

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Draft Aberdeen Local Transport Strategy (2023-2030)
REPORT NUMBER	COM/23/235
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Alan Simpson
TERMS OF REFERENCE	8.

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to present the draft Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents and seek approval to undertake a process of public and stakeholder consultation on these documents.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Approve the draft Aberdeen Local Transport Strategy (2023-2030), including its appendices and supporting documents, and instruct the Chief Officer - Strategic Place Planning to publish them, subject to any minor drafting changes, for an eight week period of public consultation (Appendices 1-8); and
- 2.2 Following the consultation, instruct the Chief Officer - Strategic Place Planning, to report a final Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents back to this Committee in Spring 2024.

3. CURRENT SITUATION

- 3.1 A Local Transport Strategy (LTS) is a high level transport plan which looks at the transport needs of a local authority area. It sets out a series of actions and outcomes to meet those needs over a set period of time. Furthermore it considers transport's relationship with wider plans, policies and strategies. The Aberdeen LTS focuses on Aberdeen City but also considers connections into Aberdeenshire given the important role of Aberdeen at the heart of the wider City Region. This new draft LTS covers the period from 2023 – 2030, but will also include longer reaching outcomes towards 2045 to provide a clear framework for more strategic decision making and investment.

- 3.2 In its “Planned delivery of priorities in 2023/4”, the Council Delivery Plan contains a commitment to Delivering a revised LTS. The previous LTS was approved in 2016 and covered the time period to 2021. Since then the strategic context has changed considerably at National, Regional and Local level including new National and Regional Transport Strategies, a new Aberdeen Local Development Plan, a City Centre and Beach Masterplan and a Net Zero Aberdeen Routemap, supported by a Net Zero Aberdeen Mobility Strategy. There have been large changes to the local transport network too, most notably the opening of the Aberdeen Western Peripheral Route (AWPR). Therefore, a new LTS is needed to take account of all of this.
- 3.3 Work to develop the new LTS started in 2021. In order to ensure a robust result, the Scottish Transport Appraisal Guidance (STAG) process was followed using Scottish Government criteria. As part of this, a Main Issues Consultation, to establish the challenges and opportunities and considerations for transport, as well as what worked well and what needed to be improved, was undertaken in October and November 2021. Elected Member and Community Council briefing sessions were also held at this time. Along with a thorough review of the previous LTS and changes to the relevant policies, strategies and plans at National, Regional and Local Level, these formed the Main Issues Report, a collective evidence base for the next LTS. This makes up Appendix A of the draft LTS.
- 3.4 To best meet these “Main Issues”, using STAG, objectives were set and different approaches were then developed and appraised against their ability to meet the objectives and STAG Criteria. Following Options Appraisal, the best scoring options were “multi-modal”, essentially promoting a range of different modes to give people the option to get around without one mode being seen as the most effective. Of the multi-modal options, the “Do maximum” option has been identified as the preferred option for the LTS. This will require considerable investment to achieve, and there are associated risks involved with raising funding, having the necessary resource to deliver the work and being able to deliver the timescales. However, evidence has already shown that considerable external funding exists and, despite the risks, aiming for the “Do maximum” option will best meet the needs of the people and the city. More information about the Options Appraisal can be found in Appendix B of the draft LTS.
- 3.5 The draft LTS contains a Vision, Objectives, Outcomes and Outputs for the transport network which are further developed by forty main topic areas, all of which have their own associated policy and series of tailored actions. All of these will be used to shape the transport network up to 2030. In addition, a series of longer term outcomes have been set which go beyond 2030 to ensure that the LTS aligns itself to national, regional and local commitments beyond. The full draft LTS document and its appendices, can be found in Appendix 1 to this report.
- 3.6 The LTS development has been managed and developed by Officers in the Transport Strategy and Programmes Team in the Council. Production has, however, been informed by a Core Team of stakeholders, including those internal to the Council in transport, land use, environment, economic and

equalities teams and externally from Aberdeenshire Council, NESTRANS and NHS Grampian.

