



**A**

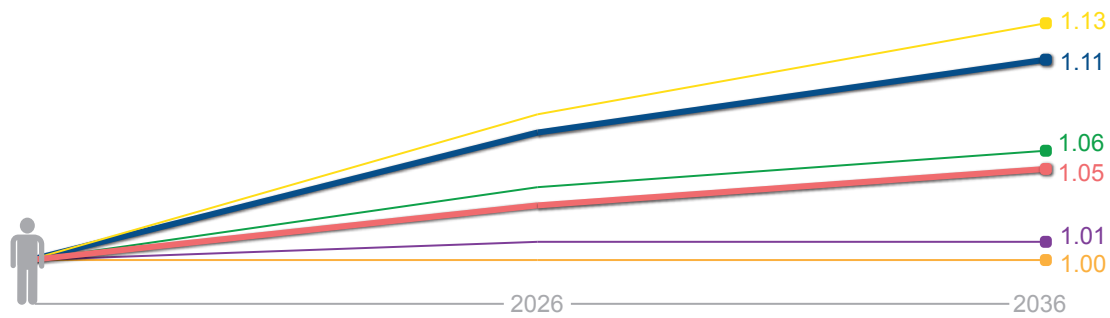
# *Appendix*

## **DATA ANALYSIS - SUPPORTING INFORMATION**

## DEMOGRAPHICS

Aberdeen City City of Edinburgh Aberdeenshire Scotland  
City of Glasgow Dundee City Scottish Rural Average

Figure 44: Projected Population Growth  
Source: NRS, 2018



The chart above illustrates the projected population growth rates, over the next 20 years, for both Aberdeen City and Aberdeenshire and the comparator locations. The growth is indexed to 2016, i.e. 2016=100.

- Aberdeenshire has one of the highest projected growth rates, similar to that of Edinburgh;
- The Aberdeenshire growth rate is more than double that of Aberdeen City; and
- Aberdeen City displays a similar trend to that of Glasgow City with the largest increase witnessed over the ten year period from 2016 to 2036.

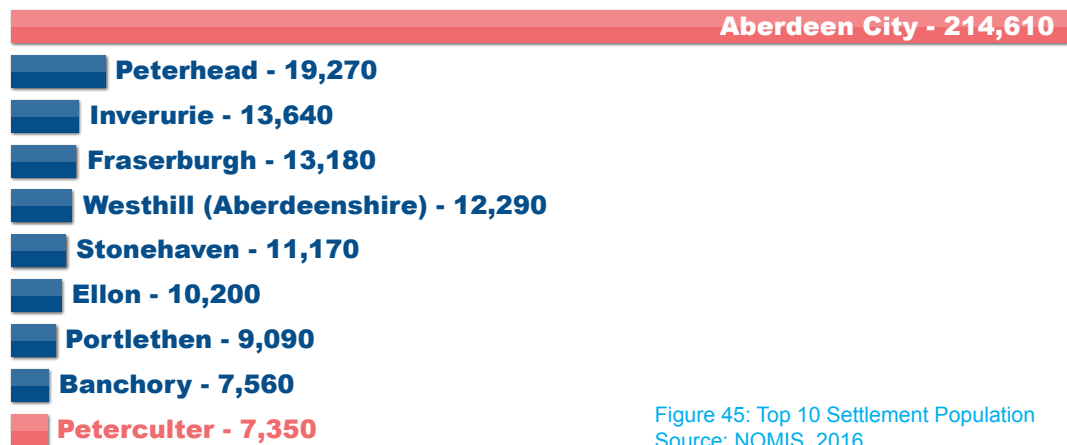
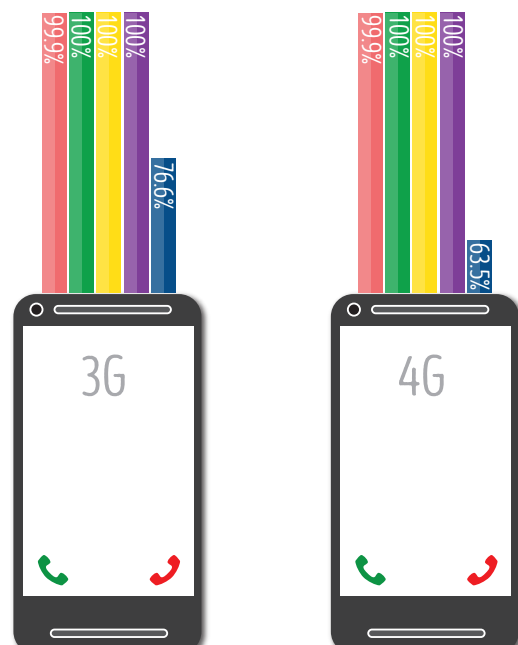


Figure 45: Top 10 Settlement Population  
Source: NOMIS, 2016

The chart above illustrates the top ten largest settlements in the Aberdeen City Region based on 2016 values.

- Since 2014 Portlethen has seen the largest growth rate, increasing by 11% from 8,200 in 2014 to 9,090 in 2016;
- Inverurie witnessed the second largest growth rate at 7%, moving the settlement from 4th largest in 2014 to 3rd largest in 2016; and
- Stonehaven was the only settlement to witness a decrease in population, showing a -2% decrease from 11,370 in 2014 to 11,170 in 2016.

## DIGITAL - MOBILE

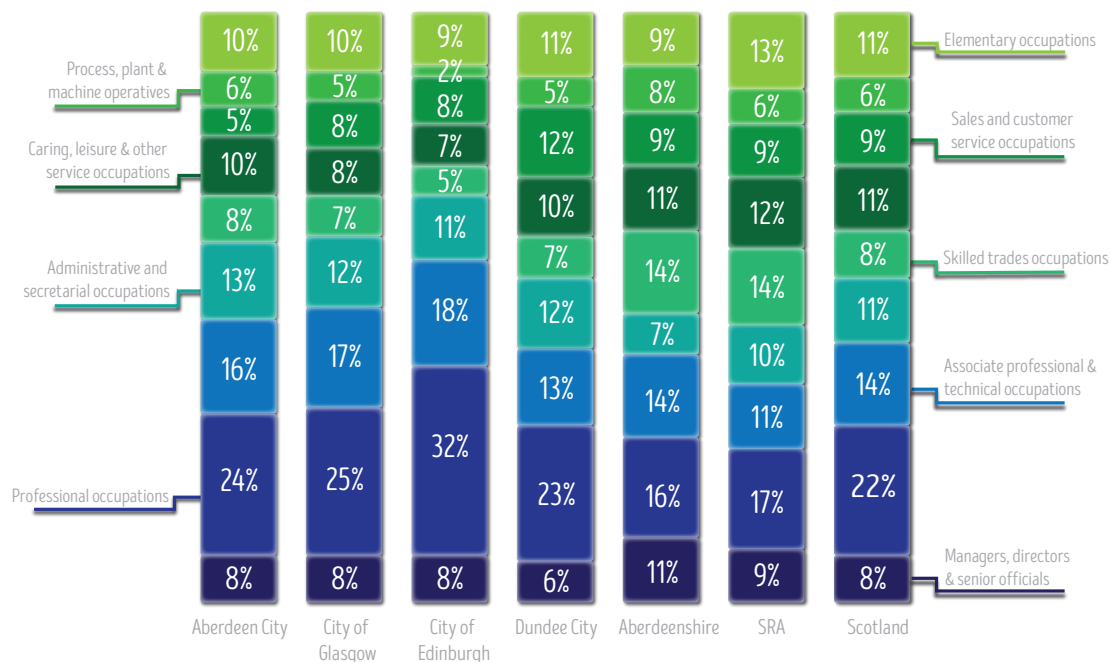


In terms of mobile phone connectivity, Aberdeen City is marginally lower than that of the other comparable cities 0.1%, while Aberdeenshire is significantly lower for both 3G and 4G signal coverage. The percentages shown illustrate the local authority land coverage and thus Aberdeenshire's low statistics could be related to the geographical expanse of the region, rural nature and the Cairngorms National Park.

Figure 46: Mobile Phone Signal Coverage  
Source: Data.gov.uk, 2017

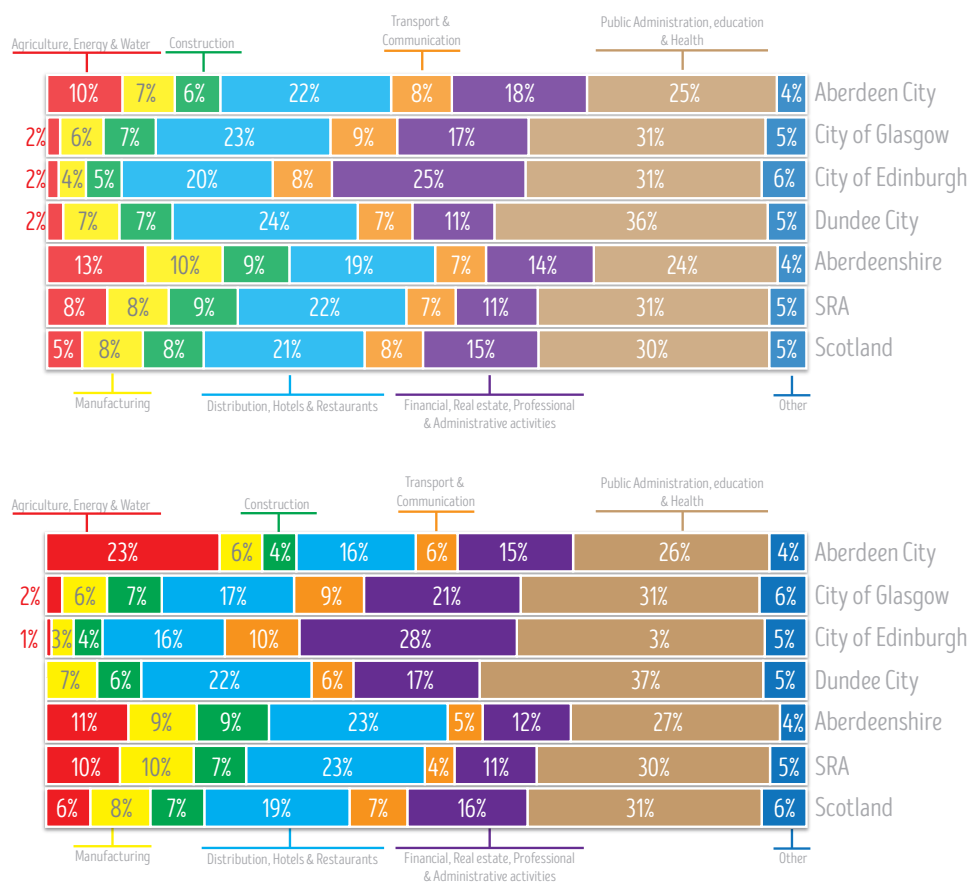
## SOCIO-ECONOMICS

Figure 47: Occupation  
Source: NOMIS, 2017



As evident in the chart above, Aberdeen City has a similar trend in those employed in higher level occupations to that of the other cities. Aberdeenshire

also shows a similar trend to that of the Scottish Rural Average, although does show a higher proportion in the highest level of Managers, directors and officials.



The types of industry that the population are employed in are shown in the two charts left. The top chart presents results from the 2011 census, whilst the bottom chart provides information from the Annual Population Survey 2017.

- Aberdeen has seen a growth of more than double in Agriculture, Energy & Water, whilst experiencing marginal decreases in all other sectors. This growth is most likely linked to oil industry and the growth of the renewables sector in the region;

- Aberdeenshire on the other hand has witnessed growth across a couple of sectors, in particular Distribution, Hotels & Restaurants (mostly linked to increased tourism) and Public administration, education and health; and

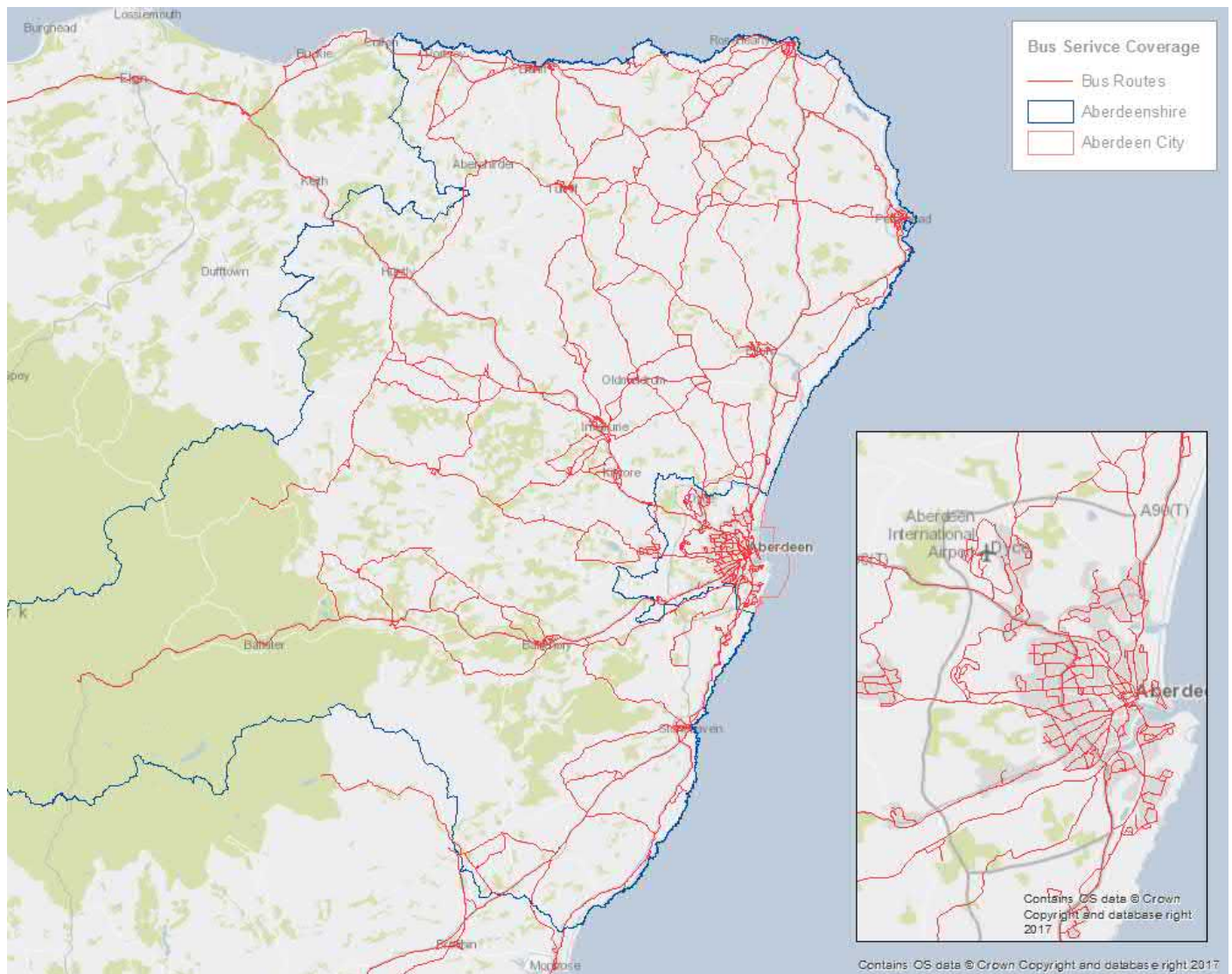
- Overall there have been no significant changes from the 2011 census across sectors or comparator areas.

Figure 48: Employment by Sector Source: Census, 2011 and Annual Population Survey, 2017



# TRANSPORT

## BUS



### DAILY BUS TICKET

Aberdeen City	<b>£4.00</b>
Edinburgh City	<b>£4.00</b>
Glasgow City	<b>£4.50</b>
Dundee City	<b>£3.80</b>



### WEEKLY BUS TICKET

Aberdeen City	<b>£16.00</b>
Edinburgh City	<b>£19.00</b>
Glasgow City	<b>£17.00</b>
Dundee City	<b>£13.80</b>



### SEASON TICKET

Aberdeen City	<b>£660</b>
Edinburgh City	<b>£665</b>
Glasgow City	<b>£530</b>
Dundee City	<b>£500</b>

The map above displays the bus service network in the Aberdeen City Region, whilst the graphics directly above provide comparator costs for bus tickets at the daily, weekly and annual level. As can be seen in the graphic, bus tickets for Aberdeen are comparable at the daily and weekly level, however, prove to be more expensive at the annual level, apart from Edinburgh.

Ticket prices for Aberdeenshire are not shown due to the number of different ticket types that are available across the local authority.

Dip in patronage at Dyce and Aberdeen in 2016, most likely linked to the recession in the energy sector.

Figure 49: Rail Boardings Source: ORR, 2016

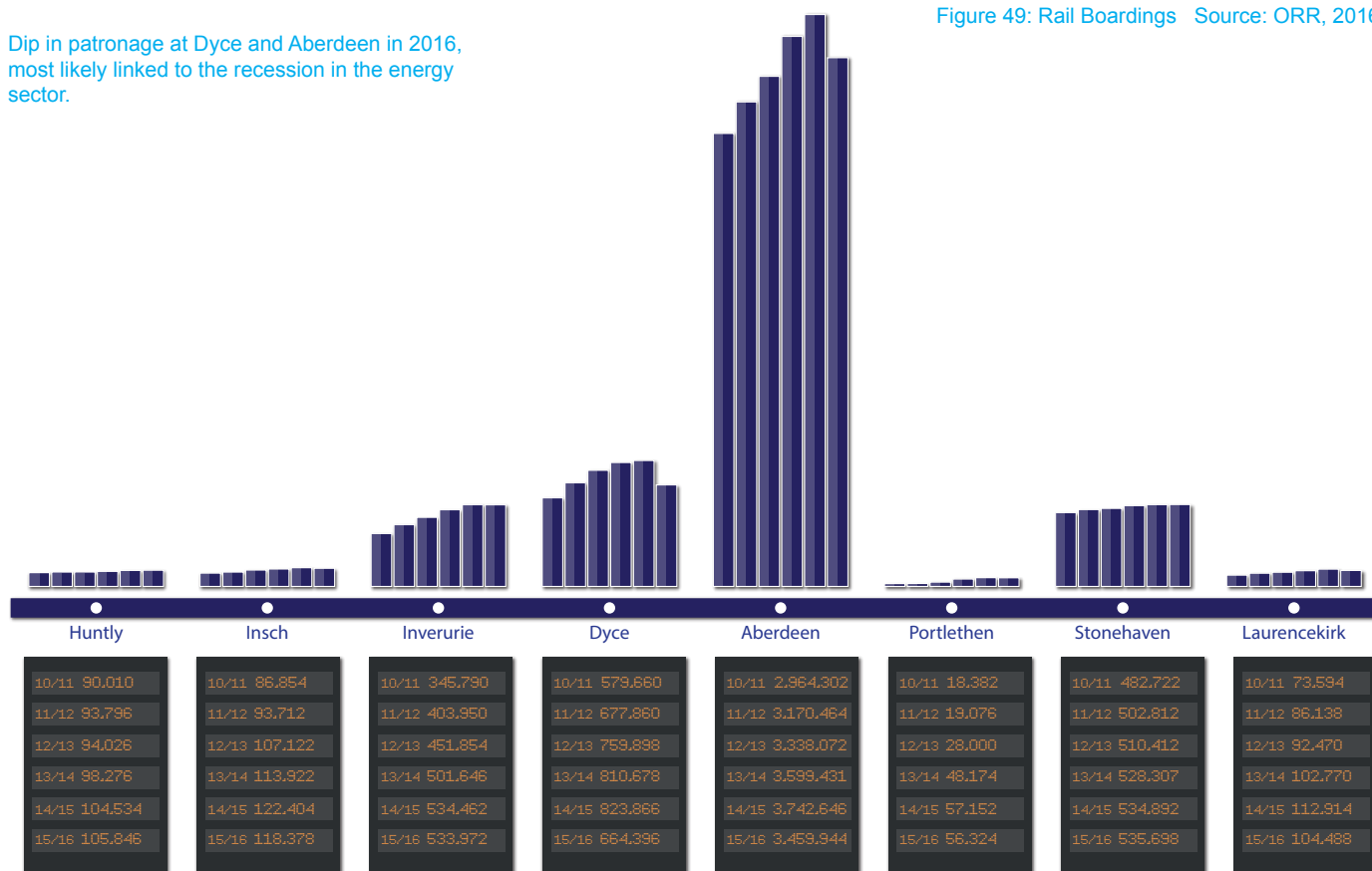


Figure 50: Daily Rail Source: ScotRail, 2018



The graphics on this page illustrate the connectivity by rail in the Aberdeen City Region. The chart at the top displays rail patronage levels per station from 2010 to 2016. The graphic directly above shows the number of direct services from Aberdeen Rail station to key stations, whilst the image right highlights rail connectivity during the AM peak period from 0600 to 1000. From these graphics the following key points are of note:

- All stations show positive growth in rail patronage over the six year period, in particular significant growth at Inverurie, Dyce and Portlethen;
- Aberdeen Rail station is well connected to other key cities in Scotland in terms of direct connections, with further connections available through interchange; and
- Travel time from Aberdeen to other key train stations restricts connectivity across Scotland with relatively long journey times to both Glasgow and Edinburgh.

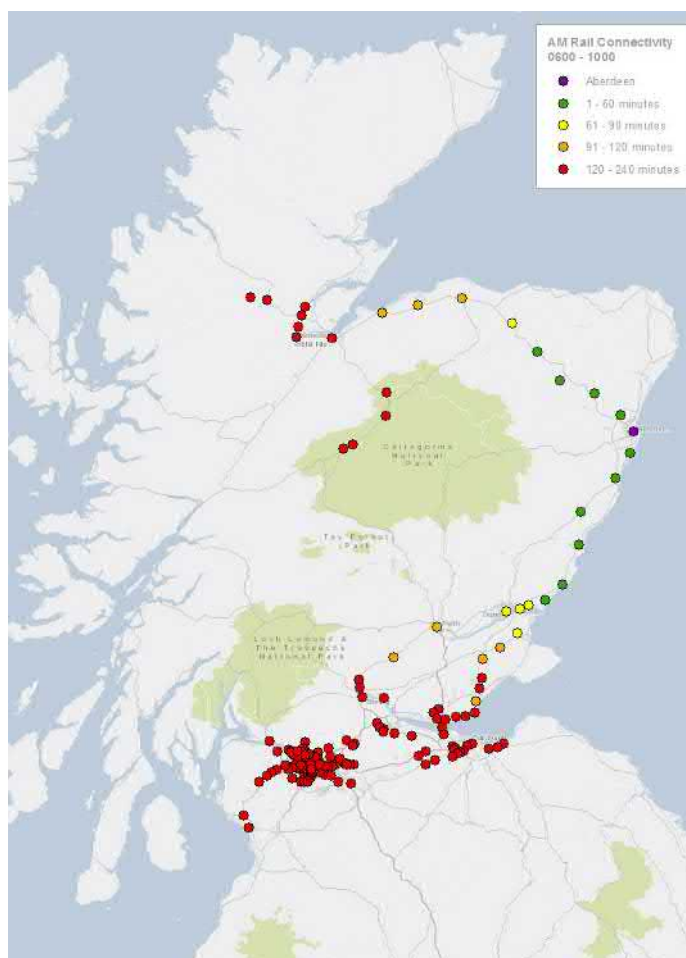


Figure 51: AM Rail Travel Times TRACC 2018

On the page opposite all day connectivity by rail from Aberdeen Rail station is presented. Extending the travel window from that above shows that Northern England can be reached in around five hours and London in around six-seven hours.



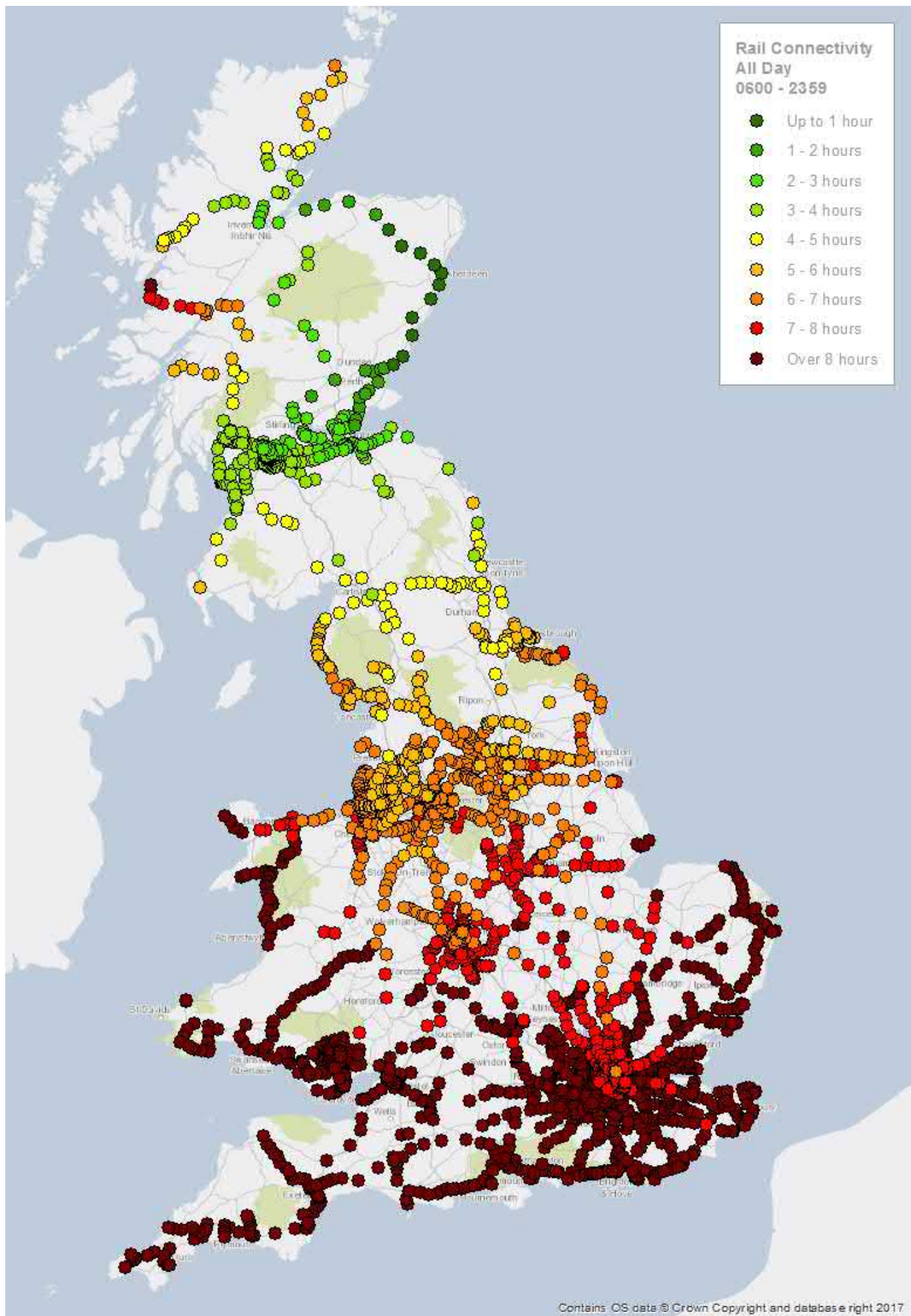


Figure 52: All Day Rail Travel Times TRACC 2018

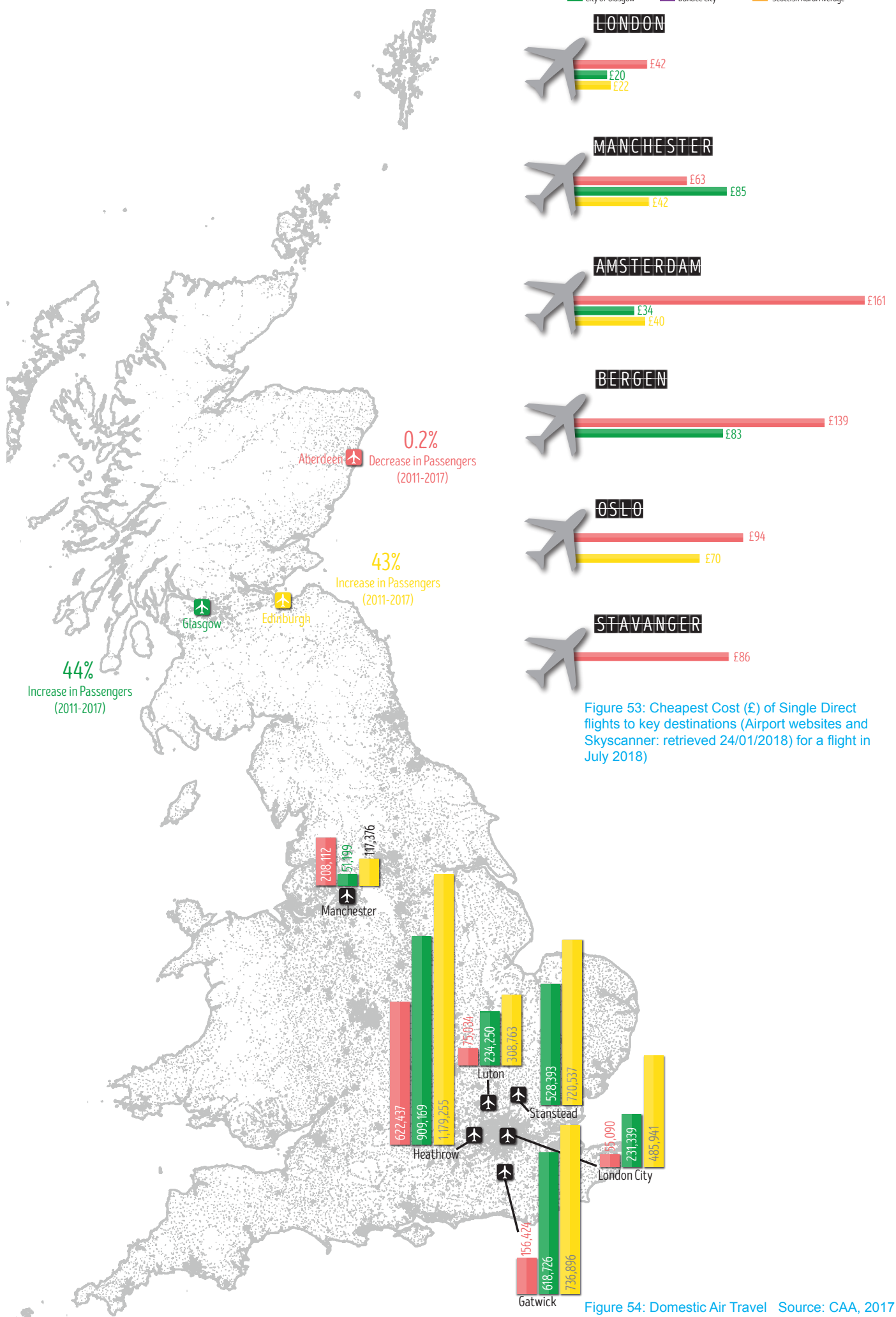


Figure 53: Cheapest Cost (£) of Single Direct flights to key destinations (Airport websites and Skyscanner: retrieved 24/01/2018) for a flight in July 2018)

Figure 54: Domestic Air Travel Source: CAA, 2017

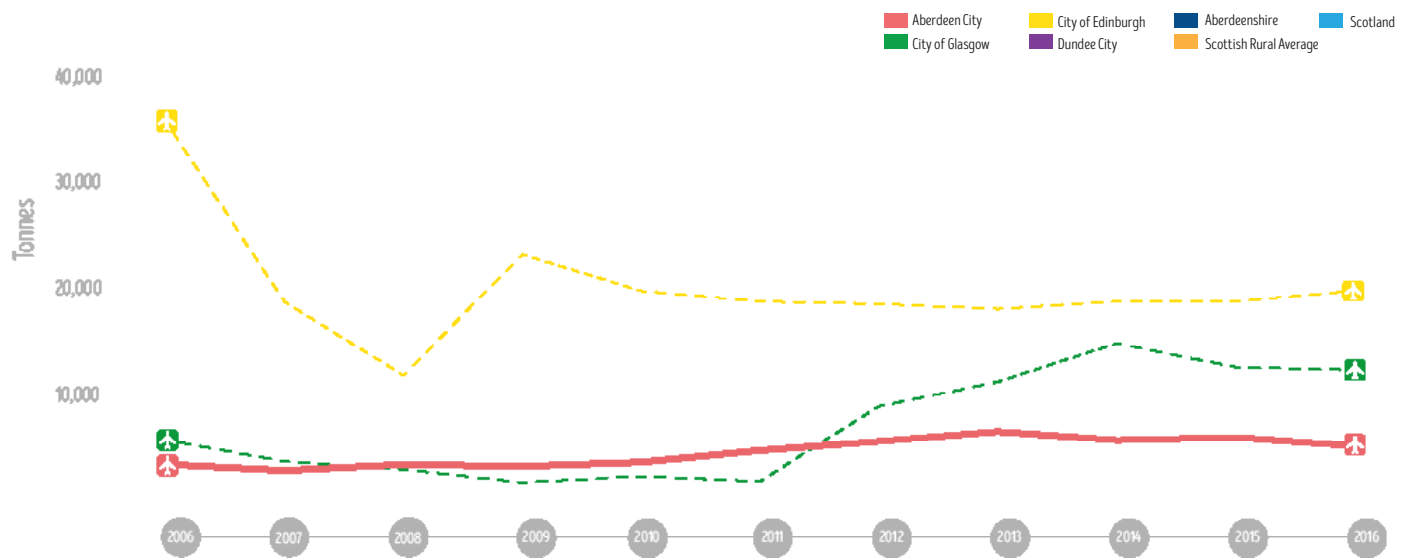
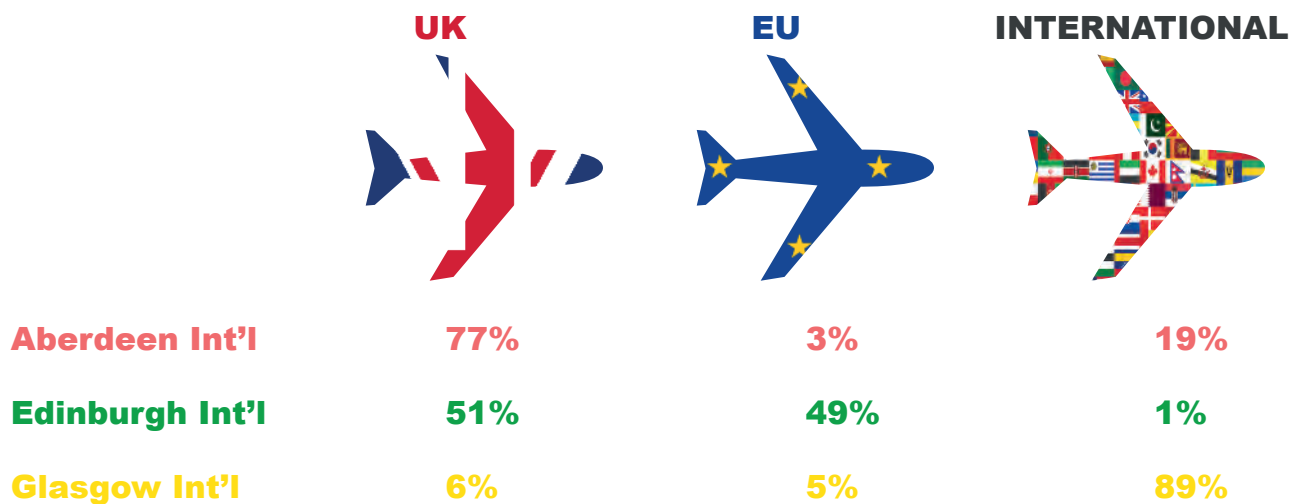


Figure 55: Freight (Tonnes) Source: CAA, 2017

Figure 56: Freight Destination Source: CAA, 2017

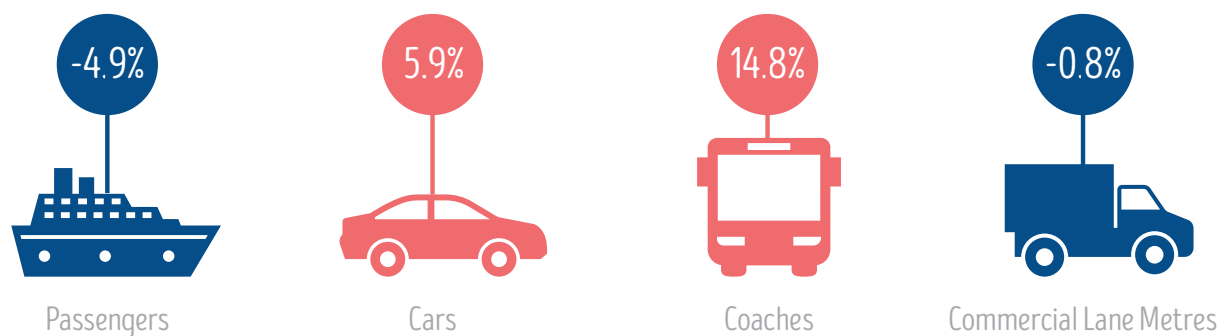


- The image on the page opposite highlights the number of domestic passengers by main airports. As can be seen from the map, Heathrow is the busiest destination from all three Scottish airports. Manchester airport is the only domestic airport where there is a greater number of passengers from Aberdeen than Glasgow and Edinburgh;
- Looking further afield the top five passenger transits to/from Aberdeen are to the offshore oil rigs (400,601), Amsterdam (280,993), Frankfurt Main (127,324), Paris Charles de Gaulle (99,975) and Stavanger (97,640);
- The diagram also displays a comparison of the costs of flights from each of the three airports to key destinations. Flights from Aberdeen tend to be more expensive than flights from Glasgow and Edinburgh, in particular flights to Amsterdam from Aberdeen are significantly higher than from Glasgow (+£127) and Manchester (+£121);
- The chart top, illustrates the trend in air freight passing through all three Scottish airports. Aberdeen shows a consistent level of air freight passing through the airport over the ten year

period from 2006 to 2016. Both Glasgow and Edinburgh displays fluctuating trends over this same time period with Edinburgh experiencing roughly a 55% decrease in the amount of tonnage passing through the airport from 2006 to 2008, whilst Glasgow witnesses a significant growth between 2011 and 2014;

- In terms of destination for freight passing through each of the three airports there are quite contrasting trends. Freight passing through Aberdeen is heavily weighted towards other destinations within the UK, Edinburgh is more equally balanced between the UK and the EU, while 89% of freight passing through Glasgow destines internationally.

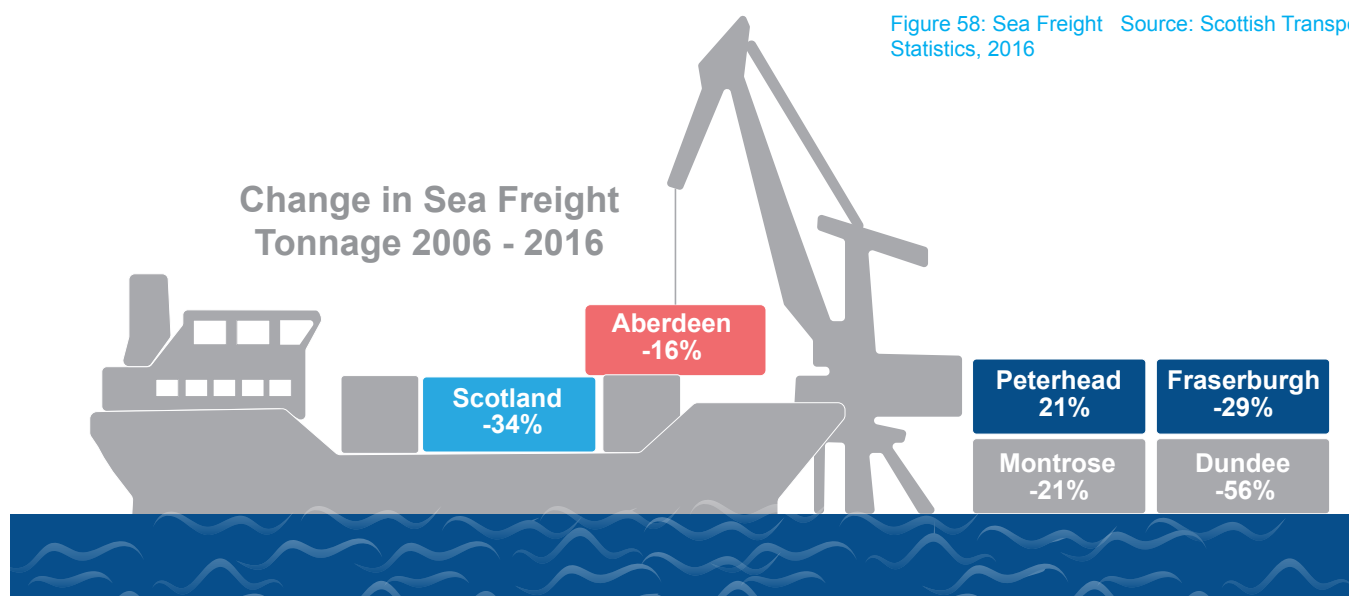
Figure 57: Ferry Carryings Source: Serco, 2017



Aberdeen Harbour provides an important and essential strategic link to Orkney and Shetland. Serco Northlink operates from the harbour providing essential life-line services to the islanders, 7 days a week. The diagram above show the change in carryings of the ferry services from 2013 to 2017. As can be seen from the combined figures, although both car and coach carryings have increased over the five-year period, passenger numbers

have decreased by -7,359 from 2013 (-4.9%). The biggest reduction in patronage was experienced between 2015 to 2016 when numbers decreased by -6,918 (-4.4%). Other types of carryings have steadily increased over the years, although there has been a slight decrease in the total commercial lane metres since 2013.

Figure 58: Sea Freight Source: Scottish Transport Statistics, 2016



Sea freight is a vital element to the world economy with around 90% of the world's trade carried out by the shipping industry. Aberdeen Harbour plays a large role in the shipping industry and acts the main commercial port in the north east of Scotland. In addition to Aberdeen the ports of Peterhead and Fraserburgh also play important roles for not only the fishing industry but the shipping industry too.

In the period from 2006 to 2016, the tonnage of cargo passing through Aberdeen Harbour has decreased by -19%. This is a trend that is evident across Scotland, with total sea freight in Scotland decreasing by -34% over this time period. Fraserburgh witnessed a -29% decrease, whilst conversely Peterhead experienced a 21% increase in cargo tonnage passing through the port. The chart below displays the trends in cargo tonnage passing through five of the main ports on the Scottish North-East coast.





Figure 60: 9 Hours of City Centre Parking  
Source: Parkopedia & Council Websites, May 2018

Aberdeen has a significantly lower daily parking cost than both Edinburgh and Glasgow. The prices above represent an average cost for nine hours worth of parking. Aberdeen is almost half the price of Glasgow, and combined with the availability of parking in the city is probably an indication to the high car mode share for travelling to work.

The chart above provides a comparison of both petrol and diesel prices across the comparator areas. Interestingly, Edinburgh has the lowest price for both petrol and diesel. Aberdeen is next lowest with Aberdeenshire having one of the highest priced fuel rates.

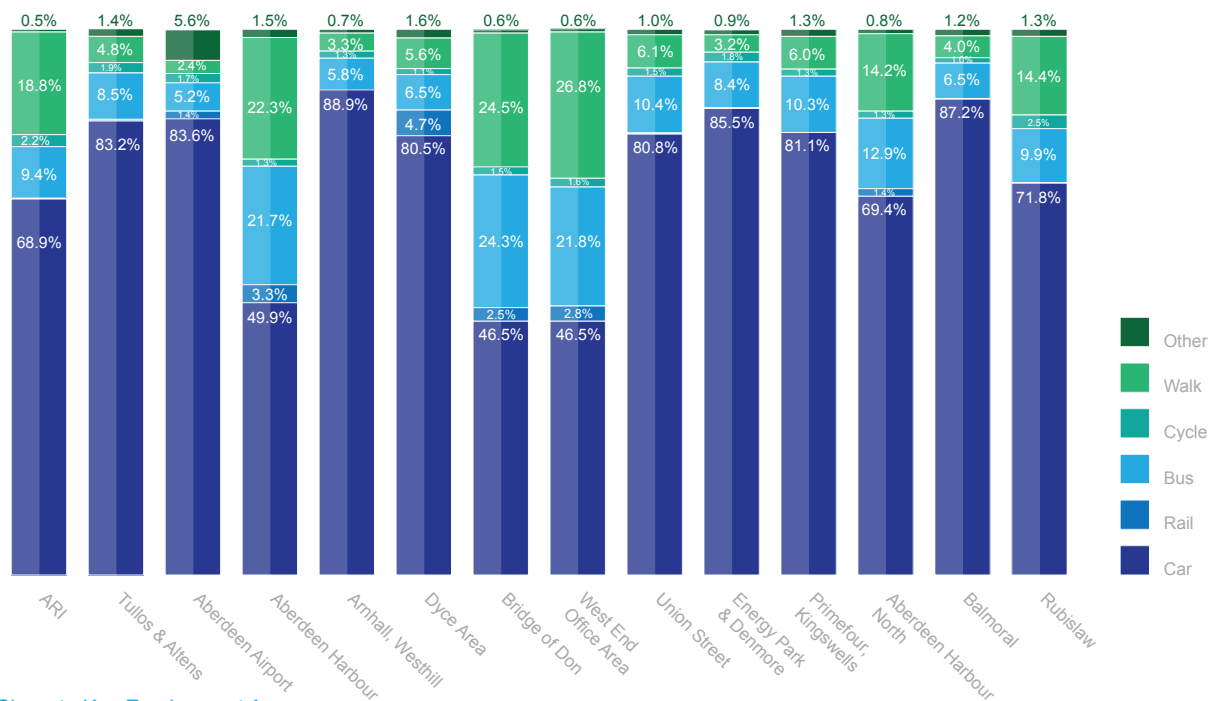


Figure 61: Mode Share to Key Employment Areas  
Source: Census 2011

The chart above displays the mode share for travel from home to 14 of the key employment areas within the Aberdeen City Region.

- As expected and shown through previous analysis, car is the most dominant mode of travel for all 14 of the destinations.
- Cycling mode share is significantly low, even for city centre locations;
- Just under 50% of employees walk or take the bus to access the harbour, Bridge of Don area and the West End Office Area.

## ASAM Analysis

The charts below and the maps on the following pages illustrate analysis of the outputs from ASAM14.

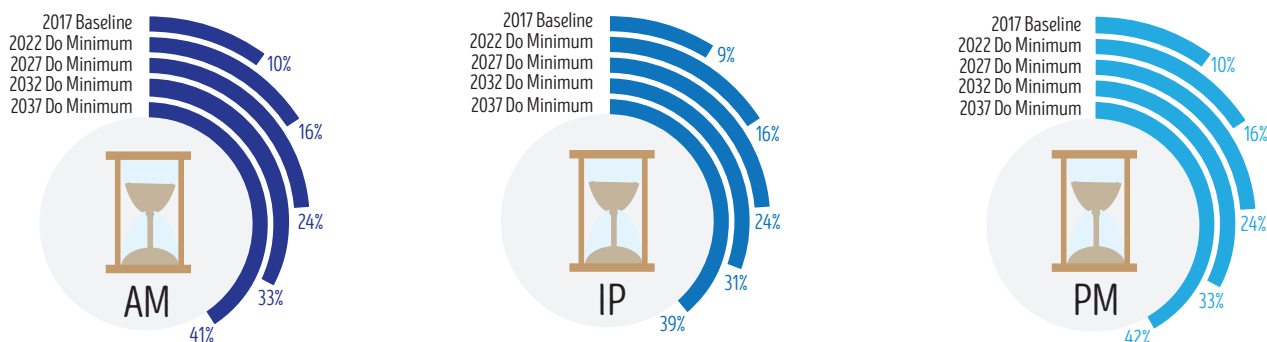
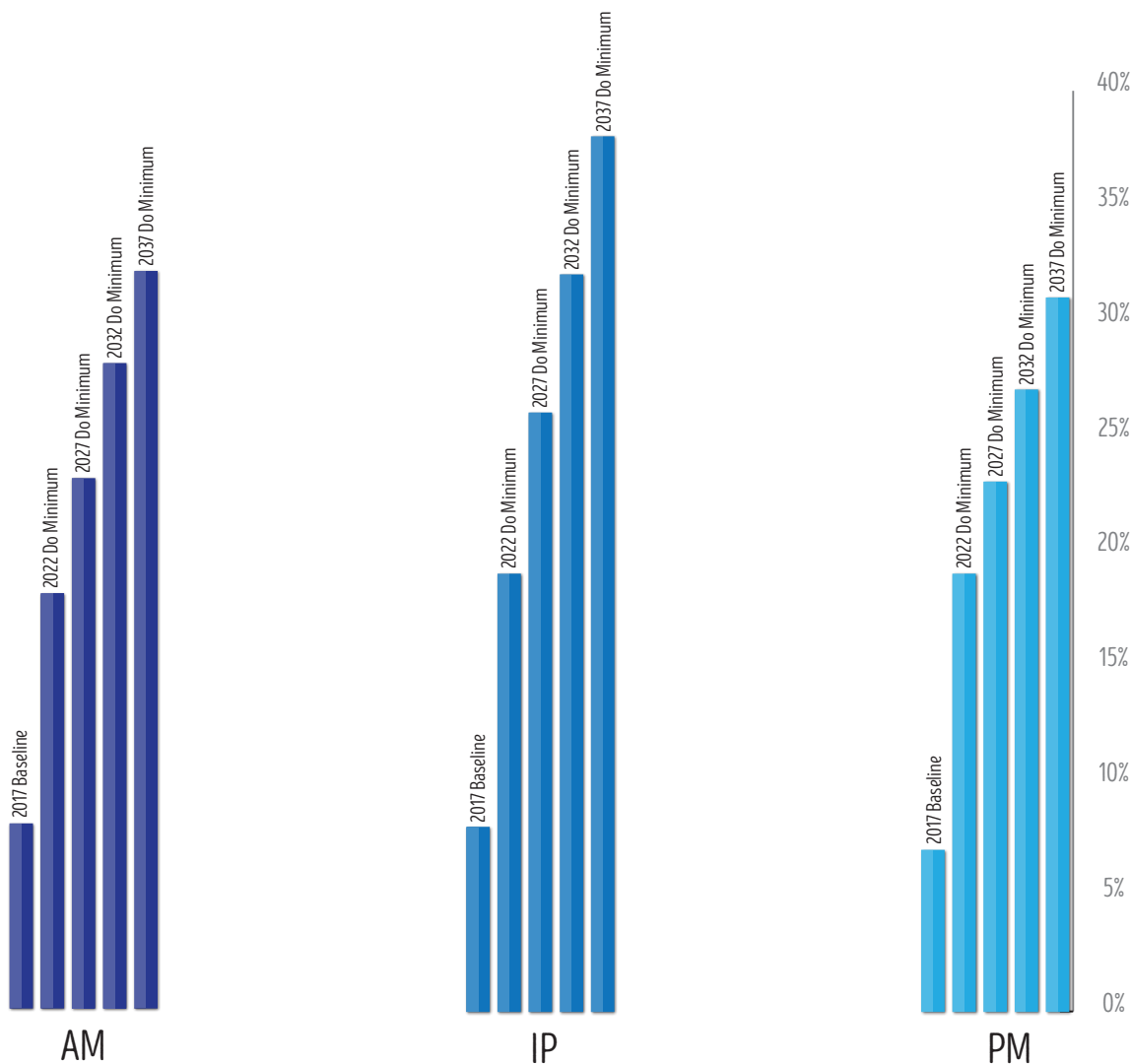
The charts below highlight the step change in total vehicle kilometres and vehicle travel time in the forecast years compared to the 2014 base year.

These increases are likely linked to the increased development forecast for the Aberdeen City Region particularly in Aberdeenshire and the introduction of the AWPR

The maps on the following pages illustrate the predicted impacts on the Aberdeen road network in the forecast year and the locations which are likely to see the most impact.

The results demonstrate some areas of the network gaining some relief as a result of infrastructure such as the AWPR, however, there are several areas of the network that are still likely to see significant impacts as a result of the planned land development.

### % Change in Vehicle Kms ( 2014 - 2037)



### % Change in Vehicle Travel Time ( 2014 - 2037)

Figure 62: Change in Vehicle Kms and Travel Time  
ASAM14 - 2017, 2017, 2022, 2027, 2032, 2037



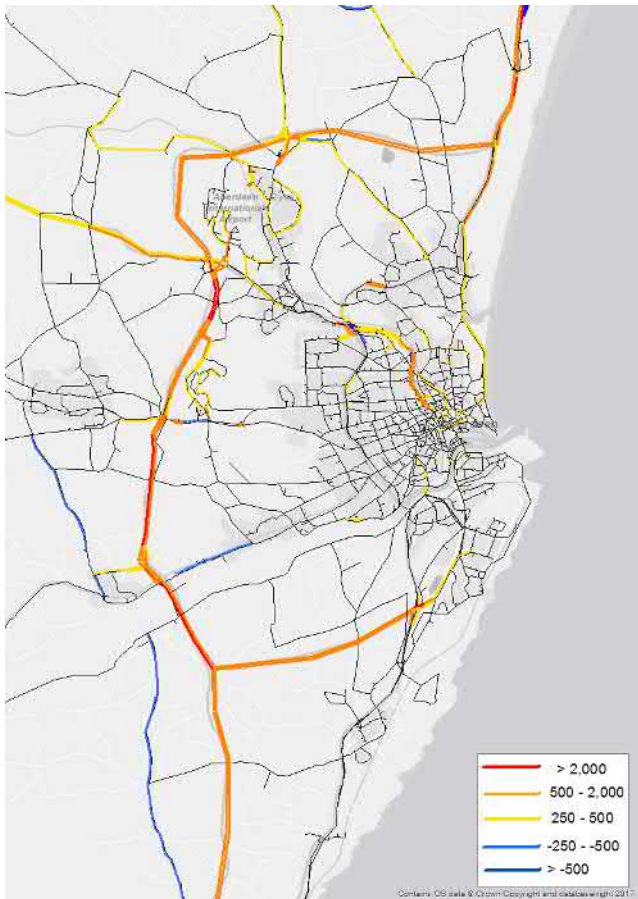


Figure 63: Absolute Change in vehicle flows 2017 - 2037  
AM Peak

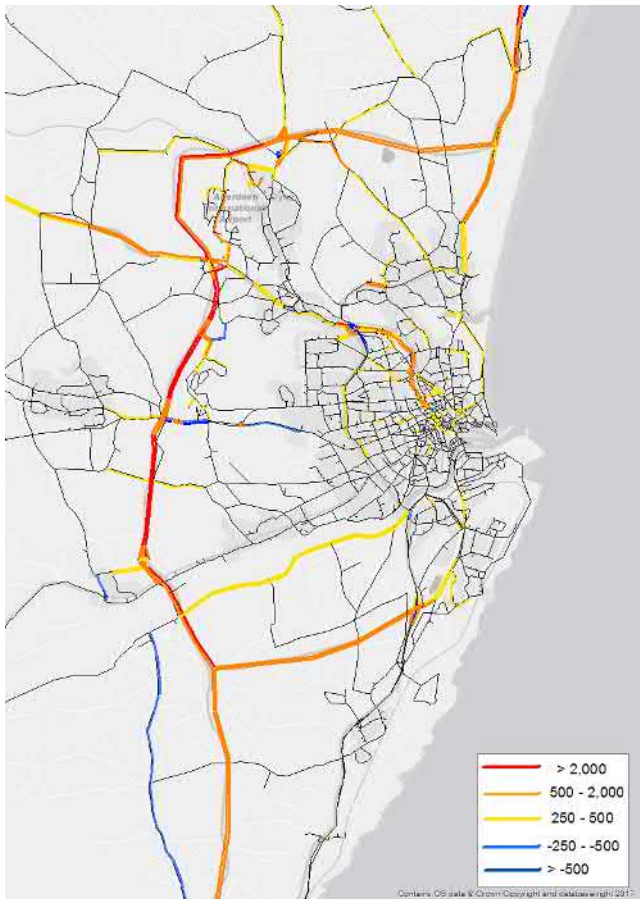


Figure 64: Absolute Change in vehicle flows 2017 - 2037  
PM Peak

Figure 65: Junction Vehicle Volume over Capacity 2037  
AM Peak

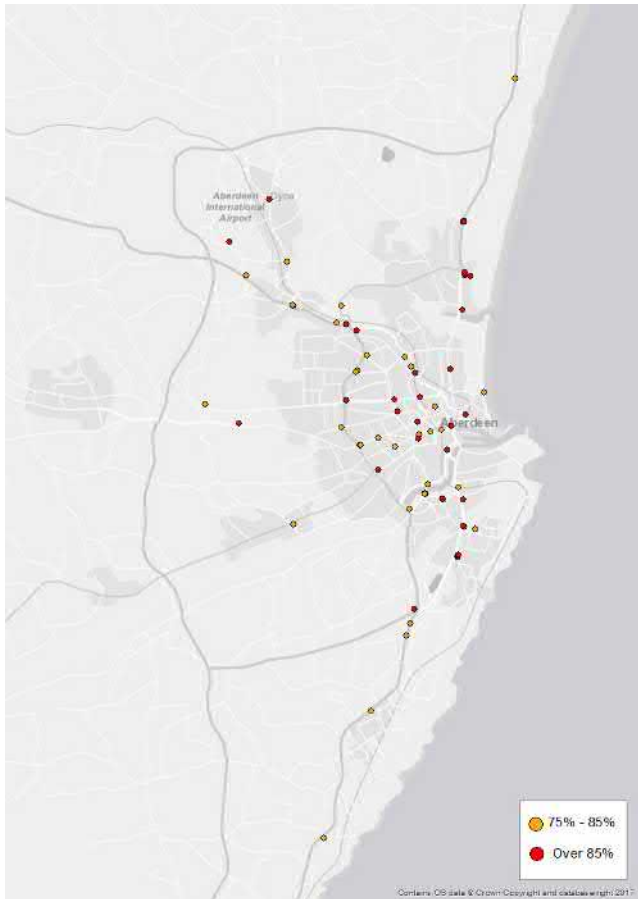
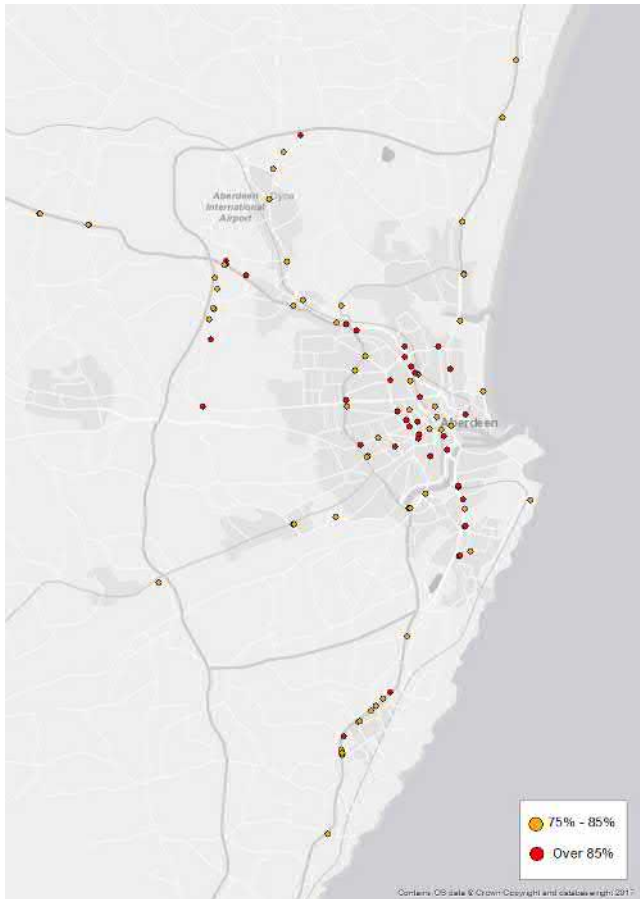


Figure 66: Junction Vehicle Volume over Capacity 2037  
PM Peak



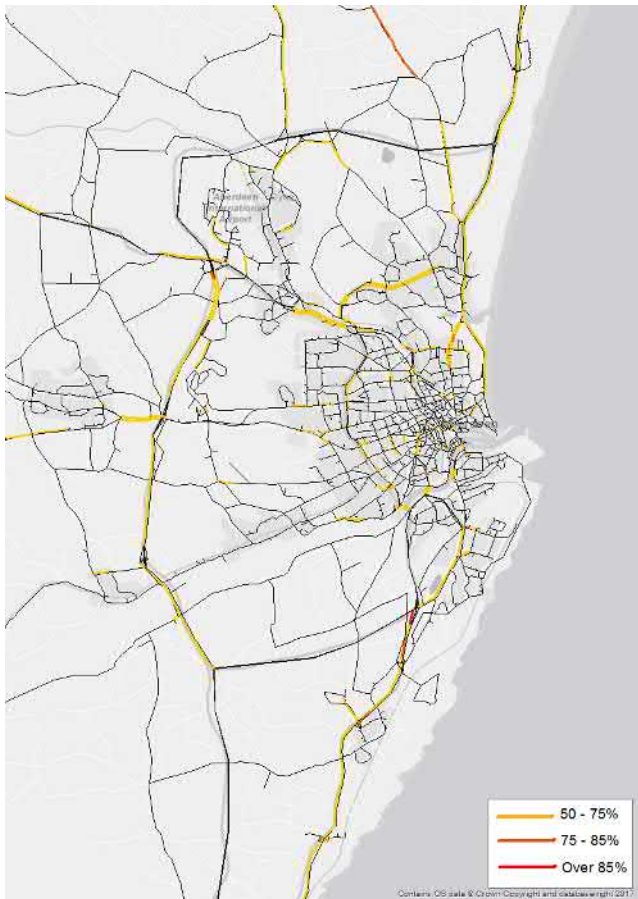


Figure 67: Link Vehicle Volume over Capacity 2037 AM Peak

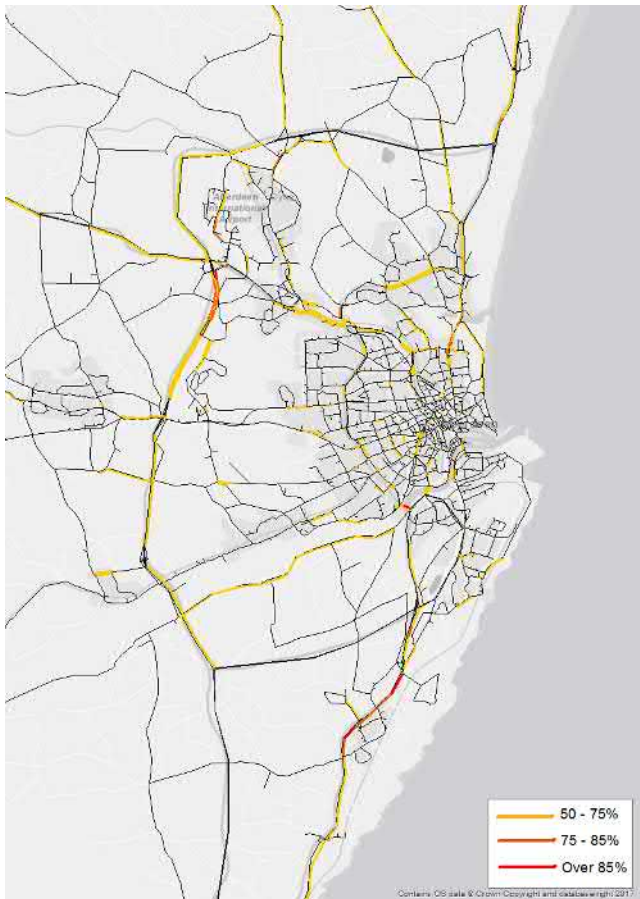


Figure 68: Link Vehicle Volume over Capacity 2037 PM Peak



# **B**

## *Appendix*

### **STAKEHOLDER ENGAGEMENT - SUPPORTING INFORMATION**



# **Aberdeen City Region Strategic Transport Appraisal: Pre Appraisal**

Transport Scotland / NESTRANS / Aberdeen City Council / Aberdeenshire Council

## **DRAFT Stakeholder Engagement Report**

1 | 0

07 March 2018

0



## Aberdeen City Region Strategic Transport Appraisal: Pre Appraisal

Project No: B2289FAT06  
 Document Title: DRAFT Stakeholder Engagement Report  
 Document No.: 1  
 Revision: 0  
 Date: 07 March 2018  
 Client Name: Transport Scotland / NESTRANS / Aberdeen City Council / Aberdeenshire Council  
 Client No: 0  
 Project Manager: Euan Barr  
 Author: Calum Robertson, David Bryce  
 File Name: P:\Data3\B2289FAT06 - Aberdeen Region STAG Pre-Appraisal\5. Stakeholder Engagement\Stakeholder Summary Report\Aberdeen\_Stakeholder\_Engagement\_Report\_Draft Issued 070318.docx

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### Document history and status

Revision	Date	Description	By	Review	Approved
0	07/03/18	Initial Draft	CR	KG	EB

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## 1. Introduction

### 1.1 Context

As part of the Aberdeen City Region Deal, a Strategic Transport Appraisal: Pre-Appraisal of the City Region transport network is required. Jacobs was commissioned to undertake this study and stakeholder engagement forms a key part of this.

The principal requirements of the study include:

1. A Pre-Appraisal in accordance with STAG to identify cross modal problems and opportunities in respect of transport provision for the Aberdeen City Region;
2. Engagement with all members of the Project Working Group, neighbouring stakeholder authorities and key organisations using the transport network in the study area;
3. Collection, analysis and summary of relevant data; and
4. Delivery of a Pre-Appraisal Report highlighting key themes and transport planning objectives.

This report outlines the engagement undertaken for requirement 2 noted above.

### 1.2 Purpose and Aims of Stakeholder Engagement

It is vital that this study is informed by a wide range of stakeholders who bring particular knowledge and experience of relevant issues and opportunities within the Aberdeen city region area, and of key external linkages with other parts of Scotland, the wider UK and international destinations.

The aim of the Stakeholder Engagement exercise is therefore to identify the key Stakeholders who can contribute significantly to the study. Following this, their views on the problems and opportunities are gathered in the most effective way possible, and distilled and organised to provide an evidence base for later problems and opportunities analysis and categorisation, theme identification and formation of transport planning objectives.

### 1.3 Purpose of Report

This report is intended to set out a summary of the Stakeholder Engagement exercise undertaken for this study, and identify its key findings. Detailed analysis of the problems and opportunities expressed will be reported separately.

### 1.4 Stakeholder Engagement Strategy

The Stakeholder Engagement Strategy developed specifically for this study included different methods of engagement for different stakeholders. Key stakeholders such as local and regional authorities, decision makers and business organisations were engaged with via structured interviews. Various transport operators and providers, active travel organisation, disability groups, health and emergency services and the local business community were engaged with via facilitated stakeholder workshops while local Community Councils, wider organisations and the general public were engaged with via online surveys.

This combined engagement along with data analysis has provided a wealth of useful information to inform the appraisal with the identification of a total of 360 problems and 307 opportunities. A significant amount of analysis has taken place in order to distil this information into a manageable number of categories and themes. This was achieved by combining similar views expressed into a range of categories of problems and opportunities.



## 1.5 The Structure of the Report

Following this introductory chapter, the remainder of this report is set out as follows:

- Chapter 2: Structured Interviews
- Chapter 3: Review of Stakeholder Engagement Workshops
- Chapter 4: Community Council Engagement Feedback
- Chapter 5: Public Engagement Feedback
- Chapter 6: Summary and Next Steps

## 1.6 Stakeholders

The following list of stakeholders were invited to input to the study through either a structured interview, a workshop or survey:

**Table 1.1: Invited Stakeholders**

	Organisation
National / Regional Authorities	Transport Scotland
	Nestrans
	Aberdeen City & Shire SDPA
Local Authorities	Aberdeen City Council (various departments)
	Aberdeenshire Council (various departments)
	Moray Council
	Angus Council
Road Transport Organisations	Road Haulage Association
	Freight Transport Association
	North East Scotland Freight Forum
Trunk Road Operation / Maintenance	Bear Scotland
	Aberdeen Roads Ltd
Rail Transport Operators	Rail Freight Group
	Abellio Scotrail
Marine Transport	Northlink Ferries
Bus Operators	First Aberdeen
	Stagecoach Bluebird
	Community Transport Organisations
	Bains
	Deveron Coaches
	MW Nicoll
Air Transport	Aberdeen International Airport
Active Travel Organisations	Cycling Scotland
	Sustrans
	Aberdeen Cycle Forum
	CTC Grampian
	Aberdeen Outdoor Access Forum
	Aberdeenshire Local Outdoor Access Forum
	Living Streets
	Paths for All
Disability	Bon Accord Access Panel

	Organisation
Organisations	Aberdeenshire North Access Panel
	Central Aberdeenshire Access Panel
	West Aberdeenshire Access Panel
	Disability Equity Partnership
	Aberdeenshire South Access Panel
Health & Emergency Services	NHS Grampian
	NHS Grampian Public Health
	Police Scotland
	Ambulance Service
	Fire Brigade
	Integrated Joint Board Aberdeen
	Integrated Joint Board Aberdeenshire
Business Organisations	Visit Scotland
	Energetica
	Aberdeen Harbour Board
	Peterhead Harbour
	Fraserburgh Harbour
	Opportunity North East
	Federation of Small Businesses
	Aberdeen & Grampian Chamber of Commerce
	Scottish Council of Development and Industry
	Scottish Enterprise
Educational Organisations	The University of Aberdeen
	Robert Gordon University
	North East Scotland College
Youth Focussed Organisations	Institution of Highways and Transportation - Youth Panel
	Aberdeen Association of Civil Engineers - Youth Panel

## 2. Structured Interview Review

### 2.1 Details of the Structured Interviews

A list of key stakeholder organisations and the most appropriate contacts within these was discussed and agreed collectively with the Project Working Group and these contacts were then invited to take part in structured interviews ideally held face-to-face, or where this was not possible, via telephone. Interviews were conducted using a set of questions designed to obtain perspectives on key problems and opportunities, weaknesses and threats, typical modes of travel, interfaces with the transport network as well as views on the future direction of the economy of the region.

The face-to-face interviews took place during prearranged timeslots during October 2017, the remainder of the interviews were undertaken by telephone between November 2017 and February 2018. The interviews were each conducted by two experienced Jacobs' staff one of whom asked questions and facilitated the discussion, whilst the other took detailed notes. The interviews typically lasted between approximately 30 and 60 minutes, depending on whether there were one or more representatives of the organisation attending and the level of detail of their responses.

