

SERVICE UPDATE

<u>Name of Service:</u>	Strategic Place Planning
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UPDATE:

The Aberdeen Local Transport Strategy (LTS) 2016-2021 was adopted in 2016 and sets out the policies and interventions adopted by Aberdeen City Council (ACC) to guide the planning and improvement of the local transport network over the period to 2021, under the topic headings of Support, Maintenance, Management, Sustainable Development and Travel, and Improvements.

This Service Update provides information on recent progress made on a range of strategic and local transport projects and initiatives that are contributing to the successful delivery of the LTS, as well as wider transport aims and objectives.

1 SUPPORT

1.1 Strategic Rail Network

1.1.1 Aberdeen to Inverness Rail Improvement Project

The Aberdeen to Inverness Rail Improvement Project, which will enable an improved local rail service and an increase in the frequency and capacity of trains between Aberdeen and Inverness, continues to be delivered, with the railway line between Aberdeen and Dyce closed for fourteen weeks between May and August 2018 to enable redoubling of the rail track. The Dyce to Inverurie section of line will similarly close next summer to enable completion of the redoubling.

1.1.2 Kintore Station re-opening

Aberdeenshire Council and Nestrans continue to progress plans for the re-opening of Kintore Station, with planning consent recently awarded for the platforms, car park and access roads. Site works are due to commence in autumn 2018, with the station anticipated to re-open in December 2019 to coincide with the launch of the new 'Rail Revolution' timetable.

1.1.3 Aberdeen to Central Belt Rail Improvement Project

Signal capacity constraints to the south of Aberdeen have been identified as an early priority for the Aberdeen to Central Belt Rail Improvement Project. Signal improvement works have therefore commenced at Craiginches and are expected to be complete by summer 2019.

Nestrans and Aberdeenshire Council are currently engaged in a study looking at the requirements and options for improving car parking provision at Portlethen, Stonehaven and Laurencekirk stations. This will complement Rail Revolution proposals to deliver an improved rail service between Montrose and Inverurie via Aberdeen.

- 1.1.4 Fraserburgh, Peterhead and Ellon to Aberdeen Strategic Transport Study
In their 2018/19 budget, Nestrans allocated funds for additional investigations into rail requirements between Aberdeen and Dyce and Ellon, including sensitivity testing. This work is now underway, led by AECOM.
- 1.1.5 Dyce Station
In their 2018/19 budget, Nestrans allocated funds for consultancy support to develop proposals for extending the car park at Dyce Station and to prepare a funding application to the Scottish Stations Fund for implementation, in partnership with Aberdeen City Council, ScotRail, Network Rail and Transport Scotland. A draft brief is currently being developed.

1.2 Shipping and Ferry Services

- 1.2.1 Aberdeen South Harbour
Construction of Aberdeen South Harbour continues, with works due to be completed in June 2020. Aberdeen Harbour Board has announced the names of the four quays in the new port in honour of the history and heritage of the north-east of Scotland. Dunnottar Quay is to be the 400m long east quay, Crathes Quay the 175m long south quay, Balmoral Quay the 300m long west quay and Castlegate Quay the 540m long north quay.
- 1.2.2 External Transport Connections to Aberdeen South Harbour
With funding from the Aberdeen City Region Deal, consultants Peter Brett Associates (PBA) LLP have been appointed by ACC to undertake a STAG (Scottish Transport Appraisal Guidance) appraisal of transport options (road, public transport and active travel) to maximise the regional economic benefits of the new harbour. The Pre-Appraisal was completed in July 2018, with the STAG Part 1 Appraisal (an initial qualitative appraisal of options generated during Pre-Appraisal) due to be completed by the end of September 2018, following a period of public and stakeholder consultation. The outcomes of this work will be reported to the City Growth and Resources Committee in November 2018.
- 1.2.3 Northern Isles Ferry Service
The procurement process for the next contract to operate the Northern Isles Ferry Services is underway, with the award expected to be made by the Scottish Government in summer 2019.

1.3 Air Services

- 1.3.1 In May 2018, British Airways unveiled a new lounge in Aberdeen International Airport as part of their £4.5bn investment plan over the next five years.
- 1.3.2 From June 2018, the airport has taken the management of its taxi contract in-house in conjunction with its current car park management company APCOA. This decision was made in response to customer feedback and allows the airport to actively manage this important passenger facing service more closely.

