

Aberdeen City Council
Local Development Plan 2022

Transport Background Paper

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Context

- 1.1 This Transportation Background Paper supports the Proposed Aberdeen Local Development Plan (Proposed LDP) by considering the relationship between land use and transportation planning and Aberdeen City Council's ongoing projects which support it. In doing so, it supports the assessment of the Opportunity Sites and Policies which are included in this Proposed LDP.
- 1.2 In accordance with Scottish Planning Policy this document takes a proportionate approach to assess those Opportunity Sites which are expected to be included in the Proposed LDP. Assessment has been undertaken against a range of issues, including the objectives and outcomes of the Local Transport Strategy (LTS), Regional Transport Strategy (RTS) and through the Strategic Development Plan's Cumulative Transport Appraisal (CTA) which is in line Development Planning and Management Transport Appraisal Guidance (DPMTAG) criteria.
- 1.3 In doing so it seeks to appraise that such development is acceptable or that there is capacity to be acceptable in both transport and planning terms in order to inform the final spatial strategy and before land allocations or detailed design work are finally committed.
- 1.4 Established practice in the North East of Scotland is that the Opportunity Sites for a Proposed LDP are considered through the process of a City Region CTA. This CTA considered the employment and housing land allowances proposed in the Aberdeen City and Shire Strategic Development Plan 2018 (SDP). Additionally, the CTA considered the previously allocated Opportunity Sites of the 2012 and 2017 Aberdeen LDPs and the delivered development up to 2018.

2. Sustainable Transport

- 2.1 The Proposed LDP aims to support an integrated transport network and encourage the provision of greater choice of public transport and active travel. In order to create a sustainable and resilient Aberdeen, we must make the transition to a low carbon sustainable city. The evidence and costly implications of not doing so are indisputable and the benefits of a more sustainable city are numerous. Aberdeen has made good progress through the delivery of improved bus services, an introduction of a hydrogen bus fleet, active travel routes and efforts to reduce the harmful emissions of traffic movement. We acknowledge the scale of the challenge as there has been a decline in bus patronage and a reduction in services. There is a need for a coherent and strategic response.
- 2.2 Addressing climate change is crucial and there are compelling reasons for making Aberdeen a sustainable and resilient city. A shift in Travel behaviour, options for alternatively fuelled vehicles and improved active travel and public transport infrastructure are critical for Aberdeen to make its contribution to emissions reductions and to increase the resilience of the city's economy. There is also a strong economic case for this with the Stern Review (2006), for instance, which states that the cost of inaction is far greater than the cost of early action.
- 2.3 There is a Nationwide move towards decarbonisation through the declaration of a Climate Emergency As such Aberdeen is making the transition to a low-carbon and ultimately a post-carbon economy to become a competitive, resilient, socially inclusive and sustainable city.
- 2.4 An unsustainable path of low-density development and unsustainable travel patterns with high levels of fossil fuel consumption cannot be continued. This unsustainable path would do irreparable damage to the city's image and branding as moving towards a clean, green, knowledge economy and will impede the ability of the city to become a centre of innovation and creativity.
- 2.5 To this end, the majority of new housing land allocations in the Proposed LDP are on brownfield sites. These sites are close to existing services and transport networks. The Proposed LDP includes new policies relating to:
- T2 Sustainable Transport;
 - T3 Parking (including electric charging);
 - VC5 City Centre Living; and
 - NE2 Green and Blue Infrastructure.
- 2.6 These policies aim to enable the realisation of the aims and aspirations of the Proposed LDP, Local Outcomes Improvement Plan (LOIP), the Regional Transport Strategy (RTS) and the Local Transport Strategy (LTS) for more journeys to be undertaken by foot, bicycle and public transport.
- 2.7 The Proposed Plan's spatial strategy promotes the development of brownfield sites which offer numerous benefits:
- Reducing the need to travel: Brownfield sites offer the greatest opportunity for access to localised services, employment, leisure and education opportunities.
 - Promoting alternative modes of travel: Brownfield sites offer the greatest opportunity for undertaking travel by other modes.

- Reducing the demand for use of the private car: A consequence of reduced need for travel and greater opportunity for alternative options would suggest that the need for private car ownership and its use is reduced.

3. The Strategic Road Network

3.1 The strategic road network has undergone considerable change since the adoption of the Aberdeen LDP 2017. This is as a result of the completion of the:

- Aberdeen Western Peripheral Route (AWPR);
- Balmedie to Tipperty Dualling (AWPR/B-T); and,
- the Fastlink between Stonehaven and Cleanhill Roundabout

3.2 With the detrunking of numerous routes within Aberdeen City the AWPR is now the established strategic road network.

3.3 The strategic road network (figure 1) has been in operation since the final section of the AWPR was fully opened to traffic in February 2019.

3.4 The Proposed SDP 2018 considers the need to lock in the benefits of the AWPR. This is outlined in paragraph 3.14 of the Proposed SDP and states that “LDPs in line with the sequential test and the Town Centre First Principle, should expressly avoid any new development that would result in a negative impact on the route or any junction”. The Proposed LDP has paid cognisance to this and does not include additional employment land allocations.

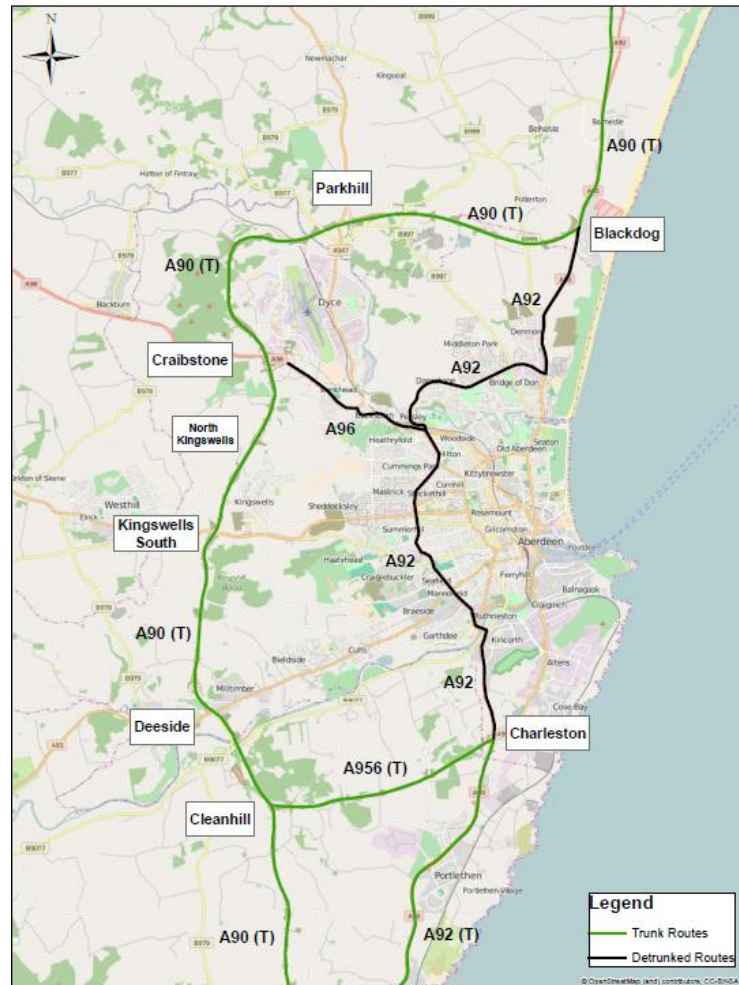


Figure 1 Strategic Road Network

3.5 The majority of new housing land allocations are on brownfield land or a substantial distance from the strategic road network. The refocusing of the City Centre as a Destination through the City Centre Masterplan and the Roads hierarchy will reduce permeability for cars while increasing it for active travel and public transport.

3.6 The AWPR is part of the City Region’s Strategic Transport Network. It has been long sought after and only recently delivered.

- 3.7 It will take time and detailed studies to fully understand the AWPR's impacts on traffic movement across the City Region, and the operational characteristics at key interchanges.

4. National, Regional and Local Transport Policy

Climate Emergency

- 4.1 The Climate Change Act which was introduced to the Scottish Parliament, amending the Climate Change (Scotland) Act 2009 was passed on 25 September 2019, receiving Royal Assent on 31 October 2019. The Act sets a target date of 2045 for reaching net-zero emissions, with 70% emissions reduction as the target for 2030 and 90% emissions reduction by 2040. In developing the Proposed LDP, cognisance has been taken of these targets.