#### 2.1.1 Structured Interview Stakeholders

The following organisations took part in the Structured Interviews:

**Table 2.1: Structured Interviewees**

Organisation
Transport Scotland (various departments)
Nestrans
Aberdeen City & Shire SDPA
Aberdeen City Council (various departments)
Aberdeenshire Council (various departments)
North East Scotland Freight Forum
Aberdeen Harbour Board
Aberdeen & Grampian Chamber of Commerce
Scottish Enterprise
Institute of Highways and Transportation - Youth Panel
Aberdeen Association of Civil Engineers - Youth Panel

#### 2.1.2 Structured Interview Questions

There were a total of eleven questions asked during interviews, these were as follows:

- 1) What are the key functions of your organisation and your specific role within it?
- 2) What are the key interfaces between your organisation and the transport network in and to / from the Aberdeen City Region?
- 3) What are the main modes of travel relevant to your organisation in the Aberdeen City Region?

- 4) What are the main routes and hubs within or through the Aberdeen City Region of interest to your organisation?
- 5) Can you highlight any specific strengths to the transport network in and to / from the Aberdeen City Region which may act as a barrier to the activities and interests of your organisation?
- 6) If there are any, what are the specific problems with the transport network in and to / from the Aberdeen City Region which may act as a barrier to the activities and interests of your organisation?
- 7) Can you highlight any specific opportunities relevant to the transport network in and to / from the Aberdeen City Region which may be relevant to the study?
- 8) If there are any, what are the specific threats the transport network in and to / from the Aberdeen City Region which may be relevant to the study?
- 9) What are some of the key themes that you feel need to be addressed in the Aberdeen City Region?
- 10) What do you think the Aberdeen City Region economy will / should look like in 2020, 2030 and 2040?
- 11) What impact do you think the Aberdeen Western Peripheral Route will have on the Aberdeen City Region following the full scheme opening?

## **2.2 Summary of the Structured Interview Responses**

### **2.2.1 Problems and Opportunities Summary**

All responses to the interview questions were recorded in full and then later analysed. A wide range of views were expressed, leading to the identification of 122 Problems and 93 Opportunities. It was possible to group these into a manageable number of categories of problems and opportunities and these are outlined below in Table 2.2:

Table 2.2 - Problems and Opportunity Categories Identified Through Structured Interviews

Problems	Count	Opportunities	Count
Over-reliance on car as main mode of travel	13	Lock in AWPR benefits	12
Lack of public transport accessibility	12	Quality sustainable travel provision shown to increase uptake of these modes	11
Lack of high quality connected active travel provision	9	Committed rail developments including Kintore Station and Programme of Rail Revolution	8
Unreliable public transport journey times during peak times and in built up areas	9	Better connect the region as a whole	8
Limited funding opportunities	6	Continued economic growth	7
Limited integration between land use & transport network	6	Increase collaboration between government and business	6
Key corridors in region suffer journey time reliability issues during peak times	5	City Centre Masterplan	5
Long journey times to key destinations	5	Develop the tourism offering	4
Oil and gas dominated economy	5	Make bus more competitive with car	4
High cost of travelling	4	Technology as a way of improving transport network efficiency	4
Lack of high capacity road network provision	4	Change perception of public transport	3
Lack of public transport capacity on key corridors	4	Growth (economic, employment and tourism) generated by new harbour	3
Public transport options not being competitive when compared to the private car	4	Improved regional connectivity will facilitate change towards more sustainable movements	3
Safety issues on road network	4	Increased positive growth in rail patronage	3
Low cost and relative ease of parking in the city	3	Move towards higher density and well located developments to reduce the need to travel by car	3
Poor perception of road maintenance	3	Build on identified successes of park & ride sites	2
Relative isolation of the Aberdeen City Region to Central Belt and poor inter-town connectivity	3	Recent digital connectivity improvements can reduce the need to travel	2
City centre journey time reliability issues during peak times	2	Economic benefit of an airport well integrated with the city region	1
Constrained road capacity in the city centre	2	High quality of life in the Aberdeen city region	1
High traffic volumes into city during peak times	2	Local existing high skills base	1
Lack of alternative vehicular routes	2	Move towards a less car dependent region	1
Limited scope for public sector funding for	2	Reduced emissions will improve air quality	1
Negative health impact from vehicle emissions	2		

Problems	Count	Opportunities	Count
AWPR alone will not necessarily solve all problems of connectivity	2		
Road infrastructure for freight movements is not always suitable	2		
Road safety concerns hinders active travel uptake	2		
Vehicle dominant mode in city centre	2		
Growing & ageing population	1		
Lack of high speed internet access	1		
Lack of quality, accessible multi-modal	1		

The categories identified above are noted in order of the number of times they were identified by stakeholders, with the most frequently identified at the top and the least at the bottom of the table.

The most frequently identified problems identified by stakeholders through structured interviews related to over-reliance on car as main mode of travel, a lack of overall public transport accessibility and of high quality connected active travel provision and unreliable public transport journey times. Collectively these top four problems represented over a third of all problems identified through this engagement method.

Conversely the most frequently identified opportunities were around locking in the potential benefits of Aberdeen Western Peripheral Route (AWPR), the investments in sustainable travel provision, and rail infrastructure to deliver uptake in these modes and a desire to see continued economic growth. Again, these top four opportunities represented over a third of all opportunities identified through this engagement method.

### 3. Stakeholder Workshops

#### 3.1 Details of Workshops

A list of stakeholders and elected members to be engaged with through the planned workshops was also agreed collectively with the Project Working Group. A total of three engagement workshops were arranged to accommodate these; two for stakeholders and a further one for local elected members. Each was held at a different venue on a different day to ensure as many stakeholders as possible had the opportunity to attend.

Careful consideration of both the location and dates of these workshops was required to ensure ease of access for as many stakeholders as possible, and to avoid the Christmas holiday period. The three separate half-day workshops took place at the following locations:

- Jurys Inn, Aberdeen, 21 November 2017
- Curl Aberdeen, Aberdeen, 22 November 2017
- Town House, Aberdeen, 26 January 2017 (elected members workshop)

The workshops were facilitated by Jacobs staff with assistance from key Project Working Group representatives.

##### 3.1.1 Invited Stakeholders

A wide range of key stakeholders were invited to the workshops, representing a diverse range of organisations. A total of 37 attendees representing 27 different organisations attended. The following table identifies those organisations that attended, and the workshop date that they attended. All Aberdeen City and Aberdeenshire Councillors, MSPs and MPs were invited to the third workshop, with 35 attending on the day.

**Table 3.1: Workshop Attendees**

21 November 2017	22 November 2017
Nestrans	North East Scotland Freight Forum
Angus Council	Aberdeen Roads Ltd
North East Scotland Freight Forum	Northlink Ferries
First Aberdeen	Stagecoach Bluebird
Aberdeenshire Local Outdoor Access Forum	Bains Coaches
Paths for All	Aberdeen Cycle Forum
Integrated Joint Board Aberdeenshire	Aberdeen Outdoor Access Forum
Energetica	Opportunity North East
Scottish Council of Development and Industry	The University of Aberdeen
Aberdeen City Council	CTC Grampian
Aberdeenshire Council	Aberdeen International Airport
Transport Scotland	Road Haulage Association
Disability Equity Partnership	Aberdeenshire Council
Aberdeen's Robert Gordon University	Federation of Small Businesses
	Aberdeen City Council

##### 3.1.2 Workshop Agenda

A specific timed agenda for the workshops was created in order to maximise engagement. This was as follows:

- Presentation on background and purpose of the Study (15 minutes)
- Presentation of key data trends (25 minutes)

- Breakout session – Group discussions on Problems and Opportunities (55 minutes)
- Plenary session on Problems and Opportunities (40 minutes)
- Next Steps and Closing Remarks (15 minutes)

The presentation outlined the background to, and purpose of the study and summarised key facts, figures and data trends for the Aberdeen City Region. Attendees were then split into a number of facilitated group breakout sessions, which were mixed to ensure a variety of organisations were represented in each group. These sessions were aimed at capturing attendees' views on problems relating to current transport provision and identifying potential opportunities (but not specific measures). The final plenary session allowed feedback from the different groups on the key problems and opportunities and discussion of emerging key themes.

## **3.2 Summary of Workshop Responses**

### **3.2.1 Problems and Opportunities Summary**

All views expressed during the breakout sessions were recorded and then later analysed. A wide range of views were expressed, leading to the identification of 146 Problems and 148 Opportunities from all workshops. These have been distilled and there are a number of consistent categories identified amongst both the problems and opportunities, and these are outlined in Table 3.2, Table 3.3 and Table 3.4:



Table 3.2 - Problems and Opportunity Categories Identified Through 21 November Workshop

Problems	Count	Opportunities	Count
Lack of public transport accessibility	4	Technology as a way of improving transport network efficiency	7
Network does not cater well for freight movements	3	Lock in AWPR benefits	5
Accessibility issues	2	City Centre Masterplan	4
Constrained access to new harbour	2	Better connect the region as a whole	3
Lack of public transport capacity	2	Economic growth	3
Limited scope for public sector funding of bus services	2	Desire to see expansion of the region's rail network	2
Local geography constrains ability to create efficient transport system	2	Economic benefit of an airport well integrated with the city region	2
Long journey times to key destinations	2	Health benefits associated with an increase in walking and cycling	2
Negative health impact from vehicle emissions	2	Improved regional accessibility will facilitate change towards more use of sustainable modes	2
Poor perception of public transport offering	2	Increase collaboration between government and business	2
Car dominance	1	Move towards higher density developments to reduce the need to travel by car	2
Growing & ageing population	1	Tourism offering	2
Lack of high quality connected active travel provision	1	Build on success of park & ride sites	1
Lack of high speed internet access	1	Change perception of public transport	1
Limited integration between land use & transport network	1	Digital connectivity improvements can reduce the need to travel	1
Low cost and relative ease of parking in the city	1	Growth (economic, employment and tourism) generated by new harbour	1
Over-reliance on car as main mode of travel	1	Make bus more competitive with car	1
Poor access to the airport	1	Quality sustainable travel provision shown to increase uptake of these modes	1
Unreliable public transport	1	Travel planning can result in behaviour change	1

The categories identified above are noted in order of the number of times they were identified by stakeholders, with the most frequently identified at the top and least at the bottom of the table.

At the workshop on 21 November, the lack of public transport accessibility was highlighted as a key problem within the Aberdeen City Region. Freight movements on the road network and the subsequent reliability issues associated with freight connections was also raised as a significant problem during this workshop.

A wide variety of opportunities were identified at this workshop, with the potential for using advances in technology highlighted as a key opportunity for improving the transport network efficiency. Locking in the benefits of the additional network capacity and improved accessibility following the completion and opening of the AWPR was also considered an important opportunity. In addition to this, the future implementation of the published City Centre Masterplan is seen as key to improving connectivity and accessibility in the city centre.

Table 3.3 - Problems and Opportunity Categories Identified Through 22 November Workshop

Problems	Count	Opportunities	Count
Lack of high quality connected active travel provision	4	Lock in AWPR benefits	5
Poor perception of public transport offering	4	Economic benefit of an airport well integrated with the city region	4
Car dominance	3	Build on success of park & ride sites	3
Lack of public transport capacity	3	Economic growth	3
Limited integration between land use & transport network	3	Health benefits associated with an increase in walking and cycling	3
Constrained access to new harbour	2	Move towards a less car dependent region	3
High cost of travelling	2	Quality sustainable travel provision shown to increase uptake of these modes	3
Lack of public transport accessibility	2	Technology as a way of improving transport network efficiency	3
Long journey times to key destinations	2	Tourism offering	3
Oil and gas dominated economy	2	Freight efficiency benefits from AWPR	2
Poor tourism infrastructure and difficult to access attractions	2	Growth (economic, employment and tourism) generated by new harbour	2
Road safety	2	Increase collaboration between government and business	2
Uncertainty of the impact of AWPR	2	Better connect the region as a whole	1
Accessibility issues	1	City Centre Masterplan	1
Growing & ageing population	1	Desire to see expansion of the region's rail network	1
Lack of high speed internet access	1	Digital connectivity improvements can reduce the need to travel	1
Limited funding opportunities	1	Make bus more competitive with car	1
Local geography constrains ability to create efficient transport system	1	Move towards higher density developments to reduce the need to travel by car	1
Low cost and relative ease of parking in the city	1	Travel planning can result in behaviour change	1
Negative health impact from vehicle emissions	1		
Network does not cater well for freight movements	1		
Over-reliance on car as main mode of travel	1		

The categories identified above are noted in order of the number of times they were identified by stakeholders, with the most frequently identified at the top and least at the bottom of the table.

At the workshop on 22<sup>nd</sup> November, the lack of high quality connected active travel provision was considered a significant problem, specifically citing the perceived lack of segregated cycle routes as a major issue. Further to this, the poor perception of public transport provision was highlighted as a major problem in the Aberdeen City Region. Other prevalent perceived problems from this workshop included congestion on the road network, lack of public transport capacity and limited integration between land use and the transport network.

As with the workshop on the 21<sup>st</sup> November, locking in the wider benefits of the additional network capacity and improved accessibility following the completion and opening of the AWPR, was considered a key opportunity. In addition to this, the integration of Aberdeen Airport with the city centre and the wider city region was highlighted as a key opportunity for economic growth.

Table 3.4 - Problems and Opportunity Categories Identified Through Elected Members Workshops

Problems	Count	Opportunities	Count
Car dominance	5	Better connect the region as a whole	5
Growing & ageing population	5	Technology as a way of improving transport network efficiency	5
Limited funding opportunities	5	Current rail services well used so scope to expand	4
Limited integration between land use & transport network	4	Tourism offering	4
High cost of travelling	3	Digital connectivity improvements can reduce the need to travel	3
Lack of high quality connected active travel provision	3	Local existing high skills base	3
Lack of public transport accessibility	3	Move towards a less car dependent region	3
Low cost and relative ease of parking in the city	3	Move towards higher density developments to reduce the need to travel by car	3
Negative health impact from vehicle emissions	3	Capitalise on future major infrastructure commitments	2
Over-reliance on car as main mode of travel	3	Economic growth	2
Skills shortage for key industries	3	Growth (economic, employment and tourism) generated by new harbour	2
Lack of high speed internet access	2	Increase collaboration between government and business	2
Lack of public transport capacity	2	Reduced emissions will improve air quality	2
Lack of quality multi-modal infrastructure	2	Desire to see expansion of the region's rail network	1
Road safety	2	Economic benefit of an airport well integrated with the city region	1
Unreliable public transport	2	High quality of life in the Aberdeen city region	1
Accessibility issues	1	Improved regional accessibility will facilitate change towards more sustainable movements	1
Long journey times to key destinations	1	Improved regional connectivity will facilitate change towards more sustainable movements	1
Oil and gas dominated economy	1	Improving road safety	1
Poor perception of public transport offering	1	Lock in AWPR benefits	1
Poor perception of road maintenance	1	Make bus more competitive with car	1
Relative isolation of the Aberdeen city region and poor inter-town connectivity	1	Quality sustainable travel provision shown to increase uptake of these modes	1

The categories identified above are noted in order of the number of times they were identified by stakeholders, with the most frequently identified at the top and least at the bottom of the table.

At the Elected Members workshop, congestion was highlighted as a key problem, with attendees specifically highlighting that important corridors suffer from heavy congestion during peak hours. A growing and aging population was also emphasised as an equally predominant problem, highlighting the inequalities within the transport system. The problems associated with limited funding opportunities was also stressed as a key problem throughout Aberdeen City and Aberdeenshire.

The opportunity to better connect the City Region internally and externally was noted as key to improving accessibility and connectivity by all modes of travel. The potential opportunity for using advances in technology was highlighted as a means to improve the transport network efficiency. Key opportunities which were also raised during the workshop include expanding rail services to capitalise on current levels of usage and the potential for further growth in the tourism sector.

## 4. Community Council / Organisation Surveys

### 4.1 Details of Community Council / Organisation Surveys

It was agreed with the Project Working Group that all Aberdeen City Region Community Councils should be engaged with via means of an online survey. Each was therefore invited to take part via a link to a survey that was set up with region specific questions created to ascertain perspectives on key problems and opportunities, and the potential future of the Aberdeen economy.

In addition, those organisations which were invited to attend one of the stakeholder workshops, but which could not make either, were also provided the link to the online survey and given the opportunity to provide feedback.

The online Community Council / Organisation survey was published on 19<sup>th</sup> December 2017 and closed on 19<sup>th</sup> February 2018, allowing for a total of 9 weeks to complete the survey.

#### 4.1.1 Invited Community Councils

Tables 4.1 and 4.2 outline the Community Councils which were invited to respond to the survey:

**Table 4.1 - Aberdeenshire Community Councils Invited to Complete Online Survey**

Aberdeenshire Community Councils	
Alvah and Forglen	Kemnay
Arbuthnott	King Edward & Gamrie
Auchterless and Inverkeithny and Fisherford	Kintore and District
Ballater and Crathie	Longside and District
Banchory	Lumphanan
Banff & Macduff	Mearns
Belhelvie Community Council	Meldrum, Bourtie and Daviot
Benholm and Johnshaven	Methlick
Bennachie	Mintlaw and District
Birse and Ballogie	New Aberdour, Tyrie & Pennan
Boddam	New Pitsligo
Braemar	Newmachar
Buchan East	Newtonhill, Muchalls, Cammachmore
Catterline, Kinneff and Dunnottar	North Kincardine
Cluny, Midmar and Monymusk	Peterhead
Cornhill & Ordiquhill	Portlethen and District
Crathes, Drumoak and Durris	Portsoy & District
Cromar	Rathen, Memsie & District
Cruden	Rosehearty
Deer	Royal Burgh of Inverbervie
Donside	Slains and Collieston
Echt and Skene	St. Cyrus – disbanded
Ellon	Stonehaven and District
Feughdee West	Strathbogie
Fintray and Kinellar	Strichen and District
Finzean	Tap O Noth
Fordyce, Sandend & Rural District	Tarves
Foveran	Torphins
Fraserburgh & District	Turriff and District
Fyvie, Rothienorman, Monquhitter	Udny
Gourdon	Westhill & Elrick
Huntly	Whitehills & District
Invercairn	Ythan
Inverurie	

**Table 4.2 - Aberdeen City Community Councils Invited to Complete Online Survey**

Aberdeen City Community Councils	
Ashley and Broomhill	George Street
Braeside and Mannofield	Kincorth and Leggart
Bridge of Don	Kingswells
Bucksburn and Newhills	Mastrick, Sheddocksley and Summerhill
Castlehill and Pittodrie	Nigg
Cattofield	Northfield
City Centre	Old Aberdeen
Cove and Altens	Queens Cross and Harlaw
Craigiebuckler and Seafield	Rosemount and Mile End
Culter	Seaton, Linksfield and Pittodrie
Cults, Bielside and Milltimber	Summerfield
Dyce and Stoneywood	Tillydrone
Ferryhill and Ruthrieston	Torry
Froghall, Powis and Sunnybank	Westburn and Berryden
Garthdee	Woodside

#### 4.1.2 Community Council / Organisation Survey Questions

Ten questions were asked through the survey in an attempt to ascertain local perspectives on key problems, opportunities and general views on the quality of the Aberdeen City Region transport network. The questions asked were as follows, these questions were developed and agreed in consultation with the Project Working Group in advance of the online survey going 'live':

- 1) Which community / organisation do you represent?
- 2) What does your community / organisation feel are the main routes and hubs within or through the Aberdeen City Region of particular relevance to them?
- 3) Thinking about your local area, what does your community / organisation see as the main problems and issues of travelling within / to / from it?
- 4) Thinking about your main service centre (e.g. Aberdeen or other large town), what does your community / organisation see as the main problems and issues of travelling within / to / from it?
- 5) Thinking about strategic connections to your area (e.g. regional, national or international), what does your community / organisation see as the main problems and issues linked to travel within / to / from it?
- 6) Thinking about your local area, what does your community / organisation see as the main opportunities linked to travel within / to / from it?
- 7) Thinking about your main service centre (e.g. Aberdeen or other large town), what does your community / organisation see as the main opportunities linked to travel within / to / from it?
- 8) Thinking about strategic connections to your area (e.g. regional, national or international), what does your community / organisation see as the main opportunities linked to travel within / to / from it?
- 9) In terms of major schemes in the region, the AWPR is scheduled to open in 2018 - what does your community / organisation think the impact of this scheme will have on the region's transport network?

10) What does your community / organisation think the Aberdeen City Region economy will / should look like in 2030 and 2040?

The online survey was issued to all active Aberdeen City and Aberdeenshire Community Councils. Where contact details were not obtained, requests were made through the appropriate single point of contact for all.

## 4.2 Summary of Survey Responses

Following closure of the survey, all views expressed by community councils and other organisations that responded were collected and analysed. The total response rate was 59, approximately 55% of those invited to respond to the survey including Community Councils and organisations. Table 4.3 shows the Community Councils that completed the survey:

**Table 4.3 - Community Councils Which Responded to the Online Survey**

Community Councils	
Banchory	Kingswells
Banff and Macduff	Methlick
Benholm & Johnshaven	Mintlaw & District
Bennachie	New Pitsligo
Birse & Ballogie	Old Aberdeen
Buchan East	Peterhead
Cornhill & Ordiquhill	Portlethen & District
Crathes Drumoak & Durris	Portsoy & District
Deer	Queens Cross / Harlaw
Echt & Skene	Rosemount & Mile End
Ellon	Torry
Foveran	Turriff
Fyvie Rothie & Monquhitter	Westhill & Elrick
Invercairn	Whitehills & District
Inverurie	

### 4.2.1 Problems and Opportunities Summary

Again, a wide range of views were expressed through the survey, leading to the identification of a total of 92 Problems and 66 Opportunities. These have been distilled and there are a number of consistent categories identified amongst both the problems and opportunities. These are outlined below in Table 4.4:

Table 4.4 - Problems and Opportunity Categories Identified Through Community Council / Organisation Survey

Problems	Count	Opportunities	Count
Relative isolation of the Aberdeen City Region to Central Belt and poor inter-town connectivity	7	Better connect the region as a whole	16
Lack of public transport accessibility	6	Quality sustainable travel provision shown to increase uptake of these modes	7
Lack of high capacity road network provision	5	Make bus more competitive with car	5
Lack of high quality connected active travel provision	5	Change perception of public transport	4
Lack of public transport capacity on key corridors	4	City Centre Masterplan	4
Limited funding opportunities	4	Committed rail developments including Kintore Station and Programme of Rail Revolution	4
Limited integration between land use & transport network	4	Continued economic growth	4
Long journey times to key destinations	4	Technology as a way of improving transport	4
Unreliable public transport journey times during peak times and in built up areas	4	Move towards higher density and well located developments to reduce the need to travel by car	3
Constrained road capacity on key corridors	3	Develop the tourism offering	2
Difficult for vulnerable users to access public transport, i.e. connections to Aberdeen Rail Station from the city centre	3	Economic benefit of an airport well integrated with the city region	2
High cost of travelling	3	High quality of life in the Aberdeen city region	2
Key corridors in region suffer journey time reliability issues during peak times	3	Increase collaboration between government and business	2
Lack of quality, accessible multi-modal interchanges	3	Increased positive growth in rail patronage	2
Local geography constrains ability to create efficient transport system	3	Lock in AWPR benefits	2
Over-reliance on car as main mode of travel	3	Continuing improvements to road safety	1
Public transport options not being competitive when compared to the private car	3	Freight efficiency benefits from AWPR	1
Poor perception of road maintenance	3	Move towards a less car dependent region	1
Road safety concerns hinders active travel uptake	3		
Safety issues on road network	3		
Constrained road capacity in the city centre	2		
Growing & ageing population	2		
Lack of alternative vehicular routes	2		
Negative health impact from vehicle	2		
Poor access to the airport from Dyce Rail Station	2		



Problems	Count	Opportunities	Count
Road infrastructure for freight movements is not always suitable	2		
Unsafe driver behaviour	2		
City centre journey time reliability issues	1		
Low cost and relative ease of parking in the city	1		

The categories identified above are noted in order of the number of times they were identified by stakeholders, with the most frequently identified at the top and least at the bottom of the table.

The Community Council / Organisation survey provided a wide range of problems from Aberdeen City and Aberdeenshire community councils and organisations throughout both authority areas. Many of the respondents highlighted congestion on the road network and lack of public transport accessibility as key problems in Aberdeen and throughout the region. Further to this, the relative isolation of the Aberdeen City Region, poor inter-town connectivity, and road safety were also considered as significant problems.

A wide range of opportunities was highlighted from the survey, with the potential of having better connections throughout of the region as a whole raised often. In addition to this, the perception that providing quality sustainable travel provision, subsequently leading to a potential increase in the use of sustainable modes was considered a key opportunity.

## 5. Details of Public Surveys

Whilst not feeding directly into the analysis of problems and opportunities element of stakeholder engagement strategy, it was agreed with the Project Working Group that the public's views on the Aberdeen City Region transport network should be sought through an online survey which would also provide information on demographics and travel patterns.

As such, a wide ranging questionnaire was made available via an online survey to facilitate this data gathering exercise. The survey was advertised via social media feeds of Transport Scotland, NESTRANS, Aberdeen City Council and Aberdeenshire Council and local press also picked up details of the study through an Aberdeen City Council press release.

The online public survey was published on 5<sup>th</sup> January 2018 and closed on 19<sup>th</sup> February 2018, allowing 6 weeks for the opportunity to complete the survey.

### 5.1.1 Public Survey Questions

There were a total of 33 questions included in the survey and, for ease of completion, respondents were asked specific questions related to their stated main modes of travel. Respondents could also answer questions regarding why they have chosen not to travel via modes they do not currently use.

The survey questions focussed on frequent modes of travel used, destinations for journeys for work and leisure, plus views on the quality of the transport network, for specific modes, and key reasons for not using other modes of travel.

There were also questions on demographic information including respondents' age range, gender, employment status and home postcode were asked. The postcode was only obtained in order to ascertain travel patterns using the destination of the respondents' most frequent journey.

## 5.2 Summary of Survey Responses

Following closure of the survey, all views expressed by those that responded were collected and analysed. A total of 578 responses to the survey were received. This section provides a high level overview of the findings of the survey:

### 5.2.1 Survey Summary

#### Mode Share

- The majority, approximately 66%, of public survey respondents travel by car as their most frequent mode of travel to work. A slightly higher proportion, approximately 67%, noted that they normally travel by car for shopping and leisure;
- The next highest mode share was bus travel (approximately 21% to work, approximately 22% for shopping and leisure), followed by walking (approximately 14.5% to work, approximately 17.5% for shopping and leisure);
- The lowest mode share identified was for rail for travel to work (approximately 6%) and cycle for travel for shopping and leisure (approximately 3.5%).

#### Demographics

- The majority of responses were from those in full-time employment (approximately 63%) and were male (approximately 61%);

- The largest proportion of respondents were in the 45 – 64 age bracket, followed by 25 – 44, then 25 – 34, then 65+ and then 18 – 24. Under 18s formed less than 1% of responses.

### **Quality of Transport Network**

Survey respondents were asked to rate the various transport networks that they use:

- The average score given for the road network was approximately 4 out of 10;
- The average score for the bus network was approximately 2 out of 10;
- The average score for the rail network was approximately 4 out of 10;
- The average score given for the walking network was also approximately 4 out of 10;
- The average score for the cycling network was approximately 2 out of 10.

### **Important Issues**

Respondents stated that the most important issue for local trips, for trips to / from Aberdeen City Centre or their nearest largest town, and also for trips to the central belt of Scotland, was the perceived high cost of public transport.

For those who do not regularly travel on foot, the main reason given for not doing so were the safety concerns associated with poor infrastructure and lighting. For those who do not regularly cycle, the main reason given for not doing so was also safety, but due to a lack of segregated cycle facilities. For those who do not regularly travel by bus or rail, the main reason given for not using this mode of travel was the cost.

**Aberdeen City Region Strategic Transport Study - Community Council & Organisation Survey**

The Aberdeen City Region has enjoyed significant economic and population growth in recent decades, thanks in the main to a traditionally booming oil and gas industry. However, following the sustained drop in oil prices in recent years, the Aberdeen City Region Deal is seeking to ensure continued economic prosperity for the region by:

- Maximising the volume of recoverable oil and gas via continued exploration and production in the North Sea Basin and other fields
- Anchoring oil and gas expertise in the north east, which can be marketed worldwide
- Developing other key sectors that have a strength in the region, including food and drink, bio-pharmaceuticals and tourism

A programme of significant public sector investment in transport infrastructure, including over £1billion across road and rail projects, is underway, with a significant change in travel patterns expected to follow the opening of the AWPR and the roll out of improvements to rail services. The transport appraisal work being undertaken through the Aberdeen City Region Deal will consider what further transport improvements may be critical to the region remaining an internationally competitive business environment with a secure long-term economic future.

The views of your community / organisation on the existing and future transport problems and opportunities in and around Aberdeen City and Shire are being sought at this early stage of the transport appraisal process to inform the consideration of the region's transport requirements for next 20 years. This will inform the emerging regional and national strategies. We would be grateful if you would consider the following questions in this strategic and longer term context and complete them on behalf of your community / organisation.

The Survey will close on 19th February 2018

**DATA PROTECTION STATEMENT**

The information you have provided will be used by Transport Scotland (the 'data controller') for the purposes of the Data Protection Act 1998 in order to help inform the Aberdeen City Region Strategic Transport Appraisal - Pre Appraisal in the form of anonymous reports. Your information will be held securely and will be treated as confidential except where the law requires it to be disclosed.

1. Which community / organisation do you represent?



Aberdeen City Region Strategic Transport Appraisal

2. What does your community / organisation feel are the main routes and hubs within or through the Aberdeen City Region of particular relevance to them?



Aberdeen City Region Strategic Transport Appraisal

3. Thinking about your local area, what does your community / organisation see as the main problems and issues of travelling within / to / from it?

Please identify up to 5 key problems:

1

2

3

4

5



Aberdeen City Region Strategic Transport Appraisal

4. Thinking about your main service centre (e.g. Aberdeen or other large town), what does your community / organisation see as the main problems and issues of travelling within / to / from it?  
Please identify up to 5 key problems:

1	
2	
3	
4	
5	



## Aberdeen City Region Strategic Transport Appraisal

5. Thinking about strategic connections to your area (e.g. regional, national or international), what does your community / organisation see as the main problems and issues linked to travel within / to / from it?  
Please identify up to 5 key problems:

1	
2	
3	
4	
5	



## Aberdeen City Region Strategic Transport Appraisal

6. Thinking about your local area, what does your community / organisation see as the main opportunities linked to travel within / to / from it?

Please identify up to 5 key opportunities:

1	<input type="text"/>
2	<input type="text"/>
3	<input type="text"/>
4	<input type="text"/>
5	<input type="text"/>



## Aberdeen City Region Strategic Transport Appraisal

7. Thinking about your main service centre (e.g. Aberdeen or other large town), what does your community / organisation see as the main opportunities linked to travel within / to / from it?

Please identify up to 5 key opportunities:

1	<input type="text"/>
2	<input type="text"/>
3	<input type="text"/>
4	<input type="text"/>
5	<input type="text"/>



## Aberdeen City Region Strategic Transport Appraisal

8. Thinking about strategic connections to your area (e.g. regional, national or international), what does your community / organisation see as the main opportunities linked to travel within / to / from it?

Please identify up to 5 key opportunities:

1

2

3

4

5



## Aberdeen City Region Strategic Transport Appraisal

9. In terms of major schemes in the region, the AWPR is scheduled to open in 2018 - what does your community / organisation think the impact of this scheme will have on the region's transport network?



## Aberdeen City Region Strategic Transport Appraisal

10. What does your community / organisation think the Aberdeen City Region economy will / should look like in 2030 and 2040?



## Aberdeen City Region Strategic Transport Appraisal

End of Survey



## Q1 Which community / organisation do you represent?

Answered: 58    Skipped: 1

#	RESPONSES	DATE
1	Freight Transport Association	2/12/2018 3:41 PM
2	Moray Council	2/5/2018 5:05 PM
3	none	2/5/2018 12:38 PM
4	Aberdeenshire South Access Panel	2/5/2018 11:00 AM
5	Buchan Dial-a-Community Bus/DAB Plus c.i.c	2/5/2018 10:32 AM
6	Living Streets Scotland	1/31/2018 1:30 PM
7	Sustrans Scotland	1/31/2018 10:28 AM
8	Rosemount and Mile End Community Council	1/30/2018 1:42 PM
9	Bennachie Community Council	1/30/2018 12:43 PM
10	Portlthen and District Community Council	1/29/2018 4:40 PM
11	Deer Community Council	1/29/2018 10:49 AM
12	Westhill and Elrick Community Council	1/28/2018 7:33 PM
13	NHS	1/24/2018 3:21 PM
14	Old Aberdeen Community Council	1/18/2018 10:28 PM
15	Rosemount and Mile End Community Council	1/16/2018 6:31 PM
16	Echt & Skene Community Council	1/11/2018 10:27 AM
17	Cornhill & Ordiquhill Community Council	1/10/2018 5:55 PM
18	Old Deer Community Association	1/9/2018 6:35 PM
19	Central Aberdeenshire Access Panel	1/9/2018 2:55 PM
20	Banchory Community Council	1/8/2018 5:27 PM
21	Community council turriff	1/8/2018 5:05 PM
22	Deer Community Council	1/8/2018 1:44 PM
23	Deer Community Council	1/8/2018 12:43 PM
24	Deer Community Council	1/8/2018 12:39 PM
25	Birse and Ballogie Community Council	12/31/2017 6:00 PM
26	Methlick	12/30/2017 11:09 PM
27	Crathes Drumoak and Durrus community council	12/28/2017 9:21 PM
28	ELLON COMMUNITY COUNCIL	12/21/2017 11:37 PM
29	Benholm & Johnshaven Community Council	12/21/2017 7:44 PM
30	Portsoy & District Community Council	12/21/2017 4:49 PM
31	Banff and Macduff community council	12/21/2017 2:58 PM
32	Dffg	12/21/2017 9:34 AM
33	Skene	12/20/2017 10:06 PM
34	Invercairn Community Council	12/20/2017 10:00 PM
35	Echt and Skene CC	12/20/2017 6:37 PM
36	Peterhead Community Council	12/20/2017 3:59 PM
37	Fyvie Rothie & Monquhitter community council	12/20/2017 12:07 PM
38	disability access and sustrans ranger	12/20/2017 11:18 AM

## Aberdeen City Region Strategic Transport Appraisal

39	Aberdeenshire access panel Garioch	12/20/2017 1:08 AM
40	Aberdeen City Health and Social Care Partnership	12/19/2017 9:44 PM
41	Central Aberdeenshire Access Panel	12/19/2017 7:52 PM
42	NHS Grampian	12/19/2017 6:20 PM
43	Whitehills and District Community Council	12/19/2017 6:01 PM
44	Queens Cross / Harlaw Community Council	12/19/2017 5:39 PM
45	New Pitsligo Community Council	12/19/2017 5:02 PM
46	Rail Freight Group	12/19/2017 4:58 PM
47	Freight Transport Association	12/19/2017 4:44 PM
48	Banchory Community Council	12/19/2017 4:44 PM
49	Inverurie Community Council	12/19/2017 4:26 PM
50	Inverurie Community Council	12/19/2017 4:22 PM
51	Mintlaw & District Community Council	12/19/2017 2:01 PM
52	Kingswells community council	12/19/2017 1:44 PM
53	Buchan Community Council	12/19/2017 1:44 PM
54	AMT	12/19/2017 1:01 PM
55	Torry Community Council	12/19/2017 12:02 PM
56	Foveran Community Council	12/19/2017 11:52 AM
57	Jacobs	12/18/2017 11:39 AM
58	dhghgfhg	12/18/2017 10:59 AM

## Q2 What does your community / organisation feel are the main routes and hubs within or through the Aberdeen City Region of particular relevance to them?

Answered: 49 Skipped: 10

#	RESPONSES	DATE
1	AWPR also A96	2/12/2018 3:41 PM
2	A96 corridor / A90. Access to Airport. Aberdeen city centre	2/5/2018 5:06 PM
3	3, 23, 11, 13 and buses passing through the hospital	2/5/2018 12:39 PM
4	The A class road system along with s number of B class roads depending on where you live. Use of the train as a means of accessing Aberdeen , Dyce and Inverurie is becoming a primary means of transport	2/5/2018 11:03 AM
5	A90 from Aberdeen to Peterhead/Fraserburgh is our major transport route Apart from that our buses/vehicles travel all routes in and around Aberdeen city.	2/5/2018 10:33 AM
6	Our focus is on walking, and quality of streets and spaces. Links to sustainable transport options for those without access to cars, i.e. rail and bus links, are a key focus of our work, as are retail/commercial centres, and streets acting as local 'high streets' within communities.	1/31/2018 1:31 PM
7	Sustrans Scotland manages Transport Scotland grant funding for the delivery of walking and cycling infrastructure through our Community Links and Community Links Plus programmes, in order to meet the aims of the Programme for Government "to make our towns and cities friendlier and safer spaces for pedestrians and cyclists". The funding is directed to partner projects which create infrastructure that makes it easier for people to walk and cycle for everyday journeys, linking the places people live with the places they want to get to. Therefore defining the necessary improved walking and cycling infrastructure connecting people to the places they want to go, should be a key part of this study. A lack of suitable active travel infrastructure, particularly for cycling, is one of the key barriers to more journeys being made on foot and by bicycle in the City Region. The main hub within the City Region is Aberdeen city centre. We would like to see it transformed into a more people-focused space, in line with the aims of the Aberdeen City Centre Masterplan. One of the first projects to be delivered is the redesign of Broad Street, which we are match funding through our Community Links programme, and we welcome applications for future masterplan projects in line with our aims. Other important hubs are public transport interchanges (rail and bus stations, park and rides), centres of education (including universities, colleges and schools), retail centres and major centres of employment. In terms of routes in the City Region, the absence of a continuous network of cycle routes, which separates people cycling from traffic, is one of the biggest barriers to enabling more journeys to be made by bicycle. Sustrans Scotland supports the implementation of a strategic network of active travel routes across the City Region, as proposed in Nestrans' Active Travel Action Plan. Within the Aberdeen City Council area, this needs to be supplemented with a more fine meshed cycle network, which caters for all the day to day journeys people want to make. We recommend that Aberdeen City Council develop a cycle network plan to start this process, building on existing cycling infrastructure, which we have developed together to date, such as around the Diamond Bridge. Finally Sustrans are the coordinators of the National Cycle Network (NCN). Our vision is for "a UK-wide Network of safe, traffic-free routes connecting and crossing settlements and countryside, and inspiring a new generation to get on their bikes", as set out in our UK strategy. The network is currently under review, as a first step towards creating a network that is safe and inspiring for families, leisure and beginner cyclists. Therefore Sustrans Scotland would welcome proposals for NCN route realignments, which all of the NCN within the Aberdeen City Region up to this standard. Finally related to this, we feel the Nestrans proposal for Strategic Route 6 (Deeside corridor) should be supplemented. Our partners in Aberdeen City Council report that the Deeside Way is becoming increasingly popular for walking and cycling within the city. It may not meet current demand and more capacity will certainly be needed for walking and cycling, into the city from the south west, in the medium/long term. Therefore we suggest that within the city, a segregated cycle route is developed parallel to the Deeside Way along the A93. This would be primarily for functional journeys, leaving the Deeside Way primarily as a resource for leisure and recreation.	1/31/2018 10:29 AM
8	Westburn Road- Hutcheon Street, Kings Gate-Beechgrove Terrace-Rosemount Place, Westburn Drive-Argyll Place-Craigie Loanings, Berryden Corridor.	1/30/2018 1:45 PM

## Aberdeen City Region Strategic Transport Appraisal

9	The main routes or hubs which are of particular interest to us are: Existing A96 and the proposed new road (Dualling A96 Project) Aberdeen to Inverness railway line and railway routes from Aberdeen going south Bus routes which connect our community both north and south Regarding hubs, Inverurie is the closest transport hub to our area and we are interested in any proposed developments which impact Inverurie.	1/30/2018 12:48 PM
10	A90, Railway, Bus Services and Station, Wellington Road	1/29/2018 4:41 PM
11	A90 Western Peripheral Route	1/29/2018 10:49 AM
12	Westhill cycle route	1/28/2018 7:33 PM
13	all city centre routes accessing in particular Foresterhill A+E and also from that of the Western Peripheral route. Availability of public transport is also of concern to all medical/hospital facilities in the region	1/24/2018 3:23 PM
14	Question unclear - are you asking to identify the roads or the bus routes? For us, King Street, St Machar Drive and the 3rd Don Crossing are the main routes we use	1/18/2018 10:29 PM
15	Westburn Road-Hutcheon Street, Kings Gate-Beechgrove Terrace-Rosemount Place, Westburn Drive- Argyll Place-Craigie Loanings. Berryden Road, General City Centre.	1/18/2018 4:57 PM
16	A944, AWPR, B9119, B977	1/11/2018 10:27 AM
17	King Street heading south	1/9/2018 6:35 PM
18	Bus and Railway stations	1/9/2018 2:56 PM
19	The corridor from Braemar and through to the city centre would be the main access route into Aberdeen. over the Slug Road and Cairn o Mount are also commonly used for traveling south. as we as a community have a high percentage of the elderly and young families, access to the hospital is also important to us.	1/8/2018 5:31 PM
20	AWPR	1/8/2018 1:45 PM
21	Ellon/bridge of Don bottle neck	1/8/2018 12:44 PM
22	A93 Aboyne - Aberdeen North Deeside Road B9077/B974/B976 South Deeside Road A980/B9125/B9119/A944 Kincardine O'Neil - Westhill B976/B974 Cairn O'Mount road Hubs: Aboyne, Banchory, Westhill, Aberdeen	12/31/2017 6:06 PM
23	Methlick to Aberdeen Methlick to Ellon Ellon to Aberdeen	12/30/2017 11:11 PM
24	North deeside and south deeside roads from Banchory to Aberdeen	12/28/2017 9:22 PM
25	Bus Services X7 and 107 which facilitates part of the route to Aberdeen.	12/21/2017 7:45 PM
26	The main bus route and route to the airport through Banff and Turriff and also the connections with the train.	12/21/2017 4:50 PM
27	Sddffff	12/21/2017 9:35 AM
28	Westhill and A944	12/20/2017 10:06 PM
29	A90	12/20/2017 10:01 PM
30	X17 & X18	12/20/2017 6:38 PM
31	Peterhead to Aberdeen route	12/20/2017 4:00 PM
32	A947. road, Inverurie hub	12/20/2017 12:08 PM
33	Route 1 cycleway	12/20/2017 11:18 AM
34	As we live in the country we depend on the bus and trains.	12/20/2017 1:09 AM
35	A96, Aberdeen Airport, Aberdeen Railway Station, Various shopping centres, entertainment venues, museums etc	12/19/2017 7:54 PM
36	all the main arterial routes A and B class roads are important to allow patients to access services and get home from our services	12/19/2017 6:21 PM
37	The "Core Path" down Queens Road from Hazlehead into town including Anderson Drive/ Queens Road roundabout.	12/19/2017 5:41 PM
38	The feedback we receive relates to Aberdeenshire - not Aberdeen City.	12/19/2017 5:03 PM
39	Routes: Mossend/Coatbridge/Grangemouth- Aberdeen railway and Aberdeen-Elgin-Inverness railway. Hubs: Craiginches, Waterloo and Dyce (Raith's Farm) rail freight terminals.	12/19/2017 5:00 PM
40	AWPR and A96 also Aberdeen - Inverness railway line for freight and Aberdeen to Glasgow / Edinburgh	12/19/2017 4:48 PM

## Aberdeen City Region Strategic Transport Appraisal

41	A96 AWPR Aberdeen-Inverness Railway line	12/19/2017 4:27 PM
42	A96 AWPR Aberdeen - Inverness Railway Line	12/19/2017 4:23 PM
43	A952/A90	12/19/2017 2:01 PM
44	The Peterhead and Fraserburgh to Aberdeen routes	12/19/2017 1:45 PM
45	A96, A90 Train station, Ferry Terminal, Bus station	12/19/2017 1:02 PM
46	Wellington Rd, Victoria Rd,	12/19/2017 12:04 PM
47	From North of Aberdeen into Aberdeen	12/19/2017 11:53 AM
48	Test	12/18/2017 11:39 AM
49	hgfhsgfhssh	12/18/2017 10:59 AM

### Q3 Thinking about your local area, what does your community / organisation see as the main problems and issues of travelling within / to / from it? Please identify up to 5 key problems:

Answered: 46 Skipped: 13

ANSWER CHOICES	RESPONSES	
1	100.00%	46
2	86.96%	40
3	76.09%	35
4	54.35%	25
5	32.61%	15

#	1	DATE
1	Journey times	2/12/2018 3:42 PM
2	Overall journey time	2/5/2018 5:07 PM
3	all buses (except 13) are from centre to outskirts, few buses cross areas without having to go into town	2/5/2018 12:39 PM
4	Bottle neck at the Bridge of Dee with similar issues if using Loriston as an alternative route	2/5/2018 11:09 AM
5	State of the roads; potholes and poor road surface (we carry frail people and the road surface makes their ride far more painful sometimes)	2/5/2018 10:34 AM
6	Poor connectivity of some more rural communities to hospitals; town centre amenities i.e. community/council offices; banks	1/31/2018 1:33 PM
7	Large junctions, especially roundabouts make it difficult for people to walk and cycle	1/31/2018 10:30 AM
8	Volume of traffic on Westburn Drive-Argyll Place-Craigie Loanings	1/30/2018 1:48 PM
9	The Aberdeen to Inverness area has been identified by the Scottish Executive as a corridor for strategic expansion. The A96 is currently very congested which leads to slow and unpredictable journey times. There is also a vast mixture of traffic types from tractors to high speed cars.	1/30/2018 1:09 PM
10	Heavy Traffic on A90	1/29/2018 4:43 PM
11	Poor public transport link-ups to local communities.	1/29/2018 10:52 AM
12	Width of track	1/28/2018 7:35 PM
13	city centre congestion	1/24/2018 3:25 PM
14	Reliability of buses & inaccuracy of the bus annunciators at bus stops	1/18/2018 10:30 PM
15	Volume of through traffic on Westburn Drive-Argyll Place-Craigie Loanings.	1/18/2018 4:57 PM
16	Bottlenecks on A944 from Westhill to Aberdeen city centre	1/11/2018 10:27 AM
17	Single lanes	1/9/2018 6:36 PM
18	Pick up and drop off at Bus Station	1/9/2018 2:58 PM
19	lack of bus service. stage coach has been consulted about this and has cut back its services this month despite our countries concerns.	1/8/2018 5:33 PM
20	Congestion in approaches to city	1/8/2018 1:45 PM
21	No public transport Aboyne - Aberdeen on B976 South Deeside Road	12/31/2017 6:22 PM
22	Limited buses early morning to Aberdeen	12/30/2017 11:14 PM
23	Access for rural residents to public transport	12/28/2017 9:26 PM
24	The services of the X7 and 107 do not interconnect. With careful rescheduling service 107 would enable older people and informed people to reach bus stops at Johnshaven road end and Gourdon road end for connection to X7 connecting buses.	12/21/2017 7:49 PM

## Aberdeen City Region Strategic Transport Appraisal

25	There are no bus routes which take you to the railway stations	12/21/2017 4:51 PM
26	Err	12/21/2017 9:35 AM
27	Traffic congestion along the A944 from Westhill to Aberdeen	12/20/2017 10:17 PM
28	Volume of Traffic	12/20/2017 10:02 PM
29	Ridiculous timetables 75 mins from Westhill to Aberdeen	12/20/2017 8:10 PM
30	poor road infrastructure and conditions	12/20/2017 4:05 PM
31	roads (mainly A947) not fit for purpose	12/20/2017 12:12 PM
32	Parking access with mobility scooter	12/20/2017 11:20 AM
33	Accessibility to vehicles	12/20/2017 1:11 AM
34	Buses are not always accesible	12/19/2017 7:57 PM
35	traffic congestion at peak times	12/19/2017 6:24 PM
36	"Core Path" down Queens Road NOT safe for walking or Cycling.	12/19/2017 6:10 PM
37	Buses running late to New Pitsligo, then missing the connecting bus from Ellon to Aberdeen	12/19/2017 5:04 PM
38	Length limitations on freight trains	12/19/2017 5:04 PM
39	Distance from central belt of Scotland	12/19/2017 4:49 PM
40	Access to and from A96	12/19/2017 4:29 PM
41	Poor public transport by bus - Cost, unreliable and journey time	12/19/2017 4:26 PM
42	late/non arrival of buses	12/19/2017 2:03 PM
43	Wellington Rd being the city's southern freight route	12/19/2017 12:09 PM
44	Poor bus service	12/19/2017 11:53 AM
45	Test	12/18/2017 11:39 AM
46	hydyerhg	12/18/2017 11:00 AM
#	2	DATE
1	Journey reliability	2/12/2018 3:42 PM
2	Junction performance at key nodes	2/5/2018 5:07 PM
3	More carriages on trains especially at peak times	2/5/2018 11:09 AM
4	Road works	2/5/2018 10:34 AM
5	Inconsistent availability of crossing opportunities and dropped kerbs acts as a deterrent to walking, and especially disadvantages some user groups (e.g. wheelchair users)	1/31/2018 10:30 AM
6	Volume of traffic on Rosemount Place-Skene Square	1/30/2018 1:48 PM
7	For the volume of travellers (which will only increase), the trains are too infrequent, overcrowded and unreliable. In addition they do not link in to some of the major work areas or easy interconnection (e.g., Westhill, Altens, etc). Times and frequencies can mean that trains are not chosen as a means of transport. Furthermore the parking at both Insh and Inverurie station is currently inadequate.	1/30/2018 1:09 PM
8	Amount of Trains serving Portlethen	1/29/2018 4:43 PM
9	Bottle neck at Toll of Birness	1/29/2018 10:52 AM
10	Its not continuous	1/28/2018 7:35 PM
11	congestion on Anderson Drive in particular	1/24/2018 3:25 PM
12	Cost of public transport (compared to other towns)	1/18/2018 10:30 PM
13	Rounadabouts at Westhill Tesco at peak times (when it can be difficult to get out of the Tesco car park)	1/11/2018 10:27 AM
14	Traffic getting slowed	1/9/2018 6:36 PM
15	adverse weather, particularly ice and flooding affecting the safely of the roads	1/8/2018 5:33 PM
16	AWPR long overdue	1/8/2018 1:45 PM
17	No public transport Aboyne - Banchory - Westhill	12/31/2017 6:22 PM

## Aberdeen City Region Strategic Transport Appraisal

18	Timing of buses to get commuters who work in Ellon by 9.00	12/30/2017 11:14 PM
19	Reliable and timetabled buses	12/28/2017 9:26 PM
20	Punctuality.	12/21/2017 7:49 PM
21	The buses are constantly breaking down and are not on time.	12/21/2017 4:51 PM
22	B-roads (rather than A-roads) are currently the only means of by-passing Aberdeen e.g. B979	12/20/2017 10:17 PM
23	Large number of HGVs	12/20/2017 10:02 PM
24	Drivers waiting for upto 7mins between stages on route	12/20/2017 8:10 PM
25	concentration on Aberdeen to Ellon excludes the NE towns	12/20/2017 4:05 PM
26	slow moving traffic	12/20/2017 12:12 PM
27	cycle parking safely / securely	12/20/2017 11:20 AM
28	Not being able to get a wheelchair space	12/20/2017 1:11 AM
29	Trains are not always reliable	12/19/2017 7:57 PM
30	lack of affordable public transport for patients and staff	12/19/2017 6:24 PM
31	Roundabout on Anderson Drive/ Queens Road unsafe high bushes	12/19/2017 6:10 PM
32	'Loading gauge' (height / width) limits on intermodal freight trains	12/19/2017 5:04 PM
33	Travel time to / from central belt of Scotland	12/19/2017 4:49 PM
34	Infrequent trains and cost of journey	12/19/2017 4:29 PM
35	Traffic congestion on A96	12/19/2017 4:26 PM
36	coaches non-user friendly for many	12/19/2017 2:03 PM
37	too many lorries on Wellington Rd	12/19/2017 12:09 PM
38	no busses on Sunday	12/19/2017 11:53 AM
39	Test	12/18/2017 11:39 AM
40	ghdfhsd	12/18/2017 11:00 AM
#	3	DATE
1	Congestion	2/12/2018 3:42 PM
2	Public transport provision, particularly to Airport and ARI	2/5/2018 5:07 PM
3	Traffic flow within the city can be problematic depending on location. Major issues at peak times	2/5/2018 11:09 AM
4	Traffic delays	2/5/2018 10:34 AM
5	Lack of cycle permeability	1/31/2018 10:30 AM
6	Volume of traffic in Westburn Road-Hutcheon Street	1/30/2018 1:48 PM
7	Lack of co-ordinated development with planning and roads has meant that Inch has become very congested. There is also inadequate parking. There needs to be a co-ordinated traffic management policy for Inch.	1/30/2018 1:09 PM
8	Bus services lack of areas covered and timetable	1/29/2018 4:43 PM
9	Upgrade of A90 to Peterhead & Fraserburgh required	1/29/2018 10:52 AM
10	Stops before reaches city centre	1/28/2018 7:35 PM
11	availability of public transport	1/24/2018 3:25 PM
12	Time taken by bus due to fare structure, holds ups at bus stops. Compare to flat fare in Edinburgh	1/18/2018 10:30 PM
13	Kingswells roundabout in evening rush hour	1/11/2018 10:27 AM
14	Traffic getting squeezed into fewer lanes	1/9/2018 6:36 PM
15	Infrequent buses on A93 Aboyne - Aberdeen	12/31/2017 6:22 PM
16	Direct bus to Inverurie possibly 1 per day rather than 1 per week	12/30/2017 11:14 PM
17	Flagging down buses on rural roads	12/28/2017 9:26 PM
18	Lack of lighting at rural bus stops.	12/21/2017 7:49 PM



## Aberdeen City Region Strategic Transport Appraisal

19	The roads were recently very bad with ice and were not gritted.	12/21/2017 4:51 PM
20	Peak time congestion on A96 at Inverurie	12/20/2017 10:17 PM
21	High cost of public transport	12/20/2017 10:02 PM
22	Log jams created and all other road users delayed by it.	12/20/2017 8:10 PM
23	investment in the Inverurie side of the area and exclusion of the others	12/20/2017 4:05 PM
24	lack of safe overtaking places	12/20/2017 12:12 PM
25	Not getting the right help from staff	12/20/2017 1:11 AM
26	lack of public transport in the rural parts of Aberdeenshire for patients and staff	12/19/2017 6:24 PM
27	Crossing for schoolchildren at St Joseph School not safe	12/19/2017 6:10 PM
28	Intense competition from road hauliers on upgraded road infrastructure	12/19/2017 5:04 PM
29	Rural road condition for HGV movements	12/19/2017 4:49 PM
30	Unreliable bus service and cost of journey	12/19/2017 4:29 PM
31	Infrequent trains and cost of journey	12/19/2017 4:26 PM
32	repeated instances of vehicles breaking down	12/19/2017 2:03 PM
33	air pollution from lorries on Wellington Rd	12/19/2017 12:09 PM
34	Test	12/18/2017 11:39 AM
35	fdgs	12/18/2017 11:00 AM
<b>#</b>	<b>4</b>	<b>DATE</b>
1	Road quality	2/12/2018 3:42 PM
2	Closure of Broad Street causes longer journey times as traffic tries to find alternative routes	2/5/2018 11:09 AM
3	Excessive traffic speed	1/31/2018 10:30 AM
4	Lack of cycle routes	1/29/2018 4:43 PM
5	Congested roads	1/29/2018 10:52 AM
6	Proposed stadium impact	1/28/2018 7:35 PM
7	affordability of public transport	1/24/2018 3:25 PM
8	HGV access to/from harbour snarls up traffic	1/18/2018 10:30 PM
9	Poor timekeeping of buses on A93 Aboyne - Aberdeen	12/31/2017 6:22 PM
10	Easy access to vehicles for elderly and disabled	12/28/2017 9:26 PM
11	Requirement of pathway from village to A92 bus stop.	12/21/2017 7:49 PM
12	Ludicrous number of 4-way or 3-way traffic lights on new junctions near Aberdeen airport which cause unnecessary traffic congestion and hold ups	12/20/2017 10:17 PM
13	Toll of Birness and Cortes Junctions	12/20/2017 10:02 PM
14	Electric timetables useless some buses disappear altogether	12/20/2017 8:10 PM
15	lack of appropriate public transport - frequency, accessibility - buses are not suitable for those with mobility difficulties	12/20/2017 4:05 PM
16	lack of all day car parking in Inverurie	12/20/2017 12:12 PM
17	Accessibility of station/stop	12/20/2017 1:11 AM
18	because of 3 and 4 there is a dependence on the car	12/19/2017 6:24 PM
19	Queens Cross roundabout unsafe for vehicles, cyclists and pedestrians	12/19/2017 6:10 PM
20	Aberdeen - Inverness / central belt rail network freight capacity	12/19/2017 4:49 PM
21	Length of bus journey to Aberdeen	12/19/2017 4:29 PM
22	Lack of business opportunities in Inverurie reducing commuters	12/19/2017 4:26 PM
23	unwillingness of drivers to assist passengers who need help	12/19/2017 2:03 PM
24	Victoria Rd being used as a rat run by lorries	12/19/2017 12:09 PM
25	Test	12/18/2017 11:39 AM

## Aberdeen City Region Strategic Transport Appraisal

#	5	DATE
1	South Market Street always a difficult area	2/5/2018 11:09 AM
2	Lack of paths into town	1/29/2018 4:43 PM
3	Ice during winter as not gritted	1/28/2018 7:35 PM
4	park and ride facilities that need and perhaps should serve healthcare buildings	1/24/2018 3:25 PM
5	Cost of bus journeys for young people	12/31/2017 6:22 PM
6	Suitable local service e.g dial a bus	12/28/2017 9:26 PM
7	Excessive pollution created by buses crawling along@20mph	12/20/2017 8:10 PM
8	poor public transport off main route (A947)	12/20/2017 12:12 PM
9	making better use of park and ride for the city must be a key priority and therefore also needs to be affordable	12/19/2017 6:24 PM
10	Pavement on Queens Road into town made unsafe by vehicles crossing in/out of businesses.	12/19/2017 6:10 PM
11	Network Resilience	12/19/2017 4:49 PM
12	Lack of employment locally to prevent commuting	12/19/2017 4:29 PM
13	Access to and from A96 at Inverurie	12/19/2017 4:26 PM
14	Torry, in general, being used as a rat run by commercial vehicles to by-pass Wellington Rd	12/19/2017 12:09 PM
15	Test	12/18/2017 11:39 AM

**Q4 Thinking about your main service centre (e.g. Aberdeen or other large town), what does your community / organisation see as the main problems and issues of travelling within / to / from it? Please identify up to 5 key problems:**

Answered: 41 Skipped: 18

ANSWER CHOICES	RESPONSES
1	100.00% 41
2	78.05% 32
3	63.41% 26
4	41.46% 17
5	21.95% 9

#	1	DATE
1	As per question 3	2/12/2018 3:43 PM
2	no issues, plenty options for getting to town	2/5/2018 12:39 PM
3	Traffic volume	2/5/2018 11:14 AM
4	Road surfaces are very poor	2/5/2018 10:40 AM
5	Maintenance of footway surfaces	1/31/2018 1:34 PM
6	The city is dominated by motorised traffic and is primarily designed around accommodating traffic / maximising traffic flow at the expense of people walking and cycling	1/31/2018 10:31 AM
7	Volume of through road traffic.	1/30/2018 1:50 PM
8	Travelling to Inverurie has become significantly quicker with the new Inveramsay bridge. Within Inverurie there is a lack of parking in the town centre.	1/30/2018 1:30 PM
9	Lack of Trains and time table	1/29/2018 4:45 PM
10	Poor public transport links	1/29/2018 10:54 AM
11	Dependence on cars	1/28/2018 7:36 PM
12	availability of public transport	1/24/2018 3:28 PM
13	see above	1/18/2018 10:30 PM
14	Volume of through traffic.	1/18/2018 4:58 PM
15	Westhill has lack of parking if wanting to take X17 bus into Aberdeen	1/11/2018 10:35 AM
16	T junctions instead of roundabouts	1/9/2018 6:38 PM
17	centre of town is uphill from both bus and rail stations	1/9/2018 3:00 PM
18	again, lack of public transport. particularly during rush hours. stage coach have been made aware of this but have cut back on bus times starting this month.	1/8/2018 5:37 PM
19	As previous response	1/8/2018 1:46 PM
20	See responses to Question 3: having a car is essential	12/31/2017 6:24 PM
21	Buses being on time usually late leaving Aberdeen at main commuters times	12/30/2017 11:16 PM
22	Regular reliable buses	12/28/2017 9:28 PM
23	On the return journey to Johnshaven from Aberdeen, passengers taking up seats to go a few stops within or just outside of the city centre, therefore using up vital seats for passengers travelling further afield.	12/21/2017 7:52 PM
24	Same as last question inadequate buses	12/21/2017 4:53 PM
25	Ertt	12/21/2017 9:35 AM

## Aberdeen City Region Strategic Transport Appraisal

26	Too many useless traffic lights near the airport - why did the council replace the functional roundabout at the end of Dyce Drive with a 4-way traffic light which causes congestion?	12/20/2017 10:23 PM
27	Volume of Traffic	12/20/2017 10:03 PM
28	Poorley designed bus station leads to traffic jams	12/20/2017 8:29 PM
29	poor road infrastructure and conditions	12/20/2017 4:05 PM
30	lack of public transport into out of Inverurie	12/20/2017 12:14 PM
31	No segregation of cyclists from motroists in most places.	12/20/2017 11:21 AM
32	Accessibility of vehicle	12/20/2017 1:12 AM
33	reliability and accessibility of trains and buses	12/19/2017 7:58 PM
34	as previous	12/19/2017 6:25 PM
35	Evening Bus Services into/out of town	12/19/2017 6:10 PM
36	Rail access to Craiginches intermodal terminal	12/19/2017 5:05 PM
37	Congestion in urban areas	12/19/2017 4:56 PM
38	Traffic congestion	12/19/2017 4:32 PM
39	congestion from commercial vehicles	12/19/2017 12:13 PM
40	Test	12/18/2017 11:39 AM
41	rehG	12/18/2017 11:00 AM
<b>#</b>	<b>2</b>	<b>DATE</b>
1	Parking issues	2/5/2018 11:14 AM
2	Parking on both sides of narrow roads makes it very difficult for minibuses to navigate through some areas	2/5/2018 10:40 AM
3	Lack of dropped kerb access to footways	1/31/2018 1:34 PM
4	Large junctions, especially roundabouts make it difficult for people to walk and cycle	1/31/2018 10:31 AM
5	Poor bus frequencies in evenings and Sunday.	1/30/2018 1:50 PM
6	Travelling to Aberdeen. To many traffic bottlenecks (Haddigan roundabout, Powis Terrace). Access to the railway/bus station. Inadequate road design around Union Square area which incorporates the bus and train stations. The bus station has no parking. Bottleneck at the Bridge of Dee.	1/30/2018 1:30 PM
7	Bus timetables lack of local buses and bad bus station	1/29/2018 4:45 PM
8	Lack of dual carriageway on A90	1/29/2018 10:54 AM
9	Slow expensive bus	1/28/2018 7:36 PM
10	affordability of public transport	1/24/2018 3:28 PM
11	Poor bus frequencies in the evening and Sunday.	1/18/2018 4:58 PM
12	Westhill Tesco roundabouts are bottleneck at peak times	1/11/2018 10:35 AM
13	Traffic lights on main artery	1/9/2018 6:38 PM
14	adverse weather rendering the roads unsafe, particularly ice and flooding	1/8/2018 5:37 PM
15	Continuous approval of new house building in countryside and expansion of commuter towns.	12/31/2017 6:24 PM
16	Usually buses are reliable but no way of communication if difficulties with service	12/30/2017 11:16 PM
17	Buses serving rural areas	12/28/2017 9:28 PM
18	Buses break down/not on time	12/21/2017 4:53 PM
19	Haudagan roundabout is a bottleneck at most times of the day	12/20/2017 10:23 PM
20	Large number of HGVs	12/20/2017 10:03 PM
21	Why not have rolling buses every 15 mins on busy routes	12/20/2017 8:29 PM
22	concentration on Aberdeen to Ellon excludes the NE towns	12/20/2017 4:05 PM
23	poor suitable roads	12/20/2017 12:14 PM
24	multi storey parking mobility scooter safety	12/20/2017 11:21 AM

## Aberdeen City Region Strategic Transport Appraisal

25	Accessibility of station or stop	12/20/2017 1:12 AM
26	Cycles on Pavements (as they are unsafe on roads)	12/19/2017 6:10 PM
27	Rail access to Waterloo rail terminal	12/19/2017 5:05 PM
28	Transport network capacity	12/19/2017 4:56 PM
29	Public transport costs are high and unreliable	12/19/2017 4:32 PM
30	air pollution caused by commercial vehicles	12/19/2017 12:13 PM
31	Test	12/18/2017 11:39 AM
32	GDSAGSDG	12/18/2017 11:00 AM
#	3	DATE
1	Difficulty in finding on street blue badge parking spaces which allow users to access various shops facilities etc	2/5/2018 11:14 AM
2	traffic management / calming methods can cause upset to minibuses (road humps cause misery to people who need to travel in wheelchairs)	2/5/2018 10:40 AM
3	Inadequate, missing or poorly located crossing facilities	1/31/2018 1:34 PM
4	There is a lack of protected space for cycling within the street environment	1/31/2018 10:31 AM
5	No after 10pm or late night transport options with train or bus to our community.	1/30/2018 1:30 PM
6	No safe cycle routes	1/29/2018 4:45 PM
7	High volume of Heavy goods vehicles slowing traffic	1/29/2018 10:54 AM
8	Minimal dedicated sustainable options	1/28/2018 7:36 PM
9	timing of public transport	1/24/2018 3:28 PM
10	Lack of connectivity between Westhill industrial estates and hence lack of alternative exists	1/11/2018 10:35 AM
11	Petrol garage exit with traffic lights on to main artery	1/9/2018 6:38 PM
12	pinch points of traffic within the city, especially river crossings	1/8/2018 5:37 PM
13	Buses timetabled at times to suit workers	12/28/2017 9:28 PM
14	Roads were not treated following recent ice	12/21/2017 4:53 PM
15	Agricultural vehicles	12/20/2017 10:03 PM
16	Get rid of the handcuffs drivers suffer from @ present	12/20/2017 8:29 PM
17	investment in the Inverurie side of the area and exclusion of the others	12/20/2017 4:05 PM
18	lack of all day car parking near railway station	12/20/2017 12:14 PM
19	Not being able to get a wheelchair space	12/20/2017 1:12 AM
20	Uncoordinated and missing buses during day - do not stick with timetables	12/19/2017 6:10 PM
21	Rail access to Dyce (Raith's Farm) rail terminal	12/19/2017 5:05 PM
22	Transport network resilience	12/19/2017 4:56 PM
23	Location of Park and Rides - eg New Airport Park and Ride - Useless	12/19/2017 4:32 PM
24	poor use of "keep clear" boxes	12/19/2017 12:13 PM
25	Test	12/18/2017 11:39 AM
26	fsg	12/18/2017 11:00 AM
#	4	DATE
1	Use of public transport is not always suitable for those who have a disability and use of the car is their only option	2/5/2018 11:14 AM
2	Bus station faciities are disgraceful. No overhead cover. No concourse area. No parking.	1/30/2018 1:30 PM
3	Lack of safe paths into city	1/29/2018 4:45 PM
4	attempting to reduce the use of car to healthcare sites throughout the region	1/24/2018 3:28 PM
5	X17 bus service takes far too long to reach Aberdeen City (75 minutes!)	1/11/2018 10:35 AM
6	Stop/go traffic	1/9/2018 6:38 PM

## Aberdeen City Region Strategic Transport Appraisal

7	Comfortable buses sufficient to read	12/28/2017 9:28 PM
8	Cost of public transport	12/20/2017 10:03 PM
9	Those responsible for the schedules & operations should visit-	12/20/2017 8:29 PM
10	lack of appropriate public transport - frequency, accessibility - buses are not suitable for those with mobility difficulties	12/20/2017 4:05 PM
11	Not getting the right help from staff	12/20/2017 1:12 AM
12	"Core Path" does NOT allow safe routes into town for walkers or cyclists	12/19/2017 6:10 PM
13	Lorry parking	12/19/2017 4:56 PM
14	Bus lanes that create traffic congestion	12/19/2017 4:32 PM
15	poorly timed traffic lights	12/19/2017 12:13 PM
16	Test	12/18/2017 11:39 AM
17	ewtw	12/18/2017 11:00 AM
<b>#</b>	<b>5</b>	<b>DATE</b>
1	No coordinated internal public transport system within Aberdeen City, for example, Dyce to Tullos.	1/30/2018 1:30 PM
2	no joined up thinking between councils	1/29/2018 4:45 PM
3	reduction of CO2 and other harmful emissions that adversely affect health	1/24/2018 3:28 PM
4	Malmo, Sweden & see a real bus service in operation !	12/20/2017 8:29 PM
5	Icy pavements stopped people walking into town and getting to GP's this winter	12/19/2017 6:10 PM
6	Rail freight network capability for freight (loading gauge etc for intermodal services including domestic (retail) intermodal	12/19/2017 4:56 PM
7	Infrequent train journeys	12/19/2017 4:32 PM
8	lack of consideration of how on street parking affects traffic flow	12/19/2017 12:13 PM
9	Test	12/18/2017 11:39 AM

**Q5 Thinking about strategic connections to your area (e.g. regional, national or international), what does your community / organisation see as the main problems and issues linked to travel within / to / from it?**  
**Please identify up to 5 key problems:**

