

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Urgent Business Committee
<b>DATE</b>	30 June 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Spaces for People
<b>REPORT NUMBER</b>	COM/20/095
<b>DIRECTOR</b>	-
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Joanna Murray
<b>TERMS OF REFERENCE</b>	UBC 1

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### 1. PURPOSE OF REPORT

- 1.1 This report advises the Committee of the outcome of a bid to the 'Spaces for People' Fund.

### 2. RECOMMENDATIONS

That the Committee:-

- 2.1 notes that, in relation to the Financial Resilience report RES/20/091 and as requested at the Urgent Business Committee on 6 May 2020, 100% funding was successfully secured through the Council's bid to the 'Spaces for People' fund;
- 2.2 notes the progress to date in delivering the Council's proposed Spaces for People programme;
- 2.3 agrees that the Chief Officer Strategic Place Planning updates Members through Members briefings on the continued progress of delivery, review, adjustment, monitoring and public feedback; and
- 2.4 notes that, in relation to the Socio-Economic Rescue Plan 2020/21 report COM/20/098 on this agenda, delivery of this programme is a priority action that supports the Plan.

### 3. BACKGROUND

- 3.1 On 28 April 2020, a £10 million Spaces for People fund was launched to support local authorities in implementing temporary active travel infrastructure to better enable physical distancing during the Covid-19 public health emergency. The full news release can be found [here](#). No match funding is required and the fund is being managed through Sustrans Scotland, a sustainable transport charity. This fund has subsequently been increased to £30 million.

3.2 Reference is made to the meeting of the Urgent Business Committee on 6<sup>th</sup> May 2020, and specifically the report entitled 'Financial Resilience – Covid-19' (RES/20/091), wherein the Committee decided:

- (xii) to agree that Aberdeen City Council should participate in the "Spaces for People" Initiative providing it is 100% funded by Sustrans Scotland;
- (xiii) to instruct the Chief Officer - Strategic Place Planning to submit bids to the Spaces for People initiative in conjunction with the Council's Transport spokesperson Councillor Macdonald and report the outcome of those bids to the Urgent Business Committee on 30 June 2020;

3.3 Reference is also made to Powers Delegated to Officers as approved by Council on 2<sup>nd</sup> March 2020, (and amended by this Committee at its meeting on 20<sup>th</sup> March 2020) in particular General Delegation to Chief Officers 33:

When acting as Duty Emergency Response Coordinator (DERC):  
to take, or arrange for the taking of, any action on behalf of the Council which s/he considers necessary in the event of:

- an emergency (as "emergency" is defined in the Civil Contingencies Act 2004); and/or
- any incident or situation that requires the implementation of special arrangements in order to:
  - maintain statutory services at an appropriate level;
  - support the emergency services and other organisations involved in the immediate response;
  - provide support services for the community and others affected by the incident;
  - enable the community to recover and return to normality as quickly as possible; and/or
  - provide aid to other local authorities,with any such action being reported to a future meeting of the Council or relevant committee or sub committee as an item on the agenda.

3.4 This report complies with the instruction detailed in paragraph 3.2, and the related actions have been undertaken using the Powers Delegated to Officers detailed in paragraph 3.3.

3.5 A Covid-19 Urban Realm Task Force drawing from teams across the Council has been set up to plan, detail and deliver a prioritised programme of temporary urban realm interventions which will enable people and businesses to comply with the public health requirements to physically distance when out and about exercising and on essential journeys, and in the coming weeks returning to work, shopping, accessing health and other services as lockdown measures ease.

3.6 On 21 May 2020, the Covid-19 Framework for Decision Making was released by the Scottish Government. This Framework indicates that the response to the pandemic nationally is beginning to move from the 'rescue' stage to the 'transition' stage; that is the stage bridging 'rescue' with 'recovery'. The

Framework sets out a route map against four phases which aim to ease existing restrictions. The four phases are gradual and incremental, and each phase will be triggered following careful monitoring of the virus. The route map provides an indication of the order in which the government will seek to lift current restrictions but at this point does not specify dates for all of the different phases. Instead, every three weeks the government will review and report on whether, and to what extent, it can move from one phase to another. It may be that not everything currently listed in a single phase will happen at the same time. The Scottish Government confirmed on 28 May 2020 that the country was moving to Phase 1 with the easing of restrictions taking place with effect from 29 May 2020. At the time of writing, the next review date is 18 June 2020 and it is possible that, if the evidence supports it, the country will move to Phase 2. Phase 2 includes permissions for a greater degree of outside activity, including increased public transport; non-essential indoor non-office-based workplaces; smaller retail units and outdoor markets may resume and opening of playgrounds and sports courts, all of which must be done in compliance with public health advice and with physical distancing in place.

