

SERVICE UPDATE

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| <u>Name of Service:</u> | Strategic Place Planning |
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| <u>Title of Update:</u> | Strategic and Local Transport Update |
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UPDATE:

The [Aberdeen Local Transport Strategy \(LTS\) 2016-2021](#) was adopted in 2016 and sets out the policies and interventions adopted by Aberdeen City Council (ACC) to guide the planning and improvement of the local transport network over the period to 2021, under the topic headings of Support, Maintenance, Management, Sustainable Development and Travel, and Improvements.

This Service Update provides information on recent progress made on a range of strategic and local transport projects and initiatives that are contributing to the successful delivery of the LTS, as well as wider transport aims and objectives.

1 SUPPORT

1.1 Strategic Rail Network

1.1.1 [Aberdeen to Inverness Rail Improvement Project](#)

Work to dual the railway track between Aberdeen and Inverurie is now complete, with the Aberdeen to Dyce section completed safely and successfully by August 2018, and the Dyce to Inverurie section completed by August this year. Trains are now running again along the full length of the line.

The works comprised of 16 miles of new track and enabling infrastructure for the new Kintore Station, due to open in summer 2020. Part of the wider Aberdeen to Inverness Rail Improvement project, this will see an enhanced local rail service, in terms of both frequency and capacity, between Montrose and Inverurie operating from the end of the year. Further detail can be viewed on the [project website](#).

1.2 Trunk Road Network

1.2.1 [A96 East of Huntly to Aberdeen Dualling](#)

Transport Scotland aims to confirm a preferred option for the scheme by the end of 2019. Further public exhibitions will be held when the preferred option is announced to provide an opportunity for comments and feedback from

stakeholders, local communities and members of the public. Options can be viewed on the [project website](#).

2 MANAGEMENT

2.1 Air Quality

2.1.1 Low Emission Zone

£195,000 has been awarded to the Council from Transport Scotland to support the development of a Business Case for a Low Emission Zone (LEZ) in Aberdeen. This will support an upgrade of the City Centre Paramics traffic model to enable the traffic impacts of various LEZ scenarios to be assessed, and the appointment of consultancy support to assist with option testing and appraisal and stakeholder and public engagement. Following a competitive tendering process, the contract for this work has been awarded to Systra. The consultant's proposed programme of work envisages:

- The model upgrade taking place between September 2019 and March 2020;
- Objective-setting, STAG (Scottish Transport Appraisal Guidance)-based option appraisal and option modelling taking place between October 2019 and July 2020, with detailed design of a preferred option to follow in late summer 2020; and
- Two periods of public and stakeholder engagement, one in the latter part of 2019 to inform objective setting and appraisal and another in late spring 2020 to inform identification of a preferred option.

Separately, consultants Jacobs have been appointed to independently audit the development of the upgraded traffic model to ensure outcomes are robust and defensible.

Members will continue to be kept up to date with the LEZ project as it develops via Service Updates and, where required, future Committee Reports.

3 SUSTAINABLE DEVELOPMENT AND TRAVEL

3.1 Land Use Planning

3.1.1 Strategic Development Plan and Cumulative Transport Appraisal

The proposed Strategic Development Plan (SDP) was submitted to Scottish Ministers in March 2019 for examination in public and the examination commenced in June 2019. This is supported by a Cumulative Transport Appraisal (CTA) to identify the cumulative impacts of new development across the transport network particularly in Aberdeen and along the main commuter routes into and out of the city and to identify where traffic interventions may be required to mitigate impacts. The full study and Executive Summary can be found on the [SDPA](#) website.

The potential mitigation options will be considered alongside the options being developed through the City Region Deal Strategic Transport Appraisal and will feed into the national Strategic Transport Projects Review (STPR2) where appropriate. The outcomes will also help inform the development of the next

Regional Transport Strategy (RTS) and the subsequent Aberdeen Local Transport Strategy (LTS).

3.1.2 Aberdeen Local Development Plan (ALDP)

The ALDP Main Issues Report consultation ended in May 2019 and officers are currently processing the issues raised. These will be reported to the Council after they have been recorded and considered. Thereafter the drafting of the Proposed Local Development Plan will commence.

