

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero Environment and Transport
DATE	3 September 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Draft Aberdeen Local Transport Strategy Consultation
REPORT NUMBER	CR&E/24/258
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CHIEF OFFICER	David Dunne
REPORT AUTHOR	Alan Simpson
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to present the results from the consultation on the Draft Aberdeen Local Transport Strategy (LTS) and to obtain agreement to progress with the proposed next steps.

2. RECOMMENDATIONS

That the Committee: -

- 2.1 Notes the results of the consultation on the Draft Aberdeen Local Transport Strategy (Appendix A) and the reasons for the changes to the proposed timescales for developing a final Local Transport Strategy outlined in paragraphs 3.10 and 3.12-3.12.5; and
- 2.2 Instructs the Chief Officer - Strategic Place Planning to develop a refreshed Draft Aberdeen Local Transport Strategy, appendices and supporting documents and report these back to this Committee at the earliest opportunity to seek Committee approval for a further period of public consultation.

3. CURRENT SITUATION

Background

- 3.1. The current Aberdeen Local Transport Strategy (LTS) covers the period from 2016 to 2021. Since 2016, a lot has changed with respect to policies, plans, strategies and projects at national, regional and local level while the political, economic, social, technological and environmental context has changed too. All of this impacts upon the Aberdeen transport network and the way people move around and access goods and services. Therefore, an updated Aberdeen Local Transport Strategy is required.
- 3.2. Work began on a new Local Transport Strategy in 2021. As part of gathering the evidence base for what the new strategy should cover, a Main Issues Consultation took place in October and November 2021. A Draft Local

Transport Strategy was then developed and presented to the Net Zero, Environment and Transport Committee in August 2023. At that meeting Members of the Committee instructed Officers to release the Draft Local Transport Strategy and supporting documents for public and stakeholder consultation.

- 3.3. The consultation on the draft Aberdeen Local Transport Strategy, appendices and supporting documents took place from Friday 17 November 2023 to Friday 12 January 2024. An online consultation was made available through the Council's Citizen Space platform, with hard copy documents and questionnaires also available in all Aberdeen City libraries and at Marischal College Reception. The consultation was publicised online and in the local press via two newspaper advertisements. Community Councils and Elected Members were also made aware of the consultation. In addition, around 250 stakeholder consultees were contacted about the consultation, and individual sessions were held across three primary schools to actively ensure the views of young people were sought out. The three schools chosen to participate were St Peter's, Kaimhill and Riverbank schools. These schools are currently engaging with, or being supported by, the I Bike Schools programme in Aberdeen, meaning that the I Bike Schools officer was able to assist with the consultation and, being known to the children, would know how best to work with them. The selected schools also allowed a geographical spread across the city.
- 3.4. In total, 682 people responded to the Draft Local Transport Strategy consultation. Of this number, 536 responses were received to the online self-selecting questionnaire, with 513 of these responses coming from individuals and 18 from organisations (with 5 not specifying). In addition, a further 10 responses were received directly from stakeholders but not in the questionnaire format. 136 young people provided their feedback on the high-level topics discussed in the Draft Local Transport Strategy through the dedicated engagement sessions in schools.
- 3.5. This total number of responses was higher than expected for a document of this type – the previous Draft Local Transport Strategy when it was consulted on in 2015 received 29 responses in comparison.
- 3.6. As well as the inclusion this year of the dedicated engagement in schools, officers believe that the high number of responses to the Draft Local Transport Strategy consultation is the product of other more detailed discussions happening at the same time in the press and on social media about individual transportation projects. For example, during the period that the Draft Local Transport Strategy was out for public consultation, consultation was also underway on the Experimental Traffic Regulation Order (ETRO) on City Centre bus priority infrastructure on Market Street, Guild Street, Bridge Street, plus other associated measures. From analysis of the responses received to the Draft Local Transport Strategy consultation, it is officers' view that a large proportion of respondents took the opportunity afforded by the consultation to make specific comments on these detailed traffic management proposals, but not necessarily the wider Strategy for the city.