- 3.7 Travel during lockdown has been restricted to essential journeys, with people being encouraged to walk and cycle where possible, and to not use public transport (where physical distancing is much more difficult) unless absolutely necessary to protect public health and prevent a second wave of the disease. Businesses that have been able to remain open during lockdown e.g. food shops and pharmacies, have had to adapt to restrict numbers within their premises, often requiring customers to queue outside in compliance with the public health requirement of 2m distancing. Whilst this is practical for larger supermarkets with their own space around the main entry, this is much more difficult with shops and businesses that front onto the public footway where people have to compete for space which is usually quite limited. This is further exacerbated where there are bus stops with people queuing for, and getting on and off buses. Although bus frequency has dropped dramatically during the lockdown, and with limited capacity on board, buses are nevertheless an important mode of transport for those who can't walk, cycle or have access to a private car and therefore it is critical to ensure that safe public transport use is included.
- 3.8 With lockdown easing now mapped out and being rolled out, and the beginnings of re-opening the economy imminent, it is clear that physical distancing will remain a key part of life for the foreseeable future and therefore the public realm has to be temporarily adapted to facilitate this in line with public health requirements. The Covid-19 Urban Realm task force has therefore collaborated with NHS Grampian, Nestrans and Aberdeen Inspired, and worked in conjunction with the Council's Transport spokesperson Councillor Sandra Macdonald to develop a high level City wide plan to address key pedestrian pinch points and other locations where people are likely to congregate in numbers, and to put in place measures on key corridors to prioritise pedestrians, cyclists and public transport. This high level plan was used as the basis for a bid to Sustrans Scotland and on 26th May 2020 the City Council announced its success in securing £1.76 million from the Spaces for People Fund. The press release can be found [here](#).

3.9 The key locations and considerations included within the plan are as follows:

- City Centre
- Retail, district and town centres: Rosemount, Torry, George Street, Peterculter, Cults, North Deeside Road
- Other retail areas: Beach Retail Park, Esplanade cafes, St Machar Drive/ King Street Roundabout shops, sections of King Street, Clifton Road (Tanfield) shops, Great Northern Road (Woodside) shops, Auchmill Road shops, St Swithin Street, Holburn Street, Seafield shops, Byron Square, Rousay Drive shops, Summerhill Road shops, Hayton Road shops, Scotstown shops, Braehead Way shops
- Leisure destinations: Seaton Park, Duthie Park, Hazelhead Park, Victoria/ Westburn Parks, Beach Esplanade shops
- Active travel routes: strategic and local
- Leisure routes: Beach Esplanade, Deeside Way, Dee riverside path and Bridge of Dee
- Public Transport
- Education, Public Buildings and facilities (*details and associated costs will be the subject of separate bid. to Sustrans. The Local Delivery Phasing Plan (V1) has been developed for Aberdeen Schools and any temporary C-19 public health measures required outside the school to support this will be considered.*)

3.10 The temporary interventions that are likely to be needed to facilitate public health requirements as lockdown eases and businesses re-open include:

- additional walking and cycling priority
- reallocation of carriageway space for use by active travel and buses
- widened pedestrian crossings, accommodating cycle crossing too where necessary
- additional secure cycle parking
- signage for cycle routes
- signage encouraging responsible physical distancing behaviour on busy active travel routes and leisure destinations such as the beach and parks
- creating capacity for tables, chairs and associated leisure uses
- additional bus priority, space at bus stops and bus stop/ shop entry queue management
- relocation of bus stops
- review of bus lane times
- re-routing of buses
- access limited to public transport, residents and deliveries/ loading and unloading
- removal of obstacles such as guard rails
- introduction of green infrastructure
- re-routing for access to off-street car parks
- one ways
- suspension of kerbside parking
- speed reduction