National Transport Strategy

- 4.2 The Scottish Government has concluded its consultation and in February 2020 produced a final National Transport Strategy (NTS2). NTS2 sets the vision, priorities and outcomes for the transport network over the next 20 years. Its vision is for 'a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors' and this is supported by four priorities with three associated outcomes:

1. Reduces inequality
 - Will provide fair access to services we need
 - Will be easy to use for all
 - Will be affordable for all
2. Takes climate action
 - Will help deliver our net-zero target
 - Will adapt to the effects of climate change
 - Will promote greener, cleaner choices
3. Helps deliver inclusive economic growth
 - Will get people and goods where they 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 great places to live

- 4.3 It is understood that Transport Scotland will embed the Sustainable Travel Hierarchy in decision making, promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy car use.

4.4 The Sustainable Travel Hierarchy will be used to inform budgetary decisions through the consideration of:

- investment which aims to reduce the need to travel unsustainably;
- investment aimed at maintaining and safely operating existing assets taking due consideration of the need to adapt to the impacts of climate change;
- investment promoting a range of measures, including innovative solutions, to make better use of existing capacity;
- ensuring that existing transport networks and systems are fully optimised;
- and investment involving targeted infrastructure improvements.



Figure 2 Sustainable Travel Hierarchy

4.5 The consultation on the draft strategy concluded on 23 October 2019 and the final strategy was published on 5 February 2020.

Regional Transport Strategy

4.6 Nestrans is responsible for the production and delivery of the City Region's Regional Transport Strategy (RTS). The extant RTS was refreshed in 2013. The RTS vision is 'a transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society'.

4.7 Nestrans is currently in the process of developing a new RTS2040, however this will be finalised after the Proposed LDP is approved by Aberdeen City Council. As such the Proposed LDP can only take cognisance of the emerging pillars of the RTS which align with the emerging NTS2. These pillars are:

- Helping the North East economy prosper;
- Improving health and wellbeing across the North East;
- Taking action to reduce impact on climate change and protect the natural and built environment of the North East; and
- Promoting equality across the North East.

4.8 Supporting these pillars are six proposed headline principles which set the tone and direction for the overall strategy. The six headline principles are proposed to be:

1. A 50:50 mode split between car driver and sustainable modes;
2. Improved journey efficiencies;
3. Zero fatalities on the road network;

4. No exceedances of World Health Organisation (WHO) safe levels of emissions from transport;
 5. Significantly reduced carbon emissions from transport to support net-zero nationally by 2045; and
 6. Accessibility for all.
- 4.9 It is proposed that these principles would be supported by a range of more detailed indicators and targets which encompass the scale of the strategy.

Local Transport Strategy

- 4.10 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.
- 4.11 The Aberdeen Local Outcome Improvement Plan (LOIP) aims for 38% of people walking and 5% of people cycling as their main mode of travel by 2026.
- 4.12 Some of the objectives of the above Plans and Strategies may take longer to achieve than originally envisaged and, therefore, short term and interim measures are proposed across the Council.
- 4.13 The Proposed LDP supports a mixed-use, sustainable approach to city living, with an emphasis on quality, compact neighbourhoods, transcending land-use zoning and over-arching policies of the plan. The Proposed LDP pursues a sequential approach to securing modal shift from private motorised modes of transport to more sustainable modes including walking, cycling and public transport. The spatial strategy and the network of centres align closely with sustainable transport policies of the Council.

5. Aberdeen City and Shire Strategic Development Plan - Cumulative Transport Appraisal

Overview

- 5.1 The development allocations of previous Aberdeen LDPs (2012 and 2017) have been carried forward to the Proposed Plan. The allocations of the 2012 and 2017 LDPs were assessed through the CTA 2010. A timeline of the transport appraisals for the City Region can be seen in appendix 2. The Proposed LDP's allocations have been considered through the CTA 2018/19. As the delivery of many of the existing allocations continues there was need for limited new allocations in the Proposed LDP. The Proposed Plan's delivery programme outlines delivery to date on existing strategic allocations and programming for future completions.
- 5.2 In September 2017, Nestrans, in partnership with the Strategic Development Planning Authority (SDPA), Aberdeen City Council and Aberdeenshire Council, commissioned Systra to undertake a CTA of the then emerging Aberdeen City and Shire Strategic Development Plan 2018 (SDP).
- 5.3 The study used the recently upgraded strategic multi-modal Aberdeen Sub Area Model (ASAM14) to consider the cumulative strategic transport impacts associated with the scale and distribution of all the development proposals on the network as a whole. The CTA study considered the scale and location of new development, planned transport infrastructure, future network impacts on the main transport modes, and identified a list of interventions with the potential to mitigate predicted impacts.
- 5.4 A supplementary appraisal was undertaken to consider the level of housing and employment land allowances contained in the final Proposed SDP 2018 and to understand how a range of transport intervention proposals would mitigate predicted impacts to facilitate the delivery of the Proposed SDP 2018.
- 5.5 The study outcomes are described in the Cumulative Transport Appraisal Final Report August 2018¹ and in the Options Testing Final Report of May 2019 which outlined mitigation measures for the potential transport impacts of future development.

Appraisal Methodology

- 5.6 The CTA was undertaken in line with DPMTAG and STAG guidance², which provide an objective-led approach to ensure transport objectives and intervention options are considered which address the specific problems, opportunities, issues and constraints (POIC) identified within the study area. The study considered relevant POICs relating to the Proposed SDP's transport impacts through appraising transport and land use modelling scenarios and reviewing policy documents. This evidence-base established a number of Transport Planning Objectives, and subsequently three packages of transport intervention options were produced, with the aim of meeting these objectives and addressing the problems faced. The Packages were appraised using a number of modelled scenarios.

¹ The full study and Executive Summary can be found on the SDPA website and formed supporting documents for the Proposed Plan that was consulted upon between 8 October and 17 December 2018 and then submitted to the Scottish Ministers for Examination in Public on 22 April 2019.

² During the course of the examination of the Proposed SDP 2018 it was agreed by Transport Scotland that the CTA was proportionate and in line with the requirements of DPMTAG.

- 5.7 The Aberdeen Sub Area Model 2014 (ASAM14) was utilised to prepare scenarios to represent committed transport infrastructure and services (such as the Aberdeen Western Peripheral Route and Kintore rail station), and the scale and distribution of development allocations across Aberdeen City and Aberdeenshire.

Test Scenarios

- 5.8 The key scenarios developed to demonstrate and compare both transport and development orientated impacts included:
- Do Minimum - representing SDP Effective Land Supply and Demand to 2030/32 with 'Do Minimum' Schemes – demonstrating the impact of planned development build out and population and employment growth, set against the benefits of committed transport investments, such as the AWPR/A90 Balmedie to Tippetty, Haudagain Link Road, Kintore station and new rail revolution services;
 - Reference Case - based on the Do Minimum and with 2010 CTA Schemes – demonstrating the benefits of additional transport interventions proposed as part of the earlier 2010 CTA study (such as a new river crossing at Diamond Bridge and cross city bus services);
 - Test Case Proposed SDP Development - based on the Reference Case with additional SDP development proposals to 2035/37 (updated to reflect final development allocations); and,
 - Package Tests - Packages of transport investment options aimed at mitigating impacts.

Development Allocations

- 5.9 The SDPA provided new and more detailed development information based on the emerging preferred options within the Local Development Plan Main Issues Reports of Aberdeen City and Aberdeenshire Councils to represent the amendments associated with the final Proposed Plan, which were not represented in the 2018 CTA.
- 5.10 Through the collaborative review of Transport Economic Landuse Model of Scotland TELMoS and the development of ASAM, it was noticed that when Assembly of Planning Policy Information (APPI) data was submitted it only contained one spatial reference. This meant that a site could have a spatial reference in one TELMoS zone or one ASAM zone but in reality, be larger and located within two zones. Therefore, the shapefiles of allocated sites for the extant LDPs were used offering an improved level of accuracy. ASAM would consider the boundaries of where development would take place. Additionally, the SDPA officer team sourced all approved development Masterplans which gave indications of where planned site entrances would be offering a greater degree of accuracy as ASAM and the CTA could now consider where new development would interact with the existing transport network.
- 5.11 This approach has provided a more detailed set of development inputs within the transport modelling, where sites were represented in the approximate location where specific development is being planned, rather than distributed (on average) across wider areas (as had been the case for the CTA 2010). The Proposed SDP included a housing allowance of 8,335 units, in addition to the effective housing land supply of

approximately 37,000 units (represented within the Reference Case scenario). The Proposed LDPs Opportunity Sites are included in appendix 1.

