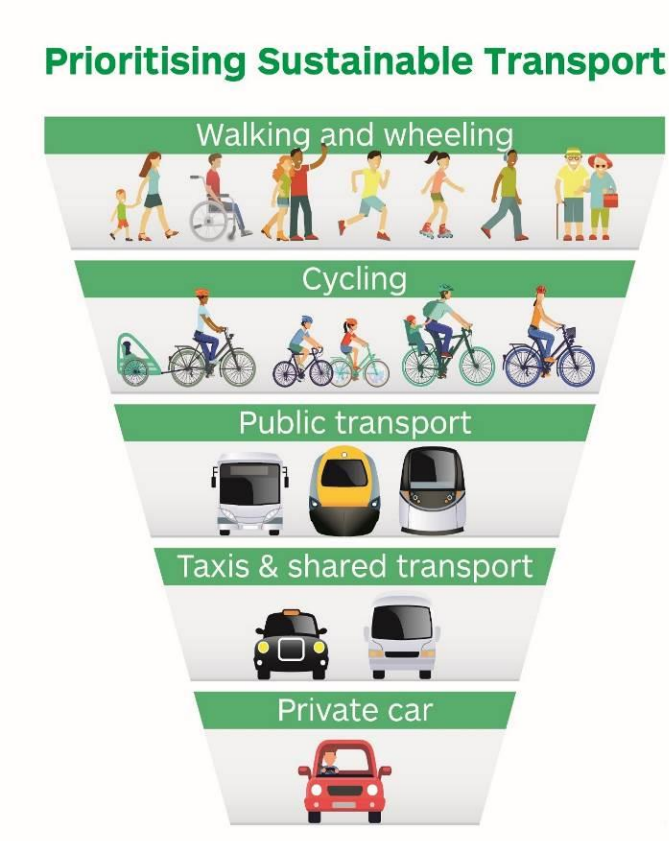
The following key policy, plan and strategy drivers also influence the need for a new travel plan.

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

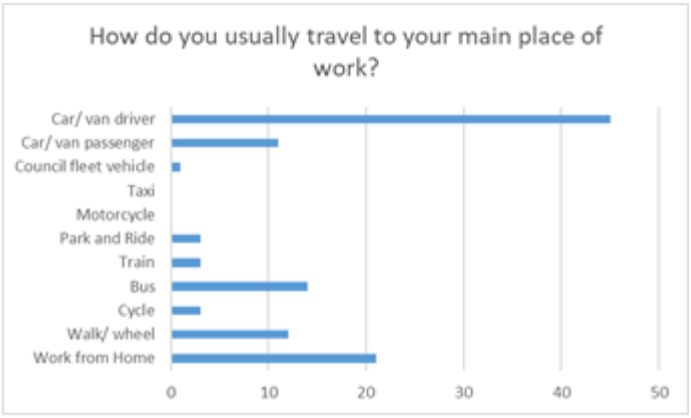
the Staff Travel Policy and Council Travel Plan have been covered on page 1 above.

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)

Responses Overview

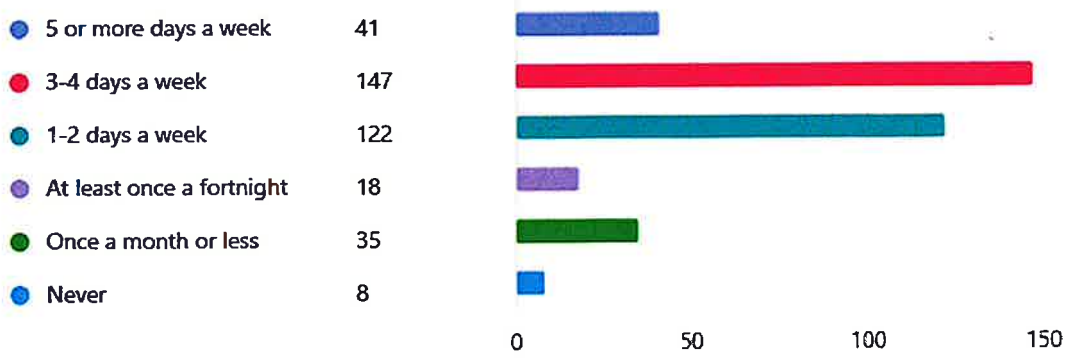
Active

Responses	Average Time	Duration
671	49:23	199 Days

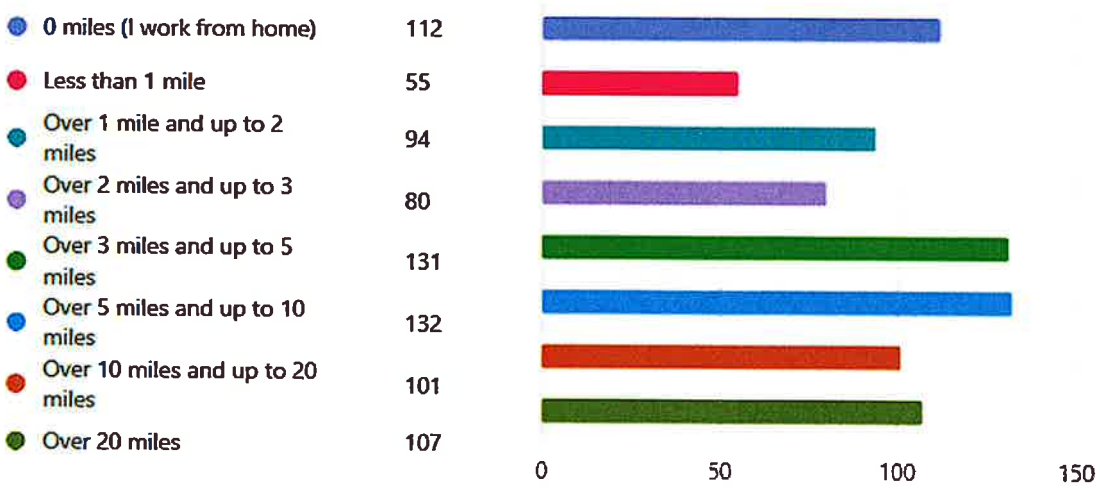
2. What is your workstyle?



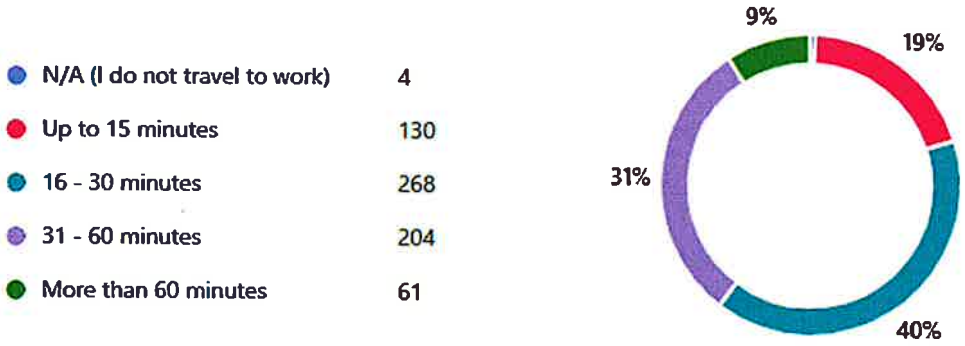
3. If you are in a role where it is possible to work from home, how often do you do so?



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.

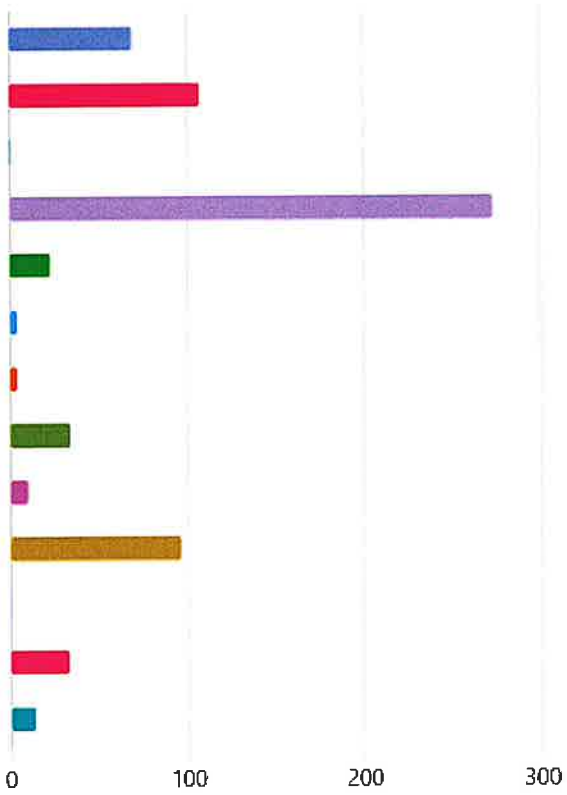


5. When commuting, on average how long does your journey to your main place of work usually tak e?



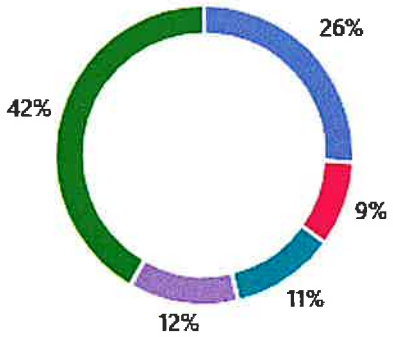
6. How would you most like to travel to work?

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

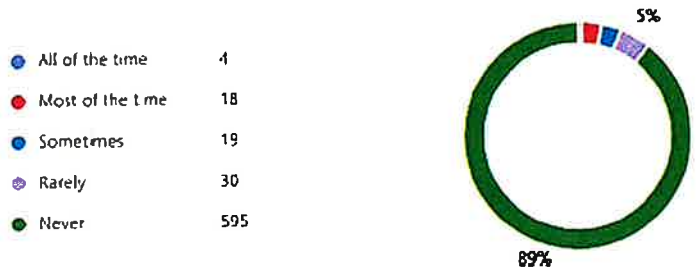


7. How often do you walk to/from work for all or part of your journey?

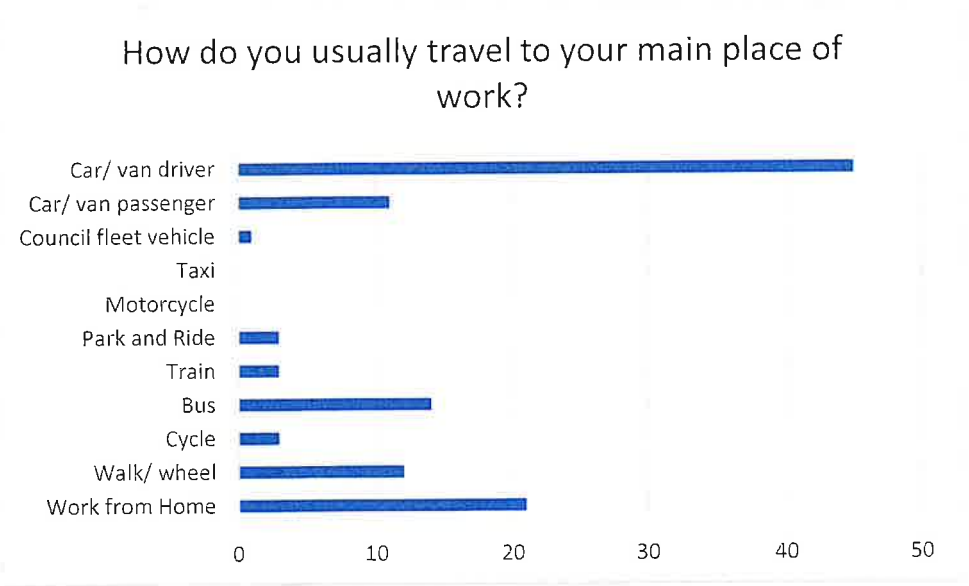
All of the time	173
Most of the time	61
Sometimes	76
Rarely	80
Never	278



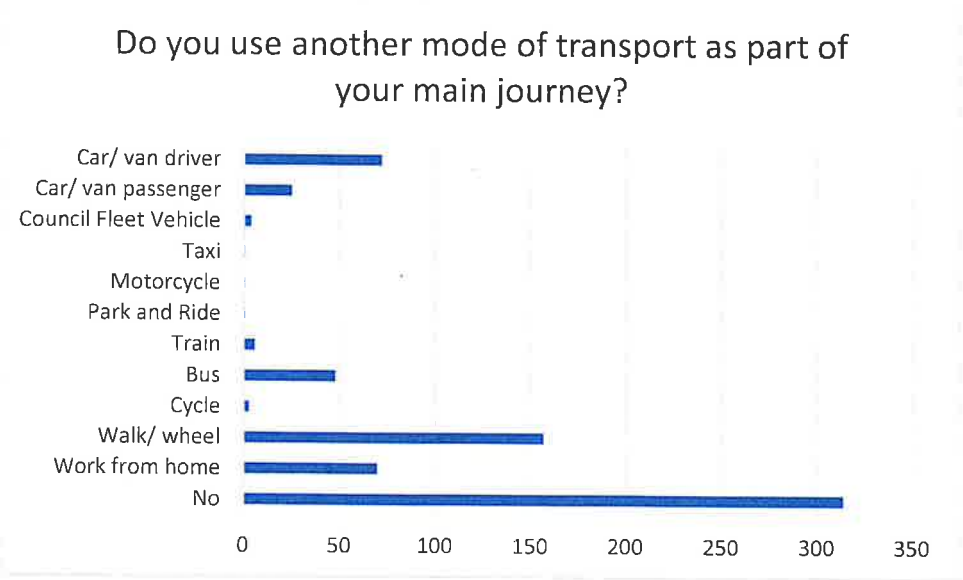
8. How often do you cycle to/from work for all or part of your journey?



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



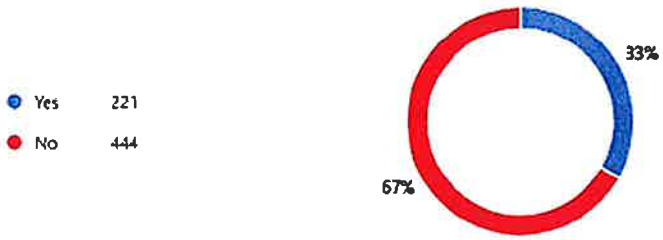
10) In the question above, you told us about the mode you use for the largest part of your typical journey to work. However, if, as part of that usual journey above, you travel by more than one mode then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile you'd select 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.



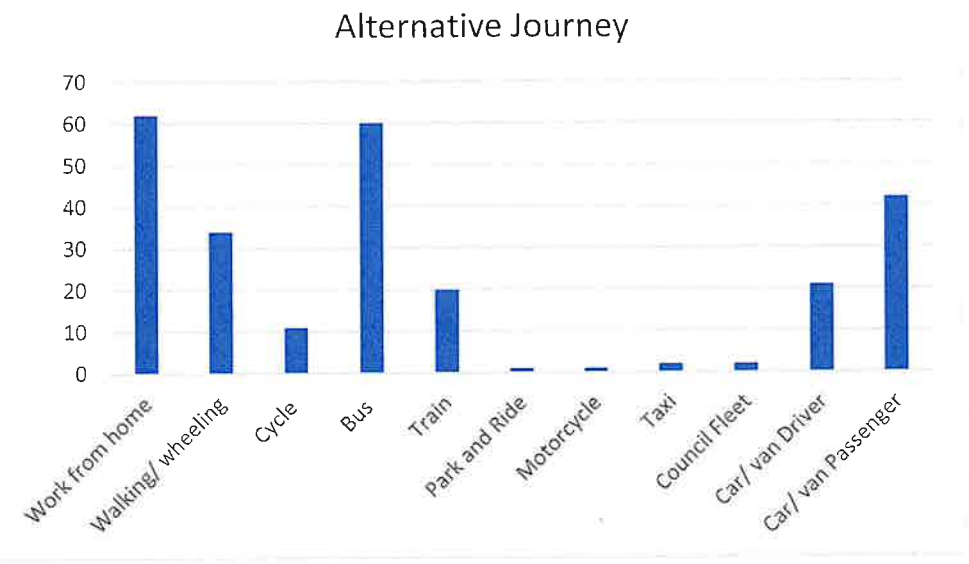
11 Is your homeward journey made the same way?



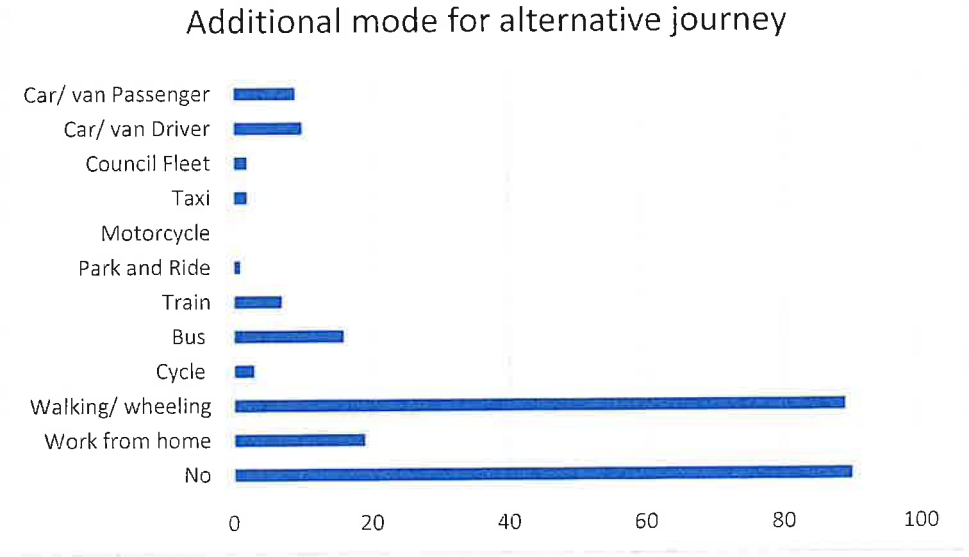
14. Following on from the previous questions, where you told us about your usual journeys to and fr om work do you ever make an **alternative** journey to work? (i.e. you take the bus to work three days a week but work from home for the other two)



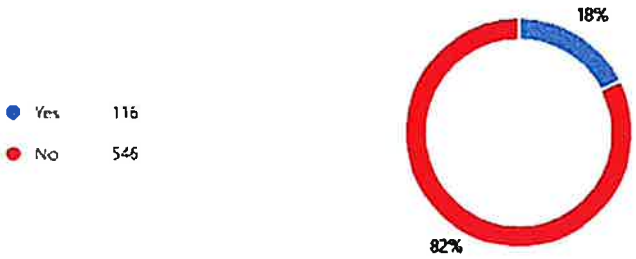
15) if you make an alternative journey type – please tell us here. (i.e. you take the bus to work three days a week but work from home for the other two, then the "work from home" aspect is the part we want to know about. Also, for this alternative journey, tick the box that represents the largest part 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.



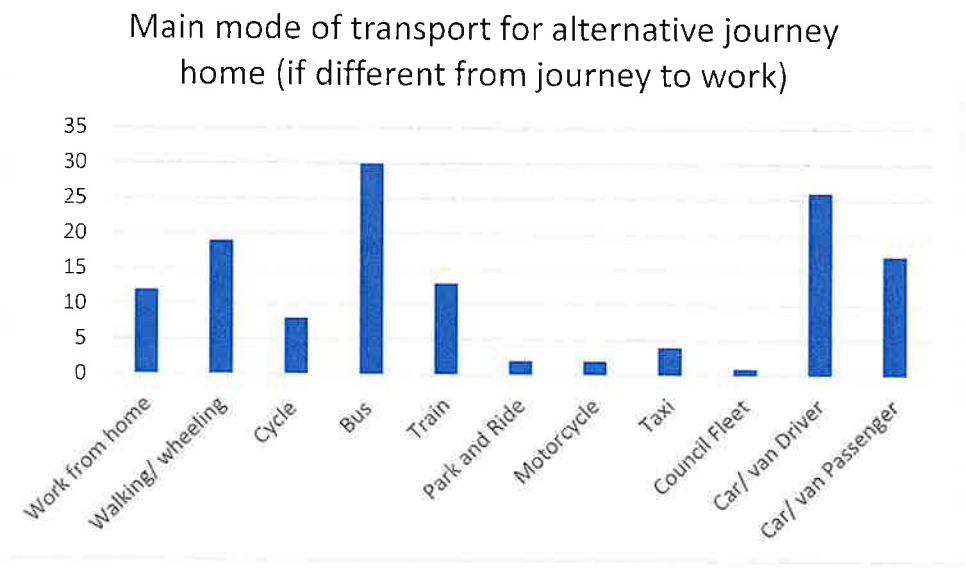
16) in the question above, you told us about the mode you use for the largest part of your alternative journey to work. However, if, as part of that alternative journey above, you travel by more than one mode then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile, 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.



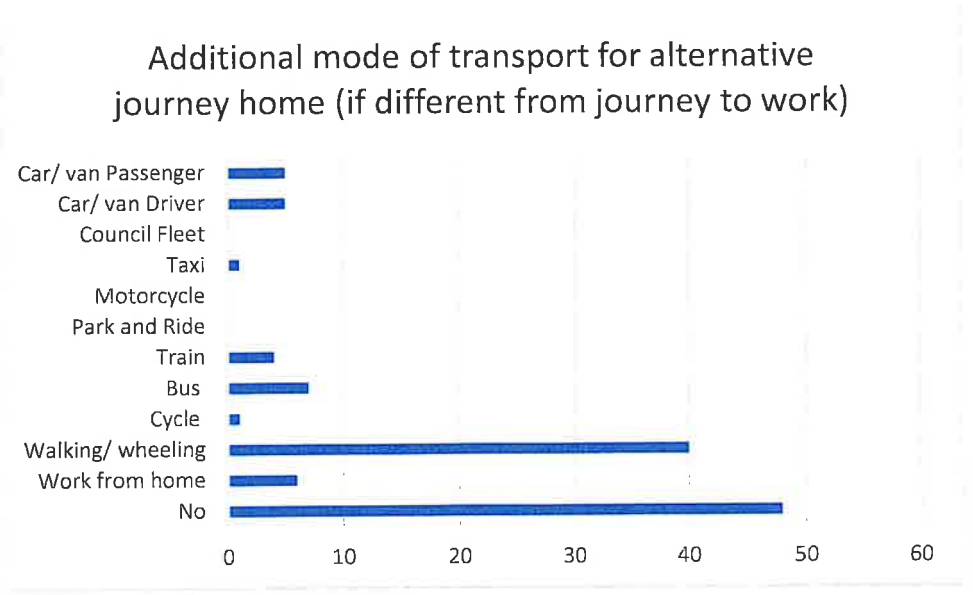
17 Do you ever make an alternative journey home from work?



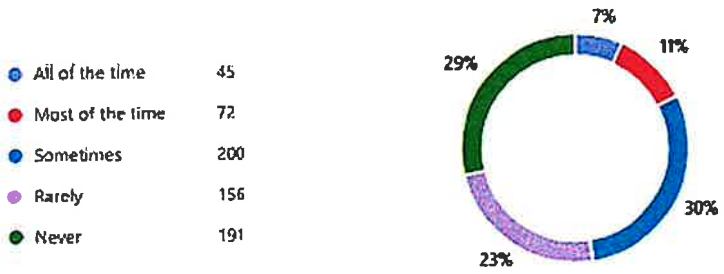
18) Tell us about your alternative journey home from your main place of work (i.e. the place where you spend most of your time when working)? For example, if you take the bus home three days a week but work from home for the other two, you'd answer from home. Also, for this alternative journey, tick 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



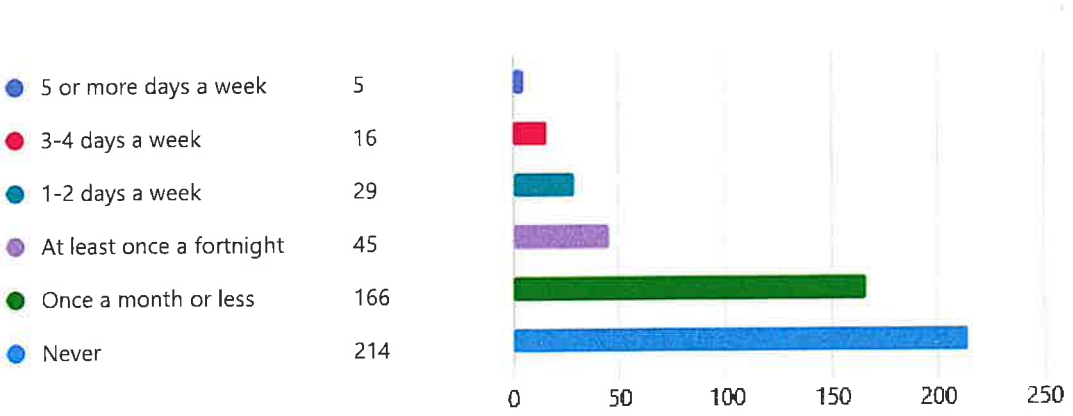
19) In the question above, you told us about the mode you use for the largest part of your alternative journey home. However, if as part of that alternative journey above, you travel by more than one mode, then please tell us here – i.e. if you take the bus for 10 miles and then walk for half a mile 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.



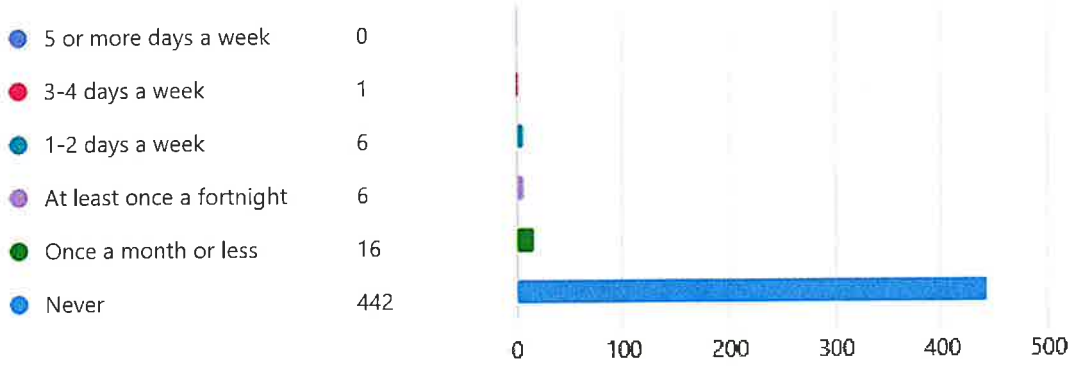
20. Do you have to travel to meetings/ site visits/ visits to clients during your working day?



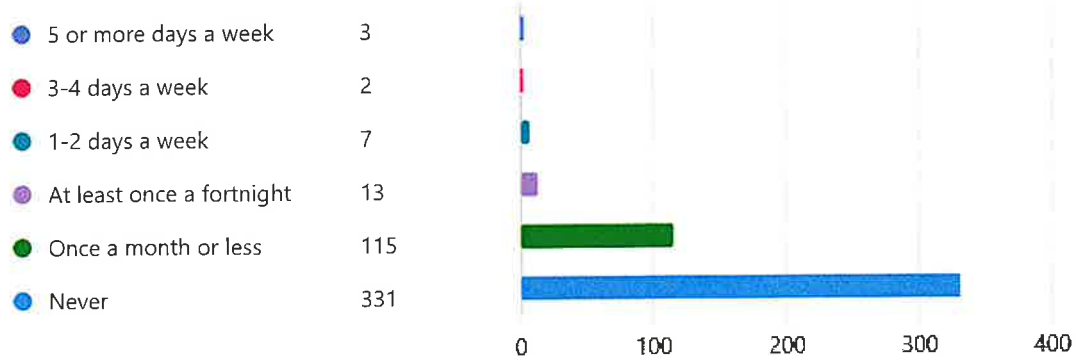
21. Do you currently walk to meetings/site visits during the business day, and if yes – how often?



22. Do you currently cycle to meetings/site visits during the business day – and if yes, how often?

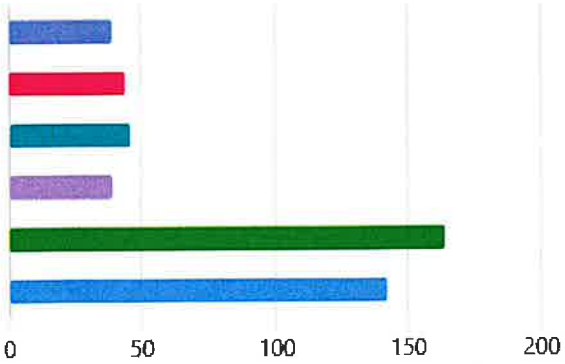


23. Do you currently take public transport to meetings/site visits during the business day? If yes, ho w often?



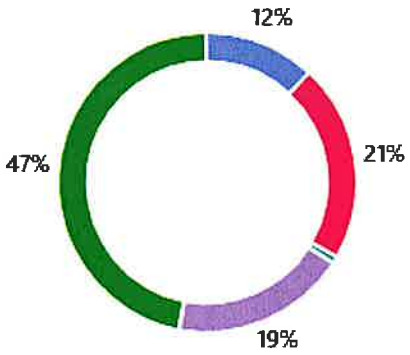
24. Do you currently use your own car for meetings/site visits during the business day? If yes, how o ften?

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



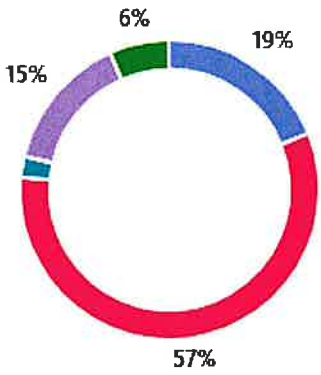
25. Which one of the following statements best describes you? Would you say you are someone wh o...

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

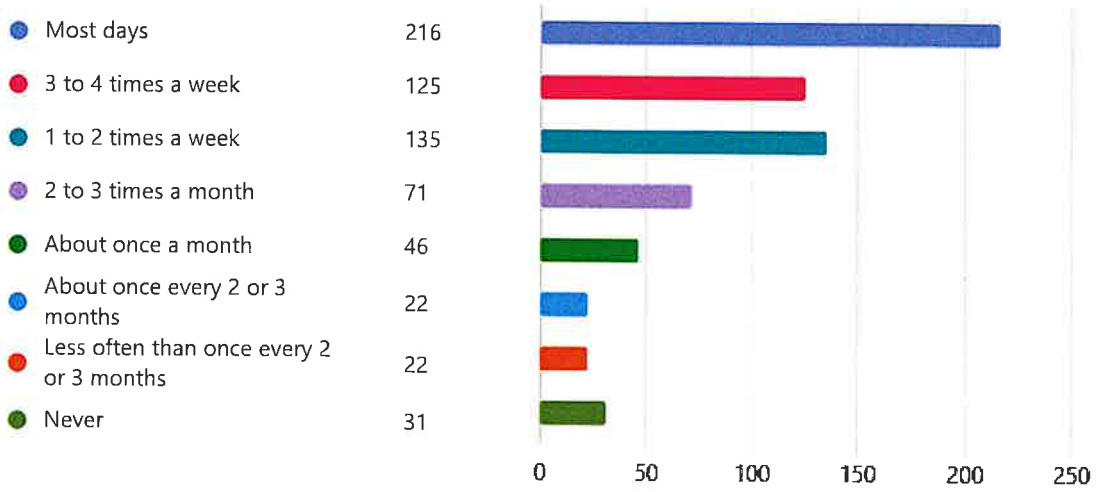


26. Which one of the following statements best describes you? Would you say you are someone wh o...

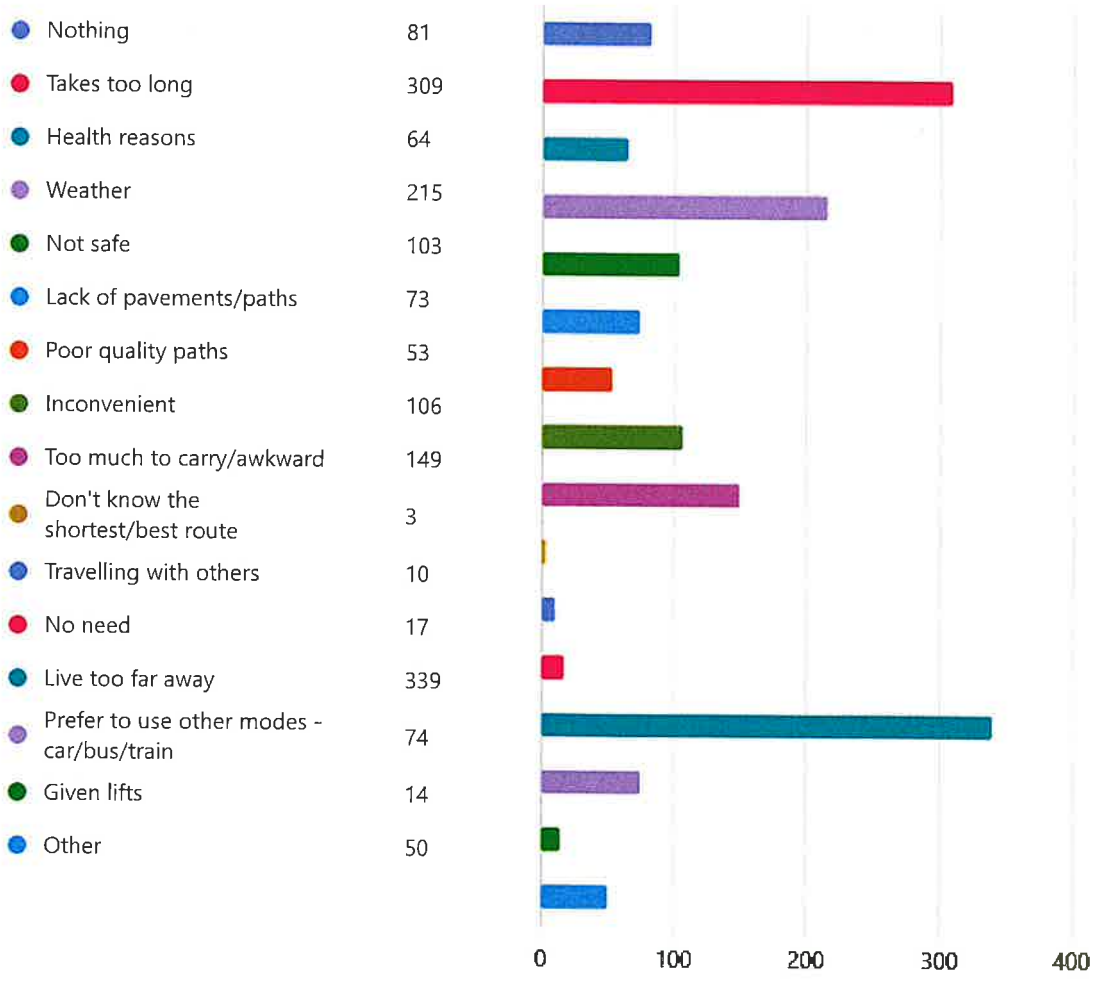
Does not cycle but would like to	126
Does not cycle and does not want to	381
Is new or returning to cycling	15
Occasionally cycles	98
Regularly cycles	43



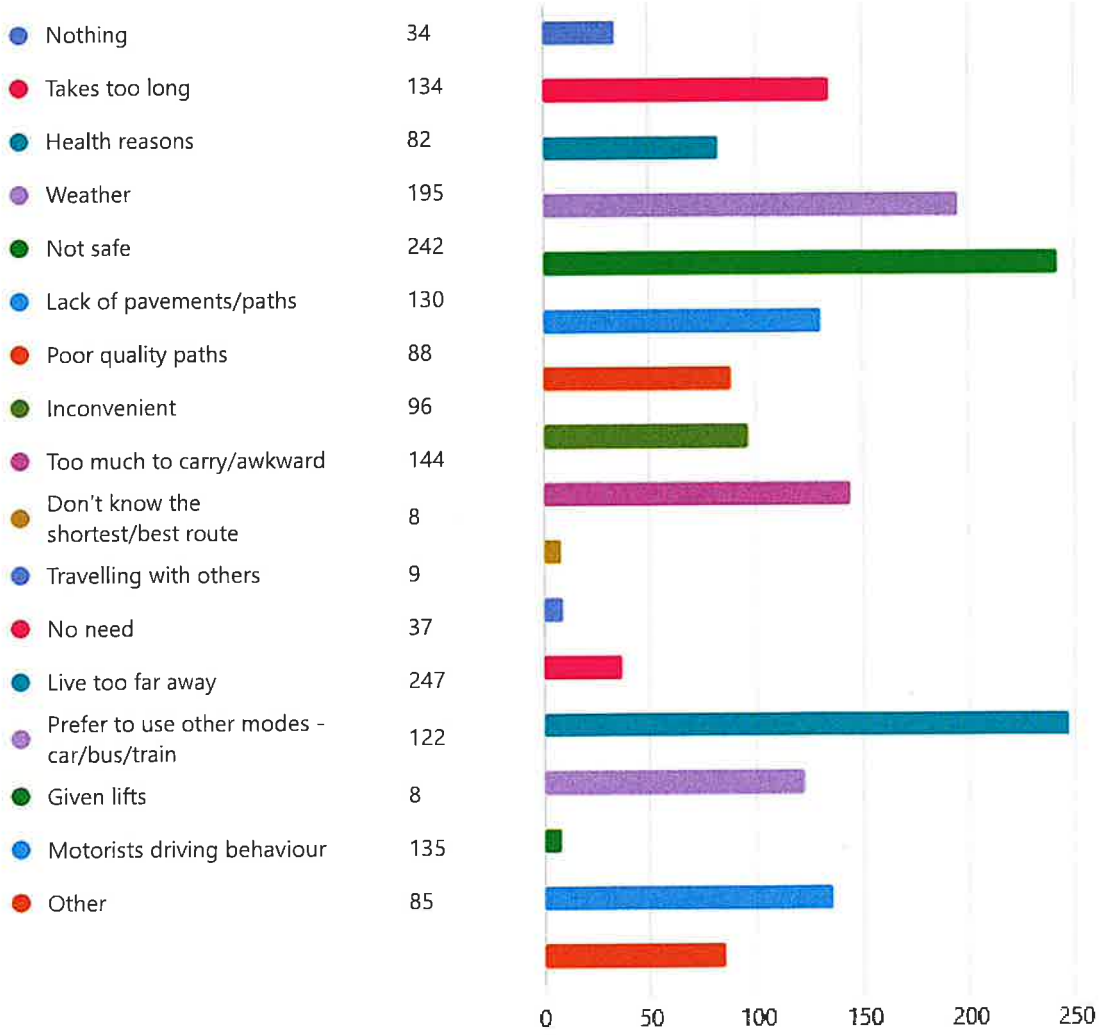
27. How often do you walk/wheel for pleasure/exercise? E.g. just "going for a walk" rather than to a destination.



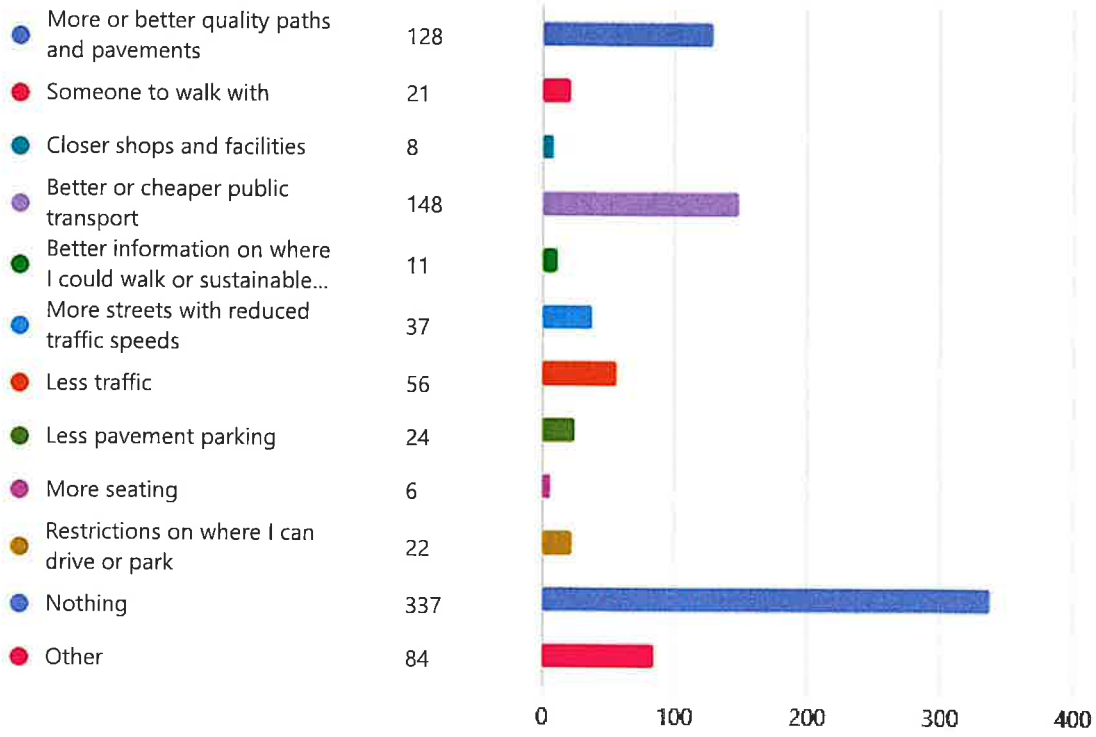
28. What discourages you from walking to work? Select all that apply.



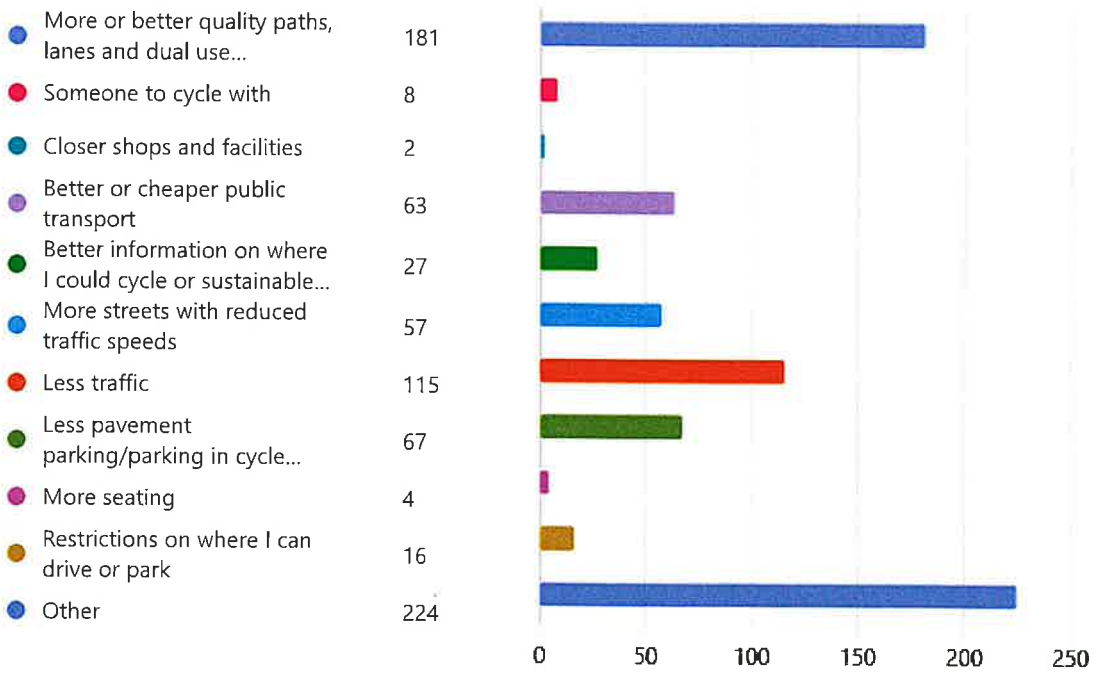
29. What discourages you from cycling to work? Select all that apply.



30. Which of the following, if any, would encourage you to walk or wheel to work more often? Select all that apply.

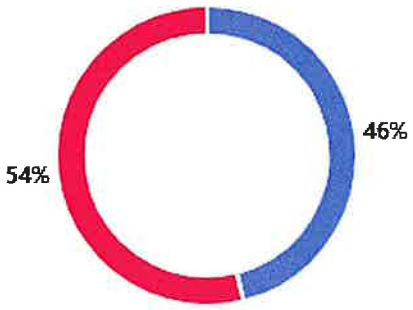


31. Which of the following, if any, would encourage you to cycle to work more often? Select all that apply.



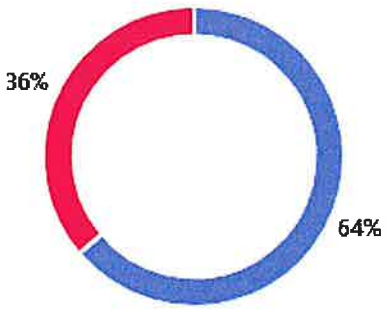
32. Are you aware that the council has a fleet of pool bicycles, including an electric bike and a foldin g bike, based at Marischal College which staff can use during the business day?

Yes	308
No	358



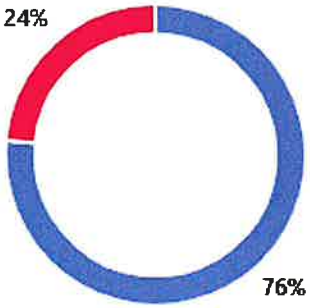
33. Are you aware that the Council offers indoor cycle parking plus maintenance facilities and changi ng and showering facilities for staff in the basement of Marischal College?

Yes	426
No	240



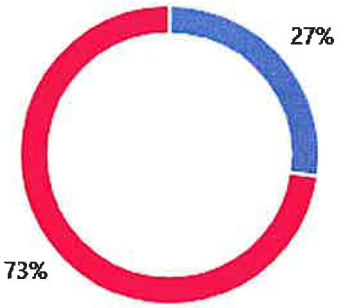
34. Are you aware that the council offers a cycle to work scheme whereby employees can get a new bike at a reduced price through the council and pay back the cost monthly?

Yes	506
No	156



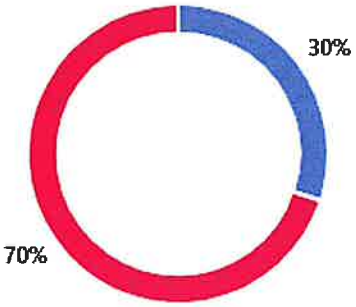
35. Are you aware that the council offers reimbursement at a rate of 20p per mile for employees wh o use their own bike for business use?

Yes	180
No	482



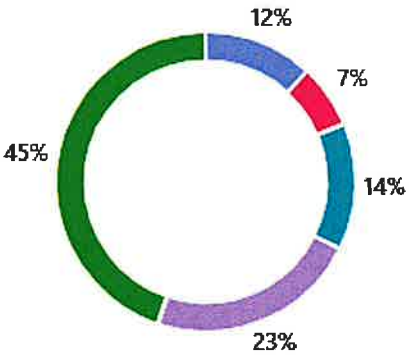
36. Are you aware that the council offers secure cycle lockers for hire at the city's park and ride sites as well as at Dyce railway station?

Yes	201
No	465



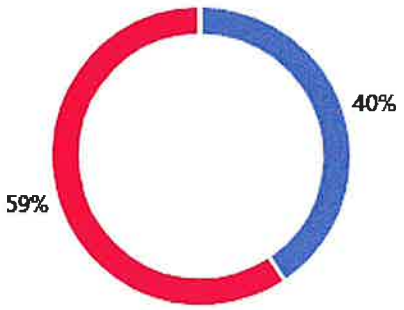
37. How often do you travel to/from work by public transport (e.g. bus, train, Park & Ride, or taxi) fo r all or part of your journey?

All of the time	79
Most of the time	46
Sometimes	91
Rarely	152
Never	297



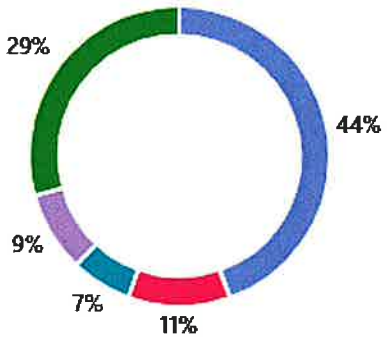
38. Are you aware that the council offers a scheme whereby employees can get a bus season ticket a t a reduced price through the council and pay back the cost monthly?

