SERVICE UPDATE

<table>
<thead>
<tr>
<th>Name of Service:</th>
<th>Strategic Place Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>February 2020</td>
</tr>
<tr>
<td>Title of Update:</td>
<td>Strategic and Local Transport Update</td>
</tr>
<tr>
<td>Report Author:</td>
<td>Tony Maric</td>
</tr>
<tr>
<td>Contact Details:</td>
<td>Email: <a href="mailto:tmaric@aberdeencity.gov.uk">tmaric@aberdeencity.gov.uk</a>  Tel No: 01224 522621</td>
</tr>
</tbody>
</table>

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. A link to previous Service Updates can be found [here](#).

1 SUPPORT

Strategic Rail Network

1.1.1 Local Rail Development Fund
Nestrans applied for a Local Rail Development Fund (LRDF) grant in June from Transport Scotland’s LRDF fund and were successful in obtaining funding of £80,000 towards a multi-modal strategic transport appraisal of cross-Aberdeen transport options. The intention is that this would help to inform the case for possible new rail stations to facilitate cross-Aberdeen rail journeys.

It is anticipated that following a competitive tender process, consultants will be appointed to lead the study in autumn 2019, with the study expected to be concluded by October 2020.

A new timetable was introduced on Sunday 15 December 2019. With the completion of the Aberdeen to Inverurie dualling as part of the wider Aberdeen-Inverness rail improvement project, this allowed the following improvements to be made to rail services:

- Majority of Aberdeen to Inverness services formed of High Speed Trains providing 1,400 additional seats each day.
- Introduction of half hourly all day service between Aberdeen – Inverurie, providing 3,000 additional seats each day.
- Additional Elgin – Aberdeen early morning (05:35) and late evening (22:13) services.

The new Kintore station, part-funded by Nestrans, is under construction with a planned opening date of Sunday 17th May 2020, to coincide with the new Summer timetable. Construction is at an advanced stage with the platform and track works having taken place during the rail blockade in Summer 2019 and works for the station plaza and car park continuing. The concrete shafts for the accessible footbridge were recently completed in October. A significant number of Electric Vehicle chargers are being installed by Transport Scotland and Scotrail will take over the running of the station once it is opened.

Trunk Road Network

1.2.1 A96 East of Huntly to Aberdeen Dualling
Corridor options are being considered by Transport Scotland as part of the Design Manual for Roads and Bridges (DMRB) design process. DMRB Stage 2 Option Appraisal assessments are being undertaken and assessed and this has included a series of public exhibitions and events that have taken place in October. The assessments were due to be completed at the end of 2019, but no decisions on preferred options have yet been taken. Design Manual for Roads and Bridges (DMRB) Stage 2 First Fix alignments reports have been completed and they can be viewed on the project website.

2 MANAGEMENT

Air Quality

2.1.1 Low Emission Zone
Officers have been successful in obtaining a further £35,000 from Transport Scotland to support Low Emission Zone (LEZ) option identification, testing and appraisal this year, bringing the total available for these activities in 2019/20 to £230,000.

The upgrade of the City Centre Paramics traffic model is underway and is due to be complete by April 2020. A programme of traffic surveys was undertaken prior to the October school holiday to inform both the traffic model and the Scottish Environmental Protection Agency’s (SEPA) air quality model, as both have to date been reliant on pre-AWPR data. The updated models will allow for more robust testing of the traffic and air quality impacts of potential LEZ scenarios, with this process due to commence following completion of the traffic model upgrade in 2020. The upgrade is being led by consultants SYSTRA, with an independent audit of the model to be conducted by Jacobs. Inception meetings have been held with SYSTRA and Jacobs to determine the scope of the model and the audit process.

Initial engagement has commenced with stakeholders, including transport providers and the local business community, who are potentially most likely to be affected by a LEZ. Further and more detailed public and stakeholder engagement is envisaged to take place in spring 2020 as options become more defined and ready for discussion.
Detailed objectives to guide the option appraisal process have been developed by the local LEZ Project Group and these were approved at the meeting of the City Growth and Resources Committee of 5th December 2019.

Car Parking

2.1.2 Car Parking
Following approval of the Roads Hierarchy Report at the City Growth and Resources Committee of 6 June 2019, Elected members instructed officers to develop a Car parking framework and to report back to committee in the summer of 2020.

Officers have now set up a project group that will oversee the development of some key car parking principles that will align with other Council and corporate strategies to allow for a framework going forward that balances the need to tackle congestion and improve air quality, particularly within the City Centre, with the desire to turn the City Centre into a destination in its own right and improve the economic vitality of the City Centre. Following Member approval of these key principles, officers envisage identifying a series of actions to be taken forward in future years to achieve the desired vision. Members will receive regular updates as the project progresses, either through service updates or a report to the appropriate committee.

3 SUSTAINABLE DEVELOPMENT AND TRAVEL

3.1 Land Use Planning

3.1.1 Aberdeen City and Shire Strategic Development Plan
The proposed plan was presented to the Scottish Government's Planning and Environmental Appeals Division for examination on 22 April 2019. The Reporters have now finished their examination and published their report on 21 January 2020 a copy of which can be found here. The report considered 21 outstanding issues and included two hearing sessions, one on housing land supply and one on transport interventions.

The report’s conclusions were very positive towards the authority with the majority of issues requiring no modifications to the proposed plan and a minority of others only requiring a few very minor amendments to wording.

The Reporters accepted the approach taken with regards to the Strategic Transport Appraisal and considered the work carried out to date to be proportionate in terms of the level of detail required for a SDP. They did however agree that further appraisals would need to be carried out in the individual LDP’s as development opportunities arose and that this was the appropriate place for these appraisals to be carried out. It was also accepted that the Aberdeen Western Peripheral Route’s (AWPR) primary function is as a Strategic Transport Corridor and therefore it is important to safeguard and 'lock-in' the benefits of the AWPR in terms of ensuring that development does not erode this function.

The plan is now with Scottish Ministers to decide on whether or not to approve the plan with or without modifications. This will then allow for further

Final v.3.5
progress to be made with the Aberdeen Local Development Plan (ALDP) process.

3.1.2 Aberdeen Local Development Plan (ALDP)
The review of the Aberdeen Local Development Plan 2017 is underway and the Main Issues Report consultation was completed in summer 2019. The Proposed Aberdeen Local Development Plan 2022 will be actioned after the Reporter’s Report for the Aberdeen City and Aberdeenshire Strategic Development Plan has been received. It is still the intention that the proposed Plan; Aberdeen Local Development Plan 2022 will be out for consultation in 2020, submitted for an Examination in 2021, with the intention to adopt in early 2022.

Travel Plans

3.2.1 Workplace Travel Planning
As part of the Civitas PORTIS EU-funded project (2ABZ3 – Business Travel Planning initiatives) consultants were commissioned to help to promote business travel planning in the North and South Dee areas. As part of this work a study was carried out into the challenges and opportunities for workplace travel planning in the area and the consultants have now submitted their final report which recommends a range of ‘Quick Wins’ which can be taken forward during the lifetime of this project, using EU funding. These include:

- Funding for an extra electric car club vehicle and promotion of the car club in North Dee to be located in an existing car club bay with existing designated charge point on Palmerston Road.
- Dropped kerbs across the North Dee Area.
- Establishment of ‘umbrella’ liftshare schemes for both North Dee and South Dee.
- Production and distribution of a travel information leaflet in each area.

Procurement of the above is now underway, with completion expected by April 2020.

3.2.2 Dyce Travel Planning (Civitas PORTIS 2ABZ2 – A96 corridor improvements)
A consultant has been engaged to undertake a travel planning exercise as part of this Civitas-PORTIS funded project. They are expected to complete their report by Spring 2020. The exercise will identify active travel and public transport improvements for travel to and from businesses in the Dyce area. This will assist modal shift from private car use to more sustainable modes and assist delivery of infrastructure for all travellers in the Dyce area. A business breakfast event was held with businesses in the Dyce area on Thursday 16 January 2020.

Car Club

3.1.2 Four Transport Scotland-supported Switched On Fleets Renault Zoes exited the local Co-wheels fleet in September 2019 owing to lease expiry.
Ultra-Low Emission Vehicles

3.4.1 Electric Vehicle Charge Points
A project team of Council officers has been formed to inform the implementation of further electric vehicle (EV) charge points in Aberdeen, as part of Transport Scotland’s Local Authority Installation Programme 2019/20. The group have identified three potential city car parks where the proposed 3 rapid triple chargers and 4 double fast chargers could be installed. Engagement has taken place with SSE who have confirmed that the necessary power could be provided at each. As part of its inclusion in the Tayside Procurement Consortium electric vehicle chargepoint framework, the Council is able to directly award to the main framework supplier so the next stage is to engage with them to establish how easily the chargepoints could be installed in each location. This will then inform a preferred location which can be taken forward. As part of the grant conditions, a contract has to be awarded to a charge point supplier by the end of March 2020. Permission to proceed with the project was gained from the City Growth and Resources committee in September 2019.