- 5.12 The assessment of the development allowances of the proposed SDP demonstrated a slightly greater impact across the City Region when compared with the earlier appraisal reported in the 2018 CTA. The traffic analysis demonstrated that the more significant housing allocations contained within the final Proposed SDP would generate higher traffic flows and generally amplify congestion impacts across the City Region. The distribution of impacts was shown to be generally similar to those reported earlier through the 2018 CTA. Therefore, the predicted impacts and general conclusions associated with the delivery of the SDP remain consistent in terms of the identified problems, opportunities, issues and constraints, and subsequent objective setting and transport option generation as reported in August 2018.
- 5.13 The Proposed SDP 2018 was submitted to the Planning and Environmental Appeals Division of the Scottish Government in April 2019. The Report of Examination was published in late January 2020 and included a proposed modification to the Proposed SDP's housing allowances for the period 2020-2032. The result is a need to increase the allocations in the Proposed LDP. Approximately 900 additional homes are to be included in each LDP area over this 13-year period.
- 5.14 This increase could be not considered through the CTA. It was not possible, given the statutory timeframe, to undertake additional sensitivity testing of the implications of the Reporter's proposed modifications in the context of the Proposed LDP.
- 5.15 In order to meet the additional housing allowances, the Proposed LDP will include additional sites listed in appendix 2. These additional allowances mean there have been alternations to site designations from employment land to residential land. These alterations do not result in additional land allocations but alternative appraisal outcomes, the reversal of destination to origin means more dispersed traffic movements throughout the day as opposed to peak periods.

Objectives

- 5.16 The set of objectives previously defined in the 2018 CTA study are still appropriate for this further appraisal were as follows:
- Improve the efficiency and reliability of the transport network in the study area;
 - To achieve a reduction in journey times for all modes, to key destinations within the study area;
 - To increase the proportion of travel undertaken by sustainable transport modes within the study area;
 - Reduce the negative environmental impact of transport within the study area; and,
 - Reduce the rates and severity of traffic accidents within the study area.

Transport Option Packages

- 5.17 The following three transport option Packages were generated in response to these objectives, with each containing various infrastructure schemes and policy proposals to mitigate predicted impacts.

- Package 1: Road junction improvements, traffic signals, bus priority measures, active travel initiatives and the A96 Dualling East of Huntly to Aberdeen scheme;
- Package 2: As Package 1, and also including new rail stations and rail service connections at Bucksburn, Cove and Newtonhill; and,
- Package 3: As Package 2, and also including additional junction upgrades, traffic signals, carriageway improvements and new link roads.

5.18 The impact of these Packages was assessed against the SDP 'Test Case' scenario, which represents the impact of the build out of additional development proposals, and the 'Reference Case' scenario, which reflects the delivery of the effective land supply only. The overall aim of the Packages was to improve network performance and reduce impacts down to, or below levels seen in the Reference Case - therefore fully mitigating the impact of development proposals (nil detriment).

Appraisal Outcomes

Package 1

5.19 Package 1 demonstrates strong benefits for areas within Aberdeenshire, with the A96 corridor in particular seeing substantial congestion relief and travel time savings. Congestion benefits are also predicted along the A90 North and A90 South corridors, with the majority of Aberdeenshire problem areas being mitigated down to nil-detriment impact. Congestion relief is also generated in many peripheral areas of the city, particularly at the AWPR Cleanhill and A944 interchanges.

5.20 However, several pinch-point locations are shown to remain under pressure at peak times, including the A96 / Airport, and A947 Parkhill areas. Within central areas of Aberdeen, Package 1 is less effective, with no significant reduction in traffic delays, and many areas remaining congested (for example residual impacts continue at intersections along the Anderson Drive corridor, such as at the A93 Great Western Road and around the Bridge of Dee). Some relief is provided along the Wellington Road corridor. Public transport time savings are brought about through bus priority measures, and some minor mode shift impacts towards higher public transport use are seen. Relevant policy measures are also considered to facilitate more short distance trips to be made by active modes.

5.21 In relation to the TPOs, Package 1 provides moderate positive impact to the efficiency and reliability objective, both regionally and locally. A minor positive impact is seen for the reduction in journey times to key destinations objective, again both regionally and locally. For the increase in proportion of sustainable modes, Package 1 shows a minor positive impact at a regional level, and for the local objective related to reducing overcrowding at rail station car parks, but a neutral impact on the local objective for improving the competitiveness of public transport to car. A minor positive impact is also achieved for reducing the rates and severity of traffic accidents overall.

5.22 Package 1 was also considered against STAG criteria. It scored a moderate positive benefit for economy, through achieving travel time user benefits for both road and public transport overall, and in particular by facilitating access to key SDP development growth and investment areas. Environmental impacts were considered as a minor negative overall, as although there are benefits in some areas through more efficient flow of traffic (reducing emissions and improving local air quality), the modelling indicates higher traffic volumes overall, likely increasing global emissions.

There would also likely be impacts associated with construction and land environment from major infrastructure projects such as the A96 Dualling. A minor positive impact is likely to be seen for safety, integration, and accessibility and social inclusion criteria, due to improved infrastructure provision, enhanced modal connectivity, and enhanced local accessibility for areas of deprivation. A high-level assessment of deliverability in terms of feasibility and affordability found Package 1 to be moderately positive - reflecting the level of benefits achieved, relatively small-scale nature of proposals and the Government commitment for the A96 scheme.

Package 2

5.23 Although Package 2 does not demonstrate region-wide or significant traffic-congestion benefits (over and above those shown for Package 1), the new rail stations do produce some significant time savings and accessibility benefits for the new local rail catchment areas. As such, in relation to the TPOs the appraisal scoring is largely in line with Package 1, but with the local objective for journey times moved from a minor positive to a moderate positive impact due to localised public transport journey time improvements at the new rail stations. For the STAG criteria, Integration, Accessibility and Social Inclusion receive a moderate positive impact (compared to minor in Package 1). This reflects the enhancements to park and ride and localised rail accessibility improvements. Deliverability, however, is reduced to a minor positive scoring due to the increased cost and more challenging feasibility of rail station options and combining new stops into the existing timetable without significant disruption.

Package 3

5.24 Package 3 provides further benefits for the Ellon area, and for the periphery of Aberdeen at the A96 and A947 AWPR intersections. However, these local benefits are generally masked when considered at the regional level due to some impedance of high traffic volume routes (caused by the aim to reduce delays and improve access from connecting roads through signal control). Subsequently, local disbenefits increase at some problem areas, such as the Bridge of Dee. The benefits that are observed appear greater within the evening peak, with less relief identified during the morning peak period. In relation to the TPOs, the scoring of this package is generally in line with Package 2. Although there are greater benefits seen in some areas, the limited scale of these and disbenefits forecast for other corridors mean that benefits are not sufficient to affect the overall scoring of the Package. This is also true of the STAG criteria assessment and deliverability scoring. As a result, Package 3 tends to demonstrate less value overall, compared to the earlier Packages.

Overall CTA conclusions

5.25 All Packages generate benefits compared to the Test Case scenario, with many areas seeing congestion reduce down to Reference Case levels and therefore achieving no net detriment to the road network. Several congestion pinch points do though remain, particularly within central Aberdeen, with further mitigation required to mitigate all predicted development impacts. There is also some evidence of secondary impacts being generated, as proposals improve local traffic operation, increasing the throughput of vehicles and knock-on impacts further downstream.

- 5.26 Although there are some benefits identified for public transport use, further intervention would be required to increase public transport competitiveness, particularly for movements where rail services do not provide a viable option. It should be noted that the potential interventions identified above have not been fully considered in terms of detailed engineering design and the access arrangements from development to the local road network³.
- 5.27 Environmental assessments detailing the potential constraints associated with each intervention have also not been considered through the CTA. Further work would be required to better understand the feasibility of design and impact of the options identified through this study.
- 5.28 The CTA option testing has demonstrated that measures can be identified and implemented to help mitigate the main predicted congestion hot spots that have been predicted to arise. These congestion benefits will vary by location and depend heavily on the feasibility of interventions and as such, the conceptual proposals tested through this study would need to be developed further within the context of the Scottish Transport Appraisal Guidance. This would include establishing the full value for money associated with the different interventions identified.
- 5.29 The Aberdeen City and Aberdeenshire Cumulative Transport Appraisal (CTA) demonstrates the impact new development across the North East would have on transport infrastructure.
- 5.30 Given the context of the emerging NTS and RTS and the need to radically decarbonise the transport system and additionally the need to make best use of existing infrastructure, it is considered that Package 1 of the CTA is the most appropriate. It focuses on a shift towards more active modes of travel, behavioural change and demand management.
- 5.31 Progress has been made on a number of the Schemes listed in Package 1 and this is set out in appendix 3 of this Paper. Further progression has been made on similar themes and these projects are set out in appendix 4.
- 5.32 Given the duration of the Proposed LDP it is considered appropriate that Package 1 and a number of its projects could be implemented during the Plan cycle. It should be noted that these projects and interventions will be implemented and delivered by other services than the Development Plan team and will most likely be the actions of the RTS and LTS delivery programmes.

³ Schedule 1 of the Proposed SDP lists interventions transport and that these will require further appraisal and review prior to delivery commitments.

6. Monitoring of Development Delivery

- 6.1 It will be necessary to measure the delivery of existing allocated development and also development of the Proposed LDP. Regular and detailed monitoring of employment and housing land delivery will be undertaken, and this will aid understanding of the effect on the transport network.
- 6.2 There are a number of mechanisms currently in place for land use planning data to be continuously collected, monitored and synthesised to inform policy and infrastructure delivery decisions.

Table 1: Monitoring of Local Development Plan		
Monitoring Mechanisms	Summary	Parties
Housing Land Audits	Housing Land Audits are undertaken annually in partnership with Aberdeen City Council and Aberdeenshire Council. The Audits record the rates of delivery and anticipated future completions on allocated and permitted development sites.	Aberdeen City Council Aberdeenshire Council Homes for Scotland Development Industry Third Sector
Brownfield Urban Capacity Study	The BUCS ascertains the potential for infill development within established urban areas.	Aberdeen City Council
Employment Land Audit	Employment Land Audits are undertaken annually in partnership with Aberdeen City Council and Aberdeenshire Council. The Audits record the take up of employment land and the balance of undeveloped employment land.	Aberdeen City Council Aberdeenshire Council
Data feeds into Regional and National Transport Models		
APPI	APPI data is collected and submitted to Transport Scotland and Scottish Water every two years. The inputs detail all allocations, sites with permission and programmed future development on both housing and employment land.	Aberdeen City Council Aberdeenshire Council Transport Scotland Scottish Water
TELMoS and ASAM	Both models are developed using APPI data. The models can be updated or run with new sets of inputs to test development scenarios and understand the possible effect new development can have on the transport network.	Aberdeen City Council Aberdeenshire Council Transport Scotland

- 6.3 Aberdeen City Council will continue to provide detailed planning data to support the development of TELMoS and ASAM upgrades. The amalgamation of planning and land use data from the above monitoring documents will create an informed evidence base for the future transport studies required to inform decisions on future transportation interventions.

6.4 Through monitoring of the Proposed LDP it will be possible to understand how the policies and supplementary guidance and Aberdeen Planning Guidance are delivering the Proposed LPDs aims.

7. Delivery of Future Infrastructure

- 7.1 The Proposed LDP acknowledges the need to move towards 'Net Zero' and that existing infrastructure must be used to its fullest extent possible. New infrastructure should be considered when there are no other alternatives to be found, although managing demand will increasingly become more relevant. Delivery of infrastructure is crucial to the success and deliverability of developments. The Proposed LDP, in conjunction with the Delivery Programme aims to ensure infrastructure requirements are identified early in the development process and these tools will be used to monitor and help facilitate its delivery.
- 7.2 The Proposed LDP and the Delivery Programme help inform the Council's Capital plan and to help focus corporate, and national investment in the appropriate places, to maximise this infrastructure and deliver appropriate development. Each Masterplan Zone has numerous infrastructure requirements set out in the Proposed LDP and the Delivery Programme.
- 7.3 The interventions within package one of the CTA are considered the most appropriate given the current context of National, Regional and Local transport policy seeking more sustainable transport patterns and the levels of housing and employment land allocations in the Proposed LDP.
- 7.4 There are numerous strategies, programmes and projects which comprise these interventions and they are set out below. It is envisaged that progress would be made on these interventions over the life of the Proposed LDP and referenced in the Delivery Programme to ensure progress is maintained. The interventions listed in the Proposed LDP shall continue to be reviewed, appropriately appraised, developed and programmed in association with the Regional Transport Strategy, the Local Development Plans, and other delivery mechanisms.
- 7.5 The progression of the transport interventions in the Proposed LDP will be considered through a number of Local and Regional mechanisms, such as:
- The Future Infrastructure Requirements for Services Group;
 - The Regional Transport Strategy;
 - The City Region Deal; and,
 - The Local Transport Strategy.
- 7.6 Given the transboundary and multi-stakeholder nature of some of the transport interventions which may be needed in the long term to deliver the Proposed LDP's spatial strategy, joint working and partnerships offer an appropriate platform to develop and bring such interventions forward.

Future Infrastructure Requirements for Services Group

- 7.7 From an early stage in the preparation of the Proposed LDP, Aberdeen City Council has worked in close partnership with a wide range of agencies – through the Future Infrastructure Requirements for Services Group (FIRS) – to establish the infrastructure requirements to support development. From a Transportation perspective the FIRS Group comprises representatives from the following organisations:

- Aberdeen City Council, including colleagues representing Roads, Public Transport, Transport Policy;
- Transport Scotland; and,
- Nestrans.

7.8 The FIRS Group has helped to identify the infrastructure required to support new development and the results of this work are set out in the Proposed LDP and its accompanying Delivery Programme.

Regional and Local Transport Strategies

7.9 The Proposed LDP has safeguarded land for transport proposals identified in the Local and Regional Transport Strategies. The Proposed LDP already identifies land for the below transport interventions.

OP86 - Dyce Railway Station Car Park Extension
 OP65 – Haudigan Triangle
 OP95 - Station Gateway City Centre Masterplan Intervention Area
 OP100 - North Dee City Centre Masterplan Intervention Area

7.10 The Aberdeen LDP 2017 included land for Transport for Park and Ride facilities which have now been completed. Protections are also in place to deliver improvements along the Berryden corridor.

7.11 As stated above, the RTS and LTS are placing considerable emphasis on modal shift, behavioural change and demand management, which will be necessary to achieve increased levels of active travel and use of public transport.

7.12 The delivery programmes and daughter documents of the RTS and LTS will further the progression of transport interventions subject to appropriate appraisals. If these interventions are deemed required, they will be incorporated into future LDPs and subject to the appropriate developer obligations.

City Region Deal

7.13 Through the City Region Deal, £7million has been set aside to undertake a Strategic Transport Appraisal of the City Region and a further £25million on Transport Links to the New South Harbour.

7.14 The Transport Working Group is made up of the following organisations: Transport and Planning Officers from both Aberdeen and Aberdeenshire Councils, Nestrans, Strategic Development Planning Authority and Transport Scotland. Transport Scotland have remained a key partner within the CRD Transport Working Group since its first meetings in summer 2016. Joint working has shaped the partnership approach, and also how both modelling and appraisal work has been undertaken.

Strategic Transport Appraisal

7.15 The Strategic Transport Appraisal will take a 20-year strategic view of the transport implications of the investment unlocked by the Deal across all modes of transport

including road and rail. The appraisal will ultimately support decision-making regarding the prioritisation of future transport investment in the region, informing both regional investment plans for transport infrastructure and national strategies and programmes of work.

Table 2: Strategic Transport Appraisal Milestones	
Milestone	Timescales
ASAM – Finalise Interim upgrade	Complete October 2017
Strategic Transport Appraisal – Problems and Opportunities Study	Complete June 2018
Strategic Transport Appraisal – Commence Options Generation and Sifting	Complete August 2018
Strategic Transport Appraisal – Options Generation and Sifting	Complete July 2019
Strategic Transport Appraisal – Commence STAG1 Appraisal of Options	Complete August 2019
ASAM* – Commence Upgrade – Post Aberdeen Western Peripheral Route (AWPR) opening	Ongoing
Strategic Transport Appraisal – Complete STAG 1 Appraisal of Options	Complete spring 2020
ASAM* – Complete Upgrade – Post AWPR Opening	summer 2020
Strategic Transport Appraisal – Commence STAG 2 Appraisal of Options	late spring 2020
Strategic Transport Appraisal – Complete STAG 2 Appraisal of Options	April 2021
Strategic Transport Appraisal – Commence Business Cases	April 2021

7.16 This marked the completion of 12 months of work understanding and analysing evidence on regional transport problems and opportunities and the potential for economic growth and will feed into Transport Scotland’s national assessment towards a Strategic Transport Projects Review (STPR2). The stakeholder engagement approach was held up as best practice and is being used by Transport Scotland across all regions as part of their Strategic Transport Projects Review. The outcomes for this work were presented and approved by both Councils, Nestrans Board, and City Region Deal Joint Committee in June 2018.

7.17 Consultants Jacobs were commissioned to continue work on the pre-appraisal aspects of the Strategic Transport Appraisal, being asked to work with stakeholders to develop a long list of interventions, and then to sieve them with respect to the agreed transport objectives. This was achieved in Sept 2018.

7.18 Stakeholder consultation was undertaken at a series of workshops in winter 2018/19, including officers, elected Members, and wider stakeholder interests. Stantec have now been commissioned to take forward the next phase of this work, a qualitative appraisal of interventions into packages in the form of a STAG Part 1 assessment.

- 7.19 The Proposed Strategic Development Plan 2018 was approved by the Strategic Development Planning Authority in August 2018, with the spatial strategy and proposed transport interventions being informed by the ongoing work undertaken under the umbrella of the Strategic Transport Appraisal, including forecasts from the ASAM14 regional transport model.
- 7.20 The outcomes from the pre-appraisal work on the Strategic Transport Appraisal and the ongoing STAG Part 1 appraisal are being incorporated into Nestrans development of a new Regional Transport Strategy to 2040.
- 7.21 The success of the CRD Transport Working Group in facilitating progress on regional transport planning has been recognised by Transport Scotland, who have used the model developed in the North East to inform regional partnership approaches for their Strategic Transport Projects Review (STPR) consultation process.
- 7.22 A key objective of the Strategic Transport Appraisal was “tying together transport infrastructure and development planning/management, on a city/region basis”. One way that this has been progressed is through the use of emerging outcomes from the Strategic Transport Appraisal, and use of the CRD funded strategic transport model to test the impact of future housing and employment allocations on the regional transport network. This work is now providing a robust evidence base for the Proposed LDP.
- 7.23 In February 2019, the Aberdeen Western Peripheral Route and Balmedie to Tippetty dualling project opened completely. This will have had significant impacts on travel patterns regionally, and a focus was to capture these changes during Autumn 2019, and update the regional transport model.
- 7.24 The next steps will be to build on the momentum gained by the development of the sifted long list of projects, with an initial STAG appraisal of strategic options. This will benefit subsequent work on national projects review, but also the regional transport strategy.
- 7.25 The potential mitigation options identified within the CTA’s supplementary appraisal have been considered alongside the options being developed through the Strategic Transport Appraisal and feed into the Strategic Transport Projects Review (STPR2) where appropriate. The outcomes are also informing the development of the next Regional Transport Strategy, which will set future regional transport policy and may therefore influence the predicted outcomes.

Transport Links to the New South Harbour

- 7.26 The Transport Links to Aberdeen South Harbour will develop the initial options to determine the most appropriate road improvements in relation to external transportation links to the Bay of Nigg Harbour Development.
- 7.27 During summer 2018, exhibitions held at both Cove and Torry fully engaged public and stakeholders on the emerging options, generating valuable additional information for the study. Proposals were revised following these sessions to reduce potential impact on residential areas.

- 7.28 Outcomes of the study were supported by Aberdeen Harbour Board, Aberdeen City Council and the City Region Deal Joint Committee. Four options have been taken forward to the next stage of appraisal work.
- 7.29 Opportunity has been taken to align the programme, appraisal process, and future consultation activities with the Wellington Road Corridor study.
- 7.30 Consultants (Stantec) have been commissioned to take forward the STAG Part 2 study, following on from their work on STAG Part 1. The STAG Part 1 study identified public transport, active travel and road options for further detailed investigation. Key issues for further investigation are the crossing of the rail line, impact on road network, impact on landfill site, and wider community impacts (including loss of green space). A parallel study will shortly be considering wider land use opportunities.
- 7.31 The STAG Part 2 has commenced and will consider the identified options in greater detail. It is anticipated that the outcomes from the STAG Part 2 Appraisal will be reported towards the end of 2020.

8. Funding of infrastructure

- 8.1 The Aberdeen City and Shire Structure Plan 2009 proposed considerable amounts of employment and housing land allowances. The transport implications of this development were considered through the Aberdeen City and Aberdeenshire Cumulative Transport Appraisal 2010. It demonstrated the impact new development across the North East would have on transport infrastructure. These allowances were then allocated in subsequent LDPs.
- 8.2 A Strategic Transport Fund was initially set up which would apply to all development in the Strategic Growth Areas that fall within the Aberdeen Housing Market Area. The aim was for it to be used only to deliver strategic transport projects in the identified locations to mitigate the cumulative impact of development. A legal challenge was lodged at the Court of Session (Inner House) in August 2015 by the Elsie Development Company Ltd and Goodgrun Ltd, against the adoption by the Strategic Development Planning Authority (SDPA) of Supplementary Guidance entitled “Delivering Identified Projects through a Strategic Transport Fund”. The Inner House issued its decision on 29 April 2016 which allowed the appeal. The SDPA was granted leave to appeal that decision to the Supreme Court. The Supreme Court dismissed the appeal on 25 October 2017. It concluded that for a planning obligation to be a material consideration in a decision to grant planning permission, the obligation must have more than a *de minimis* or trivial connection with the proposed development. The Council therefore no longer applies the Strategic Transport Fund policy as per previous arrangements in the SDPA’s Supplementary Guidance.
- 8.3 Following the quashing of the Supplementary Guidance relating to the Strategic Transport Fund, there is no longer a mechanism of seeking developer contributions to fund the identified measures which had been deemed strategic and required to address cumulative impacts. However, the findings of the CTA option appraisal help to identify the “worst case” transport impacts associated with the Proposed LDP, understand the value of potential mitigation options, and ultimately support the delivery of the Proposed SDP and help ensure the transport implications of the Proposed LDP are fully considered.
- 8.4 It should be noted that the development build out rates for housing land, or programming, which was used to inform the CTA were based on the Housing Land Audit 2016. Since this audit there has been an overall reduction in the programming of approximately 10%. This reduction is reflective of the overall market demand for new housing and employment land across the North East. Such a reduction in future delivery would delay the need for the delivery of some of the more large-scale interventions.
- 8.5 The Proposed Strategic Development Plan is a 20-year document which sets out aspirations for the long-term spatial strategy and growth aspirations of the City Region. The Transport Interventions listed in Schedule 1 of the Proposed SDP must also be considered in this long-term context; larger scale interventions may be required if growth aspirations are realised in the future.
- 8.6 These options relate to a sifted ‘long list’ of interventions that were considered at a high level in relation to their ability to potentially meet the relevant transport planning objectives (as identified within the Cumulative Transport Appraisal) and in terms of deliverability. The transport options include a range of public transport, active travel, road and multimodal interventions. These will require further appraisal and review but

are, at this stage, required to aid the fulfilment of the spatial strategy over the life of the Strategic Development Plan.

- 8.7 City Region Deal investment will help to deliver a number of key infrastructure projects and this will be essential to maintaining and enhancing the quality of life of our communities. Developers will also have to accept the need for contributions towards necessary infrastructure, services, and facilities, and should take account of this when negotiating the price paid for land. The proposed interventions listed in Schedule 1 will be subject to further relevant detailed appraisal and design work which will inform the requirements for developer contributions for their appraisal and/or delivery.
- 8.8 Nevertheless, there is still a requirement for new development to mitigate impacts to or make contributions towards transport interventions. Such contributions can be either through the direct provision of required interventions or through financial contributions from developers. Specific infrastructure requirements are set out in section 4 of the Proposed LDP, the Delivery Programme, Masterplans and Supplementary Guidance (listed in in appendices 4 and 5 of the Proposed LDP).
- 8.9 Developers should account for the likely requirement of a contribution when preparing and costing proposals and are encouraged to engage on this at an early stage. This is because in certain circumstances development can impose additional pressures which would require more extensive contributions to those identified in the Proposed LDP and Delivery Programme. The provision of infrastructure can be key to the deliverability of development unless suitable mitigations and demand management can present a better-balanced approach to facilitate sustainable development. If requirements cannot be met development may not be permitted to go forward.
- 8.10 Developer Obligations Supplementary Guidance will be reviewed parallel to the examination of the Proposed LDP and consider the infrastructure requirements of the Proposed LDP. It will become Supplementary Guidance should the Proposed LDP be adopted.
- 8.11 The Developer Obligations Supplementary Guidance is a material consideration in the determination of planning applications. It expands upon the Proposed LDP's Policy I1 – Infrastructure Delivery and Planning Obligations. It outlines the methodology and criteria used to calculate contributions required to mitigate impact that new development places on community facilities or infrastructure. The methodology seeks to ensure that appropriate contributions are secured from developers to support new communities and to make a fair and proportionate contribution to the individual or cumulative impact of development across the city, and where appropriate, the region.
- 8.12 For developments where, significant impacts are likely; a full Transport Assessment (TA) will be required to inform the process. The thresholds for when a TA will be required are set out in the Transport and Accessibility Supplementary Guidance.
- 8.13 Transport and Accessibility Aberdeen Planning Guidance will be updated after the Proposed Plan is submitted for Examination in Public.
- 8.14 Under the Planning (Scotland) Act 2019, the Planning Authority also has a requirement to publish a report on Developer Obligations.

8.15 It is intended that through the monitoring of the Proposed LDP's delivery that the Council's Action Programme/Delivery Programme and its Capital Plan can be informed to target infrastructure delivery in the appropriate locations and at the appropriate time.

