

## Appendix 9

### Draft Aberdeen Local Transport Strategy (2023-2030)

#### Economic Endorsement

*The draft Aberdeen Local Transport Strategy (LTS) (2023-2030) both complements and enables the Vision, Objectives and relevant Actions and Outcomes from the proposed Regional Economic Strategy (RES) as well as the relevant “Planning and Transport” recommendations from the second Scottish Government Strategic Transport Projects Review (STPR2). Evidence of this is demonstrated below.*

(Jamie Coventry, Economic Advisor, City Growth, Aberdeen City Council, June 2023)

#### Vision for the Proposed RES vs Vision for the Draft LTS

Proposed RES Vision	Draft LTS (2023-2030) Vision
<p>Our vision is for a regional economy that enables us to thrive. It is leading a just energy transition, diversifying our economy, enabling entrepreneurship and innovation, and delivering a wellbeing economy for our people – a post fossil-fuel future.</p> <p>By 2035, our economy will lead in the production of green energy solutions and the production of new renewable energy and will be diversifying through growth in our digital, food and drink, tourism, life sciences and creative sectors. It will be an economy that will value place, natural environment, wellbeing and be entrepreneurial and outward looking.</p>	<p>“A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen’s transport network should encourage people to live in, work in and visit our City”.</p>

The LTS vision enables the RES vision with support for a “vibrant economy”, takes account of wellbeing through “facilitates healthy living”, recognising the importance of the renewable and natural environment by “minimising the impact on the environment” and values place and tourism by encouraging “people to live in, work in and visit our City”

## Objectives for the Proposed RES vs Draft LTS (2023-2030) Objectives

Proposed RES Objective	Relevant Draft LTS (2023-2030) Objective
Objective 1 - To establish the North East as a pioneer of the energy transition, by delivering an 80% reduction in carbon emissions per head.	<p>TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen.</p> <p>TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.</p> <p>TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen.</p>
Objective 2 - Maintain regional GVA as a share of Scotland's overall GVA while increasing the share of regional GVA from region's growth sectors.	<p>TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.</p> <p>TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather.</p>
Objective 3 - Maintain a healthy, sustainable, working age population through increasing economic participation rates.	<p>TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare.</p> <p>TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.</p> <p>TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.</p>
Objective 4 - Become a Real living Wage region with 95% of overall employment offering a real living wage or higher.	<p>TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.</p>
Objective 5 - Protect and enhance the natural capital of the region by aligning to national ambitions to manage 30% of the region for people and nature by 2030.	<p>TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen.</p>

**Proposed RES Section 1: Strategic Context – Planning and Transport vs Relevant Draft LTS (2023-2030) Policies**

Proposed RES relevant “Planning and Transport” recommendations from the second Scottish Government Strategic Transport Projects Review (STPR2)	Relevant Draft LTS (2023-2030) Policies
There is clear support for Aberdeen Rapid Transit proposals and bus priority measures, which are currently being developed following the Bus Partnership Fund award.	LTS Policy 8: Aberdeen Rapid Transit - To work with partners including NESTRANS, Transport Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit ‘step-change’ public transport solution offering quick, attractive access to, from and across the city.
There is strong commitment to active travel development, including Active Cycle Freeways within the Aberdeen City area connecting to a wider regional network, aligning with the approach set out in the RTS.	<p>LTS Policy 5: Walking and Wheeling - To continue to enhance Aberdeen’s walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.</p> <p>LTS Policy 6: Cycling - To continue to enhance Aberdeen’s cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.</p>
The support for improving physical accessibility at rail stations links to recent work at Inch Station.	LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.
A project to improve passenger and freight rail infrastructure to the south of Aberdeen to improve inter-city links to Dundee, Perth and the Central Belt is also included, alongside rail decarbonisation.	LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.
Improvements to ferry services (ferry upgrades, ferry terminal upgrades, access to ferry terminals) supported by Transport Scotland are	LTS Policy 23: Shipping and Ferry Services - To work with partners to ensure that Aberdeen’s harbours remain world class, able to grow their

<p>also highlighted, which includes the Northern Isles services operating from Aberdeen.</p>	<p>National and International trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.</p>
<p>Ongoing support to committed schemes has also been confirmed, including junction upgrades at Laurencekirk, external Links to Aberdeen South Harbour, and the Aberdeen to Central Belt rail journey time improvement project.</p>	<p>LTS Policy 20: Road Improvements - In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.</p> <p>LTS Policy 21: Trunk Road Network - Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen.</p> <p>LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.</p>

