

Appendix C

	PROBLEMS AND OPPORTUNITIES raised by stakeholder groups	Officer response to stakeholder identified problems and opportunities	Objectives			
			1	2	3	4
SECTION 1						
The following were some of the suggested areas to consider at the workshops, for identifying problems:						
1	General quality of life: how does transport contribute directly or indirectly to the quality of life in an area; is the contribution on balance, positive or negative;					
2	The economic performance of an area: employment, investment, development of business opportunities, and land-use in general;					
3	Amenities and public services: what is the role of transport in enabling access, and are there groups in society who are disadvantaged by current transport provision;					
4	The environment: how does current infrastructure and its use contribute to environmental problems, both locally, nationally and globally;					
5	Safety and security (real and perceived);					
6	Use of transport generally: are there real or perceived conflicts between users of different transport types or journey-making habits;					
7	Public transport: its quality, its use and how this is affected by the provision of fixed and other infrastructure; and					
8	What is the scope to increase use of other forms of transport (walking, cycling, horse-riding).					
SECTION 2						
The following details the responses from stakeholders and the Project team workshops						
TRANSPORT						
Problems						
TRANP1	Aberdeen Western Peripheral Route (AWPR) - delivery late	The delivery of the AWPR is currently delayed by legal matters and its timescales are outwith the remit of this study. AWPR traffic models predict a 14% reduction in traffic on Ellon Road, 26% on the Parkway and 18% on the A90 (Denmore). AWPR will link ACC P&R sites offering greater flexibility for users.		x		
TRANP2	Would existing No. 40 bus route continue or cease? What impact would this have if it stopped?	The No. 40 bus service runs between BoD and Kingswells P&R sites. It is currently anticipated that this service would be maintained should the P&R site be relocated but the route may be deviated from the Aberdeen Science and Energy Park removing their direct bus service. Users would have the option of walking up to Ellon Road for the Stagecoach bus services. The provision of bus services is in the hands of private providers however ACC works in partnership to try to ensure customer provisions remain relevant and this issue could be raised through the Local Authority and Bus Operators Forum (LABOF).		x		
TRANP3	Lack of seating capacity on existing Ellon and Bridge of Don bus services.	Do we have figures for this? Ask Iain and Chris.		x		

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TRANP4	New facility may abstract users from existing bus services.	This has been an issue at Ellon P&R as it is cheaper to travel from P&R site than the centre of Ellon, using the same services. Currently around a third of users at the BoD site are from the BoD. They are predominantly using the service to access employment, finding it convenient, quicker and removes difficulty of parking in city centre.		x		
TRANP5	New traffic generated in the proximity of new site.	This will occur where the new site draws traffic from other routes to the site however this must be balanced against the reduction of traffic on city centre routes as a result of an increase in P&R usage. The site should be located in close proximity to major traffic flows in order to reduce journey diversions and travel distance.			x	x
TRANP6	Aberdeen City Car Parking Strategy in progress – but this has limitations if only 10% of those using city centre pay for parking.	A study 'On the Effect of Park and Ride Parking Supply on Public Transport Demand', 2011 highlights the apparent low cost of parking in Aberdeen city centre. The low cost leads to customers being price sensitive about the cost of park and ride services.		x		
TRANP7	To encourage use of public transport, fares must be more on a par with Edinburgh and Glasgow and packed buses on normal routes encourage car use.	Fares are within the domain of the operators but ACC will continue to work with the operators through LABOF to ensure pricing is fair and realistic and to encourage greater capacity on busy routes.		x		
TRANP8	No current service into the Science and Energy Park.	See TRANP2 for comments.		x		
	Opportunities					
TRANO1	Parking Strategy					
	<ul style="list-style-type: none"> Parking costs within the city centre (act as stick) 	Car Parking Strategy is in progress. ACC parking charges were increased in April 2011 and it is proposed that they will be reviewed every two years.		x		
	<ul style="list-style-type: none"> Link required to parking constraints – enforcement- price comparison – extending controls to harbour/ Poynebrook/etc... 	See above response. The harbour area has been identified as the next CPZ area to be considered by the Controlled Parking Working Group		x		
TRANO2	Public Transport					