9. Delivered Transport Interventions

9.1 The Strategic Development Plan 2014 included a number of transport interventions which aided the delivery of its Spatial Strategy. Schedule 2 of the SDP 2014's Proposals lists transport interventions across the North East which are of a strategic nature.

9.2 In the absence of the Strategic Transport Fund, it is important to highlight the level of progress and delivery of such interventions.

Table 3: Aberdeen City Strategic Growth Area Intervention Delivery		
Project	Partners	Status
A96	Transport Scotland	Scottish Government has committed to dualling A96 between Aberdeen and Inverness by 2030.
Park and Ride A96	Aberdeen City Council and Nestrans	Completed.
Cumulative Transport Intervention (Persley Bridge/Parkway)	Aberdeen City Council and Nestrans	Need for intervention is dependent on rates of delivery. Ongoing monitoring of delivery data.
Cumulative transport Intervention (Kingswells North)	Aberdeen City Council and Nestrans	Need for intervention is dependent on rates of delivery. Ongoing monitoring of delivery data.
Cumulative Transport Intervention A96	Aberdeen City Council and Nestrans	Need for intervention is dependent on rates of delivery. Ongoing monitoring of delivery data.
New Bridge over River Don	Aberdeen City Council	Completed.
Cumulative Transport Appraisal	Nestrans and Aberdeen City Council	A944 bus priority study undertaken by Nestrans.
Haudagain Roundabout Improvements	Transport Scotland	Farrans Construction preferred contractor to deliver the A90/A96 Haudagain Improvement. Work has commenced on site.
Aberdeen to Inverness Rail upgrade	Transport Scotland, Network Rail	Redoubling of the track between Aberdeen and Inverurie completed August 2019. Kintore Station to open May 2020.
Aberdeen Western Peripheral Route	Transport Scotland	Completed
Cumulative Transport Intervention (River Dee Link)	Aberdeen City Council, Aberdeenshire Council, Nestrans and SDPA	STAG appraisal undertaken.
Cumulative Transport Intervention A956 Wellington Road	Aberdeen City Council and Nestrans	STAG 1 and STAG 2 undertaken as part of Wellington Road study.

Appendix 1 - CTA Package Summaries for both Aberdeen City Council and Aberdeenshire Council

CTA Package Summaries for both Aberdeen City Council and Aberdeenshire Council		
Package	Interventions	CTA options testing outcome
1	<ul style="list-style-type: none"> • Cross City Connections – orbital bus routes to reflect improved bus access to development areas in Aberdeen City; • Bus priority measures proposed on several corridors within Aberdeen City; • Railway station car parking – additional spaces at Dyce, Portlethen, Stonehaven and Huntly; • Behaviour initiative/smarter travel – increase encouragement/marketing of Grasshopper ticket; • Behavioural initiative – active travel areas and improvements for several areas; • Monitor/optimize traffic signals; • AWPR – Cleanhill junction traffic signals; • AWPR – Kingswells South (A944) junction traffic signals; • A90 South – improved access to the A90 at Fordoun and Drumlithie; • Toll of Birness Junction – upgrade junction to a roundabout; • A90/A948 roundabout – upgrade junction with additional capacity (North Ellon roundabout); A90/B9005 roundabout – upgrade junction with additional capacity (South Ellon roundabout); • Wellington Road – Hareness Roundabout traffic signals; • Wellington Road – Souterhead Roundabout traffic signals; • A96/Dyce Drive – additional lanes at traffic signals; • A947 Route Strategy – minor capacity improvements; • A92 Parkway – additional capacity at Balgownie Road junction and additional turning lanes to access Grandhome; and • A96 Dualling – East of Huntly to Aberdeen. 	<ul style="list-style-type: none"> • Demonstrates significant benefits within Aberdeenshire, with the A96 corridor in particular, congestion relief and travel time savings; • Benefits predicted along the A90 North and South. Package 1 generated congestion relief in many peripheral areas of the city particularly at AWPR Cleanhill and A944 interchanges; • Pinch-points remain pressured at peak times (A96/Airport, and A947 Parkhill areas); • Within the city centre, it is less effective with no significant traffic delays/many areas remain congested; • Some relief is provided for along the Wellington Road corridor; • Generates public transport time savings through bus priority measures and creates some minor mode shift impacts towards higher public transport use.

2	<ul style="list-style-type: none"> • New rail stations and rail service connections at Bucksburn, Cove and Newtonhill 	<ul style="list-style-type: none"> • Does not produce region-wide/significant traffic-congestion benefits; • New rail stations produce some significant time savings and accessibility benefits for new local rail catchment areas.
3	<ul style="list-style-type: none"> • AWPR – Kingswells South (A944) Junction slip road; • King George VI Bridge/Great Southern Road – additional capacity; • AWPR – Kingswells North traffic signals; • Ellon Link Road – southern east-west road between A920 and South Road; • A96/Dyce Drive Link Road – additional lane capacity at traffic signals; • Dyce Drive – capacity upgrade from Pitmedden Road to A947; • A947 – Riverview Drive to Dyce Drive capacity upgrade; • AWPR Parkhill Junction – increase southbound B977 approach capacity at Parkhill Roundabout; and • Signalisation of A96 access junctions at Bucksburn including Bankhead Avenue, Greenburn Drive and Inverurie Road. 	<ul style="list-style-type: none"> • Has further benefits for Ellon area and around peripheral of Aberdeen at A96/A947 AWPR intersections.

Appendix 2 - Schedule 1 of Proposed Strategic Development Plan Transport Intervention Options

A summary of the CTA transport interventions is outlined in Schedule 1 (page 41) of the Proposed SDP 2018. It is acknowledged that they may be required to mitigate predicted transport impacts and help accommodate the delivery of the Proposed SDP's spatial strategy. The entire Schedule has been transposed into the Proposed LDP due to the fact that the Strategic Development Plan will cease to have status upon the publication of the draft National Planning Framework 4. This is to ensure there is continuity of transport intervention options across Plans and Strategies.

Summary of Transport Intervention Options		
Enhanced bus service provision through developing cross city bus services, bus stop review and optimisation of services with new bus priority infrastructure		
Additional rail station car parking capacity at Dyce, Stonehaven, Portlethen, Laurencekirk and Huntly Rail Stations. Improved interchange at Inverurie Station		
Potential new rail stations to the north and south of Aberdeen which will be required to be considered through the STAG appraisal process and in accordance with rail station investment guidance. Range of active travel infrastructure initiatives improving accessibility.		
Package of behavioural change initiatives encouraging car-sharing, public transport use and active travel.		
Optimisation of the performance of the network and new transport investments following the monitoring and evaluation of post-AWPR travel conditions.		
Road traffic signalisation or equivalent capacity enhancement measures at AWPR Cleanhill, A944, A947 and Kingswells North intersections to be considered following monitoring and evaluation period and through further detailed traffic assessment		
Road Junction and operational Efficiency enhancements	Urban Corridors	Aberdeen City Centre
		Wellington Road, Persley Bridge & Parkway, Parkhill, A96, Dyce Drive, Bridge of Dee corridors
	Rural Corridors	North Toll of Birness/Ellon, A90 South and A947 corridors Dualling the A96 between the east of Huntly and Aberdeen

Appendix 3 - Delivery Programme for Transport Interventions (Package 1 CTA)

The interventions within package one of the CTA are considered the most appropriate given the current context of National, Regional and Local transport policy seeking more sustainable transport patterns and the levels of housing and employment land allocations in the Proposed LDP.

There are numerous strategies, programmes and projects which comprise these interventions and they are set out in the table below. It is envisaged that progress would be made on these interventions over the life of the Proposed LDP with specific actions in the Delivery Programme to ensure progress is maintained.

Intervention	Summary	Status	Responsible
Cross City Connections – orbital bus routes to reflect improved bus access to development areas in Aberdeen City	Options have been developed for improved sustainable transport connections between new development sites	Presented to Council in June 2019: <ul style="list-style-type: none"> Agreed that the Public Transport options C1, C2 and E1 and all the Active Travel options identified in the STAG Part 2 report (and listed in Appendix 1) for Aberdeen Cross City Connections are approved for further development work subject to future funding being identified to progress these proposals; and Agreed that officers work to secure external funding to allow the continued development of the schemes agreed. 	Aberdeen City Council
Bus priority measures proposed on several corridors within Aberdeen City	Numerous bus gates and lanes proposed and delivered to date.	There are bus lanes on a number of the main routes into Aberdeen. <ul style="list-style-type: none"> There are bus gates at; Broad Street, Bedford Road, Shielhill Avenue, and Lang Stracht. There are bus lanes operational at; Auchmill Road, eastbound approach to Haudagain roundabout; Ellon Road at Bridge of Don; College Bounds between University Road and Meston Walk, Great Northern Road westbound approach to Haudagain roundabout, Holburn Street northbound approach to Union Grove and southbound approach to Garthdee roundabout and Union Street. Multimodal corridor studies are planned for the major transport corridors later in 2020. 	Aberdeen City Council, Nestrans and Bus Alliance
Railway station car parking – additional spaces at Dyce	Intervention is for additional parking spaces at Dyce train station.	<ul style="list-style-type: none"> Proposed LDP identifies OP86 for the expansion of the car park with associated SUDS and landscaping. 	Aberdeen City Council
Behaviour initiative/smarter travel – increase encouragement/marketing of Grasshopper ticket;	Numerous Local and Regional interventions to make it easier to use public transport and active travel.	<ul style="list-style-type: none"> Integrated smart ticketing has been introduced in the form of the GrassHOPPER multi-operator ticket. This is accepted by nine operators in Aberdeen and Aberdeenshire and, since 2016, is available as a smartcard. New RTPI live weblink (www.realtimebus.com) for First services in the City launched on 16 September 2010. £192K awarded to Aberdeenshire Council by Scottish Government through European Regional Development Fund to help introduce real time passenger information. Budget approved in 15/16 to replace existing RTPI screens in Aberdeen with modern screens that will run on the Aberdeenshire System and installation of further solar powered screens in Aberdeenshire. New system will allow messages to be sent to the screens to assist with disruption management. Region wide live bus departure info can be found online at AC, First and Stagecoach websites, on mobile phones using the free Traveline Scotland app, or via QR codes on timetables at bus stops using smartphones. Wayfinding signs - Bid has been submitted to ScotRail Station Travel Plan Development Fund for £10K and this budget forms part of the Nestrans match funding in partnership with £5K via Aberdeenshire Council's Smarter Choices Smarter Places funding. 	Aberdeen City Council, Bus providers, Nestrans
Behavioural initiative – active travel areas and improvements for several areas	There are a number of ongoing studies and projects being undertaken by Aberdeen City Council, Nestrans and Sustrans to deliver an improved active travel network	See appendix 4 - Current programmes and strategies	
Monitor/optimize traffic signals	Collection of survey data, monitoring and corridor studies.	<ul style="list-style-type: none"> AWPR - survey data collection and analysis. surveys have been funded through the City Region Deal to update ASAM, by Transport Scotland for upgrading the A96 dualling model or by the LEZ funding to ACC from S Gov to update the City Centre Model. All survey output being shared between authorities. Strategic Network Monitoring – Phase 4 Queens Road Corridor. Expansion of the Cities current Internet Protocol closed-circuit television (IPCCTV) equipment at traffic signals, along the A944 Queens Road Corridor between Groats Road and Springfield Rd to monitor and better manage changes in traffic flow to assist in reducing congestion and improve journey times Multimodal corridor studies are planned for the major transport corridors later in 2020. 	Aberdeen City Council Nestrans Transport Scotland

<p>AWPR – Cleanhill and Kingswells junction traffic signals</p>	<p>Monitoring of AWPR ASAM upgrade Regional partnership working</p>	<ul style="list-style-type: none"> • The final section of AWPR opened to traffic on 19 February 2019. Since opening fully, AWPR/B-T has continued to operate well, with road users now enjoying a range of benefits, including reduced journey times, improved journey time reliability, reduced congestion, enhanced safety and better local access. Management of certain sections of the A92 and A96 was transferred on 1 April 2019 to Aberdeen City Council and Aberdeenshire Council, in line with Detrunking orders which were published in 2010 and 2012, as part of the AWPR/B-T project. • Aberdeen Roads Limited (ARL), Transport Scotland and Police Scotland have closely monitored operation since AWPR/B-T fully opened to ensure it is working as anticipated. Some instances of queuing and delay on the diverging slip roads have been observed at Kingswells South junction during some peak periods, and this is being monitored by Transport Scotland and ARL, particularly with regard to queuing on the slip roads. • AWPR - survey data collection and analysis can be shared to inform model upgrades and future studies. • Nestrans in partnership with TS, AC, ACC and SDPA appointed Systra in July 2019 following competitive tender to update ASAM to a 2019 base year with 2022, 2027, 2032, 2037 and 2042 forecast years. This will involve a significant data collection exercise to update and calibrate the base model to 2019 and to reflect the change in traffic patterns as a result of the AWPR. PBA appointed as auditor through Transport Scotland's Latis framework. Traffic and P&R surveys completed in early Oct. Public transport (bus and rail) patronage and interview surveys completed and NRS Pupil Census data received. Council signal timings provided, and data requested for new AWPR junctions. All data being processed and used for model development. • The project plan indicates ASAM upgrade to be completed by May 2020. • Nestrans has agreed to provide access to the ASAM strategic model for STPR2 • Through FIRS and the CRD Transport Working Group consideration can be given to the outputs of the upgraded ASAM and the operational characteristics of the Cleanhill and Kingswells junctions. Ongoing monitoring of delivery of employment and housing land allocations will be used to update APPI data. Performance of junctions and corridors will need to be monitored as part of RTS and LTS. • Review of junction performance to be progressed through Delivery Programme of LDP. 	<p>Aberdeen City Council Aberdeenshire Council Nestrans Transport Scotland</p>
<p>AWPR – Kingswells South (A944) junction traffic signals (CTA package 3)</p>	<p>Proposal to introduce traffic signals at intersection approaches to provide balanced capacity for all turning movements has been put forward by Transport Scotland.</p>	<ul style="list-style-type: none"> • A944/B9119 corridor study commissioned by ACC and being funded via Nestrans Roads Hierarchy budget. Stantec appointed • Aberdeen City Council will be considering plans to install traffic signals at the A944 Kingswells/AWPR roundabout junction due to the number of bumps between vehicles at this junction. Council officers have been working with Transport Scotland and Police Scotland to identify measures to improve safety. Transport Scotland has indicated they are supportive of this proposal. • Strategic Network Monitoring – Phase 4 Queens Road Corridor. Expansion of the City's current Internet Protocol closed-circuit television (IPCCTV) equipment at traffic signals, along the A944 Queens Road Corridor between Groats Road and Springfield Rd to monitor and better manage changes in traffic flow to assist in reducing congestion and improve journey times • The A944/B9119 – active travel and public transport study now underway with outcomes expected in Q3 2020. Studies to identify the opportunities for bus priority and active travel provision along the whole corridor(s), allowing swift move to design and delivery. • A944 cycle/ pedestrian path - AECOM has been commissioned to develop options and undertake a STAG based appraisal for the improvement of the A944 pedestrian and cycle route with the goal of increasing the number of active travel users along the route. Desktop review completed and development of options underway. Initial stakeholder and public engagement ongoing until 14 Feb and further details in separate consultations report. 	<p>Transport Scotland Aberdeen City Council Police Scotland</p>
<p>Wellington Road – Hareness Roundabout traffic signals; Wellington Road – Souterhead Roundabout traffic signals;</p>	<p>Locking in the AWPR benefits - Wellington Road MultiModal Corridor Study</p>	<ul style="list-style-type: none"> • Wellington Road Corridor Study is considering these interventions. Development applications within this corridor are subject to development obligations towards these interventions. • A956 Wellington Road – multimodal STAG 2 appraisal will finish later in 2020 • Aberdeen City Council has developer obligation funding towards this study along with funding from the City Region Deal towards the cost of the model that will be used by this study and the links to Aberdeen South Harbour so full Nestrans funding no longer required. 	<p>Aberdeen City Council and Nestrans</p>

