

Introduction

The current [Active Travel Action Plan 2017-2021](#) (ATAP) is a five year plan which is due for renewal in 2021. It sits as a supplementary document to the Aberdeen Local Transport Strategy (LTS) to further develop the Active Travel aspirations of it. Many of the projects in the current plan have now been completed or are underway. Therefore, the time is right for a review of the current plan and a refresh to ensure that the ATAP is kept up to date and relevant as we move to the next five-year cycle.

Since the development of the first plan, the Aberdeen City Region transport network has continued a period of transformational change. Recent years have seen the successful completion and opening of the Diamond Bridge, Dyce Drive Link Road, Craibstone Park and Ride and, perhaps most significantly, the Aberdeen Western Peripheral Route (AWPR), while delivery of the transport elements of the City Centre Masterplan (CCMP) has commenced with the removal of general traffic from Broad Street. A revised Roads Hierarchy has also been agreed, identifying a network of priority and secondary corridors where strategic transport movements should be concentrated, which will allow improved places for people to develop, on streets not part of the revised hierarchy. This transformation will continue over the coming years with the delivery of the Berryden corridor and South College Street improvements, which will enable further elements of the CCMP to be brought forward, and the Haudagain improvement scheme. The transport system, therefore, is in a very healthy state and, as Aberdeen City Council (ACC) and partners deliver upon our remaining commitments the time has come to consider where Aberdeen's future transport priorities should lie.

Furthermore, there is a significant risk that the benefits of this billion-pound investment will gradually erode should ACC not take steps to 'lock in' the benefits, particularly in terms of using the freed-up road capacity afforded by the opening of the AWPR and other schemes to give more priority to sustainable modes of transport, particularly walking and cycling.

Aberdeen is well placed to take advantage of active travel, being a compact city, which makes it ideal for walking, cycling or wheeling whether for commuting or leisure purposes. The impact of the current Covid-19 pandemic and the measures that have been put in place to help to ensure social distancing and allow for people to safely return to work and access goods and services in the city have shown that active travel is an increasingly viable option for many people. This has also helped to improve air quality in the city, especially in the city centre area.

With the publication of the upgraded National Transport Strategy (NTS 2) in February 2020, the Scottish Government has signalled that encouraging active travel is one of their priorities. The Regional Transport Partnership for Aberdeen city and Aberdeenshire, Nestrans, is also currently updating its Regional Transport Strategy (RTS), which will help to shape regional transport policy through to 2040 and places a similar emphasis on active travel. The Council will therefore have a major role to play in driving forward this agenda, with a review of its Local Transport Strategy (LTS) in 2021 and indeed, the Aberdeen Local Outcome Improvement Plan has as one of its 15 stretch outcomes the target of 38% of people walking and 5% of people cycling as main mode of travel by 2026.

Active travel is therefore a major priority for the Council as it looks to provide a city where all citizens can prosper. As well as providing a place where people can work, live and play, it is also important to have a vibrant, sustainable economy and, as we embark on the road to recovery from Covid-19, the role that active travel can play in this, in terms of supporting the economy and especially the high street cannot be overestimated as shown in Figure 1.

HIGHER SPENDS

High street walking, cycling and public realm improvements can **increase** retail sales by up to **30%**

Source: Lawlor, 2013

Cycle parking delivers



5x

the retail spend per square metre than the same area of car parking

Source: Raje and Saffrey, 2016



Over a month, people who walk to the high street spend up to

40% more



than people who drive to the high street

Source: TfL, 2013

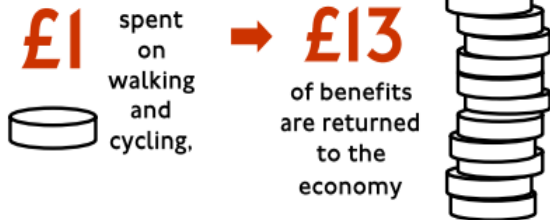
Figure 1 – Economic benefits of active travel to the High Street

It is also important in the current climate where resources are limited to ensure that the best value is obtained when undertaking any project. Figure 2 below illustrates the good value for money that investing in active travel projects brings to the economy.

VALUE FOR THE ECONOMY

13:1 is the average 'Benefit Cost Ratio' for walking and cycling projects

this means for every



“Based on the BCRs (Benefit Cost Ratios) reported ... one can confidently conclude that sustainable travel and cycling and walking in particular regularly offer **high and very high value for money**”

Source: Department for Transport, 2015

Cycling contributes **£5.4bn** each year to the UK economy

...more than **3x** the contribution of the UK steel industry

Source: Newson and Sloman, 2018

Figure 2 – Wider economic benefits of active travel

Ensuring the best use of scarce road space to ensure an equitable distribution for all users is of prime importance and again it can be seen from Figure 3 below that active travel is an efficient user of road space.

KEEPING STREETS MOVING

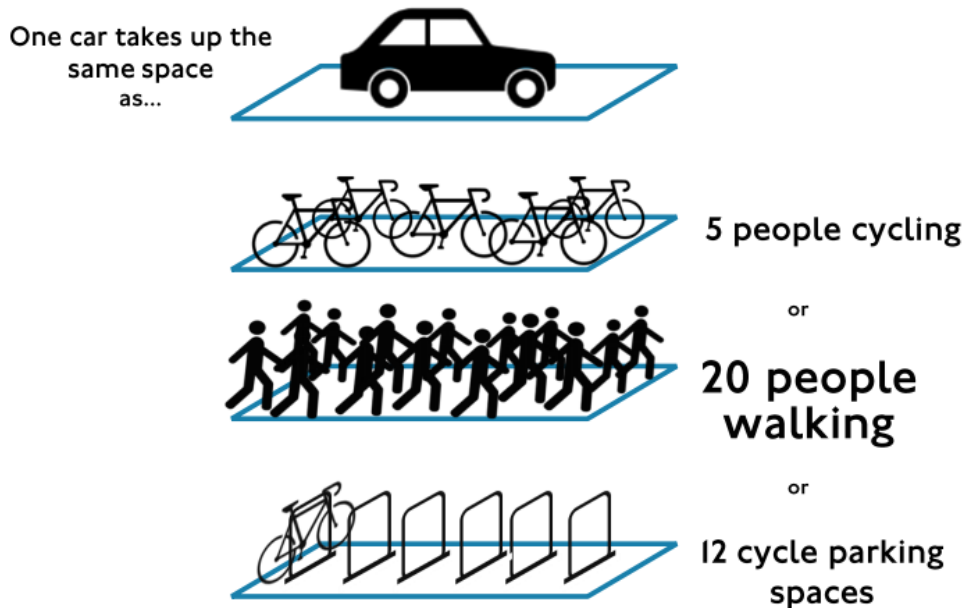


Figure 3 – Road space utilisation of active travel

The figures above illustrate that active travel is an efficient way of tackling the issue of poor air quality and contributing to the goals of tackling climate change, whilst helping to make citizens healthier and more active and creating a vibrant and sustainable economy. This Active Travel Action Plan aims to outline the measures the Council intends to take in the next 5 years to promote and encourage the greater use of active travel to encourage these goals.

The action plan will be structured as follows:

Chapter One – Introduction

Chapter Two – Policy Context

Chapter Three– Progress Report on previous Action Plan

Chapter Four – Analysis of Consultation Responses

Chapter Five – Covid-19 Implications

Chapter Six – List of Actions and Projects

Chapter Seven – Conclusion

Policy Context

The Active Travel Action Plan is required to align with national, regional and local policies and strategies, regarding the promotion of active travel within the wider transport policy framework. This chapter outlines the policy context within which the Active Travel Action Plan will be expected to sit.

National Policy Context

The main national policy document is the [National Transport Strategy](#) (NTS2) which was published by Transport Scotland on 05 February 2020. NTS2 sets out the Scottish Government's vision for transport for the next 20 years and has four main priorities as follows:

- Reduces inequalities.
- Takes climate action.
- Helps deliver inclusive economic growth.
- Improves our health and wellbeing.


Within these 4 high level priorities are several sub objectives, several of which relate to active travel.



Reduces inequalities

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

The promotion of active travel will ensure that all users will be able to access the transport network to access employment, and leisure opportunities whilst being able to carry out essential everyday tasks like shopping and accessing services such as banks and medical services.



Takes climate action

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

Active travel and particularly walking and cycling produce no emissions and are the most sustainable forms of transport. Providing high quality walking and cycling infrastructure will ensure that active travel can become the modes of choice for more people thus helping to ensure that the harmful effects of climate change can be minimised for future generations.



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

The provision of a high-quality network of walking and cycling routes will facilitate easy access to employment, leisure and shopping opportunities which will help to stimulate sustainable economic growth.



Improves our health and wellbeing

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

Effective marketing of active travel modes and encouraging the uptake of active travel through behaviour change programmes such as Getabout will encourage active travel to become the preferred mode for more people. This will have a positive effect on individual health and wellbeing and will help to tackle many public health problems such as obesity, type 2 diabetes and cardiovascular disease, whilst helping to create a sense of place within the city and a more vibrant economy.

The [National Walking Strategy](#) was published in 2014. The strategy has 3 main strategic aims.

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being.
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone.
- Enable easy, convenient and safe independent mobility for everyone.

The provision of high quality and well-maintained walking infrastructure will help to fulfil these objectives which align with the health and well-being objectives of NTS 2.

[The Cycling Action Plan for Scotland 2017-2020](#) has a vision of 10% of everyday journeys to be made by bike, by 2020. The latest figures from May 2020, show that nationally the mode share for cycling has increased from 0.67% in May 2019 to 3.44% in May 2020. Whilst this is a five-fold increase in a year, it is still a long way off the 10% vision and may well have been influenced by the Covid-19 pandemic. There is therefore still more work to be done if the vision of 10% of everyday journeys by bike is to be achieved.

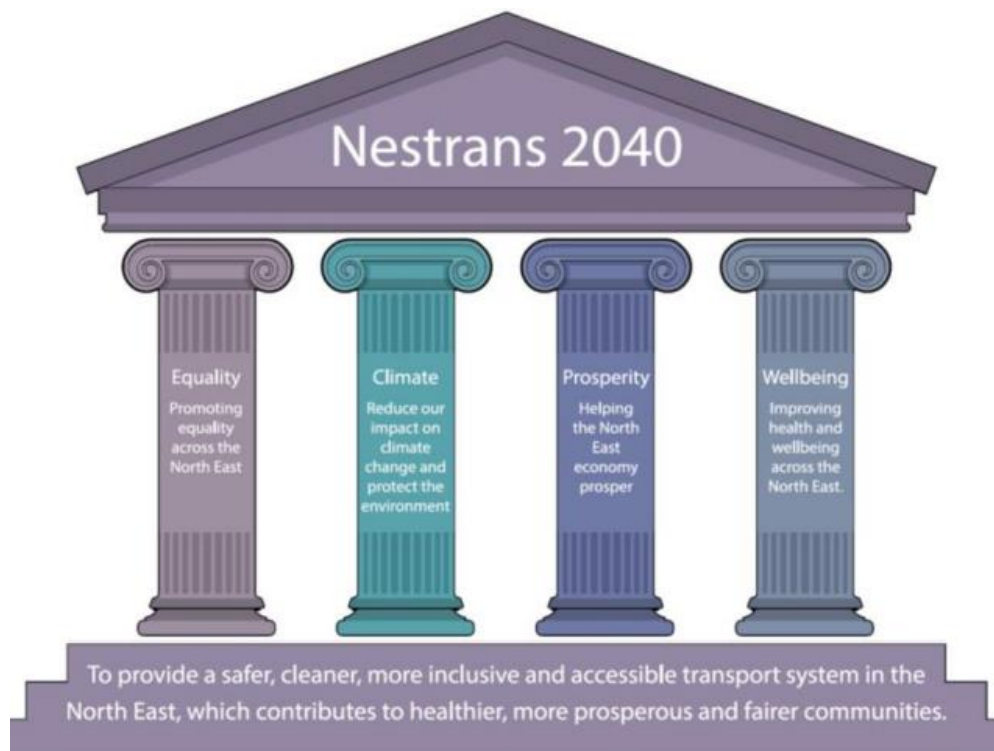
Regional Policy Context

Regionally, the main strategy document is the Regional Transport Strategy, (RTS) published by Nestrans, the regional transport partnership for Aberdeen city and Aberdeenshire.

A draft revised Regional Transport Strategy (RTS), Nestrans 2040, was presented to the Nestrans Board in June 2020 and approved by the Board for public and stakeholder consultation. Aberdeen City Council's formal [response](#) to the consultation was reported to the October meeting of the City Growth and Resources Committee.

The consultation closed on 16th October and responses are now being analysed with an expectation that a finalised strategy will be presented to the Nestrans Board for approval in November 2020, before being presented to Scottish Ministers for approval early in 2021.

The draft Strategy has four main pillars (Equality, Climate, Prosperity and Wellbeing) as illustrated below:



Underneath the four main pillars lie six main priorities and they are illustrated below:



Full details of the draft Strategy can be found on the project website: <https://www.nestrans2040.org.uk/>.

There are a number of associated documents attached to the RTS, the most relevant of which is the [Active Travel Action Plan \(AcTrAP\) 2014-2035](#) The vision for the plan is:

'To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys'

There are two main objectives that underpin this vision:

- To increase active travel mode share and work towards achieving the National vision for cycling by 2020.
- To improve safety for pedestrians and cyclists by reducing the total number of pedestrian and cycle casualties, the percentage of total accidents and rate per 1000 population.

The [Grampian Health and Transport Action Plan](#) (HTAP) was first adopted in 2008 and was refreshed in 2014. This takes in the Grampian NHS Health Board Region, which includes the local authority areas of Aberdeen City, Aberdeenshire and Moray Councils, as well as the Regional Transport Partnership for the North East, Nestrans. NHS Grampian and the Scottish Ambulance Service are also partners, together with the Community Transport Association, Scotland. This partnership of local and regional health and social care and transport providers has the following vision.

- For people in Grampian to choose to travel by active modes such as walking and cycling whenever appropriate and to have the ability to do so conveniently and safely, in order to improve activity levels and public health.
- For everyone in the region to live without unacceptable risk to their health caused by the transport network or its use.

An annual report is produced to monitor progress with the latest report being the [2019 Annual Report](#). The latest report highlights the importance of partnership working and knowledge sharing to help to promote the economic and health benefits of active travel.

The [Aberdeen City Region Deal](#) is a 10 year deal involving the UK Government, Scottish Government, Aberdeen City Council and Aberdeenshire Council worth £826.2million to the region. The deal has 6 main themes with one of the themes being transport and in particular strategic connectivity. There are a number of major infrastructure investments that have taken place or are ongoing as part of this project.

- The construction of the Aberdeen Western Peripheral Route.
- Balmedie to Tipperty dualling
- Haudagain junction improvements
- Rail upgrade between Aberdeen and Inverurie.
- Work to begin dualling the A96 between Aberdeen and Inverness is also being planned.

To complement this infrastructure investment a [strategic transport appraisal](#) is also being undertaken. This will take a 20 year strategic view of the transport implications of the investment unlocked by this City Region Deal and will consider all modes, including active travel. One of the main aims of this appraisal will be to facilitate the implementation of the City Centre Masterplan for Aberdeen which aims to make the City Centre a destination in its own right, rather than just a through route for traffic, thus engendering a sense of place and helping to promote sustainable economic growth, through promoting and encouraging the use of active travel modes.

Local Policy Context

One of the main local policy documents is the [Aberdeen Local Outcome Improvement Plan 2016-2026](#) (LOIP) which was refreshed on 02 December 2019. The vision for Aberdeen is as follows:

'A place where all people can prosper'

There are 15 Stretch outcomes underlining this vision, with them being broken down into 4 strands.

- Economy.
- People – Children and young people.
- People – adults.
- Place.

The most relevant of these outcomes for Active Travel is place and in particular the following outcomes.

- 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.

- Stretch Outcome 15 – 38% of people walking and 5% of people cycling as main mode of travel by 2026.

The [Local Transport Strategy 2016-2021](#) (LTS) which is due to be updated in 2021, is the Council's main transport policy document and is designed to guide transport decisions on a five year basis. The LTS has the following five high level aims.

1. A transport system that enables the efficient movement of people and goods.
2. A safe and more secure transport system.
3. A cleaner, greener transport system.
4. An integrated, accessible and socially inclusive transport system.
5. A transport system that facilitates healthy and sustainable living.

A number of objectives were also set.

- Increased modal share for public transport and active travel.
- Reduce the need to travel and reduced dependence on the private car.
- Improved journey time reliability for all modes.
- Improved road safety within the City.
- Improved air quality and the environment.
- Improved accessibility to transport for all.

Given the aims and objectives above, it is clear that the promotion of active travel needs to play a key role in transport within the city in order to meet these aims and objectives both now and moving forwards in the future.

[The Aberdeen City Centre Masterplan](#) (CCMP) was published in 2015 and is a 25 year regeneration plan which aims to promote sustainable economic growth and turn the city centre into a destination in its own right by promoting a sense of place and promoting more sustainable methods of transport within the city centre, allowing people to enjoy working, living and leisure within the city centre area.

There are 4 main transport projects within the CCMP, which will be developed in 4 phases over the 25 year period as illustrated in Figure 5 below. The Broad Street redevelopment has already been completed, providing a pedestrian friendly area adjacent to Marischal College and a redeveloped square with offices and cafes. The three other major redevelopment areas, Guild Street, Union Street and Schoolhill will be redeveloped as traffic levels reduce.

However, with the opening of the Aberdeen Western Peripheral Route (AWPR) and the proposed introduction of several projects such as the roads hierarchy, Low Emission Zone (LEZ), and Sustainable Urban Mobility Plan (SUMP), amongst others, these will all have an effect on traffic levels and patterns in and out of the city. Added to this is the effect of Covid-19 and the temporary measures that are being implemented to allow for social distancing and aid the economic recovery. Current modelling would indicate that traffic levels and traffic patterns have changed significantly and this is likely to lead to the acceleration of projects associated with the CCMP, and especially those to help encourage and promote active travel.

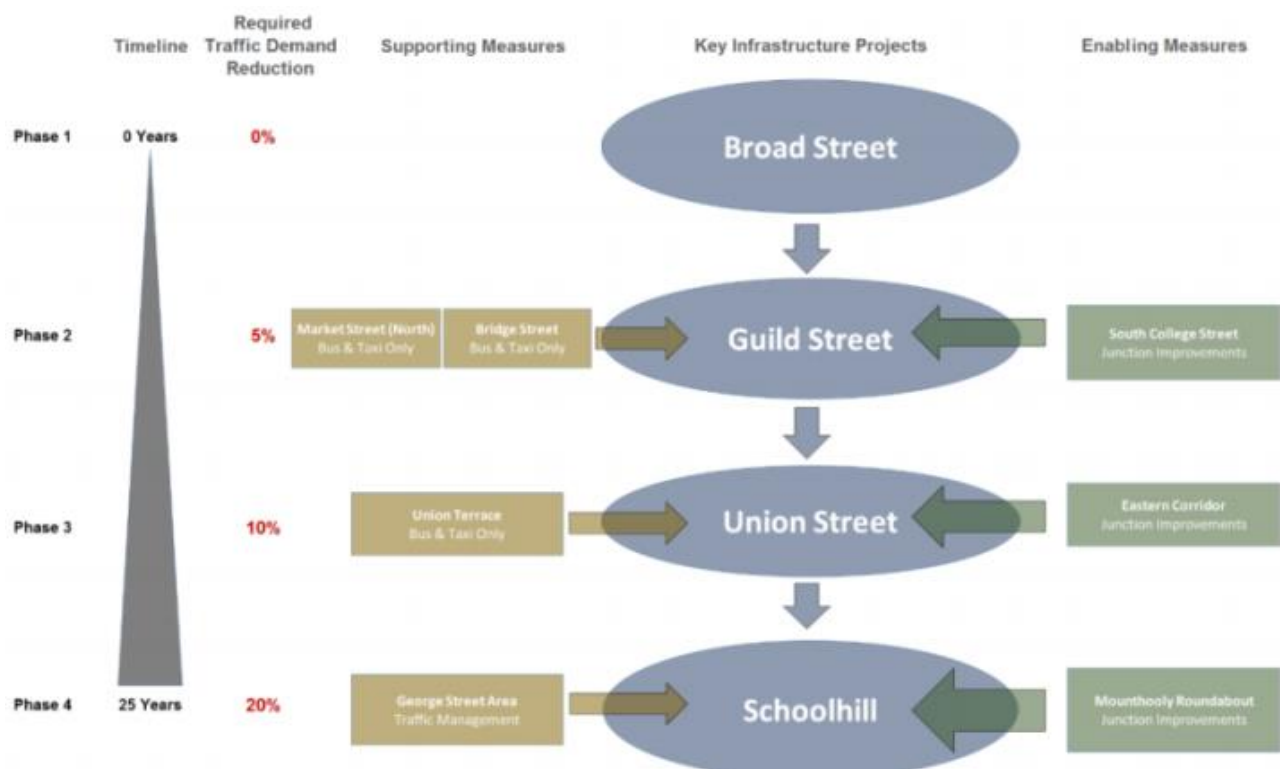
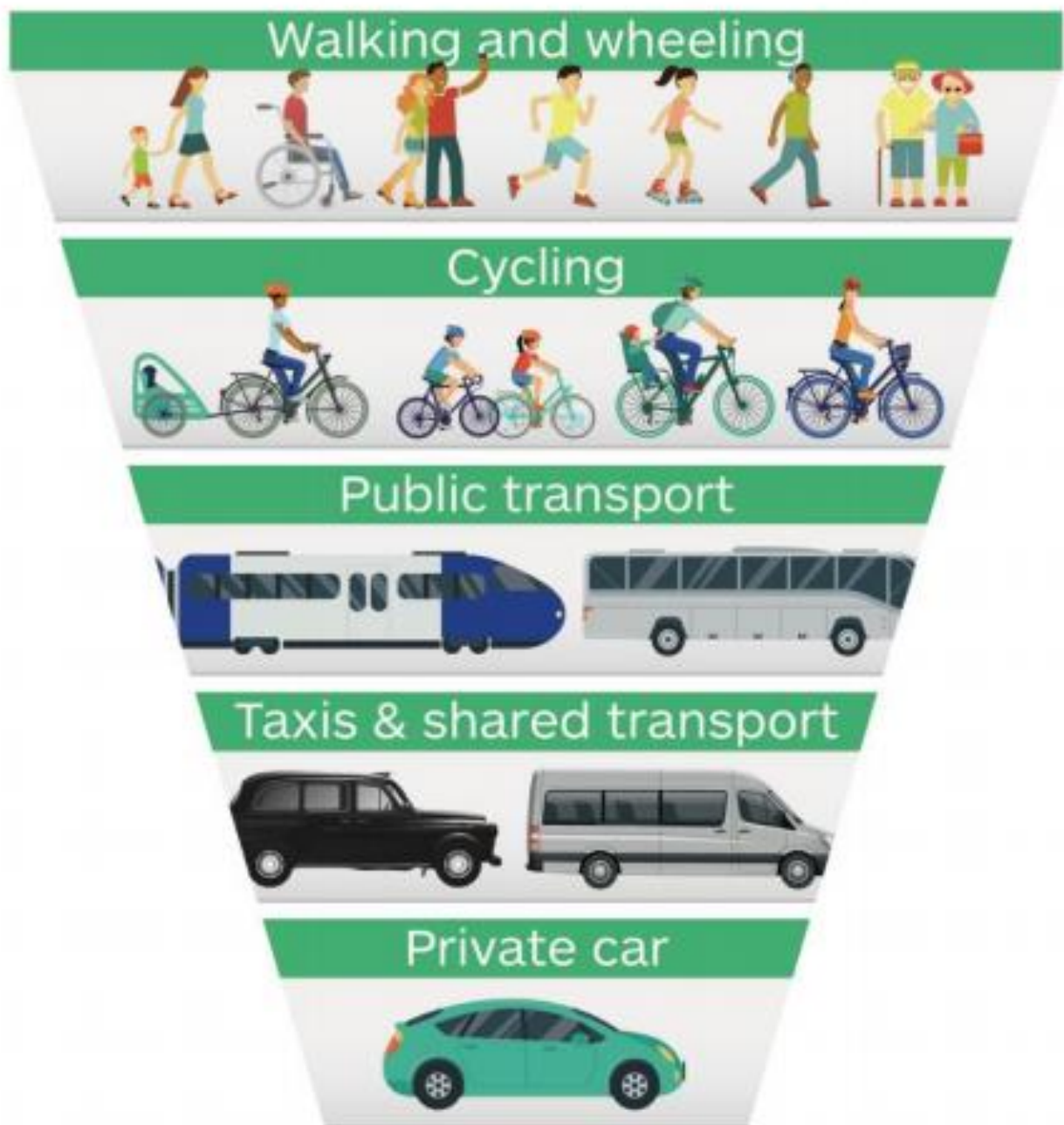


Figure 4 – CCMP Phases

[The Sustainable Urban Mobility Plan](#) (SUMP) was formally adopted by the Council in December 2019. The SUMP is a long-term transport strategy for the city centre which will identify projects that will help to facilitate a move away from the dependence on the private car and make it easier for people to walk, cycle and use public transport, thus moving to more sustainable methods of moving around the city centre and the wider city area. Figure 5 below illustrates the sustainable transport hierarchy.

Prioritising Sustainable Transport



Source: National Transport Strategy Draft for Consultation

Figure 5 – Sustainable Transport Hierarchy

The vision for the SUMP is as follows:

'A city centre that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling and using public transport and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.'

There are 10 main objectives which support the vision.

1. Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre.
2. Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry.
3. Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change.
4. Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society.
5. Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure.
6. Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre.
7. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.
8. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.
9. Improve opportunities for multimodal journeys to, from and within the city centre.
10. For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles.

The plan will be achieved by implementing a series of short, medium and long-term projects, which are a mixture of infrastructure measures and other supporting measures such as behaviour change and marketing measures to promote and encourage active transport.

It is clear that active travel plays a key role in the national, regional and local policy context and that for strategies to be realised it is important that robust and effective active travel action plans are in place to bring about the desired change in travel behaviour within society at all levels.

Active Travel Action Plan 2017-2021 – Progress Report

[The Aberdeen Active Travel Action Plan 2017-2021](#) (ATAP) committed the council to a series of infrastructure and behaviour change measures to help to promote, encourage and facilitate Active Travel. The current Action Plan further develops the Active Travel objectives set out in the Aberdeen Local Transport Strategy (LTS) 2016 and was very much aligned with the vision set out in the current Regional Active Travel Action Plan written by Nestrans, the Regional Transport Partnership for the Aberdeen City and Shire region, which is:

‘To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.’

The Active Travel Action Plan sits as a supplementary document to the Aberdeen Local Transport Strategy (LTS) and elaborates on the active travel elements of the LTS. It was very much considered as part of a wider suite of policies, plans and strategies designed to transform the local transport network and to make Aberdeen City, and particularly the City Centre, a destination in its own right, making it a place people want to live, work and visit with an attractive environment in which to walk and cycle, rather than being car dominated.

With the recent completion and opening of the Aberdeen Western Peripheral Route (AWPR), this has changed the traffic flows both within and through Aberdeen City as a whole and the City Centre in particular. This is allowing further work to be carried out to ‘lock-in’ the benefits of the AWPR and change how the City Centre is used to ensure that walking and cycling are given priority, and along with public transport, become the dominant modes in the City Centre.

The resulting Roads Hierarchy review saw the formal reclassification of a number of roads within Aberdeen City to ensure that traffic uses appropriate routes and can flow more freely around the city. At the same time, it encourages a rethinking of these key routes as movement corridors, rather than simply traffic corridors, setting the context for a series of improvements on these priority and secondary routes, so that they function safely and efficiently for all modes of transport. This will enable those streets not part of the priority and secondary network to become quieter and safer spaces that prioritise people over traffic. This, coupled with the start of work on the City Centre Masterplan (CCMP) and the Sustainable Urban Mobility Plan (SUMP), ensures that Active Travel can now assume a higher status and that many of the projects within the current ATAP can now really start to show the benefits that they can bring to creating a greater sense of place and a more comprehensive and coherent active travel network. This is also important as work continues to progress the introduction of a Low Emission Zone (LEZ), should extensive modelling work show that this will bring benefits both in terms of congestion and air quality.

Given the above, it is therefore an opportune time to review progress on the current ATAP, especially given that many of the projects could not realise their full potential until after the AWPR had fully opened and a resulting new roads hierarchy agreed and to consider what new priorities may be appropriate in a refreshed ATAP as we move forward, post AWPR.

The current ATAP has a number of objectives for Active Travel that were derived from the current Aberdeen Local Transport Strategy (LTS) 2016. These are shown in Table 1 below:

THEME	OBJECTIVE
Walking	To increase the number of people walking, both as a means of travel and for recreation, in

	recognition of the significant health and environmental benefits it can bring to our citizens.
Cycling	To foster a cycling culture in Aberdeen by improving conditions for cycling in Aberdeen so that cycling becomes an everyday, safe mode of transport for all.
Trunk Road Network	Support improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen.
Aberdeen Western Peripheral Route	To support the implementation of the Aberdeen Western Peripheral Route and to fully realise the benefits the new road will bring in terms of improving conditions in the City for users of sustainable modes of transport.
Road Carriageway and Footway Maintenance	To improve the condition of the road, footway and cycle networks.
Winter Maintenance	To ensure the safe movement of traffic on carriageways, footpaths, cycle paths and pedestrian precincts to minimise delays caused by adverse winter weather.
Traffic Management and Road Safety	To work towards a road network where all users are safe from the risk of being killed or seriously injured, and the injury rate is much reduced.
Enforcement	To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.
Land Use Planning	To promote and enable development that reduces the need to travel, minimises reliance on the private car and facilitates and encourages walking and cycling for everyday trips.
Travel Information and Awareness	To engage with members of the public, employers and schools on travel behaviour change campaigns, events and promotions and to provide the information that citizens and visitors need to let them undertake 'smarter' journeys in the City.
School Travel and Young People	To ensure that all young people have the opportunity to travel to school by active and/or sustainable modes of transport and are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently.
Climate Change Mitigation and Adaptation	To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure.
Biodiversity and the Green Space Network	Improve accessibility to open spaces and contribute towards the development of the green space network through implementation

	of core paths and appropriate mitigation as part of transport scheme delivery.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	To improve the public realm by ensuring walkability and consequent traffic circulation (to enhance environment, aesthetic quality and air quality of the City) for the benefit of shoppers, visitors and residents.