- 3.7 In line with requirements for strategies in Scotland, a draft Strategic Environmental Assessment (SEA) Environmental Report and Habitats Regulation Assessment (HRA) have been developed in order to assess how the draft LTS impacts upon environmental criteria and habitats. These are also joined by an Integrated Impact Assessment (IIA), a Health Impact Assessment, a version of the Health Impact Assessment (HIA) with Aberdeen City Council responses to suggestions and recommendations and an Economic Statement (ES). These all form appendices to this report. The SEA and HRA have both already been reviewed by the Council's Climate and Environmental Policy Service, the IIA sent to Equalities colleagues and the ES reviewed by City Growth colleagues. The HIA has also been informed by a workshop, facilitated by Public Health Scotland, with a range of participants.
- 3.8 Ahead of this committee, further engagement has taken place with Elected Members in June 2023, to make them aware of the process followed, summarise content and outline the next steps.
- 3.9 An easy read LTS Summary document has also been developed for the consultation and is presented as an Appendix to this report. This easy read document, along with the LTS Executive Summary, will be graphically designed by the Council's Graphics Team in advance of the consultation period beginning.
- 3.10 The draft Aberdeen Air Quality Action Plan (2023) (AQAP) will also form one of the appendices to the LTS. This has been produced as part of the Council's statutory duties required by the Local Air Quality Management (LAQM) framework. It outlines the actions the Council will take to improve air quality in Aberdeen between 2023 and 2028. Given that road traffic is the main source of atmospheric pollution in Aberdeen, the AQAP needs the LTS to enable it and it should therefore form part of the LTS. The AQAP forms Appendix E to the LTS.
- 3.11 Now that a draft LTS and supporting documents have been prepared, the next stage is to gather public and stakeholder feedback on them. This is an important part of the process in gauging acceptability of the LTS and also demonstrating to readers how the main issues process has informed the draft document. It will also be important to ensure that, when the final LTS is taken to committee in 2024, it clearly shows how any feedback received during the consultation has been incorporated into the document. This will help to ensure that stakeholders and members of the public are bought into the LTS. Public and stakeholder consultation is also a mandatory requirement in the development of an SEA.

It is proposed that an eight week period of public consultation take place, beginning in September 2023. Eight weeks is proposed in recognising the overlap with the School October Holiday period.

- 3.12 People will have a range of ways to input their views for the consultation. Around 200 key stakeholders (e.g. Community Councils, the Disability Equity Partnership and other local access groups) will be directly contacted by email, while an online questionnaire on Citizen Space will be available and promoted via the Council's website and social media channels. Details will also be sent out in the weekly Council bulletin which goes out to schools. Hard copies of the draft LTS and copies of questionnaires will also be available in Marischal College while the consultation will be promoted in local libraries. An advertisement will be put in the local press too.
- 3.13 Following the eight-week consultation period, time will be needed for Officers to review the comments and update the draft LTS to turn it into a final LTS. It is envisaged that the final LTS will be reported to this Committee for adoption in Spring 2024. Once the LTS is adopted, work can begin on the LTS Costed Action and Delivery Plan which will be reported separately to this committee.
- 3.14 Part of the LTS will include a monitoring plan. It is envisaged that monitoring will take place annually once the LTS is adopted. More information about the Monitoring Plan can be found in Appendix D of the draft LTS.

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of preparation of the LTS has been met by existing staff resources. There is a legal requirement to publish details of the SEA in the local newspaper and this will incur a small cost which can be met from existing service budgets.
- 4.2 There are no further financial implications at this stage.

5. LEGAL IMPLICATIONS

- 5.1 Although there is no statutory requirement for a Local Authority to develop an LTS, or for Scottish Ministers to approve a LTS, there are certain discretionary powers which the local authority may only exercise if they have a LTS.
- 5.2 The Environmental Assessment (Scotland) Act 2005 requires Scottish public bodies or those exercising functions of a public character (Responsible Authorities) to undertake a SEA when preparing plans, if it is likely to have significant environmental effects. Therefore, not doing this, could lead to legal challenges to the LTS.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 A draft Strategic Environmental Assessment (SEA) has been carried out to accompany the LTS. This can be found in the Appendices to this report.