Yes	270
No	396
Other	1

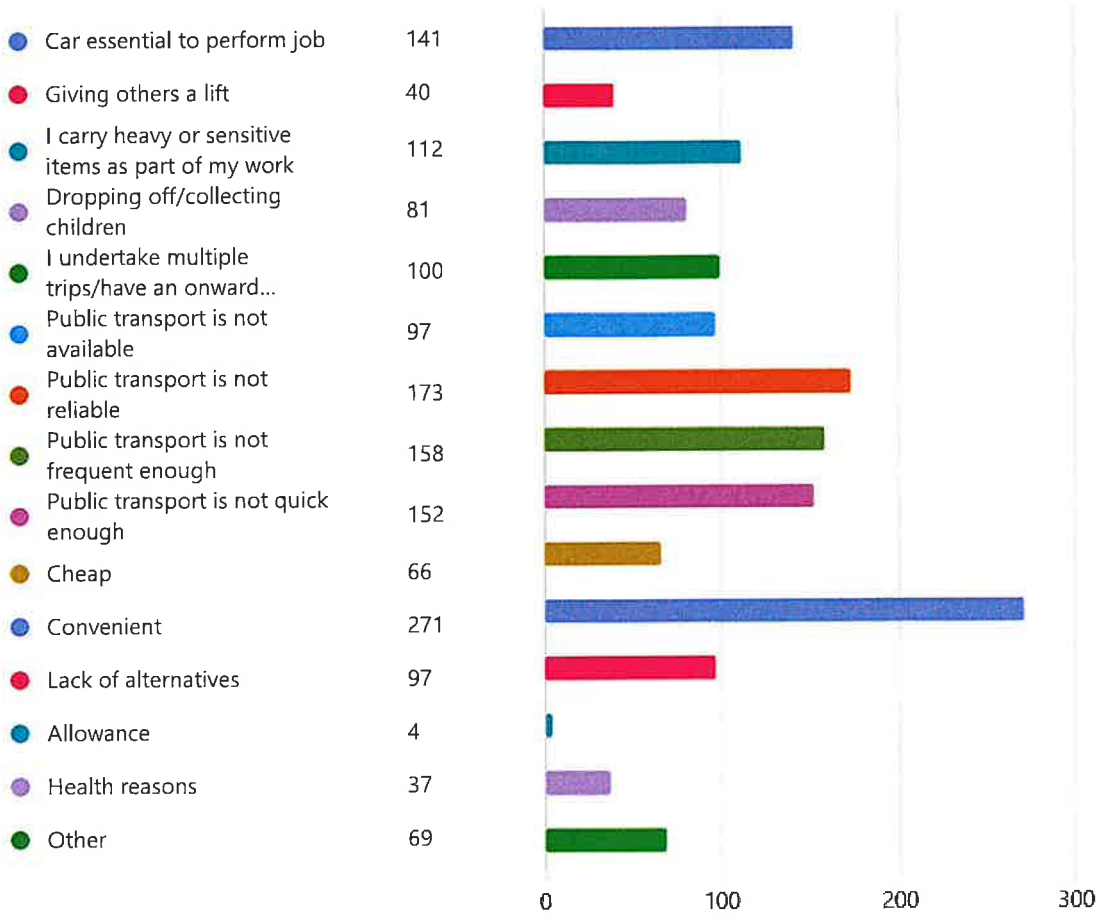


39. How often do you travel to/from work by car as the DRIVER for all or part of your journey?

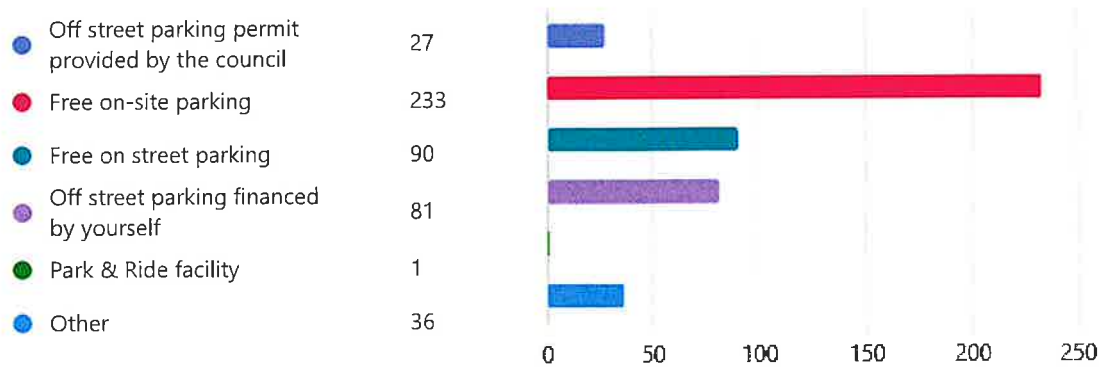
All of the time	297
Most of the time	73
Sometimes	44
Rarely	58
Never	196



40. Why do you use your car for travel to/from work? Please select all that apply.

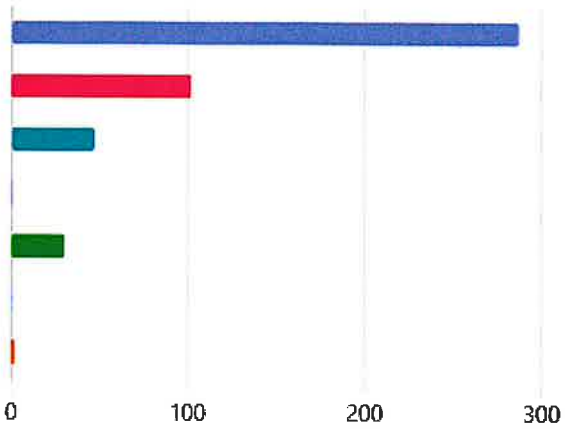


41. When at work, which type of parking would you normally use?



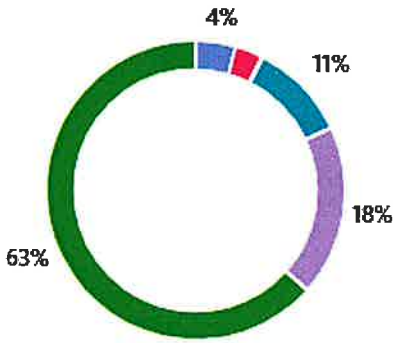
42. How is your car fuelled?

Pure petrol	287
Pure diesel	102
Hybrid	47
Plug in hybrid	1
Battery electric	30
Hydrogen	0
Other	2



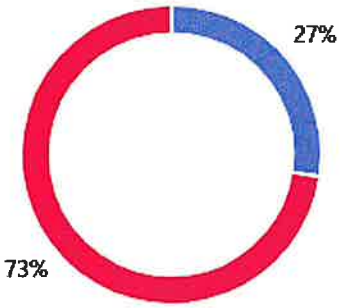
43. Do you car share to work either as the DRIVER or the PASSENGER for all or part of your journey?

All of the time	29
Most of the time	20
Sometimes	71
Rarely	123
Never	422



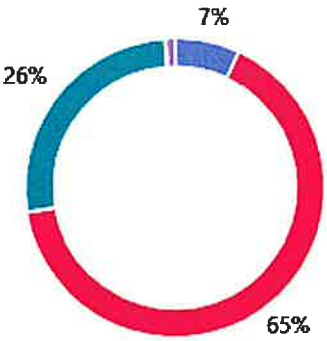
44. Are you aware that a free regional lift sharing platform called Getabout Liftshare is available for staff to join up to which matches people who would be willing to share a car for the journey to/from work?

Yes	183
No	483



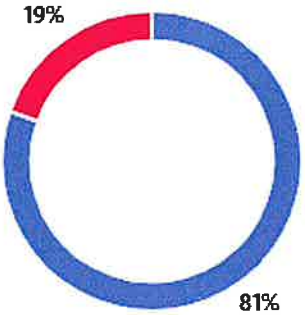
45. Would you be willing to join this car share scheme?

Yes	47
No	437
Not sure	177
Already a member	7



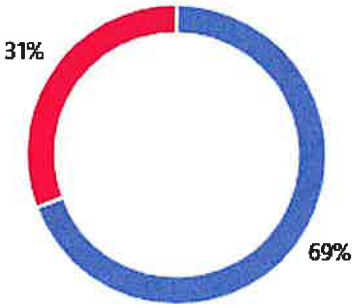
46. Do you have access to a private vehicle?

Yes	538
No	130



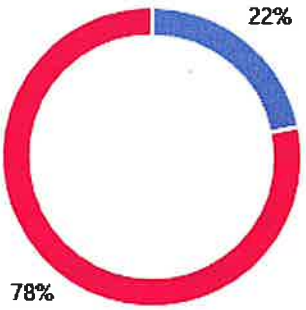
47. Are you aware that the council is part of a Car Club, run by Enterprise, whereby staff can book ou t a car from the club to use when travelling for business purposes?

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"

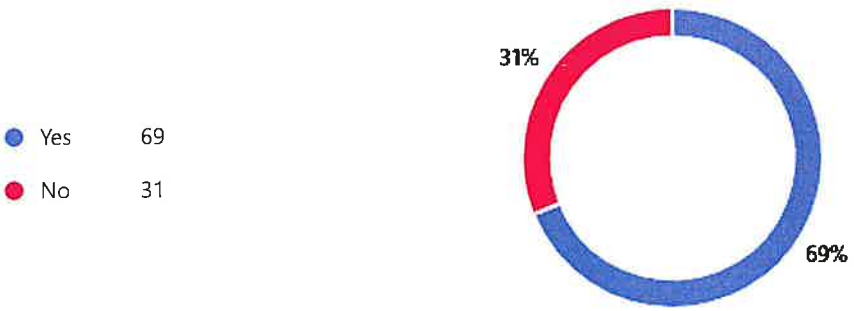
"Simply taking the time to do so and concern that they ma..."

• • •

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

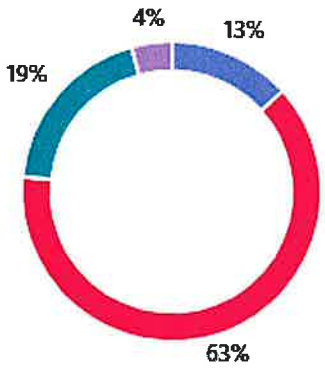
Latest Responses

12 respondents (40%) answered car for this question.



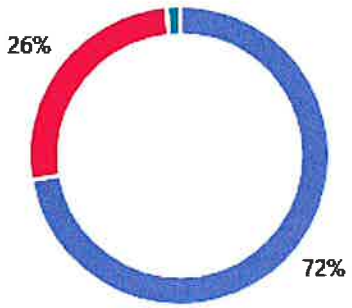
52. Do you find there is usually a car available when you need one?

All of the time	9
Most of the time	43
Sometimes	13
Rarely	3
Never	0



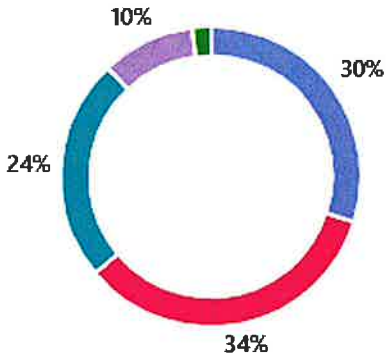
53. Have you tried any of the electric car club vehicles?

Yes	50
No	18
I did not know there were electric vehicles	1



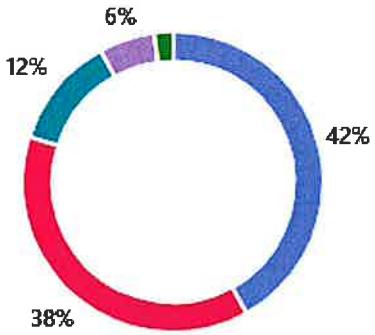
54. How did you find unplugging the electric vehicle?

Very easy	15
Easy	17
Neither easy nor difficult	12
Difficult	5
Very difficult	1



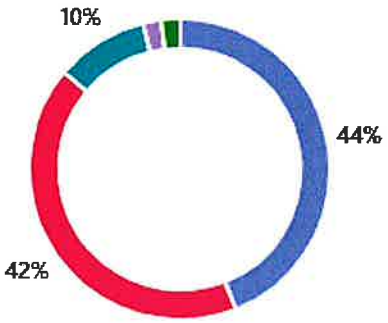
55. How did you find getting the electric vehicle started?

Very easy	21
Easy	19
Neither easy nor difficult	6
Difficult	3
Very difficult	1



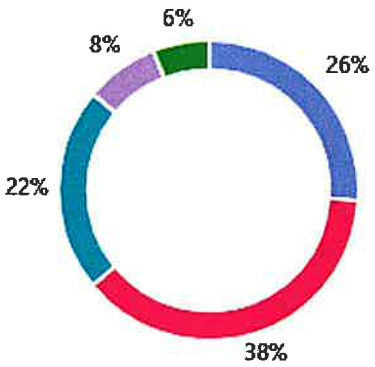
56. How did you find the electric vehicle was to drive?

Very easy	22
Easy	21
Neither easy nor difficult	5
Difficult	1
Very difficult	1



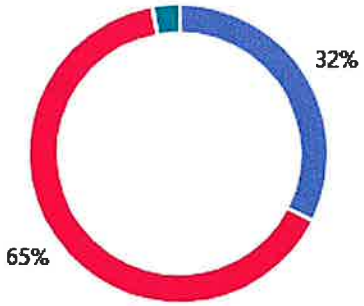
57. How did you find plugging back in the electric vehicle.

Very easy	13
Easy	19
Neither easy nor difficult	11
Difficult	4
Very difficult	3



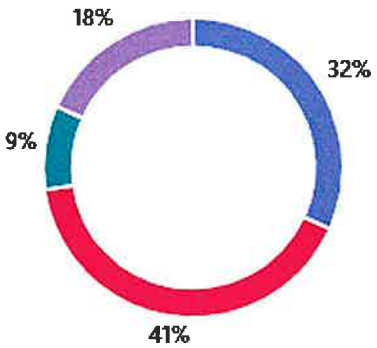
58. *The next few questions relate to hydrogen vehicles. Although we appreciate they have been off the road for some time due to refuelling station issues, we are still keen to get your thoughts.*
Have you tried any of the hydrogen vehicles?

Yes	22
No	44
I did not know there were hydrogen vehicles to use	2



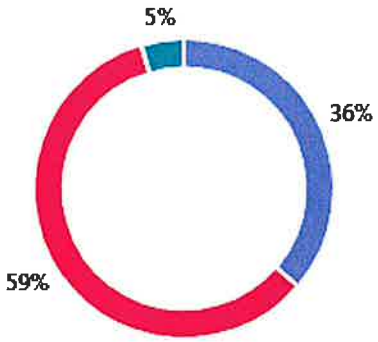
59. How did you find getting the hydrogen vehicle started?

Very easy	7
Easy	9
Neither easy nor difficult	2
Difficult	4
Very difficult	0



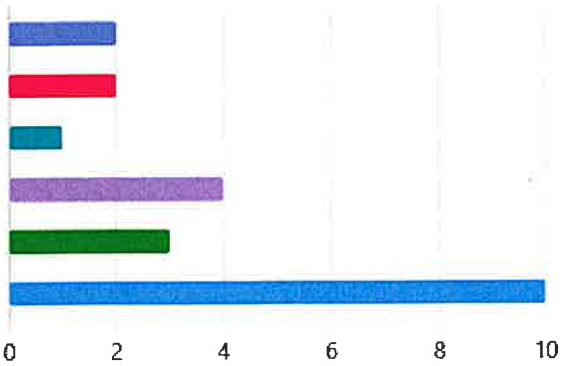
60. How did you find the hydrogen vehicle to drive?

Very easy	8
Easy	13
Neither easy nor difficult	1
Difficult	0
Very difficult	0

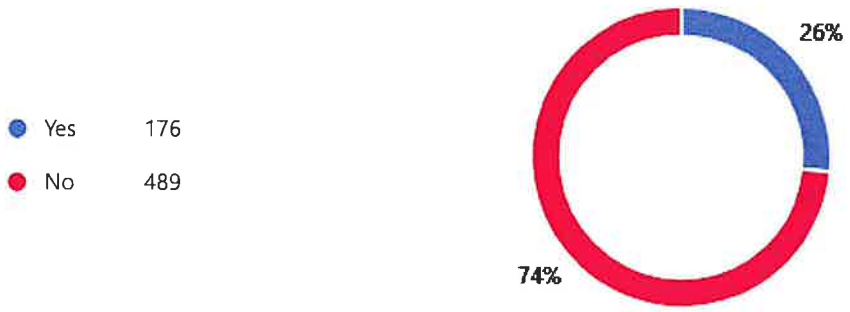


61. How did you find refuelling the hydrogen vehicles?

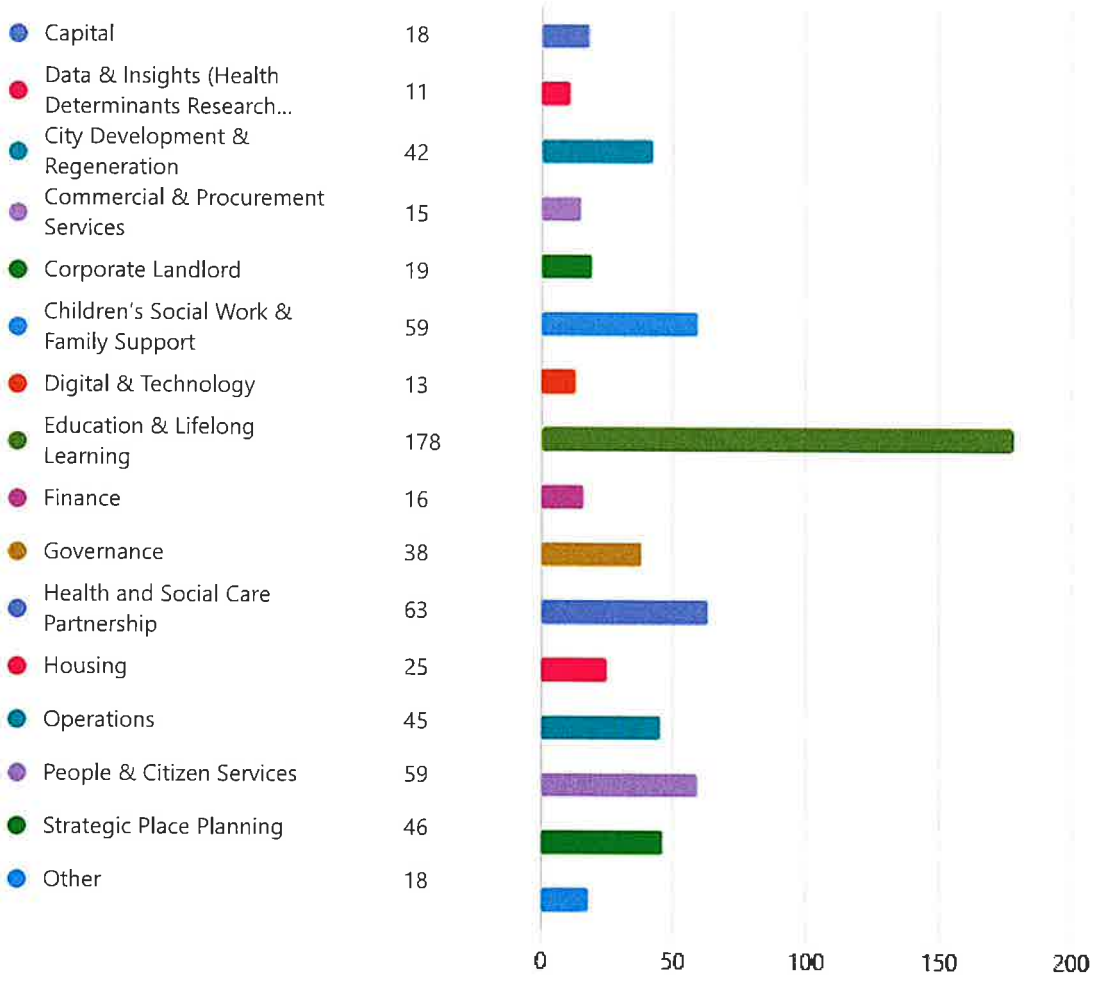
Very easy	2
Easy	2
Neither easy nor difficult	1
Difficult	4
Very difficult	3
I've never had to do this	10



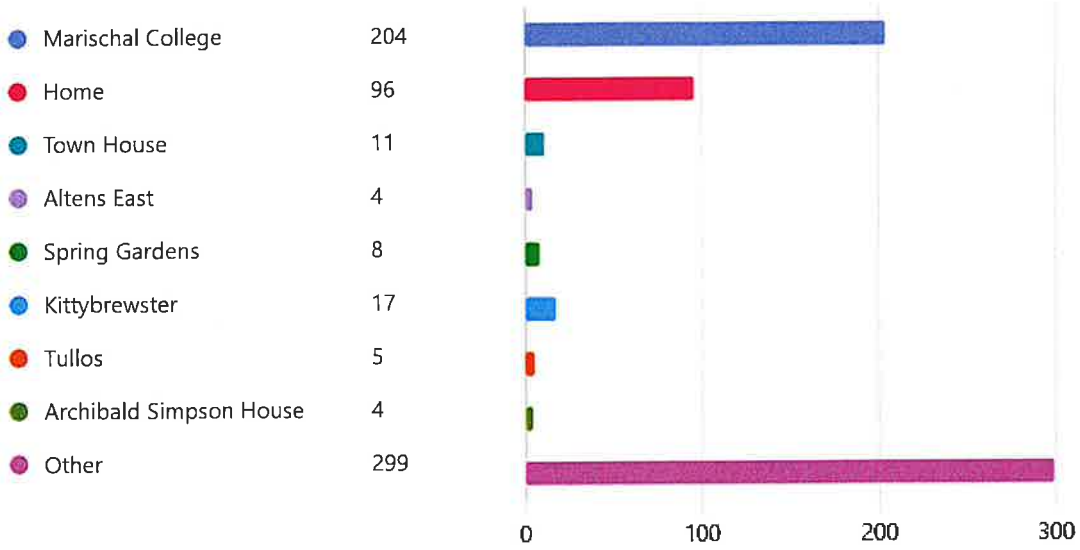
62. Did you know that you can get free personal membership (worth £20 per year) of the car club as an Aberdeen City Council corporate user?



63. Which cluster do you work in?



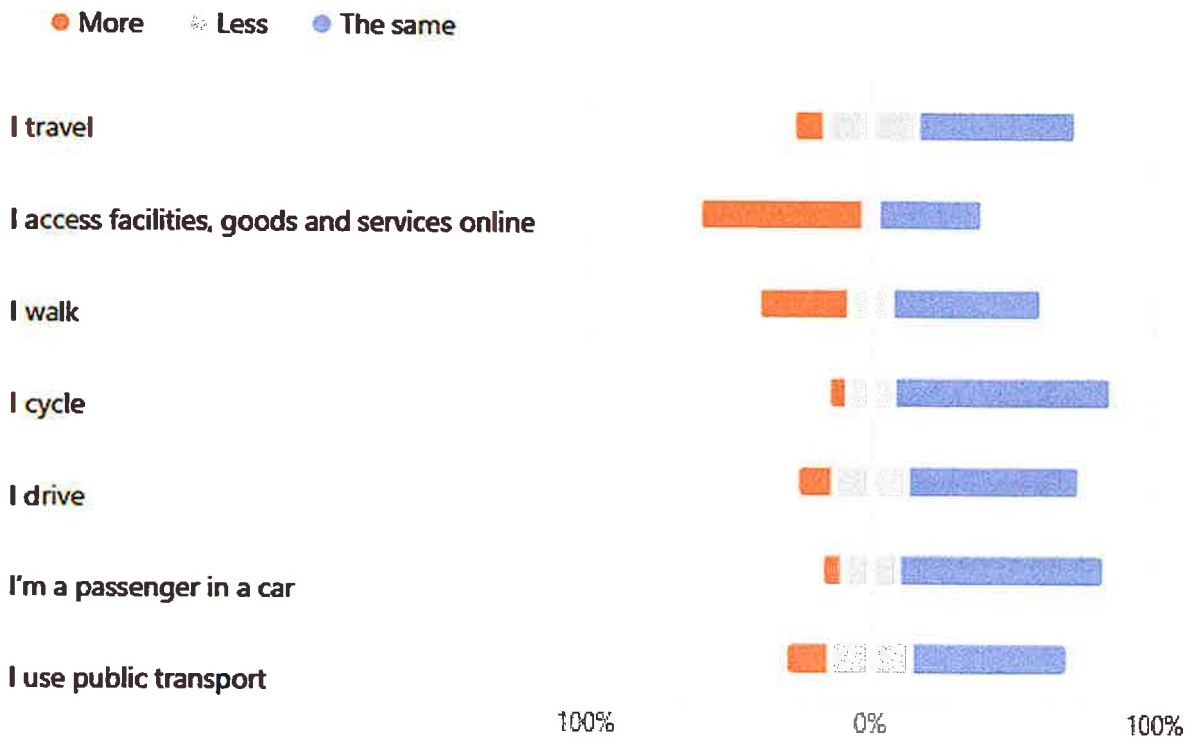
64. Where do you normally work? (if you work outdoors please answer the question with the locatio n you are normally based in e.g. Kittybrewster or Tullos Depot)



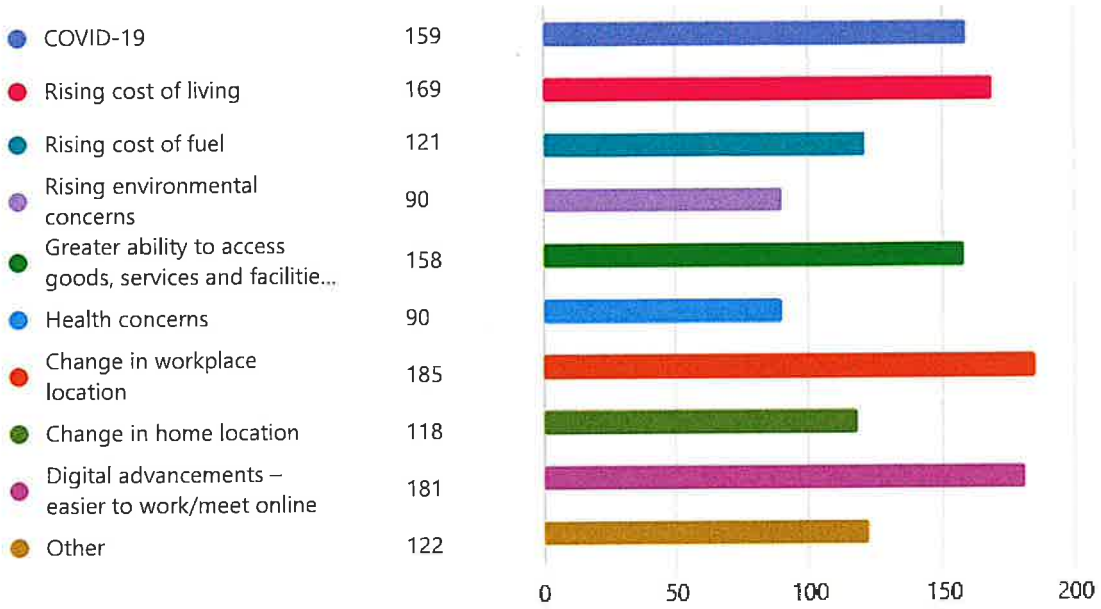
65. Compared with pre-pandemic (pre-2020) how have your travel choices to, from and during work been affected?



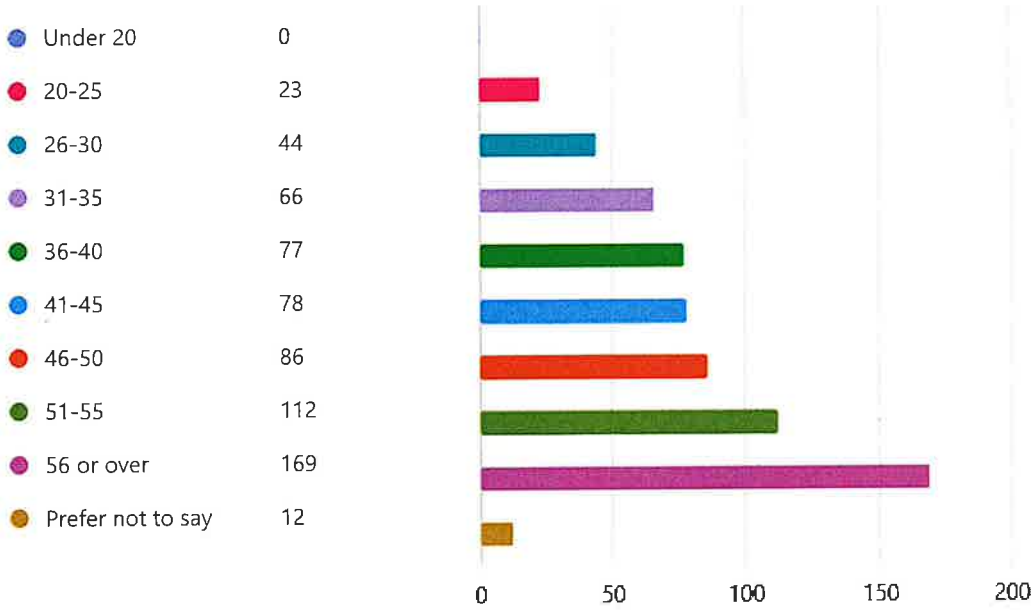
66. In your everyday life, do you now travel differently?



67. What factors have influenced your change in travel behaviour? Please tick all that apply.

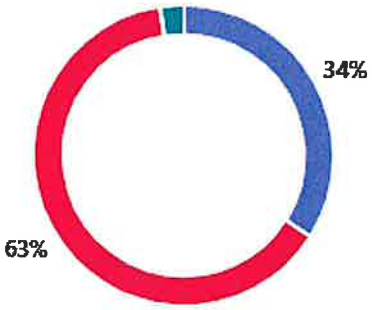


68. What is your age?



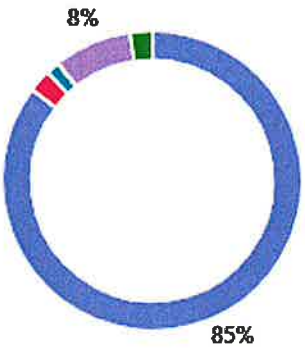
69. What is your sex?

Male	225
Female	421
Prefer not to say	17
Other	0

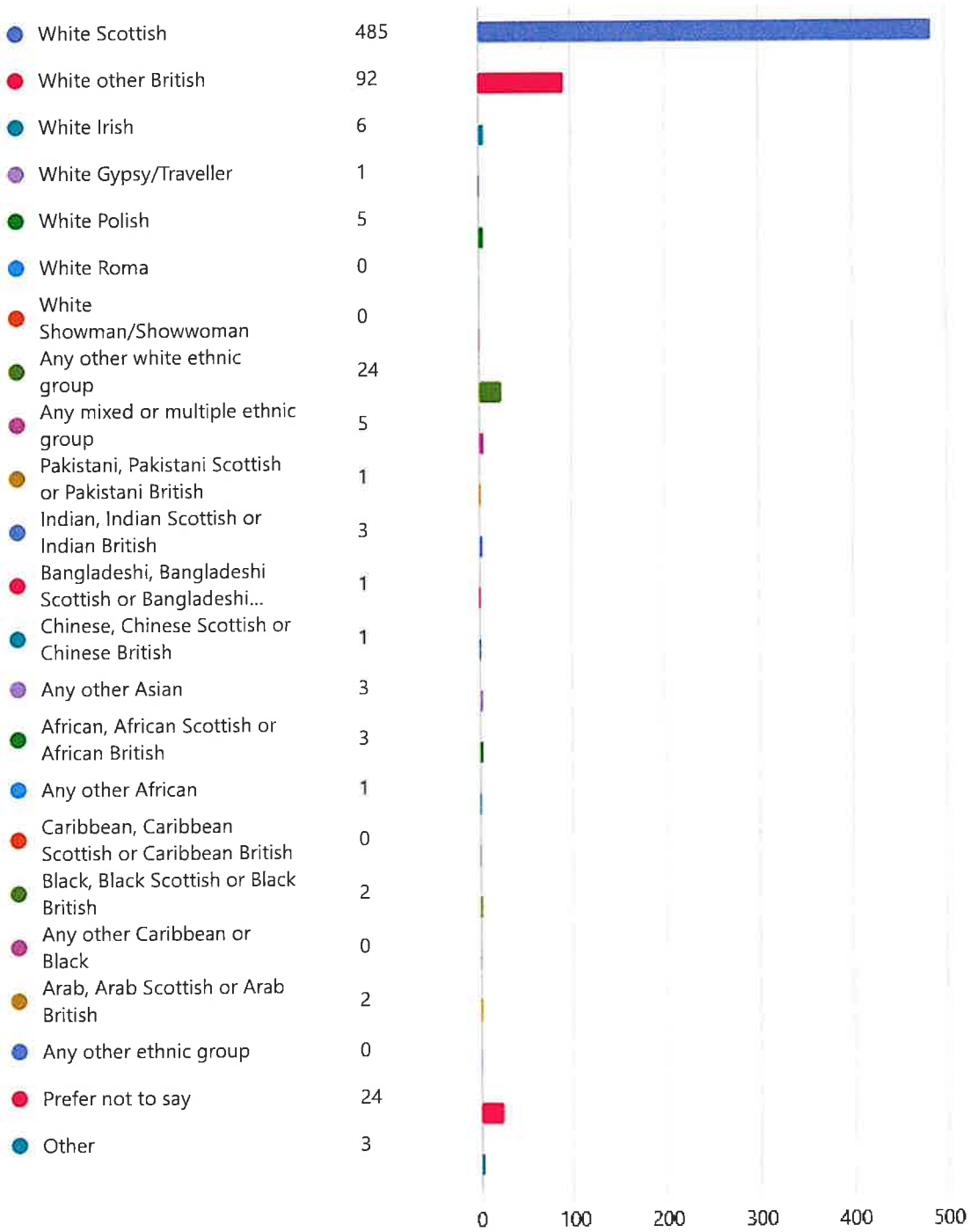


70. What is your sexual orientation?

Straight / Heterosexual	560
Gay	16
Lesbian	10
Prefer not to say	55
Other	16



71. What is your ethnic group?



72. What religion, religious denomination or body do you belong to? (leave blank if you would rather not say)

240
Responses

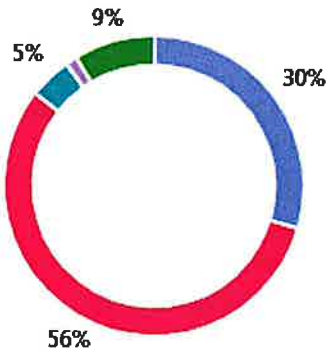
Latest Responses
"None"
• • •

120 respondents (50%) answered None for this question.



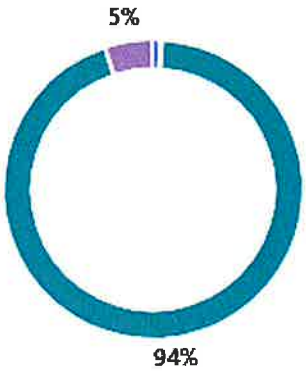
73. What is your legal marital status?

Single	193
Married / Civil partnership	366
Divorced	30
Widowed	8
Prefer not to answer	57



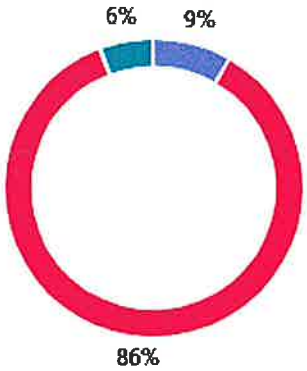
74. Are you pregnant or on maternity leave?

Yes - Pregnant	6
Yes - Maternity leave	1
Neither	606
Prefer not to say	33



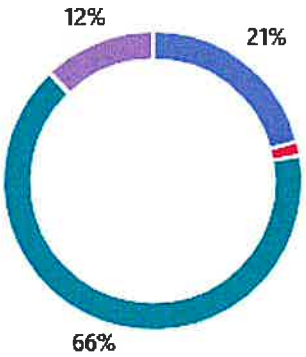
75. Do you have a disability that affects your travel arrangements?

Yes	56
No	564
Prefer not to say	38



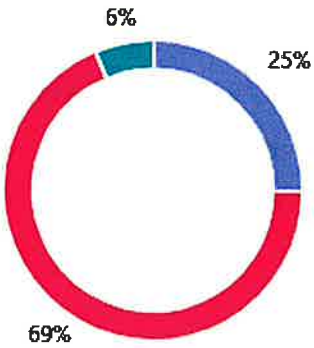
76. Do you have any physical or mental health conditions or illnesses?

Yes, lasting or expected to last 12 months or more	137
Yes, lasting or expected to last between 1 and 12 months	10
No	431
Prefer not to say	79



77. Do you look after, or give any help or support to family members, friends, neighbours or others because of either: long-term physical/ mental ill-health/ disability; or problems related to old ag e?

Yes	165
No	452
Prefer not to say	42

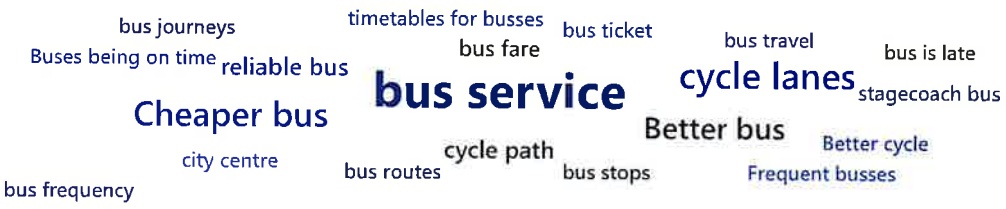


78. If you already travel by sustainable means (walking, cycling, bus, car sharing etc), what improvem ents would enhance your journey?

281
Responses

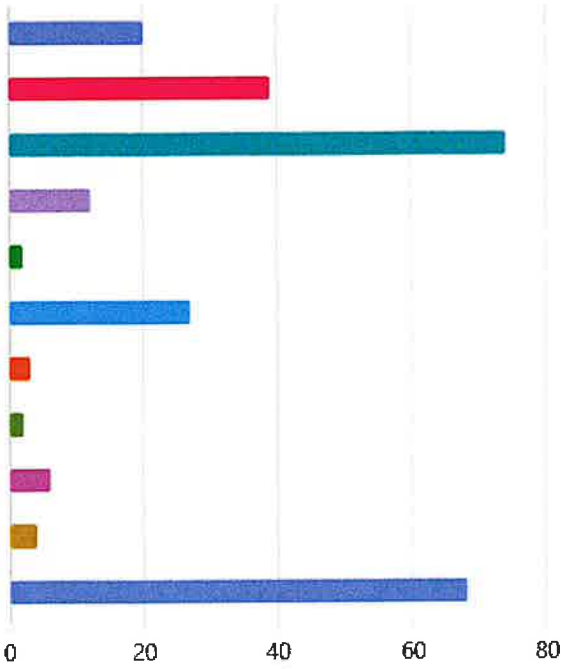
Latest Responses
"none"
"More street lighting, clearing of snow from footpaths"
...

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.

Walking	20
Cycling	39
Bus	74
Train	12
Motorcycle	2
Car	27
Car sharing	3
Car Club	2
Electric vehicles	6
Salary sacrifice scheme	4
Other	68



ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	18 November 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Council Climate and Nature Reporting 2024/25
REPORT NUMBER	CR&E/25/250
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Bishnu Bhattarai / Lina-Elvira Back
TERMS OF REFERENCE	2

1. PURPOSE OF REPORT

1.1 The purpose of this committee report is to seek approval for a) the new combined Council Climate and Nature Summary 2024/25 (CCNS) - a non-technical report on related Council activity over the period, and b) the Climate Change Duties Report (CCR) - a technical, statutory return for the same period; the latter being required under Part 4 of the Climate Change (Scotland) Act 2009.

2. RECOMMENDATIONS

That the Committee:-

2.1 Approve the Council Climate and Nature Summary 2024/25, as detailed in Appendix 1;

2.2 Approve the Climate Change Duties Report 2024/25, as detailed in Appendix 2;

2.3 Instruct the Chief Officer - Strategic Place Planning to submit the Climate Change Duties Report to Scottish Government prior to the reporting deadline of 30 November 2025;

2.4 Instruct the Chief Officer - Strategic Place Planning to complete design of the Council Climate and Nature Summary , and publish both Reports on the Council's website; and

2.5 Instruct the Chief Officer - Strategic Place Planning to report back to this Committee with a Climate and Nature Summary alongside the statutory return on an annual basis.

3. CURRENT SITUATION

Background: About Climate and Nature Action & Reporting

3.1 Aberdeen City Council has statutory duties to act on both climate change and nature loss (also referred to as biodiversity loss) and to report on its activities related to each. Until now, the Council has consistently collated and submitted the required statutory reports. However, it has been recognised that the timelines and reporting periods for these statutory reports do not align and some aspects can be very technical and inaccessible to many. Therefore, this year the Council has undertaken to create its first combined Council Climate and Nature Summary 2024/25 (CCNS) - to ensure that these matters are made more accessible (non-technical), cover the same reporting periods and are considered alongside one another.

For clarity, an outline of Climate and Nature Reporting is as follows:

- Council Climate and Nature Summary
  A new annual, high-level and non-technical summary report. Outlining Council specific activities predominantly, but not exclusively, related to the current Council Climate Change Plan 2021-2025 (to evolve into a Council Climate & Nature Plan in future years) (see Appendix 1);
- Net Zero & Aberdeen Adapts Annual Report
  A relatively new annual, high-level and non-technical summary report. Outlining the activities of the Council and partners collaborating under the citywide plans of Net Zero Aberdeen Routemap and Aberdeen Adapts (refer to 10.5 for link to previous reports)
- Climate Change Duties Report
  The Council's statutory annual, technical climate change return to the Scottish Government (see Appendix 2)
- Biodiversity Duty Report
  The Council's statutory three yearly biodiversity return to the Scottish Government (refer to 10.6 for link to previous report).

Climate Change Duties and Reporting Duty

3.2 The Council has a statutory duty under the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 to report annually on progress made against the Public Bodies Climate Change Duties outlined in the Climate Change (Scotland) Act 2009.

These duties are to:

- Act in the way best calculated to contribute to the Act's emission reduction targets (net zero by 2045);
- Act in the way best calculated to deliver Scotland's statutory adaptation programme (Scottish National Adaptation Plan – SNAP3);
- Acting in a way that is deemed to be the most sustainable.

The Climate Change Duties Report (CCR) (Appendix 2) follows a standardised reporting methodology, and must be submitted to the Scottish Government annually by 30 November via the Sustainable Scotland Network (SSN). The

statutory CCR must be publicly accessible and provide information transparently and accountably, in accordance with the relevant guidance.

Biodiversity Duties and Reporting Duty

3.3 The Council also has a statutory duty to report every three years under the Wildlife and Natural Environment (Scotland) Act 2011 on progress made against the Council's Biodiversity Duty outlined in the Nature Conservation (Scotland) Act 2004.

This Duty is "to further the conservation of biodiversity when carrying out their responsibilities". This biodiversity duty is about taking care of nature all around us, not just in specific protected sites and for particular species. The next report will be in 2026.

Data, monitoring, and reporting 2024-25

3.4 In March 2021, the Council approved the Council Climate Change Plan, which established a target of achieving net zero emissions by the year 2045. The Plan outlines measures for reducing emissions, enhancing climate resilience for Council assets and operations and addressing biodiversity issues. A summary of progress from the fourth year (1st April 2024 to 31st March 2025) of implementing the Council Climate Change Plan can be found in the Council Climate and Nature Summary 2024/25 (Appendix 1).

3.5 The Council's emissions data is collated for the CCR and reported as tonnes of carbon dioxide equivalent (tCO2e). Emissions are calculated based on consumption data, such as kilometres travelled, and are converted using emission factors released annually by the UK Government's Department for Energy Security and Net Zero. The baseline year for reporting is set as 2015/16. An annual carbon budget reflects the scope of the baseline year and supports monitoring of progress of the Council Climate Change Plan and the reduction trajectory needed to meet emission targets.

3.6 Input on the natural environment is gathered from each relevant service in the Council and a Nature Data and Indicators project was set-up to identify suitable nature data and indicators to support our understanding and to act as means to measure related changes.

Future Challenges

3.7 The Council Climate and Nature Summary 2024/25 (CCNS) and the statutory Climate Change Duties Report (CCR) highlight a range of successful measures. However, evolving legislative drivers continue to influence climate and nature planning, monitoring and reporting at both City and Council level:

- The introduction of a carbon budgeting approach in Scotland has set carbon targets (in October 2025) for 5-year periods, acknowledging year on year emissions reductions are subject to short term fluctuations. Statutory Guidance for Public Bodies on Climate Duties is due to be published at the end of 2025 and Scotland's Climate Change Plan is due to be published by March 2026.

- Forthcoming duties under the Scottish Biodiversity Strategy (SBS) are likely to be more data-driven, with regular monitoring and reporting. It is likely resource needs to be dedicated to this to ensure compliance with duties and minimise risks.

Additional resource may be required to ensure that we can also expand the reach of the Council's activities to the wider citizenship and communities in the city, to ensure our continued success in making Aberdeen a thriving place to live and work, both for people and nature.

3.8 Whilst the CCNS and the statutory CCR highlight a range of proactive measures and work towards our climate targets and becoming more nature positive in the delivery of our services and duties, there is still challenges to sustain momentum. The challenge of the Council achieving net zero and making substantial progress to restore nature by 2045 is significant and will require sustained focus. Developing infrastructure takes time and as early quick wins are exhausted, future reductions in emissions and restoring nature will become increasingly challenging. Reflecting this, governance has been strengthened with the establishment of an Energy Board to help drive forward measures in relation to energy, climate and nature. The scheduled revisions for City and Council plans for climate and nature in 2026, as well as carbon budget setting, are an opportunity to build on actions in place, encompass new drivers and address evolving statutory requirements.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

5.1 Failing to submit the Statutory Climate Change Report would put the Council in breach of a legal duty under part four of the Climate Change (Scotland) Act 2009.

6. ENVIRONMENTAL IMPLICATIONS

6.1 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 Risk	Climate and Nature risks and opportunities not being recorded and regularly monitored	Climate & nature risks reported through risk registers. Includes risk on compliance with climate & biodiversity duties. Project Register and dashboard in place. Introduction of a data platform to support climate planning taking place. Data on climate & nature collected and reported through Council Climate and Nature Summary (CCNS) and other related reports	L	**Yes**
Compliance	Non-compliance of the Public Bodies Duties under the Climate Change (Scotland) Act 2009 and Nature Conservation (Scotland) Act 2004 and Wildlife and Natural Environment (Scotland) Act 2011	CCNS, statutory Climate Change Report (CCR) & Biodiversity Duty Reports (BDR) are completed, published, and submitted within the mandatory timeframe.	L	**Yes**

Operational	Risk that reporting does not meet the required format. Risk that systems to collate data are inefficient. Risk that incorrect emission factors are used	Reporting guidance is followed. Information and data is entered on the standard reporting templates. Set scope of data is collated annually for consistency. Up to date emission factors used. Improvements to data collation, introduction of a data platform taking place	L	**Yes**
Financial	No direct financial risk.	CCNS is achieved through existing budgets.	L	**Yes**
Reputational	Council failure to meet statutory climate and nature requirements	Annual publication of the CCNS and CCR Internal governance established for the Council Climate Change Plan. Refresh cycle established for the plan. Internal process for data gathering to evidence meeting our statutory climate and nature duties	M	**Yes**
Environment / Climate	Failure to meet 2045 climate and nature duties	Plan refresh cycles. Continue monitoring, reporting progress on climate and nature duties.	M	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2025-26	
	Impact of Report
Aberdeen City Council Policy Statement	The report contributes to providing CO2 emission statements, supports the reduction of the carbon footprint of the council's building estate and vehicle fleet and provides updates in relation to various items

Working in Partnership for Aberdeen	including green and opens spaces and tree planting which contribute to deliver a city that is fit for future generations.
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. 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. 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026.
Regional and City Strategies	The Council Climate and Nature Summary highlights the climate and nature targets and objectives in a range of regional and city-wide strategies including; Regional and Local Transport Strategies, Strategic and Local Development Plan, Local Outcome Improvement Plan, Aberdeen Adapts, Local Housing Strategy and Net Zero Routemap for the City.

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 CR&E/ 24/282 - Climate Change Report 2023-24 (https://committees.aberdeencity.gov.uk/documents/s163128/Final_ClimateChangeReport.pdf)

10.2 Council Climate Change Plan 2021-2025 (https://www.aberdeencity.gov.uk/sites/default/files/2021-10/_Council%20Climate%20Change%20Plan%202021-

25%20Towards%20a%20Net%20Zero%20and%20Climate%20Resilient%20Council.pdf.pdf)

10.3 COM/24/059 - Council Carbon Budget 2024/25 (https://committees.aberdeencity.gov.uk/documents/s154003/CarbonBudget2024-25Council6March2024.pdf)

10.4 CR&E/25/037- Council Carbon Budget 2025/26 (https://committees.aberdeencity.gov.uk/documents/s166615/CarbonBudget2526.pdf)

10.5 CR&E/25/205 - Net Zero Aberdeen and Aberdeen Adapts: Annual Report 2024/25 (https://committees.aberdeencity.gov.uk/documents/s172446/NZAAAAnnualUpdateNZET2025SeptemberFinal.pdf)

10.6 The last Biodiversity Duty Report was submitted in December 2023 and can be viewed on our website (https://www.aberdeencity.gov.uk/sites/default/files/2024-06/ACCBiodiversityDutyReport2020FINALGraphicVersionv2%20%281%29%20%281%29.pdf)

11. APPENDICES

11.1 Appendix 1 - Council Climate and Nature Summary 2024/25

11.2 Appendix 2 - Statutory Climate Change Report 2024/25

12. REPORT AUTHOR CONTACT DETAILS

Name	Bishnu Bhattarai
Title	Climate Change Officer
Email Address	bbhattarai@aberdeencity.gov.uk

Name	Lina-Elvira Back
Title	Environmental Planner
Email Address	liback@aberdeencity.gov.uk



ABERDEEN
CITY COUNCIL

Council
Climate and Nature Summary
2024/25

Introduction

Aberdeen City Council recognises and takes very seriously the dual crises of climate change and nature loss. We have declared a 'Climate and Nature Emergency'.

Our assets and services are wide-ranging and inevitably create risks and opportunities related to climate and nature. To address these, we have put in place a Council system to help us understand, plan, monitor and report on these. The key elements are: a Council Climate Change Plan and targets; a Carbon Budget; a Net Zero, Environment and Transport Committee and regular reporting, including this Climate and Nature Summary.

This summary highlights some of the many ways we are addressing the climate and nature emergency whilst still delivering vital services to our citizens. This summary covers the period from 1 April 2024 to 31 March 2025.

We are also involved, as are many others, in climate and nature activity right across Aberdeen each year, in part through Net Zero Aberdeen & Aberdeen Adapts. To find out more, visit: www.aberdeencity.gov.uk/net-zero-aberdeen

In this summary we often use the terms 'climate' and 'nature'. The Council use these generic terms to refer to the wider concepts of climate: change, risk, mitigation, adaptation, resilience and nature / biodiversity loss and recovery.



Content

Section	Page
The system for change	3
Climate and Nature in numbers	4
Climate and Nature in action	8
Case Studies	17
References and Tables of images and links	21

The system for change

Throughout this report you will see sections colour coded to reflect work that is Council only (blue) and work that is Council and its partners (green)

Council only

Council and partners

Driver	Climate	Nature
Major legislation	Climate Change (Scotland) Acts 2009–2024	Nature Conservation (Scotland) Act 2004 Wildlife and Natural Environment (Scotland) Act 2011
Leadership and governance	Climate and Nature Emergency	
	Community Planning Aberdeen – Local Outcome Improvement Plan	
	Net Zero Environment and Transport Committee Council Climate Oversight Group	
	Energy Board	
	Aberdeen Net Zero and Adaptation Board	
Key targets	Net Zero Council by 2045	Local Outcome Improvement Plan 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.*
	Net Zero Aberdeen by 2045 Adaptation Goals for Aberdeen	
Plans	Council Climate Change Plan & Carbon Budget	Natural Environment Strategy
	Net Zero Aberdeen Routemap Aberdeen Adapts: Adaptation Framework	
Statutory reporting	Climate Change Report (annually)	Biodiversity Duty Reports (every three years)
Summaries	**Council Climate and Nature Summary**	
	Net Zero Aberdeen & Aberdeen Adapts Report	
Statistics	Climate Change Report Statutory Performance Indicators	Nature Data and Indicators project North East Scotland Biological Records Centre

Climate and Nature in numbers

Aberdeen's land protected for nature

21.3%

47% reduction in emissions from energy use in Council buildings since 15/16 baseline



Aberdeen tree canopy cover

17.3%

Trees planted 2024/25
22,241

46%
of tree planting during the reporting period was re-stocking of trees due to storm damage

Aberdeen B-Lines

71 kg seeds sown
6,700 plugs planted
2,070 bulbs planted



190 volunteers
2 bee banks built
12.24 hectares area enhanced

150,000 bulbs

150+ Meadow-in-a-box



donated and distributed by the Council to communities across the city





3,631 homes
30 public buildings
remained connected to **district heating**

3
new district heating connections

>240
Gold Standard affordable homes built

50
Council homes retrofitted
improving EPC rating from C to B

Scope of activity
Throughout this report you will see **sections colour coded** to reflect work that is Council only (blue) and work that is Council and its partners (green).