Table 1: LTS Objectives Relevant to Active Travel

In terms of progress towards these objectives, Table 2 below, provides a summary of progress to date.

THEME	PROGRESS
Walking	Whilst the current rate of walking has remained constant several schemes to improve walking facilities have been implemented across the city and walking to school as a mode of travel has increased.
Cycling	The number of people cycling to work regularly has remained steady at 3.5%, but those who usually cycle has increased from 2.4% in 2010 to 3.2% in 2018. 5% of primary school children and 1.5% of secondary school children regularly cycle to school
Trunk Road Network	The A92/A96 Haudagain Junction scheme has recently commenced construction, and this will include Active Travel improvements at this junction. The improvement works are currently planned to be completed in 2021. The dualling of the A96 between Aberdeen and Inverness will also encompass active travel improvements. The recent detrunking of roads within the AWPR boundary gives the council more power to improve conditions on strategic routes.
Aberdeen Western Peripheral Route	The Aberdeen Western Peripheral Route became fully operational in February 2019. Early indications are that traffic flows within the City have already been altered and there is now less congestion within the City which allows us to carry forward a number of projects to reshape traffic in the City centre in favour of Active Travel modes.
Road Carriageway and Footway Maintenance	£588,000 was allocated from the reserve budget for footway resurfacing work in the 2019/20 financial year, together with a capital budget of £2.5Million for footway improvement schemes in this current financial year.
Winter Maintenance	Winter maintenance continues to be carried out to ensure that main Active Travel corridors can be utilised with the minimum of delay during adverse weather incidents.

Traffic Management and Road Safety	In 2017, there were two fatalities and 32 serious injuries on roads within the City. This figure has been falling steadily since 2013. All types of accidents have also been steadily declining since 2007 as Graph A (please see end of report) shows.
Enforcement	Effective enforcement measures continue to be taken to ensure that Active Travel corridors can function effectively.
Land Use Planning	All planning applications are routinely checked to ensure that Active Travel infrastructure is included or upgraded as appropriate in all new developments. A review of parking standards will also take place as part of the wider review of the current LDP.
Travel Information and Awareness	Engagement activities have taken place at Aberdeen University, support has been provided for the Scottish Workplace Journey Challenge. Both the City Centre and Bridge of Don cycle maps have been updated and reprinted. The Getabout brand continues to be heavily promoted. It should also be noted that funding from the Smarter Choices, Smarter Places programme has also allowed for a raft of measures to be taken forward, both as discrete projects in their own right and under the Getabout brand.
School Travel and Young People	Funded 1 Bike officer, employed by Sustrans, to work with the Aberdeen Grammar School Associated School Group during the 2019-20 academic year, Living Streets Travel tracker will run in 10 schools this year, road safety magic shows for P1-3 pupils to take place in 26 primary schools this year and cycle training for P6 and 7 pupils who cannot currently ride a bike.
Climate Change Mitigation and Adaptation	Modelling work is being undertaken with SEPA to look at the difference in air quality and emissions since the opening of the AWPR as part of wider work on possible introduction of a LEZ.
Biodiversity and the Green Space Network	Work continues to progress on the improvements to core paths and the improvement and upgrading of existing paths as appropriate.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	A SUMP was adopted by Aberdeen City Council in 2019 to complement the CCMP and Roads Hierarchy review. Delivery of the transport elements of the CCMP has commenced with the part pedestrianisation of Broad Street outside Marischal College,

	urban realm improvements on Schoolhill and the commencement of the transformation of Union Terrace Gardens which includes new walking and cycling paths, with improved permeability and accessibility.
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Table 2 Summary of progress against LTS Objectives

The table above shows that good progress has been made on all of the LTS objectives, with some very high-profile and major projects, such as the AWPR and the part-pedestrianisation of Broad Street having been completed. Many other projects have been completed or are ongoing. A brief summary of some of the completed and current projects is provided below.

The A92/A96 Haudagain Junction Improvement Scheme is being progressed by Transport Scotland as part of its Trunk Roads Improvement Scheme. The scheme includes improvements to pedestrian and cycle crossings to help to improve Active Travel movements in this location. It is anticipated that the works will be completed in 2021.

The A956/A92 Aberdeen to Balmedie route improvement works is progressing with a proposal for a pedestrian and cycle route on the A92 Ellon Road from the Murcar roundabout northwards, which will link into the scheme implemented by Aberdeenshire Council. Following a public consultation in 2019, work is currently underway on the proposed scheme with construction expected to commence in 2021. Improved access to the universities is also being actively pursued with improvements to the Active Travel infrastructure on King Street currently being appraised. Other current infrastructure projects include the A944 Aberdeen to Westhill pedestrian and cycle route, and A92 Anderson Drive improvements.

The Civitas Portis project is an EU-funded project looking at sustainable urban mobility in port cities in the EU. This project is scheduled to finish in 2020, however there is currently a raft of projects ongoing on this. Funding from this source is being used to undertake a feasibility study into the establishment of a bike hire scheme for the City.

Another major project is an assessment of the current active and sustainable travel links between the current harbour and the station and between the new harbour at Bay of Nigg and the City Centre to ensure that ferry users and prospective cruise ship passengers will be able to explore the City in a sustainable manner,

However, one of the major projects from this particular funding stream is an Origin and Destination survey looking at journeys of up to 10km, with origin or destination in Aberdeen, undertaken by 16-64 year olds for work, education or leisure purposes. The information gathered from this study will provide valuable information on where journeys are being undertaken and allow for further development of the Active Travel network to ensure that a coherent and coordinated network can be established.

Behaviour change initiatives have also been progressed under the Getabout brand. The Tour series cycling race was successfully held again this year and it is hoped to bring a stage of the Tour of Britain to Aberdeen next year. The popular In Town Without My Car Day will also take place again this year, as this has proved to be a very popular and fun way to showcase active and sustainable travel in the City.

The co-wheels car club also continues to show signs of strong growth and the fleet which already has a number of both fully electric and hydrogen fuel-cell powered cars will be augmented with further hydrogen fuel-cell powered cars, reinforcing the commitment to trialling new technology within the current fleet. The latest Carplus annual survey of car clubs in Scotland in 2017/18 showed that car club members are less likely to drive their own car and more likely to cycle:

- 32% of members decreased their use of a private car.
- 14% of members have cycled more after joining and 6% have walked more.

This clearly shows that car clubs add to the Active Travel experience by reducing the number of private car journeys made, thus creating a less congested and polluted environment and increasing the attractiveness of active travel options as can be seen in the figures above.

The above projects provide a flavour of the scope of the projects that have been progressed under the current Active Travel Action Plan. Many of the projects were dependent on the completion of the AWPR to fully realise their benefits and with this now in place, it is expected that new and more ambitious schemes will start to come forward as the Council looks to 'lock-in' the benefits from the AWPR and radically alter the travel patterns within the City Centre to make Active Travel the default mode of choice within the City Centre.

In terms of progress on the individual projects identified in the Action Plan, Tables 3-5 below document the progress made on these individual projects.

Table 3 Planning for Walking and Cycling

New Developments – Aberdeen City Council will:	Lead	Timescale	Progress
Complete a Technical Advice Note (TAN) to accompany the Aberdeen Local Development Plan (ALDP), comprising comprehensive Travel Plan Guidance relevant to both new developments and existing sites	TSAP	2017-18	To be developed as part of the next iteration of the ALDP.
Contribute to the current and future iterations of the ALDP, in terms of developing transport policies and supplementary planning guidance relevant to land use planning	TSAP	ALDP due to be adopted early 2017; preparation of the next Plan will commence shortly afterwards.	Ongoing work now underway to inform next ALDP..

Continue to ensure that accessibility on foot and by bike are key considerations during the masterplanning process for new development sites.	TSAP/MDC	2017-2021	Transport Policies in ALDP and Transport and Accessibility Supplementary Guidance are adopted and used by the Roads Development team when assessing planning applications.
Continue to assess Transport Assessments, Travel Plans and Residential Travel Guides to ensure accessibility on foot and by bike are key considerations at all stages of the planning application process.	DM/TSAP	2017-2021	Transport Policies in ALDP and Transport and Accessibility Supplementary Guidance are adopted and used by the Roads Development team when assessing planning applications.
Infrastructure Improvement Schemes – Aberdeen City Council will:	Lead	Timescale	Progress
Ensure specific walking and cycling objectives are included within the Scottish Transport Appraisal Guidance (STAG) assessment criteria for all new transport schemes.	TSAP/DT	2017-2021	Transport Scotland have committed to the following for the next National Transport Strategy – we 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. In doing so Transport Scotland will review and update the Scottish Transport Appraisal Guidance (STAG) and

			investment decision-making processes. At a local level, active travel considerations are a key component of all recent and ongoing STAG appraisal work.
Undertake pedestrian and cycle audits of all new road and road improvement schemes and ensure that funding is available to correct issues identified during the review process.	DT/TSAP	2017-2021	These are undertaken independently as part of new schemes.
Continue to engage with Transport Scotland and other partners on the A96 Aberdeen to Inverness dualling project and press the Scottish Government to deliver high-quality segregated walking and cycling provision along the corridor in line with its own best practice guidance.	TSAP	2017-2021+	Ongoing

Table 4 – Active Travel Infrastructure

Pedestrian and Cycle Facilities – Aberdeen City Council will:	Lead	Timescale	Progress
Develop an Active travel Network Plan, identifying priorities and aspirations for improvements to the walking and cycling network and update this annually as an addendum to the Active Travel Action Plan	TSAP	First iteration included as an appendix to the Action Plan; thereafter updates will be published each spring.	While annual network plans have not been completed, active travel projects have continued to be determined in accordance with the Action Plan.

Continue to take advantage of external funding opportunities to implement and/or improve local and strategic walking and cycling routes within the city as they arise.	CCMP/TSAP/DT/TMRS/EP	2017-2021	Ongoing - Sustrans, NESTRANS, Developer Contributions, AWPR, NMU funding, CWSS, SCSP all being used.
Develop a post-AWPR Roads Hierarchy for Aberdeen that accommodates cycle-specific infrastructure on strategic routes	TSAP	2017-2018	Completed in 2020.
Continue to participate in the Community Links PLUS design competition with the aim of exploring delivery of a high-quality segregated cycle route along the A944 Westhill to Aberdeen corridor.	TSAP	2017-2020	Although our bid was unsuccessful following the Stage 1 bidding, our proposal (A944 cycle route) is currently being revisited as part of a wider A944/A9119 corridor improvement study.
Working with Living Streets, continue to roll out a programme of street audits in Aberdeen to assess the walkability and general ambience of neighbourhoods on a priority basis.	CH	2017	These have been undertaken in Middlefield/Heathryfold, Tillydrone, Woodside and Torry with various works taking place to improve the public realm and active travel environment in response to the outcomes.
Work with communities to implement the recommendations of the recent Street Audit report for Middlefield and Heathryfold and subsequent street audit reports.	CH/TSAP/TMRS	2017-2021	Ongoing (as above).
Install pedestrian and cycle counters	TSAP/DT/TMRS/EP	2017-2021	This is ongoing with approximately 17 cycle

alongside existing and new infrastructure projects to assess their impacts on walking and cycling levels.			counters around the City.
Continue to improve, expand and promote the City's Core Path Network	EP	2017-2021	Ongoing
Develop a TAN on appropriate and acceptable design for new cycle facilities. Where local links connect to the strategic cycle network it is anticipated these will be of a similar quality: a minimum width of 3.0m, separation strip as appropriate and tarmac surface. Further details will be developed as part of the TAN	TSAP	2017-2018	Currently paused awaiting finalisation of revised national guidance in the form of the Cycling by Design refresh.
Improve and increase liaison with user groups, such as Aberdeen Cycle Forum, Aberdeen Outdoor Access Forum, local residents and businesses and disability and access groups, on the development, design and implementation of active travel infrastructure to ensure infrastructure meets the needs of all users.	TSAP/DT/TMRS	2017-2021	We continue to consult as part of the process. We now use Citizen Space, the Council's online consultation platform. Also include transport questions annually in City Voice Panel Questionnaire.
Support Sport Aberdeen in their efforts to implement a community cycle	TSAP	2017-2021	This project did not proceed due to match funding problems but the concept of cycle

hub in the Bridge of Don area of Aberdeen.			hubs is still being looked at as part of the LOIP
Traffic Management and Road Safety – Aberdeen City Council will:	Lead	Timescale	
Continue with a programme of implementing 20mph speed limits in residential areas on a priority basis.	TMRS	2017-2021	Schemes implemented to date in Cults and Bieldside..
Seek a greater understanding of the vehicle exclusion trials that have been undertaken outside schools elsewhere in Scotland and whether there is need or scope to replicate these at any schools in Aberdeen.	TMRS	2017-2021	Initial feedback has been inconclusive as to their success and there are limitations to their application in terms of appropriate road networks. The scheme has not yet been considered for any schools in Aberdeen.
Review locations where roundabouts could be removed and replaced with signalised junctions.	TSAP/TMRS	2017-2018	This forms part of ongoing corridor improvement studies.
Work with Cycling Scotland to deliver the Give Everyone Cycle Space campaign in Aberdeen on an annual basis.	TSAP	2017-2021	Cycling Scotland has since ceased this campaign, although Aberdeen has participated in similar initiatives such as Operation Close Pass.
Work with partners in Getabout and Police Scotland to deliver further pedestrian and cycle-safety campaigns throughout the region.	TSAP	2017-2018	Operation Close Pass ran again in 2020.
Work with partners to develop a campaign targeted at all transport users, encouraging respectful behaviour	TSAP/TMRS	2017-2018	Ongoing.

to ensure safe travel for all around the region.			
Maintenance – Aberdeen City Council will:	Lead	Timescale	Progress
Seek to identify funding sources for footpath and cycle path maintenance, particularly for new routes that are not incorporated into the adopted network.	TSAP/RO	2017-2021	Limited, although ongoing.
Publicise the council’s online fault reporting mechanisms for reporting problems with roads, footways and cycleways, and ensure that information reported is acted upon swiftly.	RO	2017-2021	Ongoing.
Update the winter maintenance plan on an annual basis with reference to active travel routes.	RO	2017-2021	Ongoing.
Seek specific funding for winter maintenance of key active travel routes.	TSAP/TMRS	2017-2021	Ongoing.
Where known winter maintenance issues occur, install flashing LED lights on off-road paths, to make people aware of the likelihood of ice on paths and the need to take care.	TSAP/TMRS		No progress to date.
Enabling Interchange – Aberdeen City Council will:	Lead	Timescale	Progress
Complete the A96 (Craibstone) Park and Choose site with complimentary	DT	2017	This project was completed and the site opened in 2017.

cycling infrastructure.			
Work with Nestrans, Scotrail and train operating companies to increase cycle parking provision at Dyce Station.	TSAP	2017	Significant improvements completed in 2018.
Maintain and, where necessary improve cycle parking provision at the Bridge of Don and Kingswells Park and Choose sites.	TSAP	2017-2021	Ongoing.
Examine the feasibility of establishing mini interchange hubs within the City, allowing people to 'park and cycle', 'cycle and bus', etc.	TSAP	2017-2021	Ongoing – now being considered as part of bicycle rental proposals.
Undertake a revised feasibility study for a bicycle rental scheme in Aberdeen and implement the recommendations of the study.	TSAP	2017-2019	Study completed in 2019, and officers are now working to deliver the preferred option.
Assist with publicising the Bike and Go service at Aberdeen Station.	TSAP/Getabout	2017-2021	Abellio have since removed the Bike and Go scheme.
Work with partners to examine the feasibility of a bicycle rental scheme at Dyce station.	TSAP/Nestrans	2017-2018	Included as part of wider cycle hire scheme proposals.
Implement cycle parking facilities alongside Car Club bays.	TSAP/TMRS	2017-2018	No progress to date.
Raise awareness of the bicycle carriage offered by Stagecoach Bluebird services.	TSAP/Getabout	2017-2021	Ongoing
Work with First Aberdeen to identify options for bicycle	TSAP	2017-2018	No progress to date.

carriage on city bus services.			
Continue to work with Aberdeen Harbour Board and Sustrans to safely incorporate the National Cycle Route 1 (NCN1) in Nigg Harbour development plans.	TSAP	2017-2018	Improvements to NCN1 have taken place as part of the Aberdeen South Harbour development. A further City Region Deal project is underway looking at improved transport connections to and from the new harbour site, and this is due for completion later in 2020.

Table 5 Awareness-Raising and Promotion

Education and Training – Aberdeen City Council will:	Lead	Timescale	Progress
Work with Cycling Scotland to introduce Play on Pedals to Aberdeen pre-schools nurseries to increase the number of children able to ride a bicycle before starting school.	TSAP/Early Years Team	2017	Introduced in 2017.
Continue to roll out Bikeability training to primary school pupils, particularly Level 2 on-road cycle training.	Adventure Aberdeen/TSAP	2017-2021	Ongoing and supplemented by some additional cycle training being undertaken by Sport Aberdeen.
Investigate funding opportunities to allow the continued roll-out of Go Mountain Bike training to secondary school pupils.	Adventure Aberdeen/TSAP	2017-2021	Ongoing, funded via SCSP
Work with Sustrans to introduce I Bike to Aberdeen schools, a long-term and intensive programme of cycling promotion and training activities.	TSAP	2017	Successfully introduced 2017. Has now worked with 4 ASG's in city.
Better promote opportunities for adult cycle training in Aberdeen and work	Adventure Aberdeen/TSAP	2017-2021	No progress to date.

with partners to enhance and increase opportunities.			
Deliver increased road safety promotional activities with school children and work with schools on targeted road safety campaigns and interventions.	TSAP/TMRS	2017-2021	Various initiatives ongoing, including road safety Magic Shows in schools.
Promotion – Aberdeen City Council will:	Lead	Timescale	Progress
Update the Council’s web pages and contribute to the Getabout website to ensure that information on walking and cycling in Aberdeen is widely available, relevant and current.	TSAP	2017-2021	Ongoing.
Participate in campaigns such as Bike Week and European Mobility Week, including European Car-Free Day, to raise the profile of walking and cycling.	TSAP	2017-2021	Ongoing.
Work with Cycling Scotland to enhance the Wee jaunt Aberdeen Cycle ride in 2017 and subsequent years	TSAP	2017-2021	Cycling Scotland has since ceased this event.
Support the Pearl Izumi Cycling Tour Series in Aberdeen	Events Team	2017-2019	Supported to date, but has now morphed into the Tour of Britain, which ACC also supports.
Continue to publish and update walking and cycling maps and ensure these are available online and in key locations throughout the City.	TSAP/EP	2017-2021	Cycle map regularly updated. New Bridge of Don specific map developed.

			City walking trails updated and available as leaflets and online.
Where new infrastructure is installed, ensure local communities are made aware of this via letter-drops, press releases, area maps, local community guides, etc.	TSAP	2017-2021	Ongoing
Update Aberdeen City Council's School Travel Plan Guidance and accompanying resources and encourage and support all schools to develop a Travel Plan which enables pupils to travel to school by active forms of transport.	TSAP	2017-2021	In progress, currently being revised in response to Covid-19 physical distancing requirements.
Encourage schools and workplaces to register for Cycling Scotland's Cycle Friendly Award.	TSAP	2017-2021	Ongoing
Continue to sponsor the Aberdeen EcoCity Sustainable Transport Achievement award to encourage and support those demonstrating good practice and ensure this is promoted to schools and businesses.	TSAP	2017-2021	This has been sponsored by Nestrans recently
Undertake a City-wide active travel signage review and make the necessary improvements to ensure signage is clear and comprehensive.	TSAP	2017-2021	Scheduled to take place in 2020.
Continue to make pool bicycles available for our staff to encourage short	TSAP	2017-2021	Ongoing.

journeys to be undertaken by bike.			
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Progress towards the Active Travel Network Plan is summarised in Table 6

Number	Area	Projects	Progress
1	City Centre and Beachfront	City Centre Routes/CCMP/SUMP North Dee area improvements	Part-pedestrianisation of Broad Street – complete Schoolhill – public realm improvements – Phase 1 complete. Union Terrace Gardens – construction underway
2	A956/A92 South (Aberdeen to Stonehaven)	Marywell to Aberdeen cycle route NCN Coastal Route around harbour	Feasibility study complete. Currently at detailed design stage with construction expected to commence in January 2021.
3	A956/A92 North (Aberdeen to Balmedie)	A92 Ellon Road pedestrian and cycle route linking Aberdeen to Blackdog.	Work is currently underway on the proposed scheme with construction expected to commence in 2021.
4	A96 (Aberdeen to Inverurie)	A96 pedestrian and cycle route from Aberdeen to Inverurie	Section at Dyce Drive at preliminary design stage.
5	A944 (Aberdeen to Westhill)	A944 pedestrian and cycle route from Aberdeen to Westhill	Appraisal work due to be completed later in 2020.
6	A92 Anderson Drive	Anderson Drive pedestrian and cycle route – phases 1 and 3	On hold.
7	A93 Deeside Corridor	Pittengullies on Deeside Way	Feasibility study underway in 2020.
8	Access to Bucksburn/Dyce and Cove/Altens	Wellington Road improvements Craigshaw Drive pedestrian and cycle route Dyce Drive improvements A96 pedestrian and cycle route from Aberdeen to Inverurie	Wellington Road STAG 2 underway and due for completion in late 2020. Ongoing improvements to the Dyce Drive cycle route.

9	Access to Universities	River Dee path to RGU River Don pathways King Street Improvements	An options appraisal study has been undertaken for the River Dee path to RGU and King Street improvements to determine preferred route (s) and/or improvements.
10	Access to NHS Sites	A944 improvements Berryden Corridor improvements	A944/A9119 appraisal work due to be completed in 2020. Berryden corridor preparatory work ongoing.
11	Riverside Paths	River Don pathways NCN route 1 – Arjo Wiggins section Mugiemoss Bridge River Dee path to RGU	
12	Local Improvements	AWPR Locking in the Benefit schemes (Removal of roundabouts to traffic signals) AWPR mitigation measures NCN Route 1 improvements Countesswell route On Street Bike rental Other local improvements	Westburn Drive/Anderson Drive junction at design stage.

Nestrans also produce an annual monitoring report. The latest [RTS monitoring report](#) was published in June 2020. A number of key walking and cycling indicators taken from this monitoring report, are indicated below.

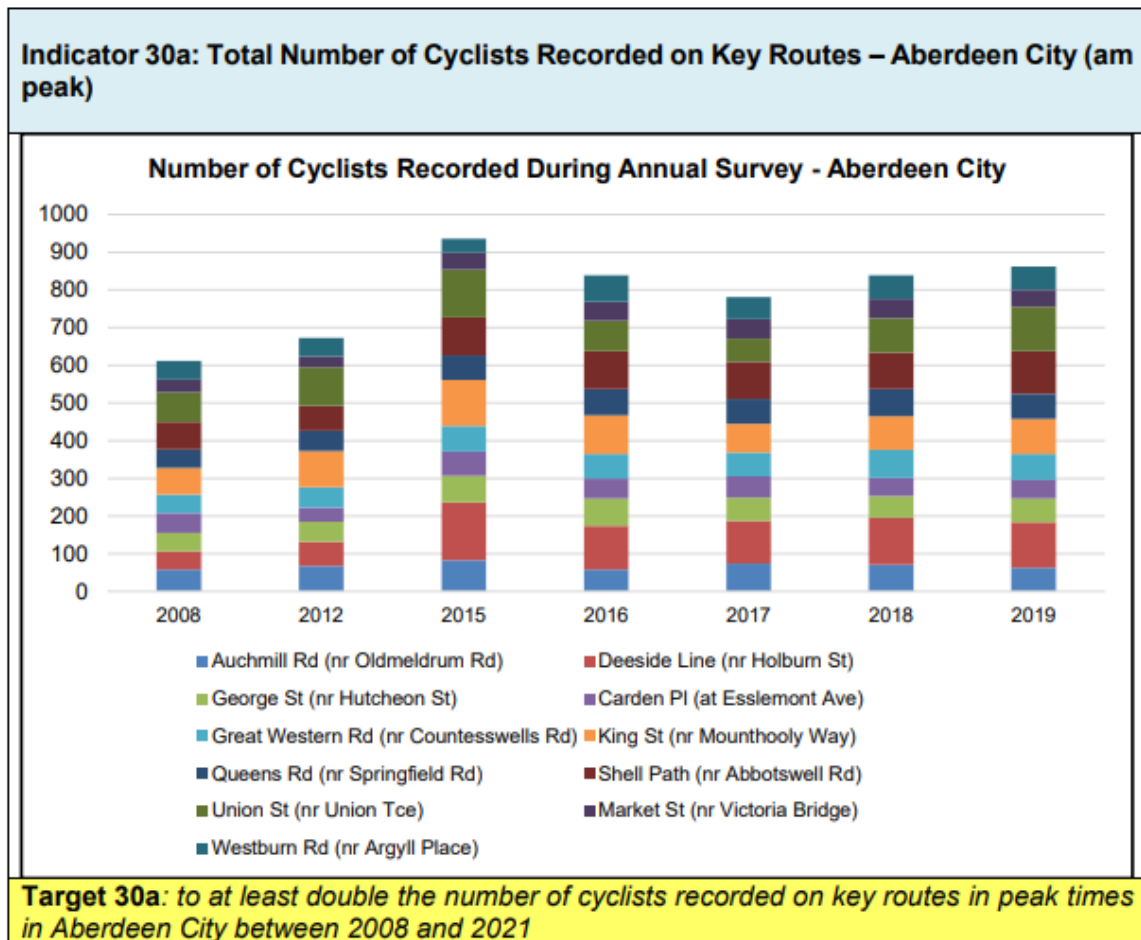


Figure 6 – Number of cyclists recorded on key routes in Aberdeen city (am peak)

It can be seen that the general trend has been upwards with an increase of over 40% since 2008. The highest rate of just over 900 was achieved in 2015, with a slight dip in 2017, with the figures remaining fairly stable at just under 900 cyclists in 2019.

Figure 7 below shows the total number of cyclists recorded on key routes in Aberdeen since 2016. As can be seen the trend is fairly stable with just a small increase of 1.6% since 2016/17, with a total of 432, 120 cyclists recorded in 2019/20. The most heavily used route was the Deeside Way at Duthie Park with over 68,000 cyclists recorded in 2019/20, which is an average of 187 per day.

Indicator 30b: Total Number of Cyclists Recorded on Key Routes – Aberdeen

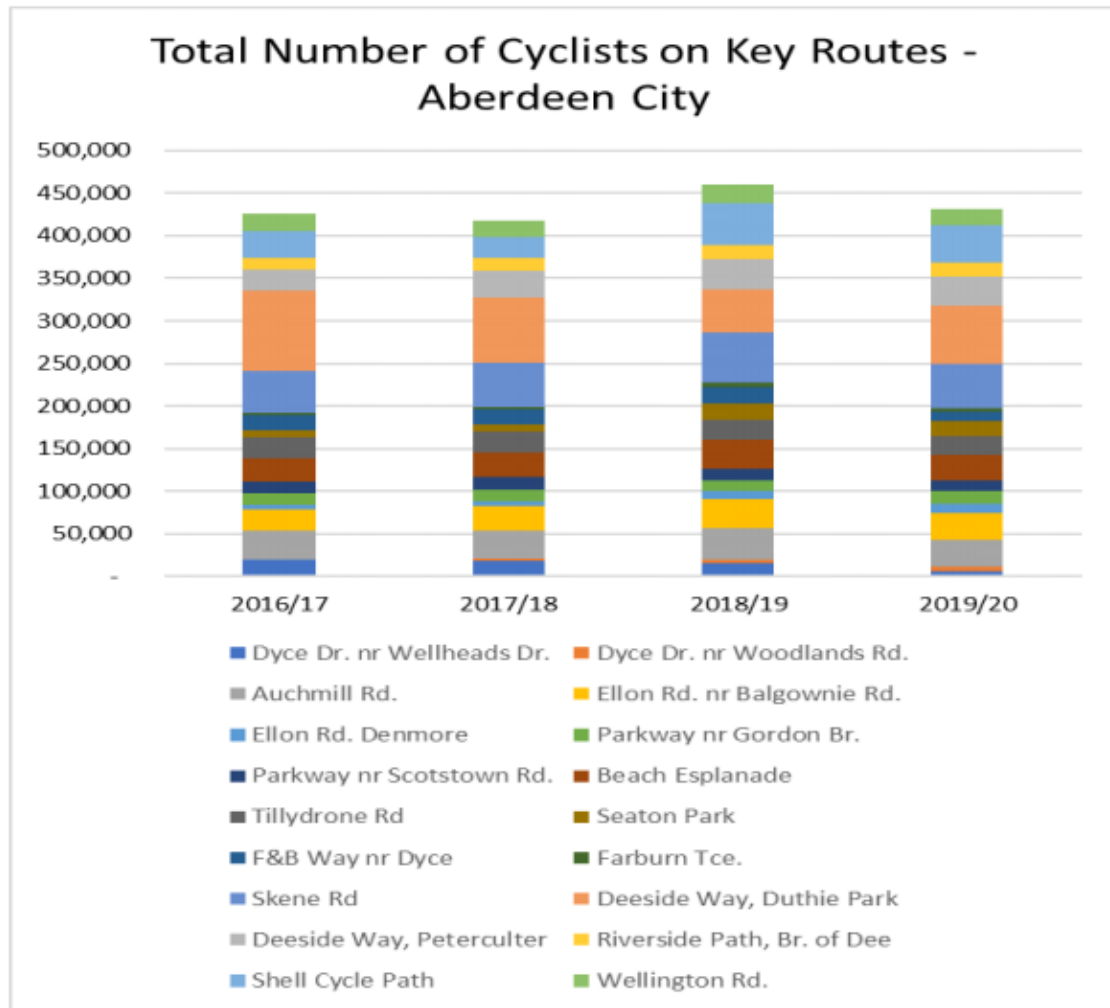


Figure 7 – Total number of cyclists on key routes in Aberdeen

If we compare walking trends, then the figure is also encouraging as illustrated in Figure 8 below, we can see a sharp increase of 67% from 2016/2017 with a total of 1.765 million walkers being recorded. The highest number of pedestrians were recorded on Wellington Road and Farburn Terrace, both with over 600 pedestrians a day.