3.11 The City Centre has been considered the immediate priority due to the highest concentrations of pedestrian activity and being the heart of the City and City Region's economy. Temporary Covid-19 public health measures have been delivered in 2 phases within the City Centre ([phase 1](#) and [phase 2](#) plans) and these are being closely monitored. Work is now underway, with partners Aberdeen Inspired, to enhance these City Centre temporary Covid-19 public health measures to make the spaces that have been created welcoming and attractive. Plans are also currently being designed for the district centres of George Street, Rosemount, Torry and Cults as well as Bridge of Don to the beach, including the Esplanade and Promenade. As soon as these are underway the remainder of the programme will be designed and rolled out as soon as possible.

3.12 It is acknowledged that these temporary Covid-19 public health measures may not be perfect in the first instance as they have been developed at pace in response to the public health emergency and it had not been possible to fully engage with people and stakeholders as would be a usual part of the design process. Nevertheless, it is recognised that continued public and stakeholder engagement is critical to the success of these temporary Covid-19 public health measures in keeping people safe from harm, reducing the risk of a second wave and enabling businesses to re-open safely and support our Socio-Economic Rescue Plan. A communications strategy has been developed to manage the flow of guidance and information to the public and businesses. Specific guidance for businesses relating to the easing of lockdown has been developed with and supported by NHS Grampian and Aberdeen Inspired, and can be found [here](#). This guidance will be subject to continuous review in line with Public Health and Scottish Government requirements and will be added to with other guidance if required in due course. Dedicated email addresses have also been set up for businesses and stakeholders seeking information and guidance. There will also be further press releases, Members briefings, Frequently Asked Questions, maps, social media, on street information and signage provided to aid understanding of and compliance with the necessary temporary Covid-19 public health measures. Further and continued engagement is now scheduled with businesses, transport operators, transport user groups, the Disability Equity Partnership and community councils. Specific engagement has also been held with the two main bus operators, First Bus and Stagecoach, to ensure continuity with the guidance and advice they are giving to their customers and staff, as well as informing any adjustments they require to make to their timetables as a result of these measures. Public and key stakeholder feedback on all the temporary Covid-19 public health measures is also being invited through questionnaires on the Council's website and Sustrans are also hosting a map based feedback platform to enable anyone to 'pin' comments to specific locations, and see the comments of others, as follows:

- to tell us where you think temporary Covid-19 public health measures should be, and what should be done, [ACC website till 30 September 2020](#)
- to tell us what you think of the temporary Covid-19 public health measures that have been implemented, how your travel has changed and how this experience might influence future travel behaviour, [ACC website till 30 September 2020](#)

- a combination of the above on a map based portal, [Sustrans hosted map till 23 July 2020](#)
- taxi and private hire vehicles questionnaire, [ACC website till 2 July 2020](#)

The deadlines for the above are to focus attention in the first instance on the temporary Covid-19 public health measures going in and any other locations that people think may need similar action. These deadlines will be extended to ensure there is a continuous opportunity for people to express their views as we move from implementation into review-refine. Altogether these engagement sessions, questionnaires, feedback portals and any emails received will give officers invaluable information on the usefulness of the temporary Covid-19 public health measures, any changes that might be necessary and any new locations that need to be considered. General information for the public is being included in messages on the Council's website and in social media posts, including but not restricted to the information included in Appendix 1. This stakeholder and public engagement will continue for the duration of these temporary Covid-19 public health measures.

- 3.13 In addition to engagement, monitoring and understanding the transport network performance will also be key to adjusting and expanding the temporary Covid-19 public health measures where necessary to keep everyone safe while moving around. All modes will be monitored from various sources including existing traffic monitoring equipment, the Council's Intelligent Transport Systems and partner information to understand how well the new temporary Covid-19 public health measures are being used and what impact this may have on other modes and/ or other locations in the City. This will be recorded and reported together with public and stakeholder feedback on a weekly basis so that any necessary adjustments can be undertaken as rapidly as possible.
- 3.14 This will be a of design-implement-review-refine, until all the temporary Covid-19 public health measures are implemented and then there will be continuous monitoring after that and adjustment as necessary. The timescales for the duration of these temporary Covid-19 public health measures will be informed by Public Health requirements and Scottish Government.
- 3.15 It should be noted that the £1.76 million grant from Sustrans is an estimate to cover the temporary Covid-19 public health measures as identified in the high level bid and there is, as yet, no funding to remove these temporary Covid-19 public health measures once Public Health requirements and Scottish Government remove the requirement to physically distance.
- 3.16 It should also be noted that whilst the temporary Covid-19 public health measures are specifically designed to address the physical distancing requirements of this public health emergency, they are also in accord with the Council's objectives within the City centre and across the City to build places for people, keep people safe from harm, enable people to make healthy life choices, enable the economy to grow and thrive, to be resilient at times like these and contribute to the net zero carbon agenda.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The high level cost estimate of developing, implementing and maintaining the temporary Covid-19 public health measures (excluding schools and public buildings) included within the bid to Sustrans is £1.76 million. Sustrans has awarded the full amount to the Council and this is a 100% grant with no match funding requirements. Should the estimated costs increase, further funding bids will be submitted. There is currently no funding available to remove these temporary Covid-19 public health measures. There is no deadline to spend this funding, although there is an expectation of delivery as soon as possible as these temporary Covid-19 public health measures are necessary to respond to the public health requirements of physical distancing, and the strong likelihood of lockdown easing over the coming days, weeks and months with increasing economic activity and people movement.

#### 5. LEGAL IMPLICATIONS

- 5.1 The funding will require to be spent in accordance with the legal agreement for the grant award. The Sustrans grant has been awarded on standard terms and conditions and the agreement is currently being reviewed by Commercial and Procurement Services Legal officers before signature.
- 5.2 There will be temporary traffic regulation orders and possible planning and permissions required to implement various elements of this programme. These will be undertaken in line with the statutory requirements and the Scheme of Governance.

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Funding and staffing – the pace of delivery of the temporary Covid-19 public health measures is significantly reliant on available funding, staff and product availability. Covid-19 - impact on staffing and programme progress.	H	Funding has already been secured for most of the programme and further bids will be submitted to Sustrans as necessary. A task force group has been set up to manage the programme with daily meetings to monitor progress and address any issues – drawn from senior staff across the Council.
<b>Compliance</b>	Officers breach grant conditions or terms of Scheme of Governance.	L	Work closely with legal, procurement and finance officers as necessary.
<b>Operational</b>	Insufficient staff to undertake the full programme.	M	Progress is monitored frequently to address any issues and this work



			currently has the highest priority.
<b>Financial</b>	Projects come in over budget.	M	Costs will be monitored on at least a monthly basis and reported to the Transportation Programme Board. Further bids for additional funding will be made to Sustrans as necessary.
<b>Reputational</b>	Programme not delivered.	L	This work is a high priority and progress is monitored closely to ensure delivery as soon as possible.
<b>Environment / Climate</b>	Air quality deteriorates and carbon emissions increase as more people start to travel, using the car more often due to advice to minimise use of public transport which will have reduced capacity for some time.	M	Performance of the road network will be closely monitored, including reviewing air quality data that is collected locally.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	In addition to responding to the current public health emergency and imminent easing of lockdown requirements, this programme of temporary Covid-19 public health measures supports the delivery of the Economy Policy Statement 4. Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens Place Policy Statements 2. Support efforts to develop the Energetica corridor 3. Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport 5. Commit extra funding to resurface damaged roads and pavements throughout the city. The temporary Covid-19 public health measures actively support and encourage active and sustainable travel, in and across the City Centre and support maintenance and safe operation