In addition, part of the funding from the Local Authority Installation Programme 2019/20 can be used to fund the development of plans to inform future development of EV charging infrastructure in the city. A procurement exercise was launched in November 2019 to engage a consultant to develop an Electric Vehicle Framework for Aberdeen and officers are currently in the process of awarding to the preferred bidder. It is envisaged that this work will be completed by March 2020.

Travel Information and Awareness

3.5.1 Smarter Choices Smarter Places (SCSP)
SCSP projects are being delivered under Getabout, the sustainable transport brand for the North East of Scotland. These are split into four project areas that come under the Getabout brand - Getabout in the City, Getabout for Education, Getabout by Active Travel and Getabout by Sustainable and Environmentally-Friendly Vehicles.

Getabout in the City - In Town Without My Car Day (ITWMCD) took place on Sunday the 15th of September. The event, which forms part of European Mobility Week, saw the closure of Belmont Street, Little Belmont Street and part of Union Street to traffic to help raise the profile of sustainable travel and to demonstrate how city space can be used differently. ITWMCD also allowed the public to find out more about sustainable transport options and enjoy a series of free activities including; a zip wire, a bike roadshow, stunt riders, a treasure trail, a climbing wall, aerial ribbons, a pedal powered cinema and carpool karaoke. Getabout marketing campaigns via; radio adverts, bus backs, television adverts, and marketing events will be taking place over the coming winter months. Participants were also offered free bus travel to and from the event from the Park and Ride sites in Aberdeen City and Aberdeenshire.

Getabout for Education – Road Safety Magic Shows visited Primary 1, 2 and 3 in twenty-six Aberdeen City primary schools throughout September and early
October. The P6 & P7 cycle training project is designed to help children that cannot ride a bike to learn to cycle and is now working with 12 schools throughout Aberdeen. The cycle training project takes place during the school term and is delivered in the playground of the participating schools. The Living Streets Travel Tracker project encourages children to travel to school using active or sustainable travel modes. Travel Tracker participants log how they travel to and from school and are rewarded with badges and prizes for travelling sustainably. During the week starting the 7th of September, Living Streets ran a national walking competition and Forehill Primary was ranked the 2nd most active and engaged school in Scotland for schools with less than 250 pupils. In the same walking competition, Mile End Primary, Kingsford Primary, Kingswells Primary and Dyce Primary schools were all ranked within the top 10 schools in Scotland for schools with over 250 pupils.

Getabout for Active Travel – New city centre walking trail maps are being developed and these will be ready by the end of March 2020. The city centre walking trail maps will be available in hard copy and via the Aberdeen City Council website. The Getabout Bicycle Roadshow visited schools and events during European Mobility Week which ran from the 16th to the 22nd of September.

Getabout by Sustainable and Environmentally-Friendly Vehicle – Four publicly available hydrogen vehicles have been added to the Aberdeen City Co wheels car fleet. The new Getabout Park and Ride website has now been launched.

3.5.2 Wayfinding Study
Following the second round of public consultation in August 2019, 26 locations have been identified for additional wayfinding totems across the city. These will take the form of city centre wayfinding locations, giving additional information and directions in key locations and also “advanced wayfinding” locations at key entry points to the city centre to inform people where they will arrive in the city centre and what is around them. Officers have engaged with both the Procurement and Legal teams at the Council and are looking to procure the designer in November 2019 with the company to manufacture and install the units thereafter. It is hoped that the units will be installed in Spring 2020.

School Travel and Young People

3.6.1 Hands Up Survey
This survey, run by Sustrans, asks schools across Scotland every September to record the method of transport each of their pupils normally took to school by means of a “hands up” count in class. The 2019 survey ran from the 9th until the 13th of September, to which a good response was received from Nursery to Secondary schools alike. National results will be published in May 2020, at which time local authority reports will also be made available.
4 IMPROVEMENTS

4.1 Walking and Cycling

4.1.1 River Don Paths
Farburn Bridge – The bridge and path project will be completed in October for a replacement footbridge across the Farburn, funded by Sustrans. The bridge is being raised and widened to make it suitable for all users and the path widened to a 3m sealed surface path. This will complete a 4km section of all-abilities path along the River Don and provide a long-distance active travel route into northern Aberdeenshire via the Formartine and Buchan Way.

Seaton Park Entrance – Funding has now been awarded by Sustrans to this project for the design stage. Early engagement on draft project concepts has begun with key internal stakeholders. This will inform a draft design which will be taken for wider engagement in January/February 2020 to inform the final detailed design. The key aim of the project being to create an entrance, currently shared with vehicles, which is safer and more appealing to pedestrians and cyclists.

Craigshaw Drive Cycleway
The engagement with stakeholders, local Members and public online exhibition of the proposed design was completed in December 2018. The Prohibition of Waiting and Footway Redetermination Traffic Regulation Orders were approved by the Operational Delivery Committee of 16th May 2019. The Footway Redetermination Order is currently with the Scottish Ministers for determination and sanction.

Wellheads / Farburn Terrace Cycle Link
The engagement with stakeholders, local Members and public online exhibition of the proposed design was completed at the end of January 2019. Detailed design and land negotiations are progressing.

4.1.2 A90 Parkway Cycle Route Extension
ACC Estates are seeking to purchase land at Buckie Farm to complete access through the area adjacent to tree belt toward Balgownie Road. A redesign of the cycle route is underway following comments received from potential funding partners Sustrans. Once land issues are resolved and designs finalised, funding will be sought to take this project forward to completion. Consultation over a planning application for the proposed route has begun with Bridge of Don Community Council.

4.1.3 Marywell to A956 Wellington Road Cycle Route
The preferred route and connections were approved at the City Growth and Resources Committee on the 6th June. Officers are currently awaiting confirmation of external funding from Sustrans to continue design work.

4.1.4 A96 Collective Travel Study
4.1.5 Cross City Connections
The final report outcomes were presented to the 6th June City Growth & Resources committee. Officers are currently preparing a brief to enable the commission of consultants for the development of a delivery programme, including identifying options that can be progressed at an early stage to detailed design, subject to the identification of suitable funding sources.

4.1.6 Bridge of Dee West – Active Travel Corridor
Study underway with public engagement due in January, final report by April 2020.

4.1.7 Bridge of Don to City Centre – Active Travel Corridor Options Appraisal

4.1.8 A92 Murcar North
Report to CG&R Committee 5th Dec to instruct completion of design and issue tender.

4.1.9 A92 Connections
Currently out to tender, due back 29th Nov. Construction due early 2020.

4.1.10 A944 Cycle Route
Nestrans, working in collaboration with Aberdeen City Council, Aberdeenshire Council and Sustrans, has appointed AECOM to undertake an appraisal of options for improvements to the walking and cycling facilities on the section of the A944 between the Kingswells perimeter road and the AWPR. An Inception Report is currently being prepared and site investigation works are underway. This includes traffic, pedestrian and cycle surveys. The project is working towards completion by the end of March 2020.

4.1.11 Deeside Way Pittengullies Brae Crossing
Currently on hold to next financial year as workload has been prioritised to Bike Hire scheme.

4.1.12 Bridge of Dee West – Active Travel Corridor
A funding bid was submitted to Sustrans this year to fund a consultant to undertake a STAG-based Options Appraisal on this project but with an extended scope, covering the section from the Bridge of Dee to connect with the Deeside Way and connecting with RGU. The estimated cost of this work was initially determined as £58K, however the price of the work including officer staff time is now £98K.

4.1.2 Bicycle Hire Scheme
A Suppliers Event was arranged in Marischal College to allow prospective suppliers to visit Aberdeen and talk through what they could offer in terms of infrastructure i.e. bikes, docking stations and what their operating/financial model could look like, but also what additional benefits their scheme could offer Aberdeen. Discussions with six suppliers took place with a wide variety of options being presented.
The project is currently advertised on the Public Contracts Scotland website looking for suppliers to tender to install, operate and maintain this scheme with the tender period closing on the 9th December 2019. It is anticipated that any tender submissions received will be evaluated directly after this with a supplier being appointed before the Christmas break.

4.2 Road

Berryden Corridor

Project exhibitions were held over November and December 2019 online and at Sainsbury’s Berryden Road Superstore. Levels of public engagement have been good with over 1500 interactions. Submission of the Planning Applications for the required project consents is due in the near future.

4.2.2 Wellington Road Multimodal Corridor Study

The new Wellington Road Paramics traffic model, which will allow testing of the impacts of options within both the Wellington Road and External Transport Connections to Aberdeen South Harbour STAG (Scottish Transport Appraisal Guidance) appraisals, is nearing completion. Thereafter the STAG Part 2 Appraisal of options for Wellington Road will commence.

To allow for meaningful appraisal, options are being packaged into ‘levels of intervention’ ranging from a Low Intervention Scenario (small-scale improvements to the active travel environment and public transport supporting measures) to a Very High Intervention Scenario (additional road capacity, roundabout improvements, etc.).

Option appraisal is due to be complete in early 2020 with a draft STAG Part 2 report expected in the springtime.