3.2 Travel Plans

3.2.1 Workplace Travel Planning

Through the EU project CIVITAS PORTIS (2ABZ3 Developing Travel Plans), consultants SWECO are working with businesses in North Dee, West Tullos, East Tullos and Altens to understand how people travel and to better understand what can be done to encourage a greater shift towards more sustainable modes of transport. Travel information leaflets have now been designed for the 4 areas and site audits of all four areas completed. Following a successful business breakfast event earlier this year, further targeted travel roadshows have taken place with EnQuest and Union Square to engage with staff around travel options and further events are planned with Aberdeen Harbour and Wood Group later this year. For those businesses who wish to be involved but cannot host roadshow events, telephone interviews are being undertaken and should be completed by the end of September. The final report for North Dee with suggested improvements to encourage more sustainable travel, is due by the end of September with the report for Altens and Tullos to follow next year.

A similar exercise is to be carried out for the Dyce area later in 2019 as part of another CIVITAS PORTIS work package (2ABZ2 Collective Travel Planning).

3.3 Car Club

3.3.1 Four Transport Scotland-supported Switched On Fleets Renault Zoes exited the local Co-wheels fleet in September 2019 owing to lease expiry. Transport Strategy and Programmes (TSAP) officers are working with colleagues in the Capital Cluster to source replacement vehicles.

3.3.2 Two Toyota Yaris Hybrids will become operational during September 2019 at recently installed bays on Pittodrie Street.

3.3.3 The Tillydrone car has now moved to the new Tillydrone Hub from its previous location at Tillydrone Library.

3.4 Ultra-Low Emission Vehicles

3.4.1 Electric Vehicle Charge Points

Aberdeen City Council has been awarded £300,000 from Transport Scotland through their Local Authority Installation Programme 2019/20 for electric vehicle (EV) charge points. It is envisaged that £260,000 of this will fund an additional 3 rapid triple chargers and 4 double fast chargers, each capable of charging two vehicles at once, along with supporting infrastructure such as power supplies and lined and signed charging bays. Given the Scottish Government's desire to remove "charger anxiety" (the fear of turning up to a

location and not finding an available charger), to see increased opportunities for people who cannot charge at home and to increase the number of EV taxis and delivery vehicles across cities, officers are keen to ensure that the infrastructure is installed either in one large hub or across the existing charging sites in the city to increase the provision. A project team is being set up to investigate potential locations. As part of the grant conditions, a contract has to be awarded to a charge point supplier by the end of March 2020. The remaining £40,000 can be used for resources to support the installation and to develop an EV strategy. This has to be spent by the end of March 2020. It is envisaged that around £16,000 will be used to support the installation with £24,000 to procure a consultant to support the strategy development work. The funding has been accepted, following permission gained through internal governance procedures, and a report has been taken to the September City Growth and Resources Committee for permission to proceed with procurement.

In addition, the Council was awarded £92,000 in February 2019 from Transport Scotland to extend the warranty and maintenance agreements on 39 electric charge points, which are part of the National Chargeplace Scotland network, until the end of December 2022. These extensions have now been procured.

3.5 Travel Information and Awareness

3.5.1 Smarter Choices Smarter Places (SCSP)

SCSP projects are being delivered via Getabout, the sustainable transport brand for the North East of Scotland. There are four sub-projects that come under the Getabout brand - Getabout in the City, Getabout for Education, Getabout by Active Travel and Getabout by Sustainable and Environmentally-Friendly Vehicles.

Getabout in the City - the Tour Series took place in May and In Town Without My Car Day (ITWMCD) is taking place on Sunday, September 15th. Both events involved city centre road closure events to raise the profile of sustainable travel and to demonstrate how city space can be used differently. ITWMCD was a free public event taking place on Union Street and Belmont Street with the public able to find out more about sustainable transport options and enjoy a series of free activities including a zip wire, a bike roadshow, stunt riders, a treasure trail, climbing wall, aerial ribbons, a pedal-powered cinema and carpool karaoke.