- 1.3.3 VLM Airlines began three weekly return flights from June 2018 between Aberdeen and Antwerp, Belgium. TUI Airways has announced they will launch a new route to Rhodes in Greece from Aberdeen in 2019 and will add additional flights to Palma, Majorca from May 2019 taking the total weekly flights up to four.

1.4 Freight

1.4.1 North East Scotland Freight Forum

A meeting of the North East Scotland Freight Forum took place on 19th June 2018, attended by officers of ACC, Aberdeenshire Council and Nestrans and representatives of the freight and business communities. Discussions centred around: new opportunities resulting from the Aberdeen Western Peripheral Route (AWPR) and the Roads Hierarchy, freight measures being investigated as part of the CIVITAS PORTIS project, the EcoStars fleet recognition scheme and opportunities for efficiencies and collaboration.

1.5 Trunk Road Network

1.5.1 Aberdeen Western Peripheral Route

A 7km section of the AWPR between Goval (Parkhill) and Blackdog junctions opened in June 2018, encompassing two-lane dual carriageways between the junctions, slip roads to and from the AWPR at each junction, one at-grade signalised roundabout, two new grade separated roundabouts, various connecting roads, the realigned A947 Aberdeen to Banff Road which passes above the AWPR via a new bridge and the realignment of a number of side roads and accesses, including the B977 Belhelvie Road and the B999 Aberdeen to Tarves Road.

On 15th August the Balmedie to Tippetty section was fully opened to traffic, encompassing three new junctions, 9km of new dual carriageway between Balmedie and Bridgend and 3km of improvements to the existing A90 dual carriageway between Blackdog and Balmedie.

Also in August 2018, temporary road orders came into effect, which will allow traffic to use the newly constructed sections of road between Stonehaven to Craibstone and Cleanhill to Charleston once the contractor has completed final preparation works. The temporary road order for Stonehaven and Charleston also allow traffic to make full use of the newly constructed slips roads and junctions at these locations when they become available for use.

The AWPR GoNorthEast campaign launched in June 2018 to highlight the key positive impacts of the route on the economy, on safety and on sustainable travel. The focal point of the campaign will be a weekend of family-orientated events and activities on the 8th and 9th of September which is planned to take place on the AWPR in the River Dee valley on the boundary between Aberdeen City and Aberdeenshire. Full details can be viewed on the [#GoNorthEast website](#).

1.5.2 Haudagain Roundabout Improvements

Two firms have been shortlisted for the £18 million contract to improve the Haudagain roundabout. Transport Scotland has announced Balfour Beatty Civil Engineering Ltd. and Farrans Construction as the firms which will be competing to deliver the A90 / A96 Haudagain Improvement project which involves building around 500m of new dual carriageway connecting the A90

North Anderson Drive and the A96 Auchmill Road. Demolition works are now underway with construction due to commence upon completion of the AWPR.

2 MANAGEMENT

2.1 Air Quality

2.1.1 Air Quality Management Areas

Proposals to amend two Air Quality Management Areas (AQMAs) in Aberdeen have been approved by the Scottish Government. This will see the removal of the 1-hour NO₂ (nitrogen dioxide) objective from the City Centre AQMA Order and the 24-hour PM₁₀ (particulate matter) objective from the Anderson Drive AQMA Order. This is due to monitoring data collected from automatic and non-automatic monitoring locations strongly suggesting that exceedances of the short-term objectives are unlikely.

In relation to the City Centre AQMA the annual automatic site data for NO₂ since 2013 is well below the 1-hour mean with many years recording no exceedances of 200µg/m³ within a 1-hour period. Diffusion tubes located within the AQMA suggest a downward trend in NO₂ levels at all locations with no exceedance of 60 µg/m³ since 2013, suggesting exceedance of the 1-hour mean to be unlikely.

With respect to the Anderson Drive AQMA the automatic site has recorded annual 24-hour means well below the 50 µg/m³ objective since 2013 and it therefore appears unlikely that the objective will be exceeded anywhere in that area.

An Air Quality Action Plan Update was included with the annual [Air Quality Progress Report 2018](#). The Progress Report was submitted to the Scottish Government and statutory consultees in June 2018 and has been accepted. A refresh of the Air Quality Action Plan 2011 will be considered following the opening of the AWPR and completion of the Low Emission Zone (LEZ) feasibility study (see below).