	of the strategic road network enabling people to comply with physical distancing requirements.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The programme of temporary Covid-19 public health measures supports the delivery of Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026, and Stretch Outcome 2 – 90% of working people in living wage employment by 2026 by supporting the lockdown easing measures which will enable the economy to recover and people to get back to work where they cannot work from home. The temporary Covid-19 public health measures will enable people to move around by walking and cycling where possible, while protecting access to public transport and enabling compliance with physical distancing requirements. The temporary Covid-19 public health measures will also support businesses re-opening by providing additional space for customers and create space, where possible, for outdoor seating and leisure activities.
Prosperous People Stretch Outcomes	The programme of temporary Covid-19 public health measures within this report support the delivery of Stretch Outcome 11 – Healthy life expectancy is five years longer by 2026. The temporary Covid-19 public health measures actively support and encourage active and sustainable travel and help reduce environmental pollutants which are harmful to human health. The temporary Covid-19 public health measures are also designed to enable physical distancing while moving around, thereby minimising the risk of Covid-19 transmission and the likelihood of a second wave of the disease.
Prosperous Place Stretch Outcomes	The temporary Covid-19 public health measures support the delivery of Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate, and Stretch Outcome 15 - 38% of people walking and 5% of people cycling as main mode of travel by 2026. The temporary Covid-19 public health measures improve and/ or create active and sustainable travel infrastructure.
<b>Regional and City Strategies</b>	The temporary Covid-19 public health measures support the delivery of the Regional and Local Transport Strategies, Strategic and Local Development Plans, Regional Economic Strategy and Action Plan, Health and Transport Action Plan, Local Outcome Improvement Plan, Air Quality

	<p>Action Plan and Powering Aberdeen by encouraging more people to walk and cycle to work, health care and other services and destinations and as a result of the public health emergency, to be able to do this whilst also complying with physical distancing requirements. This is particularly important due to the imminent lockdown easing which will see more people travelling to work and other destinations as businesses start to re-open. Although bus travel will remain significantly reduced for some time, the temporary Covid-19 public health measures also help to ensure that this mode can still be used safely too.</p>
<p><b>UK and Scottish Legislative and Policy Programmes</b></p>	<p>The measures directly contribute to Public Health and Scottish Government requirements and legislation relating to the Covid-19 Pandemic, and in particular support physical distancing in public spaces. They will also support businesses as they start to re-open in accordance with the lockdown easing phases. The temporary Covid-19 public health measures will also contribute towards the delivery of the Scottish National Transport Strategy (NTS 2), the UK and Scottish legislation on Air Quality Standards and Objectives, and Climate Change Acts.</p>

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<p><b>Impact Assessment</b></p>	<p>Full impact assessment not required for this report. An EHRIA was undertaken for the Local Transport Strategy, which these temporary Covid-19 public health measures contribute to. It has not been possible to undertake full impact assessments of individual temporary Covid-19 public health measures prior to implementation due to the emergency requirements to have these delivered as soon as possible. However, the design process has considered the needs of vulnerable users and feedback will be sought from the public and stakeholders and any adjustments made as necessary.</p>
<p><b>Data Protection Impact Assessment</b></p>	<p>Not required</p>

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix 1 – Guidance for the Public

## 11. REPORT AUTHOR CONTACT DETAILS

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### Guidance for Physical Distancing – Members of the Public

#### **Introduction**

To prevent further spread of Coronavirus (Covid-19), current Scottish Government guidance is to:

- Isolate yourself from others if exhibiting [symptoms](#);
- Only leave your home for exercise and essential journeys such as food shopping;
- Stay local and continue to work from home where possible;
- When travelling, walk or cycle whenever you can to reduce pressure on road and public transport networks;
- When outside the home, keep a distance of 2 metres from others (not including members of your household) at all times and during all activities (physical distancing);
- Avoid touching surfaces and maintain good hand hygiene with frequent washing.



Even as lockdown restrictions are eased, it is likely that some form of physical distancing will be required for the foreseeable future.

#### **What Aberdeen City Council is doing**

We will support the reopening of all shops and businesses when it is appropriate to do so, while ensuring health risks to the public, in terms of further transmission of the virus, are minimised.

It is likely that, for the foreseeable future, more space will be needed for fewer activities and we will be making changes to our streets and public spaces to respond to this. These changes will make it easier and safer for people to access shops, workplaces and other services, whilst allowing for physical distancing. Key to this is making it easier for people to walk and cycle safely, reflecting advice from the Government that these are the best forms of transport to use for physical distancing as well as great ways to stay fit and healthy.

#### **Shops, Restaurants and Other Businesses**

In terms of shopping and leisure premises, individual owners and operators will be responsible for controlling and managing access and queuing in accordance with physical distancing guidelines and members of the public will be expected to comply with all instructions.