A96/Dyce Drive – additional lanes at traffic signals;	Additional lanes: widen western approach to four lanes and additional right turn lane from Dyce Drive north to A96 West	<ul style="list-style-type: none"> An A96 corridor study is proposed to be undertaken in 2020/2021 financial year. This study will should take into consideration trunk roads. Through the development management process sufficient land has been set aside to enable the delivery of any future required upgrade. Delivery will be dependent on the build out of the corridor. Section 75 legal agreements are in place to secure transport mitigation contributions from development. Ongoing monitoring of employment land through the Employment Land Audit required. The link road between the A96 Craibstone roundabout to the Dyce Drive/International Avenue junction that will give access to the site was opened on 29 Aug 2016. The 3-lane each way carriageway includes footpaths and a shared cycle lane and pedestrian walkway. The Park & Ride building with waiting room, cycle lockers, toilets and showers within the A96 Craibstone P&R site opened to the public on Mon 12 June 2017. The £15.2M facility offers free parking for up to 36 hours, whilst users complete their journey by bus, car-share, cycling or walking. Dyce Travel Plan produced through CIVITAS PORTIS. Consultants Atkins have also carried out an online survey and worked with four organisations in Dyce including engagement events. 	Aberdeen City Council
A947 Route Strategy – minor capacity improvements	A947 Road Safety Improvements	<ul style="list-style-type: none"> A947 Road Safety Improvements - Delivery of Action Plan and Development of Business Case for Future Schemes on A947. Works would include continuing feasibility and design of active travel for Banff Bridge and overtaking lanes Minor capacity improvements - Further work as identified in the A947 RIS. These short to medium term improvements include edge strengthening, surface texture, signs and lines improvements to achieve consistency and builds on previous years investment. Interventions have been identified and prioritised jointly with Roads and Transportation Further budget approved for 2017/18 to continue delivery of road safety improvements. Aecom commissioned in 2016/17 to look at opportunities such as overtaking lanes and junction improvements and develop a series of statements from the Action Plan. Night time audit of any missing road studs and average speed camera case studies undertaken and will help determine programme for 2017/18. Delivery of Action Plan to be progressed and business cases developed for individual schemes along the corridor. Remedial Works highlighted following the i-Rap study carried out on the A947 during December 2018. 	Aberdeen City and Aberdeenshire Councils
A92 Parkway	Additional capacity at Balgownie Road junction and additional turning lanes to access Grandhome	<ul style="list-style-type: none"> Contributions towards interventions have been agreed through section 75 agreements. Contribution triggers are dependent on levels of delivery. 	Aberdeen City Council
A96 Dualling – East of Huntly to Aberdeen.	Single preferred Route to be announced in 2020	<ul style="list-style-type: none"> Transport Scotland had aimed to identify a preferred option by end of 2019, but now state that as approximately 800 written responses received following public events in May 2019 the work to identify a preferred option will continue in 2020, with an announcement expected later this year. Further public exhibitions will be held when the preferred option is announced to enable feedback. 	Transport Scotland
Assessment of need for additional rail stations (CTA package 2)	Scottish Government Local Rail Development Fund (2019) to support local opportunities to explore rail feasibility.	<ul style="list-style-type: none"> Nestrans was awarded £25,000 from Transport Scotland via the Local Rail Development Fund to undertake a feasibility study for accessibility options at Inch railway station. The grant covered a two-year period and the £20,779 funding which remained for the ongoing study in 2019/20 will be claimed in full. A further bid to undertake an appraisal for new local stations was submitted when the Local Rail Development Fund opened for new applications again in 2019 and secured a grant of £80,000. The offer of grant suggested that it be used for a multi-modal transport appraisal. Nestrans has previously undertaken these appraisals through other assessments such as the Strategic Transport Appraisal and request that the study concentrates on rail options. A response is awaited, and no expenditure is expected this financial year against this 2 year grant. 	Transport Scotland Nestrans

Appendix 4 - Current programmes and strategies

Project/Strategy	Summary
Roads Hierarchy	<p>The Roads Hierarchy aims to ensure traffic uses appropriate routes around the city (primarily the AWPR for non-stopping traffic, appropriate radial routes to and from the city centre and other key destinations) and to discourage unnecessary/through-traffic from using the city centre to help deliver City Centre Master Plan's aspirations.</p> <p>It will identify a revised network of priority and secondary routes which will be the focus of future studies and investment in future years. It will move from the concept of traffic corridors to people movement corridors therefore making these high-quality active travel and public transport corridors. While also not pushing traffic onto less appropriate routes.</p> <p>The sequential approach to realising the revised hierarchy is outlined below:</p> <ul style="list-style-type: none"> • Formal reclassification of a number of roads (e.g. some roads move from A/B class roads to unclassified and vice versa) – preferred network has been identified and is being consulted upon with Transport Scotland. • Signage changes – to reflect new road numbering (where appropriate) and to direct traffic to those routes we want them to be on – should be taking place this financial year (assuming reclassifications approved). • Junction alterations to ensure priority is given to the correct routes (e.g. priority changes from Anderson Drive to those radial corridors bisecting Anderson Drive). • Corridor improvement strategies to ensure these routes now accord with the revised hierarchy (particularly the emphasis on active travel and public transport) – these will be taken forward on a prioritised basis as resources permit – Wellington Road underway, A944/B9119 study soon to launch, A96 likely to be next on list possible next financial year. • Traffic management/placemaking initiatives to protect those communities/areas where through-traffic is not desirable – in the city centre this will be realised through the Sustainable Urban Mobility Plan which considers how the key roads hierarchy principles can be delivered in the city centre and in the context of the CCMP.
Car parking framework	<p>A car parking strategy which will be reported to committee some broad principles early 2020. It will be accompanied by an action plan to deliver the strategy. The main aims will be to ensure car parking policies support wider sustainability objectives and the visions for the Roads Hierarchy, City Centre Master Plan and the Sustainable Urban Mobility Plan.</p>
Air Quality	<p>£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:</p> <ul style="list-style-type: none"> • 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. <p>Separately, consultants Jacobs have been appointed to independently audit the development of the upgraded traffic model to ensure outcomes are robust and defensible.</p> <p>At City Growth and Resources Committee (6 Feb 2020) approval was given for Aberdeen City Council Officers to apply to the Traffic Commissioner for a Traffic Regulation Condition (TRC) for the purpose of reducing emissions from local bus services, and to undertake public and stakeholder engagement on options for a Low Emission Zone (LEZ) encompassing multiple vehicle types.</p>
Work Place Travel Planning	<p>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.</p> <p>A similar exercise was carried out for the Dyce area later in 2019 as part of another CIVITAS PORTIS work package (2ABZ2 Collective Travel Planning).</p>

Car Club	<p>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.</p> <p>Two Toyota Yaris Hybrids will become operational during September 2019 at recently installed bays on Pittodrie Street. The Tillydrone car has now moved to the new Tillydrone Hub from its previous location at Tillydrone Library</p>
Ultra-Low Emission Vehicles	<p>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.</p> <p>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.</p>
Travel Information and Awareness	<p>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.</p> <p>Getabout in the City - the Tour Series took place in May and In Town Without My Car Day (ITWMCD) took place on Sunday, September 15th 2019. 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.</p> <p>Getabout for Education - Road Safety Magic Shows will visit twenty-six Aberdeen City primary schools throughout September and October.</p> <p>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 2019.</p> <p>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.</p> <p>Origin 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.</p> <p>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.</p>

<p>School Travel and Young People</p>	<ul style="list-style-type: none"> • I-Bike Project <p>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.</p> <ul style="list-style-type: none"> • Hands-up Survey <p>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.</p> <p>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%.</p>
<p>Walking and Cycling Improvements</p>	<ul style="list-style-type: none"> • River Don Paths <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> • Wellheads / Farburn Terrace Cycle Link <p>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.</p> <ul style="list-style-type: none"> • A90 Parkway Cycle Route Extension <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> • Bicycle Hire Scheme <p>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.</p>

	<ul style="list-style-type: none"> • A96 Collective Travel Study <p>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.</p> <ul style="list-style-type: none"> • Cross City Connections <p>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.</p> <ul style="list-style-type: none"> • Craigshaw Drive Cycleway <p>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.</p> <ul style="list-style-type: none"> • Bridge of Dee West – Active Travel Corridor <p>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.</p> <ul style="list-style-type: none"> • Bridge of Don to City Centre – Active Travel Corridor Options Appraisal <p>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.</p> <p>A92 Murcar North</p> <p>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.</p> <ul style="list-style-type: none"> • A92 Connections <p>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.</p> <ul style="list-style-type: none"> • A944 Cycle Route <p>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.</p> <p>Deeside Way Pittengullies Brae Crossing</p> <p>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.</p> <p>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.</p>
Road Improvements	<p>Haudagain Roundabout</p> <p>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.</p>

	<p>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.</p>
<p>Public Realm and the Sustainable Urban Mobility Plan</p>	<p>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.</p> <p>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.</p> <p>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.</p>
<p>City Region Deal</p>	<p>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.</p> <p>Aecom appointed to undertake STAG part 2 following competitive tender. Paramics Discovery micro simulation model being developed and will also cover the area required for the transport links to Aberdeen South Harbour Stag part 2 study.</p> <ul style="list-style-type: none"> • External Transportation Links to Aberdeen South Harbour Study • Stag Part 1 assessment of transport links to new harbour commissioned by ACC and PBA consultants appointed. Appraisal and delivery of any approved outcomes to be funded through £25M allocation within City Region Deal. Combined pre-appraisal and part 1 Stag report completed. <p>PBA (now Stantec) appointed for STAG part 2 and study being progressed. Traffic surveys took place in June to upgrade Paramics microsimulation model with post AWPR opening traffic flows for quantitative analysis.</p> <p>The work is on-going and is expected to be completed by the end of October 2020.</p>