4.2.3 Roads Hierarchy

A schedule of road reclassification proposals to realise the revised hierarchy was submitted to Transport Scotland in October 2019 and officers are currently awaiting the outcomes of this. The finalised hierarchy of priority and secondary routes, as agreed by officers and partners, is included as Appendix A to this update. The proposed reclassification schedule and statement of reasons supplied to Transport Scotland in support of the proposed changes follows in Appendix B.

A tender is to be launched in the autumn for the implementation of revised road signage within the city to reflect the opening of the AWPR and the revised hierarchy, with this work due to be complete by the end of March 2020.

Two corridors have been identified as priorities for traffic signal improvements to enable these corridors to operate effectively and according to their role in the revised hierarchy. Work will take place on the A92 Anderson Drive to reflect the revised secondary status of Anderson Drive, with priority now afforded to the radial corridors bisecting Anderson Drive, such as the A93 Great Western Road and A944 Lang Stracht/Westburn Road. A revalidation of the signals on the A956 Ellon Road and King Street will also take place to ensure that this route remains as attractive as possible to all road traffic and is the preferred route.
over less appropriate alternatives such as Golf Road, Park Road and the Beach Boulevard.

A tender was launched in October 2019 for consultancy support to undertake an appraisal of options for improving transport conditions along the A944 and B9119 corridors between Westhill and Aberdeen city centre, consolidating and building upon the substantial volume of work already undertaken on these corridors in recent years. In November, consultants PBA were appointed to lead the study with completion anticipated for late 2020. The anticipated outcome is an action plan of feasible, deliverable and effective interventions on these corridors to improve travel conditions for all, especially active travel and public transport users.

4.3 Public Realm and the Sustainable Urban Mobility Plan

4.3.1 Sustainable Urban Mobility Plan
A new Sustainable Urban Mobility Plan was approved at the 05\textsuperscript{th} December 2019 meeting of the City Growth and Resources Committee and officers are now developing a programme for implementation.

4.3.2 Tilly-Wood Street Design Project
From 2\textsuperscript{nd} July 2018 - June 30\textsuperscript{th}, 2019 SUSTRANS and Aberdeen City Council in partnership with residents and community groups have developed a concept design which aims to make Tillydrone and Woodside a more attractive place to live, work and move around in. For this to progress the aim will be to strengthen the corridor between Great Northern Road and Tillydrone Avenue.

This work was a progression of the Living Streets Traffic Safety Audit which identified local priorities aimed at enhancing the local environment for pedestrians and cyclists using Hayton Road.

After 12 months of engagement, the initial designs are split into key areas:

- **Design Overview**: reduce vehicle speeds to 20pmh; discourage through traffic calming improvements; improved safety crossing the road; improve and widen pavements; and enhance the public space

- **Woodside Gateway**: create a slower, welcoming entrance into Don Street and Western Road from Great Northern Road that prioritises walking, cycling and wheeling

- **Don Street Bridge**: the design options for this aim to remove or reduce to an absolute minimum through traffic but maintain residential and business access across the neighbourhood.
  - Option 1: modal filter (no vehicle access over bridge)
  - Option 2: one-way (eastbound)
  - Option 3: split road
  - Option 4: traffic lights

- **Hayton Road Underpass**: The design for this area looks at improving visibility for people crossing, entrance into and aesthetic improvements to the passageway through the railway underpass from Hayton Road.

- **Hayton Road Centre**: The design for this area looks to create a vibrant destination for the community and businesses.
**Hayton Road Gateway**: The design for this area looks to create a slower, welcoming entrance into Hayton Road from Tillydrone Road that prioritises walking, cycling and wheeling.

**Tillydrone Gateway Project**: proposed sculpture located at the Diamond Bridge on the NCR1 route to promote traffic calming, raise awareness of entry to residential area and increase walking and cycling.

4.3.3 Schoolhill Public Realm Enhancement
Stage 1 site works commenced on 3rd June and are programmed to complete in September 2019. Funding sources are ACC Capital, Nestrans and Sustrans. External funding opportunities are being investigated for delivery of Stage 2 works.

5 OTHER

5.1 Nestrans Board Meetings
The Nestrans Board met on 11 December 2019, with meeting minutes available on the Nestrans website. The next meeting is due to take place in February 2020.

5.2 Regional Transport Strategy (RTS)
The refresh of the RTS (Nestrans 2040) continues to progress following the approval of the board to the six headline principles that will take the RTS to 2040.

The key principles will set the tone and direction of the strategy overall and are:

- A 50:50 mode split between car driver and sustainable modes.
- Improved journey efficiencies.
- Zero fatalities on the road network.
- No exceedance of World Health Organisation safe levels of emissions from transport.
- Significantly reduced carbon emissions from transport to support Scotland’s net-zero target by 2045.
- Accessibility for all

The next steps will involve developing more detail on the preferred package of policies and actions that will deliver these key principles. These principles will then be supported by a range of more detailed indicators and targets reflecting the broad scope of the strategy overall. In addition, feedback that has been received through the various discussion papers will also be taken on board. For more details please see their website [https://www.nestrans2040.org.uk/](https://www.nestrans2040.org.uk/)

5.3 City Region Deal

5.3.1 Strategic Transport Appraisal
Consultants Jacobs, who were appointed in 2017 to lead Pre-Appraisal, have now submitted their final report, with the option generation and sifting exercise recommending that a total of 42 options be carried forward for Initial Appraisal. Consultants PBA have now been appointed to undertake the Initial Appraisal
exercise. An officer workshop took place in November 2019 to further sift the options and add detail to the remaining options to allow for meaningful appraisal. The outcomes of the Initial Appraisal are anticipated in spring 2020.

The draft Transport Options were presented to the City Growth and Resources Committee of 05th December 2019 and were approved by the Committee.

5.3.2 External Connections to Aberdeen South Harbour
The new Paramics Traffic Model for the Wellington Road Corridor using data from traffic surveys carried out in October 2019 is nearing completion. This will also allow for the impact of options from the Scottish Transport Appraisal Guidance (STAG) Part 2 study to be tested.

Consultants PBA have been commissioned to lead the STAG Part 2 study which will assess in greater detail the options that emerged from the Part 1 STAG as being favourable in terms of feasibility.
Appendix A – Final Roads Hierarchy

Priority Orbital route – A90 AWPR

Priority radial routes:
- A92/A956: AWPR / Blackdog junction to King Street / Mounthooly Way junction
- A947: AWPR / Parkhill junction to A956 Inverurie Road junction (with priority route deviating from historical alignment via Victoria Street to Riverview Drive)
- A96: AWPR / Craibstone junction to Mounthooly Roundabout
- A944: AWPR / Kingswells South junction to Mounthooly Roundabout
- A93: AWPR / Deeside junction to Holburn Street
- A92 South: AWPR / Charleston junction to B9077 Leggart Terrace
- A956 Wellington Road: AWPR / Charleston junction to North Esplanade West
- B9119: Skene Road to Woolmanhill Roundabout
- Berryden Corridor: Belmont Road to Woolmanhill Roundabout

Secondary Orbitals:
- A92 Parkway, Anderson Drive and Bridge of Dee

Secondary Radials:
- A956: King Street (Mounthooly Way) to North Esplanade West (Palmerston Place) via Commerce Street, Virginia Street, Trinity Street, and Market Street (south)
- A96: Mounthooly Roundabout to King Street
- A978: St Machar Drive
- B999: AWPR to A92 Murcar Roundabout
- B997: Scotstown Road to A956 Ellon Road junction (with alignment changing from Balgownie Road to North Donside Road)
- B9077: South Deeside Road, Great Southern Road
- Denburn Road / Wapping Street / Carmelite Street / Guild Street / College Street / South College Street
- Argyll Road / Airport Road
- Mounthooly Way
- West Tullos Road
- Hareness Road
- Gordon Brae / Diamond Bridge / Gordon Mills Road / Tillydrone Avenue
Figure 1: Final Roads Hierarchy (City-Wide)
Figure 2: Final Roads Hierarchy (City Centre)
### Appendix B: Proposed Road Reclassification Schedule and Statement of Reasons