Answered: 40 Skipped: 19

ANSWER CHOICES	RESPONSES
1	100.00% 40
2	75.00% 30
3	40.00% 16
4	27.50% 11
5	7.50% 3

#	1	DATE
1	As per question 3	2/12/2018 3:43 PM
2	Overall journey time	2/5/2018 5:08 PM
3	no access from airport to local area, must travel into town first	2/5/2018 12:41 PM
4	The drive to get more members of the public to use public transport is seen as the priority. Little consideration appears to be given to those for whom this is not a viable option	2/5/2018 11:19 AM
5	Inter connectivity. getting from one main travel hub to another can be difficult	2/5/2018 10:45 AM
6	Older participants in our work, who in the main are reliant on public transport, site a lack of bus connections to hospitals, banks, and key amenities from rural settlements as of great concern.	1/31/2018 1:35 PM
7	The trunk road network creates is a barrier to active travel both across and along it.	1/31/2018 10:31 AM
8	Trains to the central belt and further south are slow due to speed restrictions on the track.	1/30/2018 1:55 PM
9	Bus linkage from airport to train and from airport to the region is required.	1/30/2018 1:31 PM
10	airport charges	1/29/2018 4:47 PM
11	Lack of good public transport	1/29/2018 10:55 AM
12	Car dependency	1/28/2018 7:36 PM
13	availability of affordable flights to allow island residents access healthcare services at Foresterhill	1/24/2018 3:30 PM
14	Slow train journeys to Edinburgh, Glasgow	1/18/2018 10:32 PM
15	Trains to the central belt and further south are slow.	1/18/2018 4:59 PM
16	Aberdeen airport can only be accessed by road - no rail link	1/11/2018 10:35 AM
17	The unavoidable bottleneck of Aberdeen city	1/9/2018 6:38 PM
18	Not enough choice from berdeen Airport	1/9/2018 3:01 PM
19	the airport is not large enough	1/8/2018 5:41 PM
20	As previous response	1/8/2018 1:46 PM
21	Inability of local authority to keep the B974 Cairn O'Mount road open at all times	12/31/2017 6:25 PM
22	Should a Methlick resident have an appointment or ongoing journey leaving Aberdeen the 07.30 bus is the only option for guaranteed timing	12/30/2017 11:19 PM
23	See previous answers	12/28/2017 9:29 PM
24	The section of single rail track between Usan and Montrose being the only section of single track between Aberdeen and Kings Cross. This bottle neck curtails the number of services between Aberdeen and Edinburgh/Glasgow.	12/21/2017 8:01 PM



## Aberdeen City Region Strategic Transport Appraisal

25	We are a rural area and the answers are the same as Q3 and Q4	12/21/2017 4:53 PM
26	Ert	12/21/2017 9:38 AM
27	A96 needs dualling from Aberdeen to Inverness	12/20/2017 10:27 PM
28	Lack of nearby train station	12/20/2017 10:04 PM
29	connecting services needed between Westhill ,Echt Skene etc	12/20/2017 8:42 PM
30	issues identified in last 2 questions	12/20/2017 4:06 PM
31	lack of public transport off main route (A947)	12/20/2017 12:16 PM
32	insufficeint safe routes for cyclists	12/20/2017 11:23 AM
33	Accessibility to vehicle	12/20/2017 1:13 AM
34	Anderson Drive / Queens Cross roundabout lanes (and shrubbery) a problem for all - vehicles walkers and Cyclists	12/19/2017 6:12 PM
35	Train length limits, as per previous answer.	12/19/2017 5:06 PM
36	Trunk road capacity to and from central belt	12/19/2017 5:00 PM
37	Growing housing developments with no supporting infrastructure	12/19/2017 4:34 PM
38	traffic congestion due to commercial vehicles	12/19/2017 12:19 PM
39	Test	12/18/2017 11:40 AM
40	hgjgf	12/18/2017 11:01 AM
<b>#</b>	<b>2</b>	<b>DATE</b>
1	Public transport provision	2/5/2018 5:08 PM
2	good access from bus/train station	2/5/2018 12:41 PM
3	More information needs to be readily available for the disabled community as to what options are available. Assistance, parking, contact numbers etc	2/5/2018 11:19 AM
4	Poor dissemination of information on transport eg; how many methods are there to get to ARI/ Health village/ social hibs? An older person may not be able to use internet based resources. there is no centralised system.	2/5/2018 10:45 AM
5	Limited bicycle carriage capacity on trains	1/31/2018 10:31 AM
6	Trains to Elgin and Inverness are slow due to speed restrictions on the track.	1/30/2018 1:55 PM
7	Linkage to the south via train is inadequate. Takes too much time to get from Aberdeen to Edinburch/Glasgow and further south. Establish direct Aberdeen to Edinburgh and Glasgow services.	1/30/2018 1:31 PM
8	costs of travel	1/29/2018 4:47 PM
9	Lack of dual carriageway road	1/29/2018 10:55 AM
10	availability of affordable boat trips to allow island residents accesshealthcare services at Foresterhill	1/24/2018 3:30 PM
11	Frequently inadequate rail railing stock to/from Aberdeen	1/18/2018 10:32 PM
12	Only 1 or 2 flights to Gatwick Airport per day, require 3/4 for better onward flight connections.	1/18/2018 4:59 PM
13	No bus link to Aberdeen Airport from Westhill/Kingswells	1/11/2018 10:35 AM
14	lack of public transport links specifically from banchory to the airport	1/8/2018 5:41 PM
15	Two hour bus service is limiting for appointment to local doctors	12/30/2017 11:19 PM
16	Deteriorating infrastructure e.g. The King George Bridge at Inverbervie.	12/21/2017 8:01 PM
17	There should be more stations to connect communities by rail to the centre of Aberdeen e.g. at Nigg or Cove/Loirston	12/20/2017 10:27 PM
18	All public transport goes directly to Aberdeen and little cross country	12/20/2017 10:04 PM
19	No pick ups after Kingswells to speed up journey to Aberdeen	12/20/2017 8:42 PM
20	lack of rail links to south of Aberdeen from Peterhead	12/20/2017 4:06 PM
21	A947 road not fit for purpose in 2017	12/20/2017 12:16 PM
22	some drop down kerbs missing in necessary places.	12/20/2017 11:23 AM

## Aberdeen City Region Strategic Transport Appraisal

23	Accessibility to station/stop	12/20/2017 1:13 AM
24	Queens Cross roundabout a problem for all traffic, especially cyclists	12/19/2017 6:12 PM
25	'Loading gauge' limits, as per previous answer.	12/19/2017 5:06 PM
26	Journey time to / from central belt	12/19/2017 5:00 PM
27	Cost of Public Transport	12/19/2017 4:34 PM
28	poor use of "keep clear" boxes	12/19/2017 12:19 PM
29	Test	12/18/2017 11:40 AM
30	gfdsd	12/18/2017 11:01 AM
<b>#</b>	<b>3</b>	<b>DATE</b>
1	Junction operation at key nodes	2/5/2018 5:08 PM
2	Only 1 or 2 flights to Gatwick airport per day, require more for better onward connections	1/30/2018 1:55 PM
3	Faster and more reliable access to Inverness and direct train access to Inverness airport.	1/30/2018 1:31 PM
4	lack of connections	1/29/2018 4:47 PM
5	No rail links	1/29/2018 10:55 AM
6	tim ing of flights to and from Aberdeen in one day to the islands	1/24/2018 3:30 PM
7	Lack of late trains to/from Edinburgh and Glasgow	1/18/2018 10:32 PM
8	difficulty continuing journeys using different forms of public transport, hard to get train times and bus times to suit each other	1/8/2018 5:41 PM
9	General deterioration of the road surfaces e.g. Poor repair of potholes, lack of road markings and cats eyes.	12/21/2017 8:01 PM
10	Not able to get a wheelchair space	12/20/2017 1:13 AM
11	Poor links to airport from our area	12/19/2017 6:12 PM
12	Rural road conditions for HGVs	12/19/2017 5:00 PM
13	Lack of public transport interchanges - Train/Buses etc	12/19/2017 4:34 PM
14	the use of on street parking to slow traffic flow	12/19/2017 12:19 PM
15	Test	12/18/2017 11:40 AM
16	fdgs	12/18/2017 11:01 AM
<b>#</b>	<b>4</b>	<b>DATE</b>
1	Poor flight connections to other main UK cities, Birmingham, Manchester, Leeds.	1/30/2018 1:55 PM
2	Travelling from north of Aberdeen to south of Aberdeen is an issue. Hopefully this will be resolved by the AWPR soon to open.	1/30/2018 1:31 PM
3	poor management	1/29/2018 4:47 PM
4	Congestion on roads	1/29/2018 10:55 AM
5	likewise for boat trips	1/24/2018 3:30 PM
6	Aberdeen's abysmal bus station. Standing outside to find bus, inability for it to cope with the 3 axle units, lack of adequate shelter with notification, lack of clarity as to which bus is where	1/18/2018 10:32 PM
7	Not getting the right help.	12/20/2017 1:13 AM
8	Rail network capacity and capability for freight Aberdeen to Inverness / central belt	12/19/2017 5:00 PM
9	the use of choke points to slow traffic flow	12/19/2017 12:19 PM
10	Test	12/18/2017 11:40 AM
11	sdfg	12/18/2017 11:01 AM
<b>#</b>	<b>5</b>	<b>DATE</b>
1	bad services	1/29/2018 4:47 PM
2	poor road design and layout	12/19/2017 12:19 PM
3	Test	12/18/2017 11:40 AM

## Q6 Thinking about your local area, what does your community / organisation see as the main opportunities linked to travel within / to / from it? Please identify up to 5 key opportunities:

Answered: 34 Skipped: 25

ANSWER CHOICES	RESPONSES	
1	100.00%	34
2	82.35%	28
3	41.18%	14
4	23.53%	8
5	2.94%	1

#	1	DATE
1	As per question 3	2/12/2018 3:43 PM
2	AWPR and it associated network will have an impact on traffic flow and volume once it is operational	2/5/2018 11:24 AM
3	AWPR should speed up travel across the region.	2/5/2018 10:46 AM
4	Replace roundabouts with signalised junctions containing dedicated phases for walking and cycling	1/31/2018 10:32 AM
5	A direct link to Aberdeen Station from Union Street, with easy access for pedestrians.	1/30/2018 2:03 PM
6	Dualled road from Inverness to Aberdeen	1/30/2018 1:38 PM
7	Work	1/29/2018 4:48 PM
8	Western Peripheral Route	1/29/2018 10:55 AM
9	Cycling, Westhill is a great gateway to countryside	1/28/2018 7:37 PM
10	increasing accessability to Aberdeen may result in more patients travelling to Aberdeen	1/24/2018 3:31 PM
11	Tourism / holidays	1/18/2018 10:33 PM
12	A direct link to Aberdeen station from Union Street	1/18/2018 5:19 PM
13	X17 travel time from Westhill must be reduced	1/11/2018 10:38 AM
14	Creation of roundabouts	1/9/2018 6:39 PM
15	increase in trains to Inverurie	1/9/2018 3:03 PM
16	tourism. through scenery, royal links and outdoors pursuits.	1/8/2018 5:48 PM
17	Completion of AWPR	1/8/2018 1:48 PM
18	Creation of more long distance paths and cycle tracks	12/31/2017 6:25 PM
19	Increased housing developments	12/28/2017 9:30 PM
20	People can travel further afield to work, ease of commuting.	12/21/2017 8:03 PM
21	The opportunities would be for work.	12/21/2017 4:54 PM
22	Fgg	12/21/2017 9:38 AM
23	Not sure	12/20/2017 10:05 PM
24	Much faster services are possible	12/20/2017 8:54 PM
25	Roads need to be improved - dual carriageway right to Peterhead	12/20/2017 4:08 PM
26	Better links Oldmeldrum to from Inverurie to link up with public transport on A947 route	12/20/2017 12:20 PM
27	train and bus accomodation	12/20/2017 11:24 AM
28	Queens Road COULD be excellent link into town for walkers and cyclists if made safe	12/19/2017 6:29 PM

## Aberdeen City Region Strategic Transport Appraisal

29	Scope for modal switch from road haulage to rail freight	12/19/2017 5:07 PM
30	Economic growth sustained by efficient freight transport	12/19/2017 5:02 PM
31	Improved train journeys	12/19/2017 4:36 PM
32	getting to and from work	12/19/2017 12:21 PM
33	Test	12/18/2017 11:40 AM
34	gdfdfasg	12/18/2017 11:02 AM
#	2	DATE
1	Review traffic volume, flow within the city once AWPR operationsl	2/5/2018 11:24 AM
2	Rail travel could be a huge opportunity if managed correctly.	2/5/2018 10:46 AM
3	Audit streets and introduce improvements for walking	1/31/2018 10:32 AM
4	More frequent buses on evenings and weekends.	1/30/2018 2:03 PM
5	Improved train service including parking	1/30/2018 1:38 PM
6	Pleasure	1/29/2018 4:48 PM
7	Improvements on A90	1/29/2018 10:55 AM
8	Accessability and availability of public transport will go some way to retaining the current range of acute services on the Foresterhill campus	1/24/2018 3:31 PM
9	Education	1/18/2018 10:33 PM
10	Maintain the A2B bus service to enable people to access Westhill	1/11/2018 10:38 AM
11	Duelling of major arteries.	1/9/2018 6:39 PM
12	the opening of the by pass	1/9/2018 3:03 PM
13	enables quiet village life close to but separate from a main city	1/8/2018 5:48 PM
14	Reduction of city congestion	1/8/2018 1:48 PM
15	Better provision of public transport (none in our area at present)	12/31/2017 6:25 PM
16	Need to reduce car traffic especially on rural 'rat runs'	12/28/2017 9:30 PM
17	Being able to shop in the City to take advantage of cheaper prices.	12/21/2017 8:03 PM
18	Better bus service	12/21/2017 4:54 PM
19	most people do not want to waste time travelling around the	12/20/2017 8:54 PM
20	Rail links to be extended to Peterhead - large number of commuters to use this	12/20/2017 4:08 PM
21	Make A947 suitable for use in 21st century	12/20/2017 12:20 PM
22	disabled parking in car parks	12/20/2017 11:24 AM
23	Bus services COULD make it a good area IF decent evening and consistent service	12/19/2017 6:29 PM
24	Network enhancement both road and rail to facilitate the above	12/19/2017 5:02 PM
25	High Speed Non Stop express bus journey	12/19/2017 4:36 PM
26	getting to and from other parts of the city	12/19/2017 12:21 PM
27	Test	12/18/2017 11:40 AM
28	gfdsg	12/18/2017 11:02 AM
#	3	DATE
1	Imropve frequency of commuter trains.	2/5/2018 11:24 AM
2	Wider roll out of cycle contraflows and filtered permeability streets	1/31/2018 10:32 AM
3	Traffic management plan within Insch	1/30/2018 1:38 PM
4	Sport	1/18/2018 10:33 PM
5	Faster links to other main routes south	1/8/2018 1:48 PM
6	More passing places on single track unclassified roads	12/31/2017 6:25 PM
7	Connections for trains at suitable working times	12/21/2017 4:54 PM

## Aberdeen City Region Strategic Transport Appraisal

8	Numerous industrial sites in Westhill and Kingswells	12/20/2017 8:54 PM
9	Creating better transport links to include Peterhead would enhance the economic development of the town and area	12/20/2017 4:08 PM
10	possible clamping	12/20/2017 11:24 AM
11	More people would walk/cycle to Rubislaw Playing fields, Johnston Gdns, Hazlehead and Museum if safer routes	12/19/2017 6:29 PM
12	Removal of roundabouts on A96 to flyover type junctions	12/19/2017 4:36 PM
13	Test	12/18/2017 11:40 AM
14	dfgdfs	12/18/2017 11:02 AM
<b>#</b>	<b>4</b>	<b>DATE</b>
1	Reopen local stations and ensure that there is adequate suitable public transport serving them	2/5/2018 11:24 AM
2	Greater implementation of 20 mph speed limits	1/31/2018 10:32 AM
3	No development without road infrastructure coordination/development	1/30/2018 1:38 PM
4	Business	1/18/2018 10:33 PM
5	Dedicate buses to cover the industrial sites only	12/20/2017 8:54 PM
6	Better access to A96 from Inverurie	12/19/2017 4:36 PM
7	Test	12/18/2017 11:40 AM
8	shfdh	12/18/2017 11:02 AM
<b>#</b>	<b>5</b>	<b>DATE</b>
1	Test	12/18/2017 11:40 AM

**Q7 Thinking about your main service centre (e.g. Aberdeen or other large town), what does your community / organisation see as the main opportunities linked to travel within / to / from it? Please identify up to 5 key opportunities:**

Answered: 32 Skipped: 27

ANSWER CHOICES	RESPONSES
1	100.00% 32
2	59.38% 19
3	40.63% 13
4	21.88% 7
5	6.25% 2

#	1	DATE
1	Greater connectivity	2/12/2018 3:44 PM
2	From Stonehaven improved road network AWPR will assist	2/5/2018 11:42 AM
3	We have good rail links to other areas, this could be improved and more people persuaded onto trains; if the pricing/customer service was appropriate.	2/5/2018 10:51 AM
4	Prioritise place over movement in the city centre.	1/31/2018 10:33 AM
5	Dualling of College Street and new roundabout to Elizabeth Bridge (an extension of the Berryden dualling)	1/30/2018 2:08 PM
6	Remove main traffic bottlenecks within Aberdeen city.	1/30/2018 1:45 PM
7	Work	1/29/2018 4:49 PM
8	Western Peripheral Route	1/29/2018 10:56 AM
9	More and easier cycling	1/28/2018 7:37 PM
10	Shopping	1/18/2018 10:33 PM
11	Dualling of College Street and new roundabout connection to Elizabeth Bridge.	1/18/2018 5:18 PM
12	X17 bus service travel times to Aberdeen must be reduced	1/11/2018 10:39 AM
13	Shorter journey times	1/9/2018 6:40 PM
14	job opportunities	1/8/2018 5:49 PM
15	See previous	1/8/2018 1:49 PM
16	Better public transport services	12/31/2017 6:26 PM
17	None service is what it is and residents have to work around it	12/30/2017 11:22 PM
18	See previous answer	12/28/2017 9:31 PM
19	Shopping	12/21/2017 8:05 PM
20	Same as Q6	12/21/2017 4:54 PM
21	Fggg	12/21/2017 9:38 AM
22	Not sure	12/20/2017 10:05 PM
23	Pensioners get great deal on Megabus journeys to Edinburgh	12/20/2017 9:08 PM
24	as previous questions	12/20/2017 4:09 PM
25	Suitable all day carparking for rail and bus use	12/20/2017 12:21 PM
26	cycle spaces on trains to be unlimited	12/20/2017 11:25 AM

## Aberdeen City Region Strategic Transport Appraisal

27	Make the Queens Road "Core Path" into a reality and SAFE for walkers and Cyclists	12/19/2017 6:33 PM
28	See answer to Question 6	12/19/2017 5:07 PM
29	As per previous question	12/19/2017 5:02 PM
30	Urban Clearways on all main routes in and out	12/19/2017 4:38 PM
31	Test	12/18/2017 11:40 AM
32	grag	12/18/2017 11:03 AM
<b>#</b>	<b>2</b>	<b>DATE</b>
1	Journey time reliability	2/12/2018 3:44 PM
2	More frequent trains around peak times and weekends	2/5/2018 11:42 AM
3	Reduce traffic in the city centre in line with the Aberdeen City Centre Masterplan.	1/31/2018 10:33 AM
4	Pedestrianisation of Union Street between Market Street and Bridge Street with buses and taxis only on Upper Market Street, Bridge Street and Union terrace.	1/30/2018 2:08 PM
5	Improved train service and train parking. Better timetable.	1/30/2018 1:45 PM
6	Pleasure	1/29/2018 4:49 PM
7	Improvements to the A90	1/29/2018 10:56 AM
8	Entertainment	1/18/2018 10:33 PM
9	Pedestrianisation of Union St. between Upper Market St. Buses and taxis only on Upper Market St, Bridge St and Union Terrace.	1/18/2018 5:18 PM
10	Less frustrating journeys	1/9/2018 6:40 PM
11	health care	1/8/2018 5:49 PM
12	Creation of more long distance paths and cycle tracks	12/31/2017 6:26 PM
13	Employment	12/21/2017 8:05 PM
14	and Glasgow from Aberdeen but no covered access in	12/20/2017 9:08 PM
15	mobility buggy access to trains	12/20/2017 11:25 AM
16	OR find alternative better SAFE route for walkers cyclists into town	12/19/2017 6:33 PM
17	All public transport to be interlinked	12/19/2017 4:38 PM
18	Test	12/18/2017 11:40 AM
19	gdg	12/18/2017 11:03 AM
<b>#</b>	<b>3</b>	<b>DATE</b>
1	Improved bus service with accessible vehicles	2/5/2018 11:42 AM
2	Replace roundabouts with signalised junctions containing dedicated phases for walking and cycling	1/31/2018 10:33 AM
3	Pedestrianisation of School Hill, Broad Street, Belmont Street and Little Belmont Street.	1/30/2018 2:08 PM
4	Make existing bus station fit for purpose.	1/30/2018 1:45 PM
5	Being charged high fares by companies	1/29/2018 4:49 PM
6	Rail/bus station	1/18/2018 10:33 PM
7	entertainment and shopping	1/8/2018 5:49 PM
8	Entertainment	12/21/2017 8:05 PM
9	Adverse weather .often the journey from Westhill to Aberdeen	12/20/2017 9:08 PM
10	Make a safe route via Johnston Gdns, Rubislaw Playing fields et al into town	12/19/2017 6:33 PM
11	Better transport links to and from airport - Currently appalling	12/19/2017 4:38 PM
12	Test	12/18/2017 11:40 AM
13	grd	12/18/2017 11:03 AM
<b>#</b>	<b>4</b>	<b>DATE</b>
1	Introduce segregated cycle lanes, particularly along main road corridors	1/31/2018 10:33 AM



## Aberdeen City Region Strategic Transport Appraisal

2	Improved evening and weekend bus frequencies.	1/30/2018 2:08 PM
3	Improve linkage with Aberdeen and Inverness airports	1/30/2018 1:45 PM
4	Not many	1/29/2018 4:49 PM
5	Less cars on the road	12/21/2017 8:05 PM
6	Bus station takes longer than Abn to Dundee !that is nonsense	12/20/2017 9:08 PM
7	Test	12/18/2017 11:40 AM
#	5	DATE
1	Additional stations on the suburban line eg Bucksburn, Kittybrewster and Newtonhill.	1/30/2018 2:08 PM
2	Test	12/18/2017 11:40 AM

**Q8 Thinking about strategic connections to your area (e.g. regional, national or international), what does your community / organisation see as the main opportunities linked to travel within / to / from it? Please identify up to 5 key opportunities:**

Answered: 29 Skipped: 30

ANSWER CHOICES	RESPONSES
1	100.00% 29
2	51.72% 15
3	31.03% 9
4	24.14% 7
5	17.24% 5

#	1	DATE
1	As per question 7	2/12/2018 3:44 PM
2	Improve connection from Dyce station to the airport to make use of rail travel an option	2/5/2018 11:55 AM
3	Connect communities on trunk roads with strategic active travel routes	1/31/2018 10:34 AM
4	Substantially faster trains to the Central Belt and further south (new dual track bridge at Montrose, express trains via Dunfermline)	1/30/2018 2:11 PM
5	See answer to 7.	1/30/2018 1:46 PM
6	Leaving the area	1/29/2018 4:50 PM
7	Improved employment opportunities	1/29/2018 10:57 AM
8	Less car dependency	1/28/2018 7:38 PM
9	Holidays	1/18/2018 10:34 PM
10	Substantially faster trains to the Central belt and further south.	1/18/2018 5:17 PM
11	Aberdeen airport needs a rail link	1/11/2018 10:44 AM
12	Move of population from city to rural settlements	1/9/2018 6:43 PM
13	increase destinations from Airport	1/9/2018 3:04 PM
14	oil and gas	1/8/2018 5:49 PM
15	See previous	1/8/2018 1:49 PM
16	Keep the B976 Cairn O'Mount road open in all conditions!	12/31/2017 6:27 PM
17	Connection are limited from Methlick . Aberdeen has to be accessed before any ongoing journey can be made	12/30/2017 11:24 PM
18	See previous answers!	12/21/2017 8:05 PM
19	Same as Q6	12/21/2017 4:55 PM
20	Not sure	12/20/2017 10:05 PM
21	Faster connections to our areas required	12/20/2017 9:10 PM
22	as previous questions	12/20/2017 4:09 PM
23	improve the country bus service linking into transport hubs	12/20/2017 12:23 PM
24	safe routes separate from traffic for cyclists	12/20/2017 11:28 AM
25	Opportunities for connections into the area for parks Hazlehead and Johnston Gardens	12/19/2017 8:17 PM
26	Scope for rail enhancements to allow a greater rail role on movements to domestic, European and Deep Sea markets	12/19/2017 5:09 PM

## Aberdeen City Region Strategic Transport Appraisal

27	As per previous question	12/19/2017 5:02 PM
28	Test	12/18/2017 11:40 AM
29	rtsty	12/18/2017 11:03 AM
<b>#</b>	<b>2</b>	<b>DATE</b>
1	Attention requires to be given to the local road network as far as surface is concerned	2/5/2018 11:55 AM
2	Connect communities and key destinations which are separated by the trunk road network with high quality active travel routes	1/31/2018 10:34 AM
3	More frequent flights to Gatwick airport for onward connections.	1/30/2018 2:11 PM
4	Work	1/29/2018 4:50 PM
5	Improved business development	1/29/2018 10:57 AM
6	More cycling	1/28/2018 7:38 PM
7	Work	1/18/2018 10:34 PM
8	More frequent flights to Gatwick airport for onward flight connections.	1/18/2018 5:17 PM
9	New station at Kintore must have adequate parking	1/11/2018 10:44 AM
10	tourism	1/8/2018 5:49 PM
11	set up transport hubs to link small villages into existing main travel routes.	12/20/2017 12:23 PM
12	safe routes separate from traffic for mobility scooters	12/20/2017 11:28 AM
13	Walks Hazlehead and surrounding area	12/19/2017 8:17 PM
14	Test	12/18/2017 11:40 AM
15	nyr	12/18/2017 11:03 AM
<b>#</b>	<b>3</b>	<b>DATE</b>
1	Investigate increasing cycle carriage capacity on trains	1/31/2018 10:34 AM
2	Pleasure	1/29/2018 4:50 PM
3	Improved industrial development	1/29/2018 10:57 AM
4	Tourism	1/18/2018 10:34 PM
5	Replace all the new traffic lights associated with the AWPR junctions with roundabouts that allow traffic to flow - only use traffic lights at peak times if necessary	1/11/2018 10:44 AM
6	practical routes that work in practice	12/20/2017 11:28 AM
7	Playing Fields for most games - rugby, football etc etc	12/19/2017 8:17 PM
8	Test	12/18/2017 11:40 AM
9	snrt	12/18/2017 11:03 AM
<b>#</b>	<b>4</b>	<b>DATE</b>
1	Improve cycle access and storage at stations	1/31/2018 10:34 AM
2	Education	1/18/2018 10:34 PM
3	Reinstate the old airport roundabout - the 4-way traffic light at A96/Dyce Drive causes congestion	1/11/2018 10:44 AM
4	scvrap cycle lanes that are broken up in and out of traffic.	12/20/2017 11:28 AM
5	Military Museum	12/19/2017 8:17 PM
6	Test	12/18/2017 11:40 AM
7	nyr	12/18/2017 11:03 AM
<b>#</b>	<b>5</b>	<b>DATE</b>
1	Introduce an easy to use public cycle hire scheme in Aberdeen city	1/31/2018 10:34 AM
2	Sport	1/18/2018 10:34 PM
3	provide separate traffic flows for cyclists	12/20/2017 11:28 AM
4	Test	12/18/2017 11:40 AM



## Q9 In terms of major schemes in the region, the AWPR is scheduled to open in 2018 - what does your community / organisation think the impact of this scheme will have on the region's transport network?

Answered: 39 Skipped: 20

#	RESPONSES	DATE
1	Beneficial in terms of congestion, journey times etc	2/12/2018 3:45 PM
2	it will increase traffic through sheddocksley via lang stracht it will reduce number of large vehicles using city centre roads	2/5/2018 12:43 PM
3	Only time will tell as far as traffic volume from the south or north going through Aberdeen to and from industrial estates will decrease. Traffic going north of Aberdeen will avoid the city so journey time should improve. Current bottlenecks in the city may or may not ease but others may be created. This will only be evident once the AWPR is operational	2/5/2018 12:05 PM
4	The AWPR should improve the road network considerably. It already improves travel time between Ellon/Peterhead and Dyce. It would be good if this improvement continued.	2/5/2018 10:53 AM
5	More focus on private cars to link the city and rural communities? It won't do anything to address the issues our contacts raise as issues for them with regards to connectivity, and reducing isolation	1/31/2018 1:38 PM
6	Within Aberdeen, the AWPR is supposed to reduce the need for cross-city journeys by car, and direct vehicles to use corridors into particular 'zones' of the city. If this successfully reduces traffic passing through Aberdeen city centre this will have a positive impact on: • Increase retail vitality • Make Aberdeen a more attractive place for people to live, work and shop, • Improve air quality by reducing pollution • Make it a more attractive place to make journeys by walking and cycling • Lead to modal shift towards more sustainable modes of transport, reducing carbon emissions. Sustrans Scotland expect these benefits to be pursued and measured to make sure that benefits of the AWPR accrue to all mode users and that there are improvements that extend beyond journey times for people driving vehicles. Road capacity that is freed up by rerouting due to the AWPR will ultimately fill up again if nothing is done. Sustrans Scotland welcome that Aberdeen City Council are reconsidering not constructing an "Inner Relief Road" in the city centre. We suggest that the City Region reconsiders the need to increase road capacity in other locations in the city, and do not progress road widening projects such as the Bridge of Dee and Berryden Urban Dual Carriageway. Funding for these projects would be better spent on creating high quality walking and cycling infrastructure in the city. The opportunity must also be taken now to reallocate road space in Aberdeen, by creating additional dedicated walking and cycling infrastructure. In particular, we would like to see bold leadership from Aberdeen City Council on walking and cycling. We recommend the City Region builds on the work of Aberdeen City Council to date, detailed in the Aberdeen Active Travel Action Plan, by planning a strategic city-wide network of cycle routes, as Glasgow and Edinburgh have done. Sustrans Scotland will continue to support the implementation of high-quality walking and cycling infrastructure over the coming years. Safe crossing of the AWPR should be ensured so as not to act as a deterrent to journeys by active modes made from outside the city	1/31/2018 10:40 AM
7	Reduced through traffic in Aberdeen and a slight realignment of traffic flow from N-S to E-W.	1/30/2018 2:12 PM
8	The AWPR should provide a much faster and safer route from our community to join to the national road network. There is still a major bottleneck between Port Elphinstone and Inverurie.	1/30/2018 1:49 PM
9	Hopefully improve and reduce cars on A90 and help people get to work quickly in the morning and home at night. Also relieve heavy goods traffic through Portlethen.	1/29/2018 4:52 PM
10	This has been a long awaited improvement that will have a major impact on our communities	1/29/2018 10:58 AM
11	Should reduce traffic in some ares	1/28/2018 7:38 PM
12	I would hope that it improves transportation and reduce congestion all of which I would hope reduces air pollution in the city and improve conditions relating to COPD. That said more needs to be done with further modification in the city centre to discourage drivers going through the city. Further work may also need to be done on improving the roads infrastructure in the shire that is supportive of the improvements that the AWPR is expected to deliver.	1/24/2018 3:35 PM

## Aberdeen City Region Strategic Transport Appraisal

13	• It's too late, would have had a huge positive impact when the oil industry thriving. • Very slight improvement in traffic flow within Aberdeen. • Marginal reduction in trucks within Aberdeen • Significant improvement in commuting times for those whose route to work is matched by the AWPR • Will benefit cities to the north	1/18/2018 10:34 PM
14	Reduced though traffic in Aberdeen and a slight realignment of traffic flow in Aberdeen from N-S to E-W.	1/18/2018 5:17 PM
15	It will reduce the number of HGVs on B-roads in our area (B9126, B977) but is likely to increase congestion on A944 between Westhill and Aberdeen.	1/11/2018 10:46 AM
16	Much improved access to /from Aberdeen	1/9/2018 6:43 PM
17	Big improvement going South from our area. No need to go through Aberdeen which will mean less traffic in town	1/9/2018 3:06 PM
18	cautiously optimistic it will ease congestion particularly during busy times.	1/8/2018 5:50 PM
19	Vast improvement in accessing other routes and neighbouring towns/villages	1/8/2018 1:50 PM
20	May adversely affect timekeeping of buses on the A93 because of delays at AWPR/Milltimber junction. May cause traffic delays at junction of AWPR and A944. Otherwise little effect.	12/31/2017 6:30 PM
21	Very little. Buses may have easier access around the city	12/30/2017 11:26 PM
22	If defining 'transport network ' as just public transport then awpr will have little impact . Awpr caters mainly for north/south travel.	12/28/2017 9:35 PM
23	Easier access to north of the City including the airport and Exhibition centre. Less congestion in Aberdeen City. Large transport vehicles can avoid the city centre when travelling to the North East.	12/21/2017 8:07 PM
24	It has improved access to Aberdeen and the airport in particular however the transport links from the rural area are awful and there is no sign of them improving soon.	12/21/2017 4:55 PM
25	Fff	12/21/2017 9:40 AM
26	It will make it easier to get north and south from Aberdeen and surrounding areas and will hopefully reduce congestion in the city	12/20/2017 10:30 PM
27	The AWPR cannot open quickly enough and should improve journey times to Aberdeen and the south. This project is long overdue and the benefits will be obvious. From our area we have no choice but to go through the centre of Aberdeen when travelling south - this will give a quicker option	12/20/2017 10:07 PM
28	Our connecting roads between villages will no longer be used as rat runs between the south and north this should relieve traffic into town and along Anderson Drive.Bring it on. !	12/20/2017 9:19 PM
29	Remains to be seen. It will redirect some traffic around the city but it is unlikely to benefit people coming from Peterhead area. The roads continue to be an issue in terms of their condition and the fact they are single carriageway. This is well behind the times. Considering the amount of heavy traffic on that road there should be a dual carriageway from Aberdeen to Peterhead. This would link the area to the main city of the region and support economic development of the town. It has the potential to be a thriving successful town, with a rich history and a bright economically diverse community. Better transport links would support this improvement and stop the town from becoming cut off from the investment in other areas such as Inverurie, Ellon, etc.	12/20/2017 4:12 PM
30	too little too late. It is only a small part of what is required. Need to make A90 to Peterhead a dual carriageway, also A947, and A96 a dual carriageway to get the full impact of the scheme	12/20/2017 12:31 PM
31	cut down travel time south by avoiding North Anderson Drive and roundabouts like the Haudagain.	12/20/2017 11:30 AM
32	We've already heard stories of wheelchair users being asked to get off of buses during busy times. The wheelchair bays on buses are often full of buggies or people standing.	12/20/2017 1:15 AM
33	We hope the "Core Path" down queens Road will be less busy and allow safer walking and cycling. Hopefully the roundabout on Anderson Drive / Queens Road and also Queens Cross will be safer.	12/19/2017 8:18 PM
34	It will make it more difficult for rail to compete for some potential traffics from north west Aberdeenshire and Moray to southern markets, but will marginally enhance road connectivity from Peterhead and Fraserburgh to the rail freight network at Dyce.	12/19/2017 5:12 PM
35	For freight it will enhance journey times and reliability and therefore regional economic connectivity.	12/19/2017 5:03 PM
36	Negligible unless Option Q is brought back as an option on A96 dualling	12/19/2017 4:39 PM

## Aberdeen City Region Strategic Transport Appraisal

37	Nothing will change for Torry. We will still be forced to endure the traffic congestion and air pollution cause by the commercial traffic since Wellington Rd is the official city southern freight route and they use our area as a rat run.	12/19/2017 12:24 PM
38	Test	12/18/2017 11:42 AM
39	Hello Tom	12/18/2017 11:03 AM



## Q10 What does your community / organisation think the Aberdeen City Region economy will / should look like in 2030 and 2040?