2.1.2 Low Emission Zone

The Scottish Government, in their Programme for Government, committed to the implementation of Low Emission Zones (LEZs) in all of Scotland's four major cities by 2020, and the recently published Transport (Scotland) Bill enables the creation and civil enforcement of LEZs by local authorities (see section 5.5). The Council is therefore working with the Scottish Government and partners to determine the requirement for, and form and scope of, a future LEZ in Aberdeen. Modelling is being undertaken by SEPA and is nearing completion, and this will enable a series of scenarios to be developed and tested to determine their impact on air quality levels. It is anticipated that progress will be reported to the Council later in 2018.

2.2 Noise

2.2.1 Aberdeen Agglomeration Noise Action Plan

The [Aberdeen Agglomeration Noise Action Plan](#) was submitted to the Scottish Government in March 2014. A separate Service Update has been prepared to coincide with the September meeting of the City Growth and Resources Committee to provide details on progress of the Noise Action Plan between August 2017 and August 2018.

3 SUSTAINABLE DEVELOPMENT AND TRAVEL

3.1 Land Use Planning

3.1.1 Strategic and Local Development Plans

In August 2018, the Strategic Development Planning Authority (SDPA) agreed the Proposed Strategic Development Plan (SDP) for the City Region and supporting documents as the SDPA's settled view on the recommended final content of the next SDP. These documents are available to view on the [SDPA website](#). The Proposed Plan and supporting documents will be presented to Aberdeen City Council and Aberdeenshire Council for their ratification at their respective meetings in September. Following ratification, there will be a statutory period of representation between October and December 2018.

Work is also ongoing on the next iteration of the Aberdeen Local Development Plan (ALDP) for 2022, with pre-main issues consultation taking place between March and May 2018. Development bids were also submitted during this period and are currently in the process of being assessed. Further information is available on the [ALDP web pages](#).

Transport has, and will continue to be, a key consideration during the development of these regional and local land use strategies, while these will, in turn, influence future iterations of the regional and local transport strategies.

3.2 Travel Plans

3.2.1 Workplace Travel Planning

As part of CIVITAS PORTIS work package 2ABZ3 - Workplace Travel Planning, ACC and Nestrans have commissioned consultants SWECO to work with businesses in the North Dee area to assess their current levels of engagement with travel planning and to establish barriers to sustainable transport uptake amongst employees in the area. An audit of the North Dee area will be undertaken in September 2018 and a costed action plan and three-year promotional plan for the area will be developed thereafter. The learnings from North Dee will then be used to inform a similar exercise in the South Dee area in 2019.

3.3 Car Sharing

3.3.1 Liftshare, who administer the ACC car share scheme, are being engaged to run events in Marischal College and Altens East to encourage more staff to sign up to the scheme. These events are due to take place in late 2018 or early 2019.

3.4 Car Club

3.4.1 A new car club vehicle was made available outside Tillydrone Library from July 2018, bringing the total number of car club vehicles in Aberdeen up to 37. Further information is available from the [Co-wheels Car Club](#) website.

3.5 Ultra-Low Emission Vehicles

3.5.1 Electric Vehicle Charging Infrastructure

The Council has received funding to install two further electric vehicle rapid chargers. These will be located at Gallowgate and Kingswells Park and Ride, thus doubling up on existing provision to better cater for demand.

3.6 Travel Information and Awareness

3.6.1 Bike Week and European Mobility Week

Bike Week took place in June 2018 and was marked by a series of Getabout Bicycle Roadshow events at primary schools (Hazlehead, Cults, Forehill and Greenbrae). The roadshow is a fun activity that aims to give children a chance to try a number of different bicycles, including recumbent bikes, penny farthings, clown bikes, tricycles and many more.

European Mobility Week takes place between 16th and 22nd September 2018 and will be marked by a series of events throughout Aberdeen City and Aberdeenshire, including bicycle roadshow events at schools and at the University of Aberdeen. The annual In Town Without My Car Day (ITWMCD) event takes place on Sunday 16th September and will see part of Union Street and Belmont Street closed to motor traffic and fun active and sustainable travel themed activities taking place in the traffic-free space. These activities will include a giant zip wire, a treasure hunt, the Getabout Bicycle Roadshow, Dr Bike sessions, face painting and many more.

Middleton Park School will also be holding its annual Big Cycle to Scotstown Moor with the P4-7 pupils on Friday 14th September with assistance from ACC and Adventure Aberdeen. On 18th September an Active Travel Day is taking place at Westpark School in Northfield, where part of the road outside the school will be closed to traffic and fun activities held in the space instead. The activities on offer will include the Getabout Roadshow, scooter sessions with the I Bike Officer and street games run by Active Schools coordinators.