	<ul style="list-style-type: none"> Encourage use of existing public transport – don't drive unless you need to. 	Aberdeen's public transport fares are recognised as being high compared to other cities in Scotland thereby acting as a deterrent to potential bus users (Nestrans Bus Action Plan, 2009). Currently First Day tickets at peak times are £4.20 compared with Park and Ride at £2.80 per person. By providing infrastructure to reduce delays to public transport then benefits can become more visible to potential users.		x		
	<ul style="list-style-type: none"> Larger buses now in operation on Ellon routes. 	Capacity was the main driver behind the larger buses being used. Double decker buses were problematic on the coastal route, due to high winds, and were often removed from service if wind speeds were high therefore the longer axle buses were deemed the best alternative.		x		
	<ul style="list-style-type: none"> New site acting as hub for developing new bus services. 	The final site should be available for use as a P&R site at all appropriate times. Alternative uses outwith these hours could be encouraged if not detrimental to the sites primary function and legal and planning considerations can be complied with. The introduction of new bus services is not within the control of Aberdeen City Council however an improved bus infrastructure may encourage alternative service options by public transport providers.	x	x		
	<ul style="list-style-type: none"> Development is significant within AWPR to North of Aberdeen – should priority be given to making public transport more attractive for them? 	Developers are required to mitigate the impact of their developments and public transport forms part of the transport assessment considerations.	x			

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	<ul style="list-style-type: none"> P&R must be very efficient to get people out of their cars. 	Public transport operators will be requested to consider not increasing park and ride fares currently £2:80 per person (under 16 years travel free with fee paying adult). Network linkages and infrastructure would be considered to ensure that travel times were comparable to those of car journeys.		x		
	<ul style="list-style-type: none"> Bus lanes should extend all the way into town from new facility. 	Bus lanes exist along this corridor and opportunities for further prioritisation and extensions can be considered.		x		
	<ul style="list-style-type: none"> New bus lane being provided on King Street - Castle Street southbound section. 	Work has now been completed. Scheme expected to improve bus journey times and reliability on this corridor.		x		
	<ul style="list-style-type: none"> Enforcement of bus lanes to be taken over by ACC. 	Expected to be operational sometime next financial year.		x		
TRANO3	New technologies/ provisions					
	<ul style="list-style-type: none"> Opportunity to use demonstration technologies (hydrogen buses) and link to Energetica Corridor. 	Public transport operators will be requested to consider introducing technologies which assist in improving air quality and reducing environmental impacts	x		x	
	<ul style="list-style-type: none"> Make facility multi purpose – cycle, walk, drive (park), electric vehicles, car sharing, etc. Park and Choose. 	This will be considered / included as part of this process		x	x	
TRANO4	AWPR – land availability, links to surrounding network and other P&R site, easier access to area.	Proposed locations will be fully investigated as part of this assessment	x			
TRANO5	Need to locate new car park before queues into BoD.	Proposed locations will be fully investigated as part of this assessment		x	x	
TRANO6	Encourage green transport networks i.e. cycling, walking links.	This will be considered / included as part of this process		x	x	
TRANO7	Reduction of traffic – less emissions.	Modal shift from car to bus will reduce the amount of traffic on the road network thereby reducing traffic volumes and congestion and therefore emissions.			x	
TRANO8	Bus priority to/ from site.	Extensions to bus lanes and bus priorities will be considered as part of this assessment.		x		
TRANO9	New site should be P&R site first and alternative uses should not restrict/ remove P&R service i.e. loss of site for Offshore Europe.	The final site should be available for use as a P&R site at all appropriate times. Uses outwith these hours would be encouraged if not detrimental to the site's primary function and any other legal restrictions.	x	x		
TRANO10	Service is currently commercial – effect on service provision of moving site.	The economic viability of the location will be one of the key factors considered prior to any option being progressed		x		
TRANO11	The higher the usage, the lower the price and the more frequent the service.	Public transport operators will be requested to consider not increasing park and ride fares.		x		
TRANO12	Requirement to provide speedy journey times (quicker than car) with P&R bus service.	Bus lanes and extension to bus lanes would be considered as part of this assessment. Other factors have been indicated as important to existing P&R users including not wishing to drive into town, cost of travelling and lack of parking within City Centre. Length of journey by car may be incorrectly judged by drivers as parking time and final walk to destination should also be considered.		x		