Council only

Council and partners

Climate and Nature in numbers

Awards in 2024/25

Keep Scotland Beautiful
including ‘Rose Bowl’ and ‘Best City’

9 Greenspace Green Flag Awards
The most Aberdeen has ever achieved.
Read more on page 15



24 active Eco-Schools
(Schools & Nurseries)
A global programme that empowers students to engage in sustainability and environmental education

11 School Green Flag Awards
down from 14 in 23/24

35 work days
~ £11.2k

Time and cost of **controlling Invasive Non-Native Species (INNS)**

Green Champions Network

Grew from **80 to 89** champions taking part in
11 initiatives
5 activities

29

community-led environmental projects funded by the Local Environmental Action Fund (LEAF)

31

Bus shelters with sedum roofs installed in 2024/25. These provide multi benefits for nature and climate

75
Total installed since 2023

Low carbon heat from Energy from Waste and Biomass

5,607,900 kWh

consumed in Council buildings

Staff Climate Training
307 staff

completed internal Climate Change Training since the courses launched

79% reduction in streetlighting emissions since 15/16 due to LED replacement programme
(**17%** ↓ since 23/34)

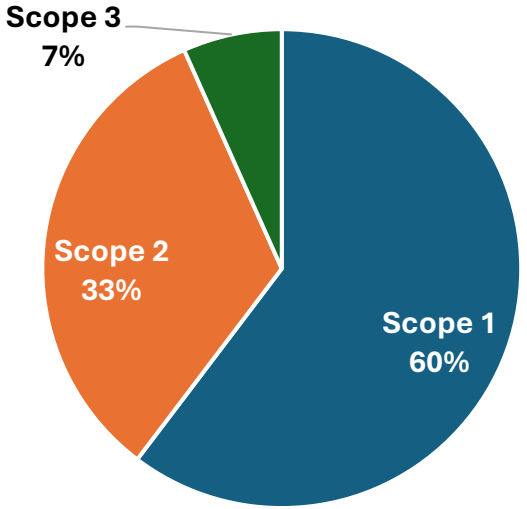


Where do our emissions come from?

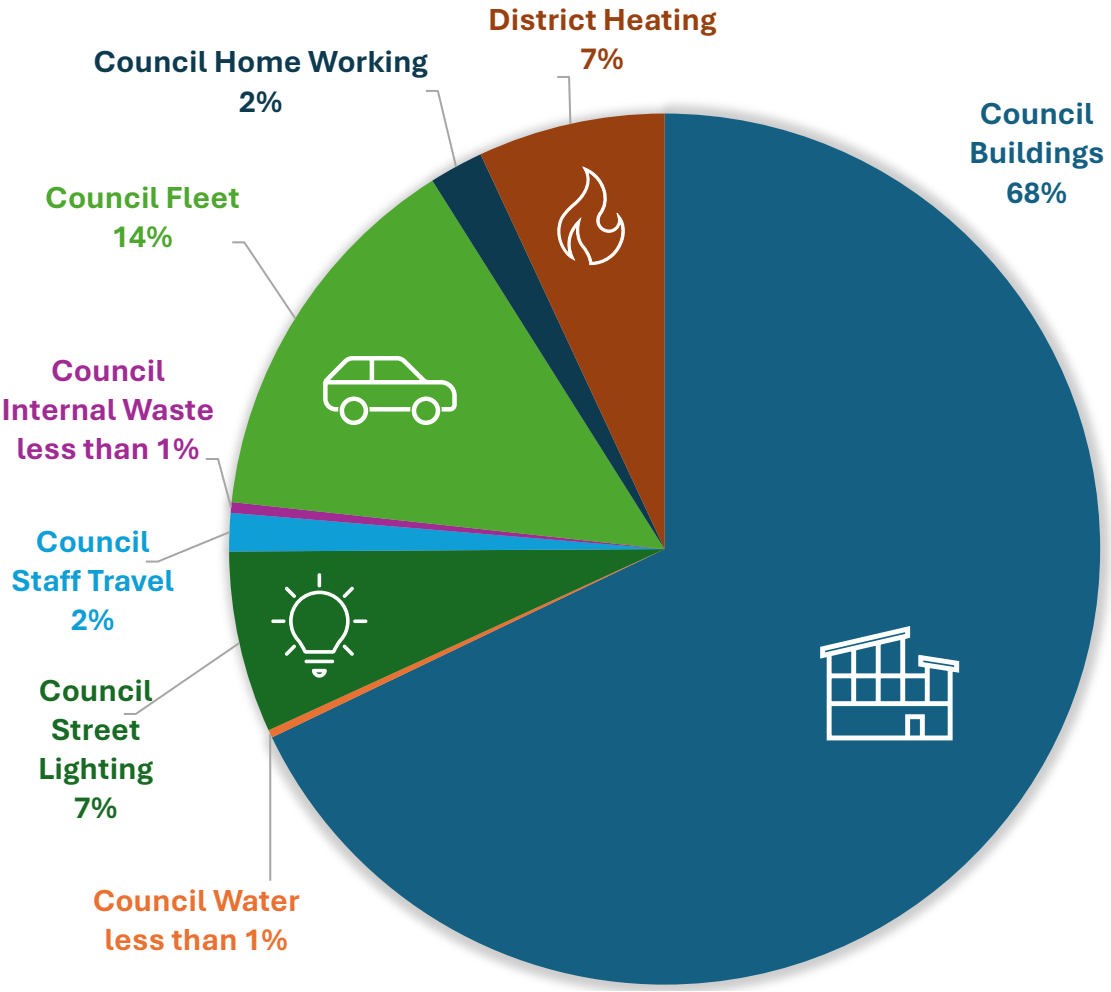
Emissions reduction by Scope [1] since 23/24

Scope 1: < 1% ↓ (29% since 15/16)
Scope 2: 10% ↓ (60% since 15/16)
Scope 3: 43% ↓ (36% since 15/16)

Emissions by Scope 24/25



% breakdown of emissions sources 24/25



[1]**Scope 1** – Direct emissions from fossil fuel use e.g. energy consumed in buildings and fleet operations.
Scope 2 – Indirect emissions related to energy e.g. consumption of purchased electricity, heat, and steam.
Scope 3 – Other indirect emissions.

Our emissions – key facts

2024/25 emissions

25,971 tCO2

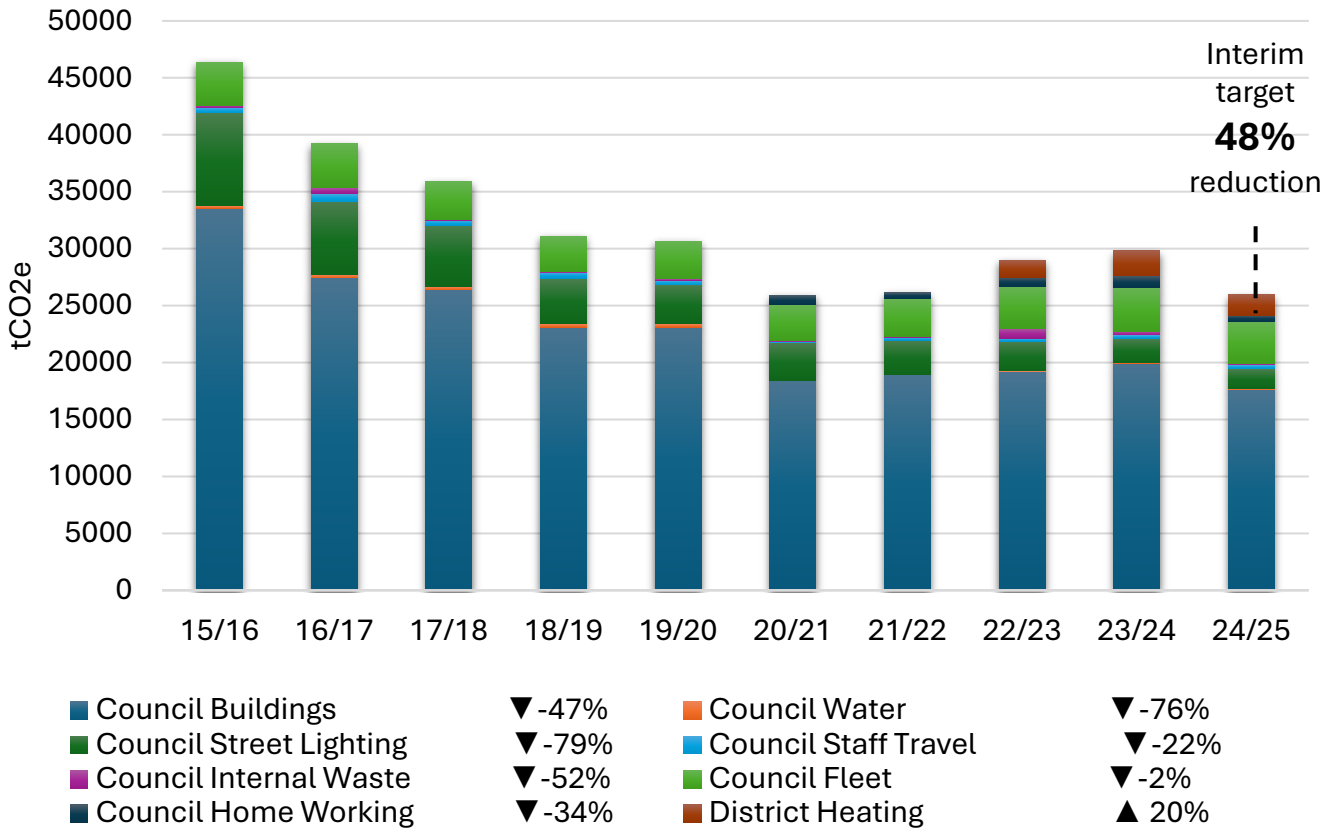
1,663.5 tCO2e reduction since 23/24

48%

Reduction in emissions since the 15/16 baseline of our Council Climate Change Plan

Total emissions for 24/25 in the scope of the plan were **24,167 tCO2e**[2] (22,204 tCO2e reduction from 15/16)

Emissions By Source : % change since 15/16 baseline



8% under the cumulative carbon budget for the period of our Council Climate Change Plan 2021-25.

Though an **0.2%** exceedance on our 24/25 carbon budget target

District heating data is not included in the 2015/16 baseline and the emissions inventory for the Council Climate Change Plan and carbon budget.[1] District heating data has been available since 2022/23 and added an additional 1,805 (tCO2e) in 24/25, without this emissions would have been 24,167 tCO2e.[2]

Climate and Nature in action

Leadership and Governance

- The Council's Climate Oversight Group has a remit for implementation and delivery of the Council Climate Change Plan, taking a project assurance role to review performance and progress and keep the plan on track. The Group includes Senior Officers delivering workstreams under the plan.

- Work took place in 2024/25 to establish an Energy Board. The purpose of the Energy Board is to consider all internal and external factors to the Council to fully understand the current and future energy, carbon and nature management issues and its potential impact on the Council and the place of Aberdeen.

- At the Council's May 2024 meeting of its Audit, Risk & Scrutiny Committee an Internal Audit on 'Biodiversity and the Natural Environment' was approved. This audit was prepared across the first quarter of 2024 and resulted in a Net Risk Rating of Moderate and an Assurance Assessment of Reasonable being provided. This was viewed as a positive outcome but with some areas for improvement highlighted. Work was completed on 3 recommended actions from the audit during 2024/25, relating to Risk Management, Training, and Procurement Business Cases. Work on the remaining 4 recommended actions are ongoing. The audit will help in our efforts to better protect and enhance biodiversity and the natural environment in the city moving forward.

Relevant plans, policies and reports are communicated to the Net Zero, Environment and Transport Committee (NZET), established in 2022.

- To build in additional consideration for the natural environment, sustainability and climate change, several Council procedures and processes were updated during the reporting period;
    - Climate change and nature indicators were included in the staff Capability Framework and annual appraisal process
    - An Environmental Impacts section was added to the Council Integrated Impacts Assessment (IIA) template. Adding this section enables consideration of environmental impacts in major decisions, helping to deliver a greener, more resilient city.
    - Biodiversity and natural environment was added to the climate compliance cluster risk register, these risks are considered together, acknowledging the twin crises. A climate place-based risk is also included at Corporate risk level.

- The Council Carbon Budget for 2024/25 was approved alongside the financial budget at the Full Council meeting in March 2024.

Climate and Nature in action

Leadership and Governance

- For citywide climate and nature work, the collaborative Aberdeen Net Zero and Adaptation Board is in place. A summary on citywide climate work, including Council actions, is also reported annually: www.aberdeencity.gov.uk/net-zero-aberdeen

- Supporting community resilience, the Council distributed 47 resilience boxes and supplied over 40 battery packs for vulnerable residents in Aberdeen during 2024/25. In addition, around 200 people attended a Community Resilience Conference in 2024 which was jointly hosted by Aberdeen City and Aberdeenshire Councils. The event was aimed at community groups to initiate or enhance their resilience activities and arrangements.

- The Council contributes to multi agency co-ordinated emergency response and resilience efforts in extreme weather events. This included Storm Éowyn (January 2025) where Council buildings including schools and libraries were closed, services including waste collections and repair work were disrupted and the tree squad dealt with over 30 fallen trees. Further information is included in the Resilience Annual Report (March 2025).

The Council offers a Property Level Protection scheme to help eligible households and businesses install flood protection measures. The scheme offers grant funding of 75% to help with the cost of protecting properties from flooding.

Climate and Nature in action

Projects

Aberdeen City Council Local Nature Conservation Sites (LNCSs) review

The purpose of Local Nature Conservation Sites (LNCS) is to safeguard biodiversity and geodiversity of at least local importance, primarily through Local Development Plans. In 2022 a review of the Local Nature Conservation Sites (LNCSs) was started. It was the first time the sites had been reviewed since designation in 2013. The results of the LNCS Review were reported at Net Zero, Environment and Transport Committee (NZET) in March 2025. The Committee agreed with the report's recommendations, and these are being worked through. While these recommendations are being actioned, further work will start on drafting new LNCS sites.

Open Space Audit (OSA)

An open space audit is used to assist with protecting and improving green spaces through the planning process and by supporting blue green infrastructure policies. A refreshed Open Space Audit for Aberdeen city was published in 2025. This will inform the update to the citywide Natural Environment Strategy which outlines how we collectively manage and improve green and open spaces for the benefit of the people, nature and economy of Aberdeen. A report on the Audit went to the NZET Committee in June 2024 and links to the Audit Main Report, Mapping and Interactive Data Dashboard are available here.

Nature Data and Indicators project

Community Planning Aberdeen (CPA) is the strategic partnership for public services in the city, working to deliver the Aberdeen City Local Outcome Improvement Plan (LOIP). The LOIP was first published in August 2016 and is refreshed every two years to ensure it reflects current circumstances and that the Partnership remains focussed on the priority issues for the city to achieve the vision of Aberdeen as 'a place where all people can prosper'. To address the LOIP stretch outcome *"15. 26% of Aberdeen's area will be protected and/or managed for nature and 60% of people report they feel that spaces and buildings are well cared for by 2026",* the Council has identified there is a growing requirement to gather data on biodiversity and the natural environment. This is to: a) better understand the state of nature locally, b) draft any required response actions and c) help to set, monitor and report on outcomes, such as the LOIP target 15, as well as local and regional strategies and plans, and delivery plans associated with the Scottish Biodiversity Strategy (SBS). The Nature Data and Indicators project was supported by the NZET Committee in October 2023, and the project has been running during the reporting period. Initial data outputs have been incorporated into this summary report and will continue to be monitored and reported on in this summary and other reports.

Bus shelters with sedum roofs

The bus shelter replacement project was first reported in the Aberdeen City Council Biodiversity Duty Report 2023. Many climate and nature actions can have multiple benefits. Whilst providing shelter for public transport users and using renewable power for travel information, the new sedum roof bus shelters with solar panels are also providing nature benefits. The roofs are acting as 'stepping stones' for wildlife within the urban environment. This ongoing project delivered 31 new shelters in the reporting period, with more expected in the next. A further update will be given in the 25/26 summary.

Climate and Nature in action

Projects

LED street lighting
There was a continued reduction in energy consumption and related emissions (over 360 tCO2e) in 24/25 following completion of the 8-year rolling street lighting replacement programme. This programme upgraded street lighting in Aberdeen to LED (light emitting diode) technology.

Transition to clean energy
Decarbonising continued across the Council's assets. This included the completion of Kaimhill housing development with 40 ground source heat pumps and 200 new houses at Cloverhill with air source heat pumps. In addition to existing operational connections to district heating and solar Photovoltaic (PVs) at a number of our premises, connections to district heating and solar PV panels were installed for the new Riverbank School.

Heating upgrades and energy efficiency improvements
An ongoing programme of improvement actions including window and door replacements, insulation, boiler and control upgrades contributed to emission savings in 24/25. Works completed during the reporting period included improvements to heating, ventilation, and air conditioning (HVAC) systems at Aberdeen's civic building the Town House.

Project Doric
A "whole house" retrofit demonstrator project, for 50 existing council properties providing tenants with renewable energy and reducing energy consumption. The retrofit included installing energy efficiency measures, including window, door, heating replacements and property insulation, as well as renewables including air source heat pumps, solar photovoltaic (PV) panels and battery storage. The project used smart modelling software and infrared survey techniques to target resources and support monitoring and analysis of energy use. The Energy Performance Certificate (EPC) ratings for the buildings improved from C to B.

Secure Cycle Storage
Six cycle storage units were installed at Tillydrone and Seaton multi-storeys, providing a secure space for up to 120 bicycles, and winning a 2024 Cycle Forum Award. These facilities can promote cycling for commuting and leisure, reducing carbon emissions, traffic congestion and improving health and wellbeing.

Electric Vehicle Infrastructure
Rollout of electric vehicle charge points continued, increasing from 173 to 221 sockets (including ChargePoints for Council Fleet, Car Club and the public). There have now been 146 public sockets installed to date with further expansion planned.

Climate and Nature in action

Projects

Local Environmental Action Fund (LEAF)

The Local Environmental Action Fund (LEAF) is a grant programme designed to support community and environmental projects in Aberdeen. The fund is administered through the North East Scotland Climate Action Network (NESCAN) Hub on behalf of Aberdeen City Council. The fund also directly supports the Local Outcome Improvement Plan (LOIP) improvement project *"15.5 - to increase by 50% the number of community groups delivering local environmental improvements in their neighbourhoods by 2026".* Projects funded by LEAF can include protecting, enhancing and increasing biodiversity, improving existing or developing new spaces that benefit communities, and helping communities to mitigate, adapt to and build resilience to climate change, including the use of nature-based solutions. In the reporting period 2024/25, 29 community-led environmental projects were funded, to the value of £58.2k. A full report on the fund during 24/25 can be found here: Public-LEAF-Funding-Report-24-25-.pdf The recently published Aberdeen Open Space Audit identifies priorities for improvements at a site, community and city-wide level. The fund therefore actively supports and encourages projects which help support and address the priorities and areas for improvement identified in the Audit.



Student projects

Through the ABDN Internship Programme, which focuses on providing work placements for University of Aberdeen students, a MSc student worked as an intern in a partnership between the Council and University of Aberdeen's Estates & Facilities department. The aim was to collect and review local greenspace maintenance regimes, supporting both the Council's and University's green initiatives. Through the collection of data from Council teams, this internship created a centralised database for the Council to streamline grounds maintenance data and project data such as Aberdeen B-Lines. The database allows for more data supported decisions for future work on changes to ground maintenance regimes and informs policy, strategy and project work.

- The Council hosted several student projects from the University of Aberdeen during the reporting period including:
  - "Understanding the people's perception on Aberdeen B-lines project and identifying best management practices and data collection methods"
  - "The Northeast of Scotland's Contribution to the Sustainable Development Goals"
  - "Net Zero Aberdeen and Aberdeen Adapts: Place based climate action delivery models"

Climate and Nature in action

Engagement and education

- The Council's Countryside Ranger Service manages 25 countryside sites across Aberdeen City for biodiversity, education and public access. These sites total more than 1,000 hectares and include one Site of Special Scientific Interest, four Local Nature Reserves and fourteen Local Nature Conservation Sites. The Duthie Park Rangers work with schools, community groups, and the public to provide environmental education opportunities for all ages and abilities at Duthie Park. Both services enable the Council to deliver environmental education and access to nature for the citizens of Aberdeen.

- In October 2024, Council officers delivered training for Councillors on the Council's strategies and policies for the natural environment, biodiversity, outdoor access, open space and protected trees. The aim was to support Councillors' development to be more confident when responding to constituent concerns and in their work on various Council Committees and working groups.

The "Green Workplace" staff intranet area, launched in 2021, continued to be expanded this period with new content and activities to give staff and Councillors access to climate, nature and sustainability information, policies, processes, guidance, tips, and ways to get involved.

- Green Times Magazine is a quarterly digital magazine showcasing the latest environmental news, events, projects, and volunteering opportunities in Aberdeen. Around 3,500 subscribers are kept up to date with the latest news on topics such as: climate change, biodiversity, community projects, volunteering opportunities, sustainability, training and events, food growing, funding opportunities, schools, energy, transport and waste news and more. The magazine was published 5 times during the reporting period. In 2025/26, Green Times transitioned to social media in order to expand its reach and facilitate real-time engagement with audiences. This new platform also enables collaborative social media campaigns with partners, and for news and events from community groups to be shared directly.

- In November 2024, officers from the Council delivered a lecture to students of the MSc Sustainable Transitions programme at University of Aberdeen. The topic of the lecture was 'Environmental policy', and as a more hands-on part of the lecture a short game to understand the process of planning and the environment was run.

Countryside Rangers

314 volunteers working

883.33 hours

118 bags of litter collected

112 educational event with

3363 people attending

Duthie Park Rangers

120m2 wildflower area maintained

6 events

4500 people and pupils engaged

300 workshop attendees and **750** park volunteers

Climate and Nature in action

Other staff engagement and activities

- In March 2024, members of the Local Development Plan Team assisted the Countryside Rangers plant a mixture of crab apple, rowan, hazel, hawthorn, oak and birch trees on Elrick Hill. In September 2024, the team also assisted the B-Lines Conservation Officer and other volunteers with further plug planting of common rock rose and kidney vetch on the hills and embankments situated around Torry Battery.

- In June 2024 the Climate and Natural Environment Policy Team took part in a FIT count for pollinators assisted by the Aberdeen B-Lines Conservation Officer as part of their team anchor days. Records were collected in real time by the Coordinator for North East Scotland Biological Records Centre (NESBReC), the Council's partner for biological records and habitat data.

- In April 2024, 441 colleagues responded to our Climate & Nature Staff Survey. 45% of respondents reported that climate change and nature recovery are part of their job role. 89% stated that they often or always take action to reduce waste, and 80% often or always take action to save energy.

- A range of initiatives were carried out by City schools and the Youth Climate Change Group are detailed within the 24/25 Education Climate Change Report.

- A staff 'Taking Action on Climate Change' training course continued over 2024/25, 74 employees have attended to date.

- 49 employees completed the internal Climate Change eLearning module titled "Meeting Our Climate Change Duties" between March 2024 and April 2025. 233 employees have completed the training since its launch.

- Organised and led by the Council, the 'Glitterpick' litter picking event aims to make the city more sparklingly clean in the summer months. It involves litter picks starting every hour over 24 hours. In the reporting period the Glitterpick had 40 separate clean-ups from organisations including primary and secondary schools, community groups, council staff and individuals.



Volunteer and staff days for litter picks

238 litter picks

3754 participants carrying out litter picks

2448 bags filled

Climate and Nature in action

Land management

- Being a public owner of large areas of land in Aberdeen, the Council has a significant contribution to make to the Community Planning Aberdeen Local Outcome Improvement Plan (LOIP) Stretch Outcome "*15 - to have 26% of Aberdeen's land managed or protected for nature by 2026".* Currently, 21.3% of land within the Local Authority boundary is calculated to be managed or protected for nature. This figure is rising due to continued refinement and measurement of what land in the Local Authority boundary is considered to be managed or protected for nature. During 24/25 the Council increased the area of land actively managed or protected for nature through the Spaces for Nature and Aberdeen B-Lines schemes. These schemes cover an area totalling 96.53 hectares. The review of management across the Council estate continues to ensure land is managed more for nature and to capture and store carbon. These benefits are in addition to those these spaces provide for people such as reduced flooding and access to nature.

- The Council planted over 20,000 trees during 24/25; this was some of the highest numbers of tree planting for many years. Around 200 of these were new street trees, which provide important habitat connectivity in built-up areas. Around 9,000 of the trees planted were part of restocking woodlands in recovery from previous storms, still including responding to the effects of Storm Arwen which hit back in 2021. Further information can be found here.

Aberdeen In Bloom

The Council and its partnering community organisations, Friends groups, and residents, all contributed to the accolades at the annual Beautiful Scotland awards which were held in Aberdeen in September 2024. The wins add to Aberdeen's extensive success, having won a medal in either Britain in Bloom or Beautiful Scotland every year since 2008 and has been award-winning in the competitions since 1964. In 2024 Aberdeen also celebrated 60 years competing in Britain in Bloom and Beautiful Scotland.

- The complete list of prizes in 2024 is:
    - The Rosebowl, won by Aberdeen Communities Together (led by Aberdeen City Council).
    - Aberdeen Communities Together won the Royal Caledonian Horticultural Society Award and the VisitScotland Award for Tourism.
    - Aberdeen Communities Together also won the City Award and a gold certificate, as well as being awarded runner up, along with Aberdeen City Council, in the David Welch Memorial Award for Something Special - for their Meadow in a Box project.
    - Aberdeen City Council also received a runner-up certificate for the Wright Sustainability Award for the Aberdeen B-Lines project.
    - Powis Residents Group received the Residential Community Award and a Silver Gilt certificate.
    - In the non-judged category, Brighter Bucksburn and Cove in Bloom received Certificates of Recognition.

Key partnerships for climate and nature

Working with partners assists the Council in delivering on statutory duties and to enable effective engagement on the climate and nature emergency. Each of our key partners for biodiversity welcomes the public to work with them on the overall objective of learning about and helping the natural environment.

North East Scotland Biological Records Centre (NESBReC)

NESBReC provide information on species and habitat data to the Council to assist us in making decisions relating to nature conservation, land-use planning, development management and site management plans. In the reporting period, NESBReC has also been bringing their expertise to Council working groups. Looking ahead, they will also be a key partner in the Council's approach to developing Nature Networks.

North East Scotland Biodiversity Partnership (NESBiP)

The partnership have continued to deliver positive benefits for biodiversity through attending six partner events and hosting four community events themed on pollinators. The biggest event NESBiP hosted was the Spring 2024 seminar on Wild Pollinators in March, with members of the public, organisations and businesses all in attendance to promote awareness and working together to solve the issues affecting pollinators across the NESBiP region.

Granite City Good Food – Sustainable Food Places Partnership Aberdeen

The Council is part of the Granite City Good Food Partnership working to progress healthy, sustainable food systems for the city. The partnership progressed application for a gold Sustainable Food Places Award in the reporting period, building on the silver award in 2022. Work to tackle the climate and nature emergency forms part of the accreditation.

Dee Catchment Partnership (DCP)

The Dee Catchment Partnership unites some 16 organisations in the shared goal of caring for the river Dee's recovery of nature and climate, in support of sustainable livelihoods on Deeside. The partnership met three times during the reporting period to share information and knowledge on the work and actions taking place in the catchment area. Members from the partnership have also attended Den Burn Restoration Steering Group and provided advice on their experience of working on restoration projects.

Net Zero & Adaptation Board

The Council also supports further citywide partnership working on climate and nature. An Aberdeen Net Zero and Adaptation Board is in place, providing leadership and expertise to support the city transition to net zero and to increase climate resilience. Information on the Board and annual progress updates on city-wide collaborative partnership work are available on the Net Zero Aberdeen website.

Community Planning Aberdeen (CPA) and the Local Outcome Improvement Plan (LOIP)

Progress on improvement projects to deliver outcomes under the LOIP for climate change, sustainable travel and nature is reflected in the 24/25 Annual Outcome Improvement Report AOR-24-25.pdf

Case Study 1: Nature recovery in the City

Elrick Hill wetland restoration



The Council's Countryside Ranger Service manages 25 countryside sites across Aberdeen City for biodiversity, education and public access. A Local Nature Conservation Site (LNCS) is a non-statutory local designation identified by Local Authorities and protection is afforded through the Council's Local Development Plan. These sites are of local importance for nature conservation. Elrick Hill is a part of the Three Hills LNCS.

The site has an area of blanket mire which is around 50m long and 20m wide. This wet habitat falls under the overarching classification of blanket bog, which is a Scottish Biodiversity List priority habitat.

The Council determined, with information gained from a July 2024 ecological survey, that measures should be taken to restore and enhance the wetland area. The project was funded by Nature Restoration Fund money and contracted out to specialist ecological restoration contractor The Habitat People.



The scope of the project included the removal of large birch trees and hand pulling of smaller ones to prevent water uptake. Bracken has already been cut back several times a year on the eastern edge of the wetland for the last three years, which has reduced the spread of this highly invasive species into the sensitive wet habitat. Some hummocks of heather were dug up to provide holes in which water can accumulate, keeping the site wetter.

Monitoring of the wetland is done by the Council's Countryside Rangers during their monthly patrols. This monitoring will observe what plant biodiversity is like, and to monitor the small areas of standing water in the wetland. The results can then be used to plan additional work to progress the restoration of the blanket mire.

Case study 2: Aberdeen B-Lines

Aberdeen B-lines

"Aberdeen B-Lines" was a Buglife partnership project with the Council that aimed to transform areas of Council-owned grassland within the city into nature-rich, pollinator friendly wildflower habitats. The project worked specifically across twelve sites along the coast and the Rivers Don and Dee; in total an area of 12.24 hectares (ha) has been enhanced with a view to establish pollinator friendly habitat. The project created wildflower habitats both through seeding and plug planting, as well as changes in grassland management.

These activities were undertaken with help from volunteers and using locally sourced native wildflower seed and plants. The project also installed two bee banks, engaged local communities via Family Fun Days, school visits, pollinator walks and news articles as well as sessions focused on creating pollinator habitats like bee hotels.

The B-Lines project ran until April 2025. A new partnership project with Buglife with similar scope, *Aberdeen Nectar Networks*, will run in 2025/26. Aberdeen Nectar Networks brings the successes of Aberdeen B-Lines to the Council and additional partners across the city including Robert Gordon University, NHS Grampian and Cove Woodland Trust.

Aberdeen B-Lines was runner up for the Wright Sustainability Award at the 2024 Keep Scotland Beautiful Awards. It has been shortlisted for the Nature of Scotland Awards and the internal Council STAR Awards in 2025.

The "Aberdeen B-Lines" project was supported by the Scottish Government's Nature Restoration Fund, managed by NatureScot, along with funding from Milkywire, Hugh Fraser Foundation, J & JR Wilson Trust, Nimar Charitable Trust, among others.



Case study 3: Energy efficient lighting – Marischal College

Energy Efficient Lighting – Marischal College

The Energy Efficient Lighting project at Marischal College (Aberdeen City Council's main office) involved the replacement of outdated internal lighting systems with modern, energy-efficient lighting and an advanced control system. The primary objectives were to improve the building's energy performance to reduce both cost and carbon emissions.

Implementation officially began in April 2023 and was completed by May 2024. The total investment amounted to £2.810 million provided through a SALIX loan, with ongoing annual operating costs estimated at £289,000. The project was delivered on time and within budget, thanks to effective collaboration among the internal energy and facilities teams alongside external contractors and consultants.

The completed project is expected to deliver an annual carbon saving of 106 tonnes of CO_2 from the year 2024–25 onwards. The key metric for monitoring progress is electricity consumption, allowing the Council to track the effectiveness of the new system over time.

Key benefits include substantial reductions in electricity usage, resulting in notable carbon savings, reduced annual operational costs, as well as improved lighting control and energy management throughout the building.

The project supports Aberdeen's broader climate objectives and provides a replicable model for energy efficiency improvements in other public buildings.



The **lighting replacement in Marischal College** reduces emissions by **106tCo2** annually and provides staff an improved working environment

Case study 4: District heating – Energy from Waste plant

District Heating with Heat from Energy from Waste Plant

The District Heating project utilising heat from the Energy from Waste (EfW) plant is a key initiative aimed at decarbonising building heating systems by replacing traditional gas boilers with a sustainable heat source. This project involves supplying a local district heating network with waste heat generated from the EfW facility, offering a more environmentally responsible alternative to fossil fuel-based heating.

Although the official start year precedes 2024, the network initially operated using gas boilers while the EfW plant completed its commissioning phase. Full transition to waste heat occurred in August 2024. The first complete year of projected carbon savings will begin in 2025–26. The system serves several key community sites, including Tullos Community School, Deeside Family Centre, and the Greyhope School and Community Hub.

The project is estimated to deliver an annual carbon reduction of 444 tonnes of CO_2 equivalent, with performance monitored based on the number of building connections to the district heating network. This transition not only reduces reliance on fossil fuels but also promotes the efficient reuse of heat that would otherwise be lost.

Funding for the project is jointly provided by Aberdeen City Council and the Scottish Government, with the council acting as the accountable body overseeing implementation. The initiative aligns with broader strategic goals to reduce emissions from public buildings and improve long-term energy resilience.

Key benefits include a substantial reduction in greenhouse gas emissions and the innovative use of energy that would otherwise be wasted. The project exemplifies how municipalities can lead in low-carbon infrastructure development while supporting public services.



Photo credits

Page	Alternative text	Credit
Front	A field of wildflowers at Aberdeen Beach	Guy Bergman
2	Black and white Candle snuff fungus growing in moss on a dead branch in a woodland	Abbie Ferrar
4	The verge of a foot path in Aberdeen which has white, purple, pink and yellow native wildflowers growing amongst the grass	Lina-Elvira Back
5	A group of people posing for a photo to celebrate winning Beautiful Scotland awards	Norman Adams
5	A group of Council operatives in reflective vests sowing seeds in a field in Aberdeen	Norman Adams
12	A composite picture with lavender flowers in the background of a student with a laptop at a desk having a video conference call.	Lina-Elvira Back
14	A group of people standing by a bed of flowers at Duthie Park wildlife garden	Lina-Elvira Back
17	A bog with water pools and a tree line at Elrick Hill	Lina-Elvira Back
17	A purple Northern marsh orchid flower in a boggy grassy area at Scotstown Moor	Lina-Elvira Back
18	An infographic showing key data and information for the Aberdeen B-Lines project	Buglife Scotland
19	A view of the front of Marischal College building, Broad Street, Aberdeen	Norman Adams
20	A metal sculpture of a tree with leaves in front of Greyhope School and Community Hub	Norman Adams

Link addresses

Page	Context/Description	Link Address
2, 3	Climate and Nature Emergency Declaration	https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=122&MId=8658&Ver=4
2	Net Zero Aberdeen & Aberdeen Adapts	http://www.aberdeencity.gov.uk/net-zero-aberdeen
3	Climate Change (Scotland) Act 2009	https://www.legislation.gov.uk/asp/2009/12/contents
3	Nature Conservation (Scotland) Act 2004	https://www.legislation.gov.uk/asp/2004/6/contents
3	Wildlife and Natural Environment (Scotland) Act 2011	https://www.legislation.gov.uk/asp/2011/6/contents
9, 16	Community Planning Aberdeen	https://communityplanningaberdeen.org.uk/
10, 15	Local Outcome Improvement Plan	https://communityplanningaberdeen.org.uk/community-planning-structure/our-plans-and-strategies/local-outcome-improvement-plan/
3	Net Zero Environment and Transport Committee	https://committees.aberdeencity.gov.uk/mgCommitteeDetails.aspx?ID=685
3, 10	Scottish Biodiversity Strategy	https://www.nature.scot/scotlands-biodiversity/scottish-biodiversity-strategy/scotlands-biodiversity-strategy-2022-2045
3	Natural Environment Strategy	https://www.aberdeencity.gov.uk/sites/default/files/2022-11/Natural%20Environment%20Strategy.pdf
3, 10	Biodiversity Duty Report	https://www.aberdeencity.gov.uk/sites/default/files/2024-06/ACCBiodiversityDutyReport2020FINALGraphicVersionv2%20%281%29%20%281%29.pdf
3, 14, 16	North East Scotland Biological Records Centre (NESBReC)	https://nesbrec.org.uk/
4	Meadow-in-a-box	https://www.nesbiodiversity.org.uk/projects/meadow-in-a-box-urban-greening-project/
5	Eco-Schools	https://www.keepscotlandbeautiful.org/eco-schools/

Link addresses

Page	Context/Description	Link Address
8	Biodiversity and the Natural Environment Audit	http://councilcommittees/documents/s156684/AC2418%20-%20Biodiversity%20and%20the%20Natural%20Environment.pdf
8	Net Zero, Environment and Transport Committee	https://committees.aberdeencity.gov.uk/mgCommitteeDetails.aspx?ID=685
8	Council Carbon Budget 2024/25	https://committees.aberdeencity.gov.uk/documents/s154003/CarbonBudget2024-25Council6March2024.pdf
9	Net Zero Aberdeen website	http://www.aberdeencity.gov.uk/net-zero-aberdeen
9	Resilience Annual Report	https://committees.aberdeencity.gov.uk/documents/s166974/EP Resilience Annual Report 2025 March.pdf
9	Property Level Protection Scheme	https://www.aberdeencity.gov.uk/services/environment/information-about-flooding/property-level-protection-flood-grant
10, 17	Aberdeen City Council Local Nature Conservation Sites	https://www.aberdeencity.gov.uk/services/environment/natural-heritage
10	LNCS Review at NZET Committee March 2025	https://committees.aberdeencity.gov.uk/documents/s167430/Review%20of%20Local%20Nature%20Conservation%20Sites%20updated.pdf
10	30x30 Sites	https://www.nature.scot/professional-advice/protected-areas-and-species/30-30-and-nature-networks/30-30-explained
10	Open Space Audit at NZET Committee June 2024	https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=9062&Ver=4
10	Open Space resources	https://www.aberdeencity.gov.uk/services/environment/open-spaces
10	Nature Data and Indicators project at NZET Committee October 2023	https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=8509&Ver=4
12	Local Environmental Action Fund (LEAF)	https://nescan.org/fund-leaf/
12	North East Scotland Climate Action Network (NESCAN) Hub	https://nescan.org/

Link addresses

Page	Context/Description	Link Address
12	Public LEAF Funding Report 24/25	https://nescan.org/wp-content/uploads/2025/07/Public-LEAF-Funding-Report-24-25-.pdf
13	Green Times Magazine	https://www.aberdeencity.gov.uk/net-zero-aberdeen/green-times-magazine https://www.facebook.com/gogreenaberdeen
14	24/25 Education Climate Change Report	https://committees.aberdeencity.gov.uk/documents/s170571/24-25%20Education%20Climate%20Change%20Report%20Final.pdf
15	Committee Report Trees and Woodland June 2025	http://councilcommittees/documents/s170180/Committee%20Report%20Trees%20and%20Woodland%20June%202025%20Final.pdf
15	Aberdeen In Bloom	https://www.aberdeencity.gov.uk/news/aberdeen-wins-champion-champions-major-bloom-competition
16	NESBiP	https://www.nesbiodiversity.org.uk/
16	Granite City Good Food Partnership	https://www.granitecitygoodfood.org/
16	Dee Catchment Partnership	https://www.deepartnership.org/
16	Net Zero & Adaptation Board	https://www.aberdeencity.gov.uk/net-zero-aberdeen/net-zero-and-adaptation-board
16	Annual Outcome Improvement Report 24/25	https://communityplanningaberdeen.org.uk/wp-content/uploads/2025/06/AOR-24-25.pdf
17	Local Development Plan	https://www.aberdeencity.gov.uk/services/planning-and-building-standards/local-development-plan/aberdeen-local-development-plan
17	Blanket Mire/Bog	https://www.nature.scot/landscapes-and-habitats/habitat-types/mountains-heaths-and-bogs/blanket-bog
17	Scottish Biodiversity List	https://www.nature.scot/scotlands-biodiversity/scottish-biodiversity-strategy/scottish-biodiversity-list
18	Aberdeen B-lines Project	https://www.buglife.org.uk/projects/aberdeen-b-lines/
18	Buglife	https://www.buglife.org.uk/

Appendix 2 - Aberdeen City Council Climate Change Duties Report 2024/25
Required section

Public Bodies are required to complete an annual climate change duties report. Information is submitted on a set template. This report sets out the Council's climate change return for the period 1 April 2024 - 31 March 2025.

Boundary Information

Category		dropdown list
Owned estate	Are any buildings owned by the public body?	Yes
Managed services	Are building services managed on behalf of another public body that shares or leases space?	Yes
Leased premises -public	Are building services managed and provided by another public body?	Yes
Leased premises - private	Are building services managed and provided by a private landlord?	NA
Streetlighting	Are streetlights owned or operated?	Yes
Fleet and equipment	Are any vehicles or fossil-fuelled machinery or equipment owned or leased, excludes short-term or infrequent hires?	Yes
Refrigerants/ F-gases	Are there any air conditioning or refrigeration systems that require refrigerant gas top-ups?	NA
Medical gases	Are medical gases used?	No
Business travel - private	Do staff undertake business travel by private car?	Yes
Business travel - flights	Do staff undertake any business travel by plane?	Yes
Homeworking	Do staff work from home - including hybrid?	Yes
Supply chain	Are any goods or services purchased?	NA
Land use	Are more than 10 hectares of land owned or managed for public services provision, including for research or recreation?	NA
Waste services	Is the public body responsible for collecting household or municipal waste?	Yes

Yes – data is available and reported
NA – data is relevant but no data is available
No – category is not relevant

SECTION 1 – PROFILE OF REPORTING BODY

1a. Name of Reporting Body: Aberdeen City Council
1b. Type of body: Local Government
1c. Highest number of full-time equivalent staff in the body during the report year: 7154.63 (as of 31st March 2025)
1d. Metrics used by the body: *Drop down options are not relevant, so nothing noted.*
1e. Overall budget of the body (£): 607 million. These are net figures.
1f. Specify the report year type: Financial (1st of April 2024 to 31st of March 2025)
1g. Provide a summary of the body's nature and functions that are relevant to climate change reporting.

Aberdeen City Council has a strong role to play as follows:

- Leading and acting as an example to others through its services, planning and decision making.
- Reducing emissions from its own estate and services and building resilience through the Council Climate Change Plan 2021-25.
- Managing wider city risks and building resilience through the Aberdeen Adapts: Climate Adaptation Framework.
- Promoting city wide emissions reduction through The Net Zero Aberdeen Routemap and six supporting strategies, the Net Zero Vision for Aberdeen and the Strategic Infrastructure Plan (Energy Transition)
- Helping to shape and inform legislation through consultation responses.
- Alleviating fuel poverty through ACC owned properties and working with the private/third sectors to improve standards in those areas.

- Ensuring compliance with building standards and influencing the planning process to take into consideration climate change mitigation and adaptation measures.
- Through the school systems and lifelong learning educate the citizen about the implications of climate change and principles of sustainability.
- Deliver projects that help mitigate/adapt to a changing climate, flood risk management and water efficiency and fulfil multiple plans, policies, and strategies, e.g., wetland development, sustainable urban drainage, expansion of the EV (Electric Vehicle) network, energy efficiency retrofitting, renewables etc.
- Mapping and developing of blue/green infrastructure.
- Procuring sustainably.
- Partnership working.

SECTION 2 – GOVERNANCE, MANAGEMENT AND STRATEGY

2a - How is climate change governed in the body?

Aberdeen City Council organisational structure includes 3 Functions - Corporate Services; City Regeneration and Environment; Families and Communities. Within each Function sit a number of Clusters. The Climate and Environment Policy Service sits within the City Regeneration and Environment Function and Strategic Place Planning Cluster, alongside services covering planning and transport strategy and programmes. City Regeneration and Environment Function works to make the city more prosperous and green and considers how neighbourhoods and buildings affect people's health, including the Council's work to achieve net zero. The function manages all capital projects from start to finish, as well as providing planning and building standards services, economic development, cultural services, and operational services. However, a wide range of additional Clusters will have responsibilities relevant to climate change. Cross-Council responsibilities are reflected in climate governance including:

Committee

During the reporting period, the progress of various plans, policies, and strategies was communicated to committee, primarily to the Council and the Net Zero, Environment and Transport Committee. The statutory Climate Change Report was also presented to the Net Zero, Environment and Transport Committee for review. Aberdeen City Council declared a climate and nature emergency in March 2023, emphasising its commitment to tackling climate change and biodiversity loss. At its annual budget setting meeting on 5 March 2025, the Council Carbon Budget 25/26 was approved alongside the annual financial budget.
Key decisions made during the annual budget for 25/26 meeting include budget allocations for recycling, heat network expansion, energy-efficient street lighting, low-carbon transport: hydrogen hub, EV infrastructure, fleet upgrades, active travel improvements, food growing, flood prevention and coastal adaptation measures. These investments are part of a long-term effort towards achieving net zero and climate resilience.

Council

The Council's Climate Change Plan 2021-2025 outlines specific actions aimed at reducing carbon emissions and enhancing resilience to climate change. This plan sets emissions reduction targets for Council assets and operations and details the necessary steps to achieve these goals. A Climate Oversight Group led by the Chief Officer for Strategic Place Planning has a remit for implementation and delivery of the plan and the project programme, taking a project assurance role to review performance and progress and keep the plan on track. The Oversight Group includes officers from finance and education; as well as the theme leads for workstreams delivering actions under the plan and creating a broad network of relevant officers working on mitigation and adaptation.

During the reporting period an Energy Board was established. The Board has responsibility for the Council's carbon and net zero targets, providing strategic direction to the Climate Oversight Group, and monitoring the progress made by that Group. As indicated in the diagram below:

Energy Board
Chair – Director/ Chief Officer attendance

City

A multi-organisation Aberdeen Net Zero and Adaptation Board is in place. The Board provides strategic oversight and coordination for the delivery of both the Net Zero Aberdeen Routemap and the Aberdeen Adapts Framework. It brings together key public, private, and third-sector partners to ensure alignment, monitor progress, and support collaborative climate action across the city. Progress summaries published in May and November 2024 highlight the advancements made during this reporting period.

City – Community Planning Partners

The Aberdeen Community Planning Partners have oversight and delivery of the Aberdeen Local Outcome Improvement Plan (LOIP). The Sustainable City Group sits under the governance for the plan. The Group leads and is responsible for actions and for ensuring progress against the primary and secondary drivers and improvement aims set for the Place outcomes in the LOIP. These include the stretch outcomes for climate change:

- 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.
- 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.
- 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026.

2b - How is climate change action managed and embedded by the body?

Corporate Management Team Boards

Several of the Council's Corporate Management Team Boards have oversight of various aspects of the Council's climate change activity.

- **Risk Board** – during this reporting period the Corporate Risk Register included a "Climate change - Place risk of not contributing to a reduction in city-wide emissions and address strategic climate risks for the city where the Council has scope to influence. Including: heavy or reduced rainfall, flooding, higher temperatures and sea levels". A deep dive on Corporate Risks (including the climate risk) takes place and relevant information in relation to horizon scanning is also reported.
  In addition, there are a number of climate risks identified at Cluster and Operational level including the Cluster level risk, Climate and Nature – Council compliance.
- **Strategy Board** - as part of its remit it facilitates the delivery of the Council's strategic priorities, including those relevant to net zero and adaptation. In addition, the board looks at internal and external factors which affect the Council's current and future this includes climate and environment and the impact this could have on the Council and Aberdeen City.
- **Energy Board** – remit to consider internal and external factors to understand the current and future energy and carbon management issues and its potential impact on the Council and the place of Aberdeen. The Board will lead on the development of proposals for energy and carbon management initiatives, providing strategic direction and oversight of the implementation of these initiatives.

Embedding climate change

Some examples of how sustainability has been incorporated into Council processes, procedures and decision making are illustrated below:

- Many corporate plans, policies and strategies undergo Strategic Environmental Assessment (SEA) to assess their environmental impact which includes addressing climate change.
- Climate change factors are incorporated into relevant risk registers, service plans, business cases, and development management consultations.
- Council has a statutory requirement to reduce emissions, adapt to climate change and address sustainability under the Climate Change (Scotland) Act 2009. In addition to integrating sustainability throughout the Business Case, in areas including risk, procurement, resources and finance, project managers should complete the Environmental Management section. This is to demonstrate they have fully considered any positive or negative impacts of the project on the environment; have highlighted any issues; and considered how these impacts will be managed.
- The Council is dedicated to reducing carbon emissions and enhancing efficiency through its Council Climate Change Plan. This includes measures to decrease carbon emissions from infrastructure and lower energy consumption across the council's estate. Following the Council Budget meeting in March 2025, all capital projects will be required to specify their expected operational carbon impacts.
- Environmental Implications are included in the committee reporting template and the accompanying guidance document for report authors.
- The Council Policy template and its guidance also address environmental considerations.
- Environmental factors are integrated into planning consultation responses, supported by regular cross-service meetings with Development Management and incorporated into development policy.
- An Environmental Impacts section was added to the Council Integrated Impact Assessments (IIAs) template during the reporting year.
- The Council Capability Framework outlines guiding principles and core competencies for staff, including indicators for climate change and nature loss. This ensures that climate and nature considerations are embedded in the annual staff appraisal process.
- Emissions management and broader sustainability efforts across the Council are reported annually through the Statutory Performance Indicators (SPI).
- An internal Climate Change eLearning module, titled "Meeting Our Climate Change Duties," is in place allowing staff to learn at their own pace. 49 employees have completed it between 1 April 2024 and 31 March 2025.
- A half-day interactive staff training course, "Taking Action on Climate Change," aims to provide participants with a deeper understanding of climate change science, policy, and practical actions for a sustainable future. Participants explore how climate change links to their role, and make commitments to implement climate action.
- Internal waste management is overseen by various officers, with responsibilities distributed among different functions as outlined in the Internal Waste Minimisation Policy. The Waste and Recycling Team is responsible for collecting waste and recycling containers from most corporate buildings as part of trade waste collections. Facilities management implements and provides waste and recycling services at main office buildings. The Digital and Technology Cluster manages the collection and coordination with external companies for the reuse and recycling of Waste Electronic and Electric Equipment (WEEE). Additional waste data is provided by relevant contractors.
- The Transport Strategy and Programmes Team develop the Local Transport Strategy and a wide range of sustainable and active travel measures.