**Proposed RES Actions that will continue from the RES 2016 vs Relevant Draft LTS (2023-2030) Policies**

<p><b>Proposed RES 2016 Continuing Action</b></p>	<p><b>Relevant Draft LTS (2023-2030) High Level Action</b></p>
<p>Lobby Transport Scotland to prioritise the implementation of key strategic upgrades on the rail and trunk road network, including A90 north and south of Aberdeen and the A96 dualling between Aberdeen and Inverness</p>	<p>LTS Policy 21: Trunk Road Network - Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen.</p>
<p>Deliver on commitments to implement schemes through the City Region Deal, including access to the new Aberdeen South Harbour, and, in the Scottish Government’s Memorandum of Understanding, to reduce journey times to the Central Belt</p>	<p>LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.</p> <p>LTS Policy 20: Road Improvements - In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of</p>

	constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.
Implement the digital programme within the Aberdeen City Region Deal and build upon the projects that have already been delivered	<p>LTS Policy 4: Reducing the need to travel - Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel.</p> <p>LTS Policy 34: New technologies and initiatives - Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.</p>

**Proposed RES Programme 1 – A thriving economy – Target KPIs (Outcome Areas of innovation, decarbonisation, international exports, food, drink, agriculture and fishing and investment)**

<b>RES Outcome</b>	<b>Relevant Draft LTS (2023-2030) Area</b>
Maintaining and growing reputation of being a global innovation hub	<p>LTS Policy 34: New technologies and initiatives - Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.</p> <p>LTS Outcome 13: A transport network which is able to benefit from improvements in technology for Aberdeen.</p>
Maintaining levels of inward investment into the region	LTS Strategic Context Section: With transport being such an important component of the city, a clear Local Transport Strategy is essential to ensure the network can function and improve to best serve these needs while it is a key component in identifying and attracting investment into the network.

**Proposed RES Programme 2 – An outstanding natural environment – Target KPIs KPIs (Outcome Areas of being a leading Scottish visitor destination and protecting natural capital and landscape)**

RES Outcome	Relevant Draft LTS (2023-2030) Policy	Relevant Draft LTS Outcome(s) to 2030
<p>Increasing the number of businesses in the region with accredited net zero credentials</p>	<p>LTS Policy 1: Climate Change Mitigation and Adaption - To contribute to Aberdeen’s target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.</p> <p>LTS Policy 26: Travel Awareness and Information - With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.</p>	<ol style="list-style-type: none"> <li>1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030.</li> <li>2. A reduction in car km travelled Aberdeen by 20% compared with 2019 baseline.</li> <li>3. Reduced PM10s and NOx emissions from transport and removal of Air Quality Management Areas in Aberdeen.</li> <li>4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline.</li> <li>5. 20% of the total cars and vans in Aberdeen being "plug-in."</li> </ol>
<p>Protecting the natural capital and landscape of the region</p>	<p>LTS Policy 27: Land Use Planning - To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.</p> <p>LTS Policy 30: Biodiversity and Green Space -Improve accessibility to open spaces in Aberdeen and contribute towards the development of</p>	<ol style="list-style-type: none"> <li>1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030.</li> <li>2. A reduction in car km travelled Aberdeen by 20% compared with 2019 baseline.</li> <li>3. Reduced PM10s and NOx emissions from transport and removal of Air Quality Management Areas in Aberdeen.</li> </ol>

	<p>the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.</p>	<p>4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline.</p> <p>5. 20% of the total cars and vans in Aberdeen being "plug-in."</p>
<p>Delivering a step change in the number and take up of active travel schemes</p>	<p>LTS Policy 5: Walking and Wheeling - To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.</p> <p>LTS Policy 6: Cycling - To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.</p>	<p>1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030.</p> <p>2. A reduction in car km travelled Aberdeen by 20% compared with 2019 baseline.</p> <p>3. Reduced PM10s and NOx emissions from transport and removal of Air Quality Management Areas in Aberdeen.</p> <p>4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline.</p> <p>7. A more resilient transport network for Aberdeen.</p> <p>9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare.</p> <p>10. Improved accessibility to transport in Aberdeen for all.</p>

**Proposed RES Programme 3 – A healthy and skilled population – Target KPIs (Outcome Areas of closing the gap to best performing places and communities and education and skills)**

RES Outcome	Relevant Draft LTS (2023-2030) Outcomes to 2030
Improving our citizens' self-reported wellbeing	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare.
Narrowing disability, racial and gender-based inequalities	10. Improved accessibility to transport in Aberdeen for all.
Improving levels of healthy life expectancy	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare.