Appendix E – List of draft RTS Actions and Aberdeen City Council (ACC) comments

Below is the full list of Actions in the draft RTS grouped by Policy Area. Where an action constitutes a new project or subject area for ACC it has been made **bold.**

Action	ACC comment
Active Travel	
AT 1 Upgrade existing routes and develop a network of high quality and safe active travel routes across the region, focussing on the key priorities listed below. *a. Safe and segregated active travel connections within and connecting to Aberdeen City Centre from the main commuter towns, in line with and to complement the objectives of the Aberdeen City Centre Masterplan. Wherever possible routes should be segregated and road space reallocation should also be considered to allow cyclists (especially those less confident and able) sufficient space. Priority corridors have been identified as: i. Westhill to Aberdeen City Centre; ii. Inverurie to Aberdeen City Centre; and iii. Stonehaven to Aberdeen City Centre via Chapelton, Portlethen, Cove, Altens, Torry and the South Harbour. b. Support Aberdeenshire Council's work with local communities, and aided by Sustrans Scotland and Paths for All, in their Integrated Travel Town (ITT) Project to shape more sustainable and active travel in the towns of Huntly, Inverurie, Fraserburgh, Portlethen and Ellon. c. Direct active travel links between north east communities, focussing on connecting communities and employment, education and community facilities, alongside those recreational routes which can also link up communities. d. Improved provision at junctions and crossing points for both cyclists and pedestrians. e. A requirement for new and upgraded roads and new developments to include enhanced non motorised user (NMU) provision. f. Work with Sustrans and Transport Scotland to develop the National Cycle Network to be predominantly off-road and to connect more communities along its route.*	ACC is already working with NESTRANS to take this action forward and supports continued development of a high quality active travel network.

AT 2 Continue to maintain and improve the Deeside Way and Formartine & Buchan Way as green transport corridors. Consideration should also be given to the creation of further green corridors when looking at segregated active travel provision on other links.	ACC is already working with NESTRANS to take this action forward and supports continued improvement of these any future identified green corridors.
AT 3 Increase the provision and quality of active travel facilities across the Region, in particular: • *Signage, parking/storage (on and off public transport), tourist/leisure-friendly facilities;* • *Improve quality of walking surfaces;* • *Improved lighting; and* • *Improved maintenance.*	ACC is already working with NESTRANS to take this action forward and supports continued development of a high quality active travel network.
AT 4 Implement regional cycle hire schemes, which can include bike hire, eBike hire and cycle share schemes.	ACC is already taking this action forward in the city and supports further development of it across the region.
AT 5 Extend and improve the walking network within all communities and the city to provide a high-quality walking environment with safe crossing points, seating and wayfinding, which emphasises the priority of active travel and encourages walking as the preferred option for short journeys.	ACC is already working with NESTRANS to take this action forward and supports continued development of it.
AT 6 All children should be provided with the opportunity to learn to ride a bike and support provided to those who do not have access to a bike in order to do so.	ACC is already taking forward this action with Bikeability training, work with Sport Aberdeen and the City's I-Bike officer and supports further development of this.
AT7 Work with partners, including Transport Scotland, Local Authorities, Sustrans and Paths for All to ensure the funding models for active travel improvements can help us deliver the priorities for the north east.	ACC supports this action to ensure funding models help the delivery of active travel projects across the north east region. ACC is already working with NESTRANS, Sustrans, Paths for all and others on the development and delivery of a range of active travel projects.
Rail	
RL 1 Due to the high proportions of long-distance business and leisure travel by rail to and from the north east, the highest priority should be investment in improving the quality of InterCity services, ensuring reliability and performance, adequate capacity and improved onboard facilities as well as reducing end-to-end journey times between key centres.	ACC supports this action and NESTRANS in further development of it.

RL2 The provision of improved access to the railway network by considering opportunities for additional stations, better integration of local services with InterCity and full access for all	ACC supports further development of this action and can support..
Rapid Transit	
RT 1 Develop the principle of an Aberdeen Rapid Transit scheme, through the agreement of the Bus Alliance partners, with a view to an additional public transport option providing express service journey times, frequency and reliability to encourage a mode shift.	**New project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action**
RT 2 Develop and deliver a bid to Transport Scotland's Bus Partnership Fund to take forward feasibility and business case development for two ART cross city corridors connecting Park & Ride sites and the Airport with the City Centre.	**New project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.**
RT 3 Implement Aberdeen Rapid Transit connecting Craibstone/Airport/TECA to the south via the City Centre and Kingswells to Bridge of Don via Union Street.	**New project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.**
RT 4 Develop complementary bus priorities and city centre traffic management which improves the city centre environment whilst providing suitable priority for ART and buses.	**In keeping with the Cross City Connections study, SUMP, CCMP and Roads Hierarchy Study and will require support of ACC to roll out. However, ACC supports this inclusion and action.**
RT 5 Develop a suite of complementary measures including off-vehicle ticketing, high quality halts and interchanges, marketing and branding to emphasise the step-change additionality of the ART system.	**In keeping with the Cross City Connections study and will require support of ACC to roll out. However, ACC supports this inclusion and action.**
Bus service	
BS 1 Continue to be a key partner of the North East Bus Alliance and ensure a strong partnership continues for the benefit of the north east.	ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this forward and supports further development of this.
BS 2 Develop and deliver the actions contained within the Bus Action Plan, in partnership with	ACC, as an active partner in the North East Bus Alliance, is already working with

the members of the North East Bus Alliance. Our priorities are set out below. • *Bus journey times and reliability:* **- New bus priority (with a focus on providing continuous provision) on all key radial routes into the city and linking to Park & Ride provision and to support plans to develop Rapid Transit corridors (see chapter on Aberdeen Rapid Transit);** *- Support the City Centre Masterplan proposals to create a network of bus, cycle and local access only sections within the city centre, similar to that already introduced on Broad Street; and* *- Implement town centre improvements to improve priority for buses across Aberdeenshire.* • *Information, marketing and promotion:* *- Roll out of digital timetables at bus stops, focussing initially on the priority radial corridors;* *- Continue to promote Park & Ride and undertake targeted promotion to encourage increased* *bus use through the Getabout brand; and* *- Better engage with the business community and major employers through travel planning initiatives (see chapter on Encouraging Behaviour Change).* • *Fares and ticketing:* *- Further support the development of the GrassHOPPER integrated ticketing arrangement to develop online retail solutions, alternative ticket types, mobile and fares capping technology.* • *Affordability and accessibility:* *- Explore options to reduce transport poverty by working in partnership with bus operators to look at fare structures, special fares and other incentives;* *- Continue to promote the Thistle Assistance Card; and* *- Continue to engage with disability groups to improve access for all.* • *Interchange between bus services and with other modes:* *- Development of the network of Park & Ride and mini-interchange hubs across the region (see chapter on Park & Ride for further details);* *- Improvement to links and accessibility between and within Aberdeen Rail Station, Aberdeen*	NESTRANS to take this action forward and supports further development of this. **With regards to new bus priority to support rapid transit, this is a new project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.**

Bus Station and the Ferry terminal creating a single navigable hub, easily accessible by active travel modes; and *- Enhanced provision for carriage of bikes on buses.* *• Bus stop infrastructure:* *- Work with the two local authorities to upgrade bus stop infrastructure across the region to ensure it is fit for purpose, safe and accessible.* *• Quality of the vehicles:* *- Work with the bus operators to increase the proportion of the bus fleet operating with low emission vehicles; and* *- Work with bus operators, bus users and communities to ensure accessibility needs are met across the bus network.*	
BS 3 The Bus Action Plan is a rolling 5-year action plan and we will continue to monitor, review and update progress through the Bus Alliance.	ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this action forward and supports further development of it.
BS 4 Work through the Bus Alliance to develop Bus Service Improvement Partnership agreement(s) based on a package of infrastructure and service improvements and commitments to be delivered by both public sector and bus operator partners. Corridor studies, in line with the principles of STAG will be used to identify appropriate infrastructure measures to feed into these agreements. Work has already started on the Westhill to Aberdeen corridor looking at both Queens Road and the Lang Stracht and a multi-modal corridor study is also ongoing looking at Wellington Road corridor. The next corridor to be looked at will be from Ellon to Robert Gordon's University via King Street and Holburn Street. Similar studies will then be progressed on the remaining radial corridors into Aberdeen.	ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this action forward and supports further development of it.
BS 5 Submit a bid, alongside partners of the North East Bus Alliance, to the Scottish Government's Bus Partnership Fund to secure funding for the delivery of improvements to bus services and infrastructure.	ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this action forward and supports further development of it.
BS 6 Lobby Scottish Ministers to continue their support for bus passengers across Scotland, beyond the Bus Partnership Fund, through	ACC supports NESTRANS in taking this action forward.

enhanced capital and revenue funding, as set out in the National Transport Strategy	
Park and Ride	
PR 1 In order to maximise the benefits that could be afforded by Park & Ride, we need to deliver bus journey times that are competitive to the car in terms of frequency, journey speeds and reliability. Aberdeen Rapid Transit is Nestrans' priority to deliver this and we will work through the North East Bus Alliance to deliver a network of rapid transit corridors anchored by the ring of Park & Ride sites currently in existence. This is covered in more detail under chapters 'Aberdeen Rapid Transit' and 'Improving the Region's Bus Network'.	**Rapid transit is a new project area in keeping with the Cross City Connections study which will require support of ACC to develop. However, ACC supports this inclusion and action.**
PR 2 Although there is currently a small Park & Ride facility at Newtonhill (provided by the developer of the town of Chapelton), a high-quality Park & Ride facility to the south of Aberdeen at Portlethen is still a priority. A site to the south of Aberdeen was identified in the previous RTS and the Scottish Government's Strategic Transport Projects Review. We will work with Transport Scotland and Aberdeenshire Council to ensure delivery of this facility alongside significant bus priority measures on the corridor into Aberdeen and a Bus Service Improvement Partnership agreement to ensure attractive journey times and service provision are integral to the design and development of this facility.	Despite the fact that this facility is in Aberdeenshire, ACC recognises the benefits of a high quality park and ride on the south side to serve the city and supports NESTRANS' continued commitment to delivering the site and the supporting infrastructure. ACC supports this action.
PR 3 Work with both Aberdeen City Council and Aberdeenshire Council to ensure that we optimise the use of Park & Ride facilities across the region.	ACC is already working with NESTRANS to take this action forward and supports continued development of this.
PR 4 Bus priority measures need to be complemented by city centre parking policies which make Park & Ride a more attractive option than driving and parking in the city centre. This in turn also needs to be matched by investment in high quality, low emission vehicles; information, ticketing and promotion and we will work with both councils and bus operators to ensure wider policies support the success of the Park & Ride network. This is critical as we strive to reduce emissions, improve local air quality and improve accessibility for all.	ACC is already working with NESTRANS to take this action forward and supports continued development of this.

PR 5 Nestrans will support Aberdeenshire Council in the expansion of the network of mini interchange hubs to improve accessibility in rural areas. These will allow people in more rural parts of the region to access the mainline bus network either by car, feeder bus services, demand responsive transport services or by cycling and walking. Future locations will include Crathes and Oldmeldrum.	ACC recognises that this would be beneficial for the region so supports this.
PR 6 We will work with ScotRail to develop travel plans for all rail stations in the north east to identify capacity constraints and requirements for expanded parking facilities in the context of access by all modes and in line with the Sustainable Travel Hierarchy. Options for improved management of existing spaces for rail users should also be considered	ACC is already supporting NESTRANS in taking this action forward and supports continued development of this.
Managing Demand	
MD 1 Agree with partners and embody in policy documents, the principle that we cannot (and should not) attempt to predict and provide, which results in building transport infrastructure to accommodate the unlimited demands of development and individuals' desire to travel. Investment should instead be in line with the sustainable transport and investment hierarchies and new development located in areas and designed in ways that facilitate movement by active travel and public transport.	ACC supports this action and continues to reflect this in its LTS and daughter documents such as the Roads Hierarchy study, SUMP and Active Travel Action Plan
MD 2 Identify the most appropriate charging regimes in and around Aberdeen, such as Workplace Parking Levies or other charging options, which could manage the demand for travel and provide revenue to support a step change in transport provision in support of the objectives of this Strategy.	**A new concept for the City but one facilitated through the Transport (Scotland) Act 2019. ACC supports this action, further investigation of this and working with NESTRANS to do so.**
MD 3 Work with local authorities to develop car parking policies which contribute towards mode shift and a fairer system of payments to reflect the impact of traffic on urban areas and the need to offer alternatives to the car. In Aberdeen city centre the car parking strategy needs to incorporate charging, enforcement and extension of controls to ensure it delivers on demand management policies and supports sustainable travel choices. Parking policies also need to support the vitality of the city and town centres by ensuring access and turnover of spaces.	ACC is currently working on a Car Parking Framework following the undertaking of a strategic car parking review, so supports this action.

MD 4 Review the allocation of roadspace within Aberdeen and other towns to provide protection to vulnerable road users and to enhance journey times for public transport in line with the travel hierarchy	ACC is already taking this forward with support from NESTRANS and supports this action and further development of this. This work is being taken forward through by ACC through ACTRAP, Spaces for People, SUMP, CCMP, and Roads Hierarchy Study.
Reducing Emissions	
RE 1 Work to deliver substantial mode shift away from the private car to more sustainable modes including public transport, cycling and walking. This is addressed in more detail under the policy headings 'Improving the region's bus network'; 'Aberdeen Rapid Transit'; 'Maximising the benefits of Park & Ride'; and 'Increasing the number of people travelling actively for health and the environment'. Significant mode shift will have substantial benefits for reducing carbon and other pollutants. Cars and LGVs are responsible for the majority of emissions from road transport.	ACC is already working with NESTRANS to take this action forward and supports this action and further development of it.
RE 2 Work with partners in planning, economic development, health and education, as well as the wider business community, to reduce the need to travel, including support for digital working strategies and virtual health appointments	ACC is already working with NESTRANS to take this action forward and supports this action and further development of it.
RE 3 Support Aberdeen City Council in the delivery of its City Centre Masterplan and Roads Hierarchy proposals to dissuade through traffic from city routes and substantially reduce traffic in the city centre. Work with Aberdeenshire Council to reduce car traffic in key town centres across the region.	ACC is already taking this action forward with support from NESTRANS so supports this action and is committed to further development of it.
RE 4 Support Aberdeen City Council in the delivery of a Low Emission Zone in Aberdeen City Centre with the primary focus to reduce levels of vehicle emissions that are harmful to human health.	ACC is already taking this forward with support from NESTRANS so supports this action and is committed to further development of it.
RE 5 Work with partners to extend the network of publicly available electric vehicle charging points across the region, facilitating a move away from petrol/diesel to zero emission transport.	ACC is already taking this forward with support from NESTRANS so supports this action and is committed to further development of it. Currently developing our own EV Framework.

RE 6 Enable the region to be an exemplar for hydrogen transport by working with partners to increase the number of hydrogen refuelling stations across the region and unlocking the potential for future expansion of the hydrogen vehicle fleet, including buses, HGVs, cars, vans, ships and trains.	ACC is already taking this action forward with support from NESTRANS so supports this action and is committed to further development of it. Currently have our own hydrogen strategy.
RE 7 Work with bus operators to fully decarbonise the bus fleet by 2035. This will also have substantial benefits for air quality as buses are significant emitters of NO2 and PM10. There are substantial challenges for the bus industry in achieving this and we will lobby the Scottish Government for the appropriate financial support to achieve this. The initial focus of this will be on ensuring that services running on key radial corridors into the city, linked to Park & Rides, are operated by ULEVs. More marginal services in rural areas will be more challenging and the priority will be to maintain bus service provision. However, where services are tendered by the local authorities, we will work to ensure that limiting emissions levels of vehicles being used to provide these services are a component of the tendering process.	ACC is already supporting NESTRANS in taking this action forward and supports continued development of this
RE 8 Work to ensure full decarbonisation of council, car-club, taxi and other community planning and Getabout partner vehicle fleets within the period of this Strategy, with significant progress by 2030.	ACC is already taking this action forward for its fleet and supports NESTRANS in this, supports this action and would support further development of this.
RE 9 Support the Scottish Government's commitment to the decarbonisation of rail services in the north east e.g. battery, hybrid or hydrogen technology or electrification by 2035.	ACC supports this action and further development of this.
RE 10 Ensure that the north east is open to opportunities to pilot new technologies for alternative fuels for modes such as rail, air, coach, shipping and freight, positioning the region at the forefront of alternative energy technology developments.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it.
Behaviour Change	
BC 1 Continue to support the Getabout Partnership and development and roll out of a Regional Sustainable Travel Promotion Strategy to encourage people to travel by active and sustainable modes.	ACC is already an active partner in Getabout so supports this action , is working with NESTRANS to take it forward and would support further development of.
BC 2 Continue to use the Getabout sustainable travel brand to promote cultural and behaviour	ACC is already an active partner in Getabout, is working

change initiatives across the north east with innovative awareness campaigns and incentives to more sustainable travel methods.	with NESTRANS to take forward this action and would support further development of it.
BC 3 Encourage and support more organisations to develop and implement travel plans.	ACC is already working with NESTRANS to take forward this action and supports further development of it. Also enables this through the Planning Process under its role as Planning Authority.
BC 4 Continue to support the Nestrans Sustainable Travel Grant to help organisations promote and encourage active and sustainable travel.	ACC continues to support this and to promote it
BC 5 Continue to support The Travel Know How Scotland website and toolkit.	ACC continues to support this and to promote it
BC 6 Use a wide range of media and marketing techniques to promote and support developments to the transport network across the north east in order to increase awareness and maximise benefits.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
BC 7 Utilise increased access to data and enhanced digital capabilities to improve provision of information on journey options, live journey updates, ticketing and interchange information to inform journey choices, inform users about their journey both prior to and during the journey itself and enable monitoring of travel behaviours and trends.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
BC 8 Conduct a region-wide travel survey to provide comprehensive data on how people in the North East of Scotland travel and how they potentially could travel in the future. This will allow Nestrans to focus our work on removing barriers to sustainable travel and improving walking, cycling and public transport in the North East as well as providing us with a baseline from which to monitor delivery of the Regional Transport Strategy.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
Maintenance and Improvement	
RD 1 The Scottish Government has already committed to the dualling of the A96 from Aberdeento Inverness to be delivered by 2030. Significant work has already been undertaken in the selection of a preferred route. Nestrans will continue to work closely with Transport Scotland and their consultants to ensure delivery of this, including grade-separation of junctions, to support the objectives of the Regional Economic	ACC supports this action and is already engaging with Transport Scotland around this. ACC supports further development of this and NESTRANS in doing so.

Strategy and to provide quicker and more reliable journey times by road to Inverness.	
RD 2 A90(N) and Ellon to Peterhead and Fraserburgh route action: *a) Dualling the Ellon bypass to Toll of Birness including upgrades to roundabouts; b) Junction upgrade at Toll of Birness to an at-grade roundabout; c) Provision of sections of 2+1 lanes on the A90(N) and A952 between Toll of Birness and Peterhead & Fraserburgh; and d) Targeted safety improvements to the A952, including a roundabout at Cortes junction. Initial STAG appraisal work has already been carried out to identify and assess the options on this section of the corridor. This strategy will build on the initial work to further develop and deliver a preferred option for each of the above, taking into account the results of the appraisal carried out to date, in particular the environmental constraints associated with the crossing of the River Ythan which has designated areas of nature conservation associated with its esturial waters and should be protected.*	ACC recognises that this would be beneficial for the region so supports this action.
RD 3 A92/A90(S) Aberdeen to Perth route action: *a) Upgrade to modern dual carriageway standard including a strategy of grade separation of junctions; b) Work with Tactran to press for a bypass of Dundee; and c) Safety improvements and removing pinchpoints on the A92 coast road between Stonehaven and Montrose.*	ACC supports this action and further development of it.
RD 4 A947 Aberdeen to Banff and Macduff route action to deliver safety and operational efficiency improvements.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 5 A98 Aberdeenshire / Moray boundary to Fraserburgh route action to deliver safety and operational efficiency improvements.	ACC recognises that this would be beneficial for the region so supports this action.
RD 6 A92 Blackdog to Stonehaven route action to deliver safety and operational efficiency improvements including at Bridge of Dee, improvements on Wellington Road, and access upgrades to Aberdeen South Harbour.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 7 Remainder of A96 to be upgraded to modern dual-carriageway standards, including grade separated junctions.	ACC supports this action and is already engaging with Transport Scotland around this. ACC supports further

	development of this and NESTRANS in doing so.
RD 8 A944 route action measures to deliver safety and operational efficiency improvements.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 9 A93 route action measures to deliver safety and operational efficiency improvements.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 10 Monitor and alleviate pinch points on the network to improve journey reliability where appropriate and in line with sustainable travel and investment hierarchy.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 11 Work with the Councils and Scottish Government to seek an appropriate funding mechanism to mitigate the cumulative impacts of development on the transport network.	ACC is already working with NESTRANS to take forward this action and supports further development of it.
RD 12 Consolidated asset management and prioritisation system: *a) Increased investment in maintenance of the existing road network; b) Review of structure lifecycles and prioritisation of improvements; c) Address weight and height restricted bridges; d) Improved adaptability to climate change; and e) Effective routine and cyclical maintenance of active travel infrastructure.*	ACC is already working with NESTRANS to take forward this action and supports further development of it.
Freight	
FR 1 To continue to facilitate a North East Freight Forum to provide a voice for freight interests and an avenue for dialogue between business and decision-makers.	ACC is already an active partner in this, is working with NESTRANS to take forward this action and supports further development of it.
FR 2 To continue to develop freight routes and provide freight information to support logistics companies in making efficient and effective decisions benefiting their businesses and the region.	ACC is working with NESTRANS to take forward this action and supports further development of it.
FR 3 To provide opportunities and facilities to enable a mode shift from road-based freight to sea or rail, where appropriate and efficient, including access to ports and railheads as well as adequate railfreight facilities.	ACC is working with NESTRANS to take forward this action and supports further development of it.
FR 4 To support the development of connections from Craiginches Rail Freight terminal to Aberdeen South Harbour, recognising the potential future importance of the movement of goods between the two.	ACC is working with NESTRANS to take forward this action and supports further development of it.

FR 5 To promote the opportunities for less environmentally damaging practices, by supporting the use of cleaner vehicles such as through the ECO Stars programme, encouraging mode shift to railfreight or maritime where appropriate, break bulk and effective last mile solutions where there is a demonstrated need.	ACC is working with NESTRANS to take forward this action and supports further development of it.
FR 6 Support the uptake of cargo bikes and alternatively fuelled smaller vehicles for shorter distance internal freight movements within the region.	ACC is working with NESTRANS to take forward this action and supports further development of it.
Air and Sea Connections	
AS 1 Nestrans will continue to work closely with Aberdeen International Airport to maintain and enhance connectivity to international hubs (particularly London Heathrow, Amsterdam Schiphol and Paris Charles de Gaulle).	ACC supports this action and NESTRANS in further development of it
AS 2 We will also support Aberdeen International Airport in its call to level the playing field in terms of Air Passenger Duty in order to support the regional economy of the north east.	ACC supports this action and NESTRANS in further development of it
AS 3 We will work in partnership with Hitrans, ZetTrans, the Scottish Government and others to maintain and enhance lifeline maritime and air services serving Aberdeen and connections to Orkney and Shetland.	ACC supports this action and NESTRANS in further development of it
AS 4 In line with the Regional Economic Strategy for the north east, Nestrans supports the continued investment in the development of our ports and harbours (Aberdeen, Peterhead, Fraserburgh and Macduff) and the Aberdeen Harbour expansion. We will continue to work with partners to ensure the transport needs and implications of such developments are fully considered.	ACC is working with NESTRANS to take forward this action and supports further development of
AS 5 We will work with Aberdeen International Airport and the relevant Harbour authorities to reduce their carbon emissions and to identify opportunities for the testing and roll out of new technologies to reduce carbon emissions from air and sea.	ACC supports this action and NESTRANS in further development of it
AS 6 We will work with Aberdeen Airport and Aberdeen Harbour to develop Surface Access Strategies for Airport and ferry / cruise ports to maximise opportunities for sustainable travel and to improve access for all.	ACC supports this action and NESTRANS in further development of it
AS 7 In terms of road access, we will work to improve access to all regional ports through journey time, safety and reliability	ACC is working with NESTRANS to take forward this

improvements. These are addressed in more detail under the chapters Facilitating the Movement of Freight and Maintaining and Improving the Region's Road Network.	action and supports further development of it.
Road safety	
RS 1 Nestrans will work with local authorities, Police Scotland and others through the Road Casualty Reduction Partnership, Road Safety North East Scotland, to prioritise safety within transport policy and seek to achieve ambitious targets for reducing casualties and eradicating fatalities in our transport systems.	ACC is working with NESTRANS to take forward this action and supports further development of it.
RS 2 Nestrans will support work to deliver the outcomes of the North East Road Casualty Reduction Strategy focussed around the five key themes of Education, Enforcement, Engineering Encouragement and Evaluation.	ACC is working with NESTRANS to take forward this action and supports further development of it.
RS 3 Nestrans will work with partners to deliver safe cycling and walking opportunities, by consistent application of the Sustainable Travel Hierarchy, putting the needs of pedestrians and cyclists first. We will work with partners including the local authorities, Sustrans and others to deliver traffic calming and other measures to enhance safety across our networks.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
RS 4 We will identify routes and locations where enhancements could contribute towards fewer collisions or result in less severe injuries. This will include priority routes identified in the section on Maintaining our Road Network and at individual locations where risks have been noted or collisions have occurred.	ACC is working with NESTRANS to take forward this action and supports further development of it.
RS 5 Work with partners to deliver enhancements which can contribute towards safer and more attractive environments, particularly for pedestrians and cyclists. This will include 20mph areas in urban areas, implementation of crossings and traffic calming, and identifying Safe Routes to Schools, including the potential for traffic-free periods around schools.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
RS 6 Work with bus and rail operators as well as the British Transport Police to improve safety and security for public transport users.	ACC supports this action and NESTRANS in further development of it
Rural Areas	
RU 1 Building on the work that Aberdeenshire Council has done to review fixed route and demand responsive transport provision in the area, undertake a rural accessibility audit to better understand which areas are most likely to	ACC recognises that this would be beneficial for the region so supports this action.

experience poor levels of accessibility and to establish appropriate levels of connectivity across all of Aberdeen and Aberdeenshire, based on settlement type.	
RU 2 Use this analysis to identify a baseline level of connectivity into and between settlements by modes other than the car. Aim to establish a 'connectivity guarantee' for each settlement identifying appropriate levels of connectivity into and between smaller towns and villages as well as connecting to mainline services connecting with Aberdeen. Use this information to prioritise improvements to those communities experiencing the lowest levels of accessibility.	ACC recognises that this would be beneficial for the region so supports this action.
RU 3 Work with Aberdeenshire Council to expand and enhance the network of mini-interchange hubs across the region with the aim of providing the opportunity for local bus, DRT, community transport services, cyclists and pedestrians as well as car drivers to feed into mainline bus services.	ACC recognises that this would be beneficial for the region so supports this action.
RU 4 Explore opportunities to develop an enhanced demand responsive transport network, open to all, that expands provision for journeys to work and education as well as shopping, health and social trips.	ACC recognises that this would be beneficial for the region so supports this action.
RU 5 Encourage and facilitate the trial of new models of rural public transport provision, including demand responsive transport, MaaS, new start entrepreneurs and community led initiatives, maximising technological and digital opportunities.	ACC recognises that this would be beneficial for the region so supports this action.
RU 6 Work with partners at a local and national level to determine how to provide more stability and increased funding support to community transport providers, including whether changes in legislation are required to encourage new entrants to the public transport market (including taxi operation or small companies providing local services).	ACC recognises that this would be beneficial for the region so supports this action.
RU 7 Support active travel (walking and cycling) improvements focussed around community accessibility and lobby Sustrans and Transport Scotland to relax inappropriate standards for rural areas, where value for money considerations may enable more appropriate interventions to upgrade walking and cycling opportunities.	ACC recognises that this would be beneficial for the region so supports this action.
Access to Health	

HE 1 Continue to work with partners, including the NHS, Health and Social Care Partnership, Scottish Ambulance Service, Community Transport Association and Local Authorities, to further develop and deliver the Health and Transport Action Plan.	ACC is working with NESTRANS to take forward this action and supports further development of it.
HE 2 Continue to work with our partners in the Health and Transport Action Plan to provide advice, guidance and support for people accessing appointments whether travelling to a hospital or GP or accessing an E-clinic, telephone or video appointment.	ACC, as an active partner in the Health and Transport Action Plan and supports further development of this.
HE 3 Continue support for THInC, to provide advice and sign posting for transport to health and social care appointments.	ACC is working with NESTRANS to take forward this action and supports further development of it.
HE 4 Lobby to raise the profile of access to health issues at a national level, the need for a more consistent approach and for greater financial support for transport to health services, including support for community transport operators and volunteer drivers.	ACC supports this action and NESTRANS in further development of it
Affordability of transport	
AF 1 Work with bus operators and local authorities, through the North East Bus Alliance, to expand the availability of fares capping technology across all bus services in the north east, providing passengers with a guarantee that they will always pay the best price for their travel. First in Aberdeen already offer 'Tap and Cap' payments across their fleet ensuring that no matter how many times a passenger uses their services, they will only pay the cost of a day or weekly ticket.	ACC is an active partner in the North East Bus Alliance and supports further development of this action.
AF 2 Investigate the opportunities for mainstreaming Mobility as a Service (MaaS) measures to consolidate the costs of travel and ensure the best price is paid, focussing on integration across different modes of travel.	**ACC has already begun looking into this so supports this action and NESTRANS in further development of it**
AF 3 Work with transport operators, local and national government to promote and publicise the availability of fares capping and MaaS products as well as the various concessionary fares and discount schemes, such as the Young Scot Card and TaxiCard, available to ensure passengers are aware of and able to access the best value fares for their journey.	**ACC has already begun looking into this so supports this action and NESTRANS in further development of it**

AF 4 Work with partners, including Community Planning Partners, the Chamber of Commerce and others to promote the concessionary schemes, rail cards and other promotional tickets that are available and lobby to address anomalies in rail fares structures that may act as a disincentive to using rail.	ACC supports this action and NESTRANS in further development of it
AF 5 Work within the legislation of the Transport (Scotland) Act to influence fares through Bus Service Improvement Partnership agreements.	ACC supports this action and NESTRANS in further development of it
AF 6 Lobby the Councils to ring fence income generated through bus lane enforcement cameras and any other future demand management measures, for the improvement of local bus services across the region.	ACC already ring-fences monies collected through its Bus Lane Enforcement scheme for transport schemes. This funding can only be used for projects identified as helping to meet the objectives of the LTS as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011 so cannot be used automatically for local bus services alone. It is reported on annually. ACC supports this action and further development of it.
Access for all	
AA 1 A programme of access for all improvements at all key public transport points, and within urban areas and town centres, to benefit those who have mobility difficulties. *a. All rail stations across the region to be fully accessible, with ramp / lift access, help points, appropriate lighting and information provision. b. Work with Aberdeen City Council and the owners of Aberdeen Bus station to upgrade facilities to include enhanced waiting facilities, seating, information and support staff where appropriate. c. Improve connections between Aberdeen Bus and Rail Stations, the Ferry terminal and Union Street with a focus on improving accessibility for those with disabilities. d. Improve the access and provision of interchange sites within town centres in Aberdeenshire. e. Improve the access and provision of interchange sites within Aberdeen City,*	ACC is working with NESTRANS to take forward this action and supports further development of it. Work is currently ongoing to improve the main Aberdeen rail station and ACC supports this and further developments.

particularly Union Street and Aberdeen Royal Infirmary bus interchange. *f. Upgrade facilities at Peterhead bus station to improve access and operation of services within the site.* *g. Upgrade facilities at Fraserburgh bus station to improve access and operation of services within the site.*	
AA 2 Work with partners including transport operators, Transport Scotland, Local Authorities and Traveline Scotland to provide more disability relevant transport information and information in accessible formats.	ACC supports this action and NESTRANS in further development of it
AA 3 Work with bus operators and local authority partners to improve the punctuality and reliability of bus services in order to make this a more reliable mode of transport, thus reducing levels of uncertainty and anxiety for many when travelling (further details on this are contained within the chapter 'improving the region's bus network').	ACC, as an active partner in the North East Bus Alliance is already working with NESTRANS to take this forward and supports further development of this.
AA 4 Explore technological solutions to removing some of the barriers to travel that are experienced and to enhance provision of information and facilities. For example, audio and visual messaging and pedestrian crossings operated by linking to a mobile phone. Although not everyone has access to a mobile phone, it can play a significant role in providing information and assistance at a personal level.	ACC supports this action and NESTRANS in further development of it
AA 5 Placemaking in town and city centres with a focus on removing traffic and reducing traffic speeds to enhance provision and space available for pedestrians. This will help to reduce conflict between modes, improve actual and perceived safety and reduce noise pollution which can cause difficulties for some.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
AA 6 Work with partners, including groups representing the range of protected characteristics, to better understand the needs of people who find it difficult to access the transport network, in order to better inform design and decision making.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
AA 7 Continue to support and promote the Thistle Assistance card, to help people with additional needs feel more confident to use public transport	ACC supports this action and NESTRANS in further development of it
Planning and Designing Places	
PP 1 Provide support and input to the development planning process at a national,	As Planning Authority ACC is already taking this action

regional and local level, in line with the key priorities of this strategy.	forward with support from NESTRANS so supports this action and further development of it
PP 2 Support local planning authorities in adopting planning policies, supplementary guidance and design standards which complement this strategy, by promoting successful places and sustainable communities, well served by a range of transport options and reflecting the Town Centres First principle.	As Planning Authority ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
PP 3 Produce a Regional Travel Planning Strategy in conjunction with Councils, including planning colleagues, providing guidance and a framework within which measures to ensure an adequate choice and mode split can be demonstrated.	ACC is already working with NESTRANS to take forward this action and supports further development of.
PP 4 We will support Placemaking principles, creating environments for people which are not dominated by traffic in town and city centres, residential areas and communities as well as other places where people will want to walk, linger and visit.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
New technologies	
NT 1 Support local authority partners in the delivery of the Smart City Strategy action plan and City Region Deal digital connectivity workstream.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
NT 2 Identify opportunities, in partnership with the Councils and bus operators, to use City Management Operations and the data sensor network to enhance priority for public transport, for example through signal control junctions, early identification and management of congestion and appropriate routeing of traffic.	ACC is already taking this action forward with support from NESTRANS so supports this action and further development of it
NT 3 Identify opportunities for products, supported by enhancements in digital capabilities, to improve the operation and passenger experience of using public transport and sustainable modes, considering the benefits that MaaS principles and technology can bring.	**ACC has already begun looking into this so supports this action and NESTRANS in further development of it**
NT 4 Support and facilitate the introduction of trials of new and emerging transport technologies in the region e.g. Connected and Autonomous Vehicles.	**New project area which will require support of ACC to develop in the City as the Council is Roads Authority. However, ACC supports this inclusion and action**

NT 5 Work with Community Planning Partnerships, our partner local authorities and Universities to identify the potential for and provide support to enhanced awareness around opportunities and future skills in the transport sector.	ACC is working with NESTRANS to take forward this action and supports further development of it.