TRANO13	Opportunity to speed up journey/ dwell times if tickets could be bought on site.	Consideration will be given to the introduction of off bus ticketing and new technologies. Season tickets currently available too. Options are currently being investigated by LABOF.		x		
TRANO14	Should have bus priority measures from the site to ensure better journey times P&R service and encourage usage.	Bus priority measures would be considered as part of this assessment		x		x
TRANO15	Bus priority measures – bus lanes, Scoot, etc all required.	Bus priority measures would be considered as part of this assessment		x		x
TRANO16	Existing site is successful and new site should be aware and build on this success and look for ways to improve the service.	The economic viability of the location will be one of the key factors considered prior to any option being progressed		x		

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TRANO17	Existing site has been relatively successful, need to grow on this success and not hinder this.	The economic viability of the location will be one of the key factors considered prior to any option being progressed		x		
	LAND/ INTEGRATION					
	Problem					
LANP1	Competition between P&R facilities A96/ Ellon/ Dyce	Ellon Road is a local site accommodating 250 vehicles though plans are in place to expand this by over 130 spaces in 2011/12. The Bridge of Don site has greater potential to attract vehicles from the B999 and B997 and south of Ellon including settlements at Balmedie and Newburgh.	x	x		
LANP2	If CPO required then limitations likely on site uses.	The final site should be available for use as a P&R site at all appropriate times. Uses outwith these hours would be encouraged if not detrimental to the sites primary function and subject to any other legal restrictions.		x		
LANP3	Need to move as site up for development consideration.	The current site leased to ACC however there is development potential for the full site around the AECC. The development contract is being reviewed in order to consider the possibly of maintaining a P&R car park on the site following development. This remains an option during the initial stages of this study.	x	x		
LANP4	Issue of getting land zoned under LDP policy T1: Timing of LDP adoption/ review.	Aberdeen City Council's and Aberdeenshire's Local Development Plan and emerging Development Plans teams will be consulted.	x			
LANP5	For new build site should consider loss of greenspace; loss of valued habitat and; impact on protected species.	The new site should include mitigation measures to reduce any negative impacts on the existing sites. The existing landscape to the north of the Bridge of Don is in general open agricultural land with few trees, boundary vegetation and walls or verges offer opportunities for habitats and species diversity. Any new development has opportunity for greenspace networks, landscaping and SUDS which can contribute to habitat creation and biodiversity. Greenspace is known to have a positive impact on mental health. An environmental assessment will be carried out on any viable site options.				x
	Opportunity					
LANO1	Circular P&R – BoD – City Centre – A96	The introduction of the AWPR would provide linkage between existing and proposed P&R sites within the city and shire and will offer greater flexibility of trip options to P&R providers and users. See TRANP1 for further details.		x		
LANO2	Integration of P&R with other land uses. ▪ 'Sweat' the site; make it a valuable community resource. ▪ Mixed use sites to ensure full use of resource.	The location of the site will be an important factor when considering alternative uses for the site. It is important that the cost: benefit ratio of the site is maximised within any compulsory purchase order (CPO) or legal limitations which may be in place. See LANP2. Aberdeen City Council's and Aberdeenshire's Local Development Plan and emerging Development Plans teams will be consulted.		x		
LANO3	Blackdog Local Development Plan site – P&R within the proposal (AWPR linked)	Aberdeen City Council's and Aberdeenshire's Local Development Plan and emerging Development Plans teams will be consulted.	x			
LANO4	Consideration of opportunities in city and shire e.g. Blackdog P&R proposal.	Aberdeen City Council's and Aberdeenshire's Local Development Plan and emerging Development Plans teams will be consulted.	x			
LANO5	AWPR – opening of development opportunities?	The introduction of the AWPR would provide linkage between existing and proposed P&R sites within the city and shire and will offer greater flexibility of trip options to P&R users. See TRANP1 for further details.	x			

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LANO6	Opportunity for 'mini-hubs' – small parking sites served by existing bus services.	The opportunity for mini-hubs will be considered as an option in the assessment process.		x		x
LANO7	Opportunity to expand Ellon P&R site to incorporate Bridge of Don. Car parks at Ellon, Blackdog and Murcar.	Aberdeenshire Council are currently proposing to increase the capacity of the existing Ellon P&R site this financial year (11/12).	x	x		
LANO8	Need to ensure integration with all modes. Opportunity to upgrade existing facilities (to and from sites).	All transport modes will be considered and integrated as part of this exercise		x	x	
LANO9	Location on major transport corridor.	The location of the site will be an important factor in attracting customers and bus services.		x	x	
LANO10	Possible use of existing infrastructure for new site i.e. use of AECC car park as dual use site (P&R during the day and concert parking at night)	The final site should be available for use as a P&R site at all appropriate times. Uses outwith these hours would be encouraged if not detrimental to the sites primary function and subject to any other legal restrictions.				x
LANO11	Bus service could be more attractive with a parking strategy/ restricted access for cars, etc.	Car Parking Strategy is in progress. ACC parking charges were increased in April 2011 and it is proposed to review prices on a 2 yearly cycle.		x		
LANO12	New site to complement existing and future P&R sites in City and Shire.	Aberdeen City Council's and Aberdeenshire's Local Development Plans, emerging Development Plans, LTS and RTS will be considered.		x		
LANO13	Ease of access to site for users and bus services.	The location of the site will be an important factor in attracting users. Land availability and existing infrastructure are also important factors.		x		x
LANO14	What sites are available? (B&Q soon to be taken down)	Aberdeen City Council's and Aberdeenshire's Local Development Plans and emerging Development Plans will be consulted	x			
LANO15	Should be as close to the city as possible.	See LANO13.		x		
LANO16	Site location would need to be chosen carefully to justify feeder bus to site from suburb i.e. demand would need to exist.	See LANO13.	x	x		
LANO17	Requires to be in a location that is easy to reach for users e.g. before point of congestion for cars and with cycle/ pedestrian access + land availability.	See LANO13.		x		
LANO18	Should have enough spaces to meet future demand (Structure Plan and Energetica aims)	Aberdeen City Council's and Aberdeenshire's Local Development Plans and emerging Development Plans will be consulted and considered within option assessments.	x	x		
LANO19	Should be in a location to encourage optimum mode shift: 1. to reduce congestion for economy; 2. to reduce emissions; and 3. provide accessibility improvements.	See LANO13.		x	x	
LANO20	Multi storey would reduce land space required – this could assist in finding a site over a flat car park which requires more land.	Consideration will be given to options for designs of the P&R site during the assessment process.				x
LANO21	Need to link with 3 rd Don, AWPR and LDP.	The introduction of the AWPR would provide linkage between existing and proposed P&R sites within the city and shire and will offer greater flexibility of trip options to P&R users. See TRANP1 and LANO18 for further details. Infrastructure routes for bus services from P&R site will be considered through the assessment process and in discussion with public transport providers.	x	x		
	CUSTOMERS/ ACCESSIBILITY/ SOCIAL INCLUSION					
	Problems					
CASP1	Moving out of town may reduce usage as would not be used by Bridge of Don.	See LANO05. Consideration should also be given to local bus services where possible as these should provide a suitable service for Bridge of Don residents				

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	• Current catchment contains Bridge of Don residents - remove existing facility = less catchment and fewer people using site. Especially if moved away from Parkway.	According to the customer survey carried out in June 2011 the use of the site by Bridge of Don residents has been measured as between 25-30%. P&R passengers rated convenience of the service their highest motivation followed by the difficulty and cost of parking in town. Many also felt the journey was quicker by P&R bus. A smaller proportion disliked driving in town and thought the P&R service was cheaper. A comparison of the peak First Day ticket at £4.20 and a Park and Ride (P&R) ticket at £2.80 per person shows further reasons why P&R is likely to attract users from the local area to the site and away from local services.		x		
	If P&R is put further out the 33% customers from Bridge of Don may not use it.	See above.		x		
	Negative effects on excluding existing users.	Negative impacts on existing users should be considered and mitigation measures introduced where possible. Possible redesign of existing Bridge of Don bus services to allow increased accessibility to greater numbers of residents.		x		
CASP2	Traffic congestion needs to be sufficient to encourage people to get on P&R rather than continue into town and then hit congestion.	Potential for AWPR to reduce congestion and free up space on the network for further sustainable modes e.g. bus lane extensions. Motivations for existing users include the reduced cost of parking, convenience and avoidance of in town driving.		x		
CASP3	Users from the north have to wait in queues on A90 to access existing site.	Existing slip lane onto Exhibition Way was lengthened in recent years. This is the limit for construction of a widening without the need to remove existing residential properties along the route. Further investigations are required to quantify any delays currently experienced at this point.		x		
	Opportunities					
CASO1	Orbital linkage of AWPR will increase catchment.	The introduction of the AWPR would provide linkage between existing and proposed P&R sites within the city and shire and will offer greater flexibility of trip options to P&R users. See TRANP1 for further details.	x			
CASO2	Moving out of town makes it easier to access site. (opp)	LANO15.	x	x		
CASO3	P&R bus should/ could follow a separate route through industrial estate if located further N of existing and then emerge through existing P&R site via bus gate.	Existing bus routes could be considered for review to optimise the opportunities available to improve existing bus services. This would be undertaken through LABOF.	x	x	x	
CASO4	Should ensure not (just a) surface and potential for multi use. If needed as part of CPO.	The final site should be available for use as a P&R site at all appropriate times. Uses outwith these hours would be encouraged if not detrimental to the sites primary function. Compulsory purchase orders (CPO) limit the alternative uses for the site as they are created for a very specific purpose.				x
CASO5	P&R buses more acceptable to some users than 'normal' bus services.	There is a perception that usage of P&R bus services is more acceptable than normal bus services and this can encourage user groups who do not favour public transport generally. A Transport Scotland study 2011, shows that the provision of sufficient car parking and the pricing of fares have a significant impact on users numbers however it is the ties with overall transport strategy which need to be tightened to make it most effective.		x		
CASO6	Future increases in population to north of BoD. LDP	Aberdeen City Council's and Aberdeenshire's Local Development Plans and emerging Development Plans will be consulted and considered through this assessment.	x			
CASO7	P&R provides an option for rural population without direct access to regular bus services.	P&R provides a regular bus service for all sections of the public. With improved access for active travel modes accessibility is enhanced further.	x	x		
CASO8	Is the site in a public secured area?	Security will be provided for any proposal location		x		
CASO9	Who will use it?	Members of the public	x			
CASO10	When will we use it?	Hopefully daily whether for work or leisure	x	x		

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CASO11	Why should we use it	P&R is cheaper and can be more convenient than driving and parking your car in the City Centre.		x	x	
CASO12	Is it cheaper or comparable to using my car?	P&R is cheaper than driving and parking your car in the City Centre. A P&R ticket costs £2.80 per person and 2-3 hours parking in a long stay car park costs £3.00 plus additional running costs for vehicles into town.		x		
CASO13	Promotion of services to and from the site.	Publicity is an important factor in the success of any existing or future services however this will not be directly addressed at this stage of the study.		x		
CASO14	Multiple onward destinations direct from site.	Bus services from the site(s) would be expected to head into central Aberdeen where onward journey options are available however options making use of existing bus services may allow alternative journeys to be provided to other popular locations. AWPR will also open up options for alternative routes through other P&R sites.	x	x		
CASO15	If kept at present site people might walk if crossing was easier over Ellon Road.	A pedestrian crossing has been installed on Ellon Road directly across from the AECC buildings to improve pedestrians movements to and from the AECC and surrounding areas		x		x
CASO16	Better local bus services would leave P&R more available for outlying communities.	Existing bus routes could be considered for review to optimise the opportunities available to improve existing bus services however implementation would be in the control of the bus operators. This work would be undertaken through LABOF.		x	x	
CASO17	Car parking should be made available at certain times of the year to be used in the evening so that groups can park and ride into social evenings in city.	Car parking is available in the evenings at the existing site however the P&R bus service does not operate after 1805. Consideration for extending bus services or providing event specific services can be discussed with operators through LABOF (this does happen currently for certain events such as the Aberdeen Fireworks display) and evening and weekend services operate out of other sites e.g. Kingswells.		x		x
CASO18	Using the P&R should work out more cheaply for more than 1 person than taking car into town and parking.	See CASO12.		x		
CASO19	Should be well advertised so that people know the site is available.	Publicity is an important factor in the success of any existing or future services. See CASO13.		x		
CASO20	Well used site and attractive amenities on site i.e. dry cleaning service.	The location of the site will be an important factor when considering alternative uses for the site. Additional amenities would require infrastructure and space to accommodate these would be required to be considered within the option appraisal. Financial viability of premises would require assessment, there would also be planning and legal considerations to be taken into account. See LANP2.		x		x
CASO21	Good access (quick) to and from site for car users.	Bus priority measures would be considered as part of this assessment also access arrangements for active modes and vehicles.	x	x		
CASO22	Site location must attract users from the north and Bridge of Don – As the suburb is so large there are benefits of P&R over normal services.	See LANO15.	x	x		
	ENVIRONMENT					
	Problems					
ENVP1	Loss of biodiversity if new land developed	See LANDP5.				x
ENVP2	Flooding risks from large areas of surfacing. SUDS a minimum requirement.	The use of SUDS within a new site would likely be a requirement. Other measures may include permeable paving and tree planting. Each site option will require to be assessed on an individual basis for flood risk.				x

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ENVP3	Need for site, as too many cars create fumes and therefore health hazards.	Increased provision for vehicles to the north of the city will increase travel mode options for commuters from the north. This will to a degree free up road space, reduce congestion and lower vehicle emissions. The use of the Park and Choose site will increase options for active travel modes and car share from the site. It is also important that the buses using the site meet modern emission levels as they travel throughout the city impacting air quality measures in designated AQMA.			x	
	Opportunities					
ENVO1	1 st priority/ consideration should be to reuse/ make better use of what we already have e.g. AECC car parking – better to avoid negative environmental impacts than to try to mitigate them.	The existing location and the possibility of using other existing sites will be considered as options as part of this assessment				x
ENVO2	Multi modal access and provisions surrounding the site and onwards through the network.	It is possible that some users of a P&R facility may switch from modes other than car or may drive to a new location in order to access P&R. This can result in new traffic generation within the vicinity of the site. The location of the site will be important in attracting users in close proximity to the A90. However it is recognised that for park and ride to be successful in Aberdeen, there requires to be joint consideration of all transportation policy to ensure a comprehensive approach to transport infrastructure. This includes the development of sustainable and active travel networks and provisions, and parking policy. The current Local Transport Strategy includes P&R within a package of transport interventions aimed at addressing accessibility and congestion throughout the city.		x	x	
ENVO3	Promotion of sustainable transport modes.	Increased provision for vehicles to the north of the city will increase travel mode options for commuters from the north. This would be expected to free up road space, reduce congestion and lower vehicle emissions. The use of the Park and Choose site will increase options for active travel modes and car share from the site. It is also important that the buses using from the site meet modern emission levels as they travel throughout the city impacting air quality measures in designated AQMA.		x	x	
ENVO4	Opportunity to provide electric recharge points/ hydrogen cell buses.	Public transport operators will be requested to consider introducing technologies which assist in improving air quality and reducing environmental impacts. A new site could be fitted with recharge points.			x	
ENVO5	Impact on existing water patterns – engineering works like culverting of watercourses avoided.	The use of SUDS within the site will likely be a requirement. Other measures may include permeable paving and tree planting. Each site option will require to be assessed on an individual basis for flood risk and impact on watercourses.				x
ENVO6	Adequate space for SUDS on site	The use of SUDS within the site will likely be a requirement. Other measures may include permeable paving and tree planting.				x
ENVO7	Flood risk – if flood risk on site then can be mitigated, proposal complies with SPP.	Each site option will require to be assessed on an individual basis for flood risk				x

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ENVO8	Existing infrastructure – foul sewer if toilets etc.	Water supplies and effluent removal will be provided as per appropriate standards				x