#### **Queuing**

As the number of people able to enter buildings and public transport vehicles will be restricted to enable physical distancing, there may be more queuing at bus stops, stations, taxi ranks

and outside public buildings, such as those we have experienced at some supermarkets already.

To allow this to take place safely there may be 'queuing bays' marked out at 2m intervals on some pavements outside some busy shops, cafes and at bus stops.

### **Walking and Cycling**

Our automatic pedestrian and cycle counters show that there have been a lot more people walking and cycling during lockdown as other forms of exercise have been restricted. As lockdown eases and more people go outside for exercise and other activities, these numbers will increase further.

While more people exercising is clearly a good thing, we are aware that the space available in some areas is limited and this increases the risk of infection. This is a particular problem in already busy areas such as the Deeside Way and Beach Esplanade, where opportunities for physical distancing are more limited.

We are looking to respond to this quickly by increasing space for walking and cycling to ensure more people can travel by these means and access the buildings and services they need in a safe and healthy way. This is likely to involve restricting vehicles from certain areas and widening pavements and cycle paths where possible. We know this may cause some disruption and we ask for your understanding in this regard. This needs to be done urgently, so it may be that some measures are temporary in nature, at least to begin with.

### **What you can do to help**

Key to the success of these changes in limiting infection is the support and patience of all members of the public. We ask therefore that everyone, whenever they can:

- Keeps up to date with and adheres to current government guidance on limiting the spread of the virus;
- Adheres to all signs, barriers, one-way systems, road or pavement markings and all other forms of guidance to protect the public;
- Does not move or tamper with any road or pavement infrastructure (signs, cones, barriers) to avoid putting yourself or others in danger;
- Expects to see more people walking and cycling and, if driving, drive appropriately;
- Does not park on pavements or in any other way that could prevent people physical distancing or make it unsafe for them to do so;
- Trims back any overhanging plants or hedges in gardens that might reduce pavement space or force people to walk on the road when physical distancing;
- Collects wheelie bins in as soon as possible after collections to protect pavement space for people walking; and
- Be considerate of vulnerable members of society, including those using mobility aids such as wheelchairs and scooters, allowing them plenty of room to pass safely.

To protect yourselves and others when walking and cycling:

- Do not travel or gather in groups (other than family groups);
- Keep to the left at all times and travel in single file formation;
- If you are forced to walk on a road for physical distancing, be careful of traffic and, where possible, face oncoming traffic so you and drivers can see one another;

- Keep dogs on short leads at all times;
- When cycling please ring your bell to let others know you are there;
- Only overtake others where it is safe and space exists to do so;
- Consider restricting travel to quieter times of the day avoiding travel to work times and lunchtime;
- Consider avoiding busy routes (such as the Deeside Way and parks) if you have a safe alternative; and
- Be prepared for limited access to public toilets and other facilities.

### **Public Transport (Bus, Train and Taxi)**

Transport operators will be responsible for maintaining and enforcing physical distancing within their vehicles and members of the public will be expected to comply with all signs, notices and instructions from staff.

Because of this, the number of passengers able to use any one bus or train will be much less than normal so please plan your journey in advance and allow time for additional waiting. You may wish to consider using less busy routes and travelling at quieter times if possible. Pay for your journey in advance or use contactless payment where you can. Face coverings should be worn on public transport, except by young children or for those with health conditions for whom a face covering would be inappropriate.

### **Further Information**

General:

- NHS:
  - <https://www.nhs.uk/conditions/coronavirus-covid-19/>
- The Scottish Government:
  - <https://www.gov.scot/coronavirus-covid-19/>
  - <https://www.gov.scot/publications/coronavirus-covid-19-staying-at-home-and-away-from-others/>
- Aberdeen City Council:
  - <https://www.aberdeencity.gov.uk/services/coronavirus-covid-19>

Transport:

- The Scottish Government's Transport Transition Plan contains evolving guidance for the safe use of the transport system: <https://www.transport.gov.scot/coronavirus-covid-19/transport-transition-plan/>

For specific public transport information, please visit <https://www.travelinescotland.com/> or individual operator's websites.