Getabout for Education - Road Safety Magic Shows will visit twenty-six Aberdeen City primary schools throughout September and October.

Getabout for Active Travel - new city centre walking trail maps are being developed and these will be ready by the end of March 2020. The city centre walking trail maps will be available in hard copy and via the Aberdeen City Council website. The Getabout Bicycle Roadshow will be visiting schools and events during European Mobility Week which runs from the 16th to the 22nd of September.

Getabout by Sustainable and Environmentally-Friendly Vehicle – The external funding is being used to help market the city wide car club. Car club cars have also been implemented in Middlefield and Northfield, two of Aberdeen's regeneration areas. The Public Transport Awareness Raising project includes; Park & Ride publicity, Grasshopper ticket publicity, digital real time information development and hard and digital copies of citywide bus map development.

3.5.2 Origin and Destination Study

In 2018, as part of the CIVITAS PORTIS project, the Council commissioned consultants AECOM to undertake an origin and destination study to identify where people are travelling to and from on a regular basis. The study, relying mainly on Census data and supplemented by a range of sources including a public questionnaire, the Scottish Household Survey, Scottish Transport Statistics and user data from Strava, examined journeys with an origin and / or destination in Aberdeen City of up to 10km, undertaken by people aged 16 years old or over for work and education. The consultants used data at Intermediate Zone Level and split the journeys by mode and by distances (0-2km, 2-5km, 5-10km) to better understand where people are travelling and also looked at some socioeconomic statistics for each zone including car ownership and household income levels. The city was divided into 49 intermediate zones and Aberdeenshire into 59 zones. The number of journeys between each zone was investigated and split by frequency. The figures for travel to work and study between zones by all modes for distances of up to 10km were split based on 0-25, 25-50, 50-100, 100-250 and 250-2000 journeys. This found that the most popular zones were Cove North, City Centre West, Seaton, Midstocket and Bucksburn North which posted 11, 8, 6, 5 and 5 movements between them and another intermediate zone where between 250 and 2000 journeys took place. The study findings will be used to help determine future transport infrastructure priorities, by identifying areas where improved active travel networks could help encourage modal shift, and will feed into the development of future strategies and plans, most pertinently a refresh of the Aberdeen Active Travel Action Plan, due in 2020.

3.5.3 Wayfinding Study

In 2018, again as part of the CIVITAS PORTIS project, officers undertook a pedestrian wayfinding study. This sought to establish where gaps existed in the city's wayfinding infrastructure and, following a thorough review of policy, strategy, studies and projects, as well as site visits and public and stakeholder consultation, officers have been able to establish where gaps exist and which wayfinding aids should be implemented. Support emerged for additional totems to add to those already around the city. A second round of public consultation was undertaken in August to get feedback on the proposed locations for new totems and a project proposal is being taken to the September Transport Programme Board to seek permission to procure and install these additional totems.

3.6 School Travel and Young People

3.6.1 I-Bike Project

The Aberdeen City I Bike project is now entering its third academic year. It aims to encourage a greater uptake of active travel, mainly cycling, amongst young people by involving them with activities and equipping them with additional skills. During the 2017-18 and 2018-19 academic years the I Bike project worked with the Bridge of Don and the Northfield Associated School Groups (ASG)s. This year, as well as maintaining support to the Bridge of Don and Northfield clusters, the I Bike officer is working in the Aberdeen Grammar School ASG during the 2019-20 academic year. This has helped with the implementation of additional cycle parking at Gilcomstoun Primary school.

There are now ten I-Bike volunteers in Aberdeen City meaning that the I Bike project has developed an excellent support network.

3.6.2 Hands-up Survey

The results for the “Hands up Scotland Survey” 2018, a national survey of children’s travel to school carried out every September, have been published. A corresponding report has been released and is available for view on the [Sustrans website](#). Officers have analysed the results for 2018 for all schools (excluding nursery) and compared them with previous years going back to 2012. The results are presented in Appendix A. They show that, over the period, walking to school has stayed broadly similar, cycling and park and stride have increased and the percentage being driven to school has fallen.