#### Road Reclassification Schedule

<table>
<thead>
<tr>
<th>Link</th>
<th>Description of Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>That length of road (formerly the A93) known as Willowbank Road, Springbank Terrace and Wellington Place, commencing at its junction with the A9013 Holburn Street (Point A: NJ 93230 05478), for a distance of 884 metres or thereby in an easterly direction to its junction with the (former) A93 College Street (Point B: NJ 94111 05600). [Marked A-B on Plan 2 in Schedule 2]. A class road to C class road.</td>
</tr>
<tr>
<td>2</td>
<td>That length of road (formerly the A93) known as College Street and Bridge Street, commencing at its junction with the (former) A93 Wellington Place (Point A: NJ 94111 05600), for a distance of 384 metres or thereabout in a northerly direction to its junction with the (former) A93 Wapping Street (Point B: NJ 93989 05958). [Marked A-B on Plan 3 in Schedule 2]. A class road to B class road.</td>
</tr>
<tr>
<td>3</td>
<td>That length of road known as South College Street, commencing at the A956 North Esplanade West / Riverside Drive / South College Street roundabout (Point A: NJ 94235 05074) for a distance of 547 metres or thereby in a northerly direction to its junction with the (former) A93 Wellington Place (Point B: NJ 94111 05600). [Marked A-B on Plan 4 in Schedule 2]. C class road to B class road.</td>
</tr>
<tr>
<td>4</td>
<td>That length of road (formerly the A93) known as Wapping Street and Carmelite Street, commencing at its junction with the (former) B983 Bridge Street (Point A: NJ 93989 05958), for a distance of 230 metres of thereby in an easterly and southerly direction to its junction with the (former) A93 Guild Street Street (Point B: NJ 94161 05989). [Marked A-B on Plan 5b in Schedule 2]. A class road to B class road.</td>
</tr>
<tr>
<td>5</td>
<td>That length of road (formerly the A93) known as Guild Street, commencing at its junction with the (former) A93 College Street (Point A: NJ 94013 05919), for a distance of 160 metres or thereby in an easterly direction to its junction with the (former) A93 Carmelite Street (Point B: NJ 94161 05989) [Marked A-B on Plan 5 in Schedule 2]. A class road to B class road.</td>
</tr>
<tr>
<td>6</td>
<td>That length of road known as Denburn Road, commencing at its junction with the B986 Woolmanhill Roundabout (Point A: NJ 93756 06525) for a distance of 621.5m or thereby in a south-easterly direction to its junction with the (former) A93 Wapping Street (Point B: NJ 94067 06002). [Marked A-B on Plan 62 in Schedule 2]. Unclassified road to B class road.</td>
</tr>
<tr>
<td>7</td>
<td>That length of road (formerly the A93) known as Guild Street, commencing at its junction with the (former) A93 Carmelite Street (Point A: NJ 94161 05959), for a distance of 160m or thereby in an easterly direction to its junction with the A956 Market Street (Point B: NJ 94306 06060). [Marked A-B on Plan 5c in Schedule 2]. A class road to unclassified road.</td>
</tr>
<tr>
<td>8</td>
<td>That length of road (formerly the A945) known as Riverside Place and Riverside Drive, commencing at its junction with the A9013 Holburn Street (Point A: NJ 92852 03926), for</td>
</tr>
</tbody>
</table>
9 That length of road known as Riverview Drive, commencing at its junction with the A947 Oldmeldrum Road / Victoria Street / Riverview Drive Roundabout (Point A: NJ 88822 13676) for a distance of 2.49 kilometres or thereby in a southerly direction to and including the A947 Stoneywood Road / Riverview Drive / Victoria Street roundabout (Point B: NJ 88867 12014). [Marked A-B on Plans 9, 10 and 11 in Schedule 2]. Unclassified road to A class road.

10 That length of road (formerly the A947) known as Victoria Street, commencing at the A947 Parkhill Roundabout (Point A: NJ 88822 13676) for a distance of 1.72 kilometres or thereby in a southerly direction to the A947 Stoneywood Road / Riverview Drive / Victoria Street roundabout (Point B: NJ 88867 12014). [Marked A-B on Plans 12 and 13 in Schedule 2]. A class road to C class road.

11 That length of road (formerly the A978) known as St Machar Drive, commencing at its junction with the A96 Great Northern Road (Point A: NJ 93135 08344) for a distance of 1.11 kilometres or thereby in an easterly direction to its junction with the A956 King Street (Point B: NJ 94229 08451). [Marked A-B on Plans 14 and 15 in Schedule 2]. A class road to B class road.

12 That length of road (formerly the A978) known as Hilton Street, Leslie Road, Westburn Drive, Argyll Crescent, Argyll Place, Westfield Road, Craigie Loanings, Albert Street, Waverley Place, Victoria Street and Alford Place commencing at the (former) A978 Leslie Road / A96 Great Northern Road roundabout (Point A: NJ 93085 08335) for a distance of 3.31 kilometres or thereby in a southerly direction to its junction with the (former) A9013 Holburn Street and Union Street (Point B: NJ 93336 05789). [Marked A-B on Plans 16, 17 and 18 in Schedule 2]. A class road to C class road.

13 That length of road (formerly the A9011) known as Ashgrove Road West, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91039 07040) for a distance of 1.47 kilometres or thereby in an easterly direction to its junction with the (former) A978 Westburn Drive(Point B: NJ 92422 07468). [Marked A-B on Plans 19 and 20 in Schedule 2]. A class road to C class road.

14 That length of road (formerly the A9012) known as Rosehill Drive, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91707 08205) for a distance of 782 metres or thereby in a south-easterly direction to the (former) A978 Hilton Drive / Westburn Drive roundabout (Point B: NJ 92409 07806). [Marked A-B on Plan 21 in Schedule 2]. A class road to C class road.

15 That length of road (formerly the A9013) known as Holburn Street, commencing at the A92 / Holburn Street roundabout (Point A: NJ 92742 03681) for a distance of 2.2 kilometres or thereby in a northerly direction to its junction with the the (former) A9013 Union Street (Point B: NJ 93339 05785). [Marked A-B on Plans 22, 23 and 24 in Schedule 2]. A class road to C class road.
<table>
<thead>
<tr>
<th></th>
<th>Length of road (formerly) known as Union Street, Castle Street and King Street, commencing at its junction with the (former) A978 Alford Place (Point A: NJ 93314 05779) for a distance of 1.47 kilometres or thereby in an easterly and northerly direction to its junction with the A956 King Street / A96 West North Street (Point B: NJ 94425 06550). [Marked A-B on Plans 24 and 26 in Schedule 2]. A class road to unclassified road.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Length of road (formerly the B983) known as Mid Stocket Road, Beechgrove Terrace, Rosemount Place, South Mount Street and Rosemount Viaduct, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91080 06633) for a distance of 2.77 kilometres or thereby in a south-easterly direction to its junction with the (former) B983 Union Terrace (Point B: NJ 93989 05958). [Marked A-B on Plans 27, 28 and 29 in Schedule 2]. B class road to C class road.</td>
</tr>
<tr>
<td></td>
<td>Length of road (formerly the B983) known as Union Terrace and Bridge Street, commencing at its junction with the (former) B983 Rosemount Viaduct (Point A: NJ 93696 06317) for a distance of 464 metres or thereby in a southerly direction to its junction with the (former) A93 Wapping Street (Point B: NJ 93989 05958). [Marked A-B on Plan 31 in Schedule 2]. B class road to unclassified road.</td>
</tr>
<tr>
<td></td>
<td>Length of road (formerly the B985) known as Watson Street, commencing at its junction with the A944 Westburn Road (Point A: NJ 92897 06892) for a distance of 366 metres or thereby in a southerly direction to its junction with the (former) B983 Rosemount Place (Point B: NJ 92983 06534). [Marked A-B on Plan 32 in Schedule 2]. B class road to C class road.</td>
</tr>
<tr>
<td></td>
<td>Length of road (formerly the B985) known as Esslemont Avenue and Rose Street, commencing at its junction with the (former) B983 Rosemount Place (Point A: NJ 93021 06532) for a distance of 814 metres or thereby in a southerly direction to its junction with the (former) A9013 Union Street (Point B: NJ 93402 05825). [Marked A-B on Plans 33 and 34 in Schedule 2]. B class road to C class road.</td>
</tr>
<tr>
<td></td>
<td>Length of road (formerly the B985) known as Thistle Street and Chapel Street, commencing at its junction with the (former) B985 Rose Street (Point A: NJ 93365 05913) for a distance of 151 metres or thereby in an easterly and southerly direction to its junction with the (former) A9013 Union Street (Point B: NJ 93402 05826). [Marked A-B on Plan 34b in Schedule 2]. B class road to C class road.</td>
</tr>
<tr>
<td></td>
<td>Length of road (formerly the B986) known as Clifton Road, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91391 08993) for a distance of 2.2 kilometres or thereby in a south-easterly direction to its junction with the A96 Powis Terrace (Point B: NJ 93071 07858). [Marked A-B on Plans 35, 35b and 36 in Schedule 2]. B class road to C class road.</td>
</tr>
<tr>
<td></td>
<td>Length of road (formerly the B990) known as Nelson Street, commencing at its junction with the A96 West North Street (Point A: NJ 94088 06995) for a distance of 300 metres or thereby in an easterly direction to its junction with the A956 King Street (Point</td>
</tr>
<tr>
<td></td>
<td>Description</td>
</tr>
<tr>
<td>---</td>
<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>24</td>
<td>That length of road known as Mounthooly Way commencing at its junction with the A96 Mounthooly Roundabout (Point A: NJ 94055 07056) for a distance of 366 metres or thereby in an easterly direction to its junction with the A956 King Street (Point B: NJ 94326 07266). [Marked A-B on Plan 38 in Schedule 2]. Unclassified road to B class road.</td>
</tr>
<tr>
<td>25</td>
<td>That length of road (formerly the B991) known as Bedford Road, commencing at its junction with the (former) A978 St. Machar Drive (Point A: NJ 93647 08439) for a distance of 932 metres in a southerly direction to its junction with the A96 Powis Terrace (Point B: NJ 93289 07624). [Marked A-B on Plans 39a and 39b in Schedule 2]. B class road to C class road.</td>
</tr>
<tr>
<td>26</td>
<td>That length of road known as North Donside Road, commencing at its junction with the B997 Scotstown Road (Point A: NJ 94101 10072) for a distance of 480 metres or thereby in an easterly direction to its junction with the A956 Ellon Road (Point B: NJ 94563 10147). [Marked A-B on Plan 40 in Schedule 2]. Unclassified road to B class road.</td>
</tr>
<tr>
<td>27</td>
<td>That length of road (formerly the B997) known as Scotstown Road and Balgownie Road, commencing at its junction with North Donside Road (Point A: NJ 94099 10067) for a distance of 886 metres or thereby in a south-easterly direction to its junction with the A956 Ellon Road (Point B: NJ 94626 09748). [Marked A-B on Plans 41 and 42 in Schedule 2]. B class road to C class road.</td>
</tr>
<tr>
<td>28</td>
<td>That length of road (formerly the B9119 and B986) known as Skene Road, Queens Road, Carden Place, Skene Street and Woolmanhill, commencing at its junction with the A944 (Point A: NJ 87861 06136) for a distance of 6.41 kilometres or thereby in an easterly direction to the (former) B986 Skene Square / Denburn Road / Woolmanhill roundabout (Point B: NJ 93734 06520). [Marked A-B on Plans 43, 44, 45, 46, 47, 48, 49 and 50 in Schedule 2]. B class road to A class road.</td>
</tr>
<tr>
<td>29</td>
<td>That length of road known as Airport Road commencing at the A96 Craibstone Roundabout (Point A: NJ 87311 11156) for a distance of 908 metres or thereby in a northerly direction to the Argyll Road / Forties Road / Brent Road / Upper Farburn Road roundabout (Point B: NJ 87507 12037). [Marked A-B on Plan 51 in Schedule 2]. Unclassified road to B class road.</td>
</tr>
<tr>
<td>30</td>
<td>That length of road known as West Tullos Road commencing at the B9077 Great Southern Road / West Tullos Road Roundabout (Point A: NJ 93512 03958) for a distance of 1.67 kilometres or thereby in a south-easterly direction to the A956 Wellington Road / West Tullos Road roundabout (Point B: NJ 94698 02940). [Marked A-B on Plans 53 and 54 in Schedule 2]. Unclassified road to B class road.</td>
</tr>
<tr>
<td>31</td>
<td>That length of road known as Hareness Road commencing at the A956 Wellington Road / Hareness Road roundabout (Point A: NJ 94741 02939) for a distance of 1.89 kilometres or thereby in an easterly direction to its junction with Coast Road (Point B: NJ 96256 02793). [Marked A-B on Plans 55 and 56 in Schedule 2]. Unclassified road to B class road.</td>
</tr>
</tbody>
</table>
That length of road known as Gordon Brae, Gordon Mills Road, Tillydrone Road and Tillydrone Avenue, commencing at the Gordon Brae / A92 Parkway junction (Point A: NJ 92285 10349) for a distance of 2.45 kilometres or thereby in a south-easterly direction to its junction with the (former) A978 St. Machar Drive (Point B: NJ 93643 08459). [Marked A-B on Plans 57, 58, 60 and 61 in Schedule 2]. Unclassified road to B class road.