- 3.7. Linked to this, and as was the case for the Council's separate consultation on the ETRO measures, during the consultation period on the Draft Local Transport Strategy officers were made aware of a member of the public who had developed and publicised their own questionnaire as an alternative to the Council one. The Council sent out communications stating that this alternative survey was not affiliated with the Council, and that respondents should complete the formal Aberdeen City Council consultation to make sure their views on the Draft Local Transport Strategy were formally documented and assessed. Officers do not have access to the results of this alternative survey and cannot verify its accuracy.
- 3.8. The consultation questionnaire contained a total of 31 questions. Seventeen of these required a qualitative (provide your written opinion) answer. In total, these seventeen questions attracted 3632 comments. Many of these 3632 comments made multiple points, rather than just commenting on one singular aspect, meaning that there were upwards of 10,000 individual points that had to be analysed by officers within the 3632 comments. To make sure this volume of data could be properly analysed, assistance was sought from a specialist in the Health Determinants Research Collaboration Aberdeen. This led to an adapted Framework Analysis approach being utilised for analysis. More about this process can be found in Section 3.4 of Appendix A.
- 3.9. Due to the large amount of responses / data, the need to analyse comprehensively, and other resourcing pressures across the team, the analysis process took longer than was first envisaged when the Draft Local Transport Strategy was reported to committee in August 2023.
- 3.10. The comments received during the consultation period, coupled with updated guidance from Transport Scotland on the preparation of Local Transport Strategies, has identified a need to reconsider our approach to the structure of the next Local Transport Strategy in order to make sure it is more focused and clearer on our place-based priorities. Therefore, this report to committee explains both the comprehensive analysis approach taken, the results of this exercise, and the proposed next steps.

Consultation Results

- 3.11. The full report on the consultation process, along with the results, can be found in Appendix A. A summary of the results is presented below.
- 3.12. The stakeholder groups, and those who responded on behalf of organisations, were largely supportive of the Draft Local Transport Strategy. The main comments they made were around:
- The need to make it more explicit to readers who the Local Transport Strategy is for.
 - The need to include some more baseline data.
 - The need to map out more clearly how the key drivers, challenges and opportunities link to the vision, objectives, outcomes, outputs, topic areas, policies and actions, rather than just showing some of the links.

- More reference to health, inequality, economy – including Aberdeen’s role, not just as a local, but a regional, national and international hub - and the need to ensure that people are not too strongly dissuaded from travel.
- The need to think about accessibility rather than just mobility and travel.

3.13. For the individuals who responded to the consultation questionnaire in Citizen Space, the following table summarises the largest groups of respondents.

Most frequently answered demographic characteristics of respondents

Male (50.75%)	Over 45 (58.7%)	Full time workers (55.97%)	Straight/ Heterosexual (69.78%)	British/ Scottish White (56.53%)	Married/ Civilly Partnered (47.01%)
Female (35.07%)	45 and under (34.51%)	Retired (19.96%)	Gay (1.31%)	Didn't answer (39.73%)	Single (21.83%)
Living in an AB15 postcode (13.2%)	Did not have a disability that affected travel (74.63%)	Answered as individuals (95.71%)	Not pregnant or on maternity leave (80.41%)	No voluntary caring responsibilities (58.96%)	Never use Park and Ride (78.36%),
AB11 (8.02%)	Did have a disability that affected travel (11.94%)		Pregnant/ on maternity leave (0.38%)	Voluntary caring responsibilities (26.68%)	Never use train (26.87%),
AB12 (8.02%)					Never use motorcycle (82.28%),
					Never use car club (85.63%)
Never cycle (55.41%) or use an eBike (78.54%)	Never take the bus (18.47%)	Walk daily (52.05%)	Use a taxi every 6 months (41.61%)	Don't use a plug-in vehicle (78.54%)	Drive daily (40.3%)
					Never travel as passengers in a car/ van (33.4%)

3.14. The main points from the review of the quantitative (pick an option) questions from Citizen Space responses were that:

- More people disagreed with the Key Drivers, Opportunities, Objectives, Outcomes and Outputs for the Draft Local Transport Strategy than agreed with them.

- More people agreed with the Challenges, Vision and Topic Areas than disagreed with them.
- 3.15. It was therefore necessary to investigate further what the main issues were that respondents had with the Draft Local Transport Strategy. The first step in doing so was to look at whether there were differences in the way people had answered the quantitative (pick an option) questions around the Key Drivers, Challenges, Opportunities, Vision, Objectives, Outcomes Outputs and Topic Areas depending on their postcode, sex, age, employment status and which types of transport they used most often.
- 3.16. Despite the Key Drivers, Opportunities, Objectives, Outcomes and Outputs being disagreed with overall (when all respondent answers were considered), there were some differences across the groups.
- 3.17. In summary, males, full time workers, those aged 56-65, non plug-in car drivers who drove at least once a week and those from the AB16 postcode area were the most critical of the Key Drivers, Opportunities, Objectives, Outcomes and Outputs within the Draft Local Transport Strategy. By contrast, women, people who cycled or used the bus at least once a week, those aged 17-25, those in an AB24 postcode and part time workers were the most in agreement. Of particular note, those who cycled at least once a week and those who took the bus at least once a week had larger numbers who agreed than disagreed overall with the Key Drivers, Opportunities, Objectives, Outcomes and Outputs.
- 3.18. The next step was to further analyse the qualitative (provide your written opinion) questions. This was split into two areas:
- Themes which were specific to the Draft Local Transport Strategy document itself
 - General transport related themes raised by respondents
- 3.19. For themes that were specific to the Draft Local Transport Strategy, the following was observed:
- Respondents thought there was too much emphasis on National Key Drivers, Environment and Net Zero and questioned the ability to reduce car use due to the geography of Aberdeen
 - For Opportunities, there was disagreement with aspects of the City Centre and Beach Masterplan, the Low Emission Zone (LEZ), public transport as an opportunity, and some debate over whether working from home is an opportunity or a challenge.
 - The Objectives that were most disagreed with were Modal Shift and Climate and Environment
 - For Outcomes, the outcomes relating to a reduction in car use had the most disagreement
 - For Outputs, the development and delivery of the Aberdeen City Centre and Beach Masterplan, reallocation of road space, more EV charging and Hydrogen Refuelling Infrastructure and enforcement of the LEZ were the Outputs that people most disagreed with. There was also some concern over how the various Outputs would be funded.

3.20. The following general transport themes were evident across the questionnaire responses:

Moving Around

- Should be more acknowledgement of transport inequalities.
- While it was acknowledged that making it more attractive to cycle is important, it should be recognised that cycling does not work for everyone and climate, rural hinterland and terrain may hamper appetite.

Public Transport

- Public transport needs to be faster, more reliable, cheaper and have a more comprehensive coverage to tempt people away from cars and to truly work. It will also never work for everyone.

Traffic and Parking

- Car is a pivotal part of the transport system and should not be “demonised”.
- A perceived “anti-car” stance is damaging and turning public off. The current alternatives are not good enough to tempt people away from cars and don’t integrate well enough, so people will instead go to more car friendly places.

Streets and Spaces

- Beach improvements seen as not needed.
- Too much emphasis on climate and environmental factors.

Work and Local Economy

- Perceived inaccessibility of the city centre, primarily by car, is causing people to choose not to visit or go elsewhere. This is detrimentally affecting the city centre economy.
- Concerns over how plans will be funded and that, in funding them, the Council spends money on the wrong things.

Social Interaction

- Concerns that the “20 minute neighbourhood” concept will make it more difficult for people to access some major facilities, and that reducing the need to travel will affect physical and mental health and economy.

Care and Maintenance

- Improving condition of roads and pavements should be a priority.

Influence and Self Control

- Concern that Council are not listening, they are implementing things that go against the wishes of the public and people are losing faith as a result.

3.21. There were also comments on the structure of the Draft Local Transport Strategy document – that it was too long and detailed, there was too much jargon, and that it was a lot to include in one consultation.

Youth Engagement

3.22. As noted above, detailed engagement also took place across three primary schools to ensure that young people were expressly offered the opportunity to comment on the high-level matters being discussed in the Draft Local Transport Strategy. To enable this discussion, primary school participants were asked a series of questions linked to the children's version of the Scottish Government's Place Standard Tool. The points below summarise the responses (the number in brackets shows the total number that responded):

- 55% (55) answered "Okay, some improvement needed" when asked "How does traffic in my place affect me when out and about" (out of 100 children who answered the question). The main feedback was that traffic was an inconvenience that got in the way of them getting places on foot and vehicles often travelled too fast.
- 46% (47) answered "Okay, some improvement needed" when asked "How easy is it to walk, scoot, wheel or cycle to places you want to go?" (out of 102 children who answered the question). The main feedback was that active travel routes could be better maintained, especially in winter, and that more infrastructure, including crossing points, to encourage this, would improve things. However, there was positivity towards active travel.
- 71% (50) answered "Okay, some improvement needed" when asked "When things happen in my Place do people include me in decisions and listen to what I say?" (out of 70 children who answered the questions). The main feedback was that more could be done to involve children and listen to their views but that it is getting better.
- 54% (15) answered "Okay, some improvement needed" when asked "Is it easy for me to get where I need to go by bus, train etc?" (out of 28 children who answered). The main feedback was that children liked buses, especially the new hydrogen and electric ones, but downsides were slippery when wet and some of their fellow passengers spoiling the experience.
- 48% (13) answered "Great, it's as good as it can be" when asked "Do I feel safe in my place?" (out of 27 children who answered). The main feedback was linked to traffic making them feel less safe when crossing roads and that the behaviour of some people could make them feel uncomfortable. More lighting and again crossings were identified as possible improvements.

3.23. The above shows that, although children were reasonably satisfied with the current transport network, some improvements were seen as needed and that these were mainly in relation to active travel provision, traffic speeds and crossing points. There was good support for wanting to travel actively and, while they did feel listened to, they felt there was still improvement to be made too. This feedback generally accords with the Draft Local Transport Strategy overarching Vision and Objectives.

Wider Context

- 3.24. As noted above, during the same time period that the Draft Local Transport Strategy was out for public consultation, consultation was also underway on the Experimental Traffic Regulation Order (ETRO) on City Centre bus priority infrastructure and, in particular, the introduction of new bus gates on Bridge Street, Guild Street and Market Street were being discussed widely in the press and across social media.
- 3.25. From analysis of the responses received to the Draft Local Transport Strategy consultation, it is officers' view that a large proportion of respondents took the opportunity afforded by the parallel Local Transport Strategy consultation to make specific comments on these detailed traffic management proposals, but not necessarily the wider Strategy for the city. As such, in order to determine whether the feedback provided on the Draft Local Transport Strategy consultation was illustrative or not of other feedback provided to the Council and others recently on wider aspects of place, connectivity and transportation, the team have looked at a series of other data sources. These include the 2023 Aberdeen City Voice survey, the Nestrans North East Comprehensive Travel Survey (2023), the Local Outcome Improvement Plan consultation (2023), the Aberdeen Walking and Cycling Index (WACI) (2023) and the Experimental Traffic Regulation Order (ETRO) 2 Bus Priority Measures Report (2024), plus the results obtained during the Local Transport Strategy Main Issues Consultation.
- 3.26. As evidenced in Appendix A (Section 3.6), data from these sources showed more positive attitudes to cycling and bus, a desire to be less car dependent, and a recognition that sustainable and active travel can be good for the local economy, the Council listening to people, and people welcoming the idea of having facilities within an easy walking and cycling distance of their home.
- 3.27. For example, in the Sustrans Walking and Cycling Index (WACI) (2023) for Aberdeen (answered by 1146 respondents):
- 23% of the 1146 respondents wanted to drive less, yet 39% of respondents often used a car because no other transport options are available.
 - Only 34% of respondents thought that their streets are not dominated by moving or parked motor vehicles. Respondents would find fewer motor vehicles on their streets useful to walk or wheel more (54%) and cycle more (51%).
 - Respondents generally wanted local streets to be better spaces for people to spend time in. 55% agreed that increasing space for people socialising, walking, wheeling and cycling on their local high street would improve their local area.
- 3.28. The WACI goes on to predict that the total annual economic benefit from all trips walked and wheeled in Aberdeen is £131 million. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car. The total annual economic benefit from all trips cycled

in Aberdeen is predicted as £32.4 million. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

3.29. This study is backed up by the Nestrans Comprehensive Travel Study (2023) which says "The reasons given by residents for not using or owning a bicycle were general traffic levels and congestion in Aberdeen City. In many cases there was no option other than to share road space with cars which was perceived as too dangerous." Around 500 city residents responded to this study.

3.30. The 2023 Aberdeen City Voice Survey also found that:

- 78.9% (out of 445) of respondents in 2023 were aware that parts of Aberdeen City regularly experience poor air quality and that this can be harmful to human health.
- 82.8% of people felt more physically well (out of 442) and 80% (out of 431) more mentally well as a result of walking and wheeling.

Next Steps

3.31. During the time since the Draft Local Transport Strategy was presented to Committee, Transport Scotland has published detailed new guidance on production of future Local Transport Strategy documents. This new guidance, coupled with the responses received to the Draft Local Transport Strategy consultation, has resulted in officers recommending that the Draft Local Transport Strategy be reworked and be subject to a further period of public consultation before a final version is reported back to committee for adoption.

3.32. It is therefore recommended an updated Draft version of the Local Transport Strategy needs to be prepared which will include / consist of:

- A shorter, more place-based document (focusing more on the people, the built environment, and locally-specific characteristics), with any supporting technical background being published separately and only when needed.
- Greater clarity about who the document is for, and a structure which better fits with the Local Outcome Improvement Plan (LOIP) focus on Economy, People and Place.
- More reference to health, inequality and economy – including Aberdeen's role, not just as a local, but a regional, national and international hub.
- Greater emphasis on accessibility rather than mobility and transport.
- A more map-based document, so people can better understand how the strategic plans might impact upon their local areas.
- Being clearer about the Local Transport Strategy aiming to ensure people have a choice of ways to access places.
- Being more explicit about the car's role in the transport network, rather than people perceiving the Local Transport Strategy to be anti-car.
- A better explanation of how the Local Transport Strategy can help to deliver other Council strategies such as the Regional Economic

Strategy, the Local Development Plan and the City Centre and Beach Masterplan.

- 3.33. The above review is likely to lead to a very different looking Local Transport Strategy, and therefore it is Officers' recommendation that members of this committee receive a report back on the revised draft prior to any future public consultation.
- 3.34. It is also noted that a number of key technical transport documents are currently being reviewed, and the opportunity should be taken to ensure that the outcomes of these exercises are incorporated in the revised draft strategy. These include a refresh of the Strategic Car Parking Review (SCPR) which is due to be completed by Spring 2025, and the Nestrans review of the Regional Active Travel Network (RATN), which is due to be completed by Autumn 2025.
- 3.35. Based on the above, a proposed timeline for reporting a revised Draft Local Transport Strategy to committee for approval is outlined below, however this may be subject to change:

Activity	Proposed Timeline
Start work on the next iteration of the Draft Local Transport Strategy	Autumn 2024
Complete work on next iteration of Draft Local Transport Strategy and supporting documents (factoring in time to incorporate key SCPR and RATN principles)	Spring / Summer 2025
Report Revised Draft to NZET Committee	Summer / Autumn 2025
Subject to NZET approval, public and stakeholder consultation on Revised Draft	Autumn / Winter 2025

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of preparing a revised Draft Local Transport Strategy can be met by existing staff resource budgets.
- 4.2 Having an approved Local Transport Strategy, which has been robustly developed, is often a key piece of evidence when bidding for external funding for transport schemes. Therefore, ensuring that this Local Transport Strategy continues to be able to demonstrate that it has followed a robust process, such as the one proposed, can lead to long term financial benefits to the Council.

5. LEGAL IMPLICATIONS

- 5.1 Although there is no statutory requirement for a Local Authority to develop a Local Transport Strategy, or for Scottish Ministers to approve a Local Transport Strategy, there are certain discretionary powers which the local authority may only exercise if they have a Local Transport Strategy.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 A draft Strategic Environmental Assessment (SEA) was carried out to accompany the previous version of the Draft Local Transport Strategy. Depending on whether the SEA will be affected by changes to the revised Draft Local Transport Strategy, there may be a need to refresh it and republish it. Once the next iteration of the Draft Local Transport Strategy is complete, officers can consult with SEA Gateway, who advise on these matters.
- 6.2 Although it has been judged that some elements of the Local Transport Strategy could lead to environmental implications it is likely that far more environmental implications could arise from not having a Local Transport Strategy. Transport is also a key social determinant of health that can have significant impacts on both physical and mental health, and the overall wellbeing of people and communities.

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Risk that the city's transport network will not be able to respond to changes in the environmental, economic, health and social context.	Develop new Local Transport Strategy	L	Yes
	Risk that, lengthening the programme for developing the new Local Transport Strategy will lead to a longer period where the Council is without an up to date Local Transport Strategy.	There is a larger risk that, by not taking the time to develop it properly, the Council ends up with a Local Transport Strategy which is not fit for purpose or one which citizens do not believe in.	L	Yes

Compliance	The Local Transport Strategy is referenced in the Local Development Plan, which is a statutory document.	Develop new Local Transport Strategy	L	Yes
	The Local Transport Strategy is expected to transpose the Regional Transport Strategy for local level.	Develop new Local Transport Strategy	L	Yes
	The Council should develop a Local Transport Strategy which is compliant with Transport Scotland guidance.	Develop new Local Transport Strategy which reflects updated Transport Scotland guidance.	L	Yes
Operational	Risk of overreliance on private cars and the associated issues that this would bring such as congestion, air quality issues, parking issues and potential impacts on the health of the population.	Develop new Local Transport Strategy which reflects updated Transport Scotland guidance.	L	Yes
	Without a Local Transport Strategy, there are certain transport operations which the Council may not be able to undertake.	Develop new Local Transport Strategy	L	Yes
Financial	A new Local Transport Strategy will help shape the city's future and investment decisions and prove critical in attracting external funding.	Develop new Local Transport Strategy	L	Yes

	Not fully considering the new Transport Scotland Guidance on how to develop a Local Transport Strategy, which was finalised after the Draft Local Transport Strategy was taken out for consultation, could compromise future external funding bids for National funding.	Take time to make sure that the Draft Local Transport Strategy properly reflects what Transport Scotland expect	L	Yes
Reputational	Not having a Local Transport Strategy gives residents, visitors and investors the impression that Aberdeen does not care about its transport network and might discourage them from wanting to live in, work in and visit the city.	Develop new Local Transport Strategy	L	Yes
	Members of the public do not “buy into” the Local Transport Strategy as they do not understand why the Council are promoting certain ideas	Ensure that members of the public have the opportunity to comment on any subsequent new Draft Local Transport Strategy before it is adopted.	L	Yes
Environment / Climate	Not having a Local Transport Strategy could compromise the Council’s abilities to hit Net Zero, air quality and noise quality targets.	Develop new Local Transport Strategy. There is a larger	L	Yes