In 2018, amongst secondary schools, Aberdeen Grammar School had the highest walking rate (82.9%), Hazlehead Academy the highest cycling rate at 8.7%, Lochside the highest bus rate at 62% and Cults Academy the highest driven rate at 22.3%. For primary, Bramble Brae had the highest walking rate (86.1%) and Forehill the highest cycling rate at 13.3%. St Peter’s RC school had the highest bus rate (13.8%) and Holy Family RC school had the highest driving rate at 63.6%.

4 IMPROVEMENTS

4.1 Walking and Cycling

4.1.1 River Don Paths

Farburn Bridge – Work commenced in September 2019 on a replacement footbridge across the Farburn, funded by Sustrans. The bridge is being raised and widened to make it suitable for all users and the path widened to a 3m sealed surface path. This will complete a 4km section of all-abilities path along the River Don and provide a long-distance active travel route into northern Aberdeenshire via the Formartine and Buchan Way.

Seaton Park Entrance – Officers are currently awaiting confirmation of external funding from Sustrans to allow for the design of an improved main entrance to Seaton Park to make the entrance, which is shared with vehicles, safer and more appealing to pedestrians and cyclists.

4.1.2 Wellheads / Farburn Terrace Cycle Link

Engagement with the Local Ward Members on the proposed design of an extension of the shared use pedestrian and cycle facility on Wellheads Drive and a new shared use facility on Farburn Terrace between the Wellheads Drive roundabout and Victoria Street, has commenced and an online public survey has taken place to further inform design work. The land title search has been completed and letters asking if the landowners would be willing to consider selling the required land have been sent out.

4.1.3 A90 Parkway Cycle Route Extension

ACC Estates are seeking to purchase land at Buckie Farm to complete access through the area adjacent to tree belt toward Balgownie Road. A redesign of the cycle route is underway following comments received from potential funding partners Sustrans. Once land issues are resolved and designs finalised, funding will be sought to take this project forward to completion. Consultation

over a planning application for the proposed route has begun with Bridge of Don Community Council.

4.1.4 Marywell to A956 Wellington Road Cycle Route

The preferred route and connections were approved at the City Growth and Resources Committee on the 6th June. Officers are currently awaiting confirmation of external funding from Sustrans to continue design work.

4.1.5 Bicycle Hire Scheme

The consultant's final report has now been agreed and the outcomes and recommendations for how to proceed are being presented within a report to September's City Growth & Resources Committee.

4.1.6 A96 Collective Travel Study

50 new cycle parking spaces have been approved for installation. These will be located along the A96 Aberdeen to Inverurie corridor, or nearby, at five locations - Aberdeen Arts Centre, the Powis Place / George Street junction, Hilton Road retail park opposite the Northern Hotel in Woodside and outside 729 – 735 Great Northern Road. All the spaces will be located on council-maintained footpaths. It is intended that they will be in place by end of October 2019, funded via CIVITAS PORTIS. Maintenance stations, improved signage and bus digital timetable displays are also being progressed.

4.1.7 Cross City Connections

The final report outcomes were presented to the 6th June City Growth & Resources committee. Officers are currently preparing a brief to enable the commission of consultants for the development of a delivery programme, including identifying options that can be progressed at an early stage to detailed design, subject to the identification of suitable funding sources.

4.1.8 Craigshaw Drive Cycleway

Engagement with local Members has taken place and a public online exhibition of the design completed. The Traffic Regulation Order process is also complete and funding applications for construction works have been submitted.

4.1.9 Bridge of Dee West – Active Travel Corridor

Funding from Sustrans, currently pending a letter of award, will allow a STAG-based options appraisal of improved active travel connections between the Bridge of Dee and the Robert Gordon University, including links to the Deeside Way.

4.1.10 Bridge of Don to City Centre – Active Travel Corridor Options Appraisal

Funding from Sustrans, currently pending a letter of award, will allow a STAG-based appraisal of options for improved active travel connections between Bridge of Don and the City Centre.