Statement of Reasons

In 2018, Aberdeen City Council and regional partners Nestrans, Aberdeenshire Council and the Aberdeen City and Shire Strategic Development Planning Authority commissioned a review of the region’s roads hierarchy in anticipation of the opening of the Aberdeen Western peripheral Route (AWPR). The purposes of the review were to:

- Support the effective and efficient distribution and management of traffic around the city;
- Develop a network that makes best use of the AWPR by taking advantage of the newly freed-up road capacity within the city to lock in the benefits of investment by giving more priority to sustainable transport journeys;
- Facilitate delivery of the transport elements of the Aberdeen City Centre Masterplan (CCMP) by providing a means of reducing through-traffic in the city centre, reflecting the role of the city centre as a destination rather than a through-route for traffic; and
- Form a basis for identifying future transport priorities for the region, along with the review of the Nestrans Regional Transport Strategy, the Aberdeen Local Transport Strategy and the ongoing Aberdeen City Region Deal Strategic Transport Appraisal.

Road classifications in Aberdeen were last reviewed in the 1990s hence in some cases no longer reflect optimum traffic routes and / or the impacts of recent land use changes and transport improvements in the region, most notably the adoption of the CCMP in 2015 and the full opening of the AWPR in 2019.

The review sought to identify the new priority / purpose of each road to inform future work including the opportunity to seek a formal reclassification of the road network, identify traffic management and road safety improvements, fit such changes into asset management and emergency plans and enable business cases to be developed for improvements where required. Key principles of the review, agreed amongst Elected Members and partners, were that:

- All through and peripheral traffic should be directed to the AWPR;
- Traffic in Aberdeen with a destination away from Aberdeen should be directed to the AWPR at the earliest opportunity;
- To support the CCMP, the city centre should be considered as a destination rather than a through-route for vehicular traffic and crossing the city centre by car should be discouraged. While the city centre will remain fully accessible to vehicles, accessing and exiting the city centre should, as far as possible, be by the same route, with car parking signage reflecting this; and
- The benefits of the AWPR must be locked in to prioritise the movement of active and sustainable travel through the reallocation of carriageway space and other prioritisation and traffic management measures.
Consultants AECOM were appointed to develop options for a revised hierarchy of priority, secondary and local roads reflecting the above principles, the aspirations of the CCMP, and recent and forthcoming land use and transport changes in the region.

The resulting report considered all A, B and C-class roads, as well as some unclassified roads, within the AWPR boundary and developed options for a revised classification comprising priority, secondary and local routes, based on the following characteristics:

Priority Routes
- Generally radial routes connecting with the AWPR to facilitate movement around Aberdeen without using the city centre as a through-route;
- Primary movement corridors linking the AWPR to principal destinations and secondary routes;
- Connect with at least one secondary route and terminate at a secondary route or principal destination;
- Significant carriers of at least two key modes of transport;
- Should be considered for the provision of bus lanes (if a bus route) and segregated cycle lanes where there is scope to do so, with public transport and cycle priority through junctions;
- Speed limits reflective of the environment but generally 30-40mph.

Secondary Routes
- Secondary movement corridors (medium to high movement) facilitating access from priority routes to local routes and from secondary destinations to principal destinations;
- Connect with at least one priority route and may connect with other secondary routes;
- Could be considered for bus lanes (if a busy bus route) and segregated cycle lanes where traffic levels are high;
- Speed limits reflective of the environment but generally 30-40mph.

Local Routes
- Tertiary movement network serving local destinations;
- Connect secondary routes with non-principal and non-secondary destinations;
- Formal bus or cycle priority infrastructure generally unnecessary, although will depend on the volume and composition of traffic;
- Traffic speeds generally 20mph.

With the AWPR acting as the priority orbital route, options were identified for revised priority and secondary radials, secondary orbitals and local roads, considering the alignment of routes and their role in a future hierarchy. Following option appraisal and sifting, a recommended revised hierarchy of priority and secondary routes was introduced. All other streets in the city become local routes reflecting their status as local access roads and, in some cases, their predominant role as places for people – often these are residential or shopping streets where high volumes of traffic are undesirable. City centre streets are largely removed from the priority and secondary hierarchy to reflect the CCMP’s emphasis on places for people and the city centre’s
status as an Air Quality Management Area (AQMA) which makes it a likely location for a future Low Emission Zone (LEZ).

Following Elected Member approval of the proposed hierarchy, ACC officers have compiled a schedule of changes required to realise the revised hierarchy. This will involve some roads being reclassified, some declassified and some previously unclassified roads becoming classified.

With the above paragraphs acting as a general statement of reasons for Aberdeen City Council’s reclassification proposals, more detailed corridor-specific reasons are summarised in the table below.

Full details of the proposed reclassifications are provided in the ‘Schedule of Reclassifications’ accompanying this Statement of Reasons.

<table>
<thead>
<tr>
<th>Link</th>
<th>Proposed Change</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A93 Willowbank Road, Springbank Terrace and Wellington Place – reclassify as C-road</td>
<td>Sections of this corridor fall within the CCMP area. With the CCMP’s emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre.</td>
</tr>
<tr>
<td>2 – 6</td>
<td>A93 College Street, Bridge Street, South College Street, Denburn Road, Wapping Street, Carmelite Street and Guild Street – reclassify as B road</td>
<td>Sections of this corridor fall within the CCMP area. With the CCMP’s emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre. This does remain, however, an important access route to key city centre destinations including the bus and rail stations and car parks.</td>
</tr>
<tr>
<td>7</td>
<td>A93 Guild Street – declassify</td>
<td>The corridor falls within the CCMP area. With the CCMP’s emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre. The CCMP proposes traffic restrictions on Guild Street to enable development of a pedestrian, cycle and bus priority space so this may not function as a through-route for general traffic in the future.</td>
</tr>
<tr>
<td>8</td>
<td>A945 Riverside Place and Riverside Drive – reclassify as C road</td>
<td>No longer functions as a priority route in the revised hierarchy as it does not provide a connection to the strategic road network. A height restriction at the eastern section means the route is unsuitable for HGVs and double-decker buses.</td>
</tr>
<tr>
<td>9</td>
<td>Riverview Drive – classify as A947</td>
<td>It is proposed that the A947 priority route deviates from its historical alignment via Victoria Street to Riverview Drive. Victoria Street has a higher place function, given the presence of local shops and services, and has a HGV restriction, meaning Riverview Drive is more appropriate for general traffic.</td>
</tr>
<tr>
<td>10</td>
<td>A947 Victoria Street – reclassify as C road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Road Name and Area</td>
<td>Classification Change</td>
</tr>
<tr>
<td>---</td>
<td>-------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>11</td>
<td>A978 St. Machar Drive – reclassify as B-road</td>
<td>Does not serve a strategic function and better meets definition of a secondary route in the revised hierarchy in that it serves to connect to priority routes (A96 and A956).</td>
</tr>
<tr>
<td>12</td>
<td>A978 Hilton Street, Leslie Road, Westburn Drive, Argyll Place, Westfield Road, Craigie Loanings, Albert Street, Waverley Place, Victoria Street and Alford Place – reclassify as C road</td>
<td>Movement is to be prioritised along the radial routes that traverse this orbital route. Some sections are inappropriate for high traffic movements as much of their place function is residential.</td>
</tr>
<tr>
<td>13</td>
<td>A9011 Ashgrove Road West - reclassify as C road</td>
<td>An anomaly A road in that it no longer functions as a priority route and no longer provides a connection with the strategic road network. Much of its place function is residential, therefore it is not a preferred route to direct traffic along.</td>
</tr>
<tr>
<td>14</td>
<td>A9012 Rosehill Drive - reclassify as C road</td>
<td>An anomaly A road in that it no longer functions as a priority route and no longer provides a connection with the strategic road network. Much of its place function is residential, therefore it is not a preferred route to direct traffic along.</td>
</tr>
<tr>
<td>15</td>
<td>A9013 Holburn Street – reclassify as C road</td>
<td>No longer functions as a priority route. Does not provide connection with the strategic road network, although remains an important access route to the west of the city centre. Strong place function (residential and town centre).</td>
</tr>
<tr>
<td>16</td>
<td>A9013 Union Street, Castle Street and King Street (to East/West North Street junction) - declassify</td>
<td>The corridor falls within the CCMP area. With the CCMP’s emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre. The CCMP propose sections of this corridor becomes a pedestrian, cycle and bus priority street and is the focus of current LEZ options so restrictions to general traffic could be introduced in the future.</td>
</tr>
<tr>
<td>17</td>
<td>B983 Midstocket Road, Beechgrove Terrace, South Mount Street, Rosemount Viaduct – reclassify as C road</td>
<td>No longer connects a to priority route hence does not adhere to the revised definition of secondary route. Traverses residential communities and the town centre of Rosemount which has an inherent place value to the community and the wider population and is therefore not appropriate to direct through-traffic to.</td>
</tr>
<tr>
<td>18</td>
<td>B983 Union Terrace and Bridge Street - declassify</td>
<td>Proposed CCMP schemes restrict general traffic movements along Union Terrace and Bridge Street.</td>
</tr>
<tr>
<td>19-21</td>
<td>B985 Watson Street, Esslemont Avenue, Rose Street, Thistle Street and</td>
<td>Runs through residential communities and the town centre of Rosemount and enters the CCMP area which has an inherent place</td>
</tr>
<tr>
<td>No.</td>
<td>Road Name</td>
<td>Classification &amp; Action</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>22</td>
<td>B986 Clifton Road</td>
<td>reclassify as C road</td>
</tr>
<tr>
<td>23</td>
<td>B990 Nelson Street</td>
<td>declassify</td>
</tr>
<tr>
<td>24</td>
<td>Mounthooly Way</td>
<td>classify as B road</td>
</tr>
<tr>
<td>25</td>
<td>B991 Bedford Road</td>
<td>reclassify as C road</td>
</tr>
<tr>
<td>26</td>
<td>North Donside Road</td>
<td>classify as B road</td>
</tr>
<tr>
<td>27</td>
<td>B997 Scotstown Road</td>
<td>declassify</td>
</tr>
<tr>
<td>28</td>
<td>B9119/B986 Skene Road,</td>
<td>reclassify as A road</td>
</tr>
<tr>
<td></td>
<td>Queens Road, Carden Place,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Skene Street and Woolmanill</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Airport Road</td>
<td>classify as B road</td>
</tr>
<tr>
<td>30</td>
<td>West Tullos Road</td>
<td>classify as B road</td>
</tr>
<tr>
<td>31</td>
<td>Hareness Road</td>
<td>classify as B road</td>
</tr>
<tr>
<td>32</td>
<td>Gordon Brae, Gordon Mills Road, Tillydrone Road and Tillydrone Avenue – classify as B road</td>
<td>Currently serving a B road function in terms of providing a connection between the northern suburbs of Aberdeen and the key destination of University of Aberdeen with onward connections to the city centre.</td>
</tr>
</tbody>
</table>
Appendix C – National Transport Strategy Consultation – Final Response

Section A: The Vision and Outcomes Framework

1. Is the Vision that is set out for the National Transport Strategy the right Vision for transport policy over the next 20 years? Please explain your answer.

No.

Aberdeen City Council believes the Vision as proposed lacks ambition. We suggest consideration of the following:

*Scotland will have a low carbon transport system that is sustainable, inclusive, innovative, attractive and well-connected - a system that delivers a healthier, fairer and a more prosperous Scotland on time.*

We would recommend that the National Transport Strategy 2 (NTS2) is fully aligned to other policy drivers and plans concerning climate change, emissions, land use planning and economic development. At the Aberdeen City Region level, that alignment within the policy framework is understood across stakeholders and beneficiaries.

2a. Are the Priorities and Outcomes that the Strategy is trying to achieve the right Priorities and Outcomes for transport policy over the next 20 years? Please explain your answer.

Yes.

However, there remains a lack of clarity around specific commitments and actions to achieve the Priorities and Outcomes.

Also, it is difficult to see how roles, responsibilities and governance are reflected within the Priorities and Outcomes as surely more equitable and efficient distribution of resources aligned with new models of working will maximise the successful delivery of the Scottish Government’s targets for the whole of Scotland. We believe this should be reflected in the Priorities and Outcomes, particularly as local authorities and regional transport partners will be required to play a major role in delivering this NTS2.

2b. Are some of these Priorities and Outcomes more important than others or are they equally important? Please explain your answer.

Yes.

‘Taking Climate Action’ is of significant importance and together with ‘Helps Our Economy Prosper’ are key to the delivery of the Priorities and Outcomes.

However, this is an integrated strategy with a range of challenges to address and caution is urged in prioritising too much which may dilute the overall effectiveness of delivery and/or result in unintended consequences.

3. Are the Challenges the Strategy highlights in Chapter 3 the key Challenges for transport, or are there others the Strategy should focus on?
Yes.

However, the following needs to be recognised and included in the final version:

In terms of inclusive and sustainable economic growth, the North East of Scotland is unique in that it is the only net contributor of Scotland’s main cities to the social security of the whole of Scotland. The current economy of the North East is largely based on the oil and gas sector, supporting jobs locally, across Scotland and the wider UK. Aberdeen is also unique among local authorities by having a bond issued on the London Stock Exchange funding much needed infrastructure to help diversify the economy as we transition away from fossil fuels to new industries. The continued economic success of the North East of Scotland, and therefore of the whole of Scotland, requires continued investment in the transport network. The NTS2, as well as the emerging National Planning Framework 4 (NPF4), needs to recognise the importance of this and ensure that the North East has the necessary block grant and legislative authority required to continue being a net contributor.

Concessionary Bus Travel – the current age-related eligibility does not reflect the working age demographics or the state pension age and this needs to change to enable future financial sustainability of a concession scheme which supports the most vulnerable in society.

Drive to net zero emissions – NTS2 fails to recognise that the North East of Scotland is at the forefront of hydrogen transport fuel cell technology deployment, with one of the most extensive network of hydrogen buses in the UK. In addition, we have hydrogen and electric vehicles within the City’s car club, the public sector and community planning partners fleets (Aberdeen City Council, NHS Grampian, SEPA, Sport Aberdeen, NESCOL and the Fire Service) and two hydrogen refuelling stations, where hydrogen is both produced and dispensed on site. The Scottish Energy Strategy (2017) outlines two scenarios for transport: hydrogen and electric with the consensus being that the future will need both to cater for demand requirements in line with energy supply. The NTS2 should reflect this position ensuring that the Government provides further investment and support in hydrogen technology for the benefit of the whole of Scotland.

Active Travel Delivery may have seen a doubling of funding, but this is not equitably shared across Scotland nor is the management and governance of such funding maximising the pace of delivery that is required or delivering best value. A new model is needed as the current model is not fit for purpose.