3.6.2 Smarter Choices Smarter Places

The 2018/19 Smarter Choices, Smarter Places (SCSP) programme is almost half way through, with the six-monthly report due by the end of September. The Council and partners have been using SCSP funds to deliver a wide variety of events and initiatives this year, including In Town Without My Car Day, Westpark School Active Travel Day, Dr Bike sessions, Getabout Bicycle Roadshows, Co-wheels car club advertising, the development of updated cycle maps and a revised Travel to Aberdeen Royal Infirmary Guide. The Council is on track to use the full funding allocation by the end of 2018/19.

Co-ordinated by Getabout, radio adverts were aired on Northsound and Original and posters displayed on the rear of buses in support of a Road Safety Cycling Campaign during May and June 2018.

3.7 School Travel and Young People

3.7.1 I Bike

The I Bike project spent the 2018 summer school term continuing to work with schools in the Bridge of Don cluster and I Bike will be extended to the Northfield cluster of schools during the 2018/19 school year. There is already a calendar of events for the new term being finalised including the Active Travel Day at

Westpark Primary. The I Bike officer is joint funded by Sustrans and ACC using BLE (Bus Lane Enforcement) net surplus funding until June 2019.

4 IMPROVEMENTS

4.1 Walking and Cycling

4.1.1 Westfield Park

With funding from the BLE net surplus income, upgrades to the granite dust pat through Westfield Park were completed in summer 2018.

4.1.2 River Don Paths

Funding was approved from the 2018/19 Nestrans Capital Programme and Sustrans Community Links programmes for:

- Providing a 3m bridge across the Farburn and formalising and widening existing narrow dust paths to improve a section of the River Don path in Dyce;
- Creating a 3m wide pedestrian / cycle link from the pavement beside the A947 down to the pedestrian / cycle path delivered as part of the Stonewood development; and
- Creation of a new pedestrian / cycle entrance opposite Lord Hay's Grove to provide an active link between Seaton Park and the Beach Esplanade, including the possible promotion of 20mph limit on Don Street.

Contributions to these projects will also be provided via Planning Obligations. Landowner agreements are currently being sought with a view to having these projects complete by the end of March 2019.

4.1.3 Craigshaw Drive Cycle Route

Funding was approved from the 2018/19 Nestrans and Sustrans programmes for the detailed design of a cycle route along Craigshaw Drive. Detailed design of the preferred option and stakeholder consultation is now underway and is due to be completed by the end of March 2019, with a view to seek funding for implementation in a future year.

4.1.4 Riverside (Bridge of Dee to Robert Gordon University) Cycle Route

Funding was awarded to from the 2018/19 Nestrans and Sustrans programmes to further the design of a cycle route between Bridge of Dee and RGU. Options appraisal work is currently ongoing, alongside environmental, ecological and topographical surveys. It is anticipated that a report on the appraisal work and detailed design will be presented to the appropriate committee by the end of March 2019.

4.1.5 Wellheads Cycle Link

Funding was awarded from the 2018/19 Nestrans Capital Programme to complete the detailed design of an extension of the existing Wellheads Drive shared use path to the north, by-passing the roundabout, to connect with Farburn Terrace, which will reduce conflict at the roundabout and improve safety and directness for cyclists. A cut-through at the Market Street closure is also being designed to create a safe and coherent cycle connection with the Wellheads route. Detailed design of the preferred option including landowner identification is now underway and stakeholder consultation has commenced.