4.1.11 A92 Murcar North

The detailed design for an extension of the existing shared use pedestrian and cycle facility along the A92 Ellon Road between Murcar Roundabout and Blackdog has been completed. The project is funded by the Aberdeen Western Peripheral Route Non-Motorised Users (AWPR NMU) fund. A public and stakeholder consultation is also now complete and a report will be submitted to

the November meeting of the City Growth and Resources Committee seeking approval to construct the path.

4.1.12 A92 Connections

Construction of a pedestrian and cycleway in the Denmore area of Bridge of Don between Sparrows and B&Q is expected to begin in October / November 2019, alongside another scheme on the Parkway from Woodside Road to Exhibition Centre roundabout with both pieces of work funded by the Aberdeen Western Peripheral Route Non-Motorised Users (AWPR NMU) mitigation fund.

4.1.13 A944 Cycle Route

Nestrans, working in collaboration with Aberdeen City Council, Aberdeenshire Council and Sustrans, has appointed AECOM to undertake an appraisal of options for improvements to the walking and cycling facilities on the section of the A944 between the Kingswells perimeter road and the AWPR. An Inception Report is currently being prepared and site investigation works are underway. This includes traffic, pedestrian and cycle surveys. The project is working towards completion by the end of March 2020.

4.1.14 Deeside Way Pittengullies Brae Crossing

An appraisal of options to improve the junction is being carried out and it is anticipated that the preferred option will be reported to the City Growth and Resources Committee in November 2019 for approval.

An on-line public survey has been carried out through the Citizen Space platform to gather views of people who use the Deeside Way at this location, note the main issues that they encounter and identify opportunities to improve this route.

4.2 **Road**

4.2.1 Haudagain Roundabout

Farrans Construction has been appointed by Transport Scotland to construct the Haudagain Improvement Project, with site clearance and utility diversion works currently underway. The scheme is due to be completed in 2021.

4.2.2 Wellington Road Multimodal Corridor Study

Funded by Nestrans, the Scottish Transport Appraisal Guidance (STAG) Part 2 appraisal of options for improved transport connections along the A956 Wellington Road is continuing, with option development, packaging and appraisal underway. The existing traffic model is in the process of being updated and extended to include both Wellington Road and the area around Aberdeen South Harbour (ASH) to allow the modelling of options arising from both studies. The Appraisal is due to be complete in late 2020.

4.2.3 Roads Hierarchy

Following approval of the Aberdeen Roads Hierarchy report by the City Growth and Resources Committee in June 2019, officers are finalising a schedule of road reclassification proposals to realise the revised hierarchy for discussion with Transport Scotland in the autumn.

A tender is to be launched in the autumn for the implementation of revised road signage within the city to reflect the opening of the AWPR and the revised hierarchy, with this work due to be complete by the end of March 2020.

An action and delivery plan is being developed to identify a prioritised list of junctions and corridors for investigation and potential improvement in order to implement the revised hierarchy. Following discussions with internal colleagues and regional partners and feedback from the North East Bus Alliance, the A944/B9119 western approach from Westhill to Aberdeen city centre has been identified as the next corridor to be looked at in detail. It is hoped therefore to commence an appraisal of potential improvement options in the autumn.

4.3 Public Realm and the Sustainable Urban Mobility Plan

4.3.1 Sustainable Urban Mobility Plan

Public and stakeholder consultation on the draft Aberdeen Sustainable Urban Mobility Plan (SUMP) took place between 10th June and 26th July. 118 responses were received from members of the public and stakeholders, Responses have been analysed and are informing amendments to the draft SUMP. A final draft will be taken to the November 2019 meeting of the City Growth and Resources committee, recommending adoption.

4.3.2 Tilly-Wood Street Design Project

Sustrans have now completed the concept designs, with a final report to be submitted to the Council in due course.

4.3.3 Schoolhill Public Realm Enhancement

Stage 1 site works commenced on 3rd June and are programmed to complete in September 2019. Funding sources are ACC Capital, Nestrans and Sustrans. External funding opportunities are being investigated for delivery of Stage 2 works.