Indicator 31a: Total Number of Pedestrians Recorded on Key Routes – Aberdeen City

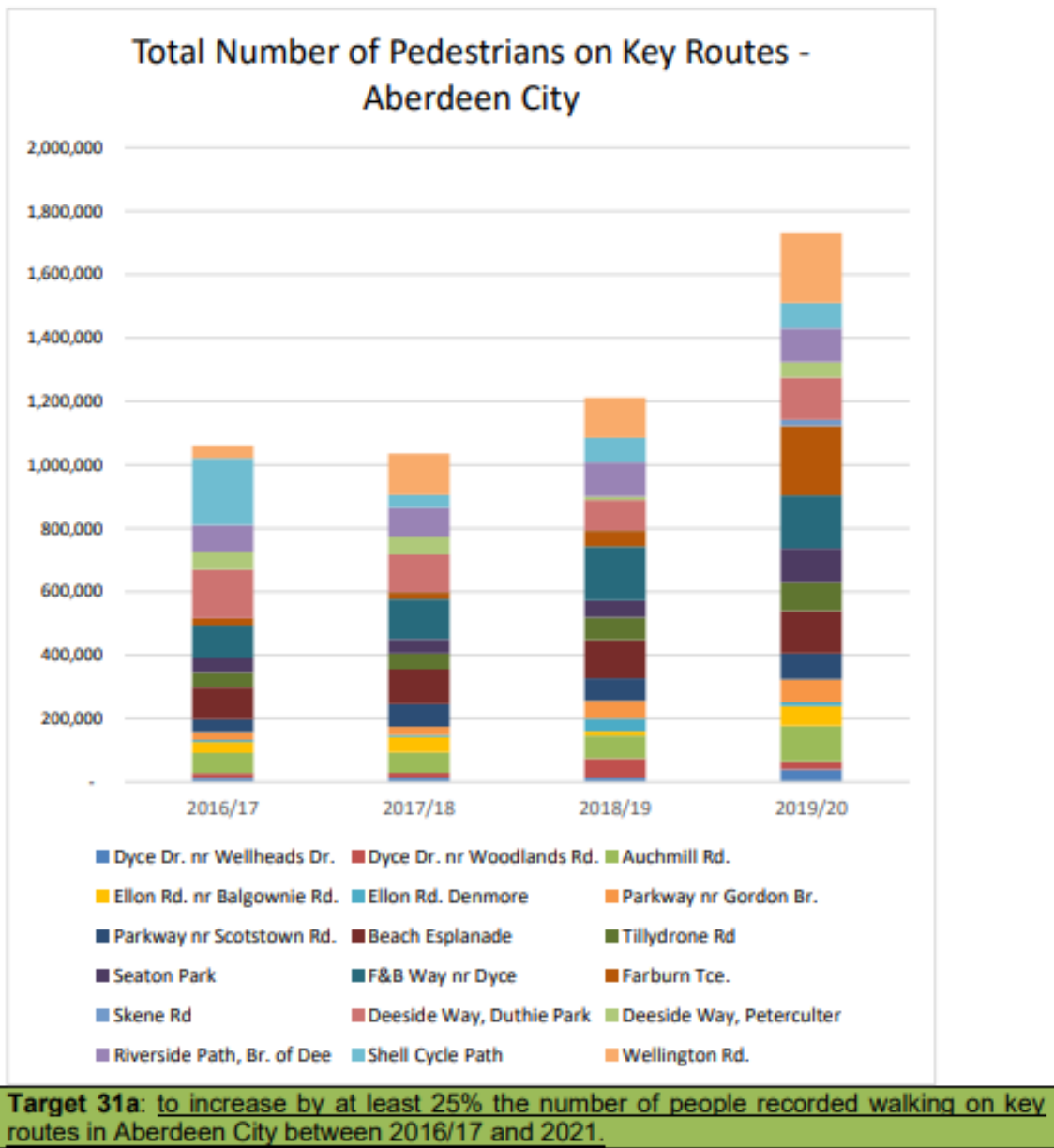
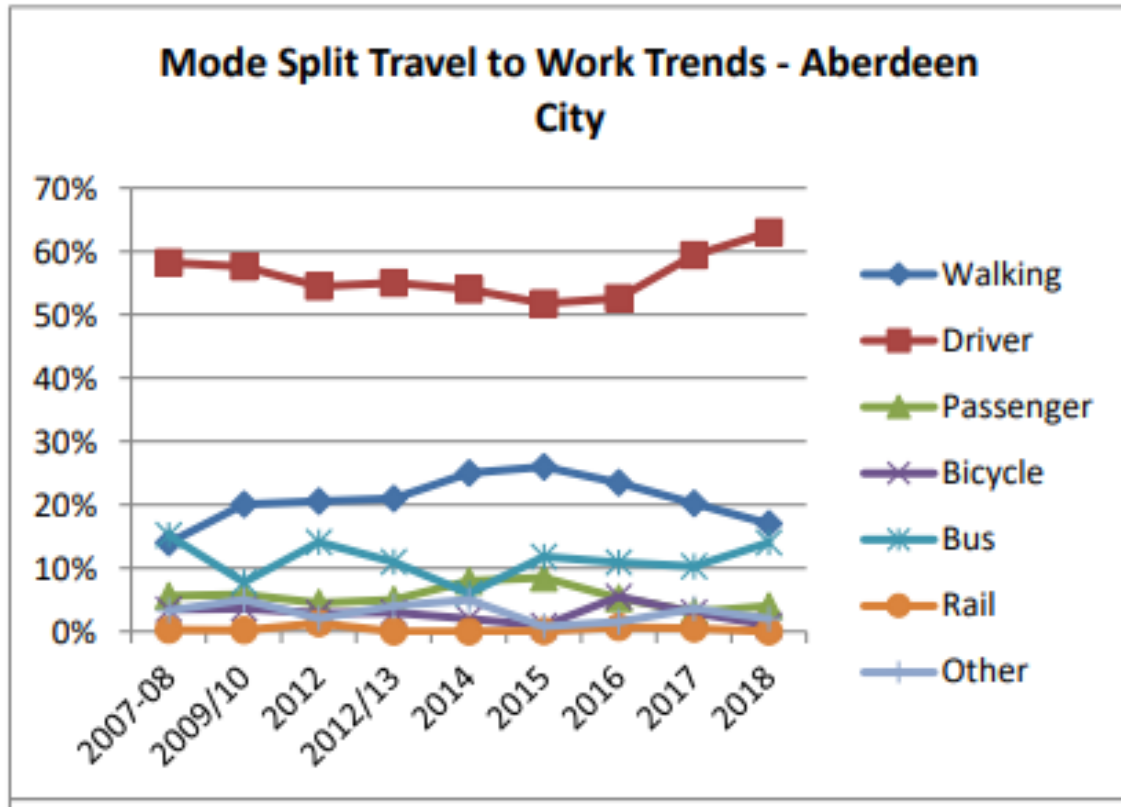


Figure 8 – Total number of pedestrians on key routes in Aberdeen

These figures are encouraging but need to be analysed in the context of mode share as a whole. Figure 9 below illustrates the total mode share as a whole for journeys to work in Aberdeen. Car use is still the predominant mode of choice with 63% of adults driving to work, which is equivalent to the Scottish national average. Walking has dipped slightly in recent years but the current rate of 17% is encouraging, given that this is 5% above the Scottish national average of 12%. Cycling has remained fairly constant at approximately 3%, which is around the Scottish national average, but well short of the vision of 10% of all journeys being undertaken by bike by 2020 contained in the Cycling Action Plan for Scotland. Bus use is also higher than the Scottish national average at 14%.

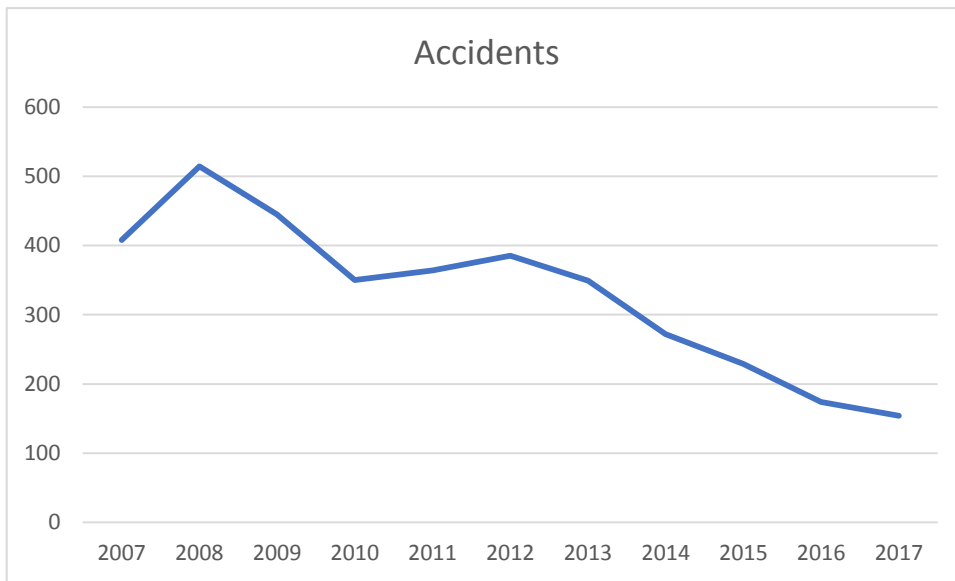
Whilst these figures are encouraging and show that progress has been made in encouraging active travel as a mode of choice for journeys in and around the city, it also shows that further work needs to be done to encourage even more people to see active travel as the default mode of choice for journeys within and around the city. It should also be borne in mind that these figures are pre-Covid and it is likely that travel behaviour will have changed to a large extent due to the changes imposed by the pandemic. It should also be noted that the RTS is currently being refreshed to take in the period to 2040, and further details can be found on the [Nestrans 2040 webpage](#).



Source: Scottish Household Survey Travel Diary Results/Transport and Travel in Scotland

Figure 9 – Mode share of Travel to Work Journeys in Aberdeen

Graph A – Road Accident Rates in Aberdeen City since 2007



Source: Scottish transport Statistics No. 37 2018 Edition

Questionnaire Response

The Active Travel Action Plan Refresh is intended to be led by public and stakeholder involvement and therefore it was important to the project team that members of the public and both internal and external stakeholders are fully consulted throughout the process.

To facilitate this, a consultation questionnaire was drawn up and this went live, supported by both a press release and social media posts on the 10 January 2020 and closed on 14 February 2020. During this time a total of 408 responses were received, which is a very high response for an online questionnaire.

There was a total of 16 questions contained in the questionnaire, which consisted of a mixture of tick box answers and opportunities for respondents to provide comments and suggestions for possible improvements and actions regarding active travel infrastructure and initiatives in the city. The full list of questions can be seen in appendix 2.

The first question was whether the respondent was answering as an individual or on behalf of an organisation. Figure 10 below shows the percentage and number of responses in each category.

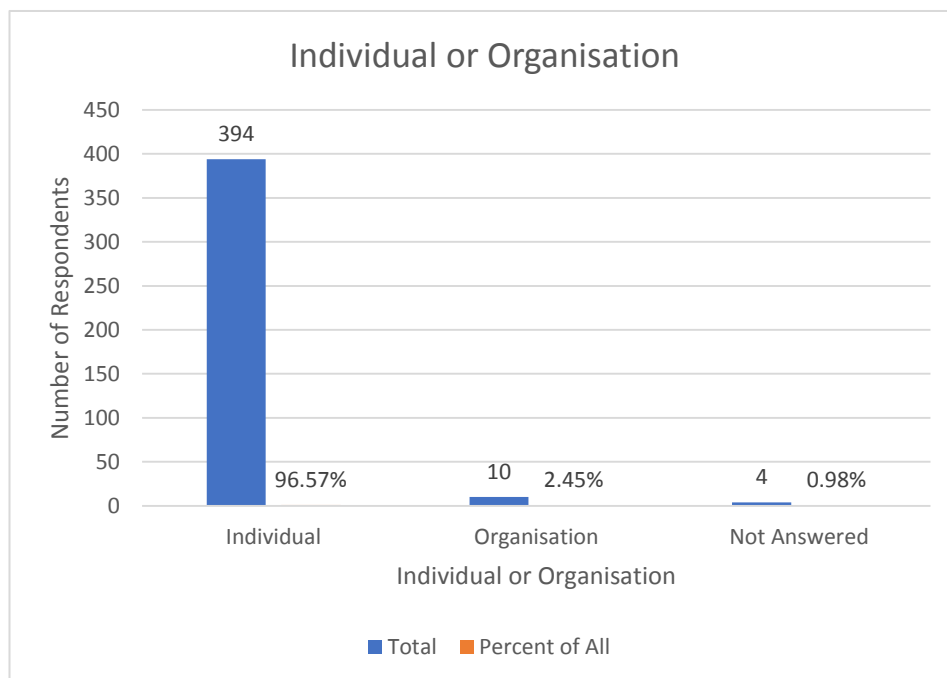


Figure 10 – Individual or Organisation

The vast majority of respondents were individuals with only 10 respondents replying on behalf of an organisation. These were a mixture of Community Councils and cycling groups, with only one or two companies responding. It is also heartening that only 4 respondents chose not to answer this question. A few individual respondents did also state that whilst they were responding on an individual basis, they were also members of walking or cycling organisations, so there was a good cross section of views represented in the responses. Question 2 asked what organisation respondents were replying on behalf of.

Question 3 asked respondents to rate how pedestrian friendly they found Aberdeen on a scale of 1 to 5 with 1 being very unfriendly and 5 being very friendly. The responses were somewhat disappointing with nearly 38% of respondents rating the city as only average and nearly 47% rating the city as very or quite pedestrian unfriendly. Only a small minority, just over 3% thought that the city was pedestrian friendly or very pedestrian friendly. The figures can be seen in Figure 11 below.

Question 3: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'pedestrian-friendly' city?

Walking friendly

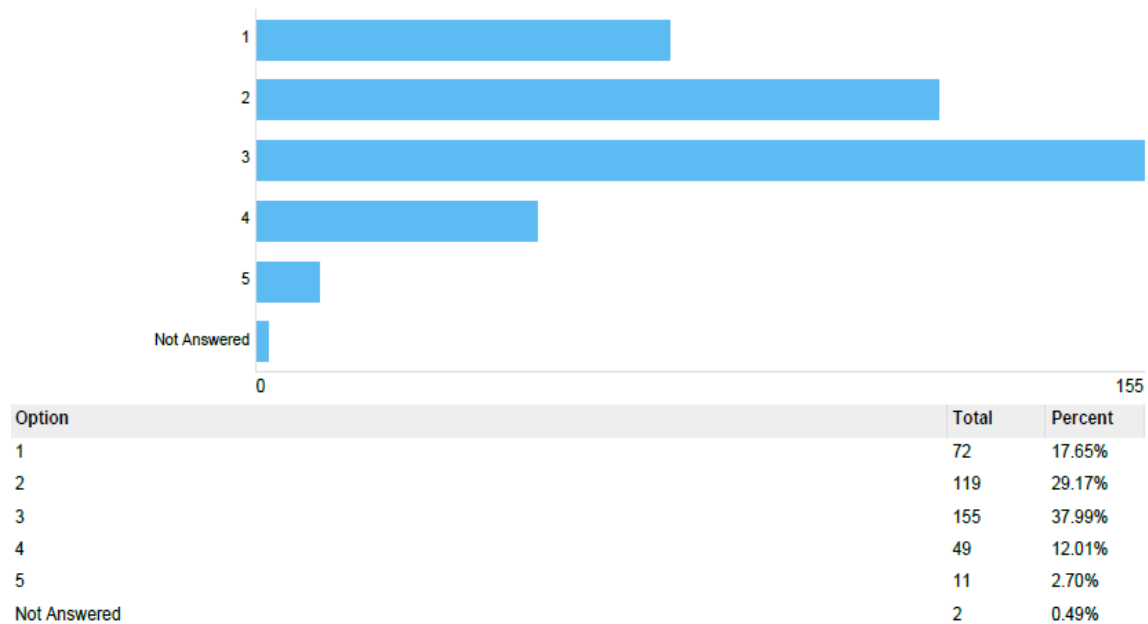


Figure 11 – How pedestrian friendly is Aberdeen

The reasons given for these responses were examined further in the questionnaire, but given that the current Active Travel Action Plan was heavily dependent on the completion of the Aberdeen Western Peripheral Route (AWPR), and this was only completed in February 2019 it is perhaps unsurprising that respondents felt this way, despite the work that has been carried out to encourage active travel within the city during the lifespan of the current action plan.

Question 4 asked what would make Aberdeen more pedestrian friendly. The responses are shown in Figure 12 below. It can be seen that pedestrianisation is the most favoured option with 161 respondents (39.46%) stating that this would make a difference. Many respondents stated that they would wish to see Union Street either being fully or partly pedestrianised as a priority. Maintenance was also seen as a major issue with 133 respondents (32.60%) citing this issue. Many respondents provided examples of cracked paving slabs, uneven pavements and lack of winter maintenance as being the main reasons for stating this as a major issue. Segregated paths were also considered to be a priority by 101 respondents (24.75%). Many respondents stated that cyclists were using pavements instead of on-road cycle lanes or where there was no cycle lane and it was not clear whether or not it was a shared use path. This has caused friction between the different users and clearly separated paths were seen by many respondents as the solution to this issue.

What would make Aberdeen more walking friendly

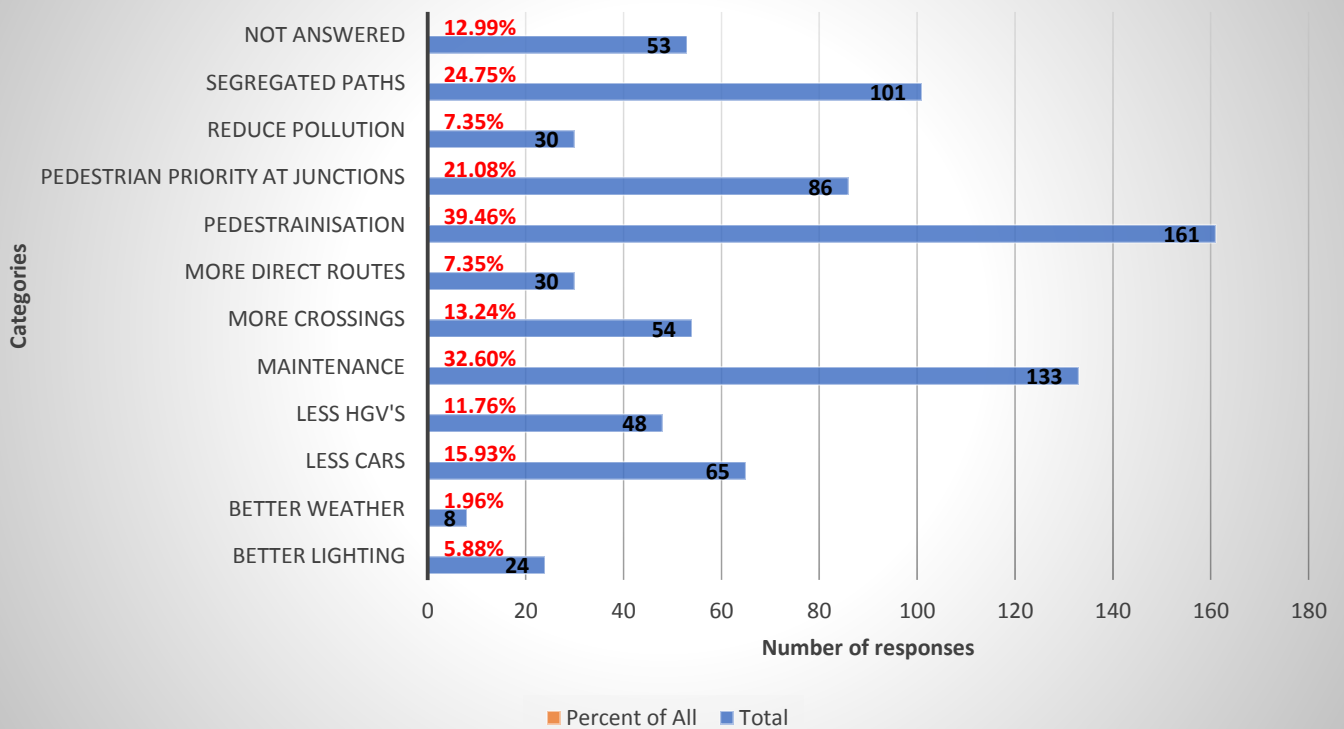
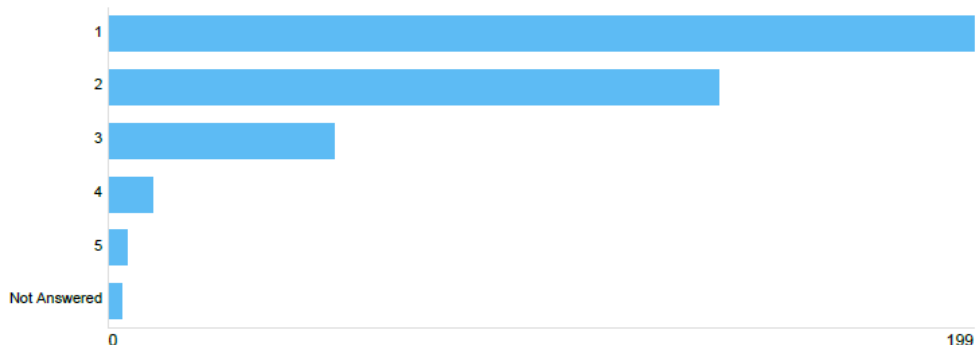


Figure 12 – What would make Aberdeen more Pedestrian friendly

Question 5 asked respondents how cycling friendly Aberdeen is. The responses are shown in Figure 13 below. The results here were disappointing with 199 respondents (48.77%) saying Aberdeen was extremely cycle unfriendly and 140 respondents (34.31%) saying that Aberdeen was cycle unfriendly. Overall, just over 83% of respondents felt that Aberdeen was not a cycle friendly city. The reasons for this are examined in the questionnaire, but many respondents commented that although there are some cycle paths and cycle lanes, these are very limited in scope and that a proper network of cycle routes needs to be provided to really encourage cyclists (and potential cyclists) of all abilities to cycle more in the city.

Question 5: On a scale of 1-5 (where 1 is very unfriendly and 5 is very friendly) how would you rate Aberdeen as a 'cycle-friendly' city?

Cycle Friendly



Option	Total	Percent
1	199	48.77%
2	140	34.31%
3	52	12.75%
4	10	2.45%
5	4	0.98%
Not Answered	3	0.74%

Figure 13 – How Cycling friendly is Aberdeen

Question 6 then asked respondents to comment on what would make Aberdeen more cycling friendly. The responses are shown below in Figure 14. The overwhelming majority of respondents (311 or 76.23%), stated that they would like to see segregated cycle paths or lanes with 132 respondents (32.35%) stating that they wanted more off-road cycle paths. Many respondents did not feel safe sharing road space with buses or cars, even where cycle lanes were provided, with many responding that road markings were often ignored by other motorists. Maintenance was also cited as an issue with 118 respondents (28.92%) stating that better gritting of cycle paths and cycle lanes in winter was needed and that potholes needed to be fixed to make current routes safer. 109 respondents (26.72%) also stated that more direct routes were needed, especially from the suburbs into the city centre as this would encourage more cycling for commuting purposes.

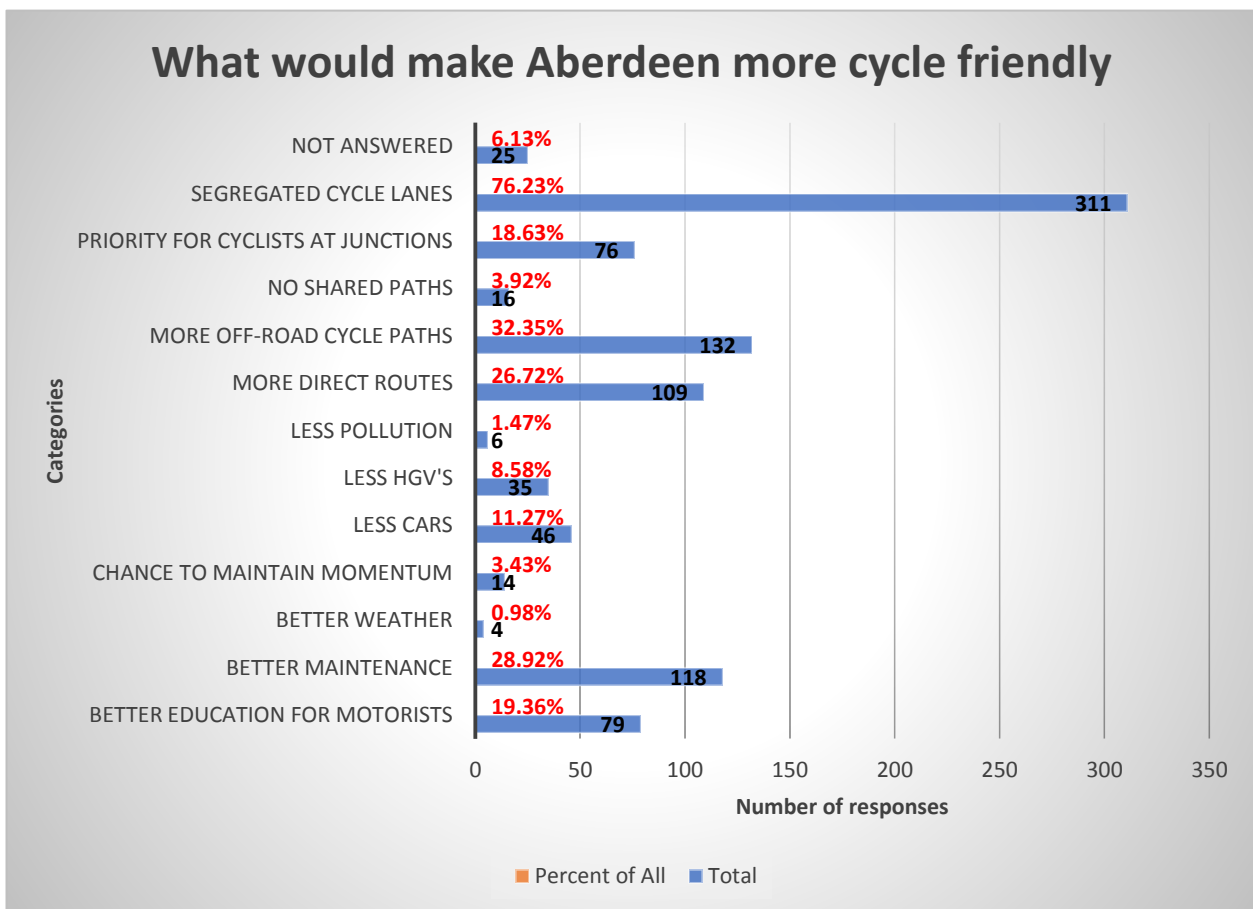
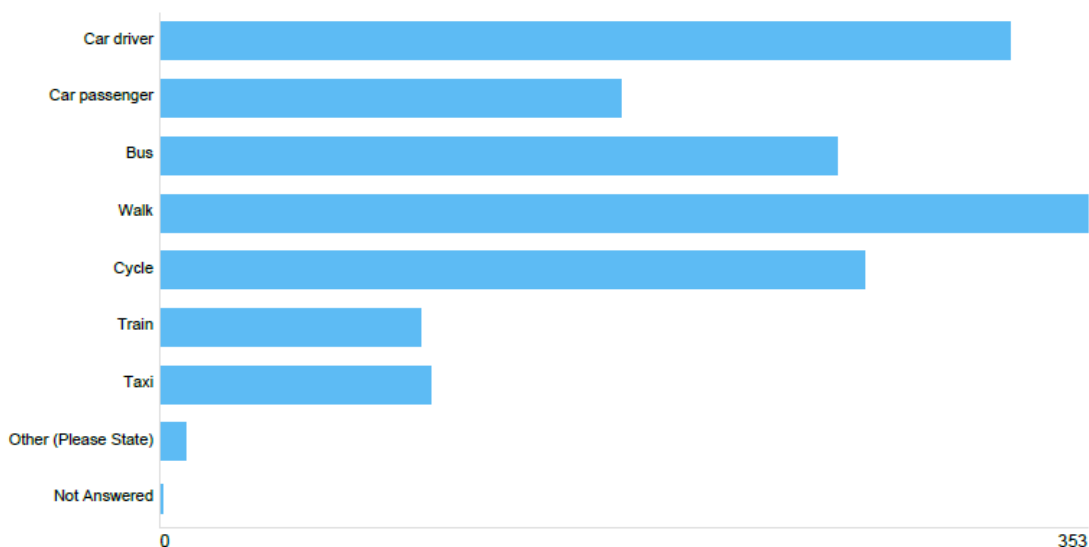


Figure 14 – What would make Aberdeen more cycling friendly

Question 7 asked respondents what modes of transport they used in and around Aberdeen. The results can be seen in Figure 15 below. It is perhaps unsurprising that car use was so prevalent with 323 respondents (79.17%) being a car driver and 175 respondents (42.89%) being car passengers. What is encouraging though is the large number of respondents that use active travel modes, with 353 respondents (86.52%) walking and 268 respondents (65.69%) cycling. Bus use was also encouraging with 257 respondents (62.99%) using a bus. This would tend to indicate a lot of multi-modal trips in and around the city and this is an encouraging trend. It must be remembered that this data was gathered prior to the Covid-19 outbreak and peoples travel behaviours may well have changed considerably since the outbreak began. Therefore, as part of the ongoing active travel work, a second survey will be carried out as part of the consultation process for the emerging Active Travel Action Plan.

Mode of Transport

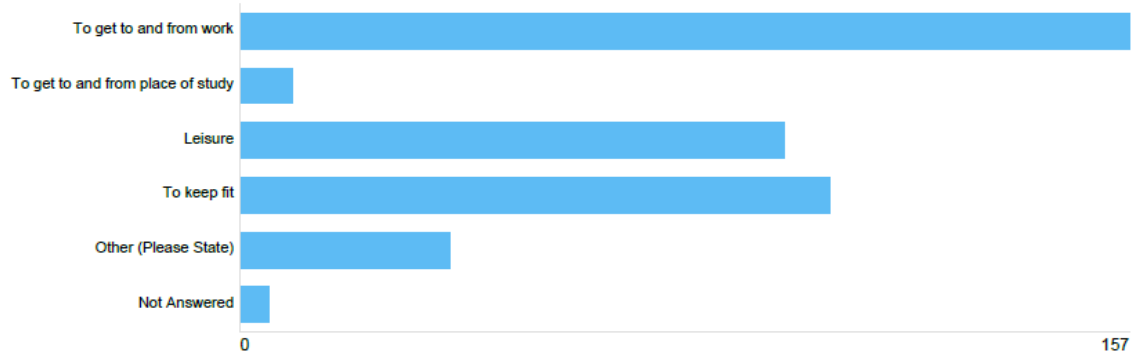


Option	Total	Percent
Car driver	323	79.17%
Car passenger	175	42.89%
Bus	257	62.99%
Walk	353	86.52%
Cycle	268	65.69%
Train	99	24.26%
Taxi	103	25.25%
Other (Please State)	10	2.45%
Not Answered	1	0.25%

Figure 15 – What mode of transport do you use in and around Aberdeen

Question 8 then asked respondents what their main reason for walking or cycling is. The responses can be seen in Figure 16 below. Whilst the majority of respondents said that they walk or cycle for leisure purposes or to keep fit, with 96 respondents (23.53%) stating it was for leisure purposes and 104 respondents (25.49%) stating it was to keep fit, the largest response was to get to and from work. 157 respondents (38.48%) stated that they walk or cycle to or from work. This is an encouraging statistic and one that the Council would wish to build on in the new Active Travel Action Plan.

Reason for walking and cycling



Option	Total	Percent
To get to and from work	157	38.48%
To get to and from place of study	9	2.21%
Leisure	96	23.53%
To keep fit	104	25.49%
Other (Please State)	37	9.07%
Not Answered	5	1.23%

Figure 16 – Reason for walking and cycling

Question 9 asked respondents what would encourage them to walk or cycle more. The responses can be seen in Figure 17 below. The largest response was for better facilities for pedestrians and cyclists with 184 responses (45.10%). This is a very generic response and reflects the fact that a lot of respondents stated that although there are paths and cycleways in the city, they felt this was only a start and that the existing infrastructure needed to be upgraded and improved. This is borne out by the fact that 93 respondents (27.79%) also stated that they wished to see better maintenance.

Segregated paths were also cited as an issue with 172 respondents (42.16%) stating that they would like to see more of them. Interestingly though, only 31 respondents (7.60%) specifically mentioned pedestrianisation, suggesting that most respondents to this question concentrated on cycling improvements rather than walking improvements.

What would encourage you to walk or cycle more

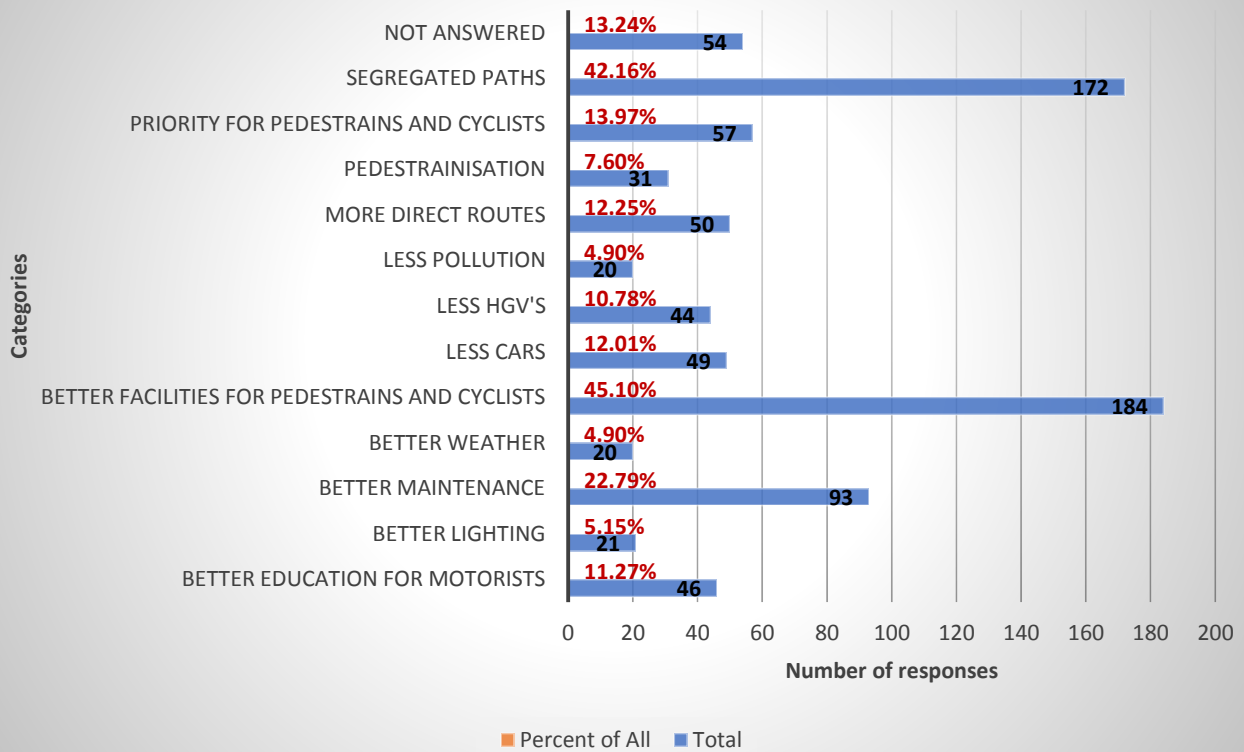


Figure 17 – What would encourage you to walk or cycle more

Question 10 asked respondents if they would be willing to give up their car use to walk and cycle more. The responses can be seen in Figure 18 below. There was an encouraging response with 317 respondents (77.70%) saying that they would be willing to reduce their car use to walk and cycle more. It is also of note that a significant minority of respondents (52 or 12.75%), stated they did not have a car. This shows the importance of promoting active travel as there is a significant section of the population that depends on a good active travel network for employment and leisure opportunities.

Less car use

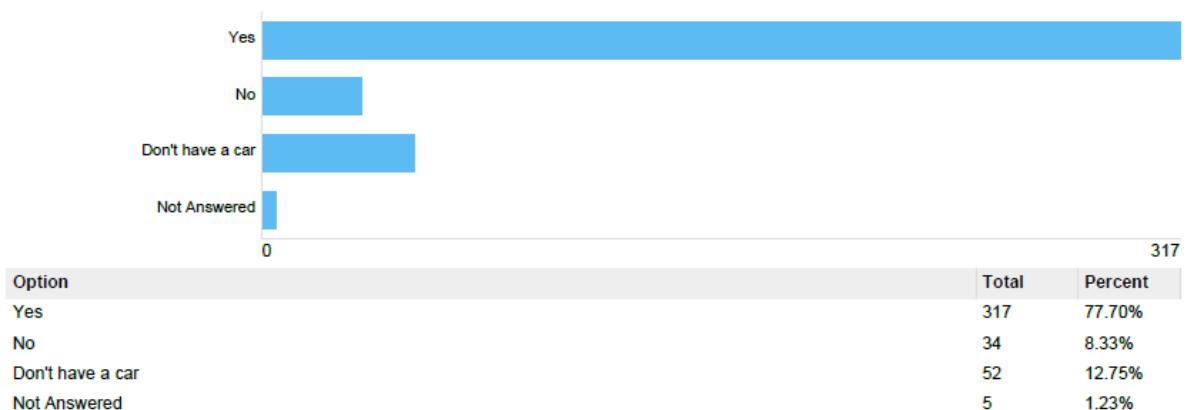


Figure 18 – Would you reduce car use to walk and cycle more

Question 11 asked respondents if they had any particular suggestions for walking and cycling improvements. The responses can be seen in Figure 19 below. Unsurprisingly the responses echo the responses from an earlier question with 142 respondents (34.80%) stating that they wished to see more segregation. 94 respondents (23.04%) wanted to see better facilities and 75 respondents (18.38%) asking for better maintenance. This shows a consistent response across the questions. In terms of locations for improvements, the most popular location was the city centre with 176 respondents (43.14%) stating that they would wish to see better walking and cycling routes to and from the city centre. Given the importance of the city centre as a major employment, retail and leisure hub, this is perhaps unsurprising.

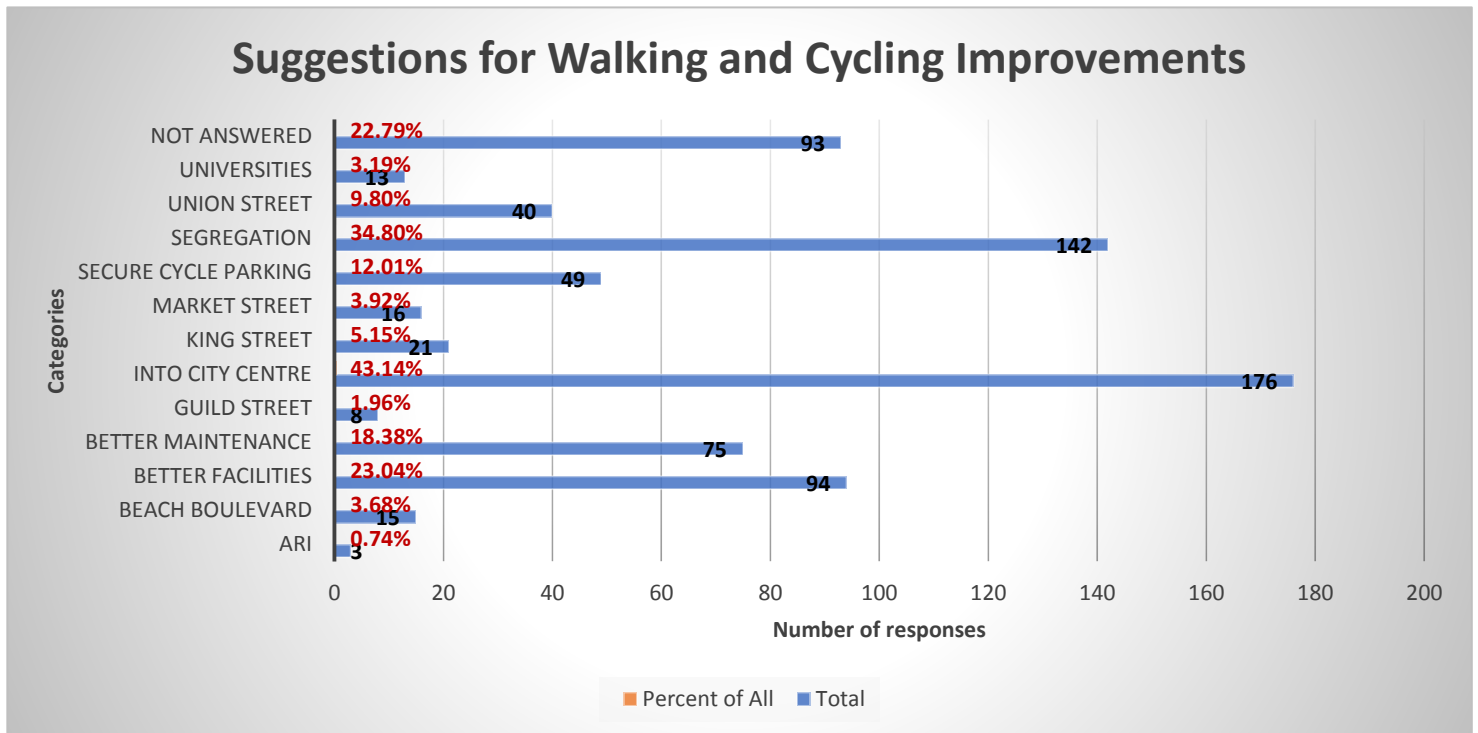


Figure 19 – Suggested Walking and Cycling improvements

Question 12 asked respondents if more cycle parking was required in Aberdeen. The responses can be seen in Figure 20 below. 313 respondents (76.72%) replied yes. Question 13 then asked what type of improvements respondents would like to see. Of the 84 respondents (20.59%) who said no, most replied that they felt it was more important to improve the cycling infrastructure and improve rates of cycling in and around the city first, before concentrating on cycle parking provision.

Cycle Parking

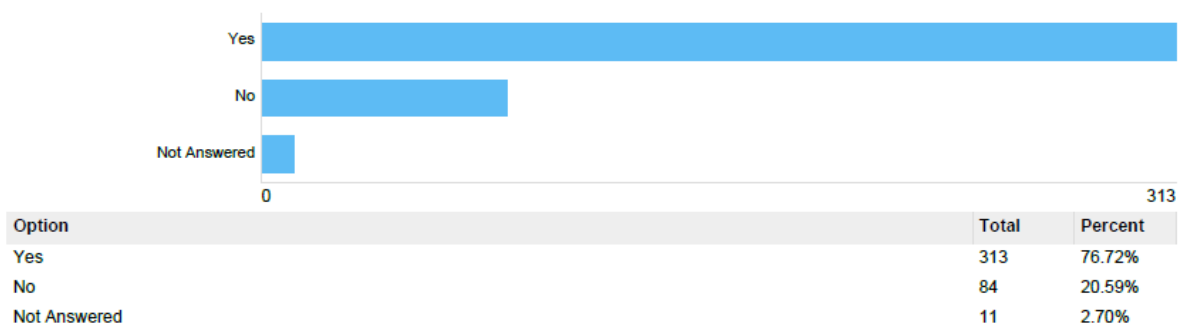


Figure 20 – Is more cycle parking needed in Aberdeen

Question 13 asked respondents where they would like to see more cycle parking provided. The responses can be seen in Figure 21 below. The most popular response was within the city centre with 155 respondents (37.99%) stating that this is where cycle parking was most needed. Many respondents also stated that they wished to see covered, secure shelters, preferably covered by CCTV cameras, so that they would feel safe leaving their bicycles at these locations. Shops were also seen as a key location with 84 respondents (20.59%) stating that more cycle parking was needed at shops, both local neighbourhood shops and the large retail centres. Whilst park and ride/park and choose sites were not considered that important with only 6 respondents (2.70%) mentioning these as a possible location, the bus and train stations were considered to be a key interchange point with 65 respondents (15.93%) stating that more cycle parking was required at this location. This would tend to suggest that there is a desire for multi-modal journeys to be undertaken with cycling being considered as a credible option for traveling, especially in and around the city centre.

The results also mirror the previous question with 153 respondents (37.50%) not replying to this question. This would seem to suggest that the location is not as important to many respondents, but more the quality of infrastructure that is provided.

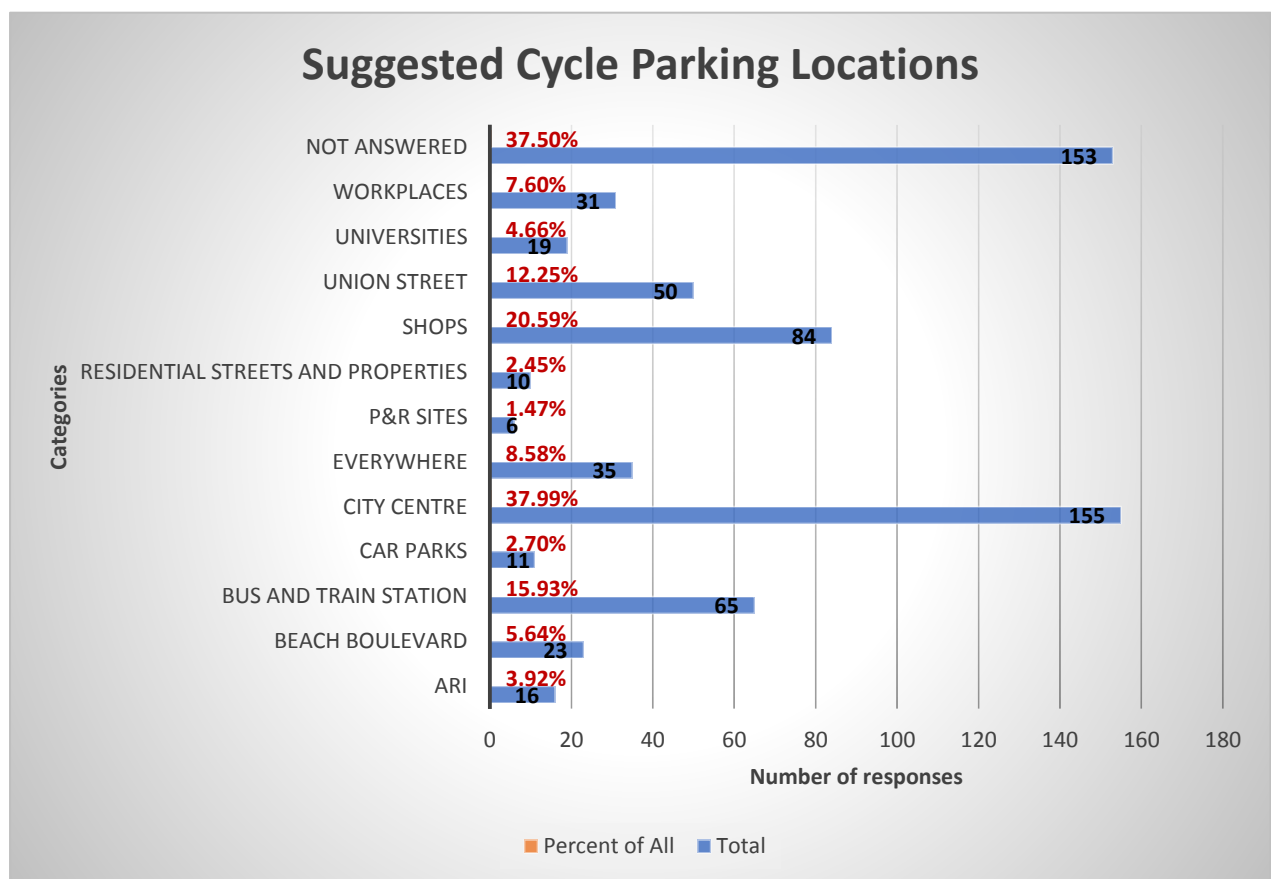
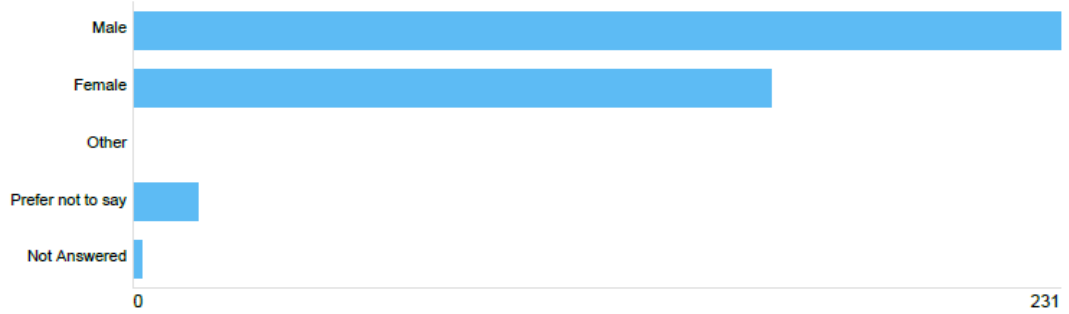


Figure 21 – Suggested cycle parking locations

The last three questions focused on gaining some data on the demographics of respondents. Question 14 asked the gender of the respondent. The responses can be seen in Figure 22 below. More males than females responded with 231 respondents (56.52%) being male and 159 respondents (38.97%) being female. There was a good response to this question with only 16 respondents (3.92%) preferring not to say and a further 2 respondents (0.49%) declining to answer the question.

Gender

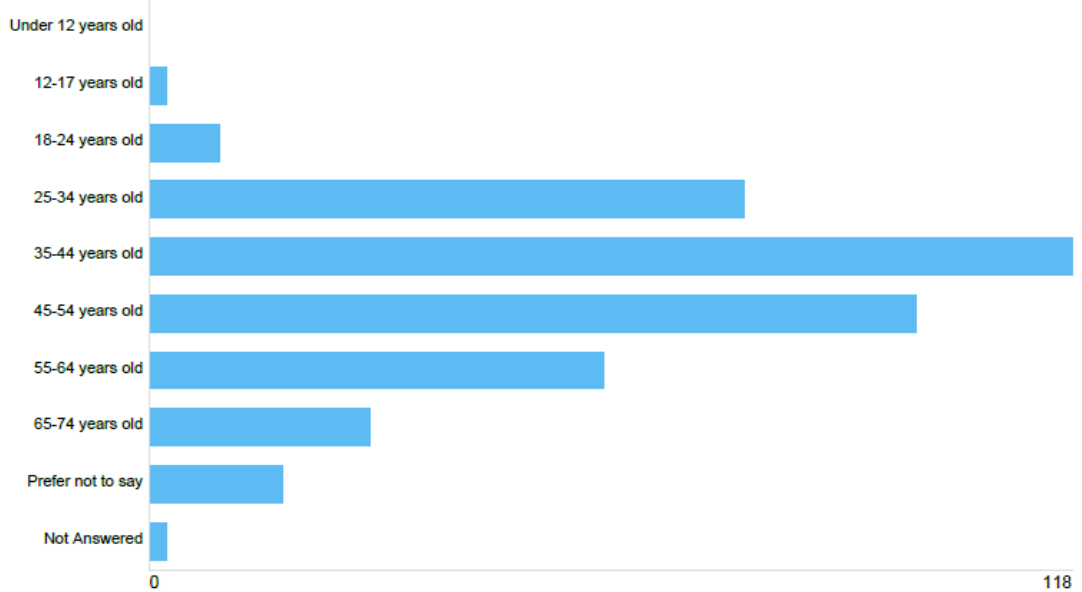


Option	Total	Percent
Male	231	56.62%
Female	159	38.97%
Other	0	0%
Prefer not to say	16	3.92%
Not Answered	2	0.49%

Figure 22 – Gender of respondents

Question 15 asked respondents what age group they were in. The responses can be seen in Figure 23 below. There was a good range of responses with most respondents falling within one of the 4 age ranges between 25-34 and 55-64 age groups. The largest number of respondents (118 or 28.92%) were in the 35-44 age group. It is also worth noting that there was a significant proportion of respondents (28 or 6.86%) that were in the 65-74 age group.

Age

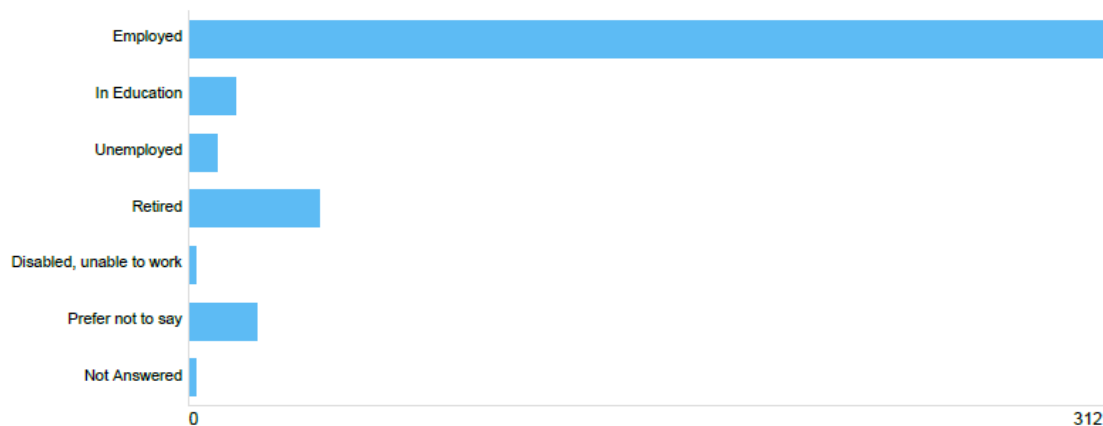


Option	Total	Percent
Under 12 years old	0	0%
12-17 years old	2	0.49%
18-24 years old	9	2.21%
25-34 years old	76	18.63%
35-44 years old	118	28.92%
45-54 years old	98	24.02%
55-64 years old	58	14.22%
65-74 years old	28	6.86%
Prefer not to say	17	4.17%
Not Answered	2	0.49%

Figure 23 – Age range of respondents

The final question, question 16, asked about the respondents employment status. The responses can be seen in Figure 24 below. By far the largest response was from respondents in employment with 312 respondents (76.47%) stating they were in employment. There was also a significant minority of respondents who were retired, with 44 respondents (10.78%) stating that they were retired. Only 16 respondents (3.92%) stated they were in education which roughly corresponds to the responses to question 15 above.

Employment Status



Option	Total	Percent
Employed	312	76.47%
In Education	16	3.92%
Unemployed	9	2.21%
Retired	44	10.78%
Disabled, unable to work	2	0.49%
Prefer not to say	23	5.64%
Not Answered	2	0.49%

Figure 24 – Employment status of respondents

In conclusion the consultation ran for six weeks from early January till the middle of February 2020 and attracted 408 responses, which is a good response rate for an online consultation. The vast majority of responses were from individuals, with only a handful of responses from companies, organisations and community councils. This is perhaps unsurprising as the consultation was aimed predominantly at members of the public.

The main perceptions were that Aberdeen is only moderately pedestrian friendly, whereas it was rated as not being cycle friendly, which is disappointing given the investment in active travel that has been made within the city as part of the current Active Travel Action Plan, but clearly demonstrates that a step change in active travel provision is required as we move into the next iteration of the Action Plan.

It was suggested that the current measures that have been implemented were a step in the right direction, but that there needed to be more pedestrianisation, segregated paths, more off-road cycling routes and better maintenance of the existing infrastructure to really encourage a greater take-up of active travel. It was also felt that the current network was too piecemeal and that there needed to be a more coordinated network of walking and cycling routes to encourage greater participation in active travel. It can also be inferred from the responses that the public are in favour of the ongoing delivery of the projects identified in the CCMP and SUMP, given that the city centre was seen as a priority area for improvement by most respondents.

Whilst car use both as a car driver or a car passenger was the predominant means of transport within and around Aberdeen, there was an encouragingly high number of respondents who also walked and cycled, with a large number of respondents also using public transport. The main reasons for walking and cycling were for leisure or to keep fit, with a large number of respondents also stating that they walked or cycled to and from work. It should however be borne in mind that this consultation was conducted before the Covid-19 outbreak and early indications would suggest that the public's travel habits have changed considerably in terms of a shift to walking and cycling instead of using the private car and a large drop off in public transport use, especially bus travel. The impact of the Covid-19 outbreak will be discussed in more detail in a later chapter.

Pedestrianisation, segregation and better maintenance were suggested as the priorities for pedestrians with this being echoed for cyclists alongside more off-road paths. These priorities were reinforced in a number of questions asking for specific improvements that respondents would like to see being undertaken. Respondents would also like to see more secure cycle parking, better facilities for pedestrians and cyclists and more direct routes into the city centre.

Respondents were asked for specific locations for suggested walking and cycling improvements. The responses were fairly generic with the majority of respondents suggesting that most improvements should take place within the city centre. Given that the city centre is the main, employment, retail and leisure hub, then this is perhaps to be expected. Shops were also seen as an important location, with both small neighbourhood shops and large retail centres being suggested. Whilst park and ride/park and choose sites weren't seen as being a priority location, the bus and train station was considered to be a major location, suggesting that respondents would be willing to make multi-modal journeys by using public transport to get into the city centre and then cycling around the city centre. Again, it should be cautioned that these responses were received before the current Covid-19 outbreak and that it is likely that public transport use will take some time to recover from the current low levels of usage.

There was a good cross section of respondents with slightly more males than females responding, but with respondents being quite evenly spread across most age groups. Although the overwhelming majority of respondents were employed, there was a good response from the retired community.

The responses would appear to indicate a willingness to embrace the concept of active travel and would appear to indicate that respondents would be in favour of the current temporary measures being put in place to ensure social distancing can be maintained as the economy starts to reopen again following the lockdown imposed by the current Covid-19 outbreak.

The results were analysed and used to prepare a draft ATAP that went out to public consultation from 14 September 2020 to 25 October 2020. A total of 100 responses were received, with the majority of responses being from individuals rather than organisations. A summary of the consultation responses is included at Appendix 3. Overall, the consultation showed significant support for the vision, actions and priorities identified in the draft Plan.

In light of the current Covid-19 pandemic, respondents were also asked how important they felt it was to take the effects of the pandemic into account when finalising the Action Plan. 27% thought it was important or very important with a further 26% stating they felt neutral on this matter as can be seen in Figure 25

Question 3: On a scale of 1 to 5 (where 1 is extremely important and 5 is not at all important), how important do you feel it is to reflect the current Covid-19 situation in the final Action Plan?

How important is it to reflect Covid-19 situation

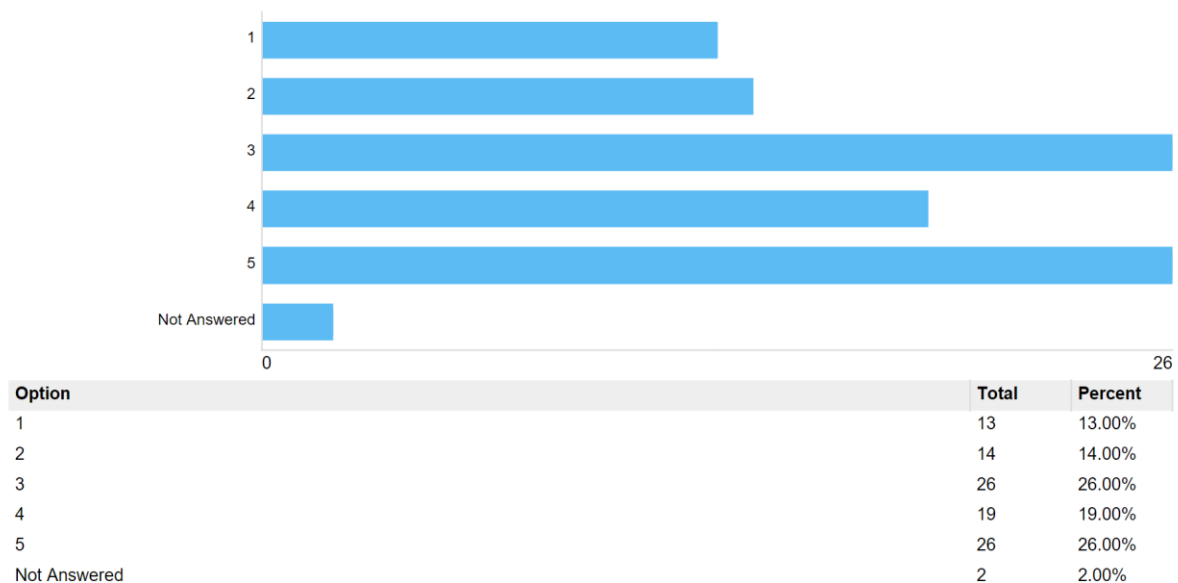
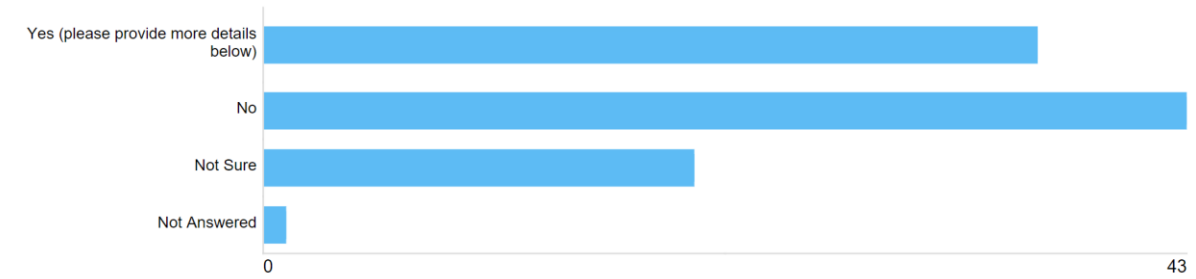


Figure 25 - How important is it to reflect Covid-19 in ATAP

There was an even split as to whether respondents felt that Covid-19 would change their travel behaviour with 36% stating it would and 43% stating it would have no effect, as can be seen in Figure 26.

Question 4: Given the changes brought about by the Covid-19 pandemic, do you expect that these changes will permanently influence your future travel behaviour?

Will Covid-19 change travel behaviour



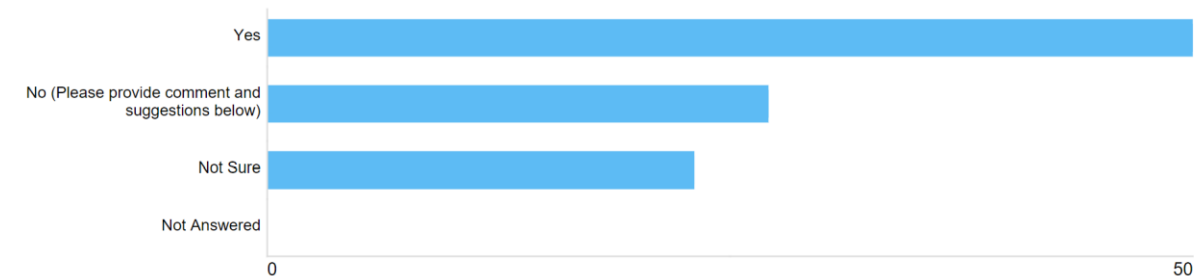
Option	Total	Percent
Yes (please provide more details below)	36	36.00%
No	43	43.00%
Not Sure	20	20.00%
Not Answered	1	1.00%

Figure 26 – Will Covid-19 change respondents travel behaviour?

Overall, there was a favourable response to the draft Action Plan with 50% of respondents stating they agreed with the objectives and 27% disagreeing, as can be seen in Figure 27.

Question 5: Do you agree that the objectives derived from the current Local Transport Strategy (set out below) are the correct ones for the Active Travel Action Plan?

Reasons why



Option	Total	Percent
Yes	50	50.00%
No (Please provide comment and suggestions below)	27	27.00%
Not Sure	23	23.00%
Not Answered	0	0.00%

Figure 27 – Do you agree with objectives of the ATAP?

41% agreed with the projects laid out in the Action Plan with 24% disagreeing, as can be seen in Figure 28.

Question 6: Do you agree with the list of projects set out in the Action Plan?

List of projects

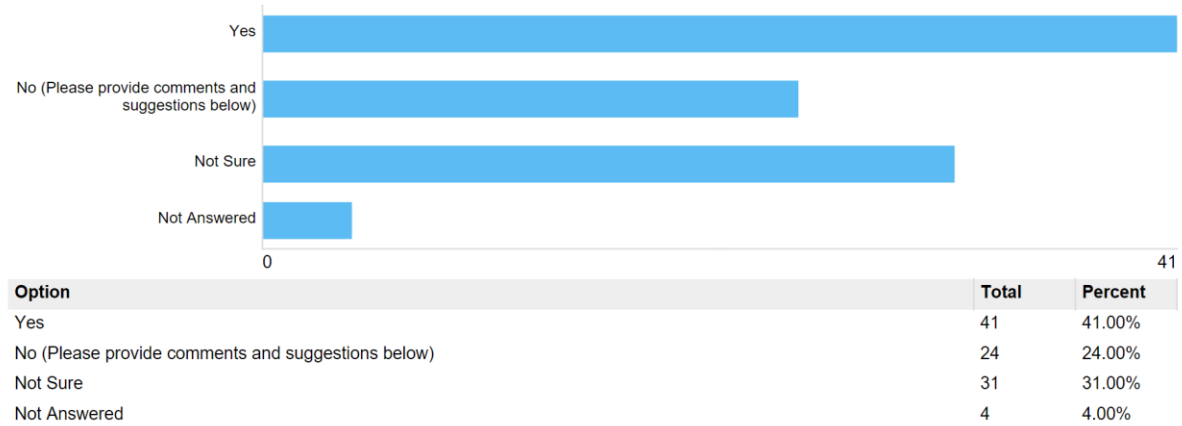


Figure 28 – Do you agree with list of projects?

65% agreed with the overall vision for the Action Plan, with only 22% disagreeing, as can be seen in Figure 29.

Question 7: Do you agree with the overall vision for the Active Travel Action Plan?

Vision

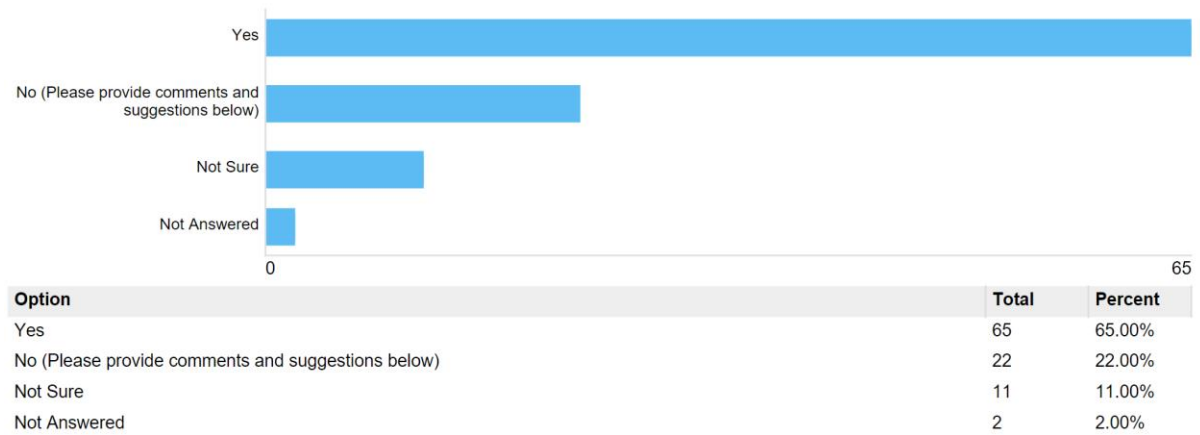


Figure 29 – Do you agree with the overall vision for ATAP?

Overall, 41% were content with the document overall, with 30% not being content as can be seen in Figure 30.

Question 8: Having read the Active Travel Action Plan, are you content with the document overall?

Overall Satisfaction

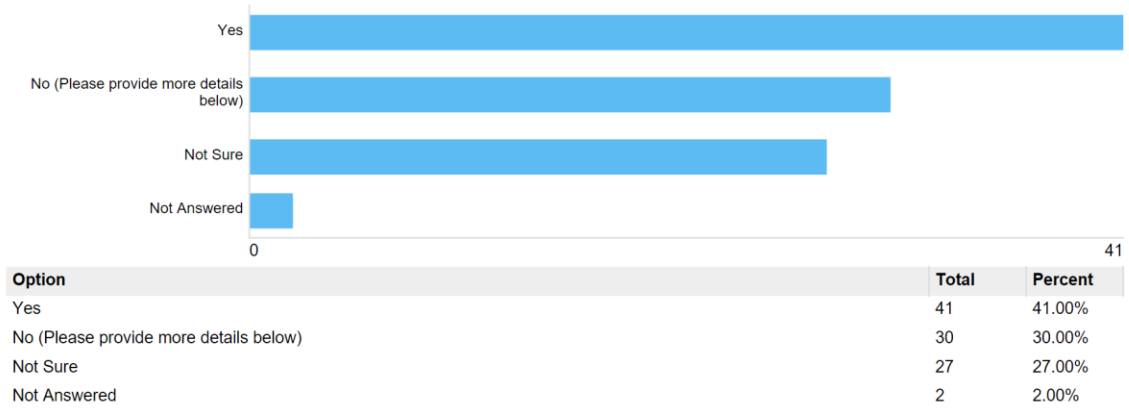


Figure 30 – Are you content with the ATAP overall?

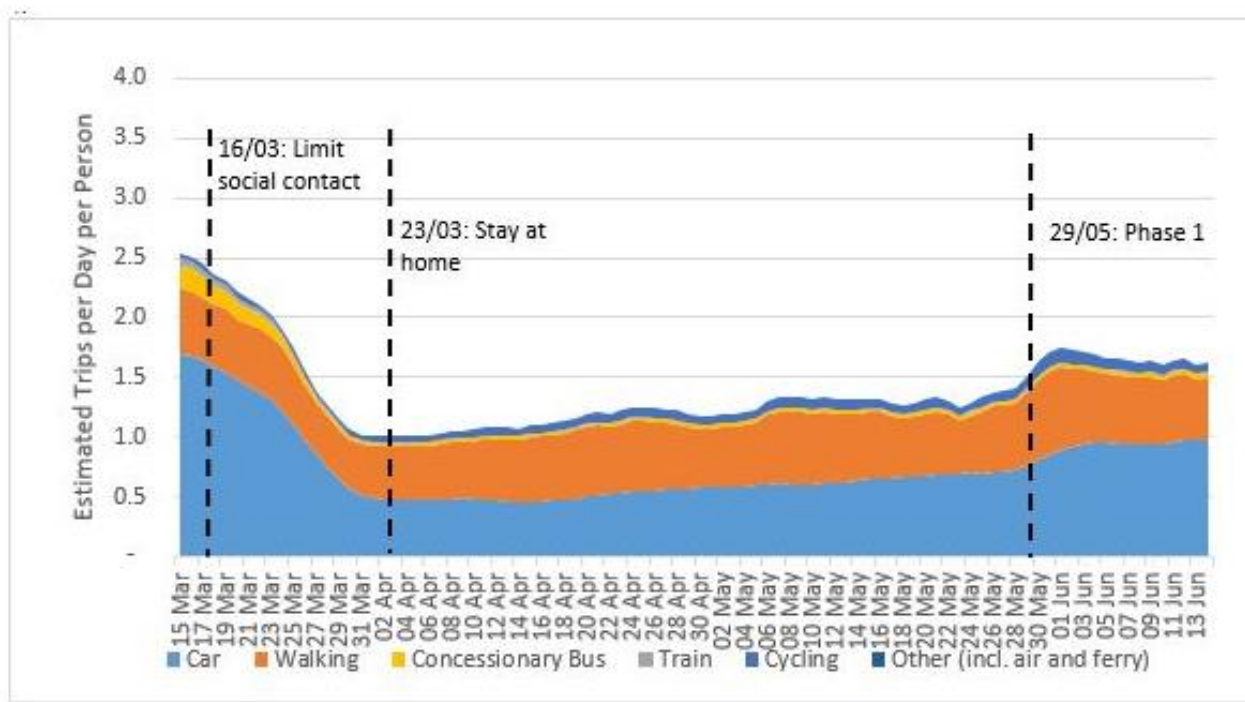
The results of the second consultation are therefore encouraging and demonstrate that there is public support for the aims and objectives of the proposed Active Travel Action Plan.

Covid-19 Implications

In January 2020, reports circulated of a new strain of coronavirus called Covid-19 in China which was infecting people and causing severe respiratory problems leading to death. The virus soon spread and the World Health Organisation (WHO) declared a global pandemic in February. By March the virus had spread to the UK, and on the 23rd March 2020, the UK Government declared that the country would be placed in ‘lockdown’ with severe restrictions on peoples movements to try and tackle the spread of the virus. Shops, businesses and offices were forced to close and social distancing measures were introduced, with many people being furloughed or working from home with virtual work meetings becoming the norm.

As part of the lockdown all but essential travel was banned, with public transport shutting down completely and a significant decrease in car journeys. Figures show that demand for public transport fell by around 85 to 95% from normal levels and that the demand for travel overall fell from an average of 2.7 trips per person per day pre Covid-19 to 0.9 trips per person per day during lockdown. This is a significant fall in demand. The trends in transport use nationally from 15 March to mid- June are illustrated in Figure 31 below.

Estimated Trips per person per day from 15 March to mid June



- [Source data](#)

Figure 31– Trends in daily trips per person from 15 March to mid-June 2020

Locally, data on transport trends since lockdown have been collected and the data collated into weekly reports. The latest data includes the period up to Sunday 09 August 2020.

The first graph illustrated in Figure 32 below shows the trend in traffic on local roads. The data is drawn from automatic traffic counters in the city. This shows that immediately following the introduction of lockdown, local road traffic fell to 34% of pre-lockdown figures, but as of Wednesday 05 August 2020, the figure had risen to 80% of pre-lockdown figures.

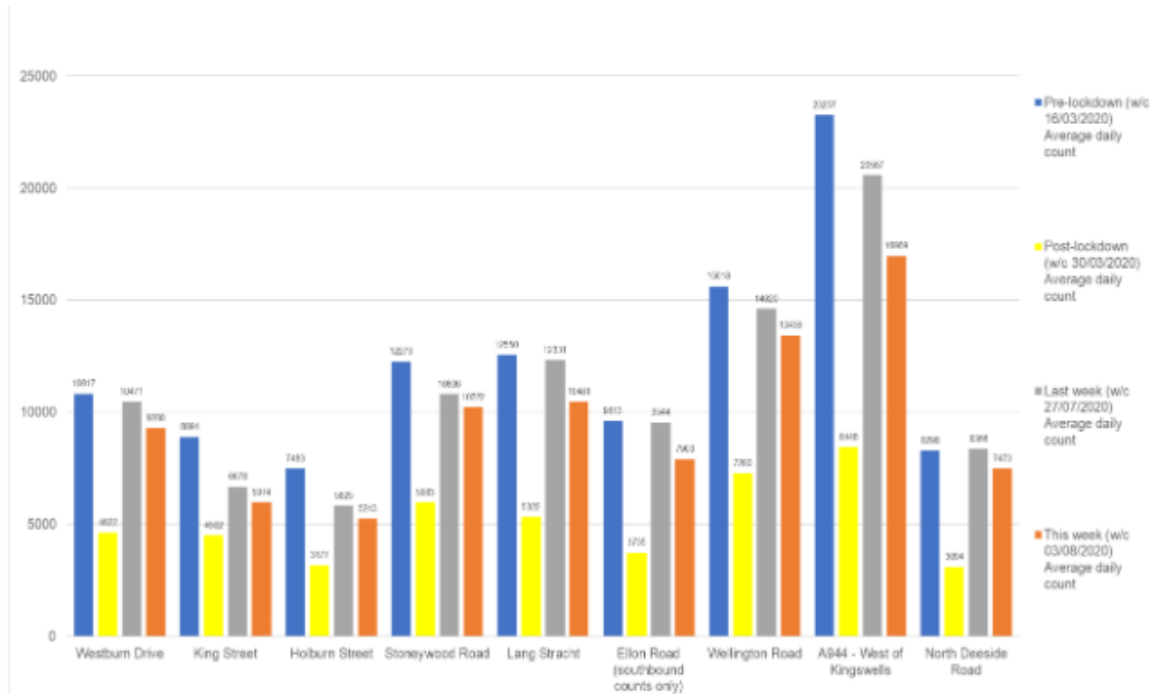


Figure 32 – Current level of local road traffic

Figure 33 below shows the current level of traffic on Trunk roads and former Trunk roads, with the data having been extracted from Transport Scotland’s automatic traffic counters. This shows that immediately following lockdown traffic levels fell to 46% of pre-lockdown levels with the current figure as of 07 June 2020 showing traffic on the Trunk road and former Trunk Road network at 76% of pre-lockdown levels.

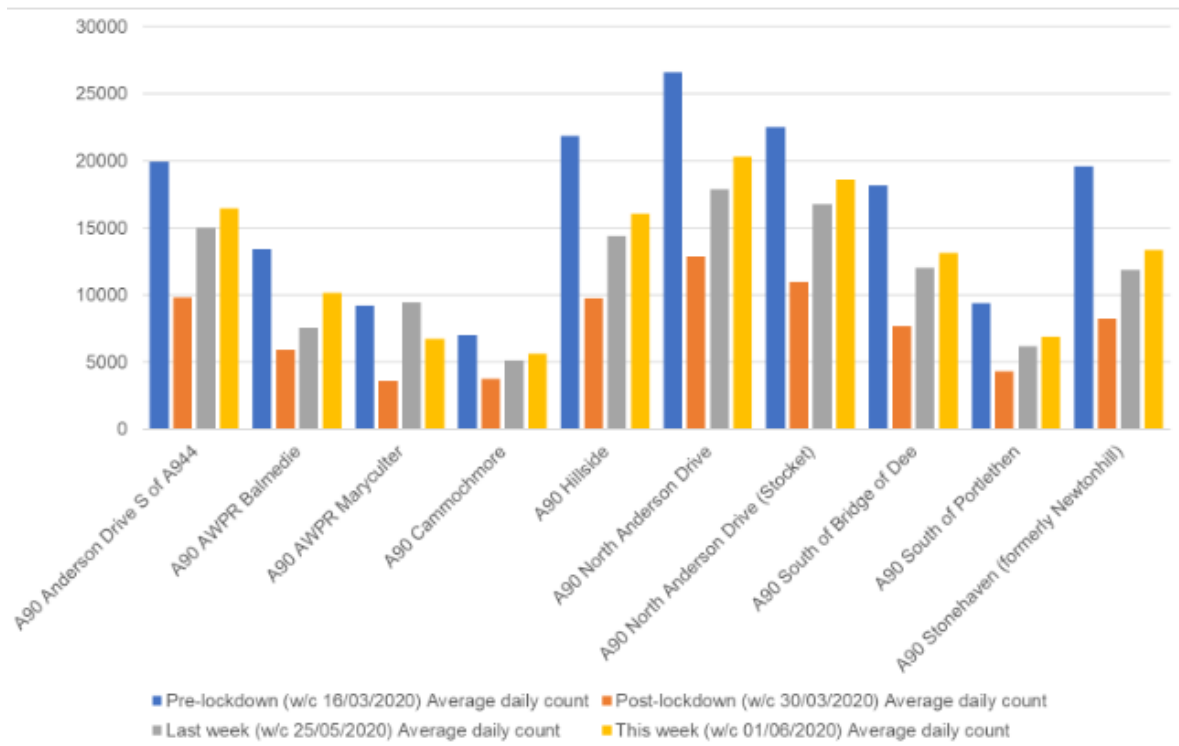
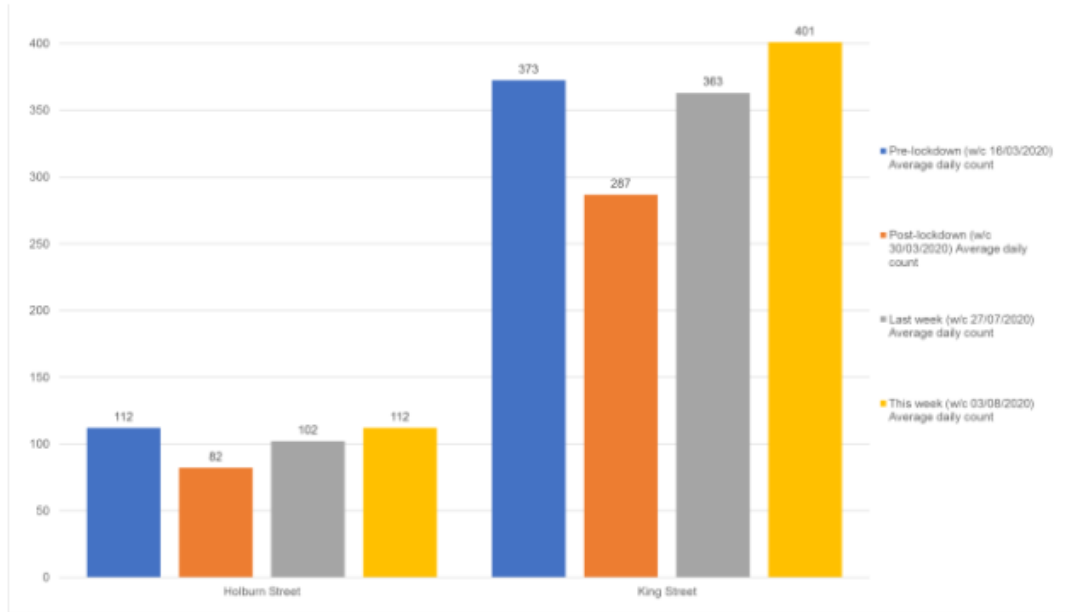


Figure 33 – Current level of traffic on Trunk roads and former Trunk roads

Bus travel has increased since lockdown as illustrated in Figure 34 below. This however is based on traffic counts from two key routes in the city, so it is a small sample which may not necessarily be representative of all bus travel within or to and from the city. Immediately following lockdown bus numbers dropped to 73% of pre lockdown levels on these routes. The current figure as of the 09 August 2020 is 106% of pre-lockdown levels on these two routes.



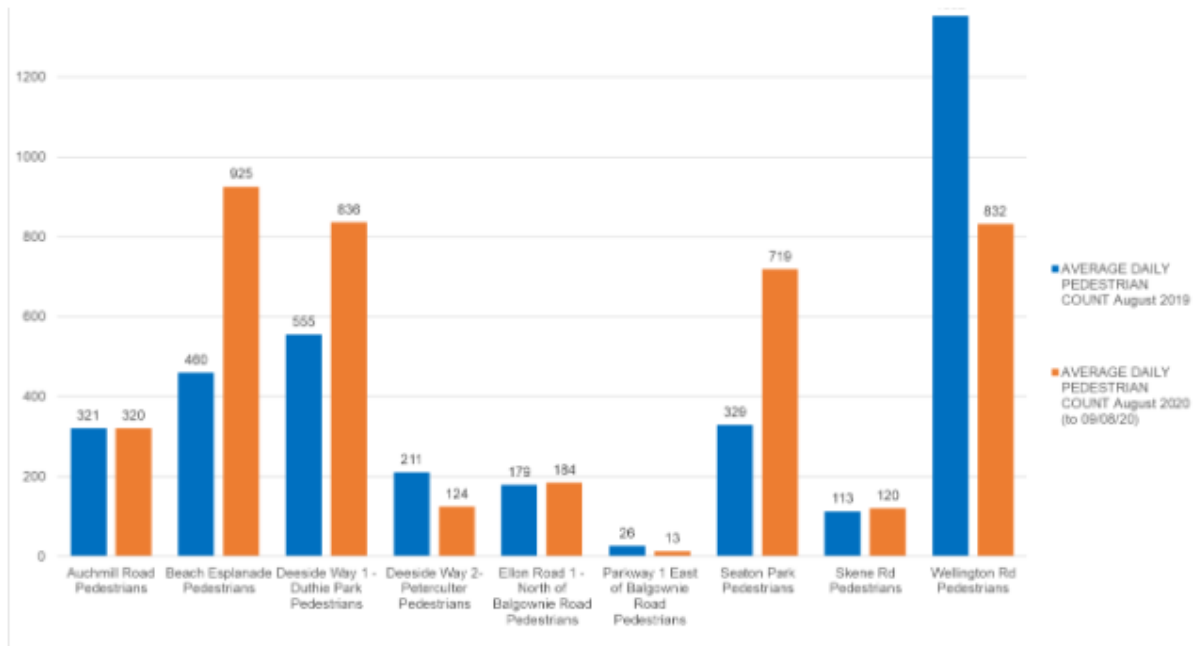
Average daily Bus flows in both directions from ACC Automatic Traffic Counters



* Source data for buses currently relates to two key corridors and may vary on other routes.

Figure 34 – Current level of daily bus travel

Pedestrian counts show that there has been an increase in walking as illustrated in Figure 35 below. A comparison with August 2019 figures shows that the average number of pedestrians at the sites monitored had risen to 115% of the levels recorded in 2019.

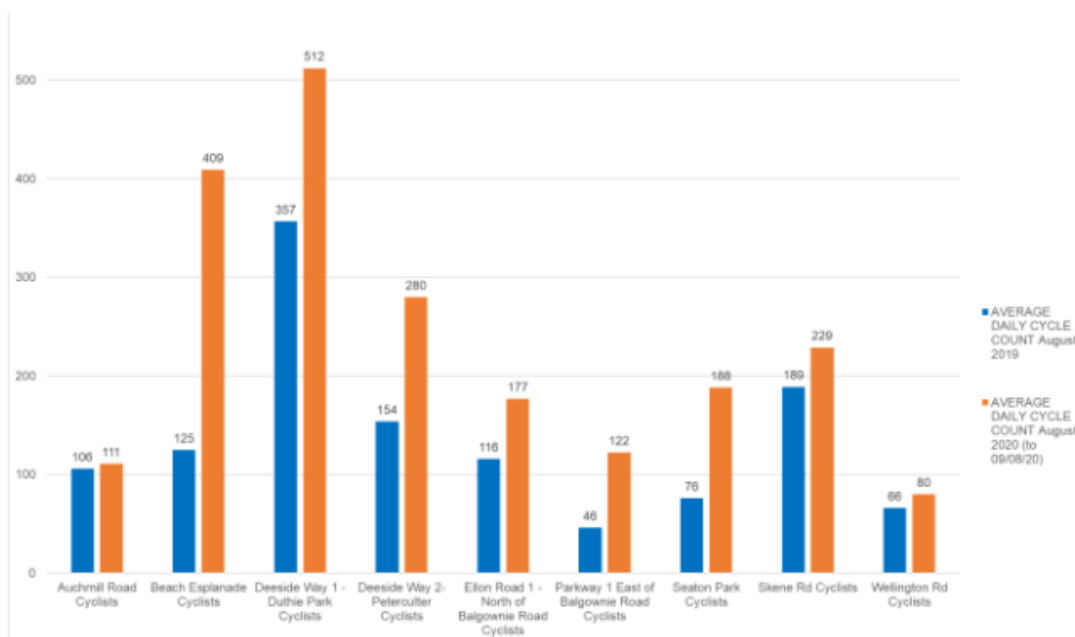


Average daily Pedestrian counts in both directions from ACC Active Travel Counters



Figure 35 – Current level of pedestrian activity

There has also been a significant increase in cycling as illustrated in Figure 36. A comparison with August 2019 figures shows the current daily number of cycle users, for all the sites monitored, has risen to 171% of the levels recorded in August 2019.

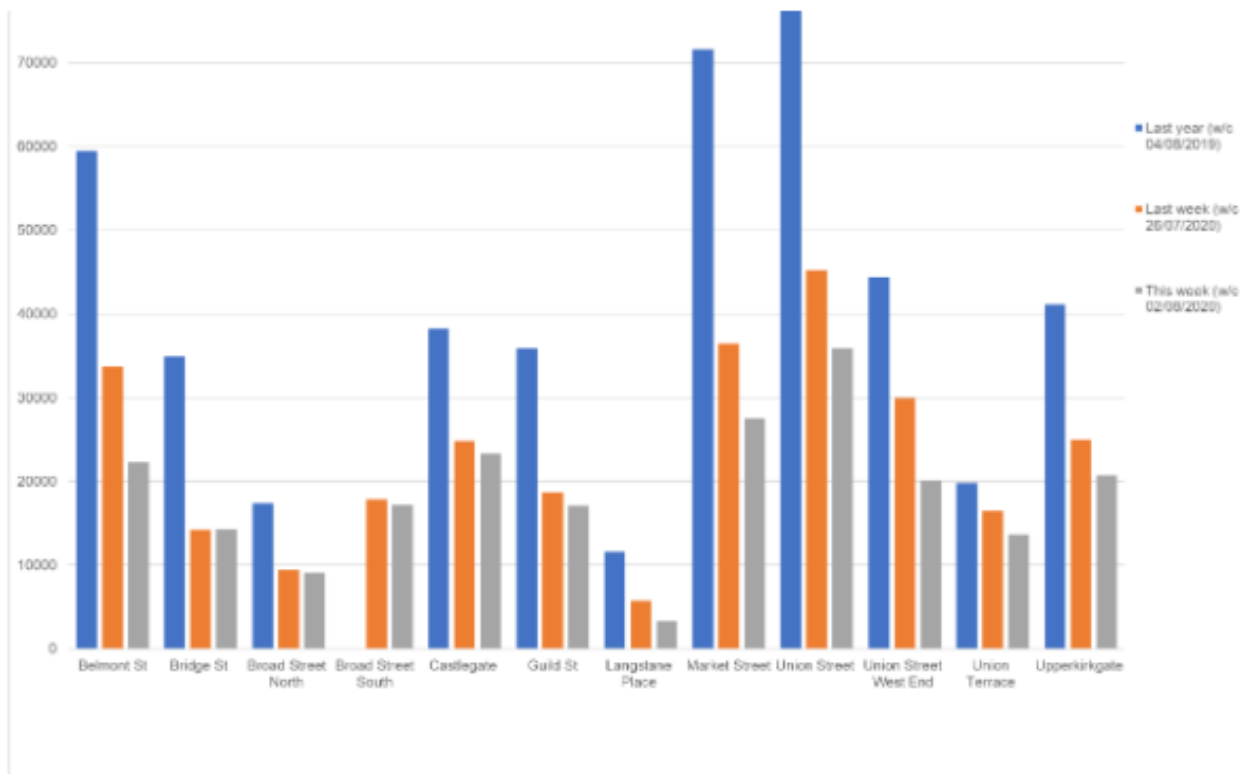


Average daily Cycle counts in both directions from ACC Active Travel Counters



Figure 36 – Current level of cycle activity

Footfall in Aberdeen city centre has fallen sharply as illustrated in Figure 37 below. As of week, ending 08 August 2020, footfall in Aberdeen city centre had fallen to 46% of the level for the same period in 2019.



Total weekly recorded footfall by location from Aberdeen Inspired Wi-Fi Tracking Nodes

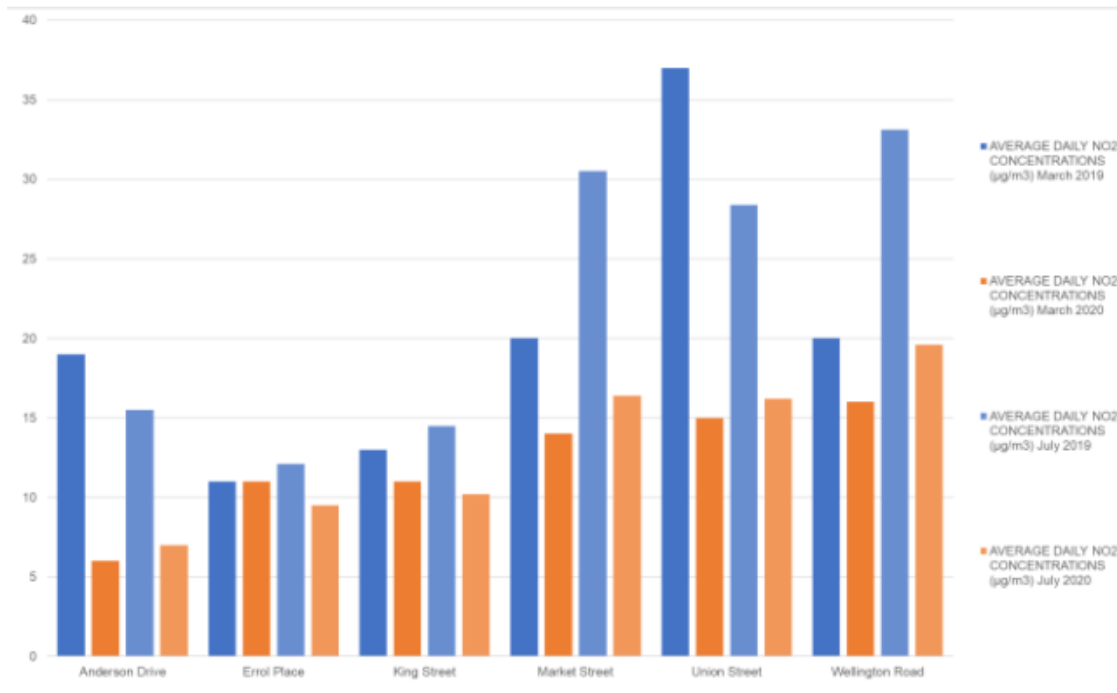


* Source data uses alternative week numbering system to the other data sets summarised in this report, with Sunday at the start of the week. Alternative week numbering system is reflected here.

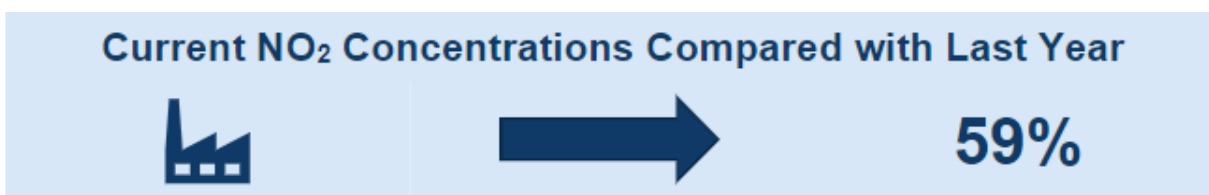
** Broad Street South figures omitted from this calculation as 2019 figures are not available

Figure 37 – Current footfall figures in Aberdeen city centre

Air quality has improved with the most significant improvement being at Anderson Drive with NO2 levels of 46% compared to July 2019. Overall, current NO2 levels are 59% of the levels recorded in July 2019.



Average daily NO₂ Levels from Aberdeen City Council Air Quality Monitoring Stations



* Source data has been provided for NO₂ levels as it is a local pollutant from vehicles and is therefore suitable to demonstrate the impact of lockdown. PM₁₀ levels have not been provided as they are influenced by wider sources and gives a less accurate picture of local impact.

Figure 38 – Current air quality levels in Aberdeen

The figures shown above help to illustrate the effects of Covid-19, the lockdown restrictions that were put in place and the recovery that has taken place as these restrictions have been eased. Car traffic decreased significantly when lockdown was introduced as travel restrictions were introduced and people were encouraged to work from home and only make short and essential trips using active travel, so it is therefore reasonable to assume that part of the rise in walking and cycling was a reaction to the lockdown and lack of travel opportunities. Given that the economy also shut down it is also unsurprising that footfall has dropped significantly. One of the benefits of the switch towards more sustainable travel modes during this pandemic has been the improvement in air quality that has arose, as less road traffic means that less pollution will be emitted into the atmosphere.

As health is a devolved matter, the Scottish Government is in charge of the Covid-19 response in Scotland. As the virus reached a peak and cases began to decline, then the Scottish Government on the 21st May introduced its [Route Map to Recovery](#), which introduced a 4 phase policy of easing the restrictions imposed by lockdown as illustrated in Figure 39 below.



Covid-19 Route Map

This is an extract from the Scottish Government's Covid-19 route map published in May 2020. Please visit gov.scot/coronavirus to view in the context of the full route map for Scotland.

Lockdown	Phase 1	Phase 2	Phase 3	Phase 4
<p>Lockdown restrictions:</p> <p>Stay at home with essential travel only, staying in local area.</p> <p>Active travel including walking and cycling in local area for daily exercise.</p> <p>Public transport operating with limited service and capacity with physical distancing.</p> <p>Passengers recommended to wear face coverings, only to travel for essential purposes and to avoid busy routes/periods.</p>	<p>As with previous phase but with the following changes:</p> <p>Consistent with the reopening of workplaces set out in this phase, where home working is not possible businesses and organisations are encouraged to manage travel demand through staggered start times and flexible working patterns.</p> <p>Permitted to travel short distances for outdoor leisure and exercise but advice to stay within a short distance of your local community (broadly within 5 miles) and travel by walk, wheel and cycle where possible.</p> <p>International border health measures are introduced.</p>	<p>As with previous phase but with the following changes:</p> <p>Consistent with the reopening of workplaces set out in this phase, where home working is not possible businesses and organisations are encouraged to manage travel demand through staggered start times and flexible working patterns.</p> <p>People are permitted to drive locally for leisure purposes.</p> <p>Public transport operating increased services but capacity still significantly limited to allow for physical distancing. Travel at peak times discouraged as far as possible.</p> <p>May be geographical differences depending on circumstances.</p>	<p>As with previous phase but with the following changes:</p> <p>Can drive beyond local area for leisure and exercise purposes.</p> <p>Public transport operating full services but capacity still significantly limited to allow for physical distancing. Travel at peak times discouraged as far as possible.</p> <p>May be geographical differences depending on circumstances.</p>	<p>As with previous phase but with the following changes:</p> <p>Public transport operating full service.</p> <p>Physical distancing may remain in place.</p>

Source: Scottish Government

Above examples are illustrations, and are not intended to be comprehensive. Each phase description should be viewed as a general description rather than precise definitions of permitted activities. All decisions on phasing will be kept under review as the research evidence base on the impact of the virus and the effectiveness of different interventions builds.

Figure 39 – Scottish Government Route Map to Recovery

In order to help to ease the lockdown restrictions and encourage social distancing measures to allow for a gradual easing of travel restrictions the Scottish Government, through Transport Scotland (TS) introduced its [Transport Transition Plan](#) on 26 May. The plan has one guiding principle, as shown in Figure 40 below, and the following short, medium and long-term aims.

- Ease restrictions of everyday life and movement.
- Support economic recovery within the transport sector and broader economy.
- Develop the future of transport in Scotland.

There are also four main outcomes as detailed below.

- Inform passengers about when and how to safely access public transport.
- Support management of travel demand, reinforcing broader messages on physical distancing and discouraging unnecessary travel.
- Sustain behavioural changes, encouraging active travel options and staggering journeys to avoid peak times.
- Inform passengers and road users of busy areas and times to encourage alternative choices.

To operate a safe transport service, mitigating risks where possible for those using our transport network and for our transport operators.

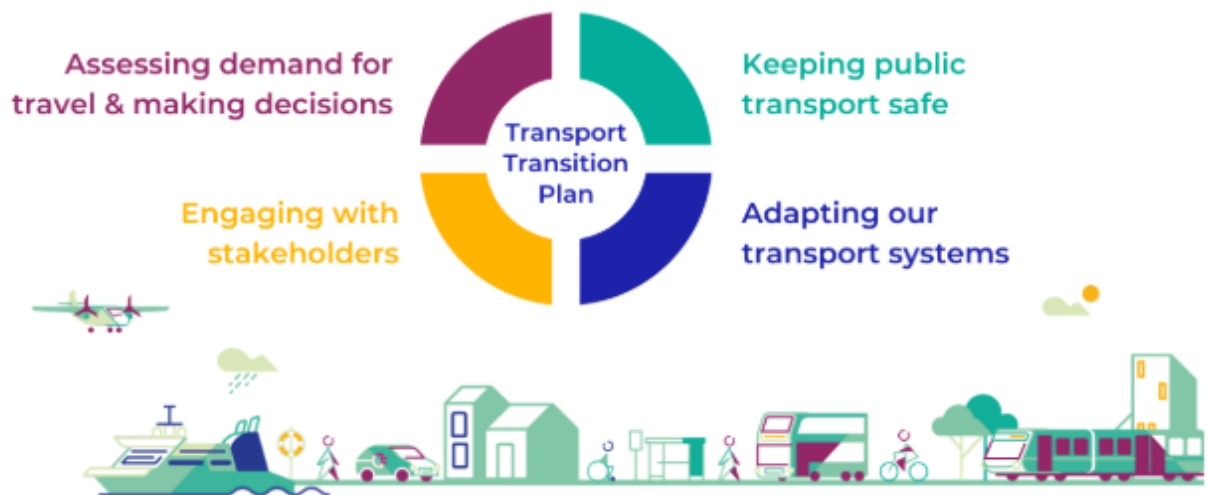


Figure 40 – Transport Transition Plan Guiding Principle

As of the beginning of August, Scotland is now in phase 3 of the route map. As can be seen in the route map, active travel has a large part to play in opening up society again and trying to aid the recovery. Walking and cycling in particular have been encouraged in an effort to encourage local trips and enforce social distancing rules, as part of the effort to contain the virus. As part of this, on the 28 April, the Scottish Government launched a £10 million [Spaces for People](#) fund which is administered by Sustrans. The fund is designed to enable local authorities and other statutory bodies, such as Regional Transport Partnerships to introduce temporary infrastructure programmes aimed at encouraging walking and cycling for essential trips and exercise during this pandemic and helping to facilitate social distancing, whilst allowing for the relaxation of some of the restrictions imposed by lockdown, thus helping to control the spread of the virus. The initial scheme was so successful and oversubscribed that on the 26th May the fund was increased by £20 million to £30 million.

The assessment criteria for the fund was as follows:

1. Protecting public health

- Provide temporary walking and cycling infrastructure that helps to protect public health.
- It will enable safe physical distancing for essential journeys and exercise for everyone, in particular where there are space constraints or user safety concerns.

2. Essential journeys – Projects should focus on essential journeys including

- To and from hospitals and health services.
- To shops, pharmacies and schools for key workers.
- For recommended exercise, for example, neighbourhoods and local parks.

3. Immediate delivery

- Projects should be delivered quickly and provide a visible improvement that has an immediate benefit.

Although Spaces for People is the main fund to help provide transport interventions to tackle the problems associated with Covid-19, there have also been other measures such as the [Big Bike Revival](#) programme from Cycling UK, who have provided £145,000 to bike shops across the UK to repair the bikes of key workers. The Energy Savings Trust has also provided loans for the purchase of e-bikes, e-cargo bikes and adaptive bikes to businesses and key workers to encourage active travel. Public Transport is also receiving assistance too, with the Scottish Government providing financial assistance to public transport operators and also providing a £10 million [Bus Priority Rapid Deployment Fund](#) to support the deployment of temporary bus priority infrastructure to help reduce congestion and ensure that key workers can make essential journeys.

Sustrans Scotland has also developed a [Way to Work website](#) to help to support employers and staff to safely return to work with a series of key messages about how to travel safely whilst maintaining social distancing and hygiene precautions. It can therefore be seen that nationally much has been done to try and encourage sustainable transport as society tries to recover from the pandemic, with active travel being seen as having a critical role to play in this process.

Locally, Aberdeen City Council submitted a successful bid to the [Spaces for People](#) fund for £1.76 million of funding for temporary infrastructure measures to be put in place in and around the city to provide more space for walking and cycling, whilst maintaining social distancing to allow for the reopening of shops and other businesses and the effort to aid the economic recovery. The grant is being used for measures including pedestrianisation; pavement widening; temporary cycle lanes and one-way walking systems. The city centre and specifically Union Street and nearby streets was the first area to see these temporary measures put in place as this area has the highest footfall in the city. Measures have included the following:

- Pedestrianisation of the section of Union Street from Bridge Street to Market Street
- Installation of a bus gate – which means service buses, taxis and cyclists only are allowed - on Union Street from just after the Adelphi to the Market Street junction
- Pedestrianisation of Upperkirkgate/Schoolhill from Flourmill Lane to Back Wynd
- Businesses can get deliveries from 6pm to 10am in the pedestrianised sections
- The blue badge parking bays have been moved from the Belmont Street area to the inset road beside RGC
- Rose Street - west lane is pedestrianised, allowing for safe physical distancing and queuing at retail and takeaway premises. Includes pavement extensions. North-bound only traffic lane has been installed, with left in only from Union Street and right turn only from Rose Street to Thistle Street (no progression north along the remainder of Rose Street). Loading lane/area to the east to be short stay (max 20 minutes) parking to allow pick-up/drop-off.
- Thistle Street is one way from Thistle Lane to Chapel Street. Loading area available for short stay (max 20 minutes) parking for pick-up/drop-off.
- Chapel Street - west lane is pedestrianised, allowing for safe physical distancing and queuing at retail and takeaway premises. South-bound only lane traffic lane has been installed, accessed by right in only from Thistle Street. Exit to Union Street controlled by signals. Loading lane/area to the east (former taxi rank) to be short stay (max 20 minutes) parking to allow pick-up/drop-off.

Traffic has been re-routed in the city centre to facilitate these temporary measures and they have been reviewed and revised following feedback from businesses and the public. Routes have been prioritised with the main priority routes into and around the city receiving priority. Other areas that have had works carried out include Torry, Rosemount and George Street with works being planned for Peterculter, Cults and North Deeside Road. A cycle lane at Aberdeen beach is also currently being installed.

As these measures were implemented as part of the response to Covid-19, there was a necessity to implement the measures quickly. As such the Council was not able to carry out the usual extensive consultation exercises. However, in order to ensure that the public can have their say on these measures a [questionnaire-based consultation](#) exercise has been launched on how the measures are working and if further measures are needed. The feedback provided will help with reviewing and revising the measures to ensure that everyone can travel safely within and around the city.

Although the consultation is currently ongoing until the end of September, monitoring of the responses has been taking place on a weekly basis, with the latest summary report being for the end of July. The results will be discussed below.

The first question asked how satisfied or dissatisfied respondents were with the temporary measures that have been put in place to enable social distancing. The results are illustrated below in Figure 41.



Please expand upon your answer in the box below

There were 76 responses to this part of the question.

Figure 41 – How satisfied are respondents with measures put in place to enable social distancing

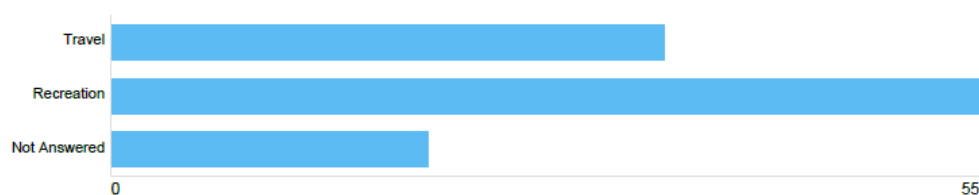
The results show that 67.39% (62 respondents) of respondents were either dissatisfied or very dissatisfied with only 17.39% (16) of respondents being satisfied or very satisfied. Whilst the results are disappointing, they are not unsurprising in the circumstances.

By necessity, the measures needed to be implemented quickly and therefore there was not the opportunity to carry out the usual extensive consultation that the Council would normally carry out. This coupled with the understandable anxiety of businesses and retailers about the effects of the pandemic and the effectiveness of the temporary measures, are likely to have contributed to this response.

Question 5 asked respondents about their pre Covid-19 travel habits with regards to different modes of travel. The results are illustrated in Figure 42 below.

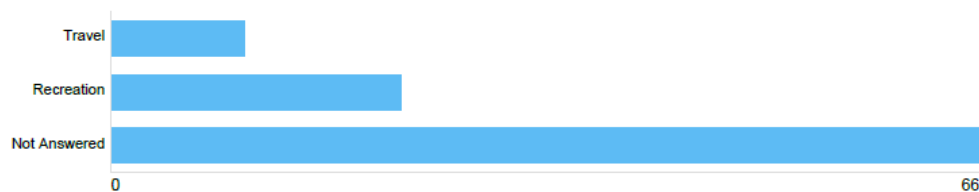
Question 5: Prior to Covid-19, which of the following modes of transport did you use regularly for travel (for example to work or education) and for leisure / recreation? Please tick all that apply.

mode - Walking



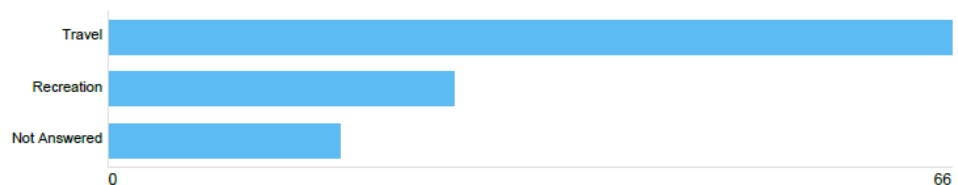
Option	Total	Percent
Travel	35	38.04%
Recreation	55	59.78%
Not Answered	20	21.74%

mode - Cycling



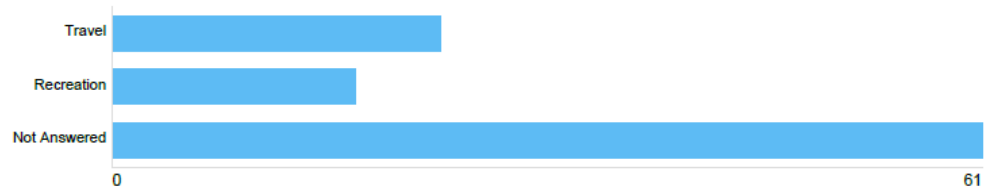
Option	Total	Percent
Travel	10	10.87%
Recreation	22	23.91%
Not Answered	66	71.74%

mode - Driving a car or van



Option	Total	Percent
Travel	66	71.74%
Recreation	27	29.35%
Not Answered	18	19.57%

mode - Passenger in a car or van



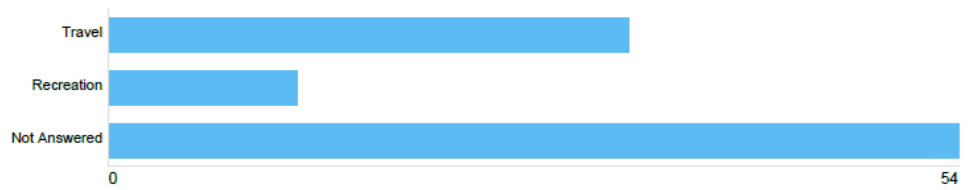
Option	Total	Percent
Travel	23	25.00%
Recreation	17	18.48%
Not Answered	61	66.30%

mode - Motorcycling



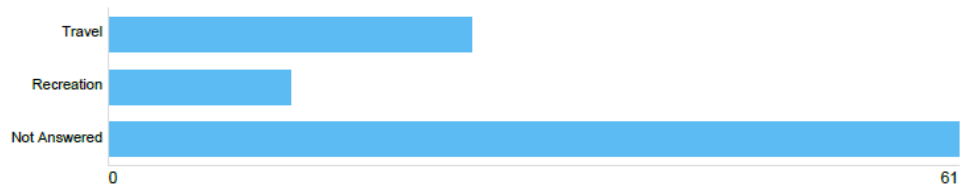
Option	Total	Percent
Travel	2	2.17%
Recreation	1	1.09%
Not Answered	90	97.83%

mode - Bus



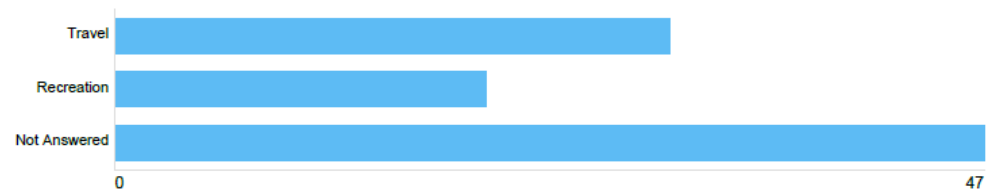
Option	Total	Percent
Travel	33	35.87%
Recreation	12	13.04%
Not Answered	54	58.70%

mode - Train



Option	Total	Percent
Travel	26	28.26%
Recreation	13	14.13%
Not Answered	61	66.30%

mode - Taxi



Option	Total	Percent
Travel	30	32.61%
Recreation	20	21.74%
Not Answered	47	51.09%

mode - Other (please specify)



Option	Total	Percent
Travel	3	3.26%
Recreation	1	1.09%
Not Answered	88	95.65%

Please specify

There were 4 responses to this part of the question.

Figure 42 – Pre Covid -19 travel habits by different modes of travel

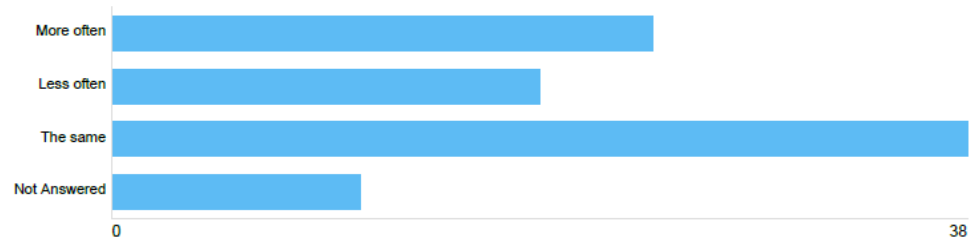
From the results above it can be seen that walking and cycling are the dominant modes of choice for recreation with 59.78% (55) and 23.91% (22) of respondents respectively using these modes. It is encouraging that 38.04% (35) of respondents walked for travel purposes, whilst 10.87% (10) of respondents cycled for travel purposes.

Driving a car or van was the predominant mode for travel with 71.74% (66) of respondents using this mode. Public transport was also used predominantly for travel purposes with 35.87% (33) of respondents travelling by bus and 28.26% (26) of respondents travelling by train respectively. Taxi use was also quite high with 32.61% (30) of respondents travelling by taxi. Motorcycling was used by a very small minority (2.17% or two respondents) of respondents. These responses are consistent with the responses obtained in the first round of consultation for this action plan, described elsewhere in this report.

Question 6 asked respondents whether Covid-19 had affected their choice of mode. The results are illustrated in Figure 43 below.

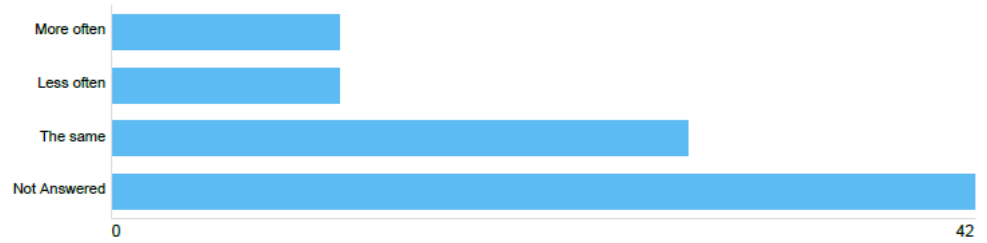
Question 6: Would you say that Covid-19 has made you use the following modes of transport more often or less often?