Answered: 34 Skipped: 25

#	RESPONSES	DATE
1	Should be better connected with rest of Scotland	2/12/2018 3:45 PM
2	hopefully a renewable energy hub	2/5/2018 12:43 PM
3	Further diversification will be essential to avoid the issues which occurred when the oil industry had downturn	2/5/2018 12:10 PM
4	Sustrans Scotland have a clear vision of how cities and city regions should look in future decades. This is an achievable vision, but whether places will look like this depends on decision-making and funding. By 2030/2040, the city region should benefit from walking and cycling being the main transport of choice for short journeys. Safe, segregated cycle routes connect people with essential services and clean, affordable public transport is widely available. Integration of transport, including bike space on trains, makes a car-free lifestyle a viable and attractive choice. These transport improvements have led to improvements in air quality, public health, better journeys to school and work and greener communities. Aberdeen city centre has large public spaces, low traffic volumes and speeds and permeability making walking and cycling the obvious choice to get around. People travelling by active modes spend more in local shops, and Aberdeenshire (both in cities and in outlying communities) benefits from vibrant commercial areas. Public realm improvements have been Aberdeen city centre a more desirable place to live and visit drawing in employment opportunities and visitor revenues. Sustrans Scotland see no reason why the Aberdeen City Region should not pursue the above goals and achieve them by 2030 or 2040.	1/31/2018 10:48 AM
5	Little changed (as prosperous as today). More pleasant city environment as less traffic, more pedestrianisation and autonomous city taxis. Partially covered side streets like Belmont Street (similar to Clarke Quay in Singapore). A focus on Technology and Engineering development for the Oil and Gas industry and renewable energy.	1/30/2018 2:16 PM
6	Despite over almost 50 years of benefit from the Oil & Gas industry the lack of investment in Aberdeen and its infrastructure has been shocking. This now leaves the city and region very vulnerable to changes in the national and international economy. If not careful there is a great chance that Aberdeen will fall into recession. Urgent action needs to be taken to ensure that the city and shire is able to benefit from all opportunities and make swift and intelligent decisions which benefit the area as a whole. Aberdeen needs to create a new image and future for itself beyond oil and gas.	1/30/2018 2:00 PM
7	Unless there is joined up thinking to look forward then inn a bad state and reduced in terms of employment with an increasing elderly population.	1/29/2018 4:53 PM
8	The economy is always a variable factor and difficult to predict. The reduced economy around the oil & gas downturn is a concern in this area, but there are new greener energy opportunities to replace them. Any improvements to transport infrastructure will improve the situation greatly.	1/29/2018 11:01 AM
9	Non Oil based, smaller companies	1/28/2018 7:39 PM
10	IT has to deliver transportation improvements and make the region and the city more accessible and in a manner that is supportive of reducing health conditions.	1/24/2018 3:36 PM
11	• Oil industry still in existence but modest • Specialist start-up oil service industries will be few • Small amount of decommissioning work in Nigg Bay • Would like to see offshore energy (wind, tide, current, waves) becoming a focus, but doesn't appear to developing here. More incentives required? • More reliance on tourism • Universities continue to attract students and specialist research work	1/18/2018 10:34 PM
12	Little changed (As prosperous as today). More pleasant city environment as less traffic, more pedestrianisation and autonomous electric taxis.	1/18/2018 5:17 PM
13	It should be more diverse with more emphasis on food/drink and pharmacueticals/medicine and less on oil & gas. Fishing will hopefully see a revival post-Brexit.	1/11/2018 10:48 AM
14	Hopefully Aberdeen will still be a thriving community	1/9/2018 3:08 PM
15	moving away from oil and gas towards other renewable energy sources. cleaner and greener. more diverse so better able to weather downturns. fairer distribution of wealth.	1/8/2018 5:52 PM

## Aberdeen City Region Strategic Transport Appraisal

16	??????????	1/8/2018 1:51 PM
17	Who knows!!!? Perhaps we should be looking westwards and northwards instead of eastwards as at present	12/31/2017 6:33 PM
18	In line with the national - new industry will be required to maintain current levels as oil industry starts to decline	12/30/2017 11:29 PM
19	Plateauing out of oil & gas work up to 2030: slow increase in associated work following. Strategic Transport needs to be improved to ensure economic development	12/28/2017 9:38 PM
20	Less reliance on oil and fishing. Greater emphasis on tourism,	12/21/2017 8:08 PM
21	Hopefully very prosperous	12/21/2017 4:56 PM
22	It should be more diverse than currently with less reliance on North Sea oil and gas. A resurgence in farming, food and drink would be good together with growth in, say, biomedical and artificial intelligence industries	12/20/2017 10:32 PM
23	Will have less reliance on oil and gas but should further develop our cultural and tourism potential, in particular around sport and our natural environment.	12/20/2017 10:08 PM
24	Sorry My Crystal Balls not working !	12/20/2017 9:22 PM
25	It is good to see diversification from relying on Oil and Gas. Tourism can thrive and making the most of the natural resources the area has to offer is a good way forward. The investment in Aberdeen should join up with the areas that are further afield - Peterhead has given a huge amount to the economy of the area over the years in terms of O&G and should have benefited from this before. It would be heart-breaking to see the area further deteriorate by the investment being channeled elsewhere.	12/20/2017 4:17 PM
26	It will look poor but if the transport infrastructure is improved big time the economy may grow	12/20/2017 12:35 PM
27	poorer, but should be able to prosper if grab nettle with renewable energy sources	12/20/2017 11:31 AM
28	Hopefully enough money to improve the infrastructure to carry out all those Active Travel ideas that appear in many ACC publications but never appear to be implemented.	12/19/2017 8:20 PM
29	No view.	12/19/2017 5:12 PM
30	That is difficult to answer as it depends on the oil industry and its associated service sectors as well as the rural agricultural economy.	12/19/2017 5:06 PM
31	The same mess as it currently is. Year after year we are asked to participate in these surveys and nothing happens. All talk and meaningless	12/19/2017 4:41 PM
32	Bleak. With the collapse of the oil and gas industry, Aberdeen will lose out in a big way. Holyrood hasn't cared about Aberdeen for a very long time and we do not see that improving.	12/19/2017 12:27 PM
33	Test	12/18/2017 11:42 AM
34	??	12/18/2017 11:03 AM

## Welcome to the Aberdeen City Region Strategic Appraisal Public Survey

The Aberdeen City Region has enjoyed significant economic and population growth in recent decades, thanks in the main to a traditionally booming oil and gas industry. However, following the sustained drop in oil prices in recent years, the Aberdeen City Region Deal is seeking to ensure continued economic prosperity for the region by:

- Maximising the volume of recoverable oil and gas via continued exploration and production in the North Sea Basin and other fields
- Anchoring oil and gas expertise in the north east, which can be marketed worldwide
- Developing other key sectors that have a strength in the region, including food and drink, bio-pharmaceuticals and tourism

A programme of significant public sector investment in transport infrastructure, including over £1billion across road and rail projects, is underway, with a significant change in travel patterns expected to follow the opening of the AWPR and the roll out of improvements to rail services. The transport appraisal work being undertaken through the Aberdeen City Region Deal will consider what further transport improvements may be critical to the region remaining an internationally competitive business environment with a secure long-term economic future.

Your views on the existing and future transport problems and opportunities in and around Aberdeen City and Shire are being sought at this early stage of the transport appraisal process to inform the consideration of the region's transport requirements for next 20 years. This will inform the emerging regional and national strategies. We would be grateful if you would consider the following questions in this strategic and longer term context. It is not mandatory to answer all of the questions.

The survey will close on 19th February 2018.

### DATA PROTECTION STATEMENT

The information you have provided will be used by Transport Scotland (the 'data controller') for the purposes of the Data Protection Act 1998 in order to help inform the Aberdeen City Region Strategic Transport Appraisal in the form of anonymous reports. Your information will be held securely and will be treated as confidential except where the law requires it to be disclosed.

1. If you work or study, what is your main destination for trips to work or study?

2. What is your most frequent mode(s) of travel for these trips to work?

- ☐ Car
- ☐ Car Passenger
- ☐ Bus
- ☐ Rail
- ☐ Walk
- ☐ Cycle
- ☐ Other (please specify)

3. What is your main destination for shopping and leisure trips?

4. What is your most frequent mode(s) of travel for these trips for shopping and leisure?

- ☐ Car
- ☐ Car Passenger
- ☐ Bus
- ☐ Rail
- ☐ Walk
- ☐ Cycle
- ☐ Other (please specify)



## Aberdeen City Region Strategic Transport Appraisal

The following questions relate to the quality of the Walking Network in the Aberdeen City Region.

5. How would you rate the Aberdeen City Centre Walking Network from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable

6. How would you rate the Walking Network in the Towns and Villages in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable



9. How would you rate the Cycling Network in the Towns and Villages in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable

10. How would you rate the Cycling Network in the Rural Areas of the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable



Aberdeen City Region Strategic Transport Appraisal

The following questions relate to the quality of the Bus Network in the Aberdeen City Region.

11. How would you rate the Bus Network in Aberdeen City from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable

12. How would you rate the Bus Network in the Towns and Villages in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable



13. How would you rate the Bus Network in the Rural Areas of the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable



## Aberdeen City Region Strategic Transport Appraisal

The following questions relate to the quality of the Rail Network in the Aberdeen City Region.

14. How would you rate the Rail Network to Aberdeen from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable

15. How would you rate the Rail Network from Aberdeen to the Central Belt from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable



## Aberdeen City Region Strategic Transport Appraisal

The following questions relate to the quality of the Road Network in the Aberdeen City Region.

16. How would you rate the Road Network in Aberdeen City Centre from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable

17. How would you rate the Road Network in the Towns and Villages in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable

18. How would you rate the main A and B class roads linking the towns of the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5
- ☐ 6
- ☐ 7
- ☐ 8
- ☐ 9
- ☐ 10
- ☐ Not Applicable



Aberdeen City Region Strategic Transport Appraisal

Local Trip Issues

19. Please rank the following issues from 1-8, with 1 being the most important issues and 8 being the least important issue, for local trips, i.e. within your immediate neighbourhood or village?

	Limited choice of journey modes
	Long journey times to destinations
	Lack of public transport provision
	Lack of direct public transport routes
	Cost of public transport
	Journey time reliability
	Road safety concerns
	Other (please specify)

20. If you have any other issues when travelling locally, please specify them here:



Aberdeen City Region Strategic Transport Appraisal

Trip Issues to and from Aberdeen City Centre, or nearest large Town

21. Please rank the following issues from 1-8, with 1 being the most important issue and 8 being the least important issue, for trips to and from Aberdeen City Centre, or your nearest large town?

	<input type="text"/>	Limited choice of journey modes
	<input type="text"/>	Long journey times to destinations
	<input type="text"/>	Lack of public transport provision
	<input type="text"/>	Lack of direct public transport routes
	<input type="text"/>	Cost of public transport
	<input type="text"/>	Journey time reliability
	<input type="text"/>	Road safety concerns
	<input type="text"/>	Other (please specify)

22. If you have any other issues when travelling to and from Aberdeen City Centre or your nearest largest town, please specify them here:



Aberdeen City Region Strategic Transport Appraisal

Trip Issues to and from Aberdeen City and Aberdeenshire to the Central Belt of Scotland

23. Please rank the following issues from 1-8, with 1 being the most important issues and 8 being the least important issue, for trips from the Aberdeen City and Aberdeenshire areas to the Central Belt of Scotland

	<input type="text"/>	Limited choice of journey modes
	<input type="text"/>	Long journey times to destinations
	<input type="text"/>	Lack of public transport provision
	<input type="text"/>	Lack of direct public transport routes
	<input type="text"/>	Cost of public transport
	<input type="text"/>	Journey time reliability
	<input type="text"/>	Road safety concerns
	<input type="text"/>	Other (please specify)

24. If you have any other issues when travelling from Aberdeen City and Aberdeenshire areas to the Central Belt of Scotland, please specify them here:



Aberdeen City Region Strategic Transport Appraisal

Walking

25. If you do not travel on foot, do you feel that any of the following have a negative impact on your decision not to travel frequently on foot within / to / from the Aberdeen City Region?

- ☐ Distances too far
- ☐ Weather
- ☐ Lack of direct walking routes
- ☐ Physical limitations
- ☐ Poor surface quality of footpaths
- ☐ Narrow footways
- ☐ Safety concerns walking - poor infrastructure and lighting
- ☐ Other (please specify)



## Aberdeen City Region Strategic Transport Appraisal

### Cycling

26. If you do not travel by bike, do you feel that any of the following have a negative impact on your decision not to cycle regularly within / to / from the Aberdeen City Region?

- ☐ Distances too far
- ☐ Weather
- ☐ Lack of cycling infrastructure - cycle storage, cycle lanes
- ☐ Lack of joined up cycle routes
- ☐ Physical limitations
- ☐ Poor surface quality of footpaths
- ☐ Narrow footway / cycleway widths
- ☐ Safety concerns with on road cycling
- ☐ Safety concerns - poor infrastructure and lighting
- ☐ Lack of facilities at destination (showers, cycle parking)
- ☐ Other (please specify)



## Aberdeen City Region Strategic Transport Appraisal

## Bus

27. If you do not travel by bus, do you feel that any of the following have a negative impact on your decision not to travel regularly by bus within / to / from the Aberdeen City Region?

- ☐ Accessibility
- ☐ Long journey times
- ☐ Timetable issues - service start and finish times
- ☐ Service frequency
- ☐ Cost of bus travel
- ☐ Lack of direct routes
- ☐ Lack of joined up services - wait time when changing services
- ☐ Quality / comfort of vehicles
- ☐ Quality of journey
- ☐ Service capacity - too busy
- ☐ Don't have any problems
- ☐ Other (please specify)



Aberdeen City Region Strategic Transport Appraisal

## Rail



28. If you do not travel by rail, do you feel that any of the following have a negative impact on your decision not to travel by rail regularly within / to / from the Aberdeen City Region?

- ☐ Journey time to station
- ☐ Timetable issues - service start and finish times
- ☐ Service frequency
- ☐ Rail journey times
- ☐ Cost of rail ticket
- ☐ Lack of parking at rail station
- ☐ Lack of direct routes
- ☐ Service capacity - too busy
- ☐ Don't have any problems
- ☐ Other (please specify)



## Aberdeen City Region Strategic Transport Appraisal

### Opportunities

29. What specific opportunities for transport do you think could be relevant to this study - this should be thought of more as areas for improvement rather than specific interventions? Please identify any for the following areas:



## Aberdeen City Region Strategic Transport Appraisal

Finally, a little bit about you:

30. What age range are you?

- ☐ Under 16
- ☐ 16-17
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-64
- ☐ 65+

31. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Other
- ☐ Would rather not say

32. What are the first 4 or 5 characters of your home postcode, i.e ABx x or ABxx x? Please leave blank if you would rather not say.

33. What is your employment status?

- ☐ Employed - part time
- ☐ Employed - full time
- ☐ Employed - contract
- ☐ Self Employed
- ☐ In education
- ☐ Unemployed
- ☐ Retired



Aberdeen City Region Strategic Transport Appraisal

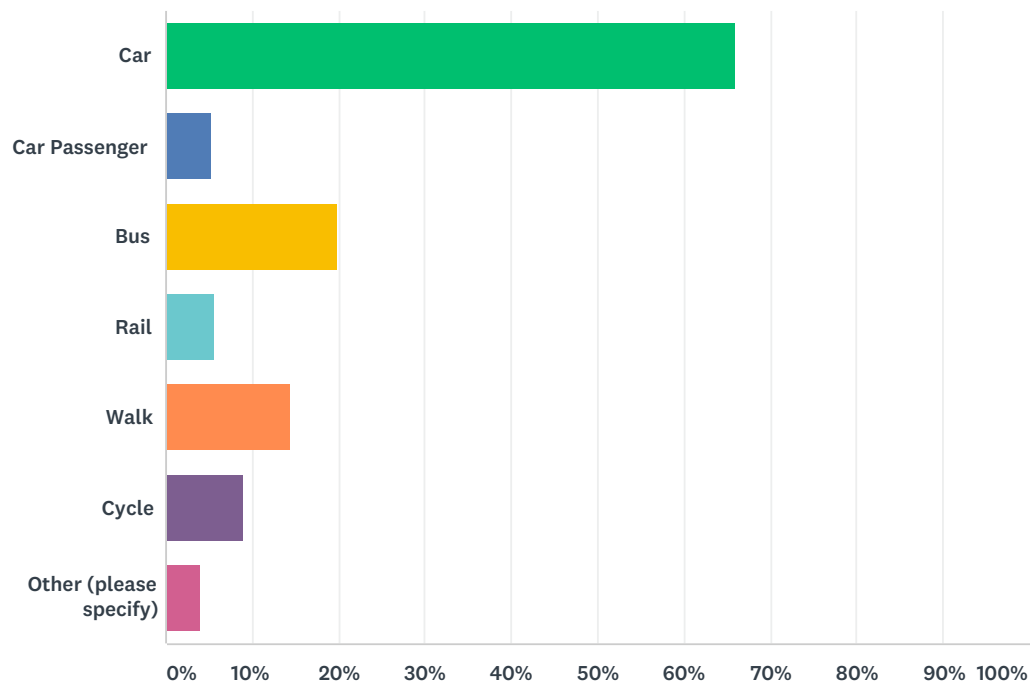
End of Survey

## Q1 If you work or study, what is your main destination for trips to work or study?

Answered: 530 Skipped: 52

## Q2 What is your most frequent mode(s) of travel for these trips to work?

Answered: 544 Skipped: 38



ANSWER CHOICES	RESPONSES	
Car	65.81%	358
Car Passenger	5.15%	28
Bus	19.85%	108
Rail	5.70%	31
Walk	14.52%	79
Cycle	9.01%	49
Other (please specify)	4.04%	22
Total Respondents: 544		

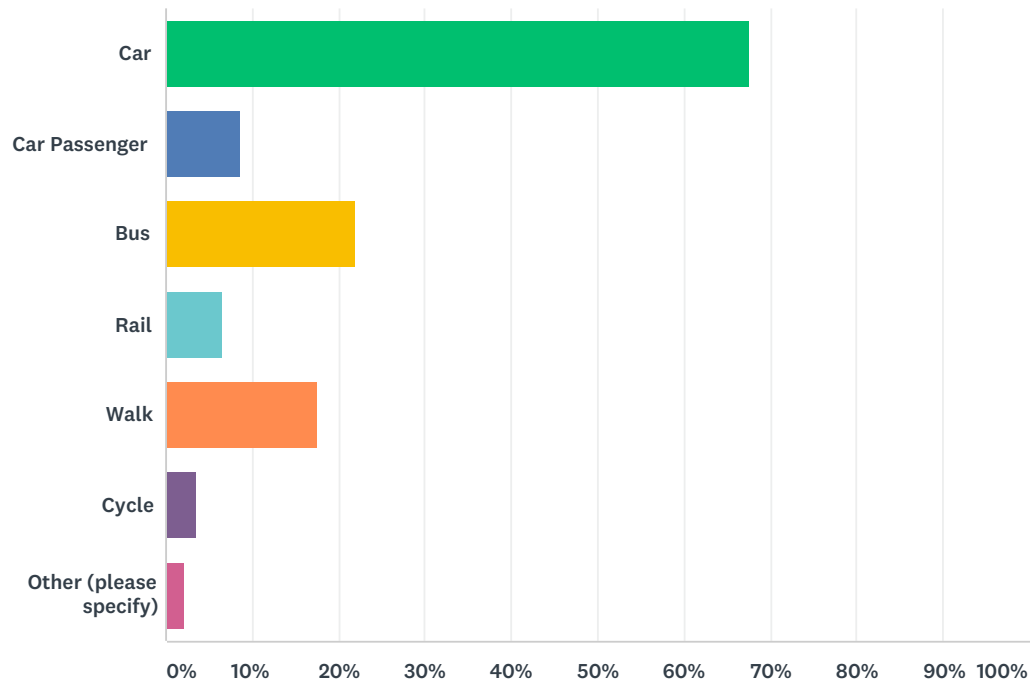
## Q3 What is your main destination for shopping and leisure trips?

Answered: 566 Skipped: 16

## Q4 What is your most frequent mode(s) of travel for these trips for shopping and leisure?

## Aberdeen City Region Strategic Transport Appraisal

Answered: 578 Skipped: 4

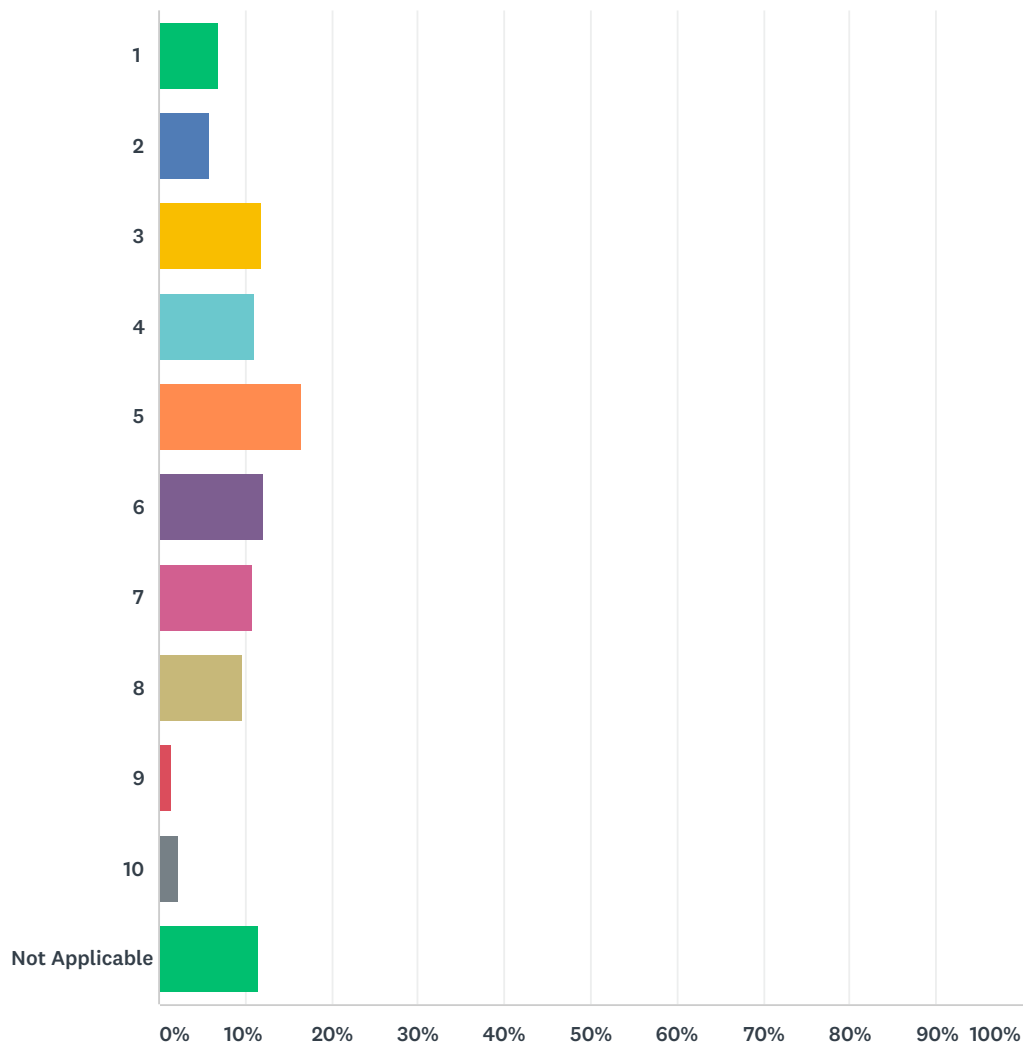


ANSWER CHOICES	RESPONSES	
Car	67.47%	390
Car Passenger	8.48%	49
Bus	21.97%	127
Rail	6.57%	38
Walk	17.47%	101
Cycle	3.46%	20
Other (please specify)	2.08%	12
Total Respondents: 578		

**Q5 How would you rate the Aberdeen City Centre Walking Network from 1 - 10, with 10 being excellent and 1 being very poor?**

Answered: 537 Skipped: 45

## Aberdeen City Region Strategic Transport Appraisal

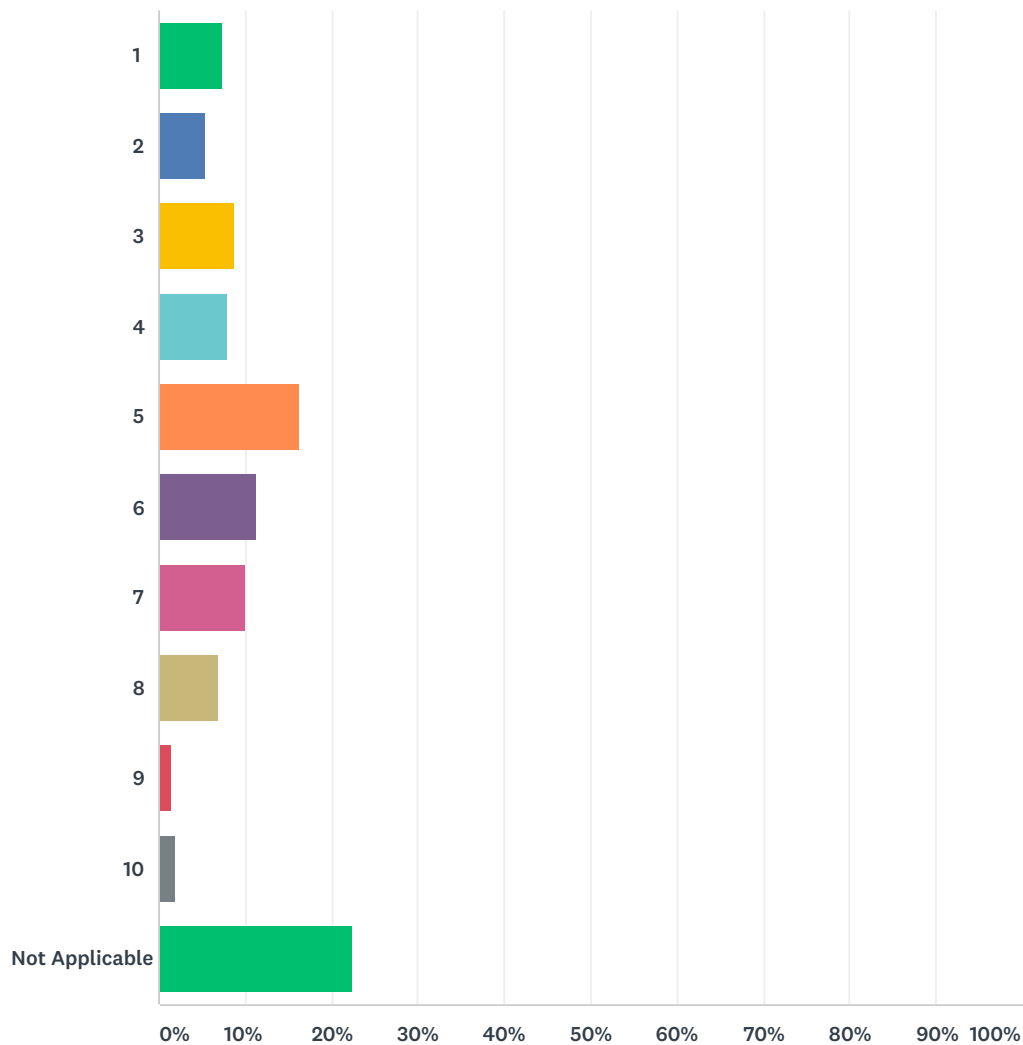


ANSWER CHOICES	RESPONSES	
1	6.89%	37
2	5.77%	31
3	11.92%	64
4	10.99%	59
5	16.57%	89
6	12.10%	65
7	10.80%	58
8	9.68%	52
9	1.49%	8
10	2.23%	12
Not Applicable	11.55%	62
<b>TOTAL</b>		<b>537</b>

**Q6 How would you rate the Walking Network in the Towns and Villages in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?**

Answered: 530 Skipped: 52

## Aberdeen City Region Strategic Transport Appraisal

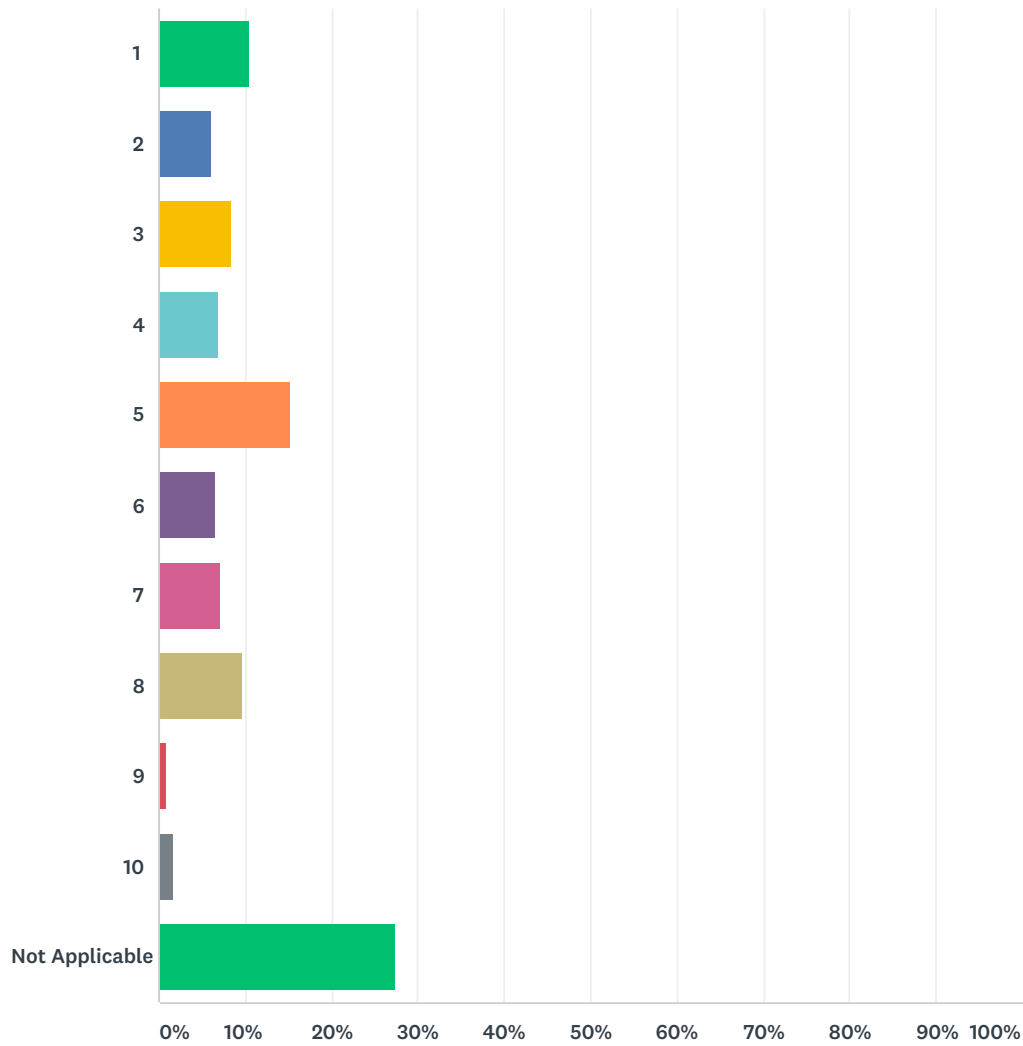


ANSWER CHOICES	RESPONSES	
1	7.36%	39
2	5.47%	29
3	8.87%	47
4	7.92%	42
5	16.23%	86
6	11.32%	60
7	10.00%	53
8	6.98%	37
9	1.51%	8
10	1.89%	10
Not Applicable	22.45%	119
<b>TOTAL</b>		<b>530</b>

**Q7 How would you rate the Walking Network in the Rural Areas of the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?**

## Aberdeen City Region Strategic Transport Appraisal

Answered: 531 Skipped: 51

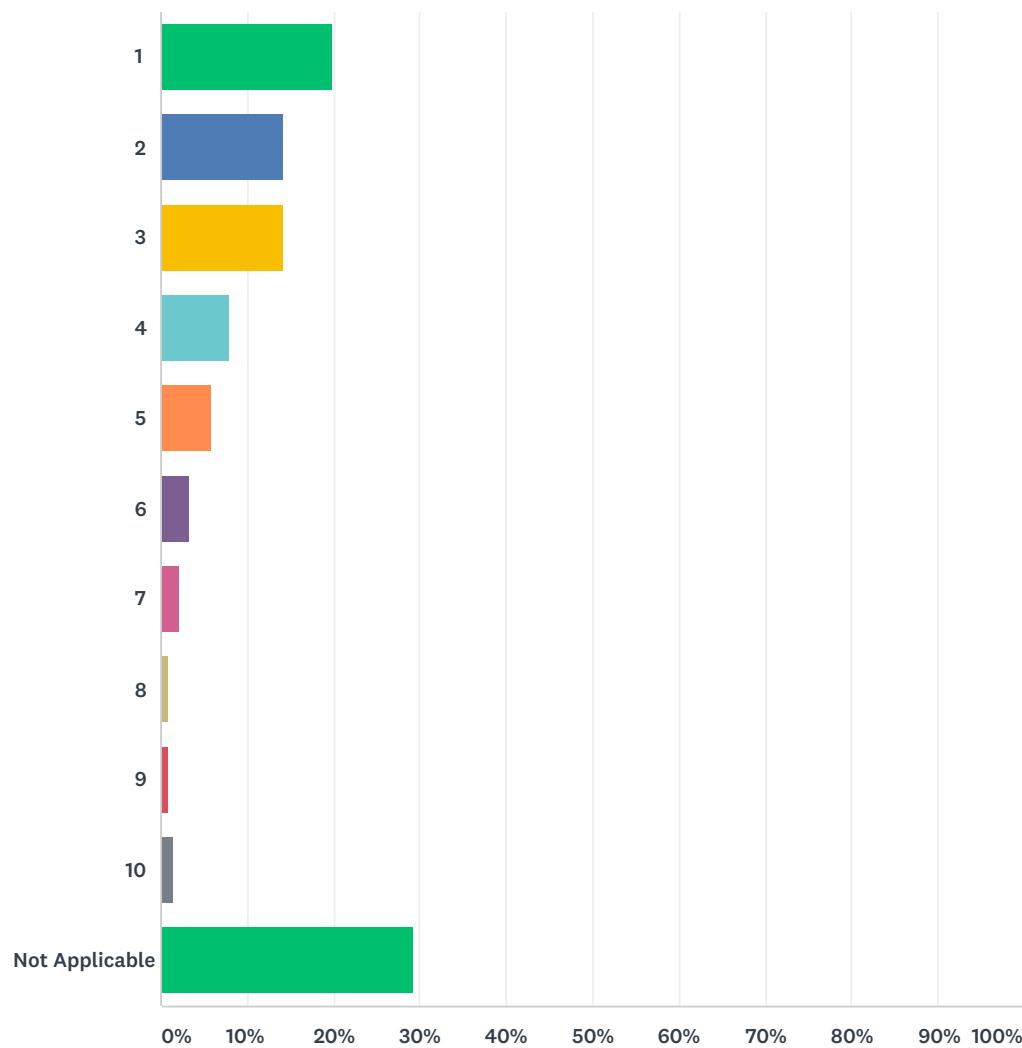


ANSWER CHOICES	RESPONSES	
1	10.55%	56
2	6.03%	32
3	8.29%	44
4	6.97%	37
5	15.25%	81
6	6.40%	34
7	7.16%	38
8	9.60%	51
9	0.75%	4
10	1.69%	9
Not Applicable	27.31%	145
<b>TOTAL</b>		<b>531</b>

**Q8 How would you rate the Cycling Network in Aberdeen City Centre**

from 1 - 10, with 10 being excellent and 1 being very poor?