There is insufficient evidence of how the NTS2 and the new Planning Bill will ensure that new developments do deliver in such a way that new housing and employment opportunities are predicated on active and sustainable travel.

There is a recognition that rural and island communities do not enjoy the same equitable access to the transport network as other densely populated areas. We agree that this is the case but the NTS fails to recognise that this inequality also exists within towns and cities as well. Parts of the country, including the North East, have suffered from a historic lack of investment in the transport network. Whilst the recent significant investment on the trunk road and rail line is welcome, this is only starting to redress the balance. Please also note the Aberdeen Western Peripheral Route is not about linking our cities, and Aberdeen City and Aberdeenshire Councils funded £150million of the delivery cost.
Further rail journey time reductions between Aberdeen and Edinburgh/ Glasgow is welcomed as currently it remains quicker to drive than to take the train. However, further electrification needs to be rolled out to all of Scotland. We look forward to exploring further rail improvement opportunities in the north east with Transport Scotland via the City Region Deal (CRD) and Strategic Transport Projects Review 2 (STPR2).

International and other visitors - visitors are good for tourism, they are tourism, but their role as ambassadors for Aberdeen, the North East of Scotland and Scotland is immeasurable and powerful and could be referenced.

**Section B: The Policies to Deliver the NTS**

4a. Are these the right policies to deliver Priorities and Outcomes of the National Transport Strategy?

Yes

Whilst we support the policies in principle, it is not clear how NTS2 will embed transport with spatial planning and land use decisions given the different timelines for the new Planning Bill, Transport Bill, Clean Air Strategy, STPR2 and NPF4, and their awaited respective regulations and guidance. NTS2 must also be integrated with other strategies relating to for example Health, explicitly and coherently without duplication or contradiction. The policies need to not only reflect the different geographies across Scotland but also the different travel needs arising as a result. Also recognising that the transport network is not equitable or the same across the country, the government needs to be very clear on ‘equally accessible for all’ and what this means in reality for everyone – the inequality of the current transport system is more than just the protected characteristics. We are also keen to see and be consulted on the specific actions and funding decisions that will be taken in response to the policies and enablers.

There is no reference in policy or enablers to changes to roles, responsibilities and governance, which requires fundamental changes to enable more efficient and effective delivery.

There is no reference to further legislation or block grant fund increases to ensure that local and regional roads and transport authorities have the ability and capacity to deliver this NTS2.

4b. Are some of these policies more important than others or are they equally important?

Yes

We believe that all the policies will need to work together to achieve the Priorities and Outcomes and any weighting may dilute the overall intended impact or create unintended consequences. Therefore, at a national level none should be given more weight than others. Reflecting upon the regional differences across Scotland, some elements may have greater emphasis in different areas.

**Section C: Transport governance – democracy, decision-making and delivery**

5a. Are there specific decisions about transport in Scotland that are best taken at the national level (e.g. by Transport Scotland or the Scottish Government), at a regional (e.g. by Regional Transport Partnerships), or at a local level (e.g. by Local Authorities)?
Yes, it is appropriate that specific decisions about transport are made at national, regional and local levels.

Working closely at a city region level is a key characteristic of NESTRANs and this approach is welcomed. However, the governance around the City Region Deal, and its interest in transport connectivity, has highlighted that a commitment to devolution of decision making, resource and delivery should be considered in order to accelerate the delivery of what are key economic development priorities in the city region. Some projects may not be best delivered at a central government level.

The Aberdeen City Region Deal secured funding from the UK Government, the Scottish Government and the Council to deliver strategic appraisals of city and regional transport priorities. A commitment was made that once these assessments were concluded the City Region Deal partners would work together on how these City Region Deal projects can be delivered. At the same time the separate Memorandum of Understanding with the Scottish Government prioritised rail infrastructure investment that would deliver the economic strategy outcome of increasing Aberdeen’s place competitiveness by reducing rail journey times to Edinburgh and Glasgow. We see these city regional priorities as being distinct from national transport programmes given their focus on contributing to the city region and Scottish economic benefit, and particularly in new energy transition markets.

NTS2 needs to consider how these commitments will be accounted for in future funding models, and in the context of new arrangements through the work of the Infrastructure Commission or the Scottish National Investment Bank. A national and regional collaborative model will be needed to assist the Council to deliver these projects.

At a local level, there is a great deal of ambition to deliver transport schemes that are fit for their local communities. There needs to be a recognition that Local Authorities have a better understanding of the local issues, and for example applying a one size fits all method to evaluating funding grant applications is not affording Local Authorities the flexibility to deliver the right infrastructure in the right place. Some grant application processes have become overly bureaucratic, requiring disproportionate amounts of staff resource to apply for funding and engage constantly with national agencies. Additional issues such as late notification of available funding which still requires to be spent by the end of the financial year, routinely changing standards, unachievable timescales for delivery of expenditure, single year funding, lack of transparency in decision making and inconsistent decision making are routinely resulting in poor value for money and in some cases a waste of public money. A more simplified, efficient and streamlined process for grant funding is required. Significant Government funding is being used in the administration of active travel grants and this is not being used to deliver the infrastructure required. Removing this level of administration and passing this to RTPs or Local Authorities to administer will provide more ‘locality’ to decision making and reduce the costs and overheads currently associated with grant management, in national agencies.

We would like to engage with and contribute to the Government’s working group which will be set up to develop future models for roles, responsibilities and governance for transport across Scotland, bringing our experience as an exemplar regional model to the table.

5b. Should local communities be involved in making decisions about transport in Scotland? If so, how should they be involved, and on which specific issues should they be involved in making decisions on?
Local communities should be involved through consultation and involvement, but not directly in making decisions. Decision making is appropriately for democratically responsible authorities, such as Scottish Government, Regional and Local Authorities. Working groups with varied stakeholders can help support understanding on how to change behaviours by addressing the challenges at source. User and other representative groups also need to be involved and it will continue to be a challenge balancing the needs of all as part of a whole place approach.

**Section D: The Strategy as a whole**

6. Does the National Transport Strategy address the needs of transport users across Scotland, including citizens and businesses located in different parts of the country?

No.

NTS2 requires to effectively address the transport needs across all of Scotland. However, the consultative draft appears much more focused on either the central belt area, or remote rural and island communities, missing out on the needs and challenges of large parts of the population of Scotland in the process.

Aberdeen is a peripheral region of the UK and Scotland. Despite this, it is the most internationally connected city region in terms of its disproportionate economic contribution to Scotland’s internationalisation agenda, in terms of priority sectors of energy and food and drink in particular. As a result it is also a gateway to visitors to Scotland through its hosting the best connected regional airport in the UK, and more recently, The Events Complex Aberdeen (TECA), adjacent to the airport.

Key therefore is the city’s connectivity to the wider region and Scotland, and public transport, including local rail. The Strategy could highlight the need for an efficient and affordable public transport network, and its role in contributing to visitor numbers and the city’s energy transition by changing travel habits.

It discusses the concept of inclusivity, but it doesn’t really explain how it might achieve it or even what is really meant by this. Will there be more focus on making vehicles more accessible for those with disabilities by providing both visual and audio announcements on board buses and trains for example, and what about the journey to the bus stop or rail station. Will walking and cycling infrastructure meet the needs of all users, including wheelchair users and visually impaired, which can often result in conflict as to what constitutes the best way forward for these groups?

Will transport embrace the 24/7 society that we increasingly live in and move away from the traditional model of serving the 9 to 5 society and focusing resources around the traditional morning and afternoon peaks and the school run. Cutting evening and Sunday public transport services when businesses are looking to be more flexible in their approach does not help to promote economic growth and affects the rest of the network if people cannot use the bus/ train to get home after a late shift or at weekends after a night out.

**Section E: Looking Ahead**

7a. What aspects of the transport system work well at the moment?
In the North East, the system of regional collaboration and partnership is working very well. This is focused around the two Local Authorities working with Nestrans, but also alongside strategic planning and economic development interests.

The area also has formal partnerships, including the North East the Bus Alliance where operators, Local Authorities and Nestrans work collaboratively towards agreed outcomes. Other liaison groups include a Freight Forum, Casualty reduction, and regular rail liaison meetings, thus ensuring a channel for discussion and efficient communications channels avoiding duplication or divisions and enabling collaborative working. We also have a regional Health and Transport Action Plan developed and implemented by Aberdeen City, Aberdeenshire and Moray Councils and NHS Grampian. Wider successful partnerships across borders and with business has enabled the development of hydrogen fuel cell technology and sharing of best practice with EU partners in the Civitas Portis Project. The City Region Deal affords additional partnership working with Transport Scotland and the Department for Transport.

The development of joint bus ticketing is also a good example, where a multi-operator smart cashless ticket has been developed and is proving popular with passengers.

Active travel initiatives are also being successfully developed, however often facing serious funding constraints due to inappropriate forms of funding governance from third parties with somewhat ambiguous links to democratic processes and local accountability. The rules for funding should be adapted to local specific characteristics, in order to make these funds effectively available for all Scottish regions.

Aberdeen is therefore very well placed to embrace new regulatory powers and receive additional funding to help achieve the NTS2.

At a national level and in major urban areas the public transport system works well. The national concessionary fares card scheme is also well liked and used by the elderly, but more needs to be done to promote this to disabled users and to ensure a financially sustainable model to help those who most need it.

New native tree planting and wildflowers are now planted more often alongside new roads.

7b. What practical actions would you like to see the National Transport Strategy take to encourage and promote these?

The NTS could and should do more to facilitate and encourage partnership working and reward success where this is shown to work. It is important to recognise that a one size fits all solution is rarely effective and partners in the North East have found ways to work collaboratively to produce effective and efficient means of delivering solutions.

We have seen with the City Region Deal approach, across Scotland, there needs to be good working relationships between national and regional partners, recognising both regional priorities and national priorities when agreeing such long term funding streams out with the standard governance models.

The NTS must recognise that public transport can be a major part of the solution and provide the necessary investment in both rail and bus infrastructure. It is important that there are good interchange and terminal facilities and there must be a real commitment to introducing nationwide integrated smart ticketing – this was included in STPR 1 – the one ticket approach – but as yet not delivered. However, this should not
be at the expense of offering other options for those vulnerable users that for whatever reason cannot use digital technology and need to rely on help and assistance from staff.

The strategy needs to recognise the importance of protecting Scotland’s Natural Heritage in implementing the strategy and recognise the opportunities to increase biodiversity alongside transport corridors.

The NTS should also recognise what needs to be done to achieve a step change in the pace of delivery of the key objectives, particularly around roles/responsibilities/governance and funding support for local authorities.

8a. What aspects of the transport system do not work well at the moment?

Inability to deliver local priorities due to a lack of local funding. The need to maintain transport assets with ever-decreasing budgets. Lack of appreciation from national funding bodies regarding local characteristics (and sometimes restrictions) that prevent the delivery of projects e.g. while segregated cycling facilities are obviously the desirable optimum, things such as space, maintenance implications and financial pressures sometimes mean that localised departures are better than nothing. These decisions are best taken by the statutory roads authority – not third party groups currently deciding on the allocation of millions of pounds of tax payers money. The need for local authorities to have match funding to secure government funding – given the reducing local authority budgets this is becoming increasingly difficult.

For the North East of Scotland, transport and accessibility is likely to remain a major spatial and economic disadvantage for some time and may actually worsen if not addressed in relation to other parts of the UK. CrossRail, Heathrow’s third runway and HS2 and HS3 will have significant impacts for surface access times across much of England and the South East but there are currently no real proposals to extend investment in high speed rail beyond the North of England.

For future investment at Heathrow to be beneficial for North East of Scotland (as rail times are uncompetitive to South East England), the devolution of Air Passenger Duty to regional airports should be a consideration. Such devolution of fiscal powers to enable local areas and regions to enhance connectivity by providing a more favourable tax environment could help mitigate some of the competitiveness issues faced by areas such as the North East of Scotland.

The ability to innovate and trial new approaches to service delivery is constrained by current governance and mostly annual (rather than multi-year) funding models. Other countries have put in place large innovation funding streams for transport which allow innovations to be trialled without the fear of failure. This would be worthy of developing in Scotland, ideally through locally and regionally based structures.

The inefficiencies inherent in Government’s use of unaccountable, non-transparent third parties means lack of value for the public pound and more direct funding to local and regional authorities will increase the pace of necessary local transport network changes.

Many vulnerable users feel overwhelmed by the rush to move into the digital age. Whilst younger people may be happy to use social media to check on the status of a journey, it is unlikely that the majority of more elderly users would be as comfortable doing this and therefore there has to be an appropriate mix of both hi-tech, digital technology to help to speed up and improve journeys and the more low-tech timetables.
and information points and staffed help points for those that find it difficult or impossible to use the new digital technology.

8b. What practical actions would you like to see the National Transport Strategy take to improve these?

The document seems to lack information on practical actions. It contains high level statements but does not make commitments on how the stated objectives will be delivered. We believe that the most crucial part of the Strategy should be commitment to its delivery. We would like to see the Delivery Plan based on the strategic direction, that there is clarity on the actions to be taken to deliver the strategy, and national, regional and local intervention is understood. This is a priority in terms of Aberdeen's delivery of local transport priorities that in turn are delivering national economic growth, and is being evidenced by the experience gained in implementing the Aberdeen City Region Deal and the Memorandum of Understanding between the Scottish Government and Aberdeen City Council and Aberdeenshire Council.

The table on pages 49 to 51 states the policies and their enablers and the clarity this provides is welcomed. However, the table seems to miss a third column with the action required to reach the enablers. The information about what actions are going to allow this achievement would be valuable for a meaningful discussion in the consultation phase.

The approach to developing and co-producing the NTS2 utilised working groups and it may be worth retaining that type of structure to help address this question as well as oversee the co-delivery against the policies.

Finding the right balance between embracing new technology and ensuring that those who need to have the comfort and reassurance of having a human response to hand, have that need fulfilled.

The strategy should contain actions to secure a reduction in the relative cost of using public transport compared to the private car. Promote greener transport routes that protect our Natural Heritage. Promote biodiversity net gains.

9. Chapter 6 of the Strategy sets out immediate actions the Scottish Government will take in three key areas: Increasing Accountability; Strengthening Evidence; and Managing Demand. Is there anything you would like to say about these actions? Please provide details.

The 3 key areas stated together do not appear to meet the scale of the challenge that will be required to achieve the priority outcomes set out in the document.

Increasing Accountability – Improving the linkages between existing consultations may offset the need to create a Citizens Panel. Some institutions at regional and local level, like chambers of commerce, businesses and Local Authorities, have deep knowledge of their population's needs and requirements. It is difficult to see how a national citizen's panel would be agile enough to increase accountability by itself. Local Authority members are already held to account on a regular basis at a local level and so it may be that there needs to be clarification on where the increased accountability is being sought. There is also no mention of the lack of accountability of third party organisations currently charged with administering significant amount of funds and how this will be addressed. Needs to include statement on protection and enhancement of Natural Heritage.
Strengthening Evidence - Evidence needs to be relevant at local and regional level, not just national. Again, it can be resolved with existing data as long as there is a collaborative understanding between institutions, transparency and a willingness to share knowledge and intelligence around that data and how it is to be used. In addition to monitoring, environmental impacts net gains in biodiversity need to be monitored and evidenced.

Managing Demand – this is a fundamental aspect in NTS2. The reduction in the need to travel is a core part of what this Council set out in its 2016 LTS, but we also recognised that there is still a need to travel for many people with few options that do not involve roads. The principles of the Sustainable Hierarchy are not new at a local level, so being embedded within the NTS2 is welcome. However, its real application at all levels of government, including the planning system, must be monitored closely to ensure compliance. The NTS also needs to recognise that basic infrastructure is still required and there should not be a suspension on new infrastructure across Scotland. Indeed, if the aspirations around developing our economy and tackling climate change are to be realised, then we will need to provide the appropriate infrastructure.

In addition, but separately to these ‘immediate actions’, we note the announcements made in the Scottish Government’s Programme for Government specifically related to greener transport. While welcoming the investment committed, we do wonder how the new Programme for Government 2019 fits with the emerging transport strategy which does not contain such concrete commitments, but which points to an action plan which presumably will include the programme already announced.

10. Is there anything else you would like to say about the National Transport Strategy?

Definitions around the outcomes and indicators will be necessary to ensure clarity and consistency.

Section F: Strategic Environmental Assessment (SEA)

11. What are your views on the accuracy and scope of the information used to describe the SEA environmental baseline set out in the Environmental Report?

The SEA recognises the appropriate key environmental issues associated with the transport system. We also agree with the decision of scoping all possible required topics in the Environmental Report, due to the wide nature of NTS2 and the implications such a program may impose in the environmental baseline.

12. What are your views on the predicted environmental effects as set out in the Environmental Report?

NTS2 sets ambitious environmental goals, that are expected to have a significantly positive impact on the environment and greatly benefit the population in terms of health and wellbeing if delivered in full.

13. What are your views on the proposals for mitigation and monitoring of the environmental effects set out in the Environmental Report?

The potential for adverse environmental effects must be assessed individually, according to the relevant statutory procedures. The Environmental Report acknowledges that each individual project will have its own assessment requirements, and that mitigation techniques and monitoring methods will be tailored to each specific case.
14. Is there anything else you would like to say about the Environmental Report?

The environmental targets set by the NTS (like the net-zero emissions by 2045) are very positive and ambitious. However, there is a lack of detail in defining the way these targets will be accomplished. When assessing the ‘improve access to healthcare…’ policy, it is noted that there will be mixed impacts for air and climatic factors should more journeys be encouraged by unsustainable modes. This may also be the case for the previous Policy (‘Provide a transport system that is accessible to all’) which is marked positive against the same criteria. Section 6.3.19 could perhaps be stronger in articulating the tension between economic aspirations (particularly aviation connectivity) and the likelihood that this will have negative greenhouse gas impacts.

(Response ID - ANON-KEGA-A9V9-1)