2c - Does the body have specific climate change mitigation and adaptation objectives in its corporate plan or similar document?

Document	Wording of objective(s)
Council Delivery Plan 2024/25	The Council's Commissioning Intentions are strategically aligned with the stretch outcomes of the Local Outcome Improvement Plan and the broader Council strategy framework. For 2024/25 period, objectives • Grow the economy through investment, innovation, and skills development. • Support people and communities, especially children, families, and vulnerable groups. • Protect the environment by promoting sustainability and climate resilience.

	• Improve council services with better digital access, financial efficiency, and transparency
The Place Based Strategy Framework	Approved May 2023. Outlines place-based strategies within the Council and the interrelationship and interdependencies between them. Net Zero Aberdeen and Aberdeen Adapts are indicated as tier 1 (key overarching strategies) in the Framework
LOIP-16-26-April-2024.pdf (communityplanningaberdeen.org.uk)	One of the stretch outcomes for the plan is addressing climate change by reducing carbon emissions and adapting to the impacts of our changing climate. The LOIP indicates key drivers as Reducing emissions across the city through the delivery of Aberdeen's Net Zero Vision & Route-map; and Contributing to the delivery of Aberdeen Adapts by developing a bottom-up approach to community resilience to encourage greater ownership and independent action towards understanding communities' risks from climate change and adapting to them.

2d - Does the body have a climate change plan or strategy?

City

Energy Transition/ Net Zero

- **A Net Zero Vision and Prospectus for Aberdeen** was approved at Urgent Business Committee in May 2020. Includes strategic objectives on leading the global transition; accelerating transition demand; resilient, productive and dynamic place; climate positive exemplar; putting people first.
- **Net Zero Aberdeen Routemap** was approved in February 2022 at Council and sets out a collaborative pathway towards Aberdeen becoming net zero by 2045. 6 high level net zero enabling strategies cover net zero priorities for the city.
  - Mobility Strategy
  - Buildings & Heat Strategy
  - Circular Economy Strategy
  - Energy Supply Strategy
  - Natural Environment Strategy
  - Empowerment Strategy

Adaptation

The refresh of **Aberdeen Adapts: Climate Adaptation Framework** was approved in February 2022 and covers city-wide working on adaptation. Incorporating the views of local organisations and communities, it sets the direction and goals to build long term city resilience. and covers city-wide working on adaptation. Incorporating the views of local organisations and communities, it sets the direction to build long term city resilience.

Council

The **Climate Change Plan 2021-2025: Towards a Net Zero and Climate Resilient Council** was approved at Council in March 2021. The purpose of this plan is to set out the Council's approach, pathway and actions towards net zero and climate resilient Council assets and operations, by 2045. The plan sets emissions targets for Council assets and operations, outlines actions to reduce carbon emissions and to increase resilience to climate change. Current work programmes delivering the plan are progressing under various themes.

2e - Does the body have any plans or strategies covering the following areas that include climate change?

Topic area	Name of document	Time period covered	Comments
Business travel	Staff Travel Policy	Ongoing	Includes considerations of the Environmental Impact of travel. Asks staff to consider first if their trip is necessary, encourages travellers to use modes of transport that result in the least environmental impact and outlines that the Council keeps records of estimated environmental impact of travel and has a clear intent to reduce it.
Staff travel	Council Travel Plan (only		High-level objectives: To increase the choice of transport modes available to employees, Councillors and visitors to Council buildings.

	available via the intranet)		To seek to reduce the negative impact of travel choices locally and more widely, whilst maintaining efficient service provision.
Energy Efficiency	Local Housing Strategy (page 91)	2018-2023	Outlines housing strategy approach and includes the strategic outcome: Fuel poverty is reduced which contributes to meeting climate change targets. The Local Housing Strategy is currently under review.
Energy efficiency	Property Asset Management Policy		Key principles include reducing carbon emissions from our properties.
Other	Condition & Suitability 3Year Programme	2024/25 - 2026/27	A 3-year Condition and Suitability (C&S) Programme for 2024/25 to 2026/27 was approved in September 2024. This programme focuses on condition and suitability improvements for the Council's General Fund property portfolio. The total budget allocation for the three years, which was approved during the Council Budget meeting in March 2024, is £26.292 million.
Fleet transport	Fleet Replacement Programme Final.pdf	2021/22 - 2025/26	The programme has been updated to reflect the Council's Net Zero ambition to work towards decarbonising its in-house fleet and introducing new vehicles with reduced emissions. The purpose of the Fleet Replacement Programme is to ensure the Council maintains an optimum operating age profile of the Fleet to a maximum 7-year profile for Heavy Goods Vehicles and vans to 5-year profile which aligns with Operator Licence requirements to reduce risk. The programme also provides for the replacement of an assortment of other vehicles, mobile plant and small hand-held plant which is, generally, 3-years.
Waste Management	Internal Waste Minimisation Policy (only available via the intranet)		Sets policy for internal waste in relation to the waste hierarchy.
Waste Management	Aberdeen City Waste Strategy (Page 7-8)	2014-2025	Target 1: Waste growth will be eliminated by 2015. Target 2: We will work towards the targets set in the Scottish Government's Zero Waste Plan 2010. Target 3: Introduce an organic waste collection for all households by 2016. Target 4: Develop facilities within the Aberdeen area to recover our resources. Target 5: No more than 5% of household waste should be landfilled by 2025.
Water and sewerage	*Not applicable*		
Land Use	Aberdeen Local Development Plan | Aberdeen City Council	Adopted 19 June 2023	The Aberdeen Local Development Plan 2023 includes policy on low and zero carbon buildings and on renewable and low carbon energy development. A wider range of policy information on the ALDP is included in the adaptation section. It will be used to guide decisions on planning applications alongside Aberdeen Planning Guidance and Supplementary Guidance. The ALDP 2023 incorporates changes established by NPF4.
Land use	Generation Aberdeen | Masterplans		Includes the objective - Technologically advanced and environmentally responsible. Providing the capacity, quality and reliability of infrastructure required by businesses and residents and utilising resources responsibly.
Land Use	Open Space Strategy	2011-2016	The Aberdeen Open Space Strategy 2011 aims to mitigate and adapt to climate change and enhance biodiversity by promoting Sustainable Urban Drainage Systems (SuDS), protecting open spaces for flood management, and planting native species. Open and blue-green

			spaces are vital for quality of life, providing health, wellbeing, economic, and environmental benefits, and fostering connections with nature. The Aberdeen Open Space Audit 2024 has been approved. Key findings include: • 82% of respondents want green spaces managed more naturally for wildlife. • 79% are satisfied with open spaces, particularly parks and woodlands. • Respondents emphasised that green spaces promote health and well-being, citing exercise, nature, and socialising as top reasons for use. • Quality indicators revealed that accessibility and attractiveness of open spaces scored the highest. The Open Space Audit supports blue-green infrastructure policies in the Aberdeen Local Development Plan and National Planning Framework 4. It plays a crucial role in protecting and enhancing open spaces for community use, recreation, and new developments. The audit also collected community views on the value of open spaces through a public survey. The audit will inform a future revision of the Natural Environment Strategy, guiding the planning and management of blue and green spaces for the benefit of people and nature in Aberdeen.
Other – nature	Nature Conservation Strategy (page 4 and 15)		Touches upon aspects of climate change, within the objectives of the strategy and sections on sustainable development and climate change. There are many aspects to consider for truly sustainable development and climate change is one of them. A shift in species populations, ranges, migration patterns and reproductive behaviour are already evident both on land and at sea because of climate change.
Other – buildings	Building Performance Policy	January 2018	The Buildings Performance Policy and accompanying guidance and checklist covers sustainable construction activity at a corporate level. It is an internal policy that sets building standards for refurbishments and new build projects.
Other – various	Local Outcome Improvement Plan-16-26-April-2024.pdf	2016-2026	**Vision "A place where all people can prosper."** The LOIP aims to ensure everyone in Aberdeen, regardless of background or circumstance, has equal opportunities to thrive. **Key Themes & Stretch Outcomes (16 Total)** **Prosperous Economy** • Reduce food and fuel insecurity by 20%. • Achieve a 74% employment rate. • Promote fair work, skills development, and business creation. **Prosperous People – Children & Young People** • Improve early development, mental health, and educational outcomes. • Support care-experienced and vulnerable youth. • Reduce youth offending and ensure positive post-school destinations. **Prosperous People – Adults** • Increase healthy life expectancy by 5 years. • Reduce alcohol and drug-related deaths by 10%. • Reduce homelessness by 10% and youth homelessness by 6%. **Prosperous Place**

			• Cut carbon emissions by 61%. • Increase sustainable travel and protect 26% of land for nature. • Improve access to quality green spaces and community resilience. **Community Empowerment** • Ensure 50% of people feel able to influence decisions by 2026. • Promote inclusive participation, local leadership, and community-led change.
Other – economy	Regional Economic Strategy 2023 (investaberdeen.co.uk)	Approved 2015	The original Regional Economic Strategy (RES), setting out a 20-year vision for the North East of Scotland's economic prosperity through to 2035, was formally approved by Aberdeen City Council at its Full Council meeting in December 2015. Building on this foundation, a revised Regional Economic Strategy was developed and subsequently approved by both Aberdeen City and Aberdeenshire Councils in December 2023. Includes the objective: to maximise the potential of hydrogen, energy from waste and other renewables technologies to develop a medium-long terms demand for the transferable skills in the oil and gas sector.
Other - hydrogen	Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025 (Part 2, page 16)	2015-2025	The aim of this strategy is to maintain and build on Aberdeen's expertise in hydrogen in order to achieve the long-term goals associated with hydrogen rollout and being the leading hub in Scotland. The strategy and action plan outlines how these aims can be achieved in the short, medium and long term. The action plan identifies a series of measures required to achieve this, across seven key objectives: vehicle deployments, renewable hydrogen, refuelling infrastructure, non-transport applications, supply chain/market development, communication and education, and policy & regulation.
Other - transport	Local Transport Strategy (Page 5)	2016-2021	Increased modal share for public transport and active travel. Reduced the need to travel. Reduced dependence on the private car. Improved journey time reliability for all modes. Improved road safety. Improved air quality and the environment; improved accessibility to transport. Public consultation on the draft Aberdeen Local Transport Strategy 2023-2030, took place during the reporting period.
Other – transport	Sustainable Urban Mobility Plan (Page 1)		Sets out long term approach for active and low carbon travel in the city centre. Varying transport options. Reduces air and noise pollution, greenhouse gas emissions and energy consumption; improves the efficiency and cost-effectiveness of the transportation of people and goods.
Other – transport	Aberdeen Active Travel Action Plan	2021-2026	Aims to encourage and facilitate active travel.
Other – transport	Aberdeen Electric Vehicle Framework	2018-2032	Inform the future plans and supporting infrastructure for Electric Vehicles in Aberdeen over the next 5-10 years.
Other – air quality	Air Quality Action Plan	2011	Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management (LAQM) framework. It outlines the actions we will take to improve air quality in Aberdeen between 2023 and 2028. Progress each year is reported in an Annual Progress Report Air quality reports | Aberdeen City Council
Other - Procurement	Joint Procurement Strategy 2023 - 2026	2023 - 2026	Aberdeen City, Aberdeenshire and Highland Council Joint Procurement Strategy for 2023-2026 approved and published (Joint Procurement Strategy 2023 - 2026)

2f - What are the body's top 5 priorities for climate change governance, management, and strategy for the year ahead?

In no specific order, the top 5 climate change priorities for the year ahead are:

1. Progress the refresh of the Council Climate Change Plan, with production of an updated Council Climate and Nature Plan and associated delivery actions;
2. Continued population of ClimateView Platform for the Council, to inform climate planning, and for Aberdeen, in liaison with the Scottish Climate intelligence Service;
3. Commence update cycles for collaborative place-based climate documents including Net Zero Aberdeen Routemap and Aberdeen Adapts Climate Adaptation Framework;
4. Publish our third Local Climate Impact Profile, setting out the impact of weather on Council Services over a 5-year period from 2019; and
5. Produce a Coastal Change Adaptation Plan for the city.

2g - Has the body used the Climate Change Assessment Tool (a) or equivalent tool to self-assess its capability / performance?

The Council is part of the Public Sector Climate Adaptation Network and reviews adaptation progress annually against the Public Sector Adaptation Capability Framework using the Adaptation Scotland Benchmarking Tool.

2h - Supporting information and best practice.

- The Net Zero Aberdeen Routemap and the Aberdeen Adapts Framework are comprehensive city-wide strategies aimed at reducing emissions and adapting to climate change. These strategies were developed collaboratively. Various organisations and partnerships are responsible for implementing net-zero and adaptation actions in Aberdeen. To support these efforts, the Aberdeen Net Zero and Adaptation Board, which includes representatives from 16 organisations across multiple sectors and industries, convened in May and November 2024.
- Making a commitment to Net Zero Aberdeen and Aberdeen Adapts, there are now 107 signatories of the Aberdeen Climate and Nature Pledge – including 32 organisations and 75 individuals/households. Approximately one-third of the signatories are organisations and businesses, which consist of a mix of large corporations and smaller local companies.

Various awareness raising events and presentations relating to climate were provided to senior management and staff including:

- A "**Green Workplace"** area of the staff intranet continued to be expanded with new information and activities during this reporting period to provide easy access to information, practical tips, ideas and opportunities for staff to get involved in the climate change and wider sustainability agenda.
- In 2024/25, the **Green Champions** network grew from 80 to 89 Champions, taking part in 11 initiatives including, workplace food growing, food waste champions, repair what you wear workshops, active travel challenges, and activities to provide access to reusable period products in the workplace. Success stories of Champions are shared on the internal Green Champion Green Workplace page to promote, encourage and inspire further staff action. In addition, a city wide Champions Network meet quarterly to network, share and learn from each organisations own experiences of Green Champions. Organisations include the James Hutton Institute, University of Aberdeen, NHS Grampian, Aberdeen Health and Social Care Partnership and Police Scotland.

SECTION 3 – EMISSIONS, TARGETS AND PROJECTS

3a - Emissions from start of the year which the body uses as a baseline (for its carbon footprint) to the end of the report year

		tCO2e				
Year	Year	Scope 1	Scope 2	Scope 3	Total	Comments

Baseline carbon Footprint	15/16	22,020.00	21,664.00	2,687.00	46,371.00	
Year 1 carbon footprint	16/17	17,704.90	18,347.31	3,173.58	39,255.00	Changes in estate and provision and accuracy of data account for the significant changes in relation to the total footprint.
Year 2 Carbon Footprint	17/18	17,867.11	15,767.82	2,257.46	35,892.39	Changes in emission factors and provision and accuracy of data account for changes in relation to the total footprint.
Year 3 Carbon Footprint	18/19	17,015.18	12,176.07	1,899.20	31,090.45	Changes in emission factors; and provision and accuracy of data account for changes in relation to the total footprint.
Year 4 Carbon Footprint	19/20	18,544.97	10,315.87	1,700.40	30,563.24	Changes in emission factors; and provision and accuracy of data account for changes in relation to the total footprint.
Year 5 Carbon Footprint	20/21	15,762.4	8,382.9	1,782.8	25,929.3	Consumption figures are significantly lower than 2019-20 due to the reduced use of assets and reduced business travel during the COVID-19 restrictions
Year 6 Carbon Footprint	21/22	15,910.80	6,037.2	4149.80	25,929.3	Consumption figures are slightly higher than 2020-21 due to the increased use of assets and operations following the gradual lifting of COVID-19 restrictions
Year 7 Carbon Footprint	22/23	15,575.1	9,153.5	2,775.5	27,503.9	Higher than 21-22 due to District Heating being added to reporting, temporary changes to some corporate waste disposal methods and a change in home working calculation by the Scottish Government.
Year 8 Carbon Footprint	23/24	15,716.1	9,404.9	2,513.5	27,634.5	Slightly higher than 22-23 due to UK electricity emission factors increasing 23/24 after a trend of reductions. District heating was added to more assets. Weather 5% colder than the previous year.
Year 9 Carbon Footprint	24/25	15,664.8	8,568.5	1,737.7	25,971	Decrease by approximately 6%, from 2023 -24.

3b – Breakdown of emission sources

Emission Source	Scope	Consumption Data	Units	Emission Factors	Units	Emissions (tCO2e)	Comments
Buildings							
Grid electricity (Generation)	2	25,326,193	kWh	0.20705	kg CO2e/kWh	5,243.79	3% (145 tCO2e) reduction from 23/24
Grid electricity (transmission and distribution losses)	3	25,326,193	kWh	0.0183	kg CO2e/kWh	463.47	Usage through corporate assets.
Natural Gas	1	61,479,528	kWh	0.1829	kg CO2e/kWh	11,244.61	2% reduction from 23/24 to first full year of district heating at Tullos Community School and Greyhope School and Community Hub along with overall temperatures being slightly higher than 23-24.
Gas Oil	1	250,005	litres	2.75541	kg CO2e/kWh	688.87	Large increase at Duthie Park winter gardens due to ongoing issues with the biomass boiler, resulting in more heat required from the oil boilers.
Heat and Steam: District Heating	2	9,544,721	kWh	0.17965	kg CO2e/kWh	1,714.71	17% reduction from 23/24 due to 3 properties being connected to heat from the energy from the waste plant (August 24).
Heat and Steam: District Heating (transmission and distribution losses)	3	9,544,721	kWh	0.00946	kg CO2e/kWh	90.29	5% transmission losses.
Biomass	1	845,280	kWh	0.01074	kg CO2e/kWh	9.1	Ongoing issues with the biomass boiler at Duthie Park Gardens has resulted in less biomass being used.
Water Supply	3	213,324	m3	0.08	kg CO2e/m3	17.07	19% reduction compared to last year.
Water Treatment	3	202,657.8	m3	0.17	kg CO2e/m3	34.45	Usage through corporate assets. Figure is 95% of water supply.
Street Lighting							
Grid electricity (Generation)	2	7,768,260	kWh	0.20705	kg CO2e/kWh	1,608.42	Further work on the LED programme has resulted -17% (362 tCO2e) decrease in consumption
Grid electricity (transmission and distribution losses)	3	7,768,260	kWh	0.0183	kg CO2e/kWh	142.16	From Streetlighting
Staff Travel							

Average car - unknown fuel	3	498,772	km	0.16691	kg CO2e/km	83.25	Staff travel car hire.
Average car - unknown fuel	3	462,498	km	0.16691	kg CO2e/km	77.20	Essential car users (grey fleet),1% (1.12 tCO2e) increase from 23/24
Average car - unknown fuel	3	677,619	km	0.16691	kg CO2e/km	113.10	Casual car users (grey fleet),1% (1.83 tCO2e) increase from 23/24.
Rail (National Rail)	3	457,262	km	0.03546	kg CO2e/ passenger km	16.21	49% (5.36 tCO2e) increase from the previous reporting year.
Coach/Bus		4,104	km	0.02717	kg CO2e/ passenger km	0.11	87% (-0.74 tCO2e) reduction from last year, as reported by suppliers.
Car – petrol (average)	3	37,070.4	km	0.1645	kg CO2e/km	6.10	Car club information.
Car – hybrid (medium)	3	9692.8	km	0.1149	kg CO2e/km	1.11	Car club information. Car Hybrid.
Car - diesel (average - unknown engine size)	3	161.6	km	0.16984	kg CO2e/km	0.03	Car Club distance covered in one diesel van – only diesel member of the Enterprise Aberdeen car club fleet
Grid electricity (Generation) Car – Battery Electric Vehicle (Medium) Km	2	5329.15	kWh	0.20705	kg CO2e/km	1.10	Car Club information (onsite charging - split from Buildings electricity)
Grid electricity (transmission and distribution losses) Car – Battery Electric Vehicle (Medium) Km	3	5329.15	kWh	0.0183	kg CO2e/kWh	0.10	Car Club information (onsite charging - split from Buildings electricity)
Grid electricity (Generation) Car – Battery Electric Vehicle (Medium) Km (own power supply)	2	2509.3	kWh	0.20705	kg CO2e/kWh	0.52	Car Club information (offsite charging) with its own power supply
Grid electricity (transmission and distribution losses) Car – Battery Electric Vehicle (Medium) Km (own power supply)	3	2509.3	kWh	0.0183	kg CO2e/kWh	0.05	Car Club information (offsite charging) with its own power supply
Grid electricity (Generation)	2	15,852.93	kWh	0.20705	kg CO2e/kWh	3.28	Car Club Hydrogen vehicles information

Grid electricity (transmission and distribution losses)	3	15,852.93	kWh	0.0183	kg CO2e/kWh	0.29	Car Club Hydrogen vehicles information
Long haul flight (economy class)	3	31,092	Passenger km	0.20011	kg CO2e/ passenger km	6.22	Around 11% (0.64 tCO2e) increase from 23/24; More attendance at overseas conferences
Short haul flight (economy class)	3	143,462	Passenger km	0.18287	kg CO2e/ passenger km	26.23	379% (20.76 tCO2e) increase from 23/24. Also, a school trip booked through the Travel Team.
Domestic flight (economy class)	3	118,797	Passenger km	0.27257	kg CO2e/ passenger km	32.38	65% (12.75 tCO2e) increase compared to the previous year 23/24. An increase in travel and school trip booked
Ferry	3	1,881	Passenger km	0.1127	kg CO2e/ passenger km	0.21	61% (-0.33 tCO2e) decreased compared to last year.
Waste							
Paper and board (mixed recycling)	3	77	tonnes	6.41061	kg CO2e/tonne	0.49	Confidential waste Aberdeen City Council sites. 60% (1.20 tCO2e) decrease from 23/24
Organic food and drink composting	3	56	tonnes	8.83386	kg CO2e/tonne	0.5	0% increase from 23/24, from 3R Schools.
Organic food and drink composting	3	256	tonnes	8.83386	kg CO2e/tonne	2.3	0.1 tCO2e increase in consumption from corporate premises.
Garden Waste	3	34	tonnes	8.83386	kg CO2e/tonne	0.3	0% increase in comparison to 23/24 from corporate premises.
General waste to landfill	3	159	tonnes	497.04416	kg CO2e/tonne	79.1	0.25% (0.2 tCO2e) increase compared to last year.3R Schools Provided by a report from the waste contractor
General waste - combustion	3	2,733.216	tonnes	6.41061	kg CO2e/tonne	17.5	34 tCO2e decrease compared to last year.
Mixed recycling	3	47	tonnes	6.41061	kg CO2e/tonne	0.3	75% (0.9 tCO2e) decrease from 23/24. From corporate premises (including glass), with data based on scheduled regular collections but does not include bulky uplifts
WEEE (Mixed) Recycling	3	9	tonnes	6.41061	kg CO2e/tonne	0.057	IT provided information from contractor
General waste to landfill	3	0	tonnes	497.045	kg CO2e/tonne	0	From corporate premises.
Mixed recycling	3	321	tonnes	6.41061	kg CO2e/tonne	2.1	From corporate premises. (including glass). Based on scheduled regular uplifts, so the data does not include bulky uplifts.
Fleet							
Diesel (average biofuel blend)	1	1,453,210	litres	2.51279	kg CO2e/litre	3,651.61	Around 2% (-70.27 tCO2e) decreased compared to last year within fleet services.

Petrol (average biofuel blend)	1	27,406	litres	2.0844	kg CO2e/litre	57.13	3% (-2 tCO2e) decreased in comparison to last year
Gas Oil	1	4,716	litres	2.75541	kg CO2e/litre	13.0	2% (-0.26 tCO2e) decreased compared to last year.
Grid electricity (Generation)	2	9.399	kWh	0.20705	kg CO2e/kWh	0.0019	Fleet EVs charged from onsite source (split from Buildings electricity) Duthie Park Depot only
Grid electricity (transmission and distribution losses)	3	9.399	kWh	0.0183	kg CO2e/kWh	0.00017	Fleet EVs charged from onsite source (split from Buildings electricity) Duthie Park Depot only
Grid electricity (Generation)	2	0	kWh	0.20705	kg CO2e/kWh	0	Both refuelling sites have been offline for maintenance, resulting in no use of hydrogen vehicles during this period. Currently developing the Energy Centre at TECA for hydrogen production & a refuelling station King Street First Bus depot.
Grid electricity (transmission and distribution losses)	3	0	kWh	0.0183	kg CO2e/kWh	0	Both refuelling sites have been offline for maintenance, resulting in no use of hydrogen vehicles during this period.
Other							
Homeworking emissions	3	1563780.00	FTE Working Hour	0.33378	kg CO2e/FTE/annual working hours	522.0	Estimate based regular VPN usage.
Overall Total Emissions						**25,971**	

3c - Generation, consumption and export of renewable energy

Technology	Renewable electricity		Renewable heat		Comments
	Total consumed by the organisation (kWh)	Total exported (kWh)	Total consumed by the organisation (kWh)	Total exported (kWh)	
Biomass			845,280		Woodchips consumed for the biomass plant.
Energy From Waste			4,387,700		District heating from waste incineration
Solar photovoltaic (PV)					Energy is generated onsite as well as generated onsite and exported to grid. Data monitoring is in progress for future reporting

3d – Organisational Targets

Name of target	Type of target	Target	Units	Boundary/ scope of target	Progress against target	Year used as baseline	Baseline figure tCO2e	Units of baseline	Target completion year	Comments
Corporate emissions	Absolute	Net zero	tCO2e	Council assets/ operations	48% without addition DH	15/16	46,371	tCO2e	2045	At latest
	%	75	tCO2e					tCO2e	2030	At least
	%	48	tCO2e					tCO2e	2025	At least
Energy	Annual % reduction	2%	Annual %	Energy use in buildings		14/15		kWh/m^3		

3da - How will the body align its spending plans and use of resources to contribute to reducing emissions and delivering its emission reduction targets? Provide any relevant supporting information?

The Council operates a Carbon Budget to support the delivery of the Council Climate Change Plan. During the reporting period:

- The 2024/25 Carbon Budget monitoring cycle continued, following approval alongside the Council's financial budget in March 2024.
- Monthly updates on the carbon budget's progress were provided to the Council Climate Oversight Group.
- Quarterly provisional updates on the carbon budget continued to be included in the Performance Report, presented to the Net Zero, Environment, and Transport Committee.
- A number of updates on the carbon budget process and progress were provided, including to the Strategy Board.
- For the third time the annual carbon budget (for 2025/26) came forward to Council alongside the financial budget report in March 2025. Information on the carbon budget was included in the 2025/26 budget packs.
- Information on the carbon budgets was shared on the staff intranet, including a Chief Officer blog.
- Work continued to centralise carbon data.

Climate change is embedded in core business systems:

- Climate change is integrated across Corporate, Cluster and Operational Risk Registers requiring regular progress updates on control actions by risk owners and regular review by the Risk Board. A deep dive on the Corporate Climate Risk took place on December 2024.
- Committee report templates ask for information on climate/ environmental risks. The template includes an Environmental Implications section, asking report authors to identify and state any positive or negative impacts on the environment arising from the report. This sits alongside sections on financial and legal implications. Committee reports go through Integrated Impact Assessment (IIA) which includes an Environmental Implications section.
- The priority scoring matrix for assessing projects under the Council Condition and Suitability Programme (for Council assets, property and estates) continues to include scoring on Emissions Reduction and Climate Resilience/Adaptation.

3db - How will the body publish, or otherwise make available it's progress towards achieving its emissions reduction targets?

The CCR must be made publicly available and provide information in a transparent and accountable manner, in line with the relevant guidance.

- A word document of the CCR was submitted to the Net Zero, Environment and Transport Committee (18 November 2025).
- Council climate change and biodiversity updates for 2024/25 were collated in a Council Climate and Nature Summary, presented to Committee for the first time, alongside our statutory report. The Council Climate and Nature Summary 2024/25 will be published on the Aberdeen City Council website and internally on the Staff Intranet 'Green Workplace' site and key messages posted on our corporate social media page. This updates the approach for previous annual climate infographics and reflects the interlinked nature of the climate and biodiversity crises.
- The Council Climate Change Plan and project register are available on the Council Climate Change webpage.
- An update on the Statutory Performance Indicator on emissions management is produced annually.
- Collaborative place based climate work to deliver Net Zero Aberdeen and Aberdeen Adapts is reported separately to the Net Zero, Environment and Transport Committee. Information can be found in the 24/25 update.

3e - Estimated total annual carbon savings from all projects implemented by the body in the report year

Emission source	Total Est. annual carbon savings (tCO2e)	Comments
Electricity	150.1	Building energy efficiency; upgrades; renewables
Electricity	361.4	Street lighting LED upgrades
Natural Gas	271	Heating upgrades, transition from gas
Other heating fuels	367	Transition from gas DH, DH controls, energy efficiency measures
Waste	210	Residual internal waste to energy from waste, changes in emission factors
Water and sewerage	15.9	Water efficiency measures
Business travel	16.71	Car club staff travel. Replacement EV vehicles in this reporting period.
Fleet transport	78.27	Fleet vehicles and plant
Total	1,470.38	

3f - Detail the top 10 carbon reduction projects to be carried out by the body in the report year

Please note, only projects implemented, completed with one full year of CO2 savings data available during the 2024/25 reporting year are required in this section. As some projects span multiple years, a phased approach based on 'year' has been adopted for reporting purposes.

Project Name	Funding Source	First full year of CO2e savings	Estimated or actual?	Capital cost (£)	Operational cost (£/ annum)	Project lifetime (years)	Primary fuel / emission source saved	Estimated carbon savings per year (tCO2e/ annum)	Estimated cost savings (£/ annum)	Behaviour change aspects including use of ISM	Comments
Streetlighting LED Replacement Programme	Aberdeen City Council/ ERDF	18/19	Estimated	£9 m	-	9	Electricity	371.4	£5 million (electricity costs dependent)	No	Completed March 2024.17% (tCO2e) decrease from 23/24.
Marischal College lighting upgrade to LED	SALIX	24/25	Estimated	£2.81 m	£289K		Electricity	106		No	Completed May 2024. Replacement of lamps/ lighting system at council HQ, with energy efficient lighting/ more efficient control system.
Energy from Waste Plant – Internal waste	Joint funding	24/25	Actual		-	-	Waste to landfill	203.25		No	Operational Dec 2023. Figure covers internal residual waste to combustion
Heating & control upgrades	Aberdeen City Council	24/25	Estimated		-	-	Gas	39		No	Various premises
Condition & Suitability Programme	Aberdeen City Council	24/25	Estimated		-	-	Electricity Gas	31.55	-	No	Building energy efficiency measures through upgrade programme
District heat connections to Energy from Waste	Aberdeen City Council	24/25	Actual		-	-	Gas	174.5		No	District Heat connections with heat from Energy from Waste Plant from August 2024, (Tullos Community School, Deeside Family Centre, Greyhope School)

Solar PV installations – Public buildings	Aberdeen City Council	24/25	Estimate	-	-	Electricity		No	Operational switch on 2024 new build schools. Data reflected in electricity 3b
Car Club – staff business use	Aberdeen City Council	24/25	Estimate	-	-	Diesel, petrol	16.71	Yes	Exclusive use of car club vehicles staff travel. Replacement EV vehicles in this reporting period.
New Council House Build - Gold Standard New Build Council Housing	Part funded by ACC and by Scottish Government grant	24/25		-	-	Various	-	No	Completion of Kaimhill (40 new build) ground source heat pumps (2024). Ongoing construction of new housing (Cloverhill), including air source heat pumps, circa 200, now completed. Tillydrone 70 new build to gold standard.
Council Housing project DORIC Domestic Optimised Retrofit Innovation Concept	ACC & UK government grant funding	24/25				Various	Target energy use of 50kWh/sq m	Yes	Project complete. Whole house retrofit for 50. EPC improvement from EPC C to EPC B. Installing energy efficiency measures, air source heat pumps, solar PVs and battery. Using smart modelling software and infrared survey techniques.

3g - Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere in this form) in the report year

Emission source	Total estimated annual emissions (tCO_2e)	Increase or decrease in emissions	Comments
Estate changes			Data reflected in 3b
Service provision	565	Decrease	Data reflected in 3b
Service provision	370.38	Increase	Increase in staff travel and oil
Staff numbers	Unknown	Decrease	Highest number of full-time equivalent staff at March 25, was 7154.63, compared to 7195.23 in previous year.

3h - Anticipated annual carbon savings from all projects implemented by the body in the year ahead

Emission source	Total estimated annual carbon savings (tCO_2e)	Comments
Electricity	230.5	Solar PV generation & export, energy efficiency, lighting upgrades
Natural gas	73.44	Boiler and heating upgrades, energy efficiency
Other heating fuels	444	3 public buildings - district heating connected to energy from waste.
Waste	0	
Water/ sewerage	1.4	Water efficiency upgrades
Business Travel	2	Staff travel plan and policy being refreshed
Fleet transport	37.31	Zero emission fleet transition, EV infrastructure (fleet)
Total	788.65	

3i - Estimated decrease or increase in the body's emissions from other sources in the year ahead

Emissions source	Total estimated annual emissions (tCO_2e)	Increase or decrease in emissions	Comments
Estate changes		Increase	Data will be reflected in 3b 25/26. Includes new Riverbank School (opened May 2025)
Service provision	240.56	Increase	Temporary diversion of residual internal waste.
Staff numbers		Unknown	
Other – Emission factors	895.43	Decrease	Estimated decrease from changes in emission factors for 2024/25
Other - DH	50.62	Increase	Temporary DH to gas at 3 premises

3j - Total carbon reduction project savings since the start of the year which the body uses as a baseline for its carbon footprint

Total savings	Total estimated emissions savings (tCO2e)	Comments
Total savings since baseline year	20,400	Figure is total reduction in emissions from baseline year 15/16 and can be attributed to project savings & changes in emissions factors

3k - Supporting information and best practice

Project 1: Energy Efficient Lighting – Marischal College

The Energy Efficient Lighting project at Marischal College involved the replacement of outdated internal lighting systems within Aberdeen City Council's headquarters with modern, energy-efficient lighting and an advanced control system. The primary objective was to reduce carbon emissions and improve the building's energy performance and operational efficiency.

Implementation officially began in April 2023 and was completed by May 2024. The project was delivered on time and within budget, thanks to effective collaboration among the council's energy team, contractors, consultants, and facilities staff.

The completed project is expected to deliver an annual carbon saving of 106 tonnes of CO_2 from the year 2024–25. The key metric for monitoring progress is electricity consumption, allowing the council to track the effectiveness of the new system over time.

The total capital investment amounted to £2.810 million, with ongoing annual operating costs estimated at £289,000. Funding for the project was provided through a SALIX loan, and Aberdeen City Council served as the accountable body responsible for implementation and oversight.

Key benefits include substantial reductions in electricity usage, resulting in notable carbon savings, as well as improved lighting control and energy management throughout the building. The project supports Aberdeen's broader climate objectives and provides a replicable model for energy efficiency improvements in other public buildings.

Project 2: District Heating with Heat from Energy from Waste Plant

The District Heating project utilising heat from an Energy from Waste (EfW) plant is a key initiative aimed at decarbonising building heating systems by replacing traditional gas boilers with a sustainable heat source. This project involves supplying a local district heating network with waste heat generated from the EfW facility, offering a more environmentally responsible alternative to fossil fuel-based heating.

Although the official start year precedes 2024, the network initially operated using gas boilers while the EfW plant completed its commissioning phase. Full transition to waste heat occurred in August 2024. The first complete year of projected carbon savings will begin in 2025–26. The system serves several key community sites, including Tullos Community School, Deeside Family Centre, and the Greyhope School and Community Hub.

The project is estimated to deliver an annual carbon reduction of 444 tonnes of CO_2 equivalent, with performance monitored based on the number of building connections to the district heating network. This transition not only reduces reliance on fossil fuels but also promotes the efficient reuse of heat that would otherwise be lost.

Funding for the project is jointly provided by Aberdeen City Council and the Scottish Government, with the council acting as the accountable body overseeing implementation. The initiative aligns with broader strategic goals to reduce emissions from public buildings and improve long-term energy resilience.

Key benefits include a substantial reduction in greenhouse gas emissions and the innovative use of energy that would otherwise be wasted. The project exemplifies how municipalities can lead in low-carbon infrastructure development while supporting public services.

Project 3: Project DORIC – Whole House Retrofit Demonstrator

Project DORIC is a demonstrator retrofit programme targeting 50 council-owned homes, aiming to significantly improve energy efficiency through a "whole house" approach. The upgrades include enhancements to the building fabric such as insulation, new windows and doors, and the installation of renewable technologies like air source heat pumps, solar photovoltaic panels, and battery storage systems. The goal is to lower energy demand and emissions while improving living conditions for tenants.

The project is designed to meet an ambitious energy performance target of 50kWh per square metre annually. Performance is monitored through changes in the homes' Energy Performance Certificate (EPC) ratings, with the aim of moving properties from EPC C to EPC B.

Each home retrofit is estimated to cost approximately £100,000. The initiative is funded jointly by Aberdeen City Council and the UK Government. Aberdeen City Council is also responsible for the delivery and oversight of the project.

Throughout 2024–25, the project has entered its evaluation phase, which includes conducting post-installation EPC assessments, air tightness tests, and gathering feedback from tenants about the comfort and usability of their homes following the upgrades. This feedback is essential for validating performance outcomes and shaping future retrofit strategies.

Key challenges include securing sustained tenant engagement before, during, and after implementation and supporting behavioural adaptation to new systems such as air source heating and mechanical ventilation.
The project delivers multiple benefits, including reduced energy consumption, the introduction of renewable heating sources, and the development of valuable data to guide large-scale retrofitting efforts in the future. Project DORIC stands as a practical learning model for scalable, low-carbon housing improvements.

Some highlight works and awards

- A report presented to the Education and Children's Services Committee outlined key initiatives in Aberdeen schools and the Youth Climate Change Group for the 2024-25 session, focusing on climate change, biodiversity, and the net-zero goal.

SECTION 4 – ADAPTATION

4a - Has the body assessed current and future climate-related risks? If yes, provide a reference or link to any such risk assessment(s).

- A full strategic climate risk assessment has been completed for risks affecting the Council. The Council's Corporate Risk Register (CRR) identifies those risks that present the most significant threat to the achievement of organisational objectives and which have the potential to disrupt service delivery.
  The Corporate Risk Register includes the risk titled 'Climate Change (Place)', which refers to the risk of the Council failing to contribute, within its sphere of influence, to the reduction of city-wide emissions and to addressing strategic climate risks facing the city. These risks include, but are not limited to extreme or reduced rainfall, flooding, rising temperatures, and sea level rise.
  In addition, various climate-related risks are embedded within the relevant Cluster and Operational-level Risk Registers. This includes the risk entitled 'Climate Duties – Council Compliance', which pertains to the potential failure to meet statutory obligations as a local authority to reduce emissions, contribute to national targets, and adapt effectively to climate change. *Actions support Capability Framework – UC1A (Record and consider the impact of recent weather events on your organisation), and UC2A (Map out how your organisation's functions might be affected by climate change).*
- An **Evidence Base** document to inform the development of **Aberdeen Adapts** was refreshed in February 2022, this aims to build understanding of how climate change will affect the city and includes key information for the city from UK Climate Projections (UKCP18) and strategic climate risks for the city.
  Action supports Capability Framework –UC3A (Carry out climate change risk assessment)
- An updated assessment of flood risk in Aberdeen has been carried out as part of the **North-East Local Flood Risk Management Plans 2022-2028**, which replaces the previous plan from 2016. This plan is part of the statutory responsibilities of Aberdeen City Council, in partnership with SEPA, Moray Council, Aberdeenshire Council, and Scottish Water, under the Flood Risk Management (Scotland) Act 2009. As part of Cycle 2, Potentially Vulnerable Areas (PVAs) were identified through mapping and assessment concluded in July 2018. Within these PVAs, specific Objective Target Areas (OTAs), flooding hotspots have been highlighted for targeted actions.
- Under the Local Development Plan, Aberdeen City Council will be continuing to develop the Surface Water Management Plans in consultation with SEPA and Scottish Water and will be continuing with the next stages of current flood studies including:
  - Merchant Quarter
  - Jesmond Drive
  - Preliminary study to undertake a strategic overview of the coastal protection.
- A **Strategic Flood Risk Assessment** was undertaken for the development of the Aberdeen Local Development Plan 2023. This is to satisfy the requirements placed on local authorities under the Flood Risk Management (Scotland) Act 2009, requiring local authorities to exercise their flood risk related functions with a view to avoiding or reducing overall flood risk and promoting sustainable flood risk management. The Assessment was to inform the development planning process and to avoid or reduce flood risk by avoiding areas at significant risk of flooding.
- The **Integrated Catchment Study 2015 (ICS)** is helping to inform understanding of surface water and small watercourses flood risk. The ICS is a joint project with Scottish Water.
- The **Footdee Coastal Flood Study (2018)** and **Aberdeen Strategic Overview of Coast Protection (2019)** are helping to inform understanding of coastal flood risk.

4b - What arrangements does the body have in place to manage climate-related risks? Provide details of any climate change adaptation strategies, action plans and risk management procedures, and any climate change adaptation policies which apply across the body.

- The **Council Climate Change Plan 2021-2025**, approved in March 2021, includes over 100 actions for mitigation and adaptation across five themes: Buildings, Mobility, Other Operations (including blue-green management and flood risk), Leadership & Governance, and Awareness and Behaviour Change.
- A **Council Climate Oversight Group** meets regularly to monitor progress, with designated officers leading each work programme. *The actions align with Capability Framework - SIM 3C and SIM 4A for achieving and implementing adaptation outcomes*.
- **Risk Board** – During this reporting period, the Corporate Risk Register identified "Climate change - Place risk" related to the city's emissions and strategic climate risks like heavy rainfall, flooding, higher temperatures, and rising sea levels. A deep dive into Corporate Risks, including climate risks, is conducted, along with horizon scanning updates. Additionally, climate risks are noted at the Cluster and Operational levels, including compliance with Climate Duties.
- **Strategy Board** -The Strategy Board facilitates the Council's strategic priorities, focusing on net zero and adaptation. It also examines internal and external factors, including climate and environmental impacts on the Council and Aberdeen City.
- Aberdeen Adapts a framework for city-wide working on adaptation was refreshed in February 2022. This framework sets theme priorities for adaptation for: buildings and infrastructure; flooding and coastal change; natural environment; society and economy; building understanding.
- Multi – stakeholder place-based governance arrangement are in place to support Aberdeen Adapts and the Net Zero Aberdeen Routemap. Terms of Reference for an Aberdeen Net Zero and Adaptation Board reflect a balanced sector representation, covering areas such as Energy, Skills/Industry, Education, Mobility, Infrastructure, Natural Environment, and the Third Sector, including community and youth voices. During this reporting period, the Board met in May and November 2024. Key objectives included setting direction for city-wide climate projects and planning the 2024–2025 work programme.
- Enabling **prompt response to flood alerts**, the Council continues to monitor SEPA water levels for the Rivers Dee and Don, as well as ACC water levels for Den Burn and Culter Burn, while also keeping an eye on coastal tide levels. In areas at risk of surface water flooding, priority hakes and gullies are cleared. Signs at trash screens provide contact info for reporting blockages. Monthly inspections check for defects in rock armour, seawall structures, ramps, and timber groynes. Beach levels are monitored bi-weekly, as low sand levels can jeopardise seawall stability and public safety.

Adaptation is embedded in many Council and partnership policies and strategies, including:

- The **Aberdeen Local Development Plan 2023** serves as a statutory guide for planning decisions and integrates policies aligned with National Planning Framework 4, covering areas such as outdoor access, food growing, trees and woodlands, flooding, natural heritage, and green infrastructure. Supporting documents include Supplementary Guidance on Planning Obligations and non-statutory Aberdeen Planning Guidance, with key policies addressing energy transition, heat networks, renewable energy developments, low carbon buildings, water efficiency, trees and woodland, water environment, and green and blue infrastructure, all assessed against the **United Nations Sustainable Development Goals**. The Evidence Report, the first document in the working up of the Aberdeen Local Development Plan 2028 has been submitted to the Planning and Environmental Appeals Division for Gate Check. The Evidence Report contains a chapter on climate change, mitigation and adaptation, which outlines the impact of climate change to Aberdeen and the potential implication for the Aberdeen Local Development Plan 2028 on how to mitigate and adapt to these.
- The Community Planning Aberdeen, **Local Outcome Improvement Plan** (LOIP) includes the 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. Key drivers for community resilience, and the development of community resilience plans, are shown under this outcome,.
  ACC Committee Report templates require reports to demonstrate links to the LOIP. Stakeholder consultation took place during this period to inform a refresh of the LOIP.
- The **Aberdeen Nature Conservation Strategy,** considers the future impacts of climate change and highlights the links between biodiversity and climate change. Specifically, the strategy recognises that biodiversity loss and climate change are interlinked and that both threaten the availability of the natural resources. *(p15).*

- The **Aberdeen Open Space Strategy 2011** contains a key objective and a series of actions to, "Maximise opportunities to mitigate and adapt to climate change and further biodiversity." This is through encouraging (Sustainable Urban Drainage Systems) SuDS, protecting open spaces for the role they play in flood management and planting native and wildlife friendly species. A refreshed Aberdeen Open Space Strategy will form part of a future revision of the city Natural Environment Strategy.
- The Council Open Space Audit process provides key information on the types, distribution, qualities and accessibility of open and blue-green spaces across Aberdeen. Audit findings inform various strategic outcomes for Aberdeen.
- Analysis of the findings of an Aberdeen Open Space Audit Public Survey was completed during the reporting period. This examined the views of residents and visitors on how they use and perceive Aberdeen's green and open spaces. The Aberdeen Open Space Audit will inform a future revision of the city Natural Environment Strategy.
- Adaptation is embedded into the Environmental Management section of the **Aberdeen City Council Business Case** template – *"Building city resilience to projected changes in climate"*, to ensure climate change is considered in new projects and proposals.
- The **ACC Building Performance Policy** covers new build and refurbishment projects for corporate assets. Accompanying guidance and a checklist are designed to support and help inform decision making when considering the construction of new, and refurbishment of, corporate assets. The checklist includes consideration for site selection and assessment, including conducting a climate risk assessment, consideration for drainage, flooding and water efficiency.

4c - What action has the body taken to adapt to climate change? Include details of work to increase awareness of the need to adapt to climate change and build the capacity of staff and stakeholders to assess risk and implement action.

Building Adaptive Capacity

- Where there is surface water flood risk, the status of priority hakes and gullies continue to be checked so these can be cleared if necessary. Signs have been installed at all priority trash screens with contact details enabling the public to report blockages or damages.
- A CCTV camera has been fitted to monitor water levels at Maryculter Bridge on the River Dee and more are planned for other critical locations where remote visualisation, to assist prioritisation of resources during a flood event.
- Aberdeen City Council's Event Guidance platform offers insights for both business and voluntary event organisers, covering event planning, risk assessments, adverse weather, budgeting, and contingency planning (www.aberdeencity.gov.uk/eventguide).
- The Business Planner for the Net Zero, Environment and Transport Committee indicates where reports are contributing to Aberdeen Adapts and Net Zero themes.
- **Granite City Growing: Aberdeen Growing Food Together (2020)** a city community food growing strategy, includes the strategic outcome "Embed the requirement to increase biodiversity and climate change adaptation and mitigation within growing spaces through the choice of plants, heritage varieties, site design and management."
- The **Tree & Woodland Strategic Implementation Plan (2022)** sets out the vision, priorities and an action plan stewardship and expansion of Aberdeen City's urban, street trees, rural trees, and woodlands. It provides a long-term framework for ensuring that their qualities are measurable, recognised, properly valued, protected, and permanently enshrined in the environmental fabric of the city. Work is currently ongoing to deliver Priority 2 of the plan - Expanding and enhancing the Granite City Forest. This work will involve officers from Environmental Services and Strategic Place planning. The next step is for an operational plan to be drawn up with target planting schemes identified. This work is ongoing will be shared with the Net Zero, Environment and Transport Committee in due course.
- The Council is an active participant in the Public Sector Climate Adaptation Network - Adaptation Scotland and utilises the Benchmarking Tool to assess its progress against the Capability Framework. **Benchmarking tool 2024-25 report** presents a visual representation of the Council's progress in this regard. This visual is also included in the **Council Climate Change Plan 2021 – 2025**, illustrating how the Council is developing its capability to respond to climate risks and adapt effectively over time.

Deliver Adaptation Action

- A **property level flood protection grant** remains in place. The Council runs 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.
- **A Media Campaign** launched in December 2022 continued through 2024, promoting community resilience via social media, printed materials, and the ACC website. A £125,000 grant from Scottish and Southern Electricity Networks (SSEN) funded portable power packs for vulnerable individuals, small grants, emergency grab boxes, winter preparedness leaflets, and an annual community resilience conference. A multi-agency Community Resilience Conference for the Grampian area was held in October 2024.
- **Sustainable Growth Agreement** City Scale Trial Project being delivered through the SEPA and Scottish Water's agreement. ACC hosted the agreement trial to strategically review improvements to Aberdeen's drainage systems.
- The Council has been adapting its greenspace management to support biodiversity and mitigate climate change. This includes reducing grass cutting, planting trees, shrubs, and wildflowers, creating more habitats for various species while keeping spaces accessible for people. As a result, the percentage of land protected for nature increased from 17% in 2021 to 21% in 2024.
- **Den Burn Restoration Project Plans** are being drawn up to restore approximately a 2.3km stretch from Maidencraig to King's Gate in the west of the city to enhance the wetland habitat and increase biodiversity. The restoration is hoped to improve the burn's ability to become more climate resilient whilst connecting people with nature. The plans include designing the restoration in a sustainable way and, where possible, reusing materials as well as creating an active travel path link for adjacent communities to the area. Concept design was completed in September 2024. Funding has been approved for detailed design and construction.
- **Storm Damage Response and Restoration -** The storms of the last four years have had a devastating impact on Council's tree population and had a significant impact on Aberdeen's open spaces. All types of trees have been affected. A substantial number have blown down, many have been uprooted, branches and limbs snapped off, and several trees left in a precarious and dangerous position. Trees in parks, play areas, open spaces, streets, and woodlands have all been impacted. Where required, the Council has continued to work continuously on trees and woodland impacted since the storms. The recovery work continues to be a focus, and work will be completed in 2025.
- **1 Million Trees -** Environmental Services has been restocking areas affected by storm damage and also planting trees on new areas of land identified as suitable for tree planting. The team has worked in partnership with communities, including schools and businesses, to plant trees across Aberdeen. 41,879 trees have been planted since winter 2022.