Current travel - Walking for travel



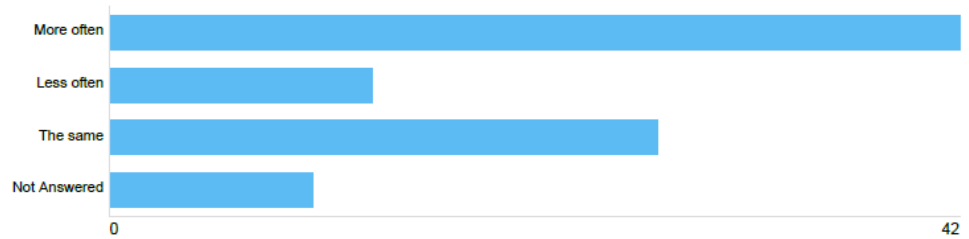
Option	Total	Percent
More often	24	26.09%
Less often	19	20.65%
The same	38	41.30%
Not Answered	11	11.96%

Current travel - Cycling for travel



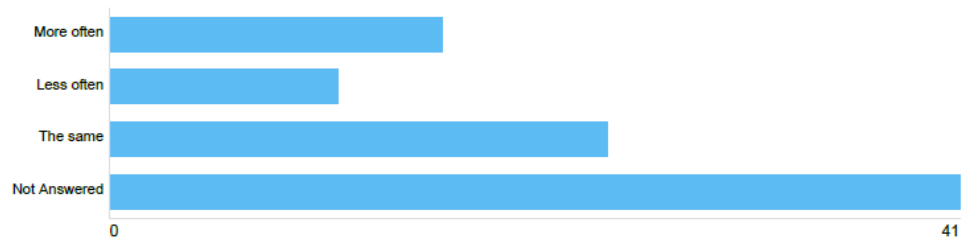
Option	Total	Percent
More often	11	11.96%
Less often	11	11.96%
The same	28	30.43%
Not Answered	42	45.65%

Current travel - Walking for leisure / recreation



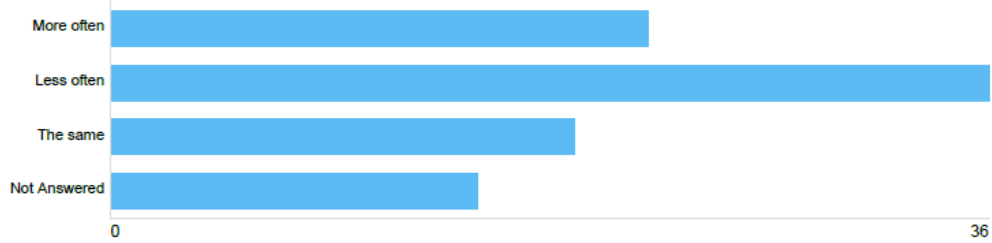
Option	Total	Percent
More often	42	45.65%
Less often	13	14.13%
The same	27	29.35%
Not Answered	10	10.87%

Current travel - Cycling for leisure / recreation



Option	Total	Percent
More often	16	17.39%
Less often	11	11.96%
The same	24	26.09%
Not Answered	41	44.57%

Current travel - Car



Option	Total	Percent
More often	22	23.91%
Less often	36	39.13%
The same	19	20.65%
Not Answered	15	16.30%

Current travel - Motorcycle



Option	Total	Percent
More often	1	1.09%
Less often	4	4.35%
The same	18	19.57%
Not Answered	69	75.00%

Current travel - Bus



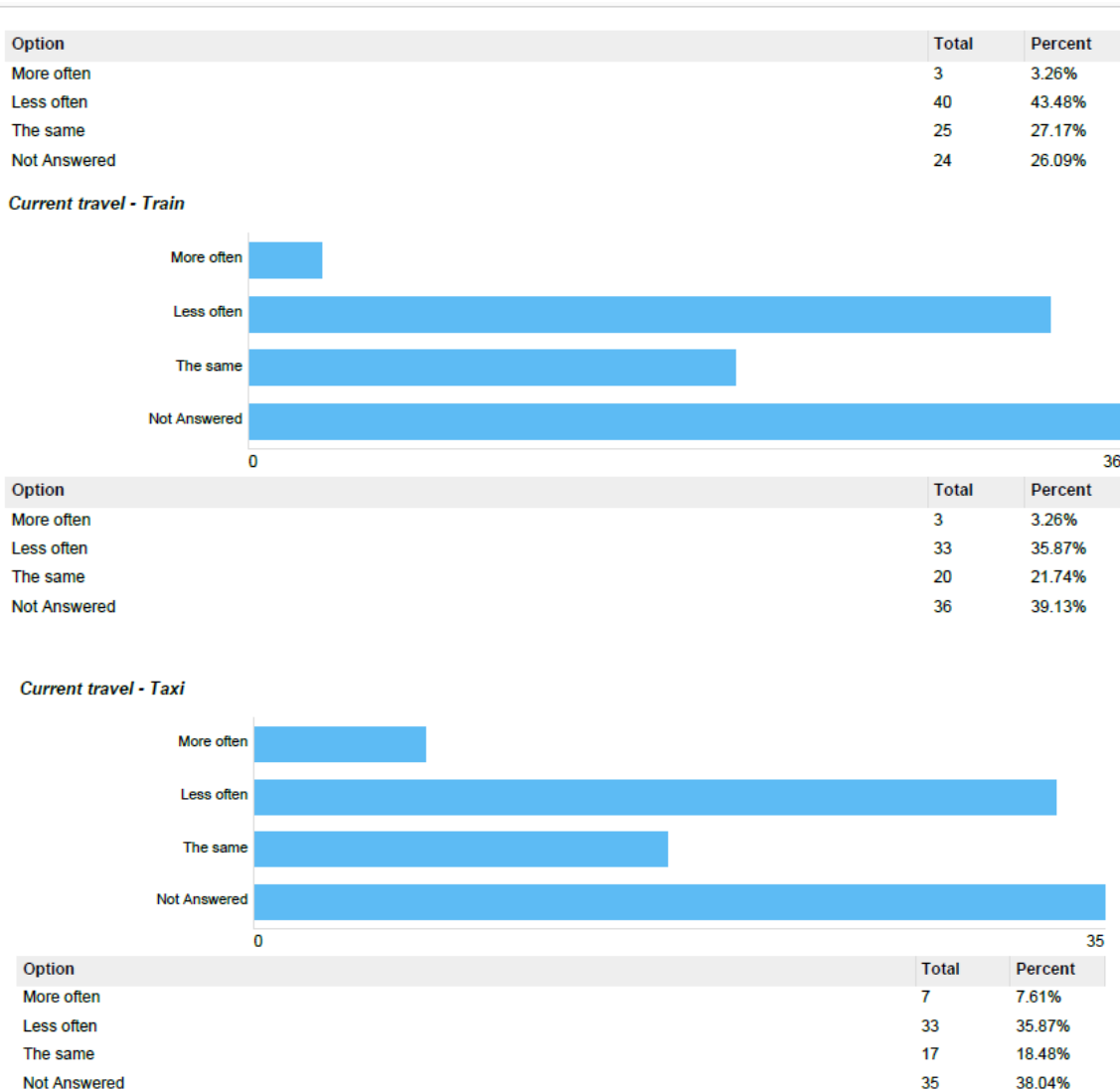


Figure 43 – How has Covid-19 affected respondents choice of mode

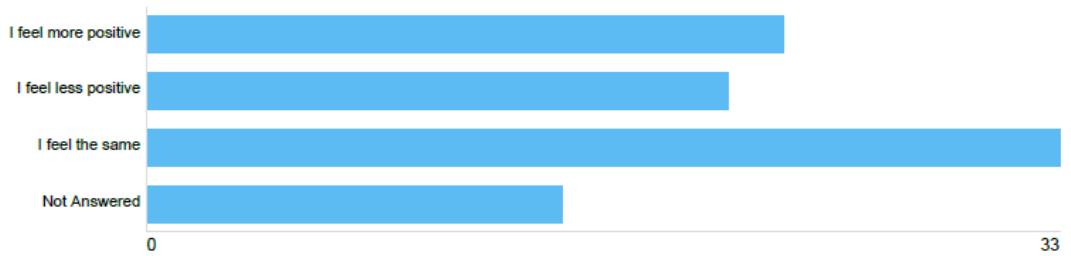
The results show that for walking and cycling, the majority of respondents have not changed their travel habits in respect of using these modes for travel purposes. There has however been a big increase in walking for leisure and recreation purposes with 45.65% (42) of respondents stating they are walking more often for leisure and recreation purposes. Cycling also saw an increase with 23.91% (22) of respondents stating they are cycling more often for leisure and recreation. Whilst these figures are encouraging, it should be noted that due to the pandemic gyms and leisure centres were closed along with many other sport and leisure facilities, so walking and cycling became the default activity for leisure and exercise. It will therefore be interesting to compare the current uptake in walking and cycling to the figures once the pandemic has been eliminated.

There has also been a drop in private car use for travel purposes, with 39.13% (36) respondents stating they are using their car less. Again, this is perhaps unsurprising given the restrictions on travelling and the current advice to work from home where possible. Public transport use has also dropped significantly with 43.48% (40) of respondents using the bus less and 35.87% (33) of respondents using the train less. However, given that the advice at the beginning of the pandemic was not to use public transport if possible and to avoid all but essential travel, coupled with the subsequent significant reduction in services, these figures are to be expected.

Question 7 asked respondents whether Covid-19 had changed their attitudes towards a number of activities. The results are shown in Figure 44 below.

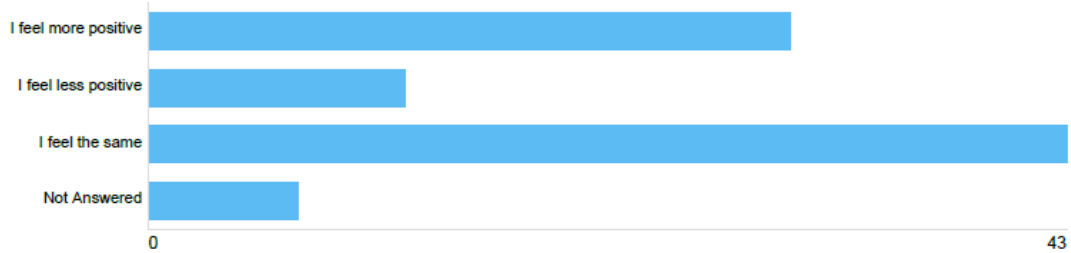
Question 7: Would you say that any temporary changes in your habits as a result of Covid-19 have made you more positive or less positive about the following activities?

Mode positivity - Working from home



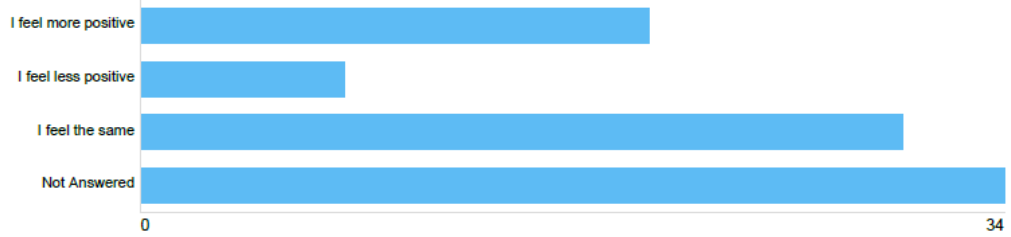
Option	Total	Percent
I feel more positive	23	25.00%
I feel less positive	21	22.83%
I feel the same	33	35.87%
Not Answered	15	16.30%

Mode positivity - Walking



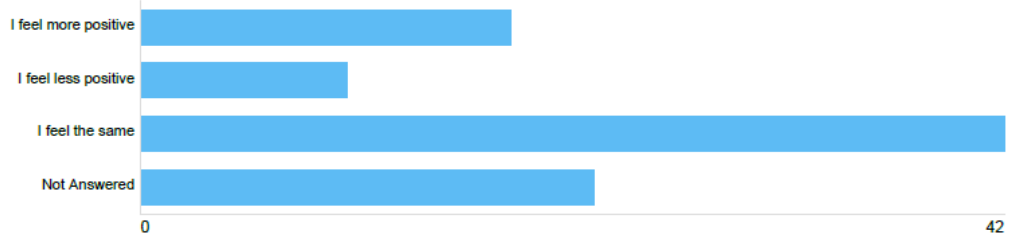
Option	Total	Percent
I feel more positive	30	32.61%
I feel less positive	12	13.04%
I feel the same	43	46.74%
Not Answered	7	7.61%

Mode positivity - Cycling



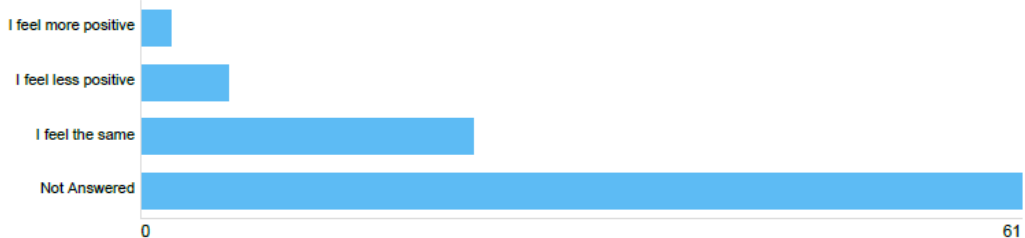
Option	Total	Percent
I feel more positive	20	21.74%
I feel less positive	8	8.70%
I feel the same	30	32.61%
Not Answered	34	36.96%

Mode positivity - Travelling by car



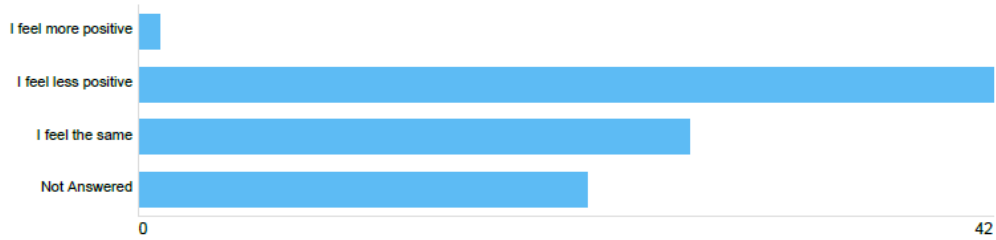
Option	Total	Percent
I feel more positive	18	19.57%
I feel less positive	10	10.87%
I feel the same	42	45.65%
Not Answered	22	23.91%

Mode positivity - Motorcycling



Option	Total	Percent
I feel more positive	2	2.17%
I feel less positive	6	6.52%
I feel the same	23	25.00%
Not Answered	61	66.30%

Mode positivity - Travelling by bus



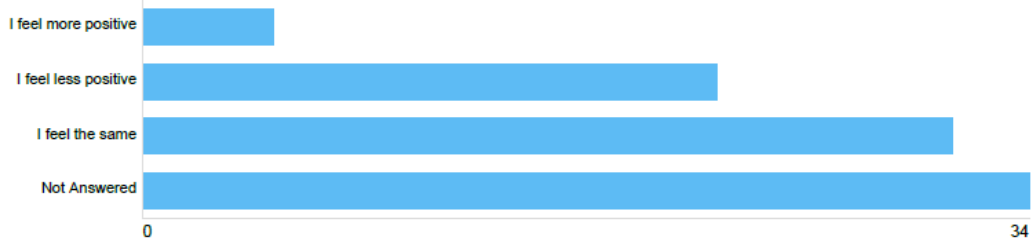
Option	Total	Percent
I feel more positive	1	1.09%
I feel less positive	42	45.65%
I feel the same	27	29.35%
Not Answered	22	23.91%

Mode positivity - Travelling by train



Option	Total	Percent
I feel more positive	5	5.43%
I feel less positive	25	27.17%
I feel the same	26	28.26%
Not Answered	36	39.13%

Mode positivity - Travelling by taxi



Option	Total	Percent
I feel more positive	5	5.43%
I feel less positive	22	23.91%
I feel the same	31	33.70%
Not Answered	34	36.96%

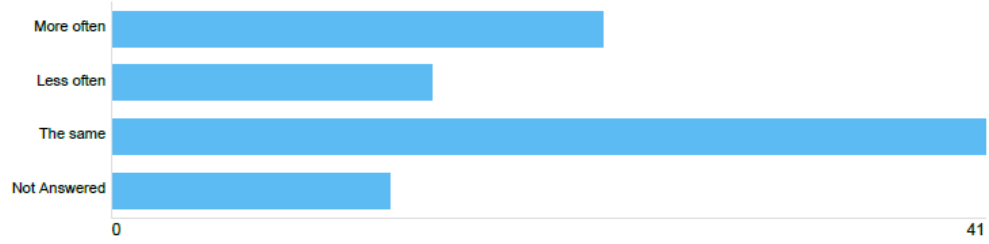
Figure 44 – Has Covid-19 changed respondents current travel habits

The results show that in all but one case (bus travel), Covid-19 has had no immediate impact on the majority of respondents attitudes to working from home or to travelling by various modes. In the case of bus travel, 45.65 % (42) respondents stated that they felt less positive about travelling by bus due to Covid-19.

Question 8 asked respondents about their future travel habits post Covid-19. The results are shown in Figure 45 below.

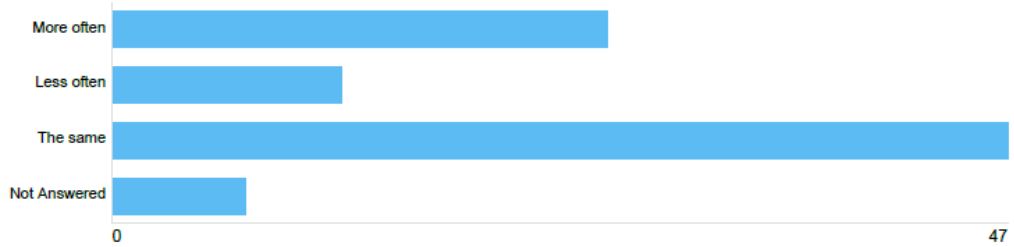
Question 8: Once all restrictions have been lifted after Covid-19, and thinking about all journeys you make, do you think there will be changes to how much you do the following, in comparison to before Covid-19?

Future mode - Working from home



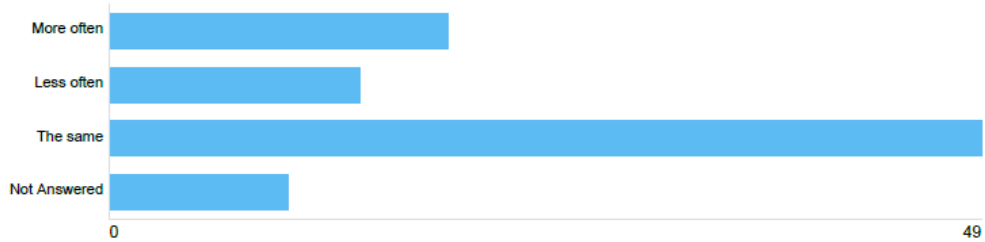
Option	Total	Percent
More often	23	25.00%
Less often	15	16.30%
The same	41	44.57%
Not Answered	13	14.13%

Future mode - Home shopping



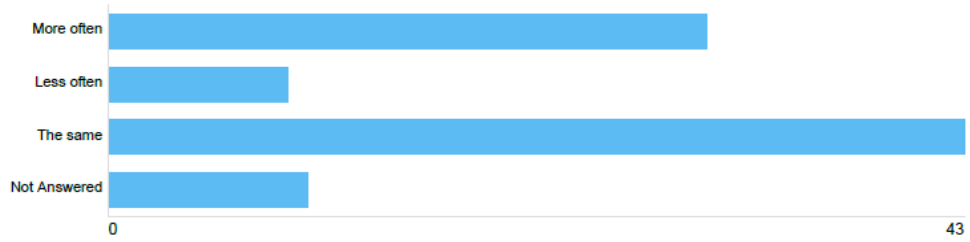
Option	Total	Percent
More often	26	28.26%
Less often	12	13.04%
The same	47	51.09%
Not Answered	7	7.61%

Future mode - Walking for travel



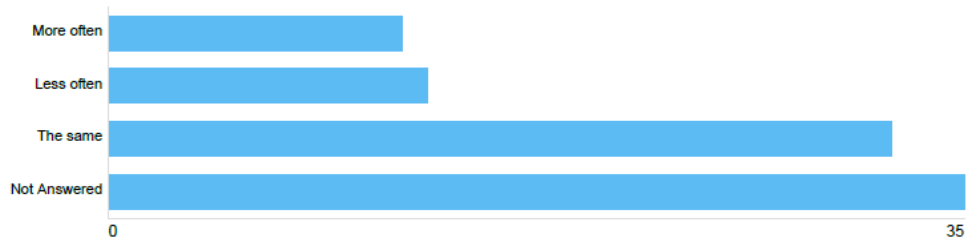
Option	Total	Percent
More often	19	20.65%
Less often	14	15.22%
The same	49	53.26%
Not Answered	10	10.87%

Future mode - Walking for leisure / recreation



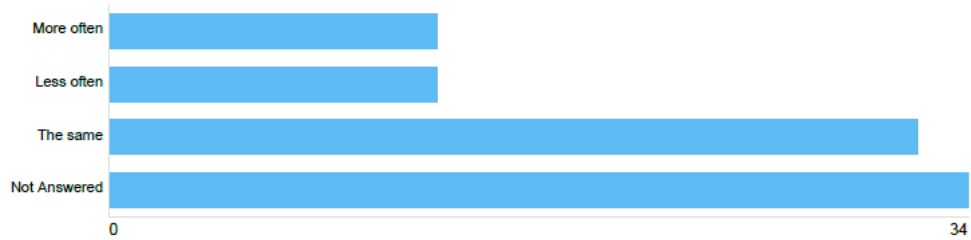
Option	Total	Percent
More often	30	32.61%
Less often	9	9.78%
The same	43	46.74%
Not Answered	10	10.87%

Future mode - Cycling for travel



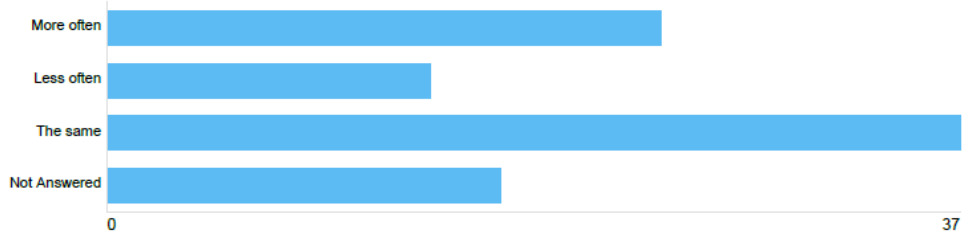
Option	Total	Percent
More often	12	13.04%
Less often	13	14.13%
The same	32	34.78%
Not Answered	35	38.04%

Future mode - Cycling for leisure / recreation



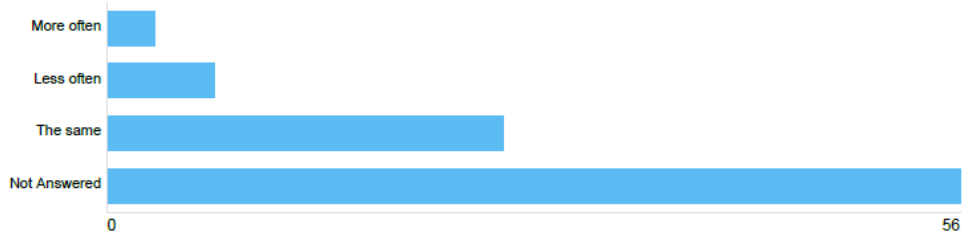
Option	Total	Percent
More often	13	14.13%
Less often	13	14.13%
The same	32	34.78%
Not Answered	34	36.96%

Future mode - Driving



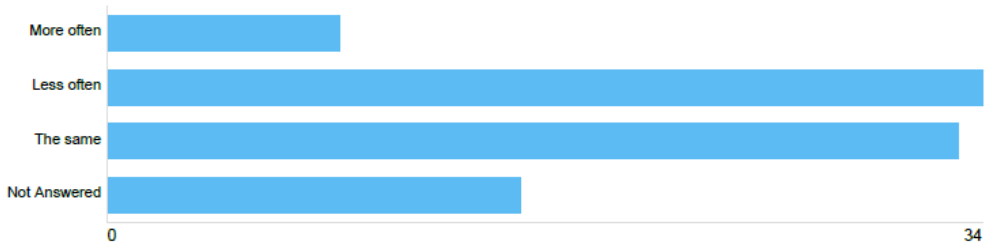
Option	Total	Percent
More often	24	26.09%
Less often	14	15.22%
The same	37	40.22%
Not Answered	17	18.48%

Future mode - Motorcycling



Option	Total	Percent
More often	3	3.26%
Less often	7	7.61%
The same	26	28.26%
Not Answered	56	60.87%

Future mode - Travelling by bus



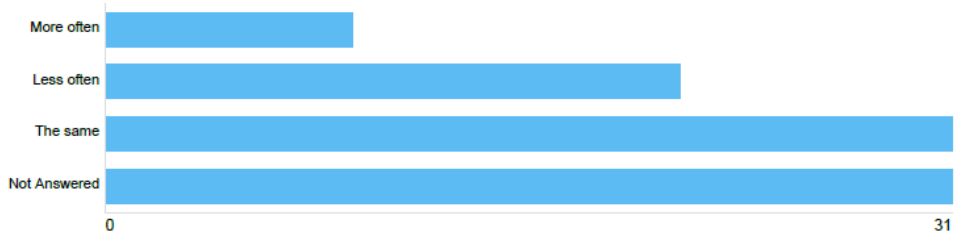
Option	Total	Percent
More often	9	9.78%
Less often	34	36.96%
The same	33	35.87%
Not Answered	16	17.39%

Future mode - Travelling by train



Option	Total	Percent
More often	8	8.70%
Less often	21	22.83%
The same	35	38.04%
Not Answered	28	30.43%

Future mode - Travelling by taxi



Option	Total	Percent
More often	9	9.78%
Less often	21	22.83%
The same	31	33.70%
Not Answered	31	33.70%

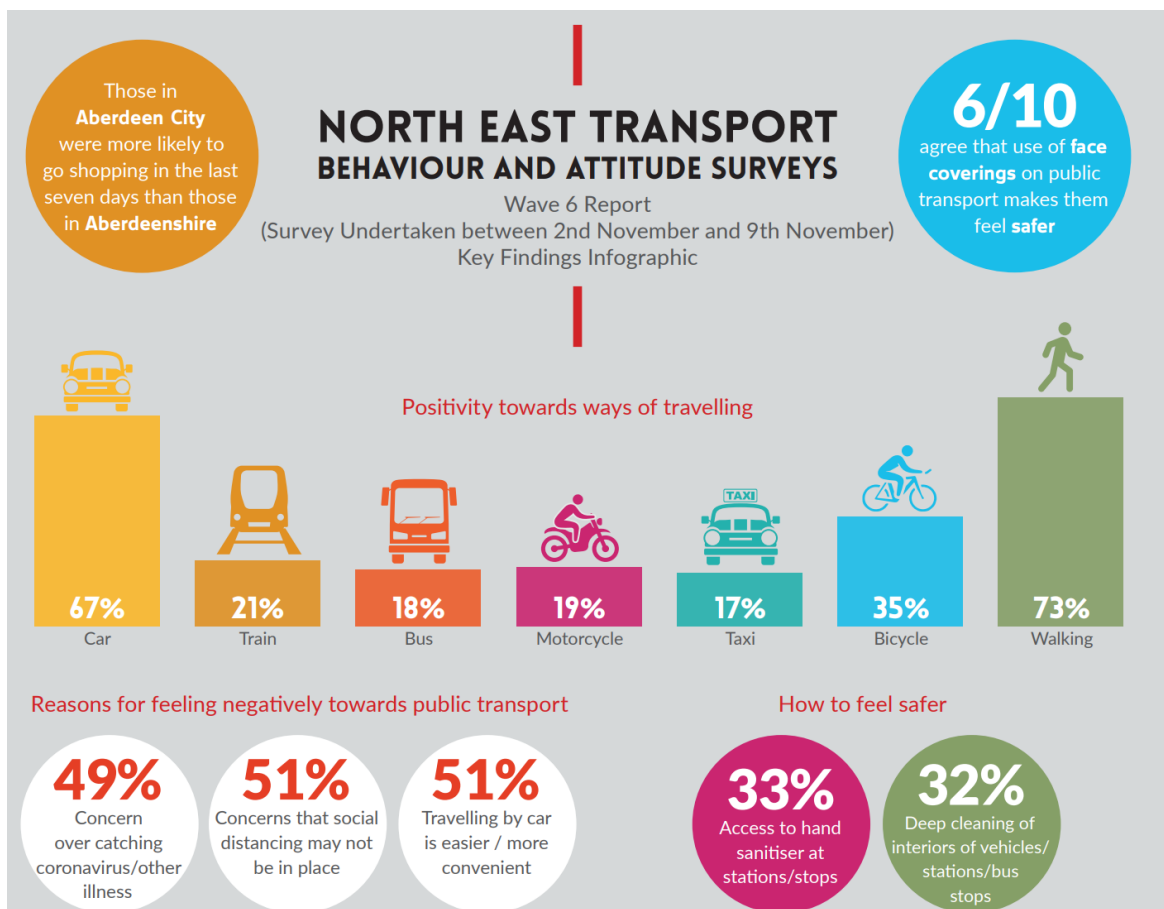
Figure 45 – Will Covid-19 change respondents future travel habits

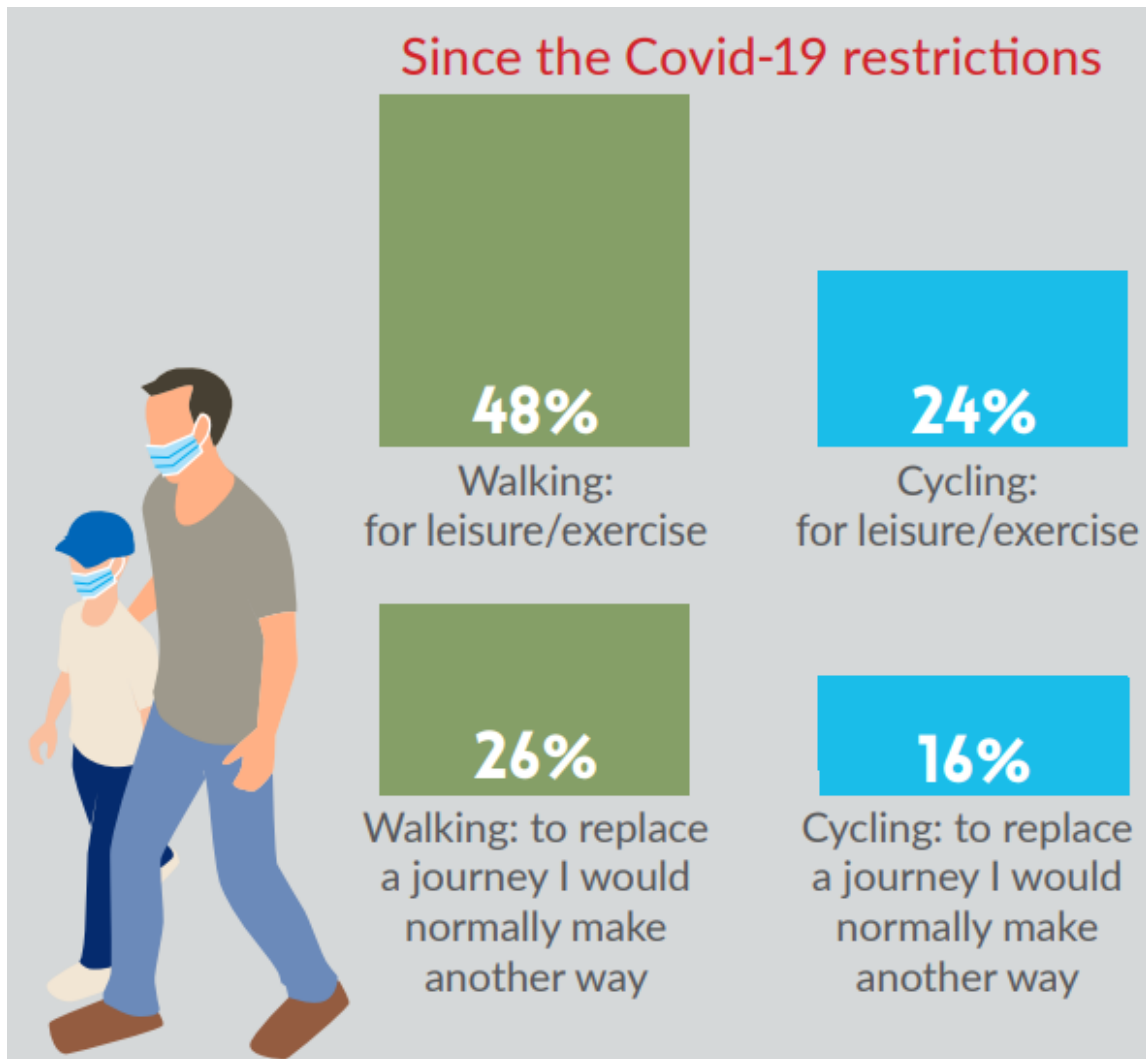
The results show that in most cases the majority of respondents stated that Covid-19 would have no impact on their future travel habits. There are however encouraging signs for a change in the uptake of active travel with 32.61% (30) of respondents stating they would walk more for leisure and recreation purposes and 14.13% (13) of respondents stating that they would cycle more for leisure and recreation purposes.