8. OUTCOMES

Council Delivery Plan 2024	
Impact of Report	
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>Complete a Mobility Strategy for the City</p> <p>Invest in road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network;</p> <p>Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen; and</p> <p>Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</p>
<u>Local Outcome Improvement Plan</u>	
Prosperous Economy Stretch Outcomes	<p>The proposals will help to contribute to the following stretch outcome:-</p> <p>2. 74% employment rate for Aberdeen City by 2026</p>
Prosperous People Stretch Outcomes	<p>The proposals help to contribute to the following stretch outcomes:-</p> <p>4.. 90% of children and young people report they feel listened to all of the time by 2026</p> <p>10. Healthy life expectancy (time lived in good health) is five years longer by 2026.</p>
Prosperous Place Stretch Outcomes	<p>The proposals will help to contribute to the following stretch outcomes</p> <p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate</p> <p>14. Increase sustainable travel: 38% of people walking and wheeling and 5% of people cycling as</p>

	main mode of travel and 5% reduction in car miles by 2026.
Regional and City Strategies	<p>At regional level, the proposals within this report support the NESTRANS Regional Transport Strategy by transposing its content to local level, the Health and Transport Action Plan by encouraging sustainable and active travel and access to healthcare, and the Regional Economic Strategy by supporting the efficient movement of goods and people.</p> <p>At local level, the proposals within this report support the Aberdeen Local Development Plan, the Net Zero Aberdeen Route Map, the Net Zero Aberdeen Mobility Strategy, the City Centre and Beach Masterplan, the Aberdeen Core Paths Plan, the Aberdeen City Council Climate Change Plan, the Aberdeen Hydrogen Strategy and Aberdeen Adapts by reducing dependence on the private car through promotion and enabling of a whole range of different transport options, planned in accordance with the sustainable transport hierarchy.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required

10. BACKGROUND PAPERS

- 10.1 The 2023 Aberdeen City Voice Survey
<https://communityplanningaberdeen.org.uk/wp-content/uploads/2024/04/CV-48-Report.pdf>
- 10.2 The Nestrans North East Comprehensive Travel Survey (2023)
<https://www.nestrans.org.uk/wp-content/uploads/2023/10/AECOM-Report-to-Nestrans-CTS-Final-20-October-23-1.pdf>
- 10.3 The Local Outcome Improvement Plan consultation (2023)
<https://communityplanningaberdeen.org.uk/wp-content/uploads/2024/04/Draft-LOIPLP-Engagement-Full-report-Draft.pdf>
- 10.4 The Aberdeen Walking and Cycling Index (WACI) (2023)
<https://www.sustrans.org.uk/media/13313/walking-and-cycling-index-2023-aberdeen.pdf>

- 10.5 The ETRO 2 Bus Priority Measures Report (2024)
<https://committees.aberdeencity.gov.uk/documents/s159665/ETRO%202%20Bus%20Priority%20Measures%20Report%20CRE21169%20Final.pdf>
- 10.6 The Draft Local Transport Strategy Main Issues Consultation
<https://committees.aberdeencity.gov.uk/documents/s148275/Appendix%20A%20-%20Draft%20main%20issues%20report%20consultation%20version.pdf>
- 10.7 Report to Net Zero, Environment and Transport Committee on the Draft Local Transport Strategy, August 2023
<https://committees.aberdeencity.gov.uk/mgAi.aspx?ID=100696#mgDocuments>

11. APPENDICES

Appendix A - Draft Aberdeen Local Transport Strategy (2023-2030) Consultation Report

Appendix B – Consultation Questionnaire

12. REPORT AUTHOR CONTACT DETAILS

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