4d - Where applicable, what contribution has the body made to helping deliver the Programme Scottish National Adaptation Plan 2024 – 2029 (SNAP3)

Outcome 1: Nature Connects (NC)	**NC1: Nature-based solutions / NC2 Landscape scale approaches**	• Aberdeen City Council is a member of the North East Regional Land Use Partnership, enabling natural capital-led planning to address the twin climate and biodiversity crises. • In partnership with local communities and sponsors, approximately 41,879 trees have been planted since winter 2022. A continuing commitment is in place for new and replacement street trees.
Outcome 2: Communities (C)	**C2 Locally-led adaptation / C3 Community resilience**	• Community resilience has been enhanced through the installation of signs at priority trash screens, empowering residents to report blockages or damages. • The Aberdeen Local Outcome Improvement Plan includes an "Improvement Project Aim" for community-led resilience plans, with three developed so far.

	C4 New and existing buildings	• Flood Risk Management Strategies delivered through the North East Local Flood Risk Management Plans (Cycle 2, 2022–2028), published in December 2022. These were produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water. • In alignment with National Planning Framework 4 (NPF4) Policy 2, Local Development Plans (LDPs) guide development away from vulnerable areas and ensure proposals are sited and designed to adapt to flood, overheating, and other climate risks. • Projects under the Council Condition & Suitability Programme are assessed for emissions reduction and climate resilience/adaptation. • A 75% funded grant scheme is available for flood protection for private residences and commercial properties in vulnerable areas.
Outcome 3: **Public Services and Infrastructure (PS)**	**PS1: Public Body Duties and Capacity**	• Adaptation is embedded across governance and planning structures. • Officers participate in the Adaptation Scotland Public Sector Climate Adaptation Network (PSCAN) and use the Adaptation Capability Framework to benchmark maturity in climate adaptation planning. • Capacity is further strengthened through cross-sectoral partnerships (e.g. Regional Land Use Partnership, Community Planning Aberdeen), ensuring that adaptation is addressed alongside local priorities for wellbeing and economic development. • Adaptation is mainstreamed into corporate procedures (e.g. Business Case templates, Committee reports linked to LOIP, Open Space Strategy).
	PS2 Public service and infrastructure resilience / PS3 Managing Scotland's water resources	• Delivery of the Local Flood Risk Management Plan 2022–2028 supports statutory duties under the Flood Risk Management (Scotland) Act 2009 and strengthens regional resilience to flooding.
	PS4 Transport system	• The Sustainable Urban Mobility Plan (2019) and Active Travel Action Plan (2021–2026) embed resilience into mobility. • Enforcement of the Low Emission Zone (2024) reduces air pollution and improves health resilience. • Ongoing delivery of the Electric Vehicle Framework (2020–2030) expands charging points and transitions the Council fleet.
Outcome 4: Economy, Business & Industry (B)	**B2 Agriculture, forestry, fishing, and aquaculture**	• Ongoing tree planting and street tree replacement contribute to sustainable forestry and biodiversity, supporting climate resilience in natural resource sectors.
	B4 Climate resilient economic development and supply chains	• The Local Flood Risk Management Plan (2022–2028) strengthens resilience for businesses and infrastructure, mitigating risks of flooding and economic disruption. • The Joint Procurement Strategy 2023 - 2026, which includes a relevant strategic theme.

4e - What arrangements does the body have in place to review current and future climate risks? Provide details of arrangements to review current and future climate risks, for example, what timescales are in place to review the climate change risk assessments referred to in Question 4(a) and adaptation strategies, action plans, procedures and policies in Question 4(b).

- The **Council's Corporate Risk Register**, this includes place based climate risk; and further relevant risks are included at Cluster and Operational level. The Risk Board meet every 6 weeks and updates on progress with control actions are provided on a Power Bi dashboard; and annual updates are provided for the Audit, Risk and Scrutiny Committee.
- Monitoring processes for the delivery of actions in the **Council Climate Change Plan** are indicated in 4b.
- Progress with the **Nature Conservation Strategy** is reviewed, as part of **Biodiversity Reporting Duties**. This is required every three years under the Wildlife and Natural Environment (Scotland) Act 2011. An updated Biodiversity Duty Report was approved by the NZET committee on 31 October 2023. Annual updates are now provided in a Council Climate and Nature Summary reported to the NZET committee November 2025, for the first time.
- The **North East Local Flood Risk Management Plans for Cycle 2 (2022-2028)** were developed and published in December 2022
- **Flood Risk Management Plan (FRMP**), the designation of Potentially Vulnerable Areas (PVAs) is derived from the National Flood Risk Assessment (NFRA) 2018. A review of the NFRA was undertaken in 2024, which determined that the content of the 2018 assessment remained relevant. The FRMP is in its second cycle, which covers a six-year period from 2022 to 2028. There are four PVAs within Aberdeen, all of which are included within the North-East Local Plan District. These include:
  - 02/06/15 (Aberdeen City – North)
  - 02/06/18 (Aberdeen City – South)
  - 02/06/19 (Peterculter)
  - 02/06/25 (Cove and Nigg Bay)

4f - What arrangements does the body have in place to monitor and evaluate the impact of the adaptation actions? Please provide details of monitoring and evaluation criteria and adaptation indicators used to assess the effectiveness of actions detailed under Question 4(c) and Question 4(d).

- Key indicators are set out under each of the priority areas in the approved **Aberdeen Adapts: Climate Adaptation Framework**.
- This was the fourth year of implementation since approval of the **Council Climate Change Plan** approved in March 2021. An Oversight Group drives the tracking of this activity, meeting bi-monthly, with regular project deep dives to build understanding, highlight challenges and opportunities.
- The **Risk Board** is provided with updates on progress with climate change controls in the Corporate Risk Register and annual updates are provided for the Audit, Risk and Scrutiny Committee.
- Biodiversity actions are monitored through implementation of the **Aberdeen Nature Conservation Strategy**.
- Open space actions are monitored through the implementation of the Aberdeen Open Space Strategy.
- Ongoing flood monitoring helps to assess the delivery and effectiveness of flood alleviation studies and schemes.
- The Council is a partner in the Aberdeen Community Planning Partnership, monitoring takes place against key improvement measures for addressing climate change set out in the Aberdeen Local Outcome Improvement Plan. Improvement Charters are established for community resilience and Green Champions.
- Aberdeen City Council has a series of flood studies that have been conducted; for example, the Den Burn Flood Study (2021, 2022, and 2024) has been completed, along with a geomorphology appraisal study to reduce flood risk. The study did not identify any significant flooding reduction benefits, but it identified environmental and socioeconomic impacts.
- Aberdeen City Council (ACC) has received funding from the Scottish Government to progress a Coastal Change Adaptation Plan (CCAP)

4g - What are the body's top 5 priorities for the year ahead in relation to climate change adaptation? Provide a summary of the areas and activities of focus for the year ahead.

1. Refresh the Council Climate Change Plan 2021 – 2025 and Implementation of adaptation actions for mitigation and climate resilience for the Council's own assets and operations.
2. Further improve community resilience Groups to climate change through community resilience works, delivered in partnership with our Community Resilience Volunteer Groups (CRVG).
3. Progress with the development of cycle 2 of the North-East Flood Risk Management Plan. The Council budget in March 2025/26 allocated funding for flood protection including grants, flood scheme and sensors.

4. Continue work on the Beachfront Shoreline regeneration project, which places safety and futureproofing at the forefront.
5. Continuing work to embed climate adaptation in Council processes and procedures.

4h - Supporting information and best practice. Provide any other relevant supporting information and any examples of best practice by the body in relation to adaptation.

1. Storm and Emergency Preparedness (2023–2025)

- During Storm Babet, community groups in Culter, Cults, and Bridge of Don activated rest centres to support residents.
- Seaton, Rosehill & Stockethill, and Fittie communities engaged with ACC to develop local resilience plans.
- Rosehill & Stockethill partnered with NHS Grampian and ACC for pavement gritting to prevent falls.

2. Community Resilience (Winter 2024/25)

- Leaflets, web updates, and a social media campaign promoted winter readiness.
- 47 resilience boxes distributed; 40+ battery packs supplied for vulnerable residents.
- Volunteer recruitment via newsletters, meetings, social media, and school visits.

3. Community Resilience Conference 2024

The Community Resilience Conference 2024 took place on October 3, 2024, with approximately 200 attendees. The conference aimed to support community groups looking to initiate or enhance their resilience activities and arrangements. It was jointly hosted by Aberdeen City and Aberdeenshire Councils and included the following key components:

- Promotion of individual, household, family, and community resilience
- Increased understanding of the roles and responsibilities of Category 1 responders
- Clarification of how community groups integrate into emergency response efforts
- Demonstration of various resilience activities that community groups can undertake
- Encouragement of networking opportunities between established and new community groups
- All established groups, along with several new interested parties, participated in the conference.

SECTION 5 – PROCUREMENT

5 a - How do procurement policies contribute to compliance with climate change duties?
Provide information relating to how the procurement policies of the organisation have contributed to its compliance with climate changes duties. (6000 characters/1000 words)

The Council's Sustainable Procurement and Community Benefits Policy guides sustainable procurement activity at a strategic and operational level, contributing positively and progressively to duties and commitments under Scottish Climate commitments. Policy is sufficiently agile to contribute to broader climate positive aspirations which support global energy transition, application of meaningful circular economy measures and a net zero future. Strategic and practical guidance is provided at key stages: identification of need, specification development, selection/award and contract management. Policy/guidance codified in the **Procurement Business Case, Procurement Manual** and other associated templates assists procurers to proactively address key aspects of the duties: mitigation (ensuring reduction in greenhouse gases/enhancing carbon storage), adaptation (e.g. flood prevention) and maximising added social, economic and environmental value.

The Commercial and Procurement Shared Service (CPSS)

Embraces the procurement function in: Aberdeen City Council, Aberdeenshire Council and The Highland Council. Refreshed in 2023, the **2023-2026 Joint Procurement Strategy** remains aligned to:
i) Scottish Model of Procurement (balance of quality, cost and sustainability)
ii) National Performance Framework

iii) Public Service Reform Agenda and
iv) Scottish Government aspirations to: "support Scotland's economic growth by delivering social and environmental benefits, supporting innovation and promoting public procurement processes and systems which are transparent, streamlined, standard, proportionate, fair and business-friendly"

The Council's **Procurement Mission Statement** commits to "deliver procurement outcomes that support the wider strategic aims of the Councils and the communities they serve, furthering local and national priorities to the fullest extent possible." These aims converge with the National Performance Framework outcome "valuing, enjoying, protecting and enhancing our environment" and wider vision for the environment.. Policy/strategy/guidance emphasises a commitment (beyond mandatory thresholds) to identify: "leverage opportunities (including social, economic and environmental value) aligned to the needs and priorities of our communities"

Policy

"The partner councils aim to act as a role model within the public sector by carrying out activities in a responsible and sustainable manner, considering how the economic, social and environmental wellbeing of the area can be improved by working with all sectors of the business community to achieve increased prosperity. As responsible and ethical buyers, the partner councils aim to embed the key principles of sustainability into procurement activity for the benefit of society, the economy and the environment." The policy statement appears prominently in sourcing strategies and tender documents guiding procurers and bidders. Embedded and reinforced communication leads to climate positive measures receiving early, considered focus resulting in higher quality, more innovative bids aligned to local/national priorities and climate change duties.

Policy/guidance reinforces messaging that not all sustainability measures solely achieved through community benefits. Outcomes can be specified as contractual conditions e.g. particular eco standards (or equivalent), product composition and opportunities to introduce circular economy measures. Methods of production, lifecycle costing, environmental performance, reduction of packaging (particularly single use plastic) wastewater standards/accreditation and production methods at any stage of the lifecycle of supply or service promoted.

Zero Waste Scotland Circular Procurement Guidance and Best Practice is promoted in policy/guidance. Procurers are encouraged to consider utilising community benefits and the specification to maximise environmental wellbeing. In addition, the Edinburgh Science Net Zero Toolkit (https://thenetzerotoolkit.org/about/) strongly promoted (locally and nationally) to prospective bidders and the wider business community as a free resource to support their own journeys to a net zero future. Other sustainability tools include: i) Sustainability Test, ii) Prioritisation Tool and iii) Lifecycle Impact Mapping.
Policy/guidance recognises that councils have influence and responsibilities beyond the geographic areas they serve. Sustainable procurement measures/community benefits can be captured at the following levels: **Local** (Council/area specific); **National** (Scotland/UK) and **Global** (e.g. fairly traded/ethically sourced goods/carbon emission reduction.) Guidance prompts that many national strategic objectives are addressable locally (employment & skills, Real Living Wage, health and wellbeing, poverty, biodiversity, reduced road miles/reduced carbon emissions etc.) As an overarching theme, sustainable procurement strongly recognised as a means of increasing prosperity. Prosperity of the (local) economy; Prosperity of (local) people; Prosperity of (local) places and Prosperity of the (local) environment.

In support of the Council's journey to Net Zero, a strategic commitment has been made that procurement activity will be undertaken in a way that will secure net zero emissions through a Just Transition and promote a circular economy. The journey to reduce emissions and support climate change and resilience is primarily centred on people and wellbeing and will enable the Council to action opportunities to improve the economic, social and environmental wellbeing of the area including benefit to nature. The procurement function aspires to act as an enabler and will:

1. support the creation of enabling conditions to reduce emissions;
2. support climate change adaptation to reduce risk and vulnerability to climate change;
3. strengthen climate resilience, enhancing well-being and the capacity to anticipate and respond successfully to change;
4. enhance biodiversity through conservation, protection and promotion;
5. support transition to a circular economy

The Council employs a demand management approach and look for ways to improve how we buy, what we buy, how

much we buy and explore opportunities to reduce volumes where possible, as this can have a positive impact on emissions and waste involved throughout the supply chain. In terms of governance and accountability, The Council report ongoing progress against these commitments in quarterly reports to the Strategic Procurement Board and within each Council Annual Procurement Report. Methods of measuring and monitoring outcomes achieved are being explored to further support tracking of progress and enablement of identification of further opportunities for Climate Change, Net Zero & Circular Economy outcomes.

5b - How has procurement activity contributed to compliance with climate change duties? Provide information relating to how procurement activity by the organisation has contributed to its compliance with climate changes duties. *(10,000 characters)*

The following is illustrative of procurement activity i) mitigating CO2 conscious of adaptation ii) improving energy efficiency and in many cases iii) incorporating meaningful social/economic and environmental criteria:

Construction: follows industry terms/ best practice, Building Standards/ Building Performance policies in addition to "Gold Standard" Housing commitments whilst noting ambitions within the Scottish Government to move to ensure all new housing in Scotland is built to Passivhaus standard. "Gold standard" homes aim for a minimum 27% reduction in carbon dioxide emissions which is achieved partly through using renewable energy to provide 50% of hot water demand. The Gold Standard incorporates other carbon saving measures including more effective insulation and air circulation techniques. Combining renewable technologies with state-of-the-art energy efficiency has the potential to significantly reduce household running costs.
In general, specifications incorporate sustainability, energy and environmental considerations to a challenging but proportionate extent per project. Strong ethos that value for money demonstrated by whole of life costing/best price -quality ratio. Current and future climate/ adaptation risks are factored into procurement processes where relevant to safeguarding assets/ infrastructure/ communities. In the reporting period, procurer and supplier knowledge/ awareness of circular economy principles and sustainable opportunities increased.

Managed - Print Contract (Aberdeen City/Aberdeenshire): On 31 March 2024, a new Managed Print contract commenced. The new generation contract will continue to improve relevant sustainability credentials, providing best-in-class energy rated devices with an aim to move towards carbon neutral status in this commodity area. The service provider holds EcoVadis Gold Rating for their sustainability operations placing the organisation within the top 3% of companies globally. The provider was the recipient of the 2023 Energy Star Partner of the Year Award for sustained excellence. The service provider's supply chain offers thorough consideration to end-of-life arrangements for devices and puts significant emphasis on the importance of driving environmental efficiencies until the very end of the product lifecycle. These objectives are fully aligned with Council priorities and assist with the circular economy imperative.
From an original estate of over 5,000 unmanaged print devices in 2016, we now have less than 1,400 managed print devices. Printing requirements have been rationalised to a smaller number of ENERGY STAR® power saving models in key strategic locations. The devices use very limited power, for example, when they are in enhanced sleep mode, the previous most common large A3 multi-functional devices consumed 121W in standby and 4.8W in sleep mode, whereas the new devices use 53.4W in standby and 0.8W during sleep mode. As we fully transition to a cloud based system we are also removing the 'always on' print servers that we were previously reliant on. Previous introductions of a Print Policy and system functionality introduced duplex and mono print as default settings and allowed for increasing utilisation of scanning functionality. Digitised workflows significantly reduced resource consumption, eliminated significant amounts of waste and reduced energy consumption. Controlled document retention times and automated deletion has reduced volumes of unnecessary printing. Used consumables are recycled, minimising environmental impacts/ maximising opportunities to positively contribute to the global circular economy agenda.

Energy from Waste (Aberdeen City/Aberdeenshire /Moray Councils): Construction of an Energy from Waste plant working towards fulfilling Zero Waste Plan requirements was commissioned and operational in December 2023. The facility provides a long-term solution for non-recyclable waste produced in the north east of Scotland and generates significant wider benefits e.g. low carbon electricity generation and heat for local residents helping to alleviate fuel poverty. The plant processes circa 150,000 tonnes of non-recyclable waste per annum. Modern combustion technology utilises flexible, future-proof, cutting-edge process control. High temperature combustion provides electricity and heat from production of steam. The project has the potential to heat 10,000 homes otherwise reliant on fossil fuels. The facility exports around 12MW of electricity, and/or 20MW of heat as steam or hot water.

Torry Heat Network: Works commenced in July 2022 to construct the first phase of a new District Heating System for the community of Torry, this was followed by the Phase 2 works, which commenced in June 2023. The NESS energy from waste facility, processes non-recyclable waste from Aberdeen City, Aberdeenshire and Moray councils, produces electricity for the national grid, and provides heat to this new heat network. The Heat Network comprises a heat distribution facility and installation of 11.6km of underground pipes. The Council has an initial target of connecting 800 homes and 6 Public Buildings to this network.
District Heating provides higher efficiencies and superior pollution control than localised boilers and aids reduction of carbon footprint. Heat networks significantly reduce demand for heat generated from fossil fuel sources. The current Phase 1 and Phase 2 projects are expected to deliver carbon savings of an estimated 75,000 tonnes CO2 over 40 years. This project will provide warmer homes, lower heating bills and hence assist significantly with local and national priorities in terms of socio-economic deprivation and fuel poverty.

Aberdeen Hydrogen Bus Projects: Hydrogen fuel cell electric double decker buses as part of the JIVE Project were a world first when launched in January 2021. The current fleet of 15 buses have saved over 2100 tonnes CO2e since becoming operational. Hydrogen buses only emit water vapour so reducing carbon emissions/air pollution compared to diesel equivalents. This is considered to mark a significant step forward in improving the city's air quality for residents

Charge Points/ Electric Vehicles/ Fuel Cell/Hydrogen: in the reporting period, Chargepoint infrastructure installed by the Council expanded by 48 sockets. Locations of total Chargepoint infrastructure organised by the Council (locations).

Numbers of sockets

User	**Total sockets**
Fleet	55
Car club	17
Public	149
Total	**221**

Electric Vehicle (EV) Infrastructure Framework: Highland, Aberdeen City, Aberdeenshire and Moray Councils partnered with EZO in the development of a 20-year contract to provide EV charging infrastructure (EVCI) for the north of Scotland. The contract is estimated to be worth £300 million, with Highland Council acting as the lead authority. The large-scale project will accelerate the region's transition to net zero and see a minimum of 570 new charging points installed across the north of Scotland by 2028, more than doubling the existing EV infrastructure and further enhancing the region's charging network. EZO will also adopt and maintain all existing council-owned public charging points in the region. A critical element of this partnership is to enable charging provision for everyone who lives, works and visits the region, with connecting urban, rural and remote communities a key element to this partnership.
The partnership has the opportunity to develop depots across the region to enable Council electric fleets to flourish.

Car Club: operated by Enterprise car club the contract commenced in June 2022. 41 vehicles, including 10 for staff business travel use vehicles in operation as at March 2025. Average emissions of car club fleet compared with average car in UK – 72g/km average for the Enterprise car club fleet in Aberdeen vs 132g/km for the average UK car.

Electric Vehicles: Fleet continue to consider electric vehicles (EV) where appropriate. The EV fleet includes 55 vehicles, ranging from heavy plant, through cars and vans to a dedicated electric RCV (Refuse Carrying Vehicle). Appropriate infrastructure is required to support further expansion of EV vehicles in the Council Fleet, subject to market availability.

Aberdeen City Hydrogen Energy Storage (**ACHES**): a hydrogen production and refuelling station to the South of the City on Landykes Road, Cove, originally built as a demonstration to showcase the technology and allow demand to build in the region. The facility is owned by the Council and has been operational since 2017. The station uses electricity on a green tariff to produce hydrogen via electrolysis onsite.

Aberdeen Hydrogen Hub: bp Aberdeen Hydrogen Energy Limited is a joint venture between bp and the Council formed in March 2022 to deliver a scalable green hydrogen production, storage and distribution facility in the city powered by renewable energy.
There are three planned phases to the AHH, Phase 1 of the project will involve building a hydrogen re-fuelling facility for buses, cars, vans and trucks, powered by a solar farm and linked by an underground solar grid connection. Future phases

could see production scaled up through further investment to supply larger volumes of green hydrogen for rail, freight and marine, as well as supply of hydrogen for heat and potentially export.
A final investment decision for Phase 1 of the project was taken in July 2024. Construction activities commenced in 2025 with the aim of production beginning from 2026. The AHH helps to support hydrogen supply chain development, skills and training, and wider community benefits.

National Frameworks: via participation in User Intelligence Groups, the Council works in close collaboration with Scotland Excel (SXL) to improve sustainability credentials in the development of new national frameworks. Comprehensive sustainability test carried out by SXL for each new framework e.g policies on managing waste, minimising carbon footprint, fair work, innovation and commitments to delivering community benefits explored and subject to robust contract/ supplier management.
Extensive use is made of national frameworks. SXL Contracts Register lists each operative framework and contains a summary of sustainability considerations representing a minimum standard which can be enhanced through purchasing decisions made in "call offs". In any framework involving delivery of supplies, increasingly superior emissions class of vehicles/ willingness to work towards a particular standard during engagement promoted. Food related frameworks incorporate reduced packaging/waste and circular economy principles. Scottish Government Frameworks and Contracts cover a wide range of goods and services. Sustainability standards represent a minimum which can be enhanced thro ugh purchasing decisions made in "call offs." **Electricity** - Promoting greener power, Renewable Energy Guarantee of Origin (REGO) certificates at fixed rates; range of Energy Efficiency Services as additional services and opportunities to sell energy back to the grid. **Natural Gas** – sustainable measures and energy performance guarantee option to ensure a range of energy conservation measures. Water – intelligent water management programme for reducing usage with associated reduction in CO2.

5 c - Supporting information and best practice.

Provide any other relevant supporting information and any examples of best practice by the organisation in relation to procurement. *(6000 characters/1000 words)*

In the reporting period, the Commercial and Procurement Shared Service (CPSS) continued to engage actively and positively in the net zero/sustainable procurement agenda at a local, regional and national level e.g. via working groups, User Intelligence Groups and statutory consultations. Options continue to be developed and challenged in cross-functional teams e.g. "Climate Friendly" criteria options and assessment of how impacts can be reliably monitored and reported upon.

Internally, CPSS continue to contribute to themed corporate climate groups. Activity feeds into the Climate Change Plan supporting enabling actions to integrate actions into systems and processes, build internal and supplier awareness, knowledge and capacity building of climate positive/circular economy principles.

Four specific commodity areas continue to be targeted for specific action to minimise the Council's carbon footprint in:
i) Food
ii) Building Maintenance Materials
iii) Road Maintenance
iv) Office Materials.
A pilot of two complementary systems is ongoing looking for reliable and consistent measurement of change/effectiveness in these specific commodity areas and across other procurement activity: CO2A – Scope 3 Emissions Calculations, SustainIQ – Community Benefits, Environmental Outcome reporting. It is hoped this activity will enable baselines to be established and thereafter an auditable, transparent route to monitor the Council's journey, recording impacts using common language/metrics and support the creation of real time reporting via dashboards.

The Council's **Sustainable Procurement and Community Benefits Policy** guides sustainable procurement at a strategic and operational level, contributing positively and progressively to duties and commitments under Scottish Climate commitments. A template Climate Clause evolved to encourage suppliers to explore the Edinburgh Science Net Zero Toolkit (https://thenetzerotoolkit.org/about/) as a free resource to support their own journeys to a net zero future. The reach of the toolkit amplified via the Supplier Development Programme (https://www.sdpscotland.co.uk/) Relationships with Edinburgh Science and the Supplier Development Programme deepened in the reporting period.

Significant community benefit outcomes were secured in the reporting period guided by the Council's **Sustainable Procurement and Community Benefits Policy**. 483 Community benefit outcomes were imposed across 17 regulated contracts with commitments secured to 710 hours of local community/3rd sector support. All 17 contracts contained community benefits in some form (100%) and 16 of 17 contract (94%) contained a Fair Work question. 927 Community benefit outcomes were delivered across 15 regulated contracts not advertised in the reporting year but delivering benefits in the reporting year. This includes 867.5 hours of local community/3rd sector support and over £41,000 in donations. 42 actual jobs created and 40 anticipated jobs.
Taking the two elements together (imposed and delivered) 1,410 community benefit outcomes included, in process or were delivered in the reporting period which includes 1,577.5 of community/3rd sector hours on the same basis.
Strategic and practical guidance covers key stages: identification of need, specification development, selection/award and contract management. Policy/guidance assists procurers to proactively address key aspects of the duties: mitigation, adaptation and maximising added social, economic and environmental value in our procurements. A significant and increasing number of outcomes relate to "environmental measures" promoting the Council's leadership role in net zero transition. Community benefits continue to evolve and improve in close alignment to the Aberdeen Local Outcome Improvement Plan 2016-2026 (LOIP) and National Performance Framework. Great care is taken to ensure that requirements do not inadvertently create bidder discrimination and bids evaluated fairly on a "like for like" basis.
Forward pipeline of procurements for 2024-2025 reviewed opportunities to include climate friendly criteria identified. Projects are reviewed on a continuous basis.

Go Awards Scotland: CPSS secured a "highly commended" award in the Social Value category in a ceremony held in October 2024.

Effective Collaboration/Partnership Working: CPSS has strengthened relationships with Edinburgh Science, the Supplier Development Programme, community planning partners, the local business community, local third sector interface organisations, Aberdeen Social Enterprise Network and Social Enterprise Scotland to raise awareness of and capability within the 3rd sector re sustainable procurement/community benefits/net zero. Approach ensures as far as possible, social value is aligned to community priorities. If social/economic value can be supported by the local 3rd sector, this allows increased scope for procurers and suppliers to address "environmental measures" and the net zero agenda.

Sustainable Food Places Partnership (Granite City Good Food): Building on Aberdeen City securing recognition as a Silver, Sustainable Food Place in June 2022, CPSS continued involvement and an application for "Gold" status was ultimately successful within the reporting period and announced in June 2025 (https://www.granitecitygoodfood.org/post/granite-city-goes-gold) Aberdeen is the first place in Scotland and sixth in the UK to gain the prestigious award.
Granite City Good Food's work to promote healthy, sustainable and local food to tackle some of today's greatest social challenges, from food poverty and diet-related ill-health to using food as part of responses to the climate and nature emergency is very consistent with organisational and procurement strategic objectives. The partnership has been a key voice in creating systems change to ensure food can be good for people, planet, and economy. Amongst the key projects within the city, the partnership supported the council in confirming its commitment to the Glasgow Declaration for Food. Partners include representatives from: the Council, NHS, University of Aberdeen, Robert Gordon University, Aberdeen City Health and Social Care Partnership and CFINE. The group advocates for change at national level, shares best practice and aspires to localise the Scottish Government's aspirations to make Scotland a Good Food Nation; a Land of Food and Drink, not only in what we produce but in what we buy, serve and eat.

SECTION 6 – VALIDATION AND DECLARATION

6a – Internal validation process.

Representatives from the Council's Climate and Sustainability Policy Team collated the information used to populate the Climate Change Duties Report template. The information was gathered from multiple service areas, on set templates. It is expected that those service areas have provided accurate data and have gained verification of this by their senior management. The Climate Change Duties Report is checked by the Climate and Sustainability Policy team to ensure areas have been completed, where reasonably practicable to do so in the reporting timeframe.
Senior management have been asked to validate information provided by relevant Officers. The following information has been validated in this way.

- Adaptation

- Car club
- Trade waste
- Internal waste
- Street Lighting
- Procurement
- Travel
- Fleet
- Energy
- Homeworking

The Climate Change Duties Report 2024/25 is submitted to the Net Zero, Environment and Transport Committee for approval. During the committee reporting process consultation is undertaken.

6b – Peer validation process

The Climate Change Duties Report 2024/25 has not undergone peer validation due to time and resource constraints.

6c – External validation process

The Climate Change Duties Report 2024/25 has not undertaken any external validation due to time and resource constraints.

6d – No validation process

Not applicable.

6e – Declaration

Dated and signed prior to submission.

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	18 November 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Core Paths Programme: Investment Priorities 2026/27 - 2028/29
REPORT NUMBER	CR&E/25/247
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Gordon McLean
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to present the Core Paths Programme: Investment Priorities 2026/27 - 2028/29 for approval.

2. RECOMMENDATIONS

That the Committee: -

2.1 Notes the methodology and analysis in this report regarding the Core Path Programme: Investment Priorities 2026/27 – 2028/29;

2.2 Approves the Core Paths Programme: Investment Priorities 2026/27 - 2028/29;

2.3 Instructs the Chief Officer – Strategic Place Planning to report back to this Committee in June 2026 with a fully scoped and costed set of Core Path improvement projects informed by the Core Paths Programme: Investment Priorities.

3. CURRENT SITUATION

Background Information

3.1 The Aberdeen City Core Path network consists of 100 Core Paths covering approximately 241 kilometres (km) of active travel and leisure routes. The Aberdeen Core Path Plan Vision is that: *Aberdeen's core paths network will form a complete paths network throughout the City, encouraging healthy and sustainable access opportunities for all.*

3.2 In July 2022 Stantec was funded and commissioned by NESTRANS to conduct a thorough Core Path Network Survey to assess paths, identify any health and safety concerns and grade their condition to provide detailed baseline information. This survey provided data to carry out a number of Core Path improvements over the previous three years. This prioritisation was driven by a

number of factors within the Stantec methodology with health and safety issues being a major component. The following is a list of Core Paths where improvement works were undertaken: Core Paths 18 (Murcar Beach), 21 (River Don to City Centre), 34 (Brimmond Hill), 56 (Hazlehead Golf Course), 57 (Hazlehead to Gairnhill Wood), 60 (Anderson Drive to Den Wood via Craigiebuckler), 61 (Hazledene Road to Countesswells Road), 63 (Den of Cults (North)) and 78 (Coastal Path South)

3.3 At the Net Zero, Environment and Transport (NZET) Committee meetings of 19th March and 10th June 2025 the Committee approved the release of Bus Lane Enforcement (BLE) surplus income to 'Core Paths / Outdoor Access Projects Fund' (BLE-LEZ Programme Report.pdf / BLE Programme 2425 Report DD.pdf). This required a 3-Year Programme to be developed, this report provides that.

3.4 The aforementioned approvals allocate any surplus BLE funds to the following themes:

1. General active travel/ public transport maintenance – 10% (£50k minimum)
2. Core Paths / Outdoor Access – Maintenance – 10% (£50k minimum)
3. Core Paths / Outdoor Access – Storm Damage – 5%
4. Core Paths / Outdoor Access – Projects Fund – 50%
5. Other Projects – 25%

Line 4 is the percentage of any BLE surplus that this report relates to. The level of BLE surplus will change every year, however, minimum funding levels are noted under two of the themes.

3.5 The Stantec Core Path Network Survey provided baseline path information. Since receiving the findings of the survey, officers have undertaken further information gathering and analysis to develop updated Investment Priorities. 21 Core Paths have now been prioritised for investment over the next 3-year period on this basis.

The following information sources contributed to further analysis and development of the Investment Priorities:

- Community Planning Aberdeen Locality Plans
- Aberdeen Open Space Audit: 2024
- On the ground path knowledge from Council Officers (Aberdeen City Council (ACC) Natural Environment Policy Team, Environmental Services, Countryside Rangers)
- Funding available from Developer Obligations (DO)

3.6 Information gathering sessions were held with colleagues from Community Planning Aberdeen, ACC Environmental Services / Countryside Ranger Service, Transport Strategy and Programmes team, Aberdeen Health Determinants Research Collaboration and Walking Scotland (formerly Paths for All). These discussions provided background information and helped to shape the prioritisation methodology that has subsequently been developed.

Prioritisation Methodology

3.7 Prioritisation and scoring of Core Paths for investment was conducted using a series of data and indicators, see table 3.12 for more detail.

3.8 Community Planning Aberdeen (CPA) have identified Priority Neighbourhoods as areas where people experience significantly poorer outcomes than other people across the city and Scotland as a result of socio-economic disadvantage. Core Paths in Priority Neighbourhoods were therefore given higher weighting due to the role of path infrastructure in promoting public health and wellbeing and therefore the potential to contribute to the reduction of inequalities in these neighbourhoods. Investing in safe, accessible, and attractive path infrastructure can have far-reaching positive effects on both individual and community wellbeing.

3.9 The Aberdeen Open Space Audit: 2024 highlights the importance of accessible open spaces and providing suitable path infrastructure to connect these spaces. The Audit identifies areas for improvement and highlights wards with below average scores for health & physical activity, accessibility, and core path quality indicators. Wards with below average scores in these areas have been prioritised for path and accessibility improvements.

3.10 Paths requiring improvements and those with current projects identified by officers have been prioritised according to their feasibility for delivery and the availability of additional funding sources, such as Developer Obligations, to maximise the potential scope and benefits these projects can deliver.

Core Path Prioritisation

3.11 Core Paths that are either entirely or primarily on pavements / footways have been excluded from the Investment Priorities. This decision was taken as these routes are generally already managed and maintained as part of the road network. This excludes 14 Core Paths from our total of 100.

3.12 Following the exclusion of paths as described above, the below table outlines the methodology for scoring the remaining 86 Core Paths for investment:

Path Scoring Category	Description	Maximum Available Score
Core Path Network Survey Baseline Priority:	Path was ranked as a priority path in the Stantec Core Path Network Survey	1
Priority Neighbourhood Status:	Path is in a Community Planning Aberdeen Priority Neighbourhood	5
Aberdeen Open Space Audit Scores:	Paths in wards that have below citywide average Aberdeen Open Space Audit scores for one or more indicators: • Fit For Purpose Core Paths score • Accessibility score	3

	• Healthy & Physical Activity score	
Developer Obligations:	Path has Developer Obligation match funding available	2
Recent Path Investment (note - this category reduced a paths overall score):	Path has had investment / improvements in previous 3 years (as directed by the previous Stantec Core Path Network Survey)	-1
Project Priority Status:	Paths and their respective low, medium or high path project priority status based on Officer input	5
Connectivity:	Path connectivity scores based on each path's length and connectivity	1.5

Core Paths Programme: Investment Priorities 2026/27 to 2028/29

3.13 Based on the methodology, the following table outlines the top 21 Core Path Investment Priorities for financial years 2026/27 to 2028/29:

* The Aberdeen Core Path Plan is scheduled for review over the next 18 months. Should that review result in the removal of any of the below Core Paths from the Aberdeen Core Path Plan then it will be removed from the Investment Priorities also.

Core Path No.	Core Path Name	Ward	Priority Neighbourhood	Score
79	Kincorth Hill	Kincorth / Nigg / Cove	Kincorth, Leggart & Nigg	15.5
6	River Don Path - Dyce to Bridge of Don	Tillydrone / Seaton / Old Aberdeen & Dyce / Bucksburn / Danestone	Tillydrone	13
22	Rosehill Drive to Don Terrace via Stewart Park	Hilton / Woodside / Stockethill	Woodside, Tillydrone	12
20	University to Beach via Linksfield and Broad Hill	George St / Harbour	Seaton	12
21	River Don to City Centre	Tillydrone / Seaton / Old Aberdeen & George St / Harbour	George Street	11.5
15	Manor Avenue to Eric Hendrie Park	Northfield / Mastrick North	Northfield, Mastrick, Middlefield, Cummings Park	10.5

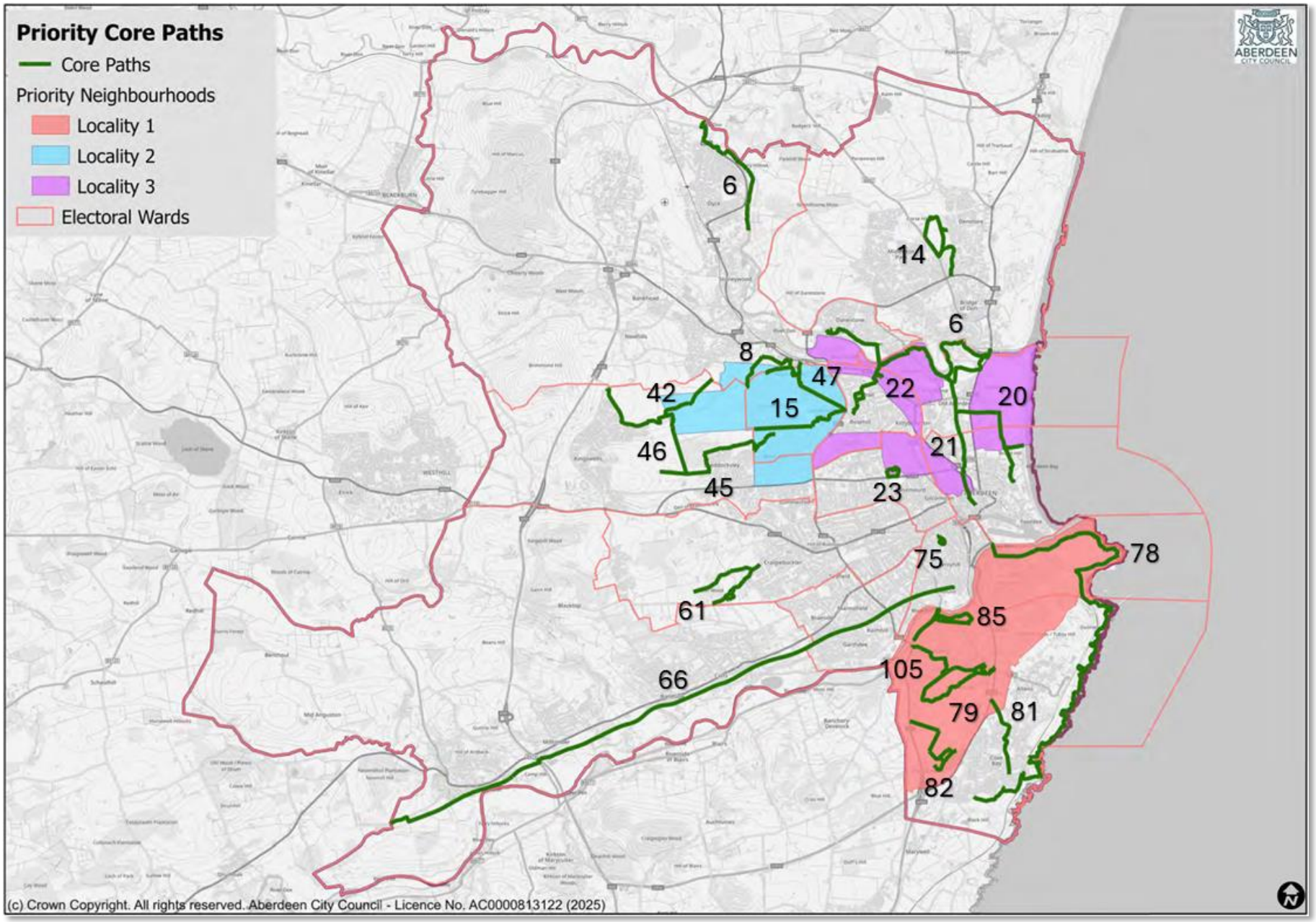
78	Coastal Path South	Torry / Ferryhill & Kincorth / Nigg / Cove	Torry	10.5
82	Kincorth to Loirston Loch	Kincorth / Nigg / Cove	Kincorth, Leggart & Nigg	10
14	Lochside/Denmore Woods to Perwinnes Moss	Bridge of Don		10
42	Kingswells to Howes Road	Kingswells / Sheddocksley / Summerhill	Northfield	9.5
45	Deveron Road to Gillahill Croft	Kingswells / Sheddocksley / Summerhill	Mastrick	9.5
105	Kincorth Hill to Stonehaven Road	Kincorth / Nigg / Cove	Kincorth, Leggart & Nigg	9.5
46	Sheddocksley to Kingswells	Kingswells / Sheddocksley / Summerhill	Northfield	8.5
8	Auchmill Golf Course	Dyce / Bucksburn / Danestone	Heathryfold	8.5
23	Westburn Park	Midstocket / Rosemount	Ashgrove	8
85	King George 6 Bridge	Kincorth / Nigg / Cove	Kincorth, Leggart & Nigg	8
47	Manor Avenue to Auchmill Road	Northfield / Mastrick North	Heathryfold, Middlefield	8
66	Deeside Way	Airyhall / Broomhill / Garthdee & Torry / Ferryhill & Lower Deeside		7.5
81	Cove Road	Kincorth / Nigg / Cove	Kincorth, Leggart & Nigg	7.5
75	Bon Accord Crescent Gardens	Torry / Ferryhill	Kincorth, Leggart & Nigg	7.5
61	Hazledene Road to Countesswells Road	Hazlehead / Queens Cross / Countesswells		7.5

3.14 Investment in Core Paths can include multiple interventions in order to improve accessibility and encourage more people to become active for their physical and mental wellbeing. Path projects can include path surface and width upgrades, signage / interpretation, seating, removing barriers to access, and green infrastructure / planting. All of these elements combine to make the path network easier and more appealing to use.

3.15 Specific details for the Core Paths projects will be fully scoped and costed and reported back to this Committee in 2026. While the order in Table 3.13 serves as a guide, it remains flexible depending on factors like cost (which include both design and build elements), landownership, match funding, and planning considerations. Some or all of the 21 prioritised Core Paths may be completed within the three years. If completed early, a new set of priorities will be developed and proposed.

Geographical Distribution

3.16 The below map shows the geographical distribution of the priority Core Paths overlayed with the Community Planning Aberdeen Priority Neighbourhoods and Electoral Wards:



4. FINANCIAL IMPLICATIONS

4.1 Approval of this Report enables Bus Lane Enforcement (BLE) surplus to be allocated to the Core Paths Investment Priorities, as outlined in the 'Bus Lane Enforcement Programme Update & Future Planning 2025/26' Report and the 'Bus Lane Enforcement and Low Emission Zone Projects 2025/26' Report approved respectively at the 19th March and 10th June 2025 NZET Committee meetings. Each year, 50% of any BLE surplus is assigned for these priorities.

4.2 Developer Obligation (DO) Funds will be matched with BLE funding where appropriate to carry out path and outdoor access improvements, maximising the use of available resources and the impacts and scope of projects.

4.3 As per the reports referred to in 4.1, Theme 2 - Core Paths / Outdoor Access – Maintenance, 10% of any BLE surplus will be made available to maintain the Core Path network. Strategic Place Planning and Environmental Services are working together to put in place a maintenance plan that helps protect and improve our Core Paths. Further details on this will be brought forward in the report recommended at section 2.3 above.

5. LEGAL IMPLICATIONS

5.1 Under the Land Reform (Scotland) Act 2003, Local Authorities in Scotland have duties to manage public access rights, including upholding these rights by protecting routes and planning a system of Core Paths to provide reasonable access throughout their areas. Approving these Investment Priorities and delivering improvements to Core Paths following these directly helps to deliver these duties.

5.2 In each project, it will be essential to ensure compliance with all applicable laws, planning requirements, environmental regulations, health and safety standards, procurement regulations, as well as accessibility and equality legislation.

5.3 Core Paths / active travel networks can support emissions reduction and biodiversity enhancements, therefore helping the Council meet its climate and biodiversity duties under the Climate Change (Scotland) Act 2009 and the Nature Conservation (Scotland) Act 2004.

6. ENVIRONMENTAL IMPLICATIONS

Positive impacts

6.1 Improved Core Paths can lead to increased sustainable and active travel, such as walking and cycling. This in turn can lower car usage and reduces associated harmful emissions. This shift leads to cleaner air and helps combat climate change.

6.2 Path networks with trees and vegetation offer significant benefits to biodiversity and nature networks. They create wildlife corridors that facilitate safe movement and migration of various species, promoting genetic diversity and population stability.

Path works are generally planned to be undertaken out-with the bird nesting season to avoid damage to nests and disturbance to birds.

6.3 These positive environmental impacts that improved Core Paths can deliver ties in with the Council's ambition to tackle the climate change and nature loss crises, as demonstrated through the Council's declaration of a climate and nature emergency.

Negative Impacts

6.4 Habitat disturbance – construction and maintenance activities can disrupt wildlife habitats along core path routes, this therefore needs managed at individual project level.

6.5 Use of Resources – path improvements require the use of materials such as asphalt, whindust / granite dust, and other aggregates. The extraction and processing of these resources can have environmental impacts.

6.6 Pollution – construction equipment can cause air and noise pollution during path improvement works, therefore this needs to be managed at individual project level.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risk	Approve contents of this report	Low	**Yes**
Compliance	No significant risk	Approve contents of this report	Low	**Yes**
Operational	Risk of insufficient staff resource to deliver projects	This is viewed as low risk due to a number of teams being involved with path improvement works. This risk will be monitored through project delivery/ spend	Medium	**Yes**
Financial	This report directs the use of approved Bus Lane	Approve contents of this report which contains 21 Core Paths as Investment Priorities, this allows	Low	**Yes**

	Enforcement surplus funding, however, there is a risk around level of project delivery if this surplus changes significantly from the expected level	suitable flex to spend whatever level of funds are available each year in the most appropriate manner		
Reputational	No significant risk	Approve contents of this report	Low	**Yes**
Environment / Climate	Risk of not realising the full benefits the Core Path network could provide, with regards to climate and the environment, if improvements are not made to Core Paths	Approve contents of this report	Low	**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 aspects of the policy statement: - • Our partnership will look to ensure that citizens of Aberdeen are afforded opportunities for themselves and their families to keep fit and engage in activities to improve their health. • We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network.
Local Outcome Improvement Plan	

Prosperous Economy Stretch Outcomes	Improvements to the Aberdeen Core Path Network directly supports the Prosperous Economy section of the LOIP. Investing in quality path infrastructure brings significant economic benefits to communities and regions, including higher property values, increased custom for local businesses, greater tourism revenue, and health cost savings through encouraging active lifestyles. Additionally, it helps reduce traffic congestion and transportation costs, while also delivering environmental advantages by lowering car dependency and associated emissions.
Prosperous People Stretch Outcomes	Improvements to the Aberdeen Core Path Network directly supports the following Prosperous People stretch outcome: 10. Healthy life expectancy (time lived in good health) is five years longer An improved Aberdeen Core Path Network also provides opportunities for recreation, helps to promote active and healthy lifestyles, and can improve mental health by: • Encouraging exercise and physical activity by providing quality paths for walking, wheeling and cycling • Providing better opportunities for active travel and physical activity • Improving mental well-being by providing access to nature and well-connected green spaces
Prosperous Place Stretch Outcomes	Improvements to the Aberdeen Core Path Network directly supports the following Prosperous Place stretch outcomes: 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. 14. Increase sustainable travel: 38% of people walking and 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026.
Community Empowerment Stretch Outcomes	Improvements to the Aberdeen Core Path Network directly supports the following priority areas for improvement identified by respondents from the Aberdeen Open Space Audit public survey. Respondents were asked the top three reasons why

	they use, visit or enjoy the city's open spaces. The top reasons given were: 1. Physical exercise or health reasons (e.g. walking or jogging etc.) 75% 2. To be in nature 71% 3. To meet friends or family or to socialize 53% 4. To get out of the house or office (e.g. for a break) 47% 5. For mental health reasons 31% When asked what would encourage respondents to use or visit Aberdeen's green space or open spaces more often the most common reasons given were: 1. If they had better facilities (e.g. benches or toilets) 49% 2. If they were better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.) 45% 3. If there were more adequate paths for walking or cycling 36%
Regional and City Strategies	An improved Aberdeen Core Path Network supports objectives in a range of regional and city strategies including: Aberdeen Core Path Plan, Strategic and Local Development Plans, Local Outcome Improvement Plan, Aberdeen Adapts, Net Zero Routemap and the Natural Environment Strategy for the city as, well as the Aberdeen Local Transport and Regional Transport Strategies.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	No identifiable data is included in this report therefore a DPIA is not required.
Other	N/A

10. BACKGROUND PAPERS

10.1 Bus Lane Enforcement Programme Update & Future Planning 2025/26 (https://committees.aberdeencity.gov.uk/documents/s167544/BLE-LEZ%20Programme%20Report.pdf)

10.2 Bus Lane Enforcement and Low Emission Zone Projects 2025/26 (http://councilcommittees/documents/s170018/BLE%20Programme%202425%20Report%20DD.pdf)

10.3 The Aberdeen Core Path Plan (https://www.aberdeencity.gov.uk/services/environment/access-outdoors/core-paths-plan)

10.4 Community Planning Aberdeen Locality Plans (https://communityplanningaberdeen.org.uk/community-planning-structure/our-localities/ Priority Neighbourhoods)

10.5 Aberdeen Open Space Audit: 2024 (https://www.aberdeencity.gov.uk/services/environment/open-spaces)

11. APPENDICES

11.1 N/A

12. REPORT AUTHOR CONTACT DETAILS

Name	Gordon McLean
Title	Team Leader – Natural Environment Policy
Email Address	gomclean@aberdeencity.gov.uk

This page is intentionally left blank

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	18 November 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	CORS/25/254
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(S)

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.

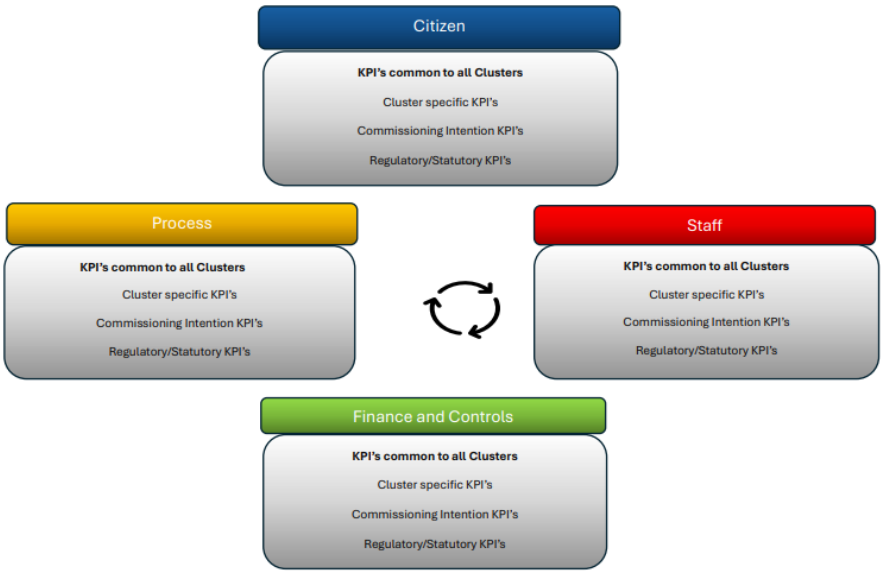
3.4 The refreshed Performance Management Framework for 2025/26 was approved at the meeting of Council on 20th August 2025.

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 September 2025 or Quarter 2 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 14th October 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)

11. APPENDICES

Appendix A – Performance Summary Dashboard

12. REPORT AUTHOR CONTACT DETAILS

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

Net Zero, Environment and Transport Committee Performance Report Appendix A

Operations

Environmental Services

1. Citizen – Environmental Services

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	25		30		55		
% of complaints resolved within timescale (stage 1 and 2) - Environment	82%		83.3%		78.2%		75%
No. of complaints resolved within timescale (stage 1 and 2) - Environment	23		20		43		
% of complaints with at least one point upheld (stage 1 and 2) - Environment	12%		23.2%		32.7%		
*Total No. of lessons learnt identified (stage 1 and 2) - Environment	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	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Value	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	150		218		178		

2. Processes - Environmental Services

Performance Indicator	Jul 2025		Aug 2025		Sep 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%		Data unavailable				80%
**Open spaces satisfactorily maintained to a minimum of Grade B (in line with APSE national benchmarking LAMS standards)	95%		No surveys carried out Aug/Sep				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	97.9%		98.9%		99.2%		100%

***This represents the overall figure for the April to July period. The next set of data will not be available until the end of November hence August and September are currently marked as unavailable.**

3. Staff - Environmental Services

Performance Indicator	Q4 2024/35		Q1 2025/26		Q2 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)	4		2		4		

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
*Sickness Absence - Average Number of Days Lost - Environmental	6.6		6.8		6.9		10
**Average number of working days lost due to sickness absence per FTE employee, monthly	2.01		2.03		1.84		
Establishment actual FTE	285.1		284.6		286.42		

*** 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	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	33.2%	✓	41.7%	✓	49.3%	✓	100%

Fleet and Transport

1. Citizen – Fleet and Transport

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	2		2		1		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	100%	✓	100%	✓	100%	✓	75%
No. of complaints resolved within timescale (stage 1 and 2) - Fleet	2		2		1		
% of complaints with at least one point upheld (stage 1 and 2) - Fleet	0%		0%		0%		
Total No. of lessons learnt identified (stage 1 and 2) - Fleet	1		Data unavailable				

2. Processes – Fleet and Transport

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
% HGV's achieving first time MOT pass	78.6%		91.7%		81%		95%
% Light Vehicles achieving first time MOT pass	96.8%		100%		94.5%		93%
% of Council fleet - alternative powered vehicles	13.8%		15.1%		21.4%		
% of Council fleet lower emission vehicles (YTD)	98.4%		95.9%		98.3%		100%

3. Staff – Fleet and Transport

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	1		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	0		0		0		

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	4.3		4.5		4.8		10
Average number of working days lost due to sickness absence per FTE employee, monthly	2.33		1.67		1.72		
Establishment actual FTE	36		36.45		36		

4. Finance & Controls – Fleet and Transport

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	36.3%		45.6%		54.9%		100%

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/Small Vans Vehicles under 5 years old (including all road going plant)	50.42%		94.94%		84.19%		80%
Fleet Services - % of large HGV vehicles under 7 years old	73.83%		74.75%		82.14%		80%

Roads and Infrastructure

1. Citizen - Roads

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	61		36		45		
*% of complaints resolved within timescale - Roads	83.6%		72.2%		51.1%		75%
No. of complaints resolved within timescale (stage 1 and 2) - Roads	51		26		23		
% of complaints with at least one point upheld (stage 1 and 2) - Roads	42.6%		38.9%		60%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	3		Data unavailable				

***Service Commentary - % of complaints resolved within timescale – Roads**

During Q2 the majority of the complaints that have not been responded to on time are in relation to Roadworks Coordination. This team is suffering from a lack of resources due to key officers leaving and not being replaced yet. It is hoped to recruit two officers before the end of the year which should resolve the situation. In the meantime, Roads and Infrastructure management will ensure complaints are given high priority.

2. Processes - Roads

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	95.88%		99.15%		94.09%		90%
Number of Street Light Repairs completed within 7 days	93		118		175		
Potholes Category 1 and 2 - % defects repaired within timescale	77.7%		100%		95.24%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale	171		114		80		

3. Staff - Roads

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	0		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	1		1		0		

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	3.5		3.7		3.8		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.05		0.82		1.58		
Establishment actual FTE	141.8		139.63		137.65		

4. Finance & Controls - Roads

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	30.6%		38.4%		45.8%		100%

Waste Services

1. Citizen - Waste

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	102		69		94		
% of complaints resolved within timescale - Waste	94.1%		81.2%		85.1%		75%
No. of complaints resolved within timescale (stage 1 and 2) - Waste	96		56		80		
% of complaints with at least one point upheld (stage 1 and 2) - Waste	72.5%		62.3%		73.4%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	1		Data unavailable				

2. Processes – Waste

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
*% Waste diverted from Landfill	97.5%		98.3%		91.2%		85%
*Percentage of Household Waste Recycled/Composted	42.5%		42.9%		42%		50%

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

***Recycling and Diversion rate for rolling 12 months**

Description	Tonnage (T)	Percentage	Target
Recycled	37134.5	42.0%	50%
EfW	43467.7	49.2%	
Total Waste Diversted from landfill (= Recycled + EfW)	80602.2	91.2%	85%
Landfilled	7755.1	8.78%	
Total household waste	88357.3		

***This data represents the figures for October 2024 through September 2025, including September data. Please note that some additional material was landfilled during the temporary EfW shutdown.**

3. Staff – Waste

Performance Indicator	Q4 2024/25		Q1 2025/26		Q2 2025/26		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	2		2		1		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	14		1		10		

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	3.4		3.3		3.4		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.39		2.05		2.56		
Establishment actual FTE	185.24		186.5		186.57		

4. Finance & Controls – Waste

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		2025/26 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	37.5%		46.4%		56.3%		100%

Annual Sickness Comparison Table

Operations

Performance Indicator	Jul 2025		Aug 2025		Sep 2025		Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost – Environmental **(2024)**	11.7	⚠	10.3	✓	8.8	✓	10
Sickness Absence - Average Number of Days Lost – Environmental **(2025)**	6.6	✓	6.8	✓	6.9	✓	10
Sickness Absence - Average Number of Days Lost – Fleet **(2024)**	5.1	✓	4.9	✓	4.5	✓	10
Sickness Absence - Average Number of Days Lost – Fleet **(2025)**	4.3	✓	4.5	✓	4.8	✓	10
Sickness Absence - Average Number of Days Lost – Roads **(2024)**	7.1	✓	6.1	✓	5.2	✓	10
Sickness Absence - Average Number of Days Lost – Roads **(2025)**	3.5	✓	3.7	✓	3.8	✓	10
Sickness Absence - Average Number of Days Lost – Waste **(2024)**	7.7	✓	6.4	✓	5.5	✓	10
Sickness Absence - Average Number of Days Lost – Waste **(2025)**	3.4	✓	3.3	✓	3.4	✓	10

Strategic Place Planning
Climate and Sustainability Policy

Carbon Budget

Carbon Budget 2025-26 - provisional update*				
Maximum cap on 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. Full data for quarter 2 is not available at time of reporting.

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*

Quarterly data compared to 2024/25	**Q1 2024/25**	**Q2 2024/25**	**Q1 2025/26***
	tCO2e	**tCO2e**	**tCO2e**
Council Buildings	3,490.9	3,053	3,072
Street lighting	340	355.5	264.3
Fleet	918.17	870.68	869.3
Water	14.56	11.09	14.58
Staff Travel	95.3	91.8	90.3
Internal Waste	25.7	25.75	24.26
Home Working	130.5	130.5	130.5
Quarterly total (carbon budget)	**5,015**	**4,538.52**	**4,465**
District Heating	421.1	217.16	319.6

Provisional data is intended to be used for internal monitoring and can include some estimated readings, which may be subject to change in subsequent reporting. At time of reporting reductions were indicated in most emission sources for Quarter 1 2025/26. Quarterly data will vary due to factors including seasonal fluctuations, changes in services and estate.

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

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	18 November 2025
EXEMPT	The content of the report is public, but the report has an exempt appendix. Under Paragraphs 6 and 9, this appendix will disclose • Information relating to the financial or business affairs of any particular person (other than the authority). Information is not exempt if it is required to be registered under the Companies Acts (as defined in section 2(1) of the Companies Act 2006) or similar legislation. • terms proposed or to be proposed by or to the authority in the course of negotiations for a contract for the acquisition or disposal of property or the supply of goods or services if and so long as disclosure to the public of the terms would prejudice the authority in those or any other negotiations concerning the property or goods or services.
CONFIDENTIAL	No
REPORT TITLE	Updates on Council Electric Vehicle (EV) charging schemes
REPORT NUMBER	CR&E/25/261
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Alan Simpson
TERMS OF REFERENCE	1,7,8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to update members on the progress of the various electric vehicle (EV) charging projects that the council is working to deliver. An update on a residential electric vehicle charge point trial for the city was part of an instruction given at the Council budget setting meeting in March 2025 and an update on ongoing work to increase EV charging provision for Council fleet vehicles was instructed at a previous City Growth and Resources Committee meeting. This report addresses these and also includes other work ongoing regarding the public charging network.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the progress made to date on the delivery of electric vehicle charging infrastructure;

2.2 Instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer -Governance and Chief Officer - Commercial and Procurement Services to continue to engage with the Council's preferred supplier, to establish if a feasible on-street residential trial can be established;

2.3 Instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Commercial and Procurement Services, if a feasible on-street trial is deemed possible, to enter into a time-limited pilot agreement with the preferred supplier, and report back to the relevant committee once the trial concludes on lessons learned; and,

2.4 Instruct the Chief Officer - Strategic Place Planning to continue to work with the Chief Officer - Operations and the Chief Officer - Corporate Landlord to increase the size of the Council's EV charging estate for its own fleet vehicles.

3. CURRENT SITUATION

North of Scotland EV Partnership

3.1 Aberdeen City Council, along with Aberdeenshire, Highland and Moray Councils, is currently part of a consortium, the North of Scotland EV Partnership, which has jointly procured a Private Sector Partner to manage, maintain, renew and grow the public charging networks that these Councils are collectively responsible for. This contract has been awarded to EZO for a 20 year period with details of this reported to the Council's Finance and Resources Committee in May 2025. The Chief Officer - Commercial and Procurement Services will update the relevant committee on the progress of this project by Spring 2026.

On-street residential pilot

3.2 At the Council budget setting process in March 2025, Council instructed 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 to report back to the most appropriate committee no later than December 2025. This instruction aligned with the Council's Electric Vehicle Framework, approved in February 2021.

3.3 As part of the bidding process for the North of Scotland EV Partnership, bidders were asked to be aware of the needs of people wanting to charge at home but who did not have access to off-street parking. It was therefore prudent for officers to await the outcome of this exercise before any separate pilot was investigated. Given the complexity of the procurement process – the first time anything of this scale has been done by a group of Local Authorities for EV charging – it has taken some time to get to the point of awarding the North of Scotland contract.

3.4 Although EZO, as part of their planned expansion of the public charging network in Aberdeen, are proposing a number of chargers in on-street residential areas over the next 3 years, these are likely to form "mini hubs" in communities, with 2-4 designated charging spaces. Given the size of the city,

the differing needs of residents, and number of different charging solutions which continue to come to the market, it is believed that a trial of a different solution to the one EZO are offering would still be beneficial. This would not only complement EZO's chargers but would allow the Council, EZO and members of the public to see if, as part of a trial, there is merit in a different approach to stimulate a greater EV uptake in the city.

3.5 The Scottish Collaboration of Transport Specialists (SCOTS), which represents Scotland's 32 local authorities and 7 regional transport partnerships, has recently drafted guidance, currently out for consultation, to help guide Local Authorities through the process and considerations required to permit cross pavement EV Charging. This covers solutions that allow members of the public to run their own charging cables from their home across, through, or over a footway to the road. So far only 4 of Scotland's local authorities are offering a trial of cross pavement charging.

3.6 To add to the current knowledge exchange between local authorities on this topic, officers have identified a local supplier which offers a different approach to home charging which would not involve cross pavement charging. More details of this supplier's offering can be found in exempt Appendix 1. Entering into a trial to further investigate this option would be at no cost to the Council.

3.7 In terms of the governance, officers in the Council's Commercial and Procurement cluster have advised that a trial of this nature should not be a conflict of interest with the EZO contract so long as the following criteria is met:

- The trial is for a set period of time, with three years recommended
- The trial is geographically limited to up to three areas of the city
- The trial can be undertaken based on proof of concept, especially given the uniqueness of what the preferred supplier is offering
- At the end of the trial, should a permanent solution be sought, a new procurement process would need to be followed.

3.8 Officers in Strategic Place Planning, along with Commercial and Procurement colleagues, have met with EZO to talk them through the idea and to make them aware of the Council's intentions to potentially work with another supplier for a trial. EZO have not objected to this proposition.

3.9 For next steps, it is proposed to engage with Disability Groups about the proposals, to review the preferred supplier's contract documentation to see if it is fit for purpose, to devise a specification for residents who wish to become part of the trial (as not all circumstances will be suitable) and to decide which 3 areas will be used for the pilot. Due to their resident profile and lack of off-street parking, it is proposed that West End, Rosemount or Ferryhill form 2 of the 3 areas with a lower income area making up the third. Officers will work with the preferred supplier and Council colleagues to establish which three areas are most suitable. The preferred supplier is also investigating whether their project could be eligible for an installation grant which would allow them to pass the savings on to users. Officers will also continue to follow any other

trials taking place in Scotland to see if any useful learnings can be taken from them.

Other public EV charging installations by Aberdeen City Council

3.10 Since 2021, the Council has been allocating funding from its General Fund Capital Programme to grow the Council's network of public EV charging points. This has enabled a programme of 46 new or replacement chargers to be installed, each capable of recharging 2 vehicles at once. So far, 39 of these chargers have been installed with 7 units across 2 sites still to be completed. A progress update on the 2 outstanding sites is given below:

- Gallowgate - 5 chargers (1 x rapid and 4 x fast, each capable of recharging 2 vehicles at once) still to go live. SSE's originally proposed power supply route could not be delivered so an alternative has been found. SSE have advised the work is unlikely to be completed until April/ May 2026. Once final works are completed, it will likely be May/ June 2026 before they are operational as last connections will have to be done.
- Peterculter - 2 chargers (1 x rapid and 1 x fast, each capable of recharging 2 vehicles at once). These need SSE to complete their power supply works and some remedial works on site are required too. It is anticipated that these units will be live by early 2026.

In both cases, the new power supplies are critical to the delivery of the charge points and they cannot be made operational without these.

Fleet EV charging infrastructure

3.11 As part of the procurement exercise, bidders for the North of Scotland EV Partnership were asked to submit proposals for how, beyond the public requirement, they would propose working with the councils to cater for their fleets. With a preferred bidder now established, officers can work with EZO to look at rolling out infrastructure at scale to support the fleet transition. As part of their submission EZO confirmed their willingness to be involved in such work, and their experience of doing so with other partners. As part of the contract, the Council can now directly award to them for such work.

3.12 In the interim, work has been ongoing to identify sites and progress infrastructure to support fleet until such time as an "at scale" solution can be implemented with our partner.

3.13 Funding has been awarded from the Council's General Fund Capital Programme and officers in the Transport Strategy and Programmes Team have been working with colleagues in Fleet, Finance, Procurement, Building Services, Estates, Insurance and Energy Teams to identify the following shortlist of sites.

3.14 It is now proposed to work with EZO to deliver these sites, and they have indicated that they would have capacity to deliver in the first half of 2026.

Site address	No of slow chargers (7kW dual outlet - can charge 2 vehicles at once)	No of fast chargers (22kW dual outlet - can charge 2 vehicles at once)	No of rapid chargers (80kW dual outlet - can charge 2 vehicles at once. One at 80kW or two at 40kW)
Len Ironside Centre, Mastrick Drive, Aberdeen	3	1	0
Williamson Family Centre, Mastrick Close, Mastrick, Aberdeen	1	0	0
Orchard Brae School, Howes Road, Aberdeen	0	3	0
Brimmond School, Netherhills Place, Bucksburn, ABERDEEN	2	0	0
Marischal College, Queen St surface car park	0	0	2
Sillerton Lane Depot	0	3	1
Kittybrewster depot additional	0	0	5
Kittybrewster depot replacement	1	0	0
Spring Gardens replacement	2	0	0

Grove Nursery replacement	1	0	0
Town House	0	1	0
Total	10	8	8

3.15 It has been confirmed that all sites have the required available power capacity to host this number and type of charge points and the most suitable locations for the chargers at each site have been identified. Work has already begun at Sillerton Lane. At all other sites, work is currently ongoing with the Council's Corporate Landlord and Insurance teams to confirm these locations at the sites are suitable. Once this is concluded, procurement of the units can take place.

4. FINANCIAL IMPLICATIONS

4.1 The committed fleet projects and two remaining public installations already have funding allocated to them in the Council's Non-Housing Capital Programme. It is intended that all units will be purchased with warranty and maintenance agreements from new while there is also funding from the Bus Lane Enforcement (BLE) Fund to cover any items not covered by warranty and maintenance agreements that was awarded in 2025/26. However, should this not be deemed sufficient to cover future years then further funding will be bid for from the BLE fund. The public units will be fully handed over to EZO to manage and maintain as part of the North of Scotland EV partnership, while the fleet and non-public units will be managed by EZO subject to detailed negotiations with Commercial and Procurement.

4.2 The on-street residential pilot would be undertaken at no cost to the Council.

5. LEGAL IMPLICATIONS

5.1 Any legal implications associated with funding applications / awards and entering into contracts with suppliers will be discussed with the relevant Legal and Procurement colleagues.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The proposals should benefit air quality by facilitating a greater switch to and use of zero emission vehicles. This in turn will make the city a more attractive place to walk, wheel and cycle in cleaner air.

6.2 The proposals should reduce noise pollution by facilitating a greater switch to and use of zero emission vehicles which are much quieter than traditional petrol and diesel powered vehicles.

6.3 The proposals should reduce carbon emissions, helping contribute towards the Council's Net Zero and Climate Change aspirations.

6.4 The proposals should help to reduce the environmental impacts of transport.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified			
Compliance	Risk that any on-street trial runs contrary to EZO contract	Ensure EZO are aware of the trial and do not object, limit the trial to areas of the city and time. Have already been engaging with them and colleagues in the Council's Commercial and Procurement service	L	Yes
	Risk that competitor organisations think that the on-street trial will lead to an automatic permanent contract	Be explicit about the fact that when the trial ends, if the Council wish to see this type of solution continue, a new procurement exercise will have to take place	L	Yes
	Risk that EZO cannot adopt or host any new public infrastructure or new fleet infrastructure	Ensure that the make and model are ones that EZO supports	L	Yes
Operational	Risk that on-street charging pilot causes issues for roads operations colleagues	Make sure that those colleagues are able to engage with the preferred supplier to ask any questions to understand before any trial is agreed what it will entail and are part of the	L	Yes

		process to develop a specification		
	Risk that contract for on-street charging pilot leaves the Council open to risk by letting a third party install kit on our roads	Make sure that those colleagues are able to engage with the preferred supplier to ask any questions to understand before any trial is agreed what it will entail and are part of the process to develop a specification	L	Yes
Financial	Risk that the Council cannot cover the extra operating costs of the additional fleet charge points and ad hoc costs not covered by the EZO contract	There is definitely income which will be coming to the Council from the Private sector Partner as part of their return in getting access to the Council's public charging sites. Conversations with the Council's Strategic Infrastructure Plan Prog Manager will take place to ensure that this is modelled in the income. There is potential to bid for further funding through the Bus Lane Enforcement (BLE) fund too	L	Yes
	Risk that the Council ends up having to remove on-street charging infrastructure if supplier doesn't / goes out of business	Ensure that there is plenty of content in the contract that covers the removal and liaise with legal/ procurement colleagues about whether we can minimise the risk of impact on us should the supplier go out of business	L	Yes
Reputational	Risk that, at the end of the trial, residents are upset if kit	Ensure it is made very clear to them before they sign up that this is a time-limited trial	L	Yes

	gets taken away			
Environment / Climate	No significant risks identified			

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:- • Invest at least £25 million over five years and work with partners to expand the city's Electric Vehicle charging network. • Continue to reduce the carbon footprint of the council's building estate and vehicle fleet and adopt an "environment first" approach to all new Council building projects, seeking to maximise the energy efficiency of, and minimise the carbon footprint of, new buildings and investigate the feasibility of generating energy by installing ground source heat pumps in Council owned open spaces.
Local Outcome Improvement Plan	
Prosperous People Stretch Outcomes	The proposals in this report contribute to Stretch Outcome 10. "Healthy life expectancy (time lived in good health) is five years longer by 2026" by encouraging a shift to zero emission vehicles, helping people who have breathing difficulties and making it more attractive to travel actively in clean air
Prosperous Place Stretch Outcomes	By encouraging a switch to electric vehicles, which are zero emission, the proposals support the following stretch outcomes 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. 14. Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026.
Regional and City Strategies	By encouraging people to switch to electric vehicles, which are zero emission, the proposals support the Regional Transport Strategy, Local Transport Strategy, Council Climate Change Plan and Net Zero

	Routemap for the city which look to reduce the environmental impact of transport

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 Council Climate Change Plan (2021-2025)

10.2 Aberdeen Electric Vehicle Framework (2020-2030)

11. APPENDICES

11.1 Appendix 1 – Exempt – Details about the Preferred Supplier's proposed offering

12. REPORT AUTHOR CONTACT DETAILS

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

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	18 November 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen to Laurencekirk Multimodal Corridor Study
REPORT NUMBER	CR&E/25/260
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 outcomes of the Aberdeen to Laurencekirk Multimodal Corridor Study, and to seek endorsement of the Nestrans Board decision to progress a local rail station Strategic Business Case.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the outcomes of the Nestrans Aberdeen to Laurencekirk Multimodal Corridor Study Detailed Options Appraisal, and the progress already underway by Aberdeen City Council to further develop the relevant active travel and bus-based recommendations for the City;

2.2 Note the decisions of the Nestrans Board at their meeting of 25 June 2025 in relation to this item;

2.3 Endorse the approval of the Nestrans Board to progress the local rail station elements of the Detailed Appraisal Report to a Strategic Business Case; and

2.4 Agree that relevant Aberdeen City Council teams will work with Nestrans to support the preparation of the Strategic Business Case (as relevant to Aberdeen City), and that the outcomes of the Strategic Business Case will be communicated back to this Committee before the end of 2026.

3. CURRENT SITUATION

3.1 As was reported to this Committee in March 2024, Nestrans, with support from officers of Aberdeen City and Aberdeenshire Councils, has been undertaking a study to identify options for improving strategic transport connectivity and accessibility along the Aberdeen to Laurencekirk corridor. At their meeting on 25 June 2025, members of the Nestrans Board were presented with the outcomes of the Aberdeen to Laurencekirk Multimodal Corridor Study Detailed Options Appraisal.

3.2 Five option packages were subject to detailed appraisal based on their potential to address the corridor's strategic transport issues, with the following elements performing positively across the appraisal criteria:

- Improved walking and cycling connections between Wellington Road and Marywell;
- Provision of a Mobility Hub to the north of Portlethen to potentially act as the southern terminus for Aberdeen Rapid Transit (ART);
- Bus priority measures, including dedicated bus lanes, signal priority and improved bus stop infrastructure, to enhance the reliability and attractiveness of bus services, linking with the ART project;
- A new railway station at Newtonhill; and
- A new railway station at Cove.

3.3 Improved active travel connections between Wellington Road and Marywell are currently being progressed by Aberdeen City Council alongside the Wellington Road Junction Improvement Project, with detailed design work underway.

3.4 Development of the bus priority measures and the mobility hub concept are being taken forward as part of the ART Outline Business Case (OBC). This reflects the decision of this Committee in June 2024 to agree a preferred ART network, and that bus priority infrastructure options identified within the programme of multimodal corridor studies that align with the agreed ART network be incorporated within the ART Business Case process. The ART OBC is currently in development and due for completion by the end of 2026/27.

3.5 In terms of the railway station proposals, and following engagement with Transport Scotland, Nestrans officers propose undertaking further scheme development in the form of a local rail station Strategic Business Case. This will enable more detailed consideration of the strategic benefits of new stations, including interaction with ART, and of feasibility issues, including access arrangements, etc.

3.6 The Nestrans Board agreed to: *approve formal consultation with Aberdeen City Council and Aberdeenshire Council on the findings of the work through their relevant committees*; and *approve continued development of the local rail station elements of the Detailed Appraisal Report to a Strategic Business Case in order to address comments made by Transport Scotland*.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications arising from this report. Wellington Road to Marywell active travel design works are currently funded via Nestrans and Developer Obligations. The ART Outline Business Case is being funded via the Aberdeen City Region Deal. Nestrans has funded the Aberdeen to Laurencekirk Detailed Options Appraisal and has funding in place to support a local rail stations Strategic Business Case.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from this report. There may be legal implications associated with implementing a new station at Cove, but these would be explored as part of the Business Case process, and will depend on the outcomes of that process.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Increasing opportunities for people to travel by walking, cycling and public transport (bus and rail) would have positive environmental impacts should this result in fewer private car trips, namely fewer carbon emissions and improved air quality.

6.2 There may be environmental implications associated with the construction of a new station but these will be further explored as part of the Business Case process, and will depend on the outcomes of that process.

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 develop strategic transport interventions when the benefits of these have been demonstrated could put at risk the Council's ability to achieve key strategic priorities associated with transport, health, the economy and the environment.	Support Nestrans undertaking a local rail study Strategic Business Case to better understand the opportunities and risks associated with increased rail provision.	L	**Yes**
Compliance	No risks identified at this stage.			
Operational	No risks identified at this stage.			
Financial	No risks identified at this stage.			
Reputational	There are risks that expectations are raised that cannot be fulfilled in terms of a new station at Cove.	Ensure clear and careful messaging to members of the public and stakeholders.	L	**Yes**

Environment / Climate	Not progressing with sustainable transport interventions could put at risk the Council's ability to achieve net zero and air quality obligations.	Support Nestrans undertaking a local rail study Strategic Business Case	L	**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:- • *Supporting the development of local train services running between Inverurie and Montrose, by working towards delivering new railway stations in the city.*
Regional and City Strategies	The proposals support the Regional Transport Strategy theme of 'Developing the rail network', and the Regional Economic Strategy action to: *Lobby Transport Scotland to prioritise the implementation of key strategic upgrades on the rail and trunk road network*. They also support the Aberdeen Local Transport Strategy objective: *To work with partners to increase opportunities for rail travel to, from and within Aberdeen,* and the objectives of the Local Transport Strategy and Net Zero Mobility Strategy to reduce the proportion of journeys undertaken by car in Aberdeen, increase the number undertaken by public transport, and reduce transport emissions.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No assessment required. I confirm this has been discussed and agreed with Claire McArthur, Acting Chief Officer – Strategic Place Planning on 8 October 2025.
Data Protection Impact Assessment	Not required.
Other	N/A

10. BACKGROUND PAPERS

10.1 Nestrans Board Agenda Pack, 25 June 2025 (Item 5.2).

10.2 Aberdeen to Laurencekirk Multimodal Corridor Study Detailed Appraisal Report

10.3 Aberdeen to Laurencekirk Multimodal Corridor Study Executive Summary

11. APPENDICES

11.1 None

12. REPORT AUTHOR CONTACT DETAILS

Name	Will Hekelaar
Title	Senior Engineer
Email Address	WHekelaar@aberdeencity.gov.uk

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 November 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Air Quality Progress
REPORT NUMBER	CORS/25/272
EXECUTIVE DIRECTOR	Andy MacDonald
CHIEF OFFICER	Jenni Lawson
REPORT AUTHOR	Ann Marie Rankin
TERMS OF REFERENCE	1, 6

1. PURPOSE OF REPORT

1.1 To update committee members on the annual air quality monitoring results for 2024.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the findings of the 2025 Air Quality Progress Report (APR) for Aberdeen City Council.

2.2 Agree that subsequent Air Quality Annual Progress Reports revert to being provided to Members through Service Updates.

3. CURRENT SITUATION

3.1 The Environment Act 1995, Part IV, as amended by the Environment Act 2021, places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are being achieved, or are likely to be achieved within the relevant period.

3.2 The Scottish Government has stipulated authorities must submit an annual progress report for approval by the Scottish Government and the Scottish Environmental Protection Agency (SEPA). The Scottish Government approved the appended Annual Progress Report 2025 for Aberdeen City (Appendix 1) on 29 August 2025.

3.3 The main pollutants of concern in Aberdeen City are nitrogen dioxide (NO_2) and particulate matter (PM_{10}), related to road traffic emissions. These pollutants have a significant public health impact, particularly for the young, elderly and those with pre-existing medical conditions. In 2018, Health Protection Scotland

estimated that approximately 1700 attributable (premature) deaths in Scotland annually can be attributed to air pollution.[1]

3.4 Table 1 details the air quality objectives for the purposes of Local Air Quality Management. The air quality objectives are set out in the Air Quality (Scotland) Regulations 2000, the Air Quality (Scotland) Amendment Regulations 2002 and the Air Quality (Scotland) Amendment Regulations 2016. The regulations also prescribe the dates for meeting air quality objectives.

Table 1: Air Quality objectives

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Nitrogen dioxide	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10}) (gravimetric)	50 µg/m^3, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
	18 µg/m^3	Annual mean	31.12.2010

Nitrogen Dioxide Monitoring Results

3.5 Table 2 shows the annual mean NO_2 concentrations over the period 2020-2024 at Aberdeen's six continuous monitoring sites. Erroll Park replaced a site previously sited on Erroll Place, which had to be relocated due to the demolition of a housing development on the street; hence why data is only available from 2021. There is also a network of diffusion tubes recording NO_2 concentrations at 60 sites across the city.

3.6 Concentrations of NO_2 at all automatic sites in 2024 continued to be below the annual mean air quality objective of 40 µg/m^3. Combined trends in NO_2 levels suggest that air quality continues to improve across the city.

3.7 No new diffusion tube locations were added to the city survey in 2024, however five introduced as part of the city survey in 2017 ahead of the operation of the

NESS Energy from Waste facility were removed. This was due to no change in monitoring results being recorded at any of the locations throughout the monitoring period, including since the facility became fully operational in 2023.

3.8 One diffusion tube located within the city centre Air Quality Management Area (AQMA) on Bridge Street exceeded the annual mean objective of 40 µg/m^3. The measured concentration was 43.2 µg/m^3. This exceedance is likely attributable to the rerouting of permitted traffic and several main bus routes along Bridge Street following the closure of central Union Street for active travel improvements and urban realm upgrades. Notably, however, the 2024 measurement is lower than the value recorded at the same location in 2023.

3.9 Within the Wellington Road AQMA the annual mean levels recorded at the Wellington Road automatic site and the three diffusion tube locations continued to be below the annual mean objective – a trend that has continued for 7 years.

3.10 There were also no exceedances of the annual mean objective recorded in the Anderson Drive AQMA. Although there had been no data capture at the Anderson Drive continuous air quality monitoring station since June 2024 due to equipment breakdown, in the 20 years the station has been operational, there has been no exceedance of the NO_2 air quality objective recorded. Annual mean concentrations of NO_2 have progressively reduced over the last 7 years and are significantly below the air quality objectives. Diffusion tube monitoring locations (DT8, DT45, DT98 and DT100) in the Anderson Drive AQMA also returned measurements well below the objective level, and continued the downward trend seen since 2018.

3.11 There were no exceedances of the hourly mean objective at any automatic or diffusion tube sites in 2024.

Table 2: Annual mean NO_2 concentrations at continuous monitoring sites

Site	**Annual mean NO_2 concentration (µg/m^{-3})**				
	2020	**2021**	**2022**	**2023**	**2024**
Erroll Park	N/A	21	16	15	14
Union St	24	25	27	25	23
Market St	22	27	23	24	22
Anderson Dr	12	13	12	11	13
Wellington Rd	25	28	25	24	24
King St	16	17	16	15	14

Objective Value	40	40	40	40	40

Particulate Matter Monitoring Results

3.12 There were no exceedances of the annual mean or 24-hour mean objective at any of the continuous monitoring sites in 2024. The 24-hour mean objective has been met at all monitoring sites for the last 7 years.

3.13 Table 3 shows the annual mean PM_{10} concentrations over the period 2020-2024.

Table 3: Annual mean PM_{10} concentrations at continuous monitoring sites

Site	**Annual mean concentration (µg/m^{-3})**				
	2020	**2021**	**2022**	**2023**	**2024**
Erroll Park	N/A	10	11	10	11
Union St	10	11	13	13	12
Market St	10	11	13	12	12
Anderson Dr	9	9	10	9	9
Wellington Rd	14	12	11	12	11
King St	11	12	13	12	12
Objective Value	18	18	18	18	18

3.14 There are 6 continuous monitoring sites measuring PM_{10} levels in Aberdeen City. As before with NO_2, data for Erroll Park is only available from 2021.

3.15 No exceedances of the annual mean were recorded at any of the continuous monitoring sites.

Air Quality Management Areas (AQMAs)

3.16 The Anderson Drive and Wellington Road AQMAs were reviewed in 2024 and the decision was taken to revoke both areas, due to improving air quality and continued compliance with the objective levels for NO_2 and PM_{10}. Both AQMAs were officially revoked on 1 February 2025.

3.17 The City Centre AQMA was also reviewed in 2024, with the decision taken to remove the PM_{10} annual mean and 24-hour mean from the order, due to continued compliance with the objective levels. This amendment was brought into force on 1 February 2025.

As detailed in 3.7, the City Centre AQMA remains valid for the NO_2 annual mean objective. However, recently established traffic management amendments have resulted in a significant improvement in air quality at city centre locations, together with the enforcement of the Low Emission Zone (LEZ) commencing on 1 June 2024. Monitoring will continue to determine whether the objective continues to be met.

Revert to Service Update

3.18 This report updates Members on air quality monitoring progress, and since no Committee approval is being sought for the APR, it is recommended that subsequent APRs revert to being provided to Members through Service Updates.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

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

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant			**Yes**

	risks identified			
Compliance	No significant risks identified			**Yes**
Operational	No significant risks identified			**Yes**
Financial	No significant risks identified			**Yes**
Reputational	No significant risks identified			**Yes**
Environment / Climate	No significant risks identified			**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2025-26	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	This report provides an update on air quality monitoring across the city. There are no proposals in this report and therefore has no impact on the Council Delivery Plan.
Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	There are no proposals in this report.
Prosperous People Stretch Outcomes	There are no proposals in this report.
Prosperous Place Stretch Outcomes	There are no proposals in this report.
Community Empowerment Stretch Outcomes	There are no proposals in this report.
Regional and City Strategies	There are no proposals in this report.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No assessment required. I confirm this has been discussed and agreed with Jenni Lawson, Chief Officer Governance on 23 October 2025.
Data Protection Impact Assessment	Not required
Other	None.

10. BACKGROUND PAPERS

10.1 ([1]) Air Quality in Scotland, The Scottish Government, 2021.

11. APPENDICES

11.1 Appendix 1 – 2025 Air Quality Annual Progress Report (APR) for Aberdeen City Council

12. REPORT AUTHOR CONTACT DETAILS

Name	Ann Marie Rankin
Title	Principal Environmental Health Officer
Email Address	AMRankin@aberdeencity.gov.uk

This page is intentionally left blank

Annual Progress Report (APR)

2025 Air Quality Annual Progress Report (APR) for Aberdeen City Council

In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021

Local Air Quality Management

June 2025

Information	Aberdeen City Council
Local Authority Officer	Ann Marie Rankin
Department	Protective Services
Address	Aberdeen City Council, Marischal College, Business Hub 15, Broad Street, Aberdeen AB10 1AB
Telephone	03000 200 292
E-mail	poll@aberdeencity.gov.uk
Report Reference Number	001
Date	June 2025

Executive Summary: Air Quality in Our Area

Air Quality in Aberdeen City

The Annual Progress Report has been undertaken to fulfil Aberdeen City Council's duty to annually review and assess air quality. The report provides the latest monitoring results and discusses the implications for air quality management in Aberdeen.

The main pollutants of concern in Aberdeen City are nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$), related to road traffic emissions.

The NO_2 annual mean objective of 40 µg/m^3 was only exceeded at one monitoring location across the whole city in 2024.

Trends in NO_2 levels suggest that air quality continues to improve across the city.

There were no exceedances of the NO_2 one hour objective at any of the monitoring locations, nor were there any exceedances of the annual or 24-hour mean PM_{10} objectives. There were also no exceedances of the $PM_{2.5}$ annual mean objective.

The Anderson Drive and Wellington Road Air Quality Management Areas (AQMAs) were reviewed in 2024 and the decision was taken to revoke both areas, due to improving air quality and continued compliance with the objective levels for NO_2 and PM_{10}. Both AQMAs were officially revoked on 1 February 2025.

The City Centre AQMA was also reviewed in 2024, with the decision taken to remove the PM_{10} annual mean and 24-hour mean from the order, due to continued compliance with the objective levels. This amendment was brought into force on 1 February 2025.

The City Centre AQMA remains valid for the NO_2 annual mean objective. Recently established traffic management amendments have resulted in a significant improvement in air quality at city centre locations, together with the enforcement of the Low Emission Zone (LEZ) commencing on 1 June 2024. Monitoring will continue to determine whether the objective continues to be met. The Air Quality Action Plan 2011 has been updated and is due to be published in 2025.

Actions to Improve Air Quality

The main action to improve air quality in 2024 was the commencement of the enforcement of the Low Emission Zone (LEZ) in the city centre from 1 June 2024. The LEZ was introduced on 31 May 2022, with a two-year grace period to allow residents, businesses and visitors time to adapt to the change. The LEZ, coupled with the recent traffic management changes in the City Centre and South College Street improvements, is reducing the volume of traffic travelling through the city centre core, ensuring the vehicles that do pass through do so as efficiently and cleanly as possible, and that sustainable alternatives to the private car are prioritised.

Data from the Aberdeen Walking and Cycling Index (2023) shows that 49% of Aberdeen residents who responded to the Sustrans survey walk or wheel at least five days a week and 16% of residents cycle at least once a week. Approximately 50% of respondents would like to walk, wheel, and cycle more.

Implementation of the City Centre and Beach Masterplan has continued, with construction works commencing on the transformation of Central Union Street to give more space to people walking, wheeling and cycling (including the implementation of segregated cycle facilities), and to prioritise public transport. The installation of new infrastructure on Craigshaw Drive and South College Street also provide more facilities for safe walking, wheeling, and cycling within the city.

Further infrastructure initiatives, such as the implementation of additional cycle parking facilities, bicycle maintenance stations, and electric vehicle (EV) charging points have continued throughout the city, alongside behaviour change initiatives such as I Bike Schools and Bikeability Scotland training

Work continues on the development of a revised Local Transport Strategy and a Regional Active Travel Network for future implementation. Development of the Business Case for Aberdeen Rapid Transit (ART), envisaged as a high-speed high-capacity mass transit solution for the region, is also continuing.

Local Priorities and Challenges

One of the main priorities for Aberdeen City Council remains encouraging and facilitating a modal shift from the private car to cleaner, greener and more sustainable forms of transport.

Accordingly, priorities for the coming year are:

- Further development of a revised Local Transport Strategy;
- Progression of the ART Business Case;
- Adoption of the Regional Active Travel Network Review;
- Greater focus on tackling the issue of the school run and the accompanying vehicular pollution and congestion this causes;
- Development of a School Streets pilot in the City;
- Completion of a Strategic Car Parking Review;
- Completion of a revised Council Travel Plan;
- Continued roll-out of cycle parking in high-density residential areas;
- Procurement of a regional EV partner to lead on the future development of V charging infrastructure;
- Ongoing expansion of the Aberdeen Car Club and EV Charging network.

Some of the main challenges facing Aberdeen City Council remain public acceptability of traffic management measures, and the difficulties in encouraging modal shift from the private car to more sustainable forms of transport.

How to Get Involved

Aberdeen City Council is in the process of revising the Local Transport Strategy (LTS) and accompanying Air Quality Action Plan (AQAP). A draft will be reported to the relevant committee later in 2025 and if approved, will then go out for public consultation.

Further information on the Local Transport Strategy, City Centre and Beach Masterplan, Low Emission Zone, Car Club, and electric vehicle charge points is available at the following websites:

Local Transport Strategy

City Centre Masterplan

Low Emission Zone

Car Club

Electric vehicle charging points in Aberdeen City

Table of Contents

Executive Summary: Air Quality in Our Area i

Air Quality in Aberdeen City i

Actions to Improve Air Quality ii

Local Priorities and Challenges ii

How to Get Involved iii

1 Local Air Quality Management 1

2 Actions to Improve Air Quality 2

2.1 Air Quality Management Areas 2

2.3 Implementation of Air Quality Action Plan(s) and/or measures to address air quality 3

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives 9

3.1 Summary of Monitoring Undertaken 9

3.1.1 Automatic Monitoring Sites 9

3.1.2 Non-Automatic Monitoring Sites 10

3.1.3 Other Monitoring Activities 10

3.2 Individual Pollutants 11

3.2.1 Nitrogen Dioxide (NO_2) 11

3.2.2 Particulate Matter (PM_{10}) 14

3.2.3 Particulate Matter ($PM_{2.5}$) 14

3.2.4 Sulphur Dioxide (SO_2) 15

3.2.5 Carbon Monoxide, Lead and 1,3-Butadiene 15

4 New Local Developments 16

4.1 Road Traffic Sources 16

4.2 Other Transport Sources 16

4.3 Industrial Sources 16

4.4 Commercial and Domestic Sources 17

4.5 New Developments with Fugitive or Uncontrolled Sources 18

5 Planning Applications 19

Table 5.1: Planning Applications in 2024 that may affect Air Quality 19

6 Conclusions and Proposed Actions 20

6.1 Conclusions from New Monitoring Data 20

6.2 Conclusions relating to New Local Developments 21

6.3 Proposed Actions 21

Appendix A: Monitoring Results 22

Appendix B: Full Monthly Diffusion Tube Results for 2024 45

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC 51

New or Changed Sources Identified Within Aberdeen City Council During 2024 51

Additional Air Quality Works Undertaken by Aberdeen City Council During 2024 51

QA/QC of Diffusion Tube Monitoring 51

Diffusion Tube Annualisation 52

Diffusion Tube Bias Adjustment Factors 53

NO_2 Fall-off with Distance from the Road 54

QA/QC of Automatic Monitoring 54

PM_{10} and $PM_{2.5}$ Monitoring Adjustment 55

Automatic Monitoring Annualisation 55

NO_2 Fall-off with Distance from the Road 56

Appendix D: Supporting Information Charts 60

Appendix E: Monitoring Locations 64

Glossary of Terms 69

References 70

List of Tables

Table 1.1 – Summary of Air Quality Objectives in Scotland 1

Table 2.1 – Declared Air Quality Management Areas 2

Table 2.2 – Progress on Measures to Improve Air Quality 5

Table A.1 – Details of Automatic Monitoring Sites 22

Table A.2 – Details of Non-Automatic Monitoring Sites 23

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3) 32

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3) 33

Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200 µg/m^3 40

Table A.6 – Annual Mean PM_{10} Monitoring Results (µg/m^3) 41

Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50 µg/m^3 42

Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results (µg/m^3) 43

Table B.1 – NO_2 2024 Monthly Diffusion Tube Results (µg/m^3) 45

Table C.1 – Bias Adjustment Factor 54

Table C.2 – Diffusion Tube Annualisation Summary (concentrations presented in µg/m^3) 57

Table C.3 – Local Bias Adjustment Calculations 58

Table C.4 – Combined Local Bias Adjustment Factor Calculation (Roadside) 59

List of Figures

Figure D.1: Trend in NO_2 Annual Mean Concentration (µg/m^3) Continuous Monitoring Sites 2020-2024 60

Figure D.2: Trend in NO_2 Annual Mean Concentration (µg/m^3) Continuous Monitoring Sites 2020-2024 60

Figure D.3: De-seasonalised NO_2 trends at each Continuous Monitoring Site 2020-2024 61

Figure D.4: Map of the Low Emission Zone (LEZ) in Aberdeen city centre 61

Figure D.5: Trend in PM_{10} Annual Mean Concentration (µg/m^3) at each Continuous Monitoring Sites 2020-2024 62

Figure D.6: Trend in PM_{10} Annual Mean Concentration (µg/m^3) at each Continuous Monitoring Sites 2020-2024 62

Figure D.7: De-seasonalised PM_{10} trends at each Continuous Monitoring Site 2020-2024 63

Figure E. 1: Aberdeen City AQMAs and Automatic Monitoring Locations 64

Figure E. 2: Aberdeen City-wide diffusion tube locations, separated into Plates 1-7 64

Figure E. 3: Plate 1 – Diffusion tube locations, Dyce 65

Figure E. 4: Plate 2 – Diffusion tube locations, Bucksburn 65

Figure E. 5: Plate 3 – Diffusion tube locations, Seaton/Kittybrewster 66

Figure E. 6: Plate 4 – Diffusion tube locations, City Centre 66

Figure E. 7: Plate 5 – Diffusion tube locations, Torry 67

Figure E. 8: Plate 6 – Diffusion tube locations, Cove 67

Figure E. 9: Plate 7 – Diffusion tube locations, Anderson Drive 68

1 Local Air Quality Management

This report provides an overview of air quality in Aberdeen City during 2024. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Progress Report (APR) summarises the work being undertaken by Aberdeen City Council to improve air quality and any progress that has been made.

Table 1.1 – Summary of Air Quality Objectives in Scotland

Pollutant	Air Quality Objective Concentration	Air Quality Objective Measured as	Date to be Achieved by
Nitrogen dioxide (NO_2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
Nitrogen dioxide (NO_2)	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10})	50 µg/m^3, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
Particulate Matter (PM_{10})	18 µg/m^3	Annual mean	31.12.2010
Particulate Matter ($PM_{2.5}$)	10 µg/m^3	Annual mean	31.12.2021
Sulphur dioxide (SO_2)	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
Sulphur dioxide (SO_2)	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
Sulphur dioxide (SO_2)	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m^3	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m^3	Running 8-Hour mean	31.12.2003

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority must prepare publish and implement an Air Quality Action Plan (AQAP) within the shortest possible time and no later than 12 months of the date of AQMA Designation Order. The AQAP must set out measures the local authority intends to put in place in pursuit of the objectives within the shortest possible time. Measures should be provided with milestones and a final date for completion. The action plan itself should have a timescale for completion and for revocation of the AQMA. Where measures to reduce air pollution may require a longer timescale an action plan shall be reviewed and republished within five years of initial publication and then five-yearly thereafter.

A summary of AQMAs declared by Aberdeen City Council can be found in Table 2.1 . Further information related to declared or revoked AQMAs, including maps of AQMA boundaries are available online at the AQMA webpage.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Pollutants and Air Quality Objectives	City / Town	Description	Action Plan
City Centre	NO_2 annual mean PM_{10} annual mean & 24 hour mean	Aberdeen	Declared 2001, extended in 2003. PM_{10} included in 2005 & 2011. Amended 2018. An area encompassing several properties Union St, King St, Market St, Holburn St and Victoria Road.	Air Quality Action Plan 2011
Anderson Drive	NO_2 annual mean PM_{10} annual mean	Aberdeen	Declared in 2008, amended 2011 and 2018. Pockets of exceedances at residential properties along Anderson Drive and Auchmill Road.	Air Quality Action Plan 2011

Wellington Road	NO_2 annual mean PM_{10} annual mean & 24 hour mean	Aberdeen	Declared 2008. Residential properties along Wellington Road (Queen Elizabeth II Bridge to Balnagask Rd)	Air Quality Action Plan 2011

The Anderson Drive and Wellington Road AQMAs were reviewed in 2024 and the decision was taken to revoke both areas, due to improving air quality and continued compliance with the objective levels for NO_2 and PM_{10}. Both AQMAs were officially revoked on 1 February 2025.

The City Centre AQMA was also reviewed in 2024, with the decision taken to remove the PM_{10} annual mean and 24-hour mean from the order, due to continued compliance with the objective levels. This amendment was brought into force on 1 February 2025.

The City Centre AQMA remains valid for the NO_2 annual mean objective.

2.3 Implementation of Air Quality Action Plan(s) and/or measures to address air quality

In order to ensure that local authorities implement the measures within an action plan by the timescales stated within that plan, the Scottish Government expects authorities to submit updates on progress through the APR process. Aberdeen City Council has taken forward a number of measures within the action plan during the current reporting year of 2024 in pursuit of improving local air quality and meeting the air quality objectives within the shortest possible time. Details of all measures completed, in progress or planned are set out in Table 2.2. More detail on these measures can be found in the air quality Action Plan relating to each AQMA.

Key completed measures for this reporting year are:

- Enforcement of LEZ scheme – reduction of non-compliant traffic in the City Centre AQMA
- Continued delivery of additional cycle parking facilities and bicycle maintenance stations
- Continued roll-out of EV charging points

- Continued delivery of a travel behaviour change programme, including I Bike Schools and I Bike Communities programmes, which look to improve cycling levels amongst school children and in surrounding communities
- Work continues on the development of a revised Local Transport Strategy and a Regional Active Travel Network for future implementation. Development of the Business Case for Aberdeen Rapid Transit (ART), envisaged as a high-speed high-capacity mass transit solution for the region, is also continuing.

Aberdeen City Council expects the following measures to be completed over the course of the next reporting year:

- Completion of Strategic Car Parking Review
- Completion of second phase of residential cycle parking in high-density areas
- Adoption of revised Council Travel Plan
- Regional EV Procurement Exercise
- Ongoing expansion of the Aberdeen Car Club and EV Charging network

Aberdeen City Council has identified the following new measures since the last reporting year:

- A school streets pilot to evaluate if this could be a scalable exercise to reduce pollution and vehicular congestion at the school gates
- A comprehensive and pro-active travel behaviour exercise with all schools to implement measures to facilitate more sustainable travel on the school journey

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Expected/Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
1.1	Increase bus use	Alternatives to private vehicle use	Ongoing	Aberdeen City Council	Ongoing	SG & Nestrans Grant funded	Bus Priority Infrastructure and city centre traffic management measures	Bus priority infrastructure installed together with other complimentary traffic management measures.	Local opposition
1.2	Improve cycling and walking provision	Alternatives to private vehicle use	Ongoing	Aberdeen City Council	Ongoing enforcement	Fully funded by SG Grant for Implementation. Self-financing on an ongoing basis	Commencement of enforcement of LEZ – 01 June 2024 3rd phase of residential cycle parking project in progress	Central Union Street works ongoing and bus priority implemented in city centre Ongoing	Local opposition
1.3	Travel Plans	Promoting travel alternatives	Ongoing	Aberdeen City Council	Ongoing	Internal funding	Staff Travel Plan consultation completed	Work Ongoing	May be resistance to plan if not properly explained
1.4	Improve public awareness of air quality issues	Public Information	Ongoing	Aberdeen City Council,	Ongoing	SG Grants	Marketing Campaign undertaken in 2024	Ongoing	
1.5	Car Clubs/Carpool Schemes	Promoting low emission transport	Ongoing	Aberdeen City Council	Ongoing	SG Grants	Ongoing	Ongoing	

1.6	Rail Improvements	Alternatives to private vehicle use	Ongoing	Nestrans, SG	Ongoing	Partly Funded (Nestrans, SG, City Region Deal – typically annual)	Ongoing	Ongoing	New rail stations will be extremely costly and challenging to deliver.
1.7	Rail Freight	Freight and delivery management	Ongoing	Nestrans, SG	Ongoing	Partly funded	Ongoing	Ongoing	Progression dependant on Transport Scotland's Aberdeen to Central Belt improvement project.
2.1	Green vehicle procurement and fuel/charging infrastructure	Promote low emission transport	Ongoing	ACC, SG	Ongoing	Partly funded (ACC, SG – typically annually)	Ongoing	Ongoing	
2.2	Emissions Testing and Idling Enforcement	Public Information	Ongoing	ACC	Ongoing	Not funded	Ongoing	Ongoing	
2.3	Taxis	Vehicle Fleet efficiency	Ongoing	Transport Scotland	Ongoing	Fully funded (Transport Scotland – annually)	Ongoing	Ongoing	Taxi fleet is still to be fully upgraded
2.4	Low Emission Zone	Environmental Permits	Ongoing	ACC, Transport Scotland	Ongoing	Self-funded through PCN charges	Ongoing	Ongoing	Still some public resistance to the LEZ
3.1	Road Building/Junction Alterations	Transport Planning and infrastructure	Ongoing	ACC, Transport Scotland, Nestrans	Ongoing	Partially funded (ACC, Transport Scotland, Nestrans – typically annually)	Ongoing	Ongoing	
4.1	Intelligent Transport System (ITS)	Traffic Management	Ongoing	ACC, Transport Scotland, Nestrans	Ongoing	Partially funded (ACC, Transport Scotland, Nestrans – typically annually)	Ongoing	Ongoing	

4.2	High Occupancy Vehicle (HOV) Lane	Traffic Management	Complete	ACC	Complete	Not funded	Studies indicated that HOV lanes would not be appropriate.	Complete	
4.3	Freight and Commercial Vehicle Access	Freight and delivery management	Ongoing	ACC	Ongoing	Not funded	2025 - Completion of Union Street Central Streetscape Improvements	Ongoing	Challenges around accommodating competing demands within finite and busy urban space
5.1	Produce Planning Guidance	Policy guidance and development control	Ongoing	ACC	Ongoing	Not funded (Not required)	Adoption of a new Aberdeen Local Development Plan with supporting guidance on Transport and Accessibility and Air Quality	Ongoing	
5.2	Integration of AQAP with LTS and RTS	Policy guidance and development control	Ongoing	ACC	Ongoing	Not funded (not required)	LTS and associated AQAP currently being revised	Ongoing	
5.3	Integration of AQAP with Health and Transport Action Plan (HTAP)	Policy guidance and Development Control	Ongoing	ACC, Nestrans NHSG	Ongoing	Not funded (not required)	Ongoing	Ongoing	
5.4	Roads Hierarchy	Transport Planning and infrastructure	Complete	ACC	Complete	Fully Funded (Nestrans annually)	Formal programme of road reclassification approved in 2020	Complete	
5.5	Car Parking Policies	Policy guidance and development control	Ongoing	ACC	Ongoing	Partially funded (Nestrans annually)	Car Parking Framework being progressed	Ongoing	
5.6	National Lobbying	Transport planning and infrastructure	Ongoing	ACC, Nestrans, Transport Scotland	Ongoing	Partially funded (Transport Scotland annually)	Grants for carbon reduction and LEZ compliance for buses, taxis and HGV's	Ongoing	Challenges around wider public acceptability of some policies

							Grants available for home and workplace EV charging facilities through Energy Saving Trust		

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

This section sets out what monitoring has taken place and how local concentrations of the main air pollutants compare with the objectives.

Aberdeen City Council undertook automatic (continuous) monitoring at six sites during 2024. Table A.1 in Appendix A shows the details of the sites. National monitoring results are available at the Air Quality in Scotland website.

Maps showing the location of the monitoring sites are provided in Appendix E. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

The Union Street and Market Street continuous monitoring sites are on busy city centre roads and are representative of population exposure for NO_2, PM_{10} and $PM_{2.5}$. Union Street is the city's main street with a number of shops and restaurants on the ground level and some commercial premises and flats on the 1st, 2nd and 3rd floors. Almost all the city's bus routes pass along at least part of Union Street and the inside lane of both sides of the road are designated bus lanes. Bus priority measures were installed in June 2022 between the Bridge Street and Market Street junctions of Union Street allowing access to local buses, cycles and emergency vehicles only. In August 2023, additional bus priority measures were introduced within the City Centre AQMA on Bridge Street, Guild Street and Market Street.

Market Street is adjacent to Aberdeen North Harbour and has a high proportion of HGVs travelling between the north-east of Scotland, the Harbour and locations to the south of Aberdeen. The street is used by pedestrians travelling to the city centre from residential properties to the south of the river Dee, visiting the Union Square retail park (which includes the bus and train stations) and people working around the Harbour area. There

are a small number of 1st, 2nd and 3rd floor flats. Emissions from Aberdeen North Harbour also contribute to the pollution on Market Street.

The Anderson Drive site is 4m from the kerb and is not representative of population exposure as residential properties are set back 10-20m from the kerb. Similarly, the site at Wellington Road is around 3-4m closer to the kerb than residential properties in the area. The nearest properties are 10m from the King Street site, however the location is typical of flatted properties close to the kerb at other locations on King Street. Errol Park is representative of typical residential properties close to the city centre but not adjacent to a major road and provides urban background data.

The automatic monitoring sites at Union Street, Market Street, Wellington Road and Anderson Drive are located within AQMAs.

The King Street site is not located within an AQMA but is relatively close to the city centre in an area of high traffic flow.

3.1.2 Non-Automatic Monitoring Sites

Aberdeen City Council undertook non-automatic (passive) monitoring of NO_2 at 60 sites during 2024. Table A.2 in Appendix A shows the details of the sites.

Maps showing the location of the monitoring sites are provided in Appendix E and at www.scottishairquality.scot/latest. Further details on Quality Assurance/Quality Control (QA/QC) and bias adjustment for the diffusion tubes are included in Appendix C.

Diffusion tubes on Market Street, Union Street, Bridge Street and the majority of those on Holburn Street and King Street within the city centre are at building façade and are representative of population exposure. Some of the tubes out with the city centre are at roadside locations with the façade of the nearest relevant property 5-20m back from the roadside.

3.1.3 Other Monitoring Activities

There were no other monitoring activities undertaken during 2024.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for annualisation and bias. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 in Appendix A compares the ratified monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3 at automatic monitoring sites.

Table A.4 in Appendix A compares the adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3 at non automatic monitoring sites.

For diffusion tubes, the full 2024 dataset of monthly mean values is provided in Appendix B.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200 µg/m^3, not to be exceeded more than 18 times per year.

There are 6 continuous monitoring sites measuring NO_2 levels in Aberdeen City. Monitoring locations are shown in Figure D.1: Trend in NO_2 Annual Mean Concentration (µg/m^3) Continuous Monitoring Sites 2020-2024.

Monitored NO_2 levels at all automatic monitoring sites continue to be below the annual mean air quality objective of 40 µg/m^3. The trend in NO_2 levels over the last 5 years is shown in Figure D.1: Trend in NO_2 Annual Mean Concentration (µg/m^3) Continuous Monitoring Sites 2020-2024. NO_2 levels have been decreasing since 2015, and levels at all automatic monitoring sites have been below the objective level since 2018. The graph in Figure D.2: Trend in NO_2 Annual Mean Concentration (µg/m^3) Continuous Monitoring Sites 2020-2024 shows the annual average concentration at each automatic monitoring location since 2020.

The graph in Figure D.3: De-seasonalised NO_2 trends at each Continuous Monitoring Site 2020-2024 plots the overall de-seasonalised trend at all sites from 2020.

Automatic monitoring of NO_2 at Anderson Drive required to be annualised due to poor data capture, caused by equipment breakdown. Details of the annualisation process are in Appendix C.

In relation to diffusion tubes, duplicate and triplicate tube monitoring locations were assessed for precision using the precision accuracy bias spreadsheet available on the SAQD website. Adjustments made, due to poor precision, are detailed in Table C.4, Appendix C.

No new diffusion tube locations were introduced in 2024.

Diffusion tube DT18 was removed due to difficulties in obtaining a secure location. A new location was identified at the end of the study period, which will be included in the 2025 report. DT70, DT71, DT72, DT75 and DT85 have been included the city survey since 2017 as part of monitoring prior to the operation of an energy from waste facility in the locale. The facility became fully operational in 2023, and no change in monitoring results at these locations has occurred thorughout the monitoring period. The decision was therefore taken to remove these tubes from the city survey in June/July 2024, providing only 5 or 6 periods of data. Due to low data capture from all 6 diffusion tubes, the data has therefore been annualised for these locations. Details of the annualisation process are in Appendix C.

There has been one measured exceedance (43.2 µg/m^3) of the annual mean air quality objective of 40 µg/m^3 , at DT93. This site is located on Bridge Street, a busy city centre street, at façade. This is within the City Centre AQMA. The closure of central Union Street to allow for active travel improvements and urban realm upgrades has resulted in permitted traffic – and several main bus routes – being rerouted along Bridge Street. Also, the street is naturally on an incline, and these rerouted vehicles idling waiting for traffic light changes could account for this increase in NO^2 measured since 2023. This location was previously above the objective in 2022, when the measured level was 48 µg/m^3. Another site, DT102, located further south, on the opposite side of Bridge Street, where traffic is moving downhill, also previously exceeded the objective level in 2022, but measured 32.4 µg/m^3 in 2024.

DT9, a location of previous exceedance along another busy city centre road, Market Street, remained under the objective level and decreased slightly on 2023's measurement, to 30.5 µg/m^3.

The city centre low emission zone (LEZ) was introduced in May 2022 and enforcement commenced from 1 June 2024, with drivers of non-compliant vehicles entering the zone being fined. A map of the Aberdeen LEZ is provided in Figure D.4. Data will require to be monitored over a longer period, however early indications are that the LEZ is another contributing factor to continued improvements to NO_2 levels within the City Centre AQMA.

Although there has been no data capture at the Anderson Drive continuous air quality monitoring station since June, in the 20 years the station has been operational, there has been no exceedance of the NO_2 air quality objective recorded. Annual mean concentrations of NO_2 have progressively reduced over the last 7 years and are substantially below the air quality objectives. Non-continuous monitoring locations (DT8, DT45, DT98 and DT100) in the Anderson Drive AQMA also returned measurements well below the objective level, and continued the downward trend seen since 2018. The 1-hour NO_2 concentration of $200ugm^{-3}$ (not to be exceeded more than 18 times per year) has not been exceeded on any occasion. All this data provides assurance that revoking the Anderson Drive AQMA is the correct course of action.

Similarly, no exceedance of any of the NO_2 air quality objectives have been recorded at the Wellington Road continuous air quality monitoring station since 2016. Non-continuous monitoring locations within the Wellington Road AQMA (DT6, DT7 and DT36) also all returned results comfortably under the objective level, and continued the downward trend seen since 2016. Annual mean concentrations of NO_2 have progressively reduced over the last 7 years and have been substantially below the air quality objectives since 2020. The 1-hour NO_2 objective of $200ugm^{-3}$ (not to be exceeded more than 18 times per year) has not been exceeded on any occasion. Again, the combined data provided further evidence to justify the revocation of the Wellington Road AQMA.

Urban background monitoring locations continued to measure very low amounts of NO^2 (under 10 ugm^{-3} at DT14, DT64, DT71, DT72 and DT103) and consideration towards their continued inclusion in the city survey will be taken in 2025.

Generally, levels recorded in 2024 are marginally lower than the previous year – a trend that has continued now for several years.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 18 µg/m^3.

Corrected (correction factor of 0.909) and uncorrected results are reported, in accordance with the Equivalence study to investigate particulate matter monitoring in Scotland using the Fidas 200, published by Ricardo Energy & Environment for the Scottish Government in May 2023.

There are 6 continuous monitoring sites measuring PM_{10} levels in Aberdeen City. Monitoring locations are shown in Figure E. 1.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50 µg/m^3, not to be exceeded more than seven times per year.

No exceedances of the annual mean or 24-hour mean objective were recorded at any of the continuous monitoring sites. Concentrations at measurement locations across the city are comparable to annual monitoring data since 2016. Roadside measurements are similar to urban background levels measured at Erroll Park.

The trend over the last 5 years is shown in Figure D.7. The graph in Figure D.6 shows the annual average PM_{10} annual levels measured at each automatic site since 2020.

The graph in Figure D.7, plots the overall de-seasonalised trend at all sites from 2019.

All three AQMAs in Aberdeen City – City Centre, Anderson Drive and Wellington Road – were reviewed in 2024, and the decision was taken to proceed with the revocation process of both Anderson Drive and Wellington Road AQMAs. The City Centre AQMA was also amended to remove the PM_{10} annual mean and 24-hour mean from the order, due to improving air quality and continued compliance with the objective levels. All three changes came into force on 1 Ferbuary 2025.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A compares the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years with the air quality objective of 10 µg/m^3.

Corrected (correction factor of 1.06) and uncorrected results are reported, in accordance with the Equivalence study to investigate particulate matter monitoring in Scotland using the Fidas 200, published by Ricardo Energy & Environment for the Scottish Government in May 2023.

There are 6 continuous monitoring sites measuring $PM_{2.5}$ levels in Aberdeen City. No exceedances of the annual mean were recorded at any of the continuous monitoring sites. No exceedances of the objective have been recorded at any site since 2016.

3.2.4 Sulphur Dioxide (SO_2)

No monitoring of sulphur dioxide was carried out in 2024 as previous assessments did not predict a likelihood of exceedance of the objectives and there has been no significant change in local emissions.

3.2.5 Carbon Monoxide, Lead and 1,3-Butadiene

No monitoring of Carbon Monoxide, Lead and 1,3-Butadiene was carried out in 2024 as previous assessments did not predict a likelihood of exceedances of the objectives and there has been no significant change in local emissions.

4 New Local Developments

4.1 Road Traffic Sources

Union Street Central Upgrading Works

Major works upgrading the Union Street Central area – between Market Street and Bridge Street – to include more pavement space and dedicated cycle lanes along the main street in the city centre commenced in April 2024. Eligible traffic – including most major bus routes through the city centre – has been rerouted down Market Street, along Guild Street, back up Bridge Street, before rejoining Union Street during the road closure to allow for the works. These works are the largest upgrade to Union Street in decades, and are expected to complete in spring 2026. This section of Union Street will thereafter be open to pedestrians, bicycles, local buses and taxis, with limited service access for deliveries.

4.2 Other Transport Sources

Other transport sources include:

- Airports
- Locations where diesel or steam trains are regularly stationary for periods of 15 minutes or more, with potential for relevant exposure within 15m
- Locations with a large number of movements of diesel locomotives, and potential long-term relevant exposure within 30m
- Ports for shipping

There were no new transport sources in Aberdeen City in 2024.

4.3 Industrial Sources

Industrial Sources include:

- **Industrial installations**: new or proposed installations for which an air quality assessment has been carried out
- **Industrial installations**: existing installations where emissions have increased substantially, or new relevant exposure has been introduced

- **Industrial installations**: new or significantly changed installations with no previous air quality assessment. Major fuel storage depots storing petrol
- Petrol stations
- Poultry farms

The Scottish Environmental Protection Agency (SEPA) are the licensing and enforcement authority for different types of industrial installation and have identified the following new sources:

Authorisation No	Authorisation Level	Authorisation Activity	Status Date	Site
WML/L/5008461	WML	Waste - Other Waste Storage and Treatment Sites	09/12/2024	NORM Solutions, Greenwell Road, East Tullos Industrial Estate, Aberdeen, AB12 3AX

4.4 Commercial and Domestic Sources

Commercial and domestic sources include:

- Biomass combustion plant – individual installations
- Areas where the combined impact of several biomass combustion sources may be relevant
- Areas where domestic solid fuel burning may be relevant
- Combined Heat and Power (CHP) plant

There were no new commercial and domestic sources in Aberdeen City in 2024.

4.5 New Developments with Fugitive or Uncontrolled Sources

New Source in 2024	Detail
Landfill sites	No new sources in 2024
Quarries	No new sources in 2024
Waste transfer stations etc.	No new sources in 2024
Unmade haulage roads on industrial sites	No new sources in 2024
Other potential sources of fugitive particulate matter emissions.	No new sources in 2024

5 Planning Applications

This section identifies any major planning applications under consideration in 2024 that might affect air quality with a summary detailed in Table 5.1. Details of planning application can be viewed on the Aberdeen City Council website.

Table 5.1: Planning Applications in 2024 that may affect Air Quality

Planning Application	Application No.	Air Quality Impacts
Industrial and Commercial Energy Transition Development on land around Aberdeen South Harbour	231371	The detailed planning application was approved in 2024. The application is for an energy Transition Zone including mixed developments comprising of approx. 55,000 sqm of land for business, general industrial, storage and distribution usage, along with associated provision of road infrastructure and active travel connections. Environmental Health requested the submission of an Air Quality Impact Assessment to assess the air quality impacts during the construction and operational phase of the proposal due to potential changes in road traffic movements associated with the cumulative developments and the Proposed Development itself. Emissions during the construction phase, including the site development, HGV movements, staff arrival/departure and vans delivering goods were predicted to have a negligible impact on air quality. Similarly, detailed dispersion modelling of the operational phase predicted the increase in traffic on the local network will have a negligible impact on air quality in the area.

6 Conclusions and Proposed Actions

6.1 Conclusions from New Monitoring Data

Data from all continuous automatic monitoring sites was below the NO_2 annual mean objective of 40 µg/m^3. NO_2 levels at all automatic monitoring sites have been below the objective level since 2018. Trends in NO_2 levels suggest that air quality continues to improve across the city.

There was a single exceedance of the NO_2 objective level at one non-automatic monitoring location in the city centre. All other 59 locations recorded measurements below the NO_2 annual mean objective of 40 µg/m^3.

There were no exceedances of the NO_2 one hour mean objective at any of the automatic sites. Diffusion tube data also recorded no sites with an annual mean >60ugm^{-3}, suggesting exceedances of the 1-hour objective were very unlikely across the city.

The annual mean and 24-hour PM_{10} objectives were met at all monitoring locations and the concentrations at measurement locations across the city are comparable to annual monitoring data since 2016.

No exceedances of the $PM_{2.5}$ annual mean were recorded at the 6 continuous monitoring sites.

Due to continued improvements in air quality and compliance with objectives across a number of years, the revocation process for the Anderson Drive and Wellington Road AQMAs commenced in 2024. Both AQMAs were revoked on 1 February 2025.

The City Centre AQMA was also amended to remove the PM_{10} annual mean and 24-hour mean from the order, due to continued compliance with the objective levels. This came into force on 1 February 2025.

The City Centre AQMA remains valid for the NO_2 annual mean objective. Traffic management changes established in 2023 have resulted in a significant improvement in air quality at city centre locations, and it is anticipated further improvement will be observed with the enforcement of the LEZ. Monitoring will continue to determine whether

the objective continues to be met in future years and if revocation of the AQMA should be considered.

6.2 Conclusions relating to New Local Developments

The upgrading works to Union Street in the city centre – coupled with traffic movement restrictions implemented in 2022 and 2023 – have significantly reduced traffic flow and improved air quality across the core city centre area. Once reopened, what was once a main thoroughfare for traffic, only eligible traffic will be permitted access, which will continue to support improvements in air quality. There were no other new developments likely to affect air quality.

6.3 Proposed Actions

1. Revoke the Anderson Drive and Wellington Road AQMAs and amend the City Centre AQMA.
2. Review monitoring within the current AQMAs in light of the revocations and amendment.
3. Continued implementation of the Actions within the Air Quality Action Plan 2011.
4. Complete consultation on the updated Air Quality Action Plan.
5. Publish the updated Air Quality Action Plan.
6. Report on the first full year since enforcement of the LEZ commenced and review outcomes.
7. Review non-continuous monitoring locations, and consider removal of consistently low measured diffusion tube locations.
8. Submit the next air quality Annual Progress Report.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
CM1	Union Street	Roadside	X393656	Y805967	PM_{10}, $PM_{2.5}$ NO_2 (NO, NO_x)	YES City Centre	Fidas 200 Chemiluminescence	2	2	2.5
CM2	Market Street	Roadside	X394560	Y805677	PM_{10}, $PM_{2.5}$ NO_2 (NO, NO_x)	YES City Centre	Fidas 200 Chemiluminescence	0	2	1.5
CM3	Anderson Drive	Roadside	X392506	Y804186	PM_{10}, NO_2 (NO, NO_x)	YES Anderson Drive	Fidas 200 Chemiluminescence	10	6	1.5
CM4	Wellington Road	Roadside	X394395	Y804779	PM_{10}, $PM_{2.5}$ NO_2 (NO, NO_x)	YES Wellington Road	Fidas 200 Chemiluminescence	5	4	1.5
CM5	King Street	Roadside	X394333	Y808770	PM_{10}, $PM_{2.5}$ NO_2 (NO, NO_x)	NO	Fidas 200 Chemiluminescence	10	3	1.5
CM6	Erroll Park	Urban Background	X394365	Y807396	PM_{10}, $PM_{2.5}$, O_3, NO_2 (NO, NO_x)	NO	Fidas 200 Chemiluminescence	N/A	N/A	1.5

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.2 – Details of Non-Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a Continuous Analyser?	Tube Height (m)
DT4	38 Ellon Rd	Roadside	394652	809714	NO2	NO	7	3	N	2.3
DT5	520 King St	Roadside	394236	808066	NO2	NO	9	0.1	N	2.6
DT6	86 Victoria Rd Torry	Roadside	394764	805197	NO2	NO	0	3	N	2.3
DT7	Wellington Rd/Kerloch Pl	Roadside	394411	804407	NO2	YES Wellington Rd	0	3	N	2.4
DT8	107 Anderson Dr	Roadside	392337	804340	NO2	YES Anderson Dr	14	3	N	2.3
DT9	39 Market St	Roadside	394264	806146	NO2	YES City Centre	0	3	N	2.1
DT10	184 Market St	Roadside	394530	805708	NO2	YES City Centre	0	3	N	2.6
DT11	105 King St	Roadside	394406	806637	NO2	YES City Centre	0	3	N	2.2

DT12	40 Union St	Roadside	394285	806285	NO2	YES City Centre	0	3	N	2.4
DT13	Music Hall, Union St	Roadside	393777	806030	NO2	YES City Centre	0	6	N	2.6
DT14	Dyce Primary Gordon Ter	Urban background	389046	812794	NO2	NO	N/A	N/A	N	2
DT16	1 Trinity Quay	Roadside	394336	806097	NO2	YES City Centre	0	5	N	2.5
DT18	14 Holburn St	Roadside	393305	805734	NO2	YES City Centre	0	3	N	2.6
DT19	468 Union St	Roadside	393386	805826	NO2	YES City Centre	0	3	N	2.4
DT20	212 King St	Roadside	394400	806842	NO2	NO	0	4	N	2.3
DT21	26 King St	Roadside	394449	806453	NO2	YES City Centre	0	4	N	2.4
DT22	104 King St	Roadside	394425	806634	NO2	YES City Centre	0	4	N	2.3

DT25	21 Holburn St	Roadside	393332	805748	NO2	YES City Centre	0	3	N	2.4
DT29	469 Union St	Roadside	393400	805811	NO2	YES City Centre	0	3	N	2.4
DT30	335 Union St	Roadside	393619	805919	NO2	YES City Centre	0	5	N	2.5
DT33	16 East North St	Roadside	394505	806531	NO2	YES City Centre	0	4	N	2.3
DT36	115 Menzies Rd/Wellington Rd	Roadside	394403	804799	NO2	YES Wellington Rd	14	4	N	2.4
DT39	819 Gt Northern Rd	Roadside	391293	809136	NO2	YES Anderson Dr	0	3	N	2.4
DT40	852 Fullerton Ct (facade)	Facade	391353	809158	NO2	YES Anderson Dr	0	7	N	2.5
DT41	852 Fullerton Ct (roadside)	Roadside	391352	809151	NO2	YES Anderson Dr	7	0.1	N	2.3
DT45	111 South Anderson Dr	Facade	392311	804349	NO2	YES Anderson Dr	0	13	N	1.9

DT47	Powis Terrace	Roadside	393368	807511	NO2	NO	5	0.1	N	2.5
DT49	142 Gt. Northern Road	Roadside	392969	808460	NO2	NO	11	3	N	2.4
DT63	93 Berryden Road	Roadside	393034	807392	NO2	NO	11	2	N	2.4
DT64	102 Picktillum Place	Urban Background	393025	807828	NO2	NO	N/A	N/A	N	2.5
DT67	37 Inverurie Rd	Roadside	389756	809583	NO2	NO	6	3	N	2.5
DT70	Kirkhill Place Tullos Primary	Urban Background	395476	804452	NO2	NO	N/A	N/A	N	2.4
DT71	Tullos Hill	Urban Background	395431	803410	NO2	NO	N/A	N/A	N	2.6
DT72	North Loirston Souter Head Road Cove Allotments	Urban Background	394988	801940	NO2	NO	N/A	N/A	N	2.5
DT73	61 Skene Square	Facade	393458	806768	NO2	NO	0	6	N	2.4

DT74	5 Caroline Place	Roadside	393350	806922	NO2	NO	5	3	N	2.6
DT75	Pentland Close	Urban Background	395964	805132	NO2	NO	N/A	N/A	N	2.6
DT77	27 Skene Square	Roadside	393524	806701	NO2	NO	0	5	N	2.4
DT80	27 Rosemount Place	Roadside	393410	806674	NO2	NO	0	4	N	2.6
DT81	131 Rosemount Place	Roadside	393044	806537	NO2	NO	0	2	N	2.5
DT82	7 Virginia Street	Roadside	394466	806248	NO2	YES City Centre	0	8	N	2.5
DT85	Tullos Place	Urban Background	395216	804724	NO2	NO	N/A	N/A	N	2.4
DT88	31 St Clement St	Roadside	395118	806164	NO2	NO	0	1	N	2.4
DT90	4 Westburn Road	Facade	393290	806942	NO2	NO	N/A	3	N	2.5

DT91	155 Hutcheon Street	Facade	393367	806941	NO2	NO	N/A	2	N	2.5
DT92	52 Guild Street	Facade	394184	806001	NO2	YES City Centre	N/A	3	N	2.5
DT93	6 Bridge Street	Facade	393920	806049	NO2	YES City Centre	N/A	3	N	2.5
DT94	8 Midstocket Road	Facade	392607	806502	NO2	NO	N/A	2	N	2.4
DT95	283 Rosemount Place	Facade	392680	806500	NO2	NO	N/A	3	N	2.5
DT96	64 Skene Street	Facade	393543	806315	NO2	NO	N/A	3	N	2.4
DT97	73 Skene Street	Facade	393557	806309	NO2	NO	N/A	3	N	2.4
DT98	5 Anderson Drive	Roadside	391973	804775	NO2	YES Anderson Drive	3	2	N	2.4
DT99	36 Spring Gardens	Facade	394047	806909	NO2	NO	N/A	3	N	2.5

DT100	537 North Anderson Drive	Roadside	391441	808897	NO2	YES Anderson Drive	2	4	N	2.4
DT101	13 Manor Avenue	Roadside	391361	808923	NO2	NO	10	5	N	2.7
DT102	19 Bridge Street	Facade	393971	805996	NO2	YES City Centre	N/A	2	N	2.4
DT103	Northfield Swimming Pool	Urban Background	390796	808123	NO2	NO	N/A	N/A	N	2.3
DT104	134 South College St	Roadside	394170	805189	NO2	NO	3	2	N	2.4
DT105	69 Affleck St	Roadside	394096	805625	NO2	NO	1	2	N	2.5
DT106	37 Union St	Facade	394303	806270	NO2	YES City Centre	0	4	N	2.4
CL1	Union Street	Roadside	393656	805967	NO2	YES City Centre	2	2	Y	2.5
CL2	Market Street	Roadside	394560	805677	NO2	YES City Centre	0	2	Y	1.5

CL3	Anderson Drive	Roadside	392506	804186	NO2	YES Anderson Dr	10	6	Y	1.5
CL4	Wellington Road	Roadside	394395	804779	NO2	YES Wellington Rd	5	4	Y	1.5
CL5	King Street	Roadside	394333	808770	NO2	NO	10	3	Y	1.5
CL6	Erroll Park	Urban Background	394365	807396	NO2	NO	N/A	N/A	Y	3

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on/adjacent to the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
CM1	X393656	Y805967	Roadside		99.0	24	25	26.6	24.5	23.1
CM2	X394560	Y805677	Roadside		99.6	22	27	23.4	24.1	22.2
CM3	X392506	Y804186	Roadside		39.5	12	13	11.6	11.3	13
CM4	X394395	Y804779	Roadside		99.2	25	28	24.5	23.6	24.3
CM5	X394333	Y808770	Roadside		99.8	16	17	15.5	14.7	14.5
CM6	X394365	Y807396	Urban Background		99.6	N/A	21	16.5	14.7	13.9

Notes:

Exceedances of the NO_2 annual mean objective of 40 µg/m^3 are shown in bold.

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
DT4	394652	809714	Roadside		100	19	20	19	17.5	16.1
DT5	394236	808066	Roadside		100	20	20	20	16.9	16.8
DT6	394764	805197	Roadside		92	21	21	20	19.0	17.5
DT7	394411	804407	Roadside		100	22	23	21	20.4	18.4
DT8	392337	804340	Roadside		100	31	32	29	23.4	20.5
DT9	394264	806146	Roadside		100	**42**	**42**	38	32.8	30.5
DT10	394530	805708	Roadside		100	33	37	35	34.0	30.3
DT11	394406	806637	Roadside		100	34	32	37	33.2	32.3
DT12	394285	806285	Roadside		100	26	32	36	31.0	32.7
DT13	393777	806030	Roadside		100	22	25	27	24.9	23.3
DT14	389046	812794	Urban background		100	6	7	6	6.0	4.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
DT16	394336	806097	Roadside		100	27	34	31	29.2	24.6
DT18	393305	805734	Roadside	100	42	25	26	26	26.3	25.6
DT19	393386	805826	Roadside		100	27	26	28	25.9	22.8
DT20	394400	806842	Roadside		92	21	21	21	18.8	19.3
DT21	394449	806453	Roadside		100	23	24	26	23.4	26.0
DT22	394425	806634	Roadside		100	24	25	26	24.1	22.4
DT25	393332	805748	Roadside		100	26	22	25	26.6	26.0
DT29	393400	805811	Roadside		100	28	29	31	29.3	26.1
DT30	393619	805919	Roadside		100	24	24	29	26.8	24.6
DT33	394505	806531	Roadside		100	29	28	30	27.3	24.2
DT36	394403	804799	Roadside		100	29	30	29	28.4	27.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
DT39	391293	809136	Roadside		100	27	25	24	20.7	18.1
DT40	391353	809158	Facade		92	19	19	18	15.3	14.9
DT41	391352	809151	Roadside		100	27	24	24	24.0	17.8
DT45	392311	804349	Facade		100	16	17	15	15.5	16.1
DT47	393368	807511	Roadside		100	30	29	32	29.6	27.6
DT49	392969	808460	Roadside		92	22	22	20	18.9	17.1
DT63	393034	807392	Roadside		100	16	17	17	14.9	13.5
DT64	393025	807828	Urban Background		100	11	12	11	10.3	8.5
DT67	389756	809583	Roadside		100	21	21	21	20.3	17.5
DT70	395476	804452	Urban Background	100	50	10	12	11	11.9	10.5
DT71	395431	803410	Urban Background	100	50	7	8	7	7.0	7.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
DT72	394988	801940	Urban Background	100	50	5	6	5	5.0	5.2
DT73	393458	806768	Facade		100	29	30	29	23.8	21.5
DT74	393350	806922	Roadside		100	23	27	26	23.2	19.7
DT75	395964	805132	Urban Background	100	50	12	15	13	14.2	13.6
DT77	393524	806701	Roadside		100	27	23	27	24.9	19.8
DT80	393410	806674	Roadside		100	14	19	15	15.9	12.7
DT81	393044	806537	Roadside		100	16	15	20	19.6	17.3
DT82	394466	806248	Roadside		100	32	34	36	34.3	31.3
DT85	395216	804724	Urban Background	100	50	11	13	10	10.7	10.4
DT88	395118	806164	Roadside		100	29	26	29	27.1	27.4
DT90	393290	806942	Facade		100	20	19	17	16.5	13.8

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
DT91	393367	806941	Facade		100	36	30	31	28.9	25.0
DT92	394184	806001	Facade		100	n/a	n/a	38	31.9	30.7
DT93	393920	806049	Facade		100	n/a	n/a	**48**	35.5	43.2
DT94	392607	806502	Facade		100	n/a	n/a	19	18.4	17.8
DT95	392680	806500	Facade		100	n/a	n/a	18	16.7	14.6
DT96	393543	806315	Facade		100	n/a	n/a	17	17.5	15.5
DT97	393557	806309	Facade		100	n/a	n/a	20	20.0	16.8
DT98	391973	804775	Roadside		100	n/a	n/a	34	31.5	25.1
DT99	394047	806909	Facade		100	n/a	n/a	17	16.4	14.9
DT100	391441	808897	Roadside		100	n/a	n/a	17	15.0	12.9
DT101	391361	808923	Roadside		100	n/a	n/a	18	15.1	13.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
DT102	393971	805996	Facade		100	n/a	n/a	**48**	36.5	32.4
DT103	390796	808123	Urban Background		100	n/a	n/a	10	7.5	6.1
DT104	394170	805189	Roadside		75	n/a	n/a	n/a	20.8	18.9
DT105	394096	805625	Roadside		100	n/a	n/a	n/a	22.9	24.6
DT106	394303	806270	Facade		92	n/a	n/a	n/a	25.0	32.6

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☒ **Diffusion tube data has been bias adjusted.**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.**

Notes:

Exceedances of the NO_2 annual mean objective of 40 µg/m^3 are shown in bold.

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG(22) if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(3) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(4) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200 µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
CM1	X393656	Y805967	Roadside		99.0	0	0	0	0	0
CM2	X394560	Y805677	Roadside		99.6	0	0	0	0	0
CM3	X392506	Y804186	Roadside		39.5	0 (78)	0	0	0 (71.9)	0 (68)
CM4	X394395	Y804779	Roadside		99.2	0	0	0	0 (97.1)	0
CM5	X394333	Y808770	Roadside		99.8	0	0	0	0	0
CM6	X394365	Y807396	Urban Background		99.6	-	0 (82)	0	0	0

Notes:

Exceedances of the NO_2 1-hour mean objective (200 µg/m^3 not to be exceeded more than 18 times/year) are shown in bold.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.6 – Annual Mean PM_{10} Monitoring Results (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
CM1	X393656	Y805967	Roadside		100	10	11	13 (14.3)	12.9 (14.1)	12.3 (13.5)
CM2	X394560	Y805677	Roadside		100	10	11	12.7 (14)	11.9 (13.1)	12.0 (13.2)
CM3	X392506	Y804186	Roadside		99	9	9	10.1 (11.1)	9.4 (10.4)	9.2 (10.1)
CM4	X394395	Y804779	Roadside		99	14	12	10.6 (11.6)	12 (13.1)	11.2 (12.3)
CM5	X394333	Y808770	Roadside		100	11	12	13 (14.3)	12.1 (13.3)	11.7 (12.8)
CM6	X394365	Y807396	Urban Background		100	-	9.5	11.3 (12.4)	10.2 (11.2)	11.0 (12.1)

Notes:

Exceedances of the PM_{10} annual mean objective of 18 µg/m^3 are shown in bold.

All means have been "annualised" as per LAQM.TG(22), valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Corrected results as recommended by Ricardo for the Scottish Government report in brackets.

Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50 µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
CM1	X393656	Y805967	Roadside		100	0 (21)	0 (23)	2	2	0
CM2	X394560	Y805677	Roadside		100	0	0	4	1	0
CM3	X392506	Y804186	Roadside		99	0	0	1	0	0
CM4	X394395	Y804779	Roadside		99	0	0	0 (27)	0	0
CM5	X394333	Y808770	Roadside		100	0	0 (31)	3	3	2
CM6	X394365	Y807396	Urban Background		100	-	1 (21)	2	2	2

Notes:

Exceedances of the PM_{10} 24-hour mean objective (50 µg/m^3 not to be exceeded more than seven times/year) are shown in bold.

If the period of valid data is less than 85%, the 98.1st percentile of 24-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
CM1	X393656	Y805967	Roadside		100	5	6	7.1 (7.5)	6.6 (6.9)	6.6 (7.0)
CM2	X394560	Y805677	Roadside		100	5	5	6.4 (6.8)	5.7 (6.0)	6.1 (6.4)
CM3	X392506	Y804186	Roadside		99	-	5	5.6 (6.0)	5.1 (5.4)	5.2 (5.5)
CM4	X394395	Y804779	Roadside		99	6	6	5.2 (5.5)	5.6 (6.0)	5.8 (6.1)
CM5	X394333	Y808770	Roadside		100	6	6	6.5 (6.9)	5.8 (6.1)	5.9 (6.3)
CM6	X394365	Y807396	Urban Background		100	-	5	6 (6.3)	5.2 (5.5)	5.5 (5.8)

Notes:

Exceedances of the $PM_{2.5}$ annual mean objective of 10 µg/m^3 are shown in bold.

All means have been “annualised” as per LAQM.TG(22), valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Corrected results as recommended by Ricardo for the Scottish Government report in brackets.

Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO_2 2024 Monthly Diffusion Tube Results (µg/m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT4	394652	809714	27	31	21	15	16	16	17	20	16	25	25	25	21.2	16.1	n/a	
DT5	394236	808066	29	30	21	19.5	17	16	16.5	16	19	25	28.5	27.5	22.1	16.8	n/a	
DT6	394764	805197	26	16.5	30		35	17.5	19.5	15.5	25	21	21.5	25.5	23.0	17.5	n/a	
DT7	394411	804407	28	28	26	26	33	19	19	17	21	25	23	26	24.3	18.4	n/a	
DT8	392337	804340	18	35	39	25	23	22	22	5	32	33	32	38	27.0	20.5	n/a	
DT9	394264	806146	31	42	46.5	34.5	58.5	33	35	33.5	42	48.5	41	35.5	40.1	30.5	n/a	
DT10	394530	805708	45	52.5	51	42.5	48	18	31.5	30.5	42	35	39	44	39.9	30.3	n/a	
DT11	394406	806637	50	51	43	34	39	38	37	43.5	35.5	45.5	50.5	43.5	42.5	32.3	n/a	
DT12	394285	806285	42	47	41	41	48	38	37	36	44	47	51	44	43.0	32.7	n/a	
DT13	393777	806030	34	35	41	30	37	23	21	23	28	31	32	33	30.7	23.3	n/a	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT14	389046	812794	11	10	6	5	5	5	5	5	5	8	11	5	6.8	4.9	n/a	
DT16	394336	806097	32	45.5	43.5	29.5	48	23	24.5	24.5	29	31	29.5	29	32.4	24.6	n/a	
DT18	393305	805734	43	43.5	34.5			23	23						33.4	25.6	n/a	
DT19	393386	805826	36	40	35.5	27.5	34.5	15	21.5	20	37.5	27.5	32	33.5	30.0	22.8	n/a	
DT20	394400	806842	42		26.5	18.5	24	18.5	21.5	23	18	28.5	27.5	31	25.4	19.3	n/a	
DT21	394449	806453	31	35.5	34.5	26.5	37	27	30.5	54	27.5	35	35.5	36	34.2	26.0	n/a	
DT22	394425	806634	30	34	35	25	33.5	24.5	27.5	27	25.5	31.5	29.5	30.5	29.5	22.4	n/a	
DT25	393332	805748	31	40	45	32	52	22	28	26	36	35	31	32	34.2	26.0	n/a	
DT29	393400	805811	36	46	44	31	39	22	27	30	31	35	35	36	34.3	26.1	n/a	
DT30	393619	805919	37	41	39	29	37	22	26	27	28	34	33	35	32.3	24.6	n/a	
DT33	394505	806531	38	41	39.5	26.5	32	28.5	5	34	26	37	36.5	37.5	31.8	24.2	n/a	
DT36	394403	804799	34	38.5	47	36	55.5	27	31	25.5	42	33	31	33	36.1	27.5	n/a	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT39	391293	809136	28	32	27	19	26	19	18	20	22	23	28	24	23.8	18.1	n/a	
DT40	391353	809158		35	18	12	14	15	12	14	23	20	32	21	19.6	14.9	n/a	
DT41	391352	809151	35	25	19	18	21	22	19	23	14	28	26	31	23.4	17.8	n/a	
DT45	392311	804349	33	18	42	15	37	11	12	18	16	18	15	19	21.2	16.1	n/a	
DT47	393368	807511	42	45	46	33	40	26	26	34	31	34	38	40	36.3	27.6	n/a	
DT49	392969	808460	27	29	27	17	24	16	16	15		23	27	26	22.5	17.1	n/a	
DT63	393034	807392	20	25	22	14	20	12	13	13	14	18	20	22	17.8	13.5	n/a	
DT64	393025	807828	14	18	15.5	8.5	13	7	8	7.5	8	11	5	23.5	11.6	8.5	n/a	
DT67	389756	809583	27	28	28	20	27	18	18	16	24	20	25	25	23.0	17.5	n/a	
DT70	395476	804452	12	16	15.6	13.3	16.6	10							13.9	10.5	n/a	
DT71	395431	803410	13	9	10.6	8.3	12.3	4.6							9.6	7.3	n/a	
DT72	394988	801940	9	7.3	6.6	5.5	8	5							6.9	5.2	n/a	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT73	393458	806768	37	36	31	29	32	17	21	24	25	29	31	27	28.3	21.5	n/a	
DT74	393350	806922	27	33	34	24	36	20	19	19	26	21	26	26	25.9	19.7	n/a	
DT75	395964	805132	28	16.6	16	16	14.3	17.3							18.0	13.6	n/a	
DT77	393524	806701	32	40	29	22	27	19	18	21	22	27	27	29	26.1	19.8	n/a	
DT80	393410	806674	19	22	18	17	18	11	15	12	16	14	22	17	16.8	12.7	n/a	
DT81	393044	806537	27	36	25	18	23	17	15	19	19	22	26	26	22.8	17.3	n/a	
DT82	394466	806248	46	51	40.5	40.5	44.5	37	36	41	32.5	43	41.5	40	41.1	31.3	n/a	
DT85	395216	804724	16	13.3	16.6	14.6	21.6	9.3							15.2	10.4	n/a	
DT88	395118	806164	48	46	34	26	28	29	27	37	26	44	45	42	36.0	27.4	n/a	
DT90	393290	806942	18	26	23	16	27	13	12	12	18	19	17	17	18.2	13.8	n/a	
DT91	393367	806941	41	43	35	24	33	26	24	32	27	35	38	37	32.9	25.0	n/a	
DT92	394184	806001	37	43	51	37	58	33	34	35	39	44	34	40	40.4	30.7	n/a	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT93	393920	806049	48	59	58	39	63	51	48	61	52	71	74	58	56.8	43.2	n/a	
DT94	392607	806502	26	27	27	24	29	18	21	15	25	19	25	25	23.4	17.8	n/a	
DT95	392680	806500	26	27	20	13	18	15	16	16	16	21	24	19	19.3	14.6	n/a	
DT96	393543	806315	26	27	30	19	22	15	14	12	20	18	21	21	20.4	15.5	n/a	
DT97	393557	806309	25	31	25	19	28	16	17	16	21	22	22	24	22.2	16.8	n/a	
DT98	391973	804775	38	34	23	26	43	18	32	35	35	38	36	38	33.0	25.1	n/a	
DT99	394047	806909	23	23	23	18	24	14	16	14	18	20	20	22	19.6	14.9	n/a	
DT100	391441	808897	18	20	21	14	22	12	14	12	17	15	18	20	16.9	12.9	n/a	
DT101	391361	808923	22	21	19	15	21	13	14	10	18	17	18	22	17.5	13.3	n/a	
DT102	393971	805996	34	42	50	47	62	35	34	35	46	43	48	36	42.7	32.4	n/a	
DT103	390796	808123	11	10	11	6	11	5	6	6	7	9	8	10	8.3	6.1	n/a	
DT104	394170	805189	27	32	35			18	20	17	25		22	28	24.9	18.9	n/a	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT105	394096	805625	35	42	52	34	42	22	23	20	32	30	28	29	32.4	24.6	n/a	
DT106	394303	806270	39	51	46	39	50.5	35.5	38		39	48	47.5	39	43.0	32.6	n/a	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1**.

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☒ **Local bias adjustment factor used.**

☐ **National bias adjustment factor used.**

☐ **Where applicable, data has been distance corrected for relevant exposure in the final column.**

☒ **Aberdeen City Council confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**.

Notes:

Exceedances of the NO_2 annual mean objective of 40 µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Aberdeen City Council During 2024

Aberdeen City Council has not identified any new sources relating to air quality within the reporting year of 2024.

Additional Air Quality Works Undertaken by Aberdeen City Council During 2024

Aberdeen City Council has not completed any additional works within the reporting year of 2024.

QA/QC of Diffusion Tube Monitoring

Diffusion tube monitoring is carried out in accordance with the procedures contained in the guidance 'Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance for Laboratories and Users' and LAQM.TG-August- 22-v1.0.

All tubes, other than those co-located at the continuous analysers are attached to lampposts/downpipes at a height of approximately 2 meters above ground level and exposed for 4 to 5 weeks in line with the Defra calendar of exposure periods.

Co-located tubes are in triplicate close to the analyser air intake. All exposure times are recorded. Unexposed field samples are submitted to the laboratory with each batch of exposed tubes.

Diffusion tubes are provided by Gradko International and analysed by Aberdeen City Council's Scientific Services Laboratory. The preparation technique is 20% tri-ethanolamine in water.

Aberdeen Scientific Services Laboratory is UKAS accredited for the analysis of diffusion tubes.

UKAS completed their annual assessment of the laboratory in January 2025 to ensure laboratory guidance is being implemented. No problems were identified.

The laboratory participates in the Laboratory of the Government Chemist (LGC) AIR PT scheme. During 2023 the Laboratory participated in all available rounds and all results submitted were satisfactory (z-score < ±2).

The laboratory also participates in the nitrogen dioxide "inter comparison" exercise, managed by the National Physical Laboratory. During 2024, the Laboratory participated in all available rounds. The annual summary (produced by AEA Energy & Environment) has not yet been released for 2024, however the previous report indicated that all results were classified as "Good".

Diffusion Tube Annualisation

Annualisation of data was carried out in accordance with LAQM (TG22), where data capture was less than 75% but greater than 25% for the following diffusion tube locations in 2024:

- Diffusion tube DT18
- Diffusion tube DT70
- Diffusion tube DT71
- Diffusion tube DT72
- Diffusion tube DT75
- Diffusion tube DT85

Two urban background continuous monitoring sites that form part of the national monitoring network have been used to carry out annualisation of the diffusion tube site:

- Aberdeen Erroll Park
- Dundee Mains Loan

Mains Loan is within a 55-mile radius of the monitoring locations in Aberdeen. There are no other background monitoring sites available. Valid data capture for Erroll Park and Mains Loan is above 85% in 2024.

The DEFRA Diffusion Tube Data Processing Tool v5.4 was used to calculate the annualisation factor. An annualization summary is presented in Table C.2.

Diffusion Tube Bias Adjustment Factors

Aberdeen City Council have applied a local bias adjustment factor of 0.76 (roadside) and 0.73 (background) to the 2024 monitoring data. A summary of bias adjustment factors used by Aberdeen City Council over the past five years is presented in Table C.1.

Aberdeen City Council operates a co-location study at all automatic monitoring sites across the city. All results are submitted to the national bias adjustment factors (NBAFS). The National Physics Laboratory (NPL) have advised that due to the low data capture at Anderson Drive, it has been discounted from the June version of the database. The national diffusion tube bias adjustment factor spreadsheet version 04/25 advises to use 0.76 for Aberdeen City. Although the Aberdeen Scientific Services Laboratory undertakes the analysis of diffusion tubes from neighbouring authorities, Aberdeen City Council is the only authority with continuous monitoring stations that can be used to calculate bias adjustment factors.

Accordingly, a locally derived bias factor based on the co-located tubes at all the Aberdeen continuous monitoring stations was used to adjust diffusion tube measurements at the other locations across the city. This process was considered appropriate due to the lack of other co-located studies using the laboratory for tube analysis, the remote location of Aberdeen from other conurbations and the good QA/QC performance of the laboratory.

Triplicate diffusion tubes are located adjacent to continuous monitor air analyser inlets. Tubes are exposed in 4-week periods throughout the year. Diffusion tubes are provided by Gradko International and analysed by Aberdeen City Council's Public Analyst. The preparation technique is 20% tri-ethanolamine in water. All automatic monitoring sites have been used in the study.

In accordance with LAQM (TG22) the local bias factor adjustment tool, downloaded from the DEFRA Local Air Quality Management website (Diffusion Tube Data Processing Tool v5.4), is used to calculate bias adjustment factors and the precision and accuracy of the triplicate co-located tubes. Table C.3 summarises the bias adjustment factors. Only data with good precision has been used (coefficient of variation smaller than 20%).

Erroll Park is an urban background site while the other sites are roadside.

LAQM (TG22) advises the value of a local co-location study (and the subsequent bias adjustment) will be improved if the concentrations being measured are similar to those in

the wider survey. Therefore, separate bias adjustment has been derived for roadside and background.

In accordance with LAQM (TG22), Bias B values of all roadside continuous monitoring locations were averaged for the roadside locations and the inverse derived to obtain a bias adjustment factor of **0.76**. Table C.4 summarises the calculation. Due to Anderson Drive having only 6 periods of data, it has been discounted from the calculation.

A separate adjustment factor is derived for background sites using the Bias A, from Erroll Park, of **0.73**.

Table C.1 – Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor Roadside	Adjustment Factor Urban Background
2024	Local	-	0.76	0.73
2023	Local	-	0.73	0.74
2022	Local	-	0.75	0.73
2021	Local	-	0.76	0.80
2020	Local	-	0.79	0.71

NO_2 Fall-off with Distance from the Road

Distance correction should be considered at any monitoring site where the annual mean concentration is greater than 36 µg/m^3 and the monitoring site is not located at a point of relevant exposure (taking the limitations of the calculator into account).

No diffusion tube NO_2 monitoring locations within Aberdeen City Council required distance correction during 2024.

QA/QC of Automatic Monitoring

All equipment is subject to the QA/QC procedures recommended in LAQM (TG22). Equipment is serviced at 6 monthly intervals. The service contract includes call outs to site for repairs and the routine replacement of consumables. Local Site Operator duties are carried out by Aberdeen City Council Protective Services Officers.

The Erroll Park, Union Street and Wellington Road sites are part of the UK's Automatic Urban Network. All sites are part of the Scottish Government data reporting process and subject to independent audit by Ricardo AEA (RAEA) at 6 monthly intervals. Data validation and ratification is also performed by RAEA.

The analysers perform daily automatic calibrations which are used to assess the routine performance of the analysers and any long-term response drift. Manual calibrations are performed by trained Council officers every two weeks (4 weeks in 2024 due to national shortage of calibration gas) using a calibration mixture traceable to national standards. These calibrations act as a check on the operation of the analysers and enable determination of the instrument response factors used to calculate the concentration of NO_2.

Data is checked daily (Monday-Friday). Should a problem be identified either by Council officers or by RAEA the site is visited immediately and, if necessary, a further manual calibration is performed. Data considered suspect is deleted. Records are kept of instrument breakdowns, services and audits and any local activities or meteorological conditions that may influence readings.

Live and historical data is available on the Air Quality in Scotland website.

Historical data is also available on the Aberdeen City Council website.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

FIDAS PM_{10} is corrected by dividing by 0.909.

FIDAS $PM_{2.5}$ is corrected by multiplying by 1.06.

For completeness, as recommended from the report compiled by Ricardo Energy & Environment for the Scottish Government, both the corrected and uncorrected results, as reported on the SAQD website, are reported.

Automatic Monitoring Annualisation

Annualisation is required for any automatic monitoring site with data capture less than 75% but greater than 25%.

Annualisation of data was carried out in accordance with LAQM TG22 where there was insufficient data capture for Anderson Drive NO_2 (CM3).

Erroll Park and Dundee Mains Loan were the urban background continuous monitoring sites – that also form part of the national monitoring network – used to carry out annualisation.

Mains Loan is within a 55-mile radius of the monitoring locations in Aberdeen. There are no other background monitoring sites available. Valid data capture for Erroll Park and Mains Loan is above 85% in 2024.

The annualisation factor derived from Erroll Park and Mains Loan for NO_2 data in 2024 were used to annualise the Aberdeen automatic sites data capture less than 75% but greater than 25%.

An annualisation summary is provided in Table C.2.

NO_2 Fall-off with Distance from the Road

Distance correction should be considered at any automatic monitoring site where the annual mean concentration is greater than 36µg/m^3 and the monitoring site is not located at a point of relevant exposure.

No automatic NO_2 monitoring locations within Aberdeen City required distance correction during 2024. All roadside automatic monitoring sites not at point of exposure identified in Table A.3 recorded annual mean concentrations below 36µg/m^3 and therefore do require distance correction.

Table C.2 – Diffusion Tube Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Erroll Park	Annualisation Factor Mains Loan	Annualisation Factor Site 3	Annualisation Factor Site 4	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Comments
DT18	1.004	1.019	-	-	1.012	33.4	33.8	
DT70	1.046	1.007	-	-	1.027	13.9	14.3	
DT71	1.046	1.007	-	-	1.027	9.6	9.9	
DT72	1.046	1.007	-	-	1.027	6.9	7.1	
DT75	1.046	1.007	-	-	1.027	18.0	18.5	
DT85	0.970	0.908	-	-	0.939	15.0	14.0	
CM1	0.959	0.902	-	-	0.93	15.6	14.55	Factors for NO_2 due to low data capture

Table C.3 – Local Bias Adjustment Calculations

	Local Bias Adjustment Union St (CM1) Roadside	Local Bias Adjustment Market St (CM2) Roadside	Local Bias Adjustment Wellington Rd (CM4) Roadside	Local Bias Adjustment King St (CM5) Roadside	Local Bias Adjustment Erroll Park (CM6) Urban Background
Periods used to calculate bias	13	13	13	13	13
Bias Factor A	0.75 (0.73 – 0.78)	0.7 (0.66 – 0.74)	0.77 (0.69 – 0.88)	0.83 (0.78 – 0.88)	0.73 (0.7 – 0.76)
Bias Factor B	33% (28% - 37%)	44% (35% - 53%)	29% (13% - 45%)	21% (14% - 28%)	37% (32%-42%)
Diffusion Tube Mean (µg/m^3)	31	32	32	17	19
Mean CV (Precision)	2	4	4	5	4
Automatic Mean (µg/m^3)	23	22	25	14	14
Data Capture	100%	100%	99%	100%	100%
Adjusted Tube Mean (µg/m^3)	23 (22 – 24)	22 (21 – 24)	25 (22 – 28)	14 (13 – 15)	14 (13 – 14)

Notes:

A combined local bias adjustment factor of 0.76 has been used to bias adjust the 2024 roadside diffusion tube results. The calculation is presented in Table C.4.

A single local bias adjustment factor of 0.73 has been used to bias adjust the 2024 urban background diffusion tube results.

Table C.4 – Combined Local Bias Adjustment Factor Calculation (Roadside)

Automatic roadside monitoring site	Bias B (%)
King Street	21
Market Street	44
Union Street	33
Wellington Road	29
Mean Bias B	31.75
Factor + 1	1.3175
Inverse	**0.76**

Appendix D: Supporting Information Charts

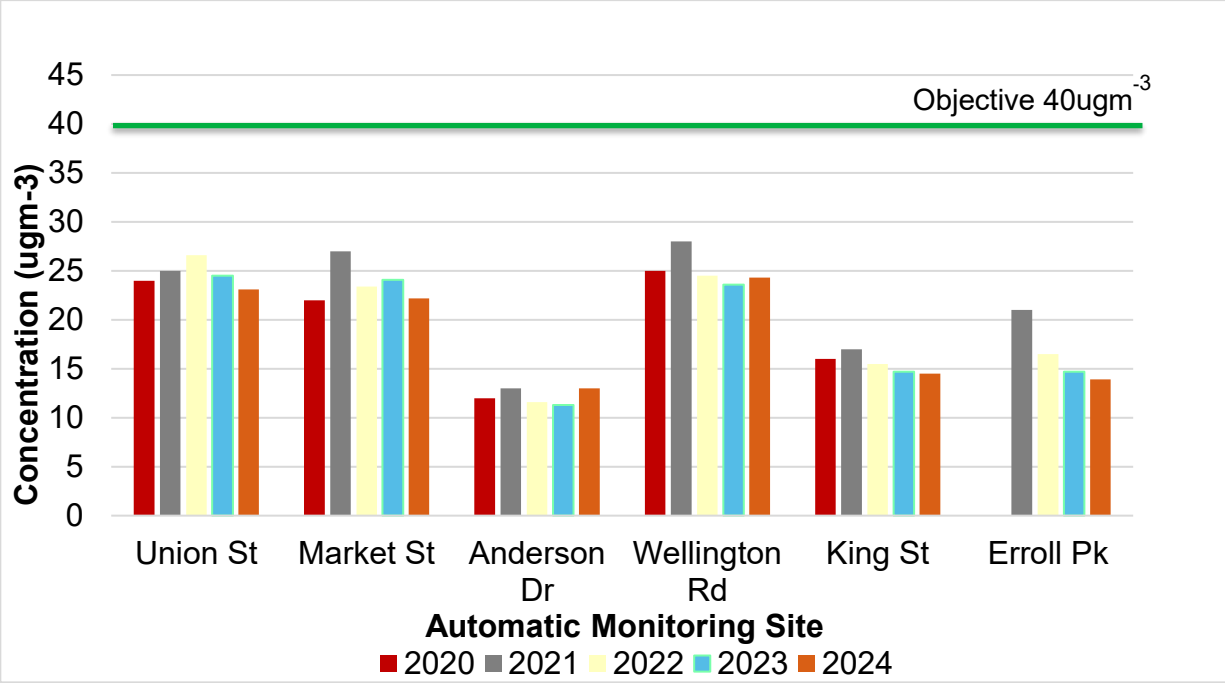


Figure D.1: Trend in NO_2 Annual Mean Concentration (µg/m^3) Continuous Monitoring Sites 2020-2024

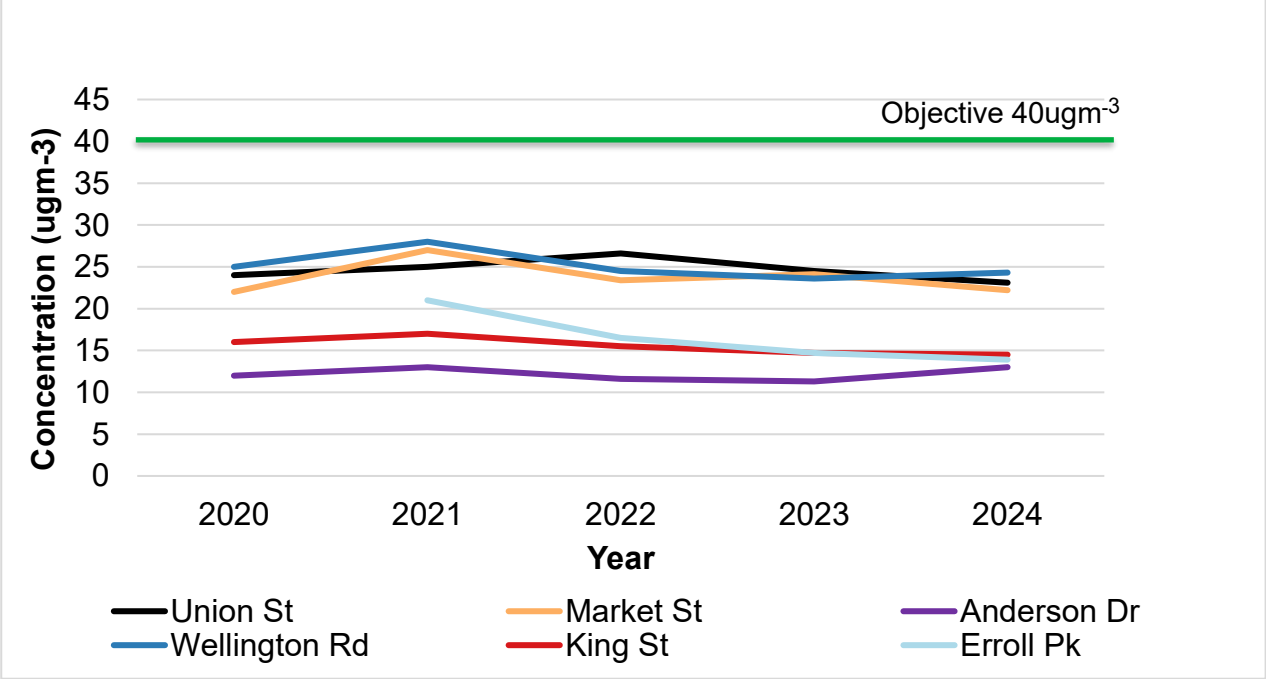


Figure D.2: Trend in NO_2 Annual Mean Concentration (µg/m^3) Continuous Monitoring Sites 2020-2024

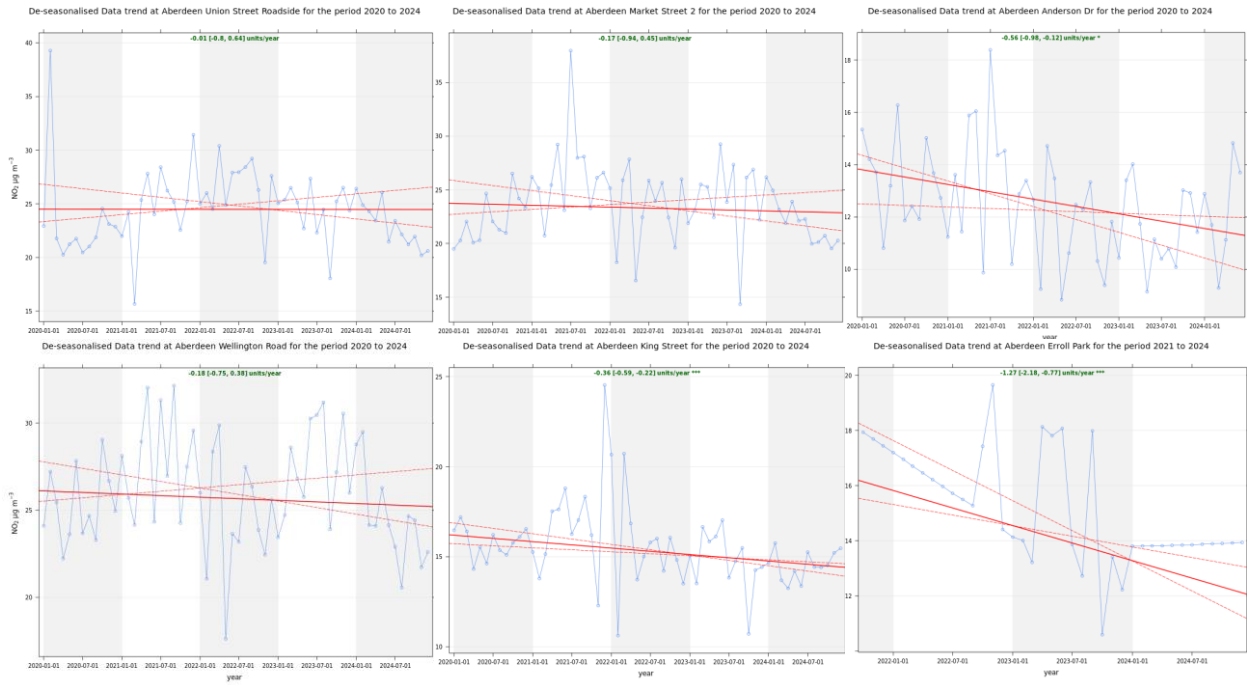


Figure D.3: De-seasonalised NO_2 trends at each Continuous Monitoring Site 2020-2024

Source: (Ricardo Energy & Environment)

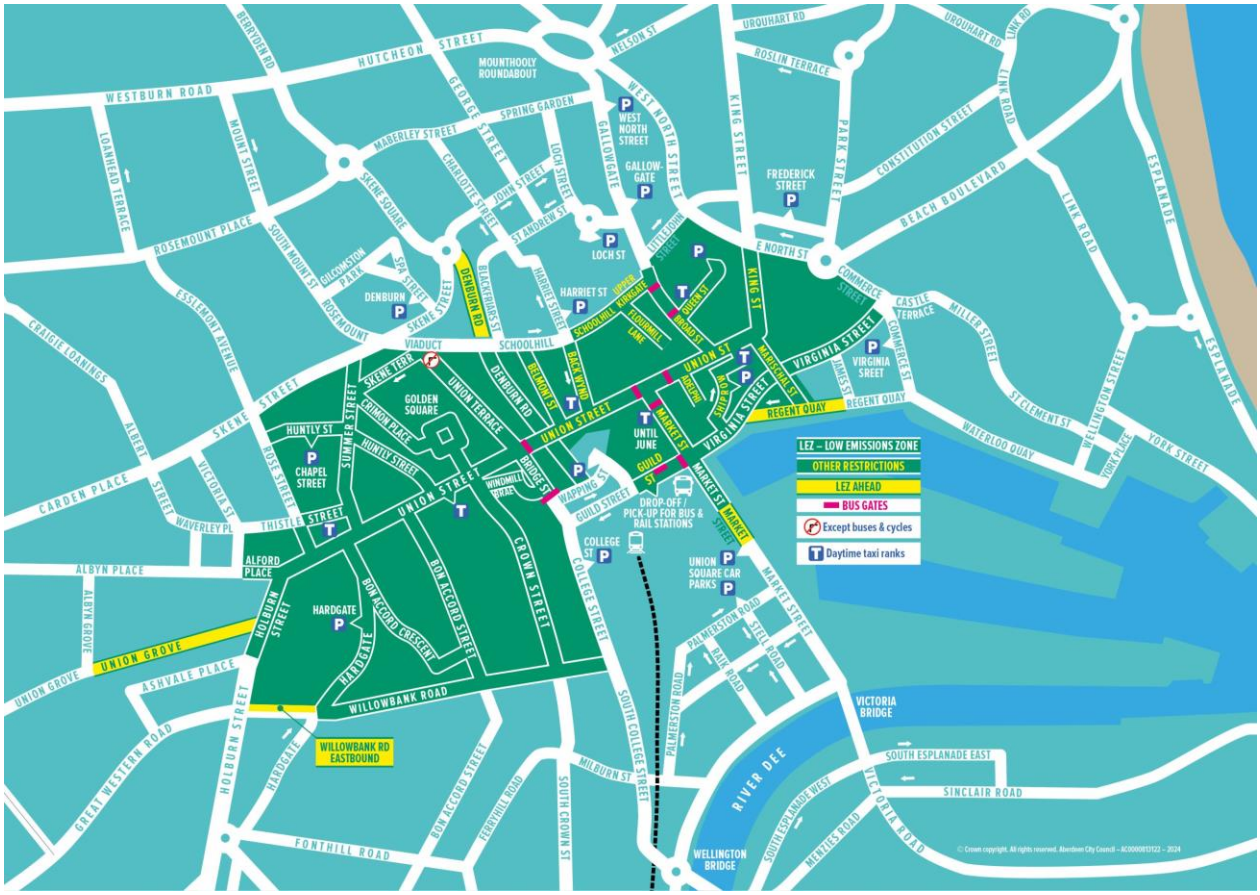


Figure D.4: Map of the Low Emission Zone (LEZ) in Aberdeen city centre

Source: (Getabout)

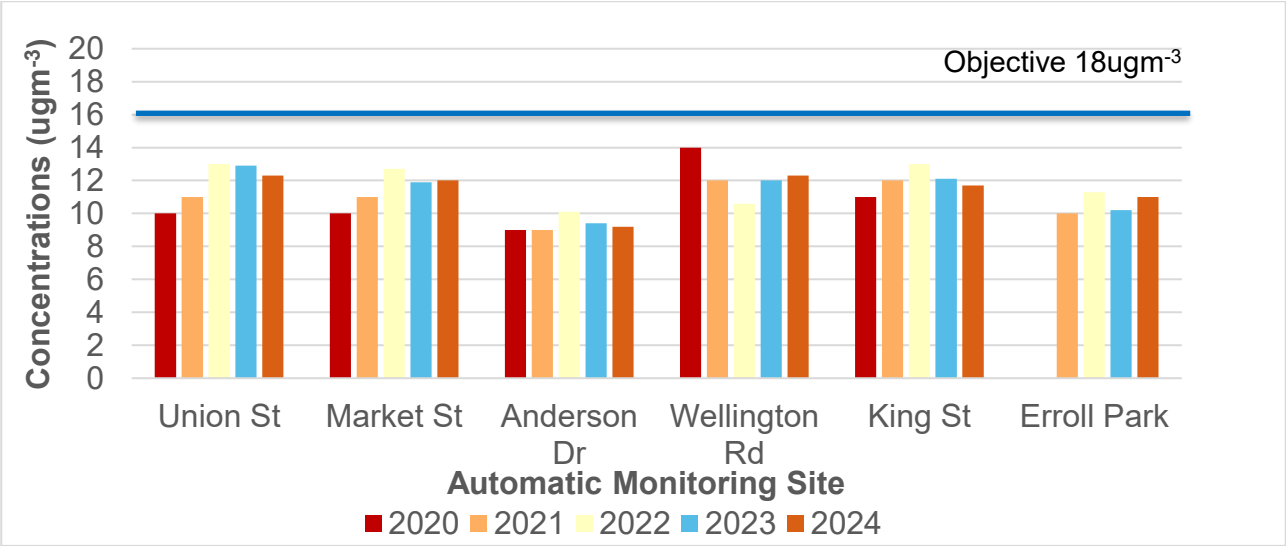


Figure D.5: Trend in PM_{10} Annual Mean Concentration (µg/m³) at each Continuous Monitoring Sites 2020-2024

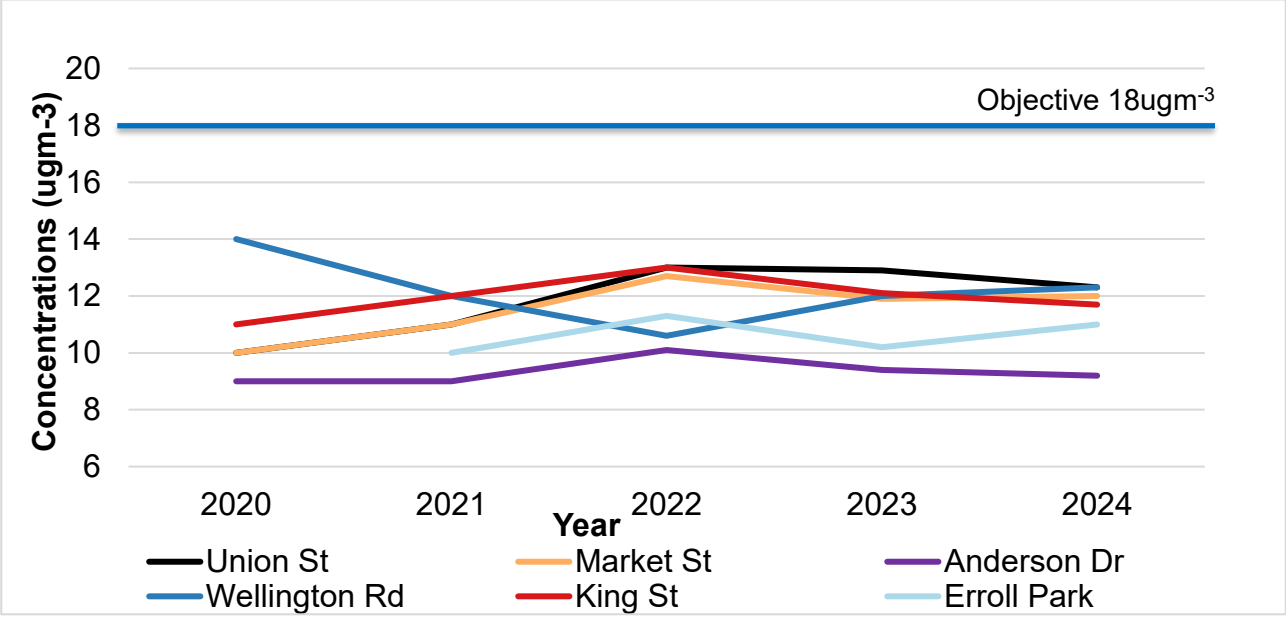


Figure D.6: Trend in PM_{10} Annual Mean Concentration (µg/m³) at each Continuous Monitoring Sites 2020-2024

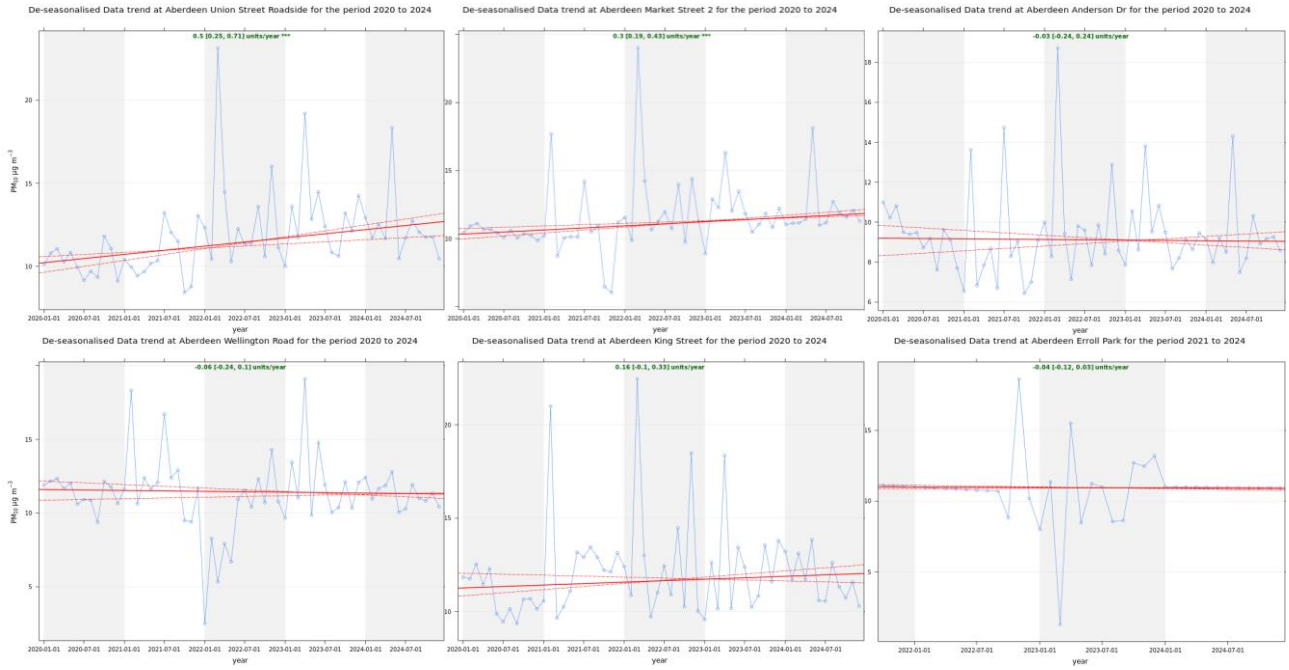


Figure D.7: De-seasonalised PM_{10} trends at each Continuous Monitoring Site 2020-2024

Source: (Ricardo Energy & Environment)

Appendix E: Monitoring Locations

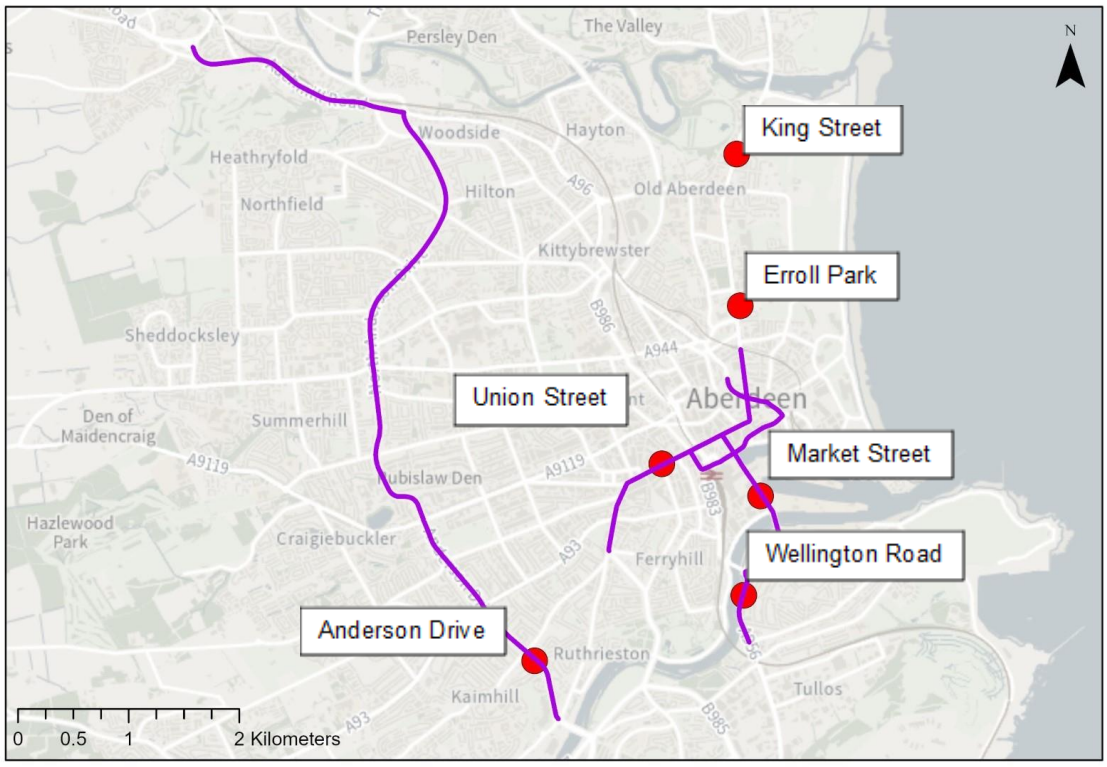


Figure E. 1: Aberdeen City AQMAs and Automatic Monitoring Locations

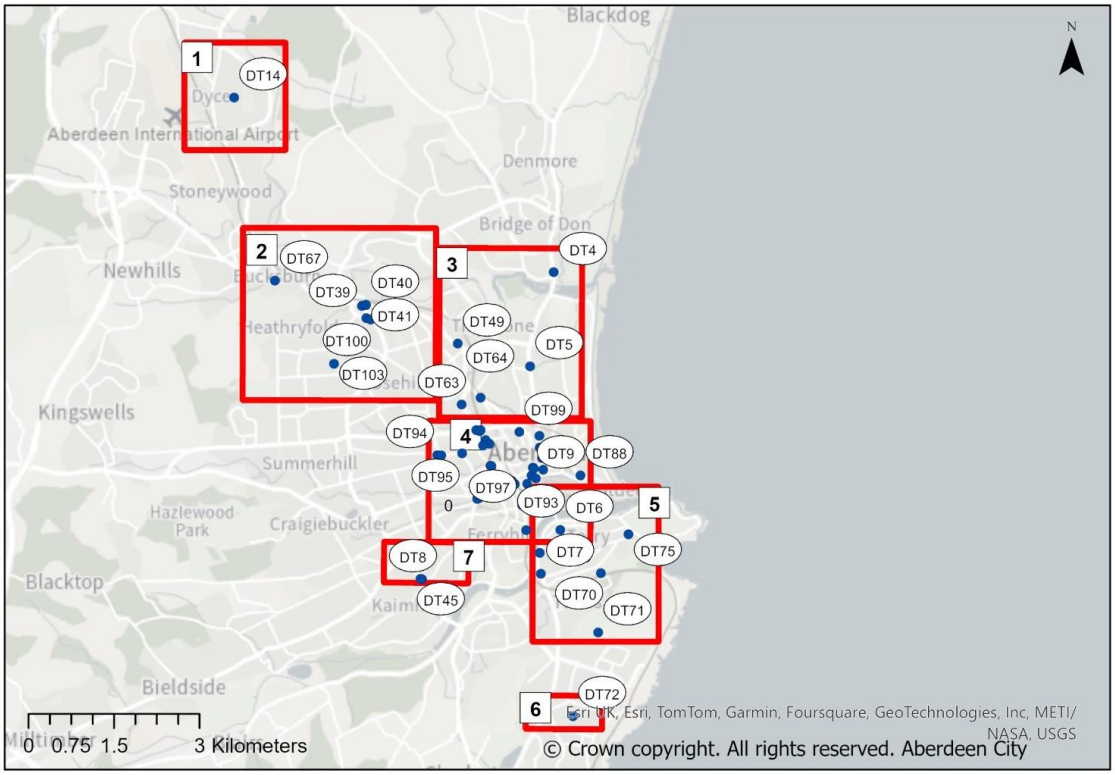


Figure E. 2: Aberdeen City-wide diffusion tube locations, separated into Plates 1-7

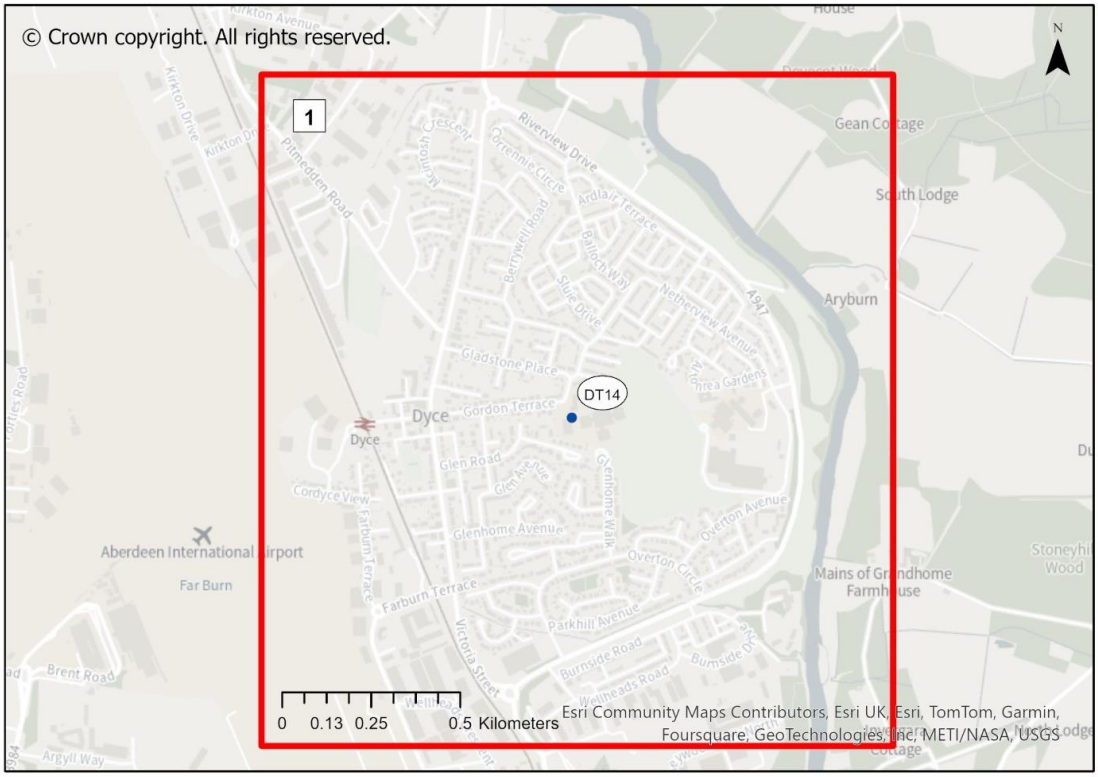


Figure E. 3: Plate 1 – Diffusion tube locations, Dyce

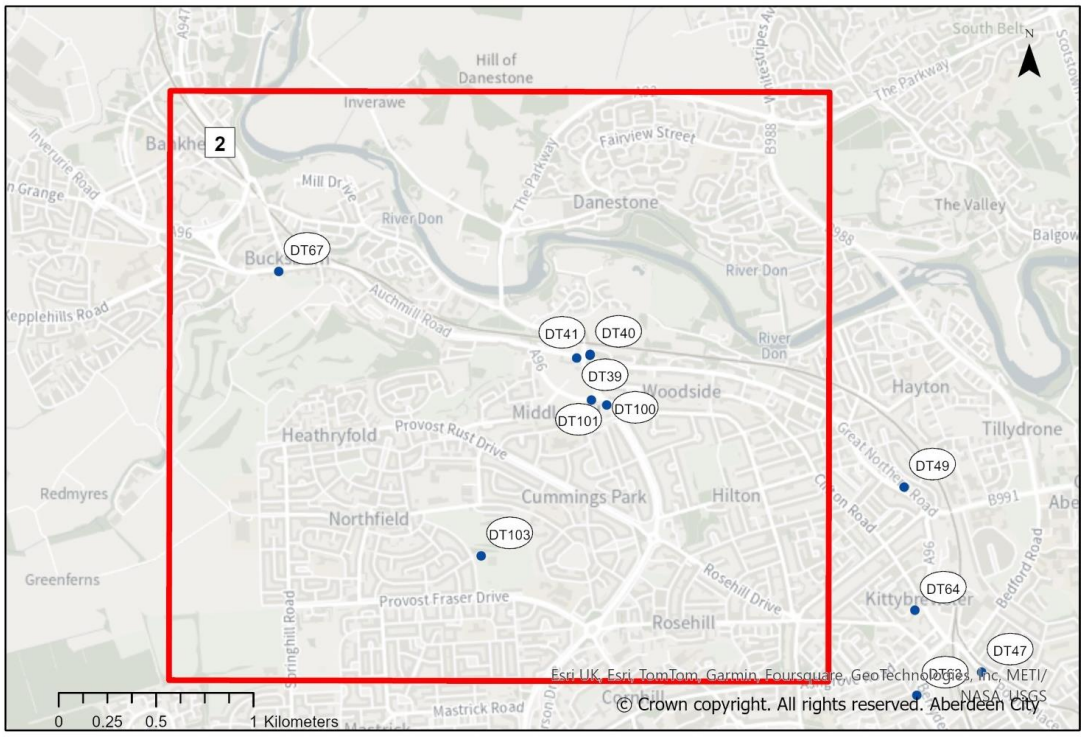


Figure E. 4: Plate 2 – Diffusion tube locations, Bucksburn



Figure E. 5: Plate 3 – Diffusion tube locations, Seaton/Kittybrewster

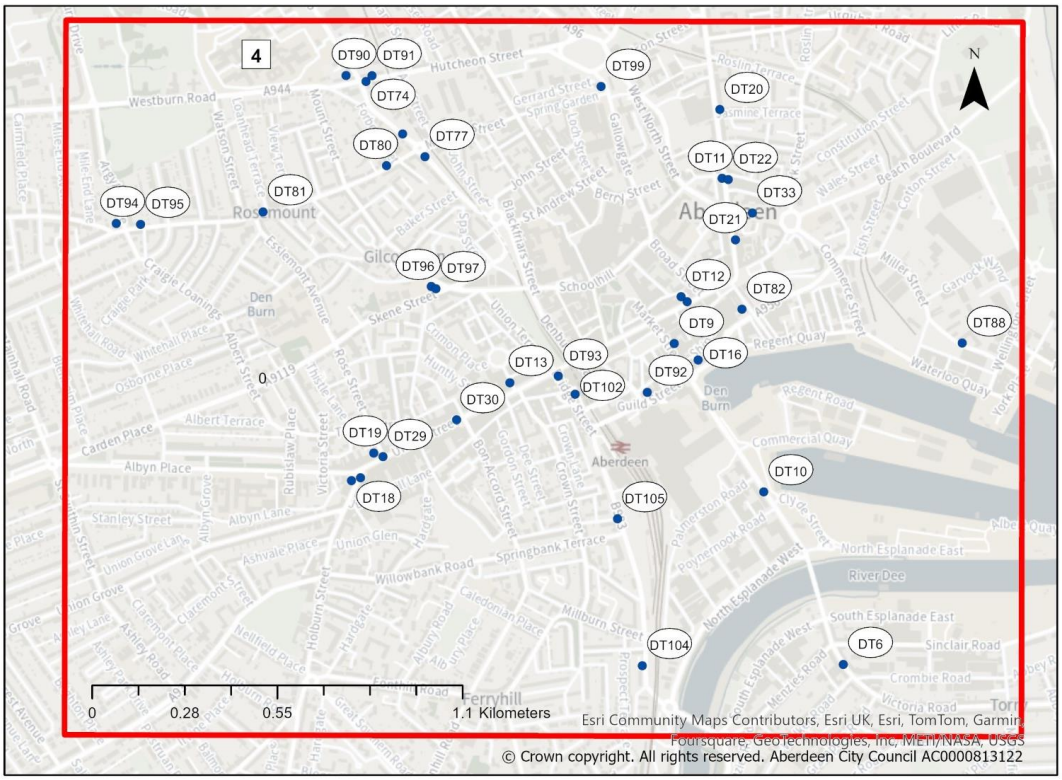


Figure E. 6: Plate 4 – Diffusion tube locations, City Centre

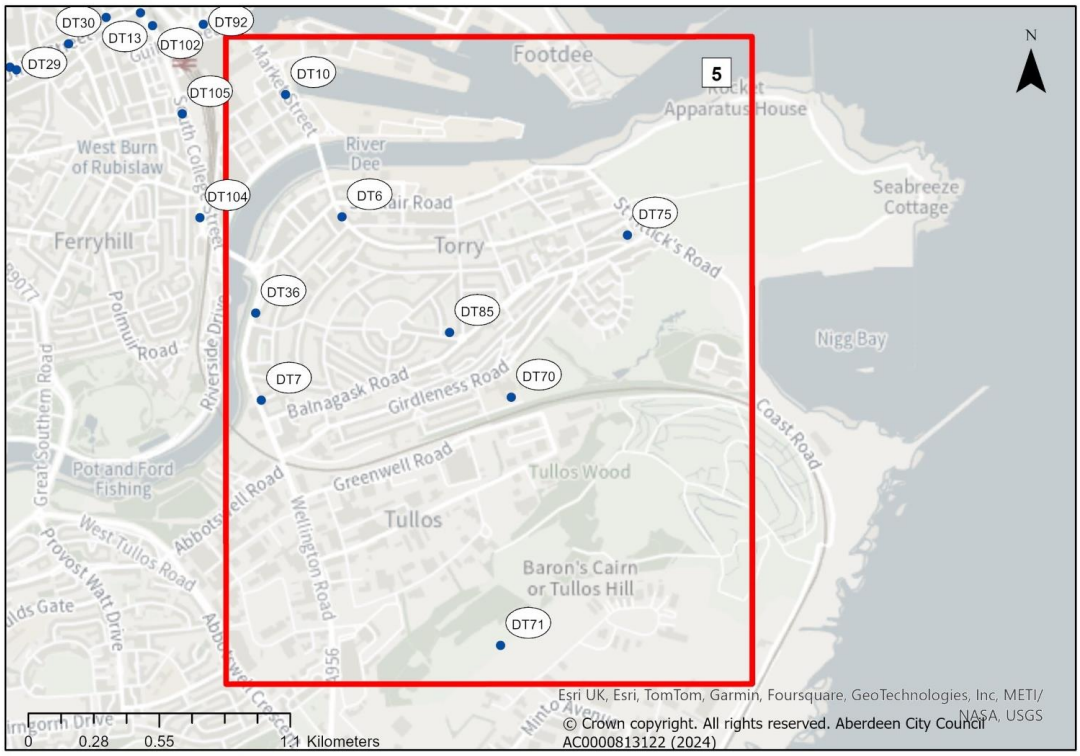


Figure E. 7: Plate 5 – Diffusion tube locations, Torry

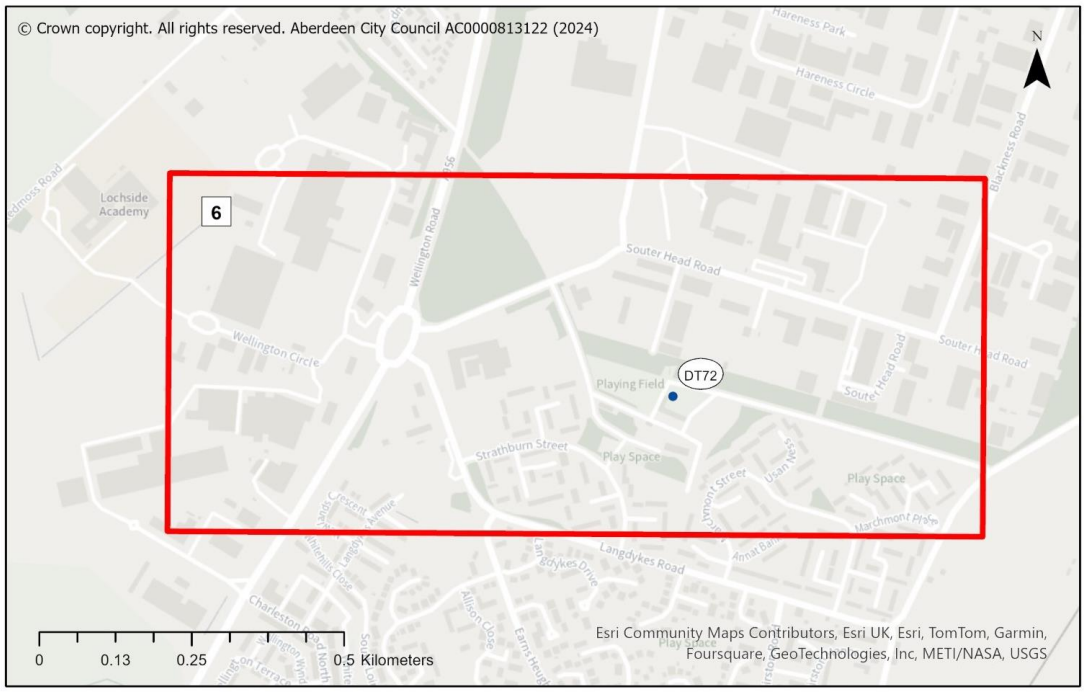


Figure E. 8: Plate 6 – Diffusion tube locations, Cove

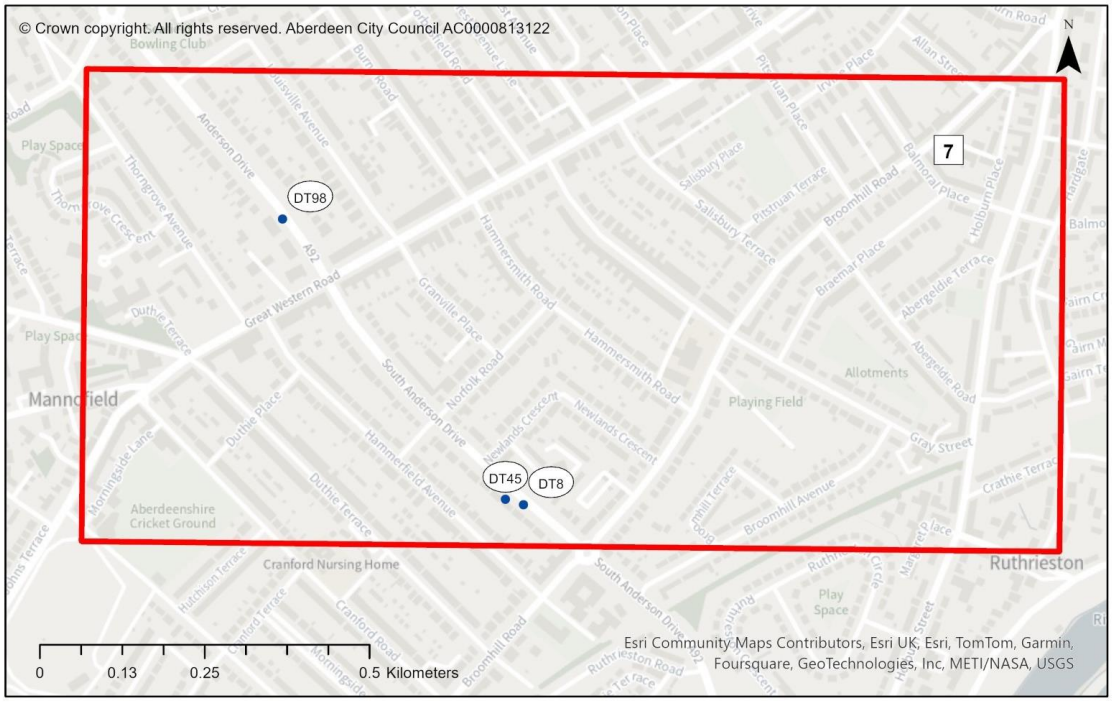


Figure E. 9: Plate 7 – Diffusion tube locations, Anderson Drive

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the LA intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
APR	Annual Progress Report
AURN	Automatic Urban and Rural Network (UK air quality monitoring network)
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
DT	Diffusion Tube
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
LEZ	Low Emission Zone
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

1. Environment Act 1995
2. The Air Quality (Scotland) Regulations 2000
3. The Air Quality (Scotland) (Amendment) Regulations 2001
4. Local Air Quality Management Technical Guidance LAQM (TG22), DEFRA, August 2022
5. Local Air Quality Management Policy Guidance, (PG) (S) (23), The Scottish Government, March 2023
6. Aberdeen City Council Action Plan, March 2011
7. Aberdeen Walk and Cycling Index 2023, Sustrans, March 2024
7. 2024 Air Quality Annual Progress Report (APR) for Aberdeen City Council, June 2024
8. Equivalence study to investigate Particulate Matter monitoring in Scotland using the Fidas 200 report for Scottish Government, Ricardo, May 2023

This page is intentionally left blank

Exempt information as described in paragraph(s) 6, 9 of Schedule 7A of the Local Government (Scotland) Act 1973.

Document is Restricted

This page is intentionally left blank