- 4.1.6 A90 Parkway Cycle Route Extension
Funding was awarded from the 2018/19 Nestrans and Sustrans programmes to progress land acquisition to extend the cycle route on the Parkway from Balgownie Road to the Diamond Bridge. Land acquisition and design work is currently ongoing. This will be followed by a period of consultation on the designs before completion of the designs in February 2019.
- 4.1.7 Junction Alterations to Lock in the benefits of the AWPR
Funding was awarded from the 2018/19 Nestrans Capital Programme to further the design of options for altering the Anderson Drive / Lang Stracht traffic signal arrangement to improve conditions for those walking and cycling. Detailed design of the preferred option including landowner identification is now underway.
- 4.1.8 Marywell to A956 Wellington Road Cycle Route
With funding from Sustrans, consultancy support is being procured to assist with the identification and appraisal of options for improving cycle connections between Marywell, at the southern city boundary and the A956 Wellington Road to address a gap in the cycle network. The project is currently out to tender with returns due back at the end of September. An inception meeting will follow in October. It is anticipated that a preferred option will be identified by the end of 2018/19 thus allowing funding for implementation to be sought in 2019/20.
- 4.1.9 A90 Trunk Road Connections
The detailed design of two linking cycleways off of the A90 Ellon Road has been completed. It is hoped that planning permission will be granted in November 2018, allowing construction to be completed by the end of March 2019. This project is funded by the AWPR Non-Motorised User (NMU) Mitigation fund.
- 4.1.10 Middlefield and Northfield Active Travel Project
Following completion of the first phase of the Middlefield and Northfield Active Travel Project, which saw a series of path and road safety improvements delivered in this priority locality, funding has been secured from Sustrans to undertake a school consultation, which will help identify further active travel improvements for the locality.
- 4.1.11 Wayfinding
As part of CIVITAS PORTIS work package 2ABZ1 – Walking and Cycling, ACC is looking to identify gaps in the current pedestrian / cycling wayfinding around the city and, if necessary, to examine the feasibility of expanding provision. To date, meetings have taken place with stakeholders, existing policy has been reviewed and examples of best practice sought from elsewhere. Going forward, a full assessment of place is being undertaken, alongside the launch of a public questionnaire ahead of the publication of the finalised report at the end of September.
- 4.1.12 Bicycle Hire Scheme
Also as part of 2ABZ1, consultancy support to undertake an appraisal of options for a bicycle hire scheme in Aberdeen is due to be procured in October, with a report expected back from the consultants in January 2019. The outcomes of this report will be reported to a future committee and will determine the next steps for this project.

4.1.13 A96 Collective Travel Study

As part of the CIVITAS PORTIS work package 2ABZ2 - Collective Travel, consultants AECOM delivered a 'Collective Travel Route Map' for the A96, outlining a series of possible interventions to encourage more walking, cycling, public transport use and more sustainable car travel along the A96 corridor. Following a series of workshops with internal and external consultees, these measures are being developed into an Action Plan which will be the subject of a report to the City Growth and Resources Committee in November 2018.

4.1.14 Cross City Connections

Consultants PBA were commissioned to undertake a STAG Part 2 appraisal of options for improving active travel and public transport connections between new areas of development (both housing and employment) on the periphery of Aberdeen, and in areas of Aberdeenshire close to the Aberdeen City boundary, with the aim of providing viable, attractive and direct linkages as an alternative to private car travel. The STAG Part 2 commenced in November 2017 and is due to be completed in November 2018. The outcomes will be reported to the appropriate committee(s) thereafter.

4.2 **Bus**

4.2.1 Bus Alliance

ACC, Aberdeenshire Council, First Aberdeen and Stagecoach Bluebird have been involved in a Quality Partnership for public transport since April 1998. Nestrans, the Regional Transport Partnership for the North East, joined the Quality Partnership in 2007 and a further update to the agreement was signed by all five partners in 2010. A new North East Scotland Bus Alliance, launched in August 2018, augments the Quality Partnership and covers the whole of the Nestrans region, encompassing both ACC and Aberdeenshire Council areas and is open to all operators of registered local bus services operating within the region. It establishes a new Bus Alliance Board responsible for the establishment of joint objectives and targets, overseeing monitoring, providing resources and committing to the aims of a Passenger Charter. The new group effectively replaces LABOF (Local Authority Bus Operators Forum).

This Agreement is intended to support delivery of the Nestrans Regional Transport Strategy, Aberdeen City and Aberdeenshire Councils' respective Local Transport Strategies and to lock in the benefits of significant investment in recent and imminent infrastructure improvements including the Diamond Bridge and the AWPR.

The overarching objectives of this agreement are to:

1. Arrest decline in bus patronage in the north-east of Scotland by 2022; and
2. Achieve year-on-year growth in bus patronage to 2025.

One of the first tasks of the Bus Alliance is to devise and agree an action plan that will be used to identify objectives, targets and actions that can be considered, and to identify projects and work programmes that can be taken forward. The first action now underway is to better understand the current status of the bus network in Aberdeen City and Aberdeenshire through a State of the Network Report, which will also seek to identify high level objectives for the Bus Alliance and will form the basis for more detailed work. This work will be ongoing into early 2019.

4.2.2 Bus Stop Improvements

With funding from Nestrans, a tender is being issued for the provision of raised kerbs at twenty-five bus stops in key corridors in Aberdeen including Great Western Road, North Deeside Road, Holburn Street, King Street and Ellon Road. In addition the funding will provide five new replacement bus shelters on Great Western Road and North Deeside Road. With funding from the BLE net surplus and from Advertising Bus Shelter income a further twenty-five bus shelters will be replaced, with new shelters across Aberdeen, in areas including Airyhall, Bridge of Don, Cults, Dyce, Northfield, Seaton and Torry. This work is due to be completed in February 2019.