5 OTHER

5.1 Nestrans Board Meetings

The Nestrans Board met on 18th September 2019, with meeting minutes available on the [Nestrans website](#). The next meeting is due to take place in November 2019.

5.2 Regional Transport Strategy (RTS)

Work continues to develop a revised RTS to 2040. A series of discussion papers have been posted on the project website, <https://www.nestrans2040.org.uk/>, with stakeholders and members of the public invited to comment. A timeline of drafting and engagement will be highlighted in due course.

5.3 City Region Deal

5.3.1 Strategic Transport Appraisal

Work on the Strategic Transport Appraisal continues, to determine future regional transport requirements to support the successful delivery of the Regional Economic Strategy. Following the identification of problems and opportunities and the development of objectives in 2018, consultants Jacobs

have engaged with stakeholders in developing a long list of options for improvements that will be subject to STAG Appraisal. A draft list of options has been produced and these will be taken forward subject to approval at the relevant Committees, including a report to the City Growth and Resources Committee in September 2019.

5.3.2 External Transportation Links to Aberdeen South Harbour Study

Consultants PBA have been appointed to undertake STAG Part 2 Appraisal. The work is on-going and is expected to be completed by the end of October 2020.

5.4 National Transport Strategy

5.4.1 Transport Scotland is consulting on a new draft National Transport Strategy (NTS2) which sets a vision for transport in Scotland for the next twenty years. The consultation is open now and closes on 23rd October.

5.4.2 The vision is to have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

5.4.3 The vision is underpinned by four Priorities, each with three associated outcomes:

1. Promotes equality

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable to all

2. Takes climate action

- Will adapt to the effects of climate change
- Will help deliver our net-zero target
- Will promote greener, cleaner choices

3. Helps our economy prosper

- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

4. Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make communities a great place to live

5.4.4 The Strategy notes a number of positive trends in transport in recent years such as emissions reductions, increased active travel delivery, an increase in rail travel, significant investment in major road and rail projects (including the Aberdeen Western Peripheral Route) and improved safety on roads. It notes, however, that the transport system continues to face many challenges: accessibility of services, congestion and delays, declining bus patronage, carbon emissions and pollution. It also reflects on wider problems facing Scotland that transport has a role in addressing: poverty, social isolation, inequalities, an ageing population, changing transport needs of younger people, the global climate emergency, air quality, technological advances, trade and connectivity and tourism.

5.4.5 It is stated that achieving the NTS outcomes will help address the challenges identified. A series of policies (high-level statements of intent) and enablers

(mechanisms for delivering these) are identified, covering topics such as safety, resilience, integration of land use and transport planning, integration with wider policies, accessibility, connectivity, increasing transport choice and improving integration, being at the forefront of innovation, ensuring the effective movement of people and goods, improving health and inequalities, reducing emissions and climate change adaptation.

5.4.6 In order to deliver the Strategy, the Scottish Government commits to immediate action in three key areas:

1. Increasing Accountability – establishing a Delivery Board to be accountable for delivery of the Strategy, establishing a Transport Citizens Panel, continuing business engagement and developing new governance arrangements (possibly in favour of a more regional approach);
2. Strengthening Evidence – developing a robust monitoring and evaluation framework; using scenario planning in investment decisions to reflect future uncertainties; and
3. Managing Demand – embedding the sustainable travel hierarchy in decision-making; using a sustainable investment hierarchy when making budgetary decisions.

5.4.7 The Strategy does not identify or present specific projects, schemes, initiatives or interventions, stating that, in appraising and prioritising investments, the second Strategic Transport Projects Review (STPR2), the 2020 Infrastructure Investment Plan and the transport elements of the update to the Climate Change Plan will need to consider, assess and identify how options support this Strategy. The findings of these Reviews and Plans will be presented in a Delivery Plan, demonstrating how each option will contribute to the NTS2 Priorities.