ENVO9	Park and Ride necessary to alleviate congestion, air pollution.	Increased P&R provision for vehicles to the north of the city will increase travel mode options for commuters from the north. This would be expected to free up road space, reduce congestion and lower vehicle emissions. The use of the Park and Choose site will increase options for active travel modes and car share from the site. It is also important that the buses using from the site meet modern emission levels as they travel throughout the city impacting air quality measures in designated AQMA.			x	
ENVO10	Air quality – ensure site is not in area where traffic currently isn't so doesn't reduce air quality in that area.	Increased P&R provision for vehicles to the north of the city will increase travel mode options for commuters from the north. This would be expected to free up road space, reduce congestion and lower vehicle emissions. The use of the Park and Choose site will increase options for active travel modes and car share from the site. It is also important that the buses using the site meet modern emission levels as they travel throughout the city impacting air quality measures in designated AQMA. Local increases in traffic may occur but this should provide no overall detriment.			x	x
ENVO11	Use low emission buses.	Public transport operators will be requested to consider introducing technologies which assist in improving air quality and reducing environmental impacts. These discussions would be undertaken through LABOF.			x	x
ENVO12	Improve air quality on bus/car route.	Increased P&R provision for vehicles to the north of the city will increase travel mode options for commuters from the north. This will to a degree free up road space, reduce congestion and lower vehicle emissions. The use of the Park and Choose site will increase options for active travel modes and car share from the site. It is also important that the buses using the site meet modern emission levels as they travel throughout the city impacting air quality measures in designated AQMA.			x	
	SAFETY/ SECURITY					
	Problems					
SAFP1	Travellers	The existing P&R car parks entrance points have been amended to include height restrictive barriers which block access to the site by larger vehicles. The emerging Local Development Plan makes provision for the inclusion of gypsy/ traveller sites within large developments in an effort to address demand for suitable sites.				

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SAFP2	Increased traffic generation in the area of the site.	It is possible that some users of a P&R facility may switch from modes other than car or may drive to a new location in order to access P&R. This can result in new traffic generation within the vicinity of the site. The location of the site will be important in attracting users in close proximity to the A90. However it is recognised that for park and ride to be successful in Aberdeen, there requires to be joint consideration of all transportation policy to ensure a comprehensive approach to transport infrastructure. This includes the development of sustainable and active travel networks and provisions, and parking policy. The current Local Transport Strategy includes P&R within a package of transport interventions aimed at addressing accessibility and congestion throughout the city,		x	x	
	Opportunities					
SAFO1	P&R can take cars off the network, it will improve safety.....if it doesn't it could do the opposite.	Reducing vehicles on the network potentially reduces the number of incidents.			x	
SAFO2	Safe access/ egress by all transport modes.	Safe access/egress for all transport modes will be installed as part of the detailed design of the final site location		x		
SAFO3	Waiting facilities	Consideration will be given to the inclusion of waiting facilities		x		x
SAFO4	Staffed	Initially the existing P&R car parks were staffed however due to budgetary constraints the sites are no longer staffed. Consideration will be given to assess the staffing levels of future P&R sites at the latter stages of assessment.				
SAFO5	Security for vehicles (CCTV, Lighting, etc)	Security will be provided for any proposal location		x		
SAFO6	CCTV/ Lighting / Guards	Security will be provided for any proposal location		x		
SAFO7	Adequate space for each car	There are car parking standards which will be adhered to regarding widths, lengths and spacing of car parking spaces		x		
SAFO8	Lockers?	Specific site details will be considered during the detailed design of the agreed P&R site				
SAFO9	Stop travellers being/ using the site	The existing P&R car parks entrance points have been amended to include height restrictive barriers which block access to the site by larger vehicles. The emerging Local Development Plan makes provision for the inclusion of gypsy/ traveller sites within large developments in an effort to address demand for suitable sites.				
SAFO10	Good access for emergency services	Any design will incorporate accessibility for emergency vehicles.				
SAFO11	Water supplies	Water supplies will be connected where required as per appropriate standards.				x
	ECONOMY					
	Problems					
ECOP1	Affordability - How can we afford to develop, deliver and provide a P&R site/service?	It is necessary for any option to be developed realistically and with best value in mind. Potential funding opportunities exist from Transport Scotland, NESTRANS and developer contributions in addition to any resources provided by ACC. Works will also be developed in partnership with local public transport providers, active travel representatives and planners to ensure a maximisation of resources.	x			

	PROBLEMS AND OPPORTUNITIES raised by stakeholder groups	Officer response to stakeholder identified problems and opportunities	Objectives			
			1	2	3	4
ECOP2	How can it be commercial whilst being attractive to users?	According to the customer survey carried out in June 2011 at the BoD, P&R passengers rated convenience of the service their highest motivation followed by the difficulty and cost of parking in town. Many also felt the journey was quicker by P&R bus. A smaller proportion disliked driving in town and thought the P&R service was cheaper. The location of the site is essential to the perceived convenience of the service. Also these results show the need to balance P&R provisions with effective parking policy in the city centre.		x		
ECOP3	Need to be competitive in COST and JOURNEY TIMES but balanced against attractiveness of conventional buses.	Experience from the Ellon P&R shows that there can be some transfer of customers from local bus services to P&R bus services if the trip price is lower. This could also explain the number of Bridge of Don residents using P&R instead of local services as the differential between First Day peak tickets (£4.20) and P&R tickets (£2.80) is significant. See also ECOP2.		x		
ECOP4	Decline in patronage over recent years at existing P&R facilities.	The reason for this decline has not been established but could be down to a number of factors including lack of advertising/ promotion, increased queues to access the site from the north (due to restricted length of left turn lane), decreased frequency of service or another unidentified issue. The site has been noted for its success in the past and the current dip in figures whilst relevant does not account of the full picture.		x		
ECOP5	Increasing fuel costs for individual drivers and public transport providers.	The recent increases in fuel prices offer both an opportunity to encourage P&R services and a issue due to the increased cost to run buses on the network. The National Travel Survey shows that between 1995 and 2008 that average travel distances have remained the similar however travel times have increased slightly. Greater use of energy efficient vehicles or other fuel sources may balance the increased cost of fuel in the longer term.		x		
	Opportunities					
ECOO1	Key to know market – support idea of further research on existing and potential patronage.	A survey was carried out in June of existing users and this data alongside previous studies and the recent Transport Scotland Best Practise study will be considered within the assessment.				
ECOO2	Transport Scotland, Nestrans and developer contributions are sources of alternative funding.	Funding opportunities will be considered during the assessment process.	x	x		
ECOO3	Improved linkages between rural residential and urban employment areas.	Aberdeen City Council's and Aberdeenshire's Local Development Plans and emerging Development Plans will be consulted and considered throughout the assessment process.	x	x		
ECOO4	Needs to be a beneficial option over car and other services – faster, cost effective.	The location of the site will be an important factor. See LANO15.		x		
	SECTION 3					
	The following section briefly explains where constraints and uncertainties may exist within the project. These were not fully discussed at the workshops but were brought to the attention of those attending for information.					
	Constraints and Uncertainties					

	PROBLEMS AND OPPORTUNITIES raised by stakeholder groups	Officer response to stakeholder identified problems and opportunities	Objectives			
			1	2	3	4
	The following are some areas in which constraints might exist (again, this is not an exhaustive list):					
	Statutory/legal (planning boundaries, procedures, inter-departmental issues);	Statutory / legal aspects may impact on the timeline				
	Funding (quantity, availability, conditions imposed);	Funding issues may impact on the timeline, location and final design of any proposed scheme				
	Geography/topology (features constraining change);	A site assessment will be carried out including an environmental assessment and ground investigation and topographical surveys at later stages of the study.				
	Future events/developments;	Aberdeen City Council's and Aberdeenshire's Local Development Plans and emerging Development Plans will be consulted				
	Vested interests or sensitivities; and	Aberdeen City Council's and Aberdeenshire's Local Development Plans and emerging Development Plans will be consulted. The assessment process would aim to address any sensitive issues / concerns through consultation with Councillors, stakeholder groups and the general public.				
	Habits (responses to options, behavioural responses).	Customer surveys were carried out in June 2011 at the existing P&R site and responses were collated and analysed. According to the customer survey carried out in June 2011 P&R passengers rated convenience of the service their highest motivation followed by the difficulty and cost of parking in town. Many also felt the journey was quicker by P&R bus. A smaller proportion disliked driving in town and thought the P&R service was cheaper				