Ongoing upgrades will be made through the advertising bus shelter contract with Clear Channel UK Ltd, to upgrade bus shelters including the installation of digital advertising.

4.2.3 Bus Services

ACC launched two 2 new supported bus services in April 2018. Service 14 provides a service between Kingswells and the City Centre, Monday to Friday, operated by Stagecoach Bluebird, and Service 40 provides a bus service between Dubford / Denmore and the City Centre on a Sunday, operated by First Aberdeen. Two further supported services were also retendered and relaunched in April 2018 and operated by Stagecoach Bluebird - Service 15a, providing an evening bus service between Airyhall / Craigiebuckler and the City Centre and Service 94 providing a bus service to Aberdeen Crematorium.

Nine new bus services / routes were launched in August 2018, including five ACC supported services to provide access to the new Lochside Academy, with smart ticketing on the Accord Card being utilised by pupils to access the services.

Both First Aberdeen and Stagecoach Bluebird have made service changes over the last year but the overall network has been maintained.

Both First and Stagecoach have introduced contactless payment on board buses which has improved options for passengers. Both also implemented fare changes in 2018, with First Aberdeen freezing or reducing ticket prices if purchased via M-Ticket, the mobile ticketing app. The Multi-Operator Grasshopper Travel Pass saw a fare increase in June 2018, the first increase since introduction of the zones 1-6 Grasshopper in August 2015. The Grasshopper continues to be a popular ticket, with sales increasing by 380% between August 2015 and April 2018. Work will be ongoing through the Grasshopper Management Committee to develop further ticket types and the use of smart technologies for the ticket over the forthcoming years.

4.3 Road

4.3.1 Berryden Corridor Improvement

The Council has resolved to make the Compulsory Purchase Order for the Berryden Corridor Improvement in respect to land required for its construction and maintenance. Work to progress the detailed design and preparation of supporting documents required for the serving of the Compulsory Purchase Order and submission of the Planning Application is ongoing.

4.3.2 South College Street

The Communities Housing and Infrastructure Committee instructed that the project business case be updated. Work to update the business case is therefore due to commence soon.

4.3.3 Wellington Road Multimodal Corridor Study

The STAG Part 1 Report, an initial appraisal of options for improvements along the Wellington Road corridor for the benefit of all modes of transport, has been received. The Nestrans Board has awarded funding via their 2018/19 revenue programme for the study to proceed to STAG Part 2 Appraisal. A report is therefore being considered by the City Growth and Resources Committee in September 2018, seeking agreement on the outcomes of the STAG Part 1 process and approval to proceed to STAG 2.

4.3.4 Bridge of Dee

At the [meeting](#) of the Communities, Housing and Infrastructure Committee in January 2017, Members noted the findings and outcomes of the Bridge of Dee STAG Part 2 Appraisal and agreed that a review of the concepts under consideration should be carried out at a suitable period after the opening of the AWPR to enable any changes in traffic patterns to be accurately assessed.

Funding has been made available from the 2018/19 Nestrans programme and the BLE net surplus income to procure consultancy support to undertake the STAG Part 2 post-AWPR review, with a brief to be developed in late 2018. The work will be instructed upon completion of the AWPR and is due to be completed by February 2020. The outcomes will be reported to the appropriate committee(s) thereafter.

4.4 Intelligent Transport Systems

4.4.1 Traffic Signal Monitoring and Control Upgrade

In their 2018/19 budget, the Nestrans Board allocated funds for the upgrading of sites currently in the Remote Monitoring System (RMS). Upgrading all the remaining sites on this system (124 units in Aberdeen and 31 in Aberdeenshire) will allow for improved monitoring and fault finding to be carried out and enable alterations to the operation of traffic signals in a more proactive manner. It also enables corridors not currently operating under SCOOT (Split Cycle Offset Optimisation Technique) / UTC (Urban Traffic Control) to be brought under control to improve public transport operations and facilities for pedestrians and cyclists. The current budget allows for the upgrade of almost 50% of sites and these are currently being identified. This is due to be complete by the end of 2018.

4.4.2 Queen's Road SCOOT Corridor

In their 2018/19 budget, the Nestrans Board allocated funds for the commissioning of a consultant to project manage all works required to upgrade the traffic signal installations on Skene Road / Queen's Road, between the Crematorium and Springfield Road in order to bring them under SCOOT / UTC control. This will improve traffic signal network efficiency in this region and seek to improve the reliability of public transport on this corridor. Siemens have recently been appointed to undertake the work which is due to be complete in February 2018.

4.4.3 Variable Message Signs

The third phase of Variable Message Sign (VMS) deployment is underway to provide additional signs to be deployed to capture decision points for routing onto the AWPR once it is open. It will also allow advertising of Park and Ride locations where appropriate. Three indicative sites have been identified and are being discussed with Transport Scotland:

- A90 Ellon Road southbound, south of Murcar roundabout;
- A947 southbound, prior to AWPR junctions; and
- A93 eastbound, prior to AWPR junction.

In August 2018, funds were released from the BLE net surplus income to improve VMS at schools. These indicate the presence of part-time 20mph speed limits around schools and are activated during AM and PM travel to / from school times. The signs consist of the speed limit sign and flashing lights to advise when the reduce speed limit is in action and aim to provide a safe and secure walking and cycling environment to those travelling to and from school. The units to be replaced are currently being identified, thereafter purchase and installation will take place.

4.4.4 UTC Hardware Upgrade

Funding was made available from the BLE net surplus to upgrade the server hardware for the UTC system which will enable both the operating and UTC software to be upgraded to the most recent versions, thus enhancing network resilience by deploying additional capacity to ensure continual operation during periods of failure. This project is now complete.

4.4.5 Automatic Number Plate Recognition (ANPR) Journey Time Monitoring

In May 2018, funding was released from the BLE net surplus income to deploy ANPR cameras on the Wellington Road and A944 corridors to provide high accuracy journey time information and allow data to be collected on vehicle types and emissions. Scoping and network design is now underway, with a view to implementation and validation being complete by February 2019.

4.5 Public Realm and the Sustainable Urban Mobility Plan

4.5.1 Roads Hierarchy Review

With funding support from Nestrans, consultants AECOM have been appointed to further develop and refine proposals for a revised Roads Hierarchy in Aberdeen, based on the principles agreed by the Communities, Housing and Infrastructure Committee in [August 2017](#). An Inception meeting was held in July 2018, with the client group including representatives of ACC, Aberdeenshire Council, Nestrans and the SDPA. Stakeholder engagement is now underway, with a series of objectives for the study to be identified in response to the engagement outcomes. The development and testing of various options to meet the objectives will then take place between October and December 2018, with draft and final reports to be submitted by the consultants in early 2019. The outcomes of the study will thereafter be reported to Committee.

4.5.2 Sustainable Urban Mobility Plan

As part of the CIVITAS PORTIS work package 1ABZ1 - SUMP and Port Optimisation, ACC is developing a revised Sustainable Urban Mobility Plan (SUMP) for the city centre, including a consideration of links to Aberdeen South Harbour. This will identify measures to make the area more sustainable in transport terms, looking in particular at future active travel and public transport

requirements in the context of the CCMP and emerging Roads Hierarchy proposals. Recognising the linkages and interdependencies between the SUMP and the Roads Hierarchy, these pieces of work are being developed in tandem. It is anticipated that a draft SUMP will be presented to the appropriate committee early in 2019 prior to a period of public and stakeholder engagement.

4.5.3 Windmill Brae / Langstane Place Night Time Traffic Measures

In May 2018, funding was released from the BLE net surplus income for the design of night-time traffic management measures along Langstane Place and Windmill Brae to improve safety and create a pedestrian-friendly environment to support the night time economy in the city centre. Indicative designs have been worked up and are now subject to statutory consultation. A review is also taking place as to how the proposals fit with the CCMP. It is anticipated that the outcomes will be the subject of a future committee report.

4.5.4 Tilly-Wood Street Design Project

The Early Intervention and Community Empowerment cluster has been successful in their application to the Sustrans Street Design team for assistance in undertaking design and feasibility work to improve connections between the priority localities of Woodside and Tillydrone. This will encompass improving the rail underpass and increasing the accessibility of key existing and planned community facilities and residential neighbourhoods. Building upon existing work and partnerships in the area, the plan is to work closely with residents and community groups to develop designs that best meet the needs of the communities, which can then be subject to funding applications to Sustrans (and other bodies) for implementation in future years. A launch event, involving local Members and community representatives, and a walking audit of the area, took place in August 2018, accompanied by promotion of the project and the launch of an [interactive website](#). Further public events to raise awareness of the project are taking place in September.

5 OTHER

5.1 Nestrans Board Meetings

Thus far in 2018/19 the Nestrans Board has met on 18th April and 20th June, with the next meeting due to take place on 19th September. Minutes of the meetings can be found on the [Nestrans website](#).

5.2 Nestrans Annual Monitoring Report

The Nestrans Annual Monitoring Report for 2018 was approved by the Nestrans Board at their meeting in June 2018. Key points to note from the report are:

- The proportion of travel to work journeys in Aberdeen by modes other than car driver has increased by 6% between 2003/04 and 2016;
- The proportion of walking to school journeys in Aberdeen fell by 7% between 2003/04 and 2017, although cycling journeys increased by 3%;
- The number of people using buses in the north-east fell by 11.2% between 2015/16 and 2017/18;
- Park and Ride patronage has similarly fallen by 18% between 2015 and 2017;
- The number of coach services per week from the north-east direct to key destinations increased by 113% between 2007 and 2018;

- Passenger numbers at Aberdeen station increased by 3% between 2010/11 and 2016/17, although numbers at Dyce fell by 11%. Overall regional rail passenger numbers are up by 6%;
- The number of passengers carried on ferry services to the Northern Isles increased by 7% between 2007 and 2016;
- Membership of the Getabout car share scheme increased by 294% between 2007/08 and 2017/18;
- The number of drivers registered with the Co-wheels car club has increased from 395 in 2012/13 to 1800 in 2017/18;
- Travel levels in Aberdeen have remained relatively stable, with only a 0.22% increase in the distance travelled by vehicles between 2005 and 2016 (although the north-east as a whole has seen a 6.6% increase);
- The proportion of journeys delayed due to congestion in Aberdeen has fallen from 23% in 2007/08 to 20% in 2016;
- While average journey speeds by car increased since 2008, bus speeds have decreased;
- The number of casualties in road traffic collisions in the north-east has fallen between 2001-05 and 2012-16, while the number of deaths in road traffic collisions in Aberdeen fell by 19%;
- Carbon dioxide emissions from road transport fell by 20% in Aberdeen between 2005 and 2015;
- Despite fluctuations over the period, passenger numbers through Aberdeen International Airport have increased overall by 8.3% between 2005 and 2017;
- While the number of destinations served directly by the Airport fell by 2% between 2007 and 2018, the number of countries served increased by 20%; and
- The volume of goods through Aberdeen Harbour fell by 18% between 2005 and 2016, although the number of countries with shipping services from the harbour has increased.

5.3 City Region Deal Strategic Transport Appraisal

The Pre-Appraisal stage of the Strategic Transport Appraisal is now complete, with the emerging outcomes reported to the City Growth and Resources Committee in June 2018. Transport Scotland is currently in the process of procuring consultancy support for the 'option generation' element of the Appraisal, on behalf of the CRD Transport Working Group, before a full STAG Part 1 Appraisal of options can commence.

5.4 Origin Destination Analysis

Within CIVITAS PORTIS work package 2ABZ1 - Walking and Cycling, AECOM has been appointed to undertake an origin / destination study and analysis, focussing on journeys to work or study up to 10km with an origin and destination within the Aberdeen area, to help inform future workstreams and priorities. The analysis will use 2011 Census data, supplemented with other more recent sources such as Scottish Household Surveys and Strava data. The contract was awarded in July 2018 with a report due back in September.

5.5 Transport Bill

The Transport (Scotland) Bill was introduced to the Scottish Government by the Cabinet Secretary for Finance and Constitution in June 2018. The Bill covers six policy areas:

- Low Emission Zones – The Bill enables the creation and civil enforcement of LEZs by local authorities and allows the Government to

set consistent national standards for emissions, penalties, exemptions and parameters for grace periods, amongst other aspects;

- Bus services – The Bill introduces a range of powers that would enable local authorities to enter into new service delivery arrangements, including the ability to directly operate local bus services to meet social needs, where these do not compete with commercial services;
- Ticketing arrangements and schemes – The Bill proposes various changes to ticketing arrangements, including extending local authority powers regarding multi-operator ticketing to include connecting rail and ferry services;
- Pavement parking and double parking – The Bill proposes providing local authorities with powers to enforce a national ban on pavement and double parking and set exemptions;
- Road works – Enhanced powers for the Scottish Road Works Commissioner are proposed which will establish a tighter compliance regime around the management and inspection of roadworks; and
- Miscellaneous and general – The Bill proposes allowing Regional Transport Partnerships to carry forward funds over financial years.

Officers are currently scrutinising the bill to better understand the implications for ACC.