6.2 Although it has been judged that some elements of the LTS could lead to environmental implications it is likely that far more environmental implications could arise from not having an LTS.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	<p>Without an LTS, there is a risk that the city's transport network will not be able to respond to changes in the environmental, economic, health and social context since the last LTS was adopted in 2016. In understanding this, it allows the Aberdeen transport network to evolve in response to this for the benefit of users.</p> <p>Without an LTS, there is a danger that these Plans, Policies, Strategies and Projects will not realise their full benefits and potential</p>	<p>Implement new LTS</p> <p>Implement new LTS</p>	<p>L</p> <p>L</p>	<p>Yes</p> <p>Yes</p>
Compliance	<p>Although not statutory itself, the LTS is referenced in the Aberdeen Local Development Plan, which itself is a statutory document. Not having an LTS could therefore</p>	<p>Implement new LTS</p>	<p>L</p>	<p>Yes</p>

	<p>undermine the Council's ability to deliver a statutory document.</p> <p>The LTS is expected to transpose the RTS for local level. Given there is a new RTS, the LTS must be updated to reflect this or there will be gaps in the RTS implementation too</p>	Implement new LTS	L	Yes
Operational	<p>Without an LTS, there is a danger that this could lead to an overreliance on private cars and the associated issues that this would bring such as congestion, air quality issues, parking issues and potential impacts on the health of the population</p>	Implement new LTS	L	Yes
	<p>Without an LTS, there are certain transport operations which the Council may not be able to undertake</p>	Implement new LTS	L	Yes
	<p>Realising the "Do maximum" scenario relies on external partners to deliver and enable things out with the Council control</p>	<p>The LTS must set the aspiration and context to enable this so that, should other partners be able to deliver things favourably, the content of the LTS itself does not constrain</p>	M	Yes

		the transport network.		
Financial	A Transport Plan or Strategy is often a prerequisite when applying for external funding for transport projects. Therefore having a new LTS will help shape the city's future and investment decisions and prove critical in attracting external funding.	Implement new LTS	L	Yes
	Realising the "Do maximum" scenario may not be achievable within budget, with the resources available and within the LTS timescale	The danger of not being aspirational enough and not achieving the necessary targets or meeting the key drivers is greater. External funding could be sought	M	Yes
Reputational	Not having an LTS gives residents, visitors and investors the impression that Aberdeen does not care about its transport network and might discourage them from wanting to live in, work in and visit the city.	Implement new LTS	L	Yes
	Following the "Do maximum" scenario and not achieving it	The risk of not being aspirational	M	Yes

	may leave the Council open to criticism from partners, stakeholders and users of the transport network.	enough may disappoint the public, funders and those setting targets and the context at National and Regional level and through other local policies, strategies and plans.		
Environment / Climate	Not having an LTS could compromise the Council's abilities to hit Net Zero, air quality and noise quality targets	Implement new LTS	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Impact of Report	
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <p>Support Aberdeen's continued pioneering of Hydrogen technologies and make the case to bring alternatively powered rail services to the City.</p> <p>Protect and enhance Aberdeen's Green Belt, green spaces and open spaces so they can be enjoyed for purposes of leisure, sport and environmental</p>

	<p>wellbeing, and investigate the creation of new pocket parks.</p> <p>Creating a Road Safety Fund with an annual capital budget of at least £1 million to be used to make roads and pavements safer for pedestrians, cyclists, drivers and other road users and implement traffic management projects which improve road safety.</p> <p>Cycle Hire Scheme</p> <p>Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen</p> <p>Delivering a revised Local Transport Strategy</p>
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[Aberdeen City Local Outcome Improvement Plan 2016-26](#)

<p>Prosperous Economy Stretch Outcomes</p>	<p>The proposals help contribute to Stretch Outcome 1: No one will suffer due to poverty by 2026 - In supporting concessionary travel schemes and creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that people are less reliant on expensive forms of transport to get around.</p>
<p>Prosperous People Stretch Outcomes</p>	<p>The proposals help to contribute to the following stretch outcomes:-</p> <p>4. 95% of all children will reach their expected developmental milestones by their 27-30 month review by 2026 - In supporting concessionary travel schemes and creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so.</p> <p>5. 90% of children and young people report they feel listened to all of the time by 2026 - Young people will be encouraged to participate in the consultation.</p> <p>6. By meeting the health and emotional wellbeing needs of our care experienced</p>

	<p>children and young people they will have the same levels of attainment in education and positive destinations as their peers by 2026 - In supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so.</p> <p>7. 95% of children living in our priority neighbourhoods (Quintiles 1 & 2) will sustain a positive destination upon leaving school by 2026 - In supporting concessionary travel schemes and creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and other opportunities.</p> <p>9. 100% of our children with Additional Support Needs/disabilities will experience a positive destination - In encouraging and enabling the transport network to be more inclusive this helps ensure that young people with additional support needs and disabilities are more able to access education and other opportunities.</p> <p>11. Healthy life expectancy (time lived in good health) is five years longer by 2026. In supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so.</p>
<p>Prosperous Place Stretch Outcomes</p>	<p>The proposals will help to contribute to the following stretch outcomes</p> <p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate - The proposals support and enable reducing the need to travel as well as active and zero emission travel.</p> <p>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 - The proposals support and enable mode shift, walking, wheeling and cycling proposals</p>

	<p>and the importance of planning in accordance with the National Sustainable Transport Hierarchy.</p> <p>15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026 - The proposals will encourage and enable biodiversity to be considered as part of new transport developments and maintenance.</p>
Regional and City Strategies	<p>At regional level, the proposals within this report support the NESTRANS Regional Transport Strategy by transposing its content to local level, the Health and Transport Action Plan by encouraging sustainable and active travel and access to healthcare, The Regional Economic Strategy by supporting the efficient movement of goods and people.</p> <p>At local level, the proposals within this report support the Aberdeen Local Development Plan, The Net Zero Aberdeen Route Map, the Net Zero Aberdeen Mobility Strategy, the City Centre and Beach Masterplan, the Aberdeen Core Paths Plan, the Aberdeen City Council Climate Change Plan, the Aberdeen Hydrogen Strategy and Aberdeen Adapts by reducing dependence on the private car through promotion and enabling of a whole range of different transport options, planned in accordance with the sustainable transport hierarchy.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 and 2 assessment has been completed.
Data Protection Impact Assessment	Not required
Other	Strategic Environmental Assessment, Habitats Regulation Assessment, Health Impact Assessment have all been undertaken and are appendices to this report

10. BACKGROUND PAPERS

10.1 These are referenced in the LTS and its appendices

11. APPENDICES

11.1 Appendix 1 - Draft Aberdeen Local Transport Strategy (2023-2030) and its own appendices (Including the Air Quality Action Plan)

11.2 Appendix 2 - Draft Aberdeen Local Transport Strategy (2023-2030) "At A Glance" Document

11.3 Appendix 3 - Draft Aberdeen Local Transport Strategy (2023-2030) "Easy Read" Summary document.

11.4 Appendix 4 - Draft Aberdeen Local Transport Strategy Strategic Environmental Assessment

11.5 Appendix 5 - Draft Aberdeen Local Transport Strategy Habitats Regulation Assessment

11.6 Appendix 6 - Draft Aberdeen Local Transport Strategy Health Impact Assessment Scoping Report

11.7 Appendix 7 - Draft Aberdeen Local Transport Strategy Health Impact Assessment Scoping Report with Aberdeen City Council responses to suggestions and recommendations.

11.8 Appendix 8 - Draft Aberdeen Local Transport Strategy Integrated Impact Assessment

11.9 Appendix 9 - Draft Aberdeen Local Transport Strategy Economic Endorsement

12. REPORT AUTHOR CONTACT DETAILS

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