Public transport would seem to be the mode that potentially could suffer most with 36.96% (34) of respondents stating they would use the bus less and 22.83% (21) respondents stating they would use the train less. Car use is predicted to show a rise with 26.09% (24) of respondents stating that they would use their car more. This rise in car use could be as a consequence of the proposed fall in public transport use, with respondents switching travel modes.

There is also likely to be a rise in home working and a subsequent rise in home shopping with 25% (23) of respondents stating they would expect to work from home more often in future and 28.26% (26) of respondents stating that they are likely to indulge in more home shopping in future. There is therefore an opportunity to encourage more sustainable delivery methods by encouraging the use of e cargo bikes for local deliveries.

Nestrans has also been carrying out a series of monthly travel surveys since May 2020 to monitor changes in travel behaviour due to the current Covid-19 health pandemic. The latest survey was carried out between the 2nd and 9th of November. The full report can be found [here](#) with an infographic summarising the main points of the report found [here](#). The infographics below show the main travel behaviour trends. It can be seen that there is good positivity towards walking, cycling and use of the car, with attitudes towards public transport being very negative. This is perhaps unsurprising given that the message being given out by both the UK and Scottish Governments in the early stages of this pandemic was to avoid travel by public transport and the subsequent reduction in services. It can also be seen that walking and cycling has increased, both for leisure and exercise, and also as a substitute for other journeys. This may be as a consequence of less journeys by public transport being undertaken.





Whilst restrictions were eased over the summer and autumn of 2020, the impact of winter, easing of restrictions to enable Christmas to be celebrated and the discovery of new and more transmissible variants of the virus, all led to a full lockdown on the Scottish mainland being reintroduced from Boxing Day. It was originally intended that this current lockdown would last until the end of January 2021, but it has recently been announced that the lockdown will be extended until at least the middle of February 2021.

There is some cause for optimism, with three vaccines having been approved for use, and a mass vaccination programme having been introduced. Currently, care home residents, frontline NHS staff and the over 80's are being prioritised, with the over 70's and the clinically vulnerable next in line to receive the first dose of the vaccines. It is anticipated that these priority groups will have received their first dose of the vaccines by the end of March, which would potentially allow for an easing of the current restrictions at the beginning of March. However, it is likely that this further lockdown will have a further significant effect on travel behaviours.

In conclusion, it can be seen that Covid-19 has had a significant impact on people's travel, leisure and working habits, both nationally and locally. Indeed, the recent reintroduction (5 August 2020) of local lockdown restrictions following an outbreak linked to several establishments in the city is a reminder that the pandemic is still very much ongoing and that restrictions on movement may continue for some time.

However, there is optimism that the figures show that there is the opportunity to encourage the greater use of active travel as restrictions are eased as the pandemic starts to subside. This will not only aid the economic recovery but will allow for the health benefits of active travel to be realised, together with the chance to create a more sustainable future with the city centre becoming a destination in its own right and better air quality within the city.

This action plan and the measures contained within it will help to aid the recovery from the Covid-19 pandemic in the short term but are also designed to provide the opportunity for long-term sustainable growth within the city by encouraging and promoting active travel options.

As the NHS and Public Health Scotland tackle the Covid-19 public health emergency, there is an immediate need for Aberdeen City Council as the local Roads and Traffic Authority to support social distancing requirements which will enable people to move safely around the city, whilst mitigating the consequences to the transport network.

Covid-19 has killed over 2,000 people in Scotland with Scottish Government and NHS guidance on fighting the pandemic placing social distancing as one of the most important and effective ways of combating the spread of the virus and avoiding a second wave. ACC is committed to supporting the NHS and the NHS's Public Health service in this regard and helping our citizens to socially distance where possible.

With the gradual easing of lockdown, a number of activities have recently resumed and this is set to increase over the summer months and into autumn, as more people return to work, children return to school and students return to the universities. The resumption of activity, and its associated transport requirements is occurring in a context where 2m social distancing remains the default in Scotland. This has and will continue to have significant implications on transport services and the transport network.

The message from both the Westminster and Scottish Governments is that people should aim to walk and cycle as much as possible for short journeys, both to protect road space and public transport capacity for those making essential, short journeys, and in recognition that these are the best methods of ensuring social distancing whilst travelling. While this message has been promoted for a number of years now for personal health and environmental benefits, it is now even more urgent in order to protect the transport network.

During lockdown, a significant increase in walking and cycling levels was observed both nationally and locally, including on key commuter corridors in Aberdeen. In April 2020, for example, cycling levels had increased by 7% on Wellington Road, 11% on Dyce Drive and 107% on Ellon Road (compared to April 2019) as normal travel habits were interrupted. Clearly many people are willing and able to adjust their travel behaviour in response to disruption and the level of increase in cycling observed on Aberdeen's limited number of substantially traffic-free routes demonstrates the attractiveness of these types of facilities to users, while also suggesting a latent demand for similar types of facilities in other areas of the city.

A key driver for this was undoubtedly Government advice to avoid non-essential public transport trips. Whilst the Scottish Government has since announced that public transport is one of the sectors and settings considered appropriate for an exception to the 2m rule it is likely that many people who previously used public transport will not be attracted back soon, either due to fear of catching the virus or in aversion to mandatory face coverings. Furthermore, there are concerns from the bus industry itself about what will happen once Government support runs out in August given the financial hardships the industry continues to face. In a worst-case scenario, should support run

out and fare revenue does not recover, the region could see further reductions and or removals of bus services. The impact of all this is likely to be therefore a number of people temporarily or permanently displaced from bus services, unwilling or unable to use services they previously used.

Should a large proportion of these choose to drive for more of their journeys instead, this will increase pressure on the transport network at a time when the Council is looking to lock in the benefits of the Aberdeen Western Peripheral Route (AWPR), potentially undermining the traffic reduction and journey time benefits the new road has brought to the region. There is a risk that traffic slowly returns to pre-AWPR levels, with resulting congestion and air quality impacts. This will be a particular problem in peak periods as people continue to return to work and the school term starts again. With questions remaining over school transport provision, encouraging more children and their families to walk and cycle to school rather than by car, will be important if we are to avoid heavy car use to and from school, with implications on pupil safety and the amenity of those residents living in proximity to schools. We must also bear in mind that a sizeable proportion of Aberdeen's population (approximately one-third of residents) does not have the luxury of regular access to a private vehicle. Encouraging and enabling more walking and cycling is therefore key to keeping our workforce and other citizens moving and ensuring space on the road network is reserved for those most in need.

Improved active travel routes could also therefore have positive impacts on the health and wellbeing of school pupils and the workforce in the longer term if such positive behaviour can be sustained.

The Council, however, has a duty to ensure that the people that we are encouraging to cycle can do so safely, and there are currently few high-quality routes in the city. To address this, we are looking to deliver a series of continuous, high-quality temporary active travel corridors linking key origins and destinations which will allow people (including children and novice cyclists) to cycle safely and in accordance with physical distancing guidelines.

Aside from potentially encouraging an unsustainable increase in car usage, the risks of not improving cycle facilities are that people are instead forced to cycle on busily trafficked roads, which some may not be equipped to navigate, thus putting themselves and others in danger. Not providing adequate infrastructure could also encourage people to cycle on footways, resulting in conflicts with pedestrians, especially the vulnerable, and inappropriate distancing.

These active travel interventions will also support the success of the city centre temporary interventions in that they will encourage travel to and from the area by non-car modes of transport. The City Centre Masterplan transport measures, which the temporary measures are comparable to, require a 20% reduction in vehicular traffic alongside enabling infrastructure, therefore a similar level of modal shift may be required in the short term to allow the temporary measures to work successfully.

Corridors have been identified for treatment based on current and potential demand, including an in-depth analysis of the origins and destinations of short trips (< 5 miles) in Aberdeen which could in many cases be undertaken by active travel.

The active travel interventions will accord with, and support delivery of, a number of local policies and plans, such as the Local Outcome Improvement Plan (which sets a target of 38% of people walking and 5% of people cycling as main mode of travel by 2026), Local Transport Strategy and the revised Roads Hierarchy.

Active Travel Action Plan 2021-2026 - List of Projects

The Active Travel Action Plan must align with national, regional and local strategies and policies as noted in the policy context chapter earlier. However, it is also important that the feedback and comments provided during the consultation process are also taken into consideration and are represented in the list of projects that will be taken forward during the lifetime of the action plan. A number of other sources of information and feedback have also been drawn upon to develop the list of projects within this Action Plan, namely an [Origin-Destination study](#) looking at the most common movements to, from and within Aberdeen for work and education, and comments received in response to our Spaces for People engagement activities. A number of actions from the last Plan have also been carried forward.

We know that the city centre remains a key priority for active travel improvements, and we have already set out detailed plans for addressing this area in our [City Centre Masterplan](#) and [Sustainable Urban Mobility Plan](#). This Action Plan does not therefore set out new projects for the city centre area, although progress on delivering these will be communicated in future progress reports and updates.

Likewise, the key radial corridors to and from the city centre remain priorities for active travel improvements. The 2019 Roads Hierarchy review identified the following network of priority and secondary corridors, recommending that improvements be made to these to support safe and efficient travel by all modes, including active travel:

Priority radial routes:

- AWPR / Blackdog junction to King Street / Mounthooly Way junction (A92/A956 north).
- AWPR / Parkhill junction to Inverurie Road junction (A947).
- AWPR / Craibstone junction to Mounthooly Roundabout (A96).
- AWPR / Kingswells South junction to Mounthooly Roundabout (A944).
- A944 / Skene Road junction to Woolmanhill Roundabout (previously B9119, now A9119).
- AWPR / Deeside junction to Holburn Street (A93).
- AWPR / Charleston junction to Leggart Terrace (A92 South).
- AWPR / Charleston junction to North Esplanade West (A956 Wellington Road); and
- Berryden Corridor

Secondary orbital route:

- Parkway / Ellon Road to Bridge of Dee via Anderson Drive (A92).

Secondary radial routes:

- Mounthooly Way to King Street (A96 West North Street).
- King Street / Mounthooly Way to North Esplanade West / Palmerston Place (A956).
- Woolmanhill Roundabout to North Esplanade West (B983).
- Craibstone Roundabout to Dyce Drive (B984 Airport Road).
- Great Southern Road to Coast Road (B985 West Tullos Road and Hareness Road).
- Parkway / Gordon Brae junction to Tillydrone Avenue / St. Machar Drive junction (B988 Diamond Bridge).
- Mounthooly Roundabout to King Street (B990 Mounthooly Way).
- Great Northern Road to King Street (B991 St Machar Drive).
- AWPR to Murcar Roundabout (B999).

- Scotstown Road to Ellon Road junction, with alignment changing from Balgownie Road to North Donside Road (B997); and
- AWPR to Holburn Street (B9077 South Deeside Road and Great Southern Road).

As part of the delivery of the revised hierarchy, these corridors will be subject to improvement strategies on a prioritised basis. Currently underway are:

- A944/A9119 Westhill to Aberdeen multimodal corridor study - Preliminary Appraisal complete.
- A956 Wellington Road multimodal corridor study – Detailed Appraisal due for completion summer 2021.
- External Transport Connections to Aberdeen South Harbour study (which considers the B985 Hareness Road) - Detailed Appraisal now complete;
- Ellon Park and Ride to Garthdee corridor study (which includes the A92/A956 north) - due for completion in summer 2021; and
- A96 Inverurie to Aberdeen corridor study – due for completion late 2021.

It is likely that delivery of some of the active travel elements of these studies will commence during the life of the Action Plan, and further priority and secondary corridor strategies brought forward.

It is therefore the role of the Action Plan to complement these existing plans and consider what else may be required beyond the city centre and main transport corridors to ensure a coherent and holistic active travel network can be developed throughout the city.

The projects that are listed in this action plan are all projects which are anticipated to be completed or to have been substantially completed within the five-year timeframe of the plan. It must also consider current and ongoing work from the current plan, together with future projects and should be updated as projects progress throughout the period of the plan.

It is also important that projects align with the objectives set out in the current Local Transport Strategy (LTS), which is due to be refreshed in 2021. Whilst the updated LTS may well have different priorities and emphasis on certain areas, it is likely that the core objectives will not differ significantly from the current objectives as set out in Table seven below.

THEME	OBJECTIVE
Walking	To increase the number of people walking, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits it can bring to our citizens.
Cycling	To foster a cycling culture in Aberdeen by improving conditions for cycling in Aberdeen so that cycling becomes an everyday, safe mode of transport for all.
Trunk Road Network	Support improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen.
Road Carriageway and Footway Maintenance	To improve the condition of the road, footway and cycle networks.
Winter Maintenance	To ensure the safe movement of traffic on carriageways, footpaths, cycle paths and

	pedestrian precincts to minimise delays caused by adverse winter weather.
Traffic Management and Road Safety	To work towards a road network where all users are safe from the risk of being killed or seriously injured, and the injury rate is much reduced.
Enforcement	To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.
Land Use Planning	To promote and enable development that reduces the need to travel, minimises reliance on the private car and facilitates and encourages walking and cycling for everyday trips.
Travel Information and Awareness	To engage with members of the public, employers and schools on travel behaviour change campaigns, events and promotions and to provide the information that citizens and visitors need to let them undertake 'smarter' journeys in the City.
School Travel and Young People	To ensure that all young people have the opportunity to travel to school by active and/or sustainable modes of transport and are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently.
Climate Change Mitigation and Adaptation	To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure.
Biodiversity and the Green Space Network	Improve accessibility to open spaces and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation as part of transport scheme delivery.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	To improve the public realm by ensuring walkability and consequent traffic circulation (to enhance environment, aesthetic quality and air quality of the City) for the benefit of shoppers, visitors and residents.

Table 7 – Current LTS Objectives

It can be seen that active travel will have a role to play in meeting all of the objectives above and therefore this action plan will play a central role in fulfilling both these objectives and any revised objectives in the forthcoming update of the LTS.

There are currently a number of major projects that are ongoing, which have multiple elements to them as well as other more discrete projects and other routine projects. The major projects are listed in Table 8 below.

The lists below are divided into infrastructure projects, behaviour change projects and complimentary measures.

Infrastructure Projects

Project	Lead	Timescale	Current Status
Spaces for People	Transport Strategy and Programmes (TSAP)	2020-2021	Ongoing programme of temporary active travel infrastructure measures to help facilitate social distancing in response to Covid pandemic. Will be monitored and reviewed as the situation with the pandemic evolves.
Union Terrace Gardens redevelopment	Economic Development (ED)	2021	Work is ongoing to redevelop this area including installation of active travel infrastructure.
Continue to ensure active travel infrastructure is upgraded or introduced in all new developments	TSAP/Development Management (DM)	Ongoing	Ongoing
Continue winter maintenance regime	Roads Maintenance	Ongoing	Ongoing
Annual programme of footway and cycleway maintenance	Roads Maintenance	Ongoing	Ongoing
Craigshaw Drive segregated cycle route	Roads Projects	2021	Construction programmed 2021
Marywell to Aberdeen cycle route	Roads Projects	2021-2022	Design programmed 2021, construction 2022
Bridge of Don to City Centre cycle route(s) study	TSAP	2021-2026	Five options have been identified from the appraisal report as priority routes to be taken forward for further analysis. These are detailed below
Golf Road/Park Road Active Travel Improvements	TSAP	2021+	New active travel route east of King St, using a mix of existing carriageway and new segregated routes,

			with new river bridge at northern extent. Park Road has been identified as a route that ACC are considering for a HGV ban and was therefore identified as being suitable for a cycle route.
Industrial Estate to city centre via Esplanade Active Travel Improvements	TSAP	2021+	New active travel route from the A92 Parkway roundabout to the city centre via the Esplanade, using existing alignments with increased segregation, shared-use paths and footway improvements. This route makes use of the considerable road and footway space available on the Esplanade and aims to serve the leisure facilities from both the city centre and from Bridge of Don.
King Street Active Travel Improvements	TSAP	2021+	New active travel route along King Street from just south of the Bridge of Don to Castle Street, with significant segregation, junction upgrades and full resurfacing. This route looks to improve upon the main corridor from the city centre to Bridge of Don while considering that King Street will remain as a Primary Route in terms of the Roads Hierarchy and will be the main HGV route north from the city centre.

Whitestripes to city centre Active Travel Improvements	TSAP	2021+	An alternative route option would use St Machar Road between Tillydrone Road and Great Northern Road where it would follow the Berryden Corridor Improvement Project south to Ashgrove Road. This would be in lieu of routeing along Bedford Road and Powis Terrace.
Haudagain to city centre Active Travel Improvements	TSAP	2021+	New active travel route from Whitestripes Road (by Grandhome development) to the city centre via Tillydrone and Old Aberdeen, incorporating existing segregated and off-road active travel paths, including the NCN 1 and the Tillydrone Road and Gordon Brae facilities. The route also identifies improvements on the NCN 1 within the city centre.
Outcomes from North Dee, South Dee, and Dyce travel planning work	TSAP	2021-2026	Footway widening Howe Moss Drive; new cycle path routes at Wellheads Drive to A947, also at Sclattie Allotments; toucan crossing A947; dropped kerbs and tactile paving at 37 locations across Dyce. North Dee – Some infrastructure improvements identified split into long and short term Short terms includes dropped kerbs and long term includes

			<p>speed limit changes, more active travel provision. No programme but acknowledges this may be delivered through the SUMP,</p> <p>South Dee – Longer term recommendations includes speed limit changes, more active travel provision. No programme but acknowledges some items may be delivered through the Wellington Road/ASH projects</p>
Bridge of Dee West	TSAP	2021-2026	Phased delivery identified, first phase design 2021, construction 2022
Continued expansion of River Don path network	Think this is Core Paths leading	2021-2026	
Bridge of Dee Study – ped/cycle bridge	TSAP	2021-2026	
Anderson Drive/Lang Stracht/Westburn Drive crossing improvement	Roads Projects	2021-2022	Construction programmed 2022
King Street / St. Machar Drive roundabout removal	Traffic Management	2021+	Currently considering designs for replacement of roundabout with a signalised junction. Active travel options being considered include advanced stop lines and two stage right turns, cycle bypasses with toucan crossing and a 'Dutch style' junction. The current end date for

			this stage of the project is Mid-March.
Torry to City Centre active travel improvements	TSAP	2021-2026	This corridor was identified through the Origin and Destination (O&D) survey and will be prioritised in line with the criteria set out in the O&D survey. Feasibility and appraisal work will commence during the life of the plan.
Mastrick to ARI and Tillydrone active travel improvements	TSAP	2021-2026	Identified as a major health corridor as part of Origin and Destination survey. Will require feasibility and appraisal work.
Holburn Street corridor	TSAP	2021-2026	Included within the Ellon to Garthdee multimodal corridor study, due to be reported in July 2021.
King Street corridor	TSAP	2021-2026	Identified as a major route especially between Mounthooly and the River Don and between Seaton and Powis. Included within the Ellon to Garthdee multimodal corridor study, due to be reported in July 2021.
Bedford Road-St Machar Drive corridor	TSAP	2021-2026	Identified as busiest movement in the city in Origin and Destination survey. Will require feasibility and appraisal work.
Midsocket Road	TSAP	2021-2026	Identified as a major route in Origin and Destination survey.

			Will require feasibility and appraisal work.
College Street	TSAP	2021-2026	Active travel improvements form part of Phase 1 of the South College Street Junction Improvements, due to be operational from summer 2022.
Queens Road (A9119)	TSAP	2021-2026	Identified as a major route in Origin and Destination survey. Forms part of A944/A9119 corridor study, Preliminary Appraisal of which is now complete.
Traffic calming / 20mph zones roll out	Traffic Management and Road Safety (TM&RS)	Ongoing	
Cross City Connections	TSAP	Ongoing	A large number of potential active travel schemes were identified through the Cross City Connections study. These schemes are currently subject to further work to identify those that provide significant benefits and are suitable for development in the short term. A delivery programme of the schemes identified will be developed as part of this process.
A92 Murcar North	TSAP	2021	Construction of shared use path programmed for summer 2021
A92 parkway	TSAP	2022	Construction of shared used path programmed early 2022
Airport Road to Dyce Drive	TSAP	2022	Construction of shared use path

			programmed early 2022
Wayfinding	TSAP	2021	Review completed and new signage being installed. 16 Wayfinding totems now installed with a further 2 manufactured but awaiting installation at Aberdeen South Harbour and Aberdeen Rail Station. Delayed due to other works in both locations but should be delivered in the life of the plan
Cycle Signage Audit and Action Plan	TSAP	2021+	Undertake cycle signage audit and develop and deliver action plan to improve cycle signage provision throughout the city
Improve and increase cycle Parking	TSAP	Ongoing	Ongoing programme of improvements to cycle parking provision throughout the city

Behaviour Change Projects

Project	Lead	Timescale	Current Status
Bike Hire Scheme	TSAP	2020-2021	Tenders invited to run scheme on a commercial basis
I Bike Scheme	TSAP	Ongoing	Ongoing, subject to continued funding
Smarter Choices, Smarter Places (SCSP)	TSAP	Ongoing	Continue with SCSP projects subject to funding stream continuing.
School Travel Plan Guidance	TSAP	2021-22	Update guidance to reflect current

			national policies and guidance
Promotion of Getabout brand	Getabout partnership	Ongoing	Continue to work with partners to promote Getabout brand and promote active travel.
Bike Life	Sustrans	2021-2022	TSAP data collection exercise underway
Aberdeen Cycle Map	TSAP	Annually	Updated annually to show changes to routes and available as hard copy and online
Go Abz Discover – Walking trail maps via Go Abz App	TSAP/ Communications Team	2021	Design
Travel Information Leaflets for North and South Dee	NESTRANS/ TSAP	2021	Produced and awaiting distribution when people return to workplaces
Origin and Destination workshop – Information dissemination for stakeholders	TSAP	2021	To be booked for 2021

Complementary Measures

Project	Lead	Timescale	Current Status
Refresh of Regional Transport Strategy (RTS)	Nestrans	2021	Refresh has been completed and work will now progress to deliver the strategy.
Refresh of Local Transport Strategy (LTS)	TSAP	2021-22	The LTS will be reviewed and updated to reflect current national, regional and local policies and strategies.
Prepare supplementary Guidance on accessibility for new developments for new Local Development Plan (LDP)	TSAP	2021	New supplementary guidance to be produced to take into account new national and regional policies and aims and objectives of new ATAP

Low Emission Zone (LEZ)	TSAP	2018-2022+	The Council is working towards the delivery of a LEZ in Aberdeen, an area where the most polluting vehicles will be restricted from entering. This will support aspirations of the CCMP and the SUMP in terms of developing a more pleasant city centre environment for walking and cycling. Detailed traffic modelling and public and stakeholder engagement on options is taking place in 2020, with a view to identifying a preferred option in 2021.
Renewal of hydrogen bus fleet	Economic Development (ED)	Ongoing	New low carbon hydrogen buses on key city route to improve air quality and encourage more sustainable and active transport journeys
Develop and deliver Electric Vehicle (EV) Framework	TSAP	2021+	Develop and implement an EV Framework which will help to encourage sustainable transport journeys and help to improve air quality within the city, thus creating a greater sense of place.
Develop Car Parking Framework	TSAP	2021+	As part of the LTS review, develop and deliver a Car Parking Framework that allows for short journeys particularly

			within the city centre to be made by active travel, whilst still providing an appropriate level of parking provision within the city.
A Road Safety Plan for Aberdeen City 2019-2022	TM&RS	2019-2022	Ongoing
Undertake Active Travel Network Review	TSAP	2021+	Undertake a thorough active travel network review and gap analysis as part of the review of the Local Transport Strategy, incorporating the findings of the Bike Life project, and ensure this is reflected in future iterations of the ATAP.
Aberdeen Car Club expansion	TSAP	2021+	Continue to implement more vehicles as Developer Contributions become available and in line with car club demand. Car club users are proven to also use active travel more often so its promotion and expansion can assist with active travel uptake
Bus Lane Enforcement	TSAP/ Roads Operations	Ongoing	Enforcement continues to encourage less misuse of bus lanes (which cyclists can also use) and monies generated can help fund transport schemes including active travel

Conclusion

The Scottish Government signalled its continued commitment to Active Travel with the publication of the upgraded National Transport Strategy in February 2020. This is coupled with the commitment towards a net zero emissions target for greenhouse gases by 2045 as laid out in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 which enshrines the commitment in law. This will necessitate a move away from the unrestrained use of fossil fuels and private cars for all journeys towards more sustainable forms of transport.

Regionally, the forthcoming Regional Transport Strategy, Nestrans 2040 will also place an emphasis on Active Travel and the forthcoming review of the Local Transport Strategy in 2021, is also expected to place a greater emphasis on sustainable travel. It could therefore be argued that the business case for Active Travel, which has already been proven, will be strengthened by this renewed focus on Active Travel as a key component of creating a vibrant and sustainable economy and making Aberdeen a place where people want to work, live and play.

The current Active Travel Action Plan (2017-2021) is nearing the end of its cycle and the time is therefore right to refresh the plan to ensure that it aligns more with current policies and strategies. Much progress has been made on the current plan and major projects such as the revised Roads Hierarchy, City Centre Masterplan and the Sustainable Urban Mobility Plan have been completed or have been substantially progressed during this period. However, perhaps one of the major achievements has been the completion of the Aberdeen Western Peripheral Route which has altered traffic flows and patterns in and around the city and enabled the opportunity to allow for a major rethink of the city's transport network to better facilitate and encourage active travel.

A consultation exercise was carried out in the form of an online questionnaire which ran from 10 January 2020 to 14 February 2020 and received 408 responses. The main perceptions were that Aberdeen is only moderately pedestrian friendly, whereas it was rated as not being cycle friendly, which is disappointing given the investment in active travel that has been made within the city as part of the current Active Travel Action Plan, but clearly demonstrates that a step change in active travel provision is required as we move into the next iteration of the Action Plan.

It was suggested that the current measures that have been implemented were a step in the right direction, but that there needed to be more pedestrianisation, segregated paths, more off-road cycling routes and better maintenance of the existing infrastructure to really encourage a greater take-up of active travel. It was also felt that the current network was too piecemeal and that there needed to be a more coordinated network of walking and cycling routes to encourage greater participation in active travel. It can also be inferred from the responses that the public are in favour of the ongoing delivery of the projects identified in the CCMP and SUMP, given that the city centre was seen as a priority area for improvement by most respondents

Covid-19 has also had a major impact on travel behaviour with the lockdown restrictions necessitating the widescale adoption of working from home and a rise in walking and cycling as all but essential travel was banned and social distancing measures were put in place.

The draft Active Travel Action Plan therefore has to take account of the progress made with the current plan but must also take into account the new policy context and the undoubted impact that Covid-19 has had on travel behaviour and is likely to have into the future. It also has to incorporate the wishes of all stakeholders, be they internal or external, so that the public and other stakeholders alike can feel a sense of ownership of the plan. This is reflected in the draft list of projects that have been drawn up within the plan.

Ultimately, the new Active Travel Action Plan (2021-2026), must take forward the considerable work already undertaken to encourage and facilitate active travel with even more ambitious projects if the vision for Aberdeen contained in the current Local Outcome Improvement Plan of making Aberdeen a place where its citizens can prosper is to be fully realised.