Answered: 522 Skipped: 60



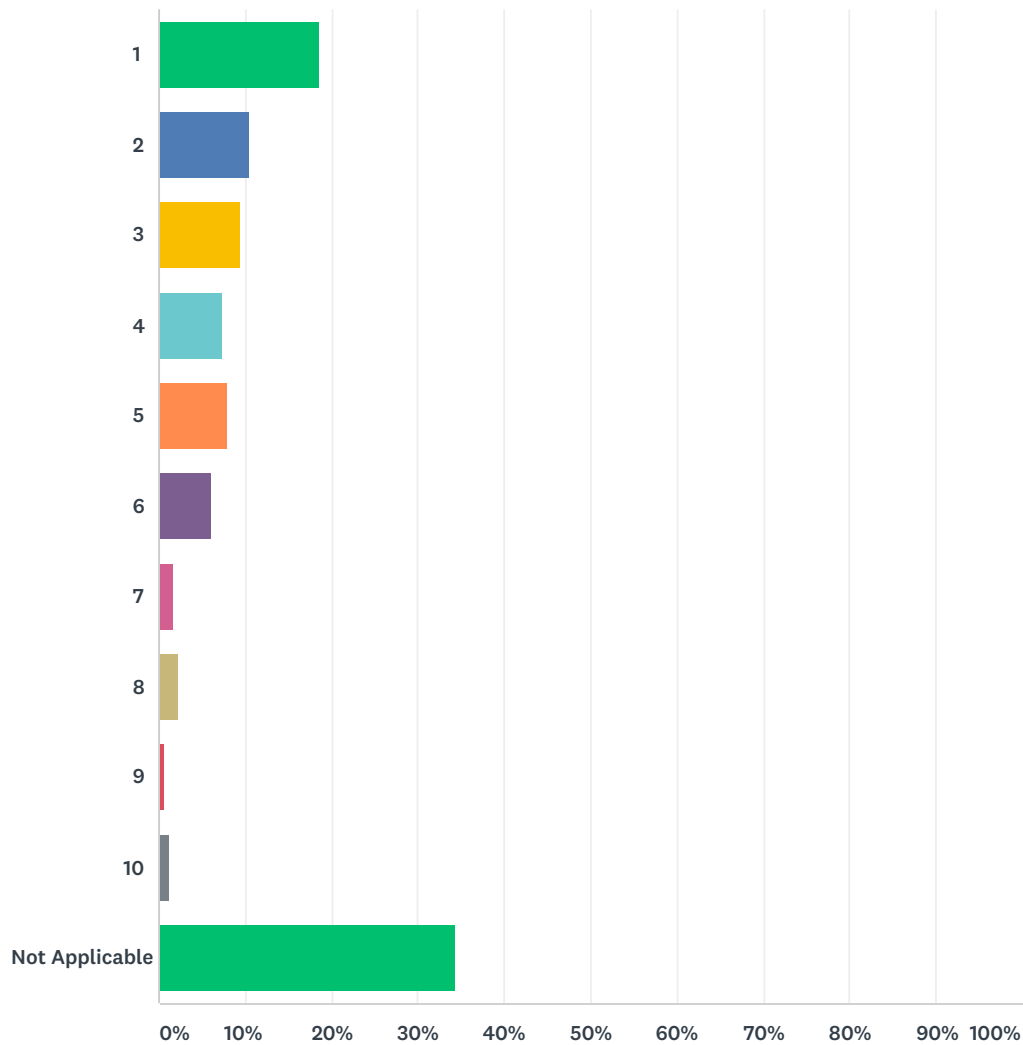
ANSWER CHOICES	RESPONSES	
1	19.92%	104
2	14.18%	74
3	14.18%	74
4	7.85%	41
5	5.94%	31
6	3.45%	18
7	2.11%	11
8	0.77%	4
9	0.77%	4
10	1.53%	8
Not Applicable	29.31%	153
TOTAL		522

Q9 How would you rate the Cycling Network in the Towns and Villages



in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

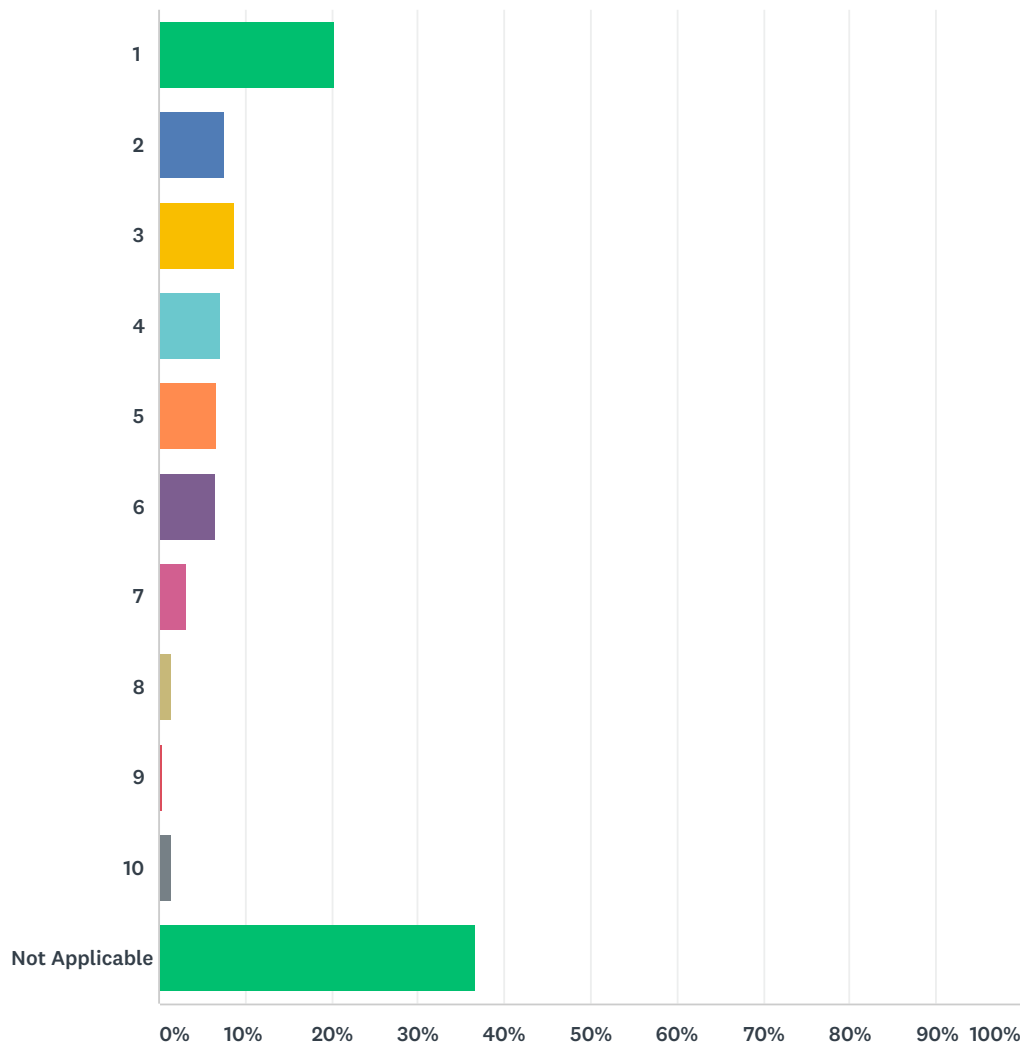
Answered: 519 Skipped: 63



ANSWER CHOICES	RESPONSES	
1	18.69%	97
2	10.40%	54
3	9.44%	49
4	7.32%	38
5	7.90%	41
6	5.97%	31
7	1.73%	9
8	2.31%	12
9	0.58%	3
10	1.35%	7
Not Applicable	34.30%	178
TOTAL		519

## Q10 How would you rate the Cycling Network in the Rural Areas of the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

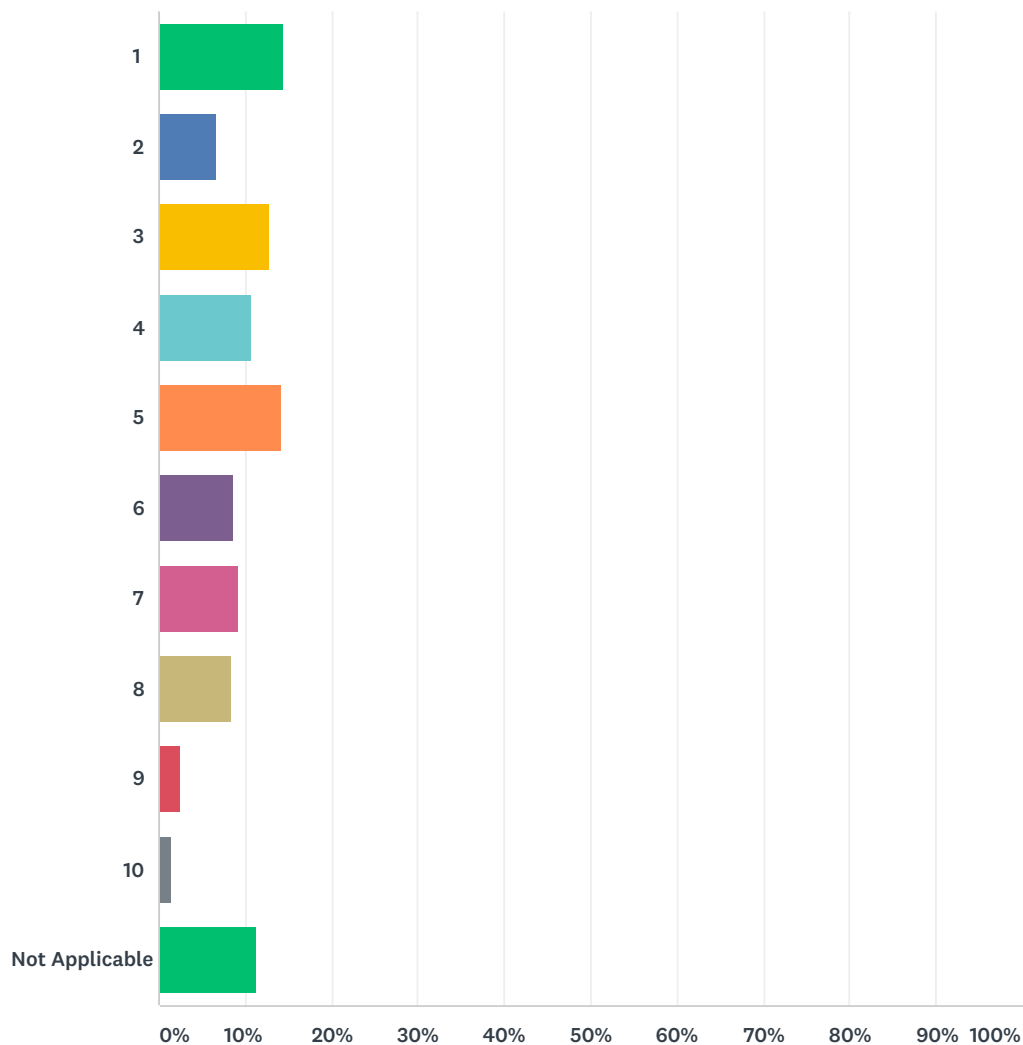
Answered: 520 Skipped: 62



ANSWER CHOICES	RESPONSES	
1	20.19%	105
2	7.50%	39
3	8.85%	46
4	7.12%	37
5	6.73%	35
6	6.54%	34
7	3.08%	16
8	1.54%	8
9	0.38%	2
10	1.54%	8
Not Applicable	36.54%	190
<b>TOTAL</b>		<b>520</b>

## Q11 How would you rate the Bus Network in Aberdeen City from 1 - 10, with 10 being excellent and 1 being very poor?

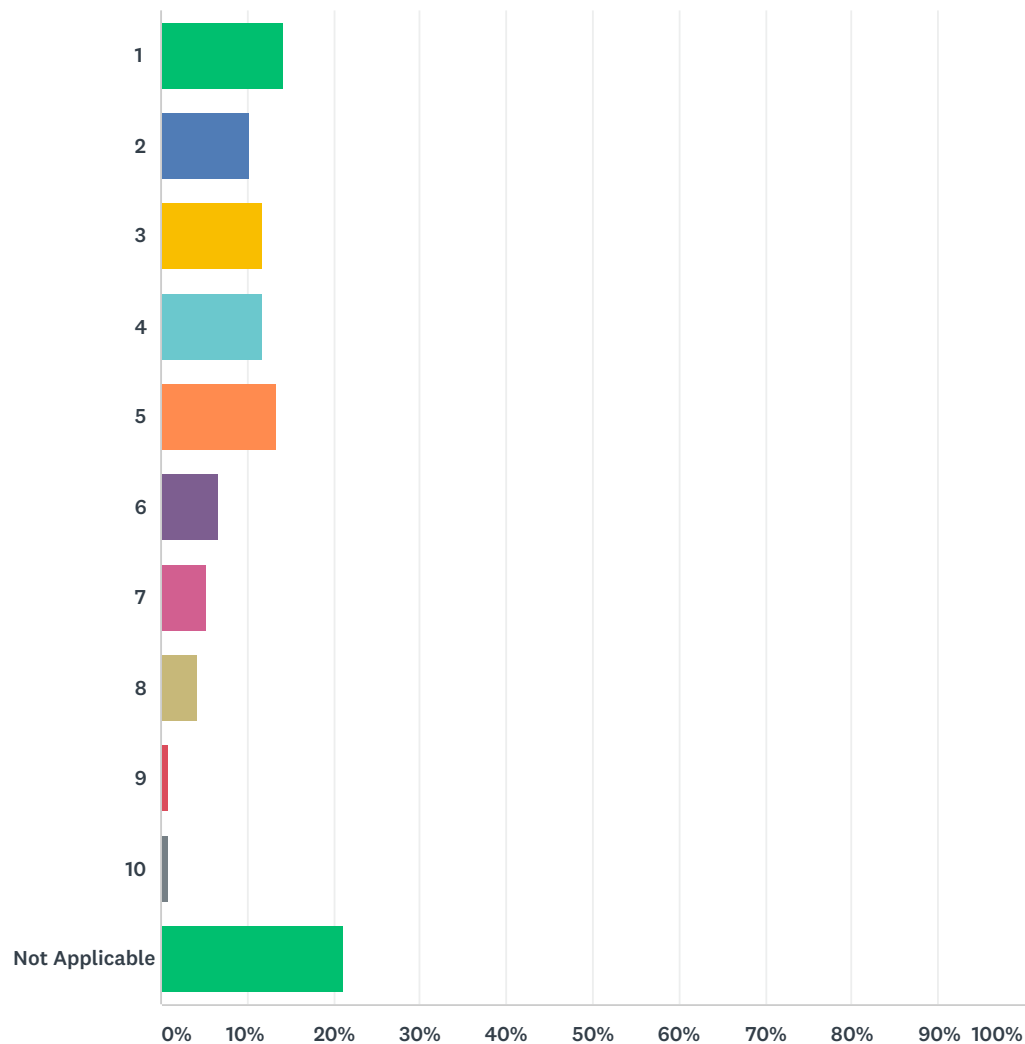
Answered: 516 Skipped: 66



ANSWER CHOICES	RESPONSES	
1	14.34%	74
2	6.78%	35
3	12.79%	66
4	10.66%	55
5	14.15%	73
6	8.53%	44
7	9.11%	47
8	8.33%	43
9	2.52%	13
10	1.55%	8
Not Applicable	11.24%	58
<b>TOTAL</b>		<b>516</b>

## Q12 How would you rate the Bus Network in the Towns and Villages in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

Answered: 511 Skipped: 71

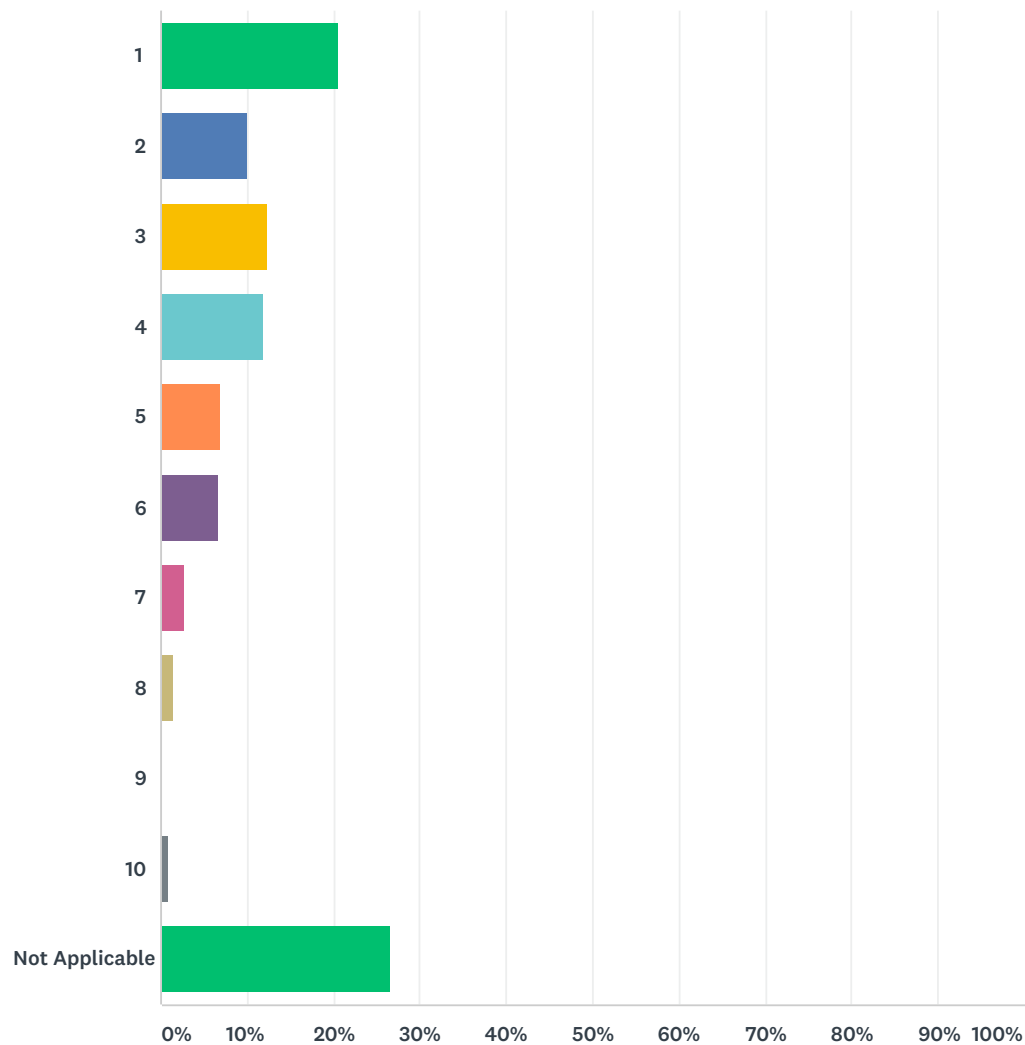


ANSWER CHOICES	RESPONSES	
1	14.29%	73
2	10.18%	52
3	11.74%	60
4	11.74%	60
5	13.31%	68
6	6.65%	34
7	5.28%	27
8	4.11%	21
9	0.78%	4
10	0.78%	4

Not Applicable	21.14%	108
<b>TOTAL</b>		<b>511</b>

### Q13 How would you rate the Bus Network in the Rural Areas of the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?

Answered: 512 Skipped: 70



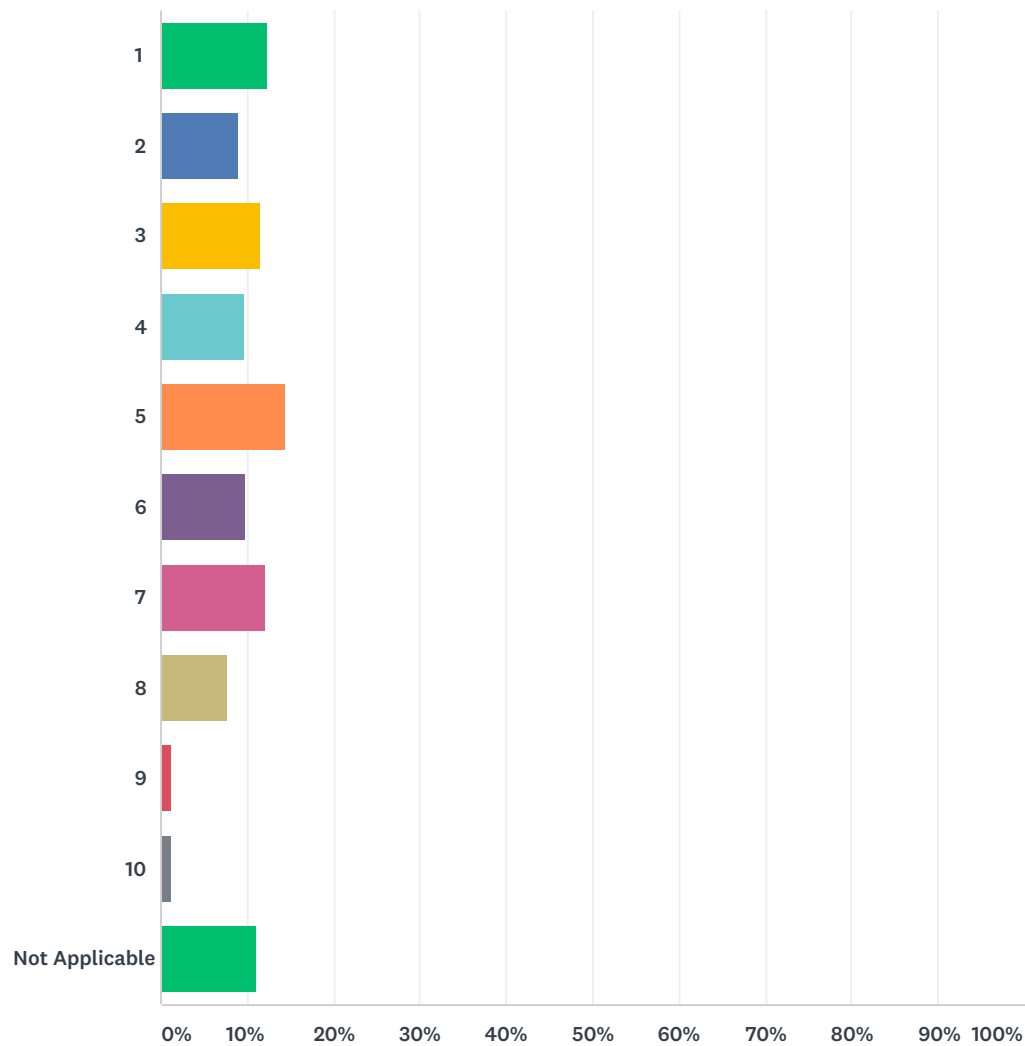
ANSWER CHOICES	RESPONSES	
1	20.51%	105
2	9.96%	51
3	12.30%	63
4	11.91%	61
5	6.84%	35
6	6.64%	34
7	2.73%	14
8	1.56%	8
9	0.20%	1

# Aberdeen City Region Strategic Transport Appraisal

10	0.78%	4
Not Applicable	26.56%	136
TOTAL		512

Q14 How would you rate the Rail Network to Aberdeen from 1 - 10, with 10 being excellent and 1 being very poor?

Answered: 507 Skipped: 75



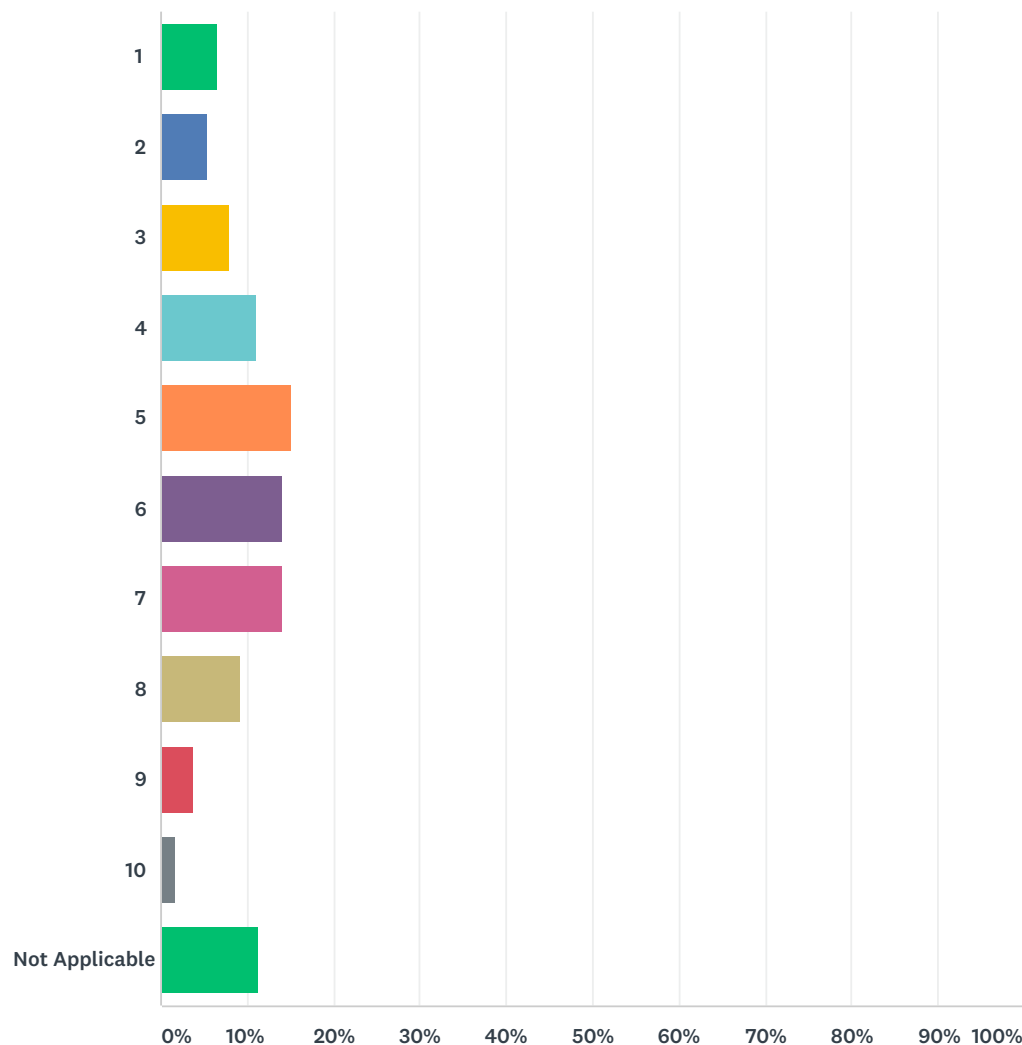
ANSWER CHOICES	RESPONSES	
1	12.43%	63
2	9.07%	46
3	11.44%	58
4	9.66%	49
5	14.40%	73
6	9.86%	50
7	12.03%	61
8	7.69%	39

# Aberdeen City Region Strategic Transport Appraisal

9	1.18%	6
10	1.18%	6
Not Applicable	11.05%	56
TOTAL		507

**Q15 How would you rate the Rail Network from Aberdeen to the Central Belt from 1 - 10, with 10 being excellent and 1 being very poor?**

Answered: 509 Skipped: 73



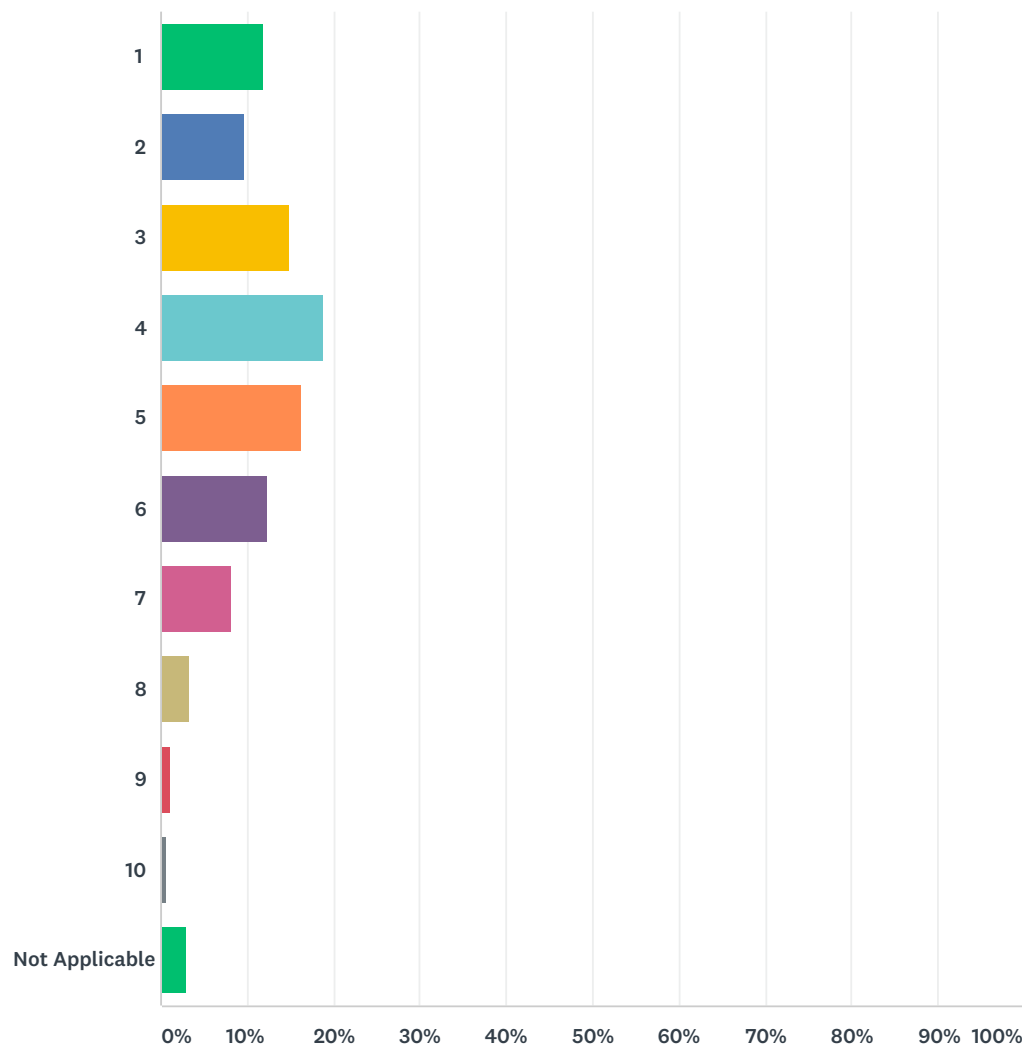
ANSWER CHOICES	RESPONSES	
1	6.48%	33
2	5.50%	28
3	7.86%	40
4	11.00%	56
5	15.13%	77
6	13.95%	71
7	13.95%	71
8	9.23%	47

## Aberdeen City Region Strategic Transport Appraisal

9	3.73%	19
10	1.77%	9
Not Applicable	11.39%	58
TOTAL		509

**Q16 How would you rate the Road Network in Aberdeen City Centre from 1 - 10, with 10 being excellent and 1 being very poor?**

Answered: 501 Skipped: 81



ANSWER CHOICES	RESPONSES	
1	11.98%	60
2	9.58%	48
3	14.77%	74
4	18.76%	94
5	16.37%	82
6	12.38%	62
7	8.18%	41
8	3.39%	17

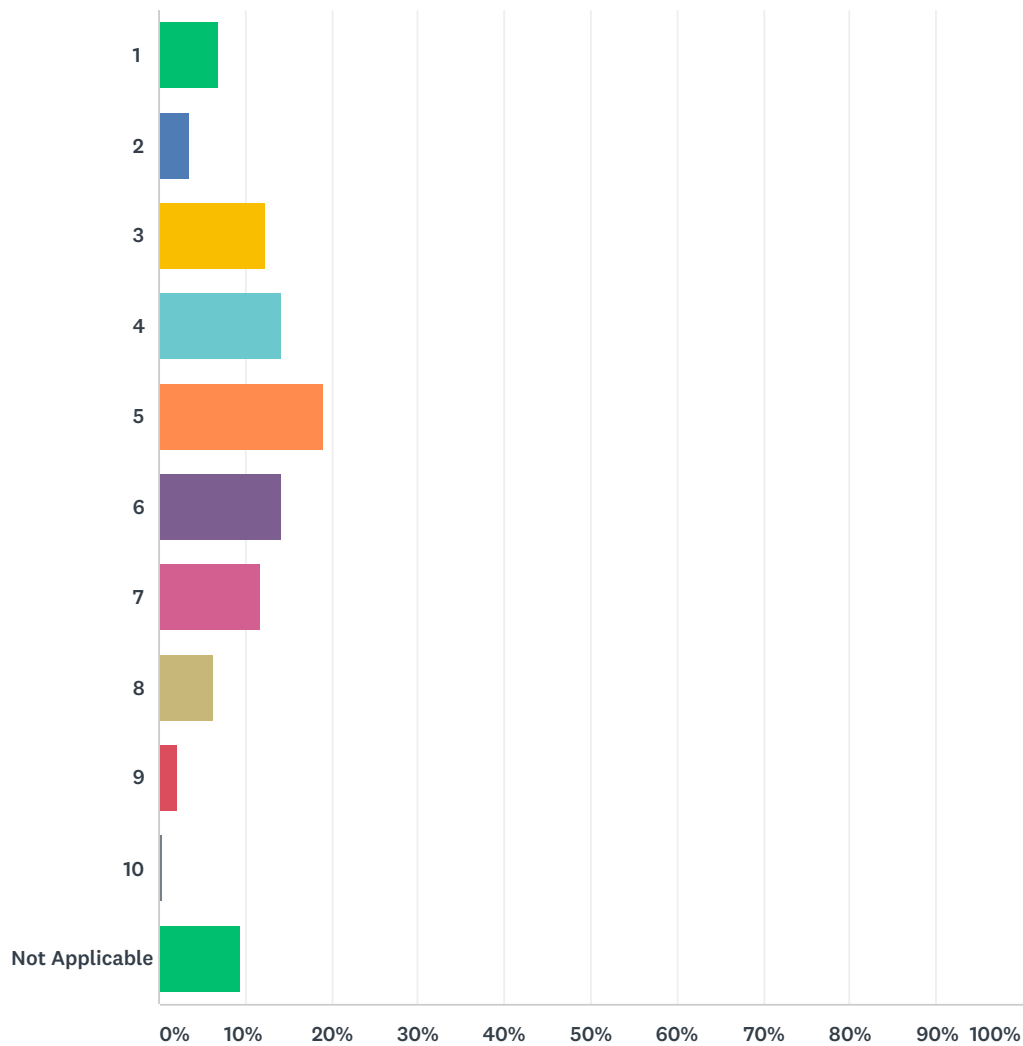


## Aberdeen City Region Strategic Transport Appraisal

9	1.00%	5
10	0.60%	3
Not Applicable	2.99%	15
TOTAL		501

**Q17 How would you rate the Road Network in the Towns and Villages in the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?**