Aberdeen City Council is currently gathering comments from relevant teams and services to inform a Council response to the strategy consultation for submission by the required deadline

5.5 Transport (Scotland) Bill

5.5.1 The Transport (Scotland) Bill (covering Low Emission Zones, Bus Services, Ticketing Arrangements, Pavement Parking and double Parking, and Road Works) completed Stage 2 of the Parliamentary process in June 2019. Notable amendments to the Bill at this stage include legislation against dropped-kerb parking and legislation permitting workplace-parking charging. Stage 3 is due to commence in the autumn and be complete by the end of 2019. Assuming the Bill is passed, it will then require Royal Assent before passing into an Act.

5.6 Programme for Government 2019/20

5.6.1 In September 2019, the Scottish Government published its annual Programme for Government (PfG) identifying key actions that will be taken during the year and beyond. In the context of the Government's declaration of a climate emergency in April 2019, the PfG sets out some of the next steps on Scotland's journey to net zero emissions.

5.6.2 In terms of transport, the PfG outlines commitments to:

- invest over £500 million in improved bus priority infrastructure to tackle the impacts of congestion on bus services and raise bus usage;

- work with the Scottish National Investment Bank, the bus sector and potential investors to explore the potential for new forms of financing to accelerate the deployment of zero emission buses across Scotland;
- reduce emissions from Scotland's railways to zero by 2035 through the continued electrification of the network, the procurement of battery-powered trains and exploration of the potential of hydrogen-powered trains in Scotland;
- work to decarbonise scheduled flights within Scotland by 2040;
- provide an additional £17 million to support the demand for ultra-low emission vehicles (ULEVs) through the Low Carbon Transport Loan scheme, while expanding the scheme to include used electric vehicles;
- create the conditions to phase out the need for all new petrol and diesel vehicles in Scotland's public sector fleet by 2030 and phase out the need for all petrol and diesel cars from the public sector fleet by 2025;
- form a new Strategic Partnership with electricity network companies to improve electric vehicle charging infrastructure and electricity networks across Scotland
- invest £2 million to take ideas for sustainable and zero carbon mobility to fully-formed propositions suitable for large-scale investments;
- develop proposals for new centres of expertise for emerging technologies and business models in sustainable mobility;
- establish an Expert Advisory Group to advise on how Scotland's automotive sector can benefit from the transition to zero emission vehicle;
- establish a new supply chain accelerator programme to help public bodies and commercial partners develop innovative solutions to the challenge of decarbonising public sector vehicle fleet;
- work with industry partners to assess the skills the Scottish motor trade will need to support the transition to zero emission mobility; and
- launch a new Hydrogen Accelerator Programme to attract technical experts to help scale up and quicken the deployment of hydrogen technologies across Scotland, with an emphasis on sustainable mobility.

5.6.3 Officers will continue to work with partners to maximise the benefits of these national commitments to the people of Aberdeen as they are realised.

Appendix A: Hands Up Survey School Travel Data 2012-2018 (All Schools)

| Year | Walk | Cycle | Scooter / Skate | Park & Stride | Driven | Bus | Taxi | Other | Total |
|------|-------|-------|-----------------|---------------|--------|-------|------|-------|---------------|
| 2012 | 49.7% | 2.5% | 1.4% | 7.3% | 22.7% | 14.3% | 1.3% | 0.8% | 17,869 |
| 2013 | 49.4% | 2.2% | 2.4% | 6.8% | 23.2% | 13.5% | 2.0% | 0.5% | 14,863 |
| 2014 | 48.8% | 2.2% | 1.8% | 7.4% | 21.5% | 15.5% | 1.6% | 1.2% | 18,854 |
| 2015 | 49.8% | 2.6% | 1.8% | 8.2% | 22.1% | 13.5% | 1.6% | 0.4% | 18,310 |
| 2016 | 49.5% | 3.4% | 1.6% | 7.7% | 21.8% | 13.1% | 2.1% | 0.7% | 18,485 |
| 2017 | 51.8% | 3.2% | 1.7% | 8.2% | 21.8% | 12.0% | 1.1% | 0.2% | 18,633 |
| 2018 | 49.2% | 3.1% | 1.6% | 9.4% | 21.8% | 12.5% | 1.8% | 0.6% | 18,955 |

Source: Sustrans Aberdeen City Hands up survey published 23rd July 2019.