Answered: 495 Skipped: 87



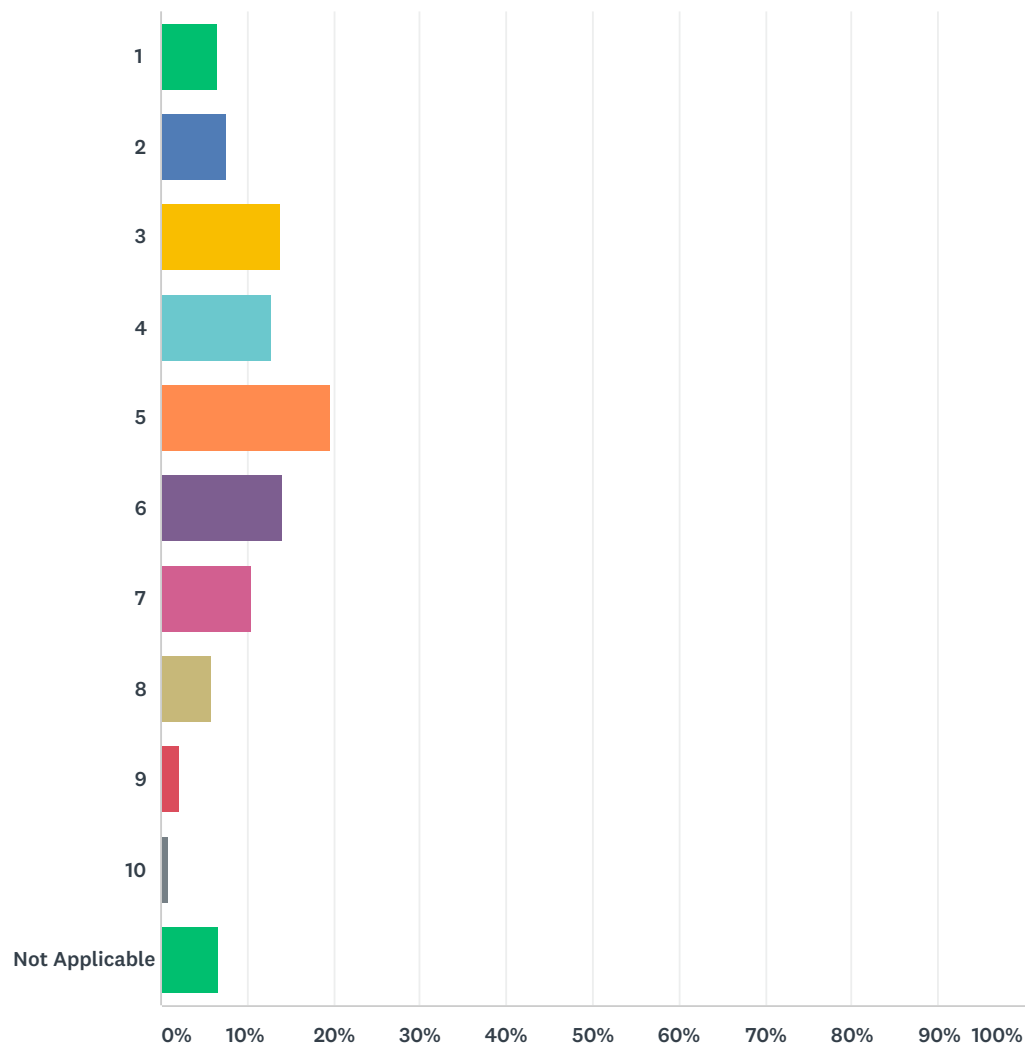
ANSWER CHOICES	RESPONSES	
1	6.87%	34
2	3.64%	18
3	12.32%	61
4	14.14%	70
5	18.99%	94
6	14.14%	70
7	11.72%	58

## Aberdeen City Region Strategic Transport Appraisal

8	6.26%	31
9	2.02%	10
10	0.40%	2
Not Applicable	9.49%	47
TOTAL		495

**Q18 How would you rate the main A and B class roads linking the towns of the Aberdeen City Region from 1 - 10, with 10 being excellent and 1 being very poor?**

Answered: 497   Skipped: 85



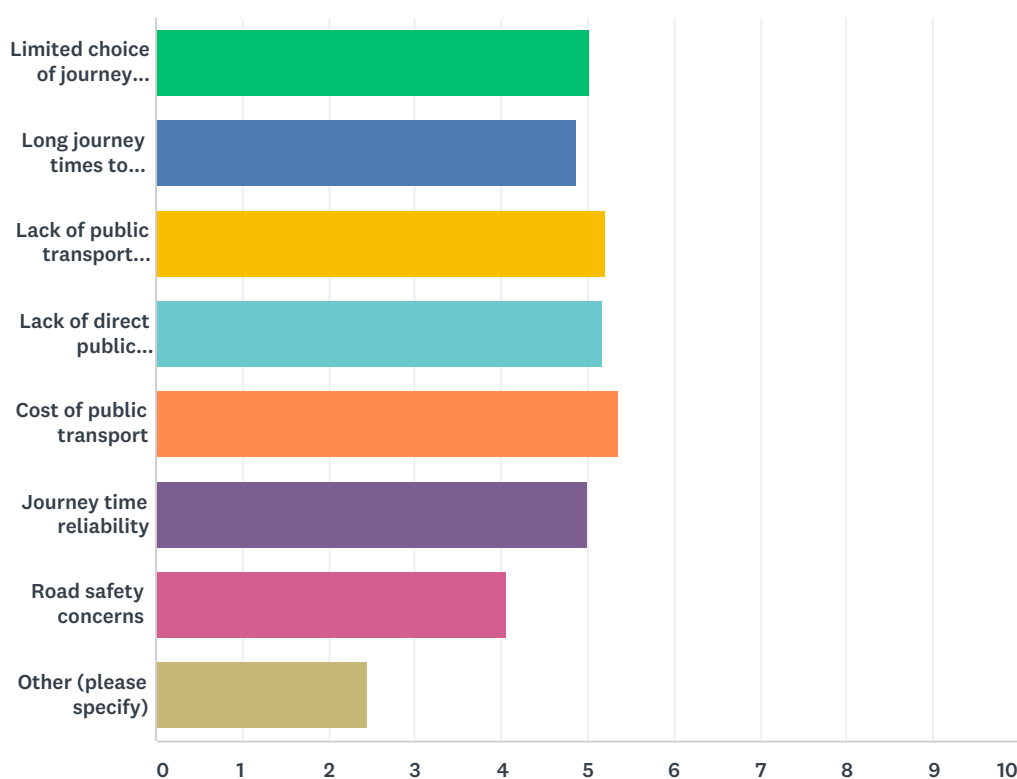
ANSWER CHOICES	RESPONSES	
1	6.44%	32
2	7.44%	37
3	13.88%	69
4	12.68%	63
5	19.72%	98

## Aberdeen City Region Strategic Transport Appraisal

6	14.08%	70
7	10.46%	52
8	5.84%	29
9	2.01%	10
10	0.80%	4
Not Applicable	6.64%	33
<b>TOTAL</b>		<b>497</b>

**Q19 Please rank the following issues from 1-8, with 1 being the most important issues and 8 being the least important issue, for local trips, i.e. within your immediate neighbourhood or village?**

Answered: 460 Skipped: 122



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Limited choice of journey modes	15.38% 60	11.54% 45	16.67% 65	16.92% 66	13.08% 51	12.05% 47	10.51% 41	3.85% 15	390	5.02
Long journey times to destinations	10.69% 42	12.47% 49	13.74% 54	17.81% 70	19.08% 75	16.03% 63	7.63% 30	2.54% 10	393	4.87
Lack of public transport provision	13.62% 53	16.97% 66	18.25% 71	13.62% 53	13.88% 54	14.40% 56	7.20% 28	2.06% 8	389	5.21
Lack of direct public transport routes	12.91% 51	18.48% 73	16.96% 67	13.16% 52	16.20% 64	11.14% 44	7.34% 29	3.80% 15	395	5.17
Cost of public transport	22.93% 94	14.63% 60	14.88% 61	12.44% 51	11.46% 47	9.76% 40	9.02% 37	4.88% 20	410	5.35
Journey time reliability	12.75% 52	18.14% 74	12.25% 50	13.48% 55	15.20% 62	16.67% 68	9.07% 37	2.45% 10	408	5.01

## Aberdeen City Region Strategic Transport Appraisal

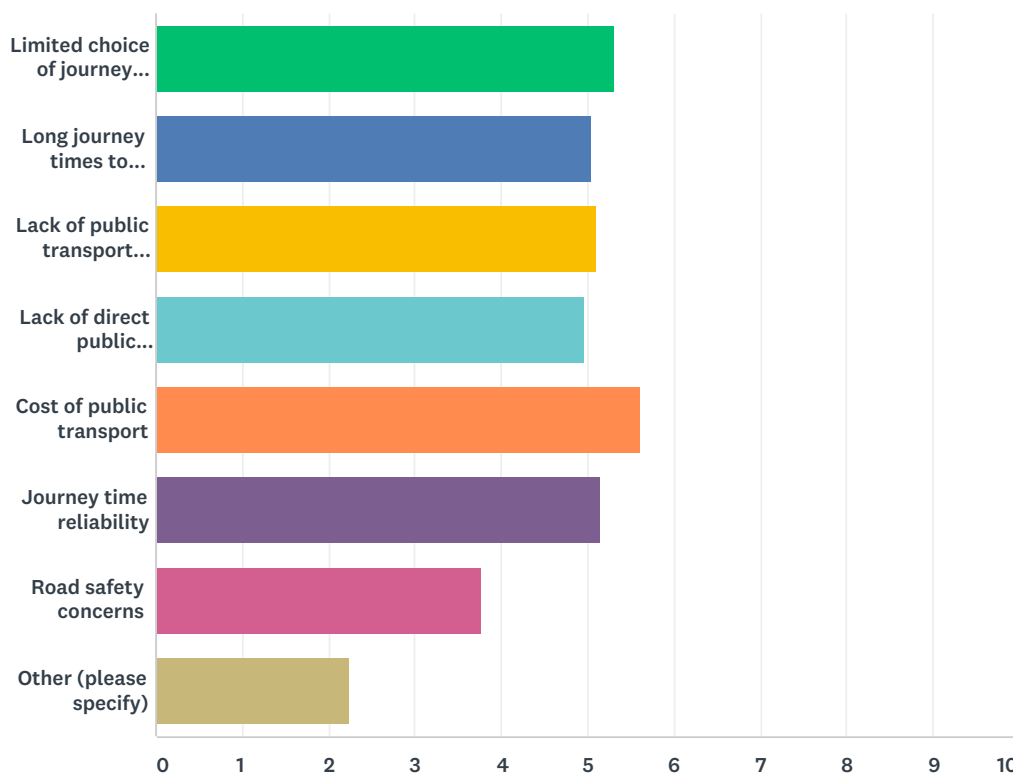
Road safety concerns	14.42% 61	9.46% 40	6.38% 27	8.98% 38	7.33% 31	11.82% 50	34.99% 148	6.62% 28	423	4.06
Other (please specify)	10.53% 26	4.45% 11	3.64% 9	3.24% 8	1.62% 4	1.62% 4	4.86% 12	70.04% 173	247	2.45

**Q20 If you have any other issues when travelling locally, please specify them here:**

Answered: 249 Skipped: 333

**Q21 Please rank the following issues from 1-8, with 1 being the most important issue and 8 being the least important issue, for trips to and from Aberdeen City Centre, or your nearest large town?**

Answered: 352 Skipped: 230



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Limited choice of journey modes	17.69% 52	18.37% 54	11.56% 34	19.39% 57	10.54% 31	11.22% 33	8.16% 24	3.06% 9	294	5.32
Long journey times to destinations	10.31% 30	14.78% 43	17.87% 52	17.53% 51	14.78% 43	16.49% 48	7.56% 22	0.69% 2	291	5.05
Lack of public transport provision	10.44% 31	16.50% 49	19.19% 57	15.49% 46	15.15% 45	13.47% 40	7.74% 23	2.02% 6	297	5.10
Lack of direct public transport routes	8.47% 25	13.90% 41	20.00% 59	18.98% 56	13.90% 41	13.90% 41	7.80% 23	3.05% 9	295	4.96
Cost of public transport	29.65% 94	13.56% 43	12.93% 41	10.73% 34	12.62% 40	9.78% 31	7.26% 23	3.47% 11	317	5.61
Journey time reliability	16.35% 51	17.63% 55	11.22% 35	11.22% 35	17.31% 54	17.63% 55	7.05% 22	1.60% 5	312	5.15

## Aberdeen City Region Strategic Transport Appraisal

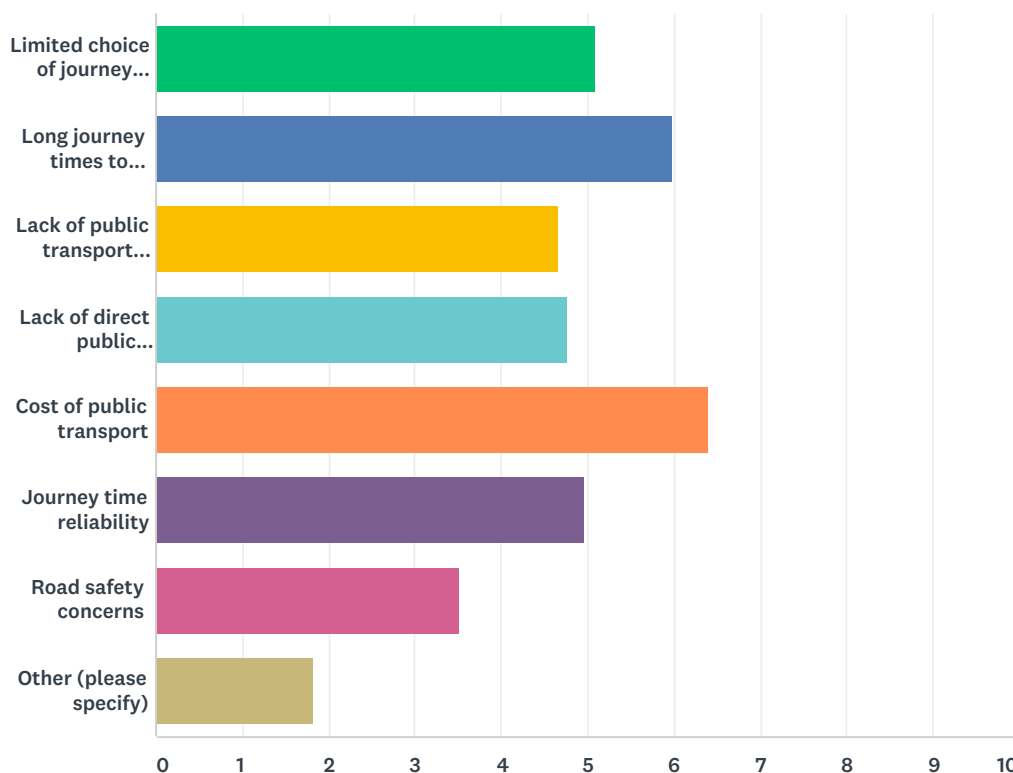
Road safety concerns	10.79% 34	9.52% 30	7.62% 24	4.76% 15	7.62% 24	9.84% 31	43.49% 137	6.35% 20	315	3.76
Other (please specify)	10.53% 20	3.16% 6	2.11% 4	2.11% 4	1.58% 3	2.11% 4	2.11% 4	76.32% 145	190	2.23

**Q22 If you have any other issues when travelling to and from Aberdeen City Centre or your nearest largest town, please specify them here:**

Answered: 154 Skipped: 428

**Q23 Please rank the following issues from 1-8, with 1 being the most important issues and 8 being the least important issue, for trips from the Aberdeen City and Aberdeenshire areas to the Central Belt of Scotland**

Answered: 313 Skipped: 269



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Limited choice of journey modes	13.88% 34	11.02% 27	19.59% 48	15.51% 38	16.33% 40	13.88% 34	7.76% 19	2.04% 5	245	5.08
Long journey times to destinations	22.68% 61	28.25% 76	15.24% 41	11.90% 32	8.92% 24	7.81% 21	4.46% 12	0.74% 2	269	5.99
Lack of public transport provision	5.46% 13	11.76% 28	14.71% 35	19.75% 47	21.85% 52	16.39% 39	6.72% 16	3.36% 8	238	4.66
Lack of direct public transport routes	5.37% 13	16.53% 40	11.57% 28	21.07% 51	19.42% 47	14.88% 36	8.68% 21	2.48% 6	242	4.76
Cost of public transport	43.93% 123	17.14% 48	12.14% 34	7.86% 22	7.86% 22	6.07% 17	3.21% 9	1.79% 5	280	6.41
Journey time reliability	9.85% 26	16.67% 44	17.80% 47	12.12% 32	11.74% 31	24.24% 64	5.68% 15	1.89% 5	264	4.96

## Aberdeen City Region Strategic Transport Appraisal

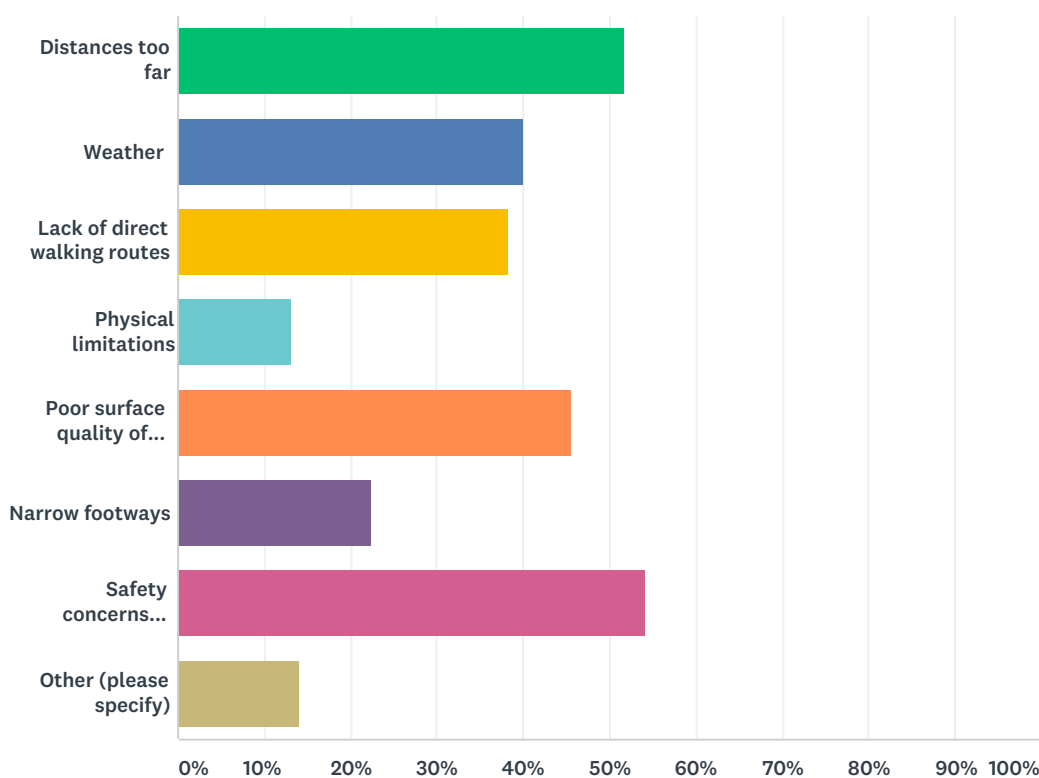
Road safety concerns	8.37% 21	4.38% 11	10.76% 27	7.17% 18	6.77% 17	5.58% 14	51.79% 130	5.18% 13	251	3.51
Other (please specify)	5.48% 8	1.37% 2	1.37% 2	4.79% 7	2.05% 3	0.68% 1	0.68% 1	83.56% 122	146	1.81

**Q24 If you have any other issues when travelling from Aberdeen City and Aberdeenshire areas to the Central Belt of Scotland, please specify them here:**

Answered: 101 Skipped: 481

**Q25 If you do not travel on foot, do you feel that any of the following have a negative impact on your decision not to travel frequently on foot within / to / from the Aberdeen City Region?**

Answered: 327 Skipped: 255



ANSWER CHOICES	RESPONSES	
Distances too far	51.68%	169
Weather	40.06%	131
Lack of direct walking routes	38.23%	125
Physical limitations	13.15%	43
Poor surface quality of footpaths	45.57%	149
Narrow footways	22.32%	73
Safety concerns walking - poor infrastructure and lighting	54.13%	177

Other (please specify)

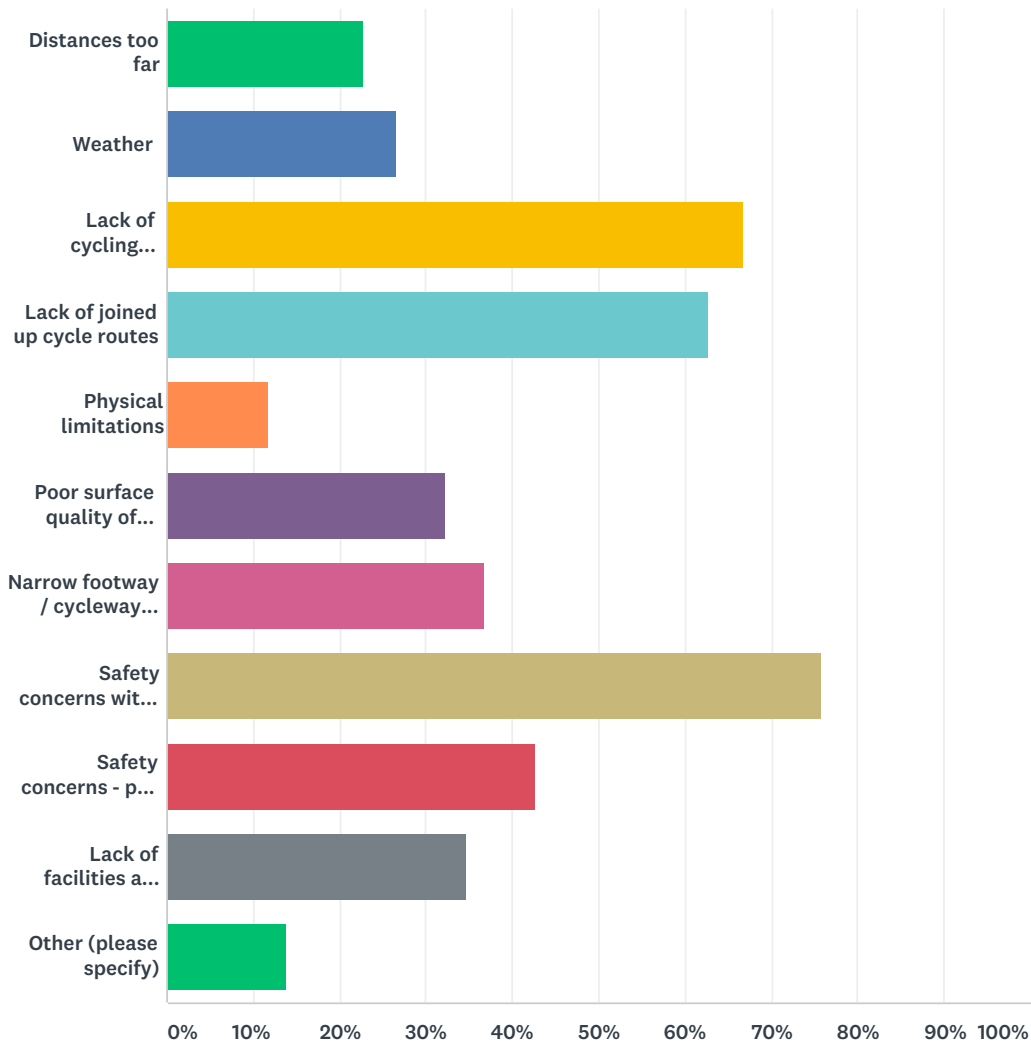
14.07%

46

Total Respondents: 327

## Q26 If you do not travel by bike, do you feel that any of the following have a negative impact on your decision not to cycle regularly within / to / from the Aberdeen City Region?

Answered: 342 Skipped: 240

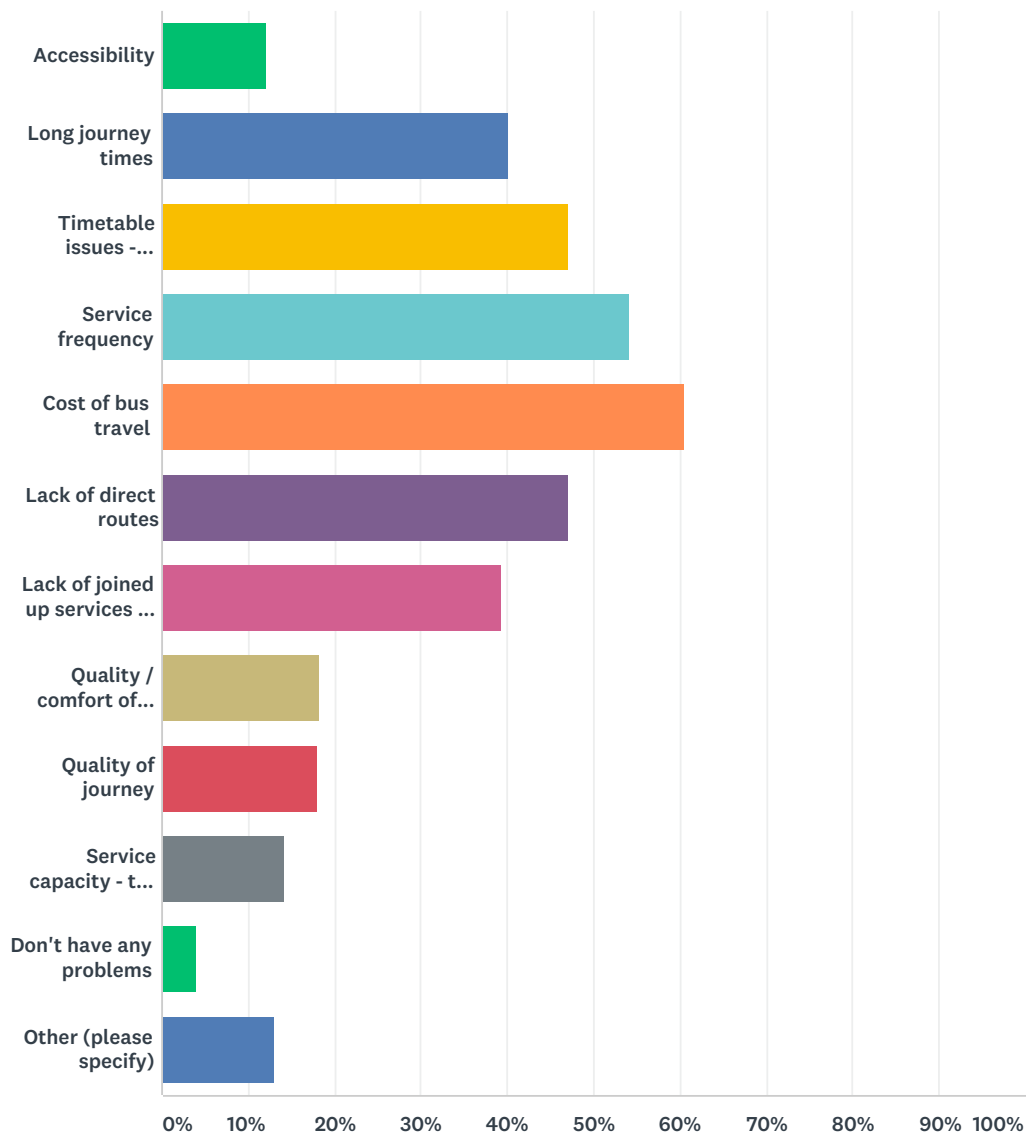


ANSWER CHOICES	RESPONSES	
Distances too far	22.81%	78
Weather	26.61%	91
Lack of cycling infrastructure - cycle storage, cycle lanes	66.67%	228
Lack of joined up cycle routes	62.87%	215
Physical limitations	11.70%	40
Poor surface quality of footpaths	32.16%	110
Narrow footway / cycleway widths	36.84%	126
Safety concerns with on road cycling	75.73%	259
Safety concerns - poor infrastructure and lighting	42.69%	146

Lack of facilities at destination (showers, cycle parking)	34.80%	119
Other (please specify)	13.74%	47
Total Respondents: 342		

## Q27 If you do not travel by bus, do you feel that any of the following have a negative impact on your decision not to travel regularly by bus within / to / from the Aberdeen City Region?

Answered: 323 Skipped: 259



ANSWER CHOICES	RESPONSES	
Accessibility	12.07%	39
Long journey times	40.25%	130
Timetable issues - service start and finish times	47.06%	152
Service frequency	54.18%	175
Cost of bus travel	60.37%	195
Lack of direct routes	47.06%	152

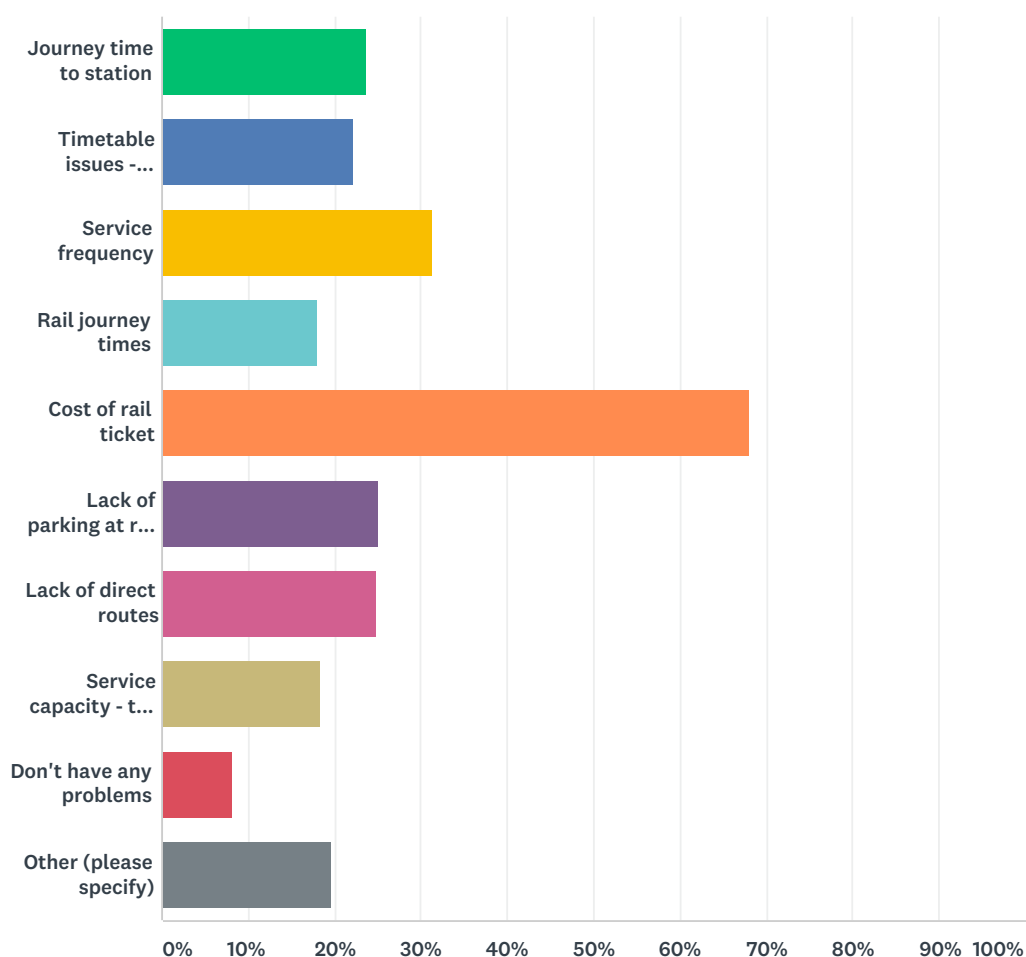


## Aberdeen City Region Strategic Transport Appraisal

Lack of joined up services - wait time when changing services	39.32%	127
Quality / comfort of vehicles	18.27%	59
Quality of journey	17.96%	58
Service capacity - too busy	14.24%	46
Don't have any problems	4.02%	13
Other (please specify)	13.00%	42
Total Respondents: 323		

**Q28 If you do not travel by rail, do you feel that any of the following have a negative impact on your decision not to travel by rail regularly within / to / from the Aberdeen City Region?**

Answered: 310 Skipped: 272



ANSWER CHOICES	RESPONSES	
Journey time to station	23.55%	73
Timetable issues - service start and finish times	22.26%	69
Service frequency	31.29%	97
Rail journey times	18.06%	56
Cost of rail ticket	68.06%	211

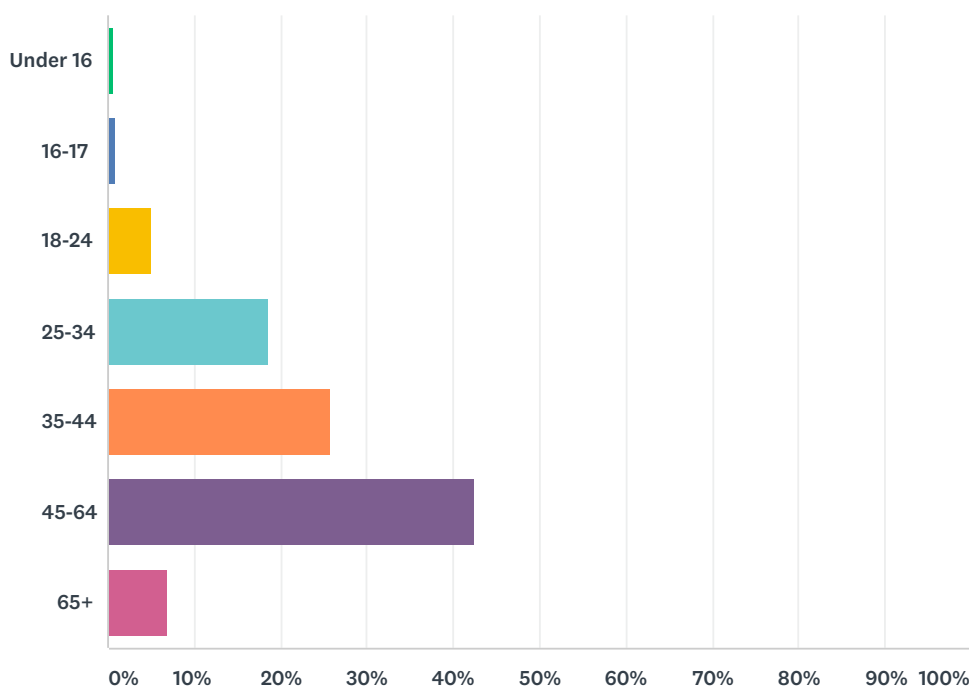
Lack of parking at rail station	25.16%	78
Lack of direct routes	24.84%	77
Service capacity - too busy	18.39%	57
Don't have any problems	8.06%	25
Other (please specify)	19.68%	61
Total Respondents: 310		

**Q29 What specific opportunities for transport do you think could be relevant to this study - this should be thought of more as areas for improvement rather than specific interventions? Please identify any for the following areas:**

Answered: 261 Skipped: 321

### Q30 What age range are you?

Answered: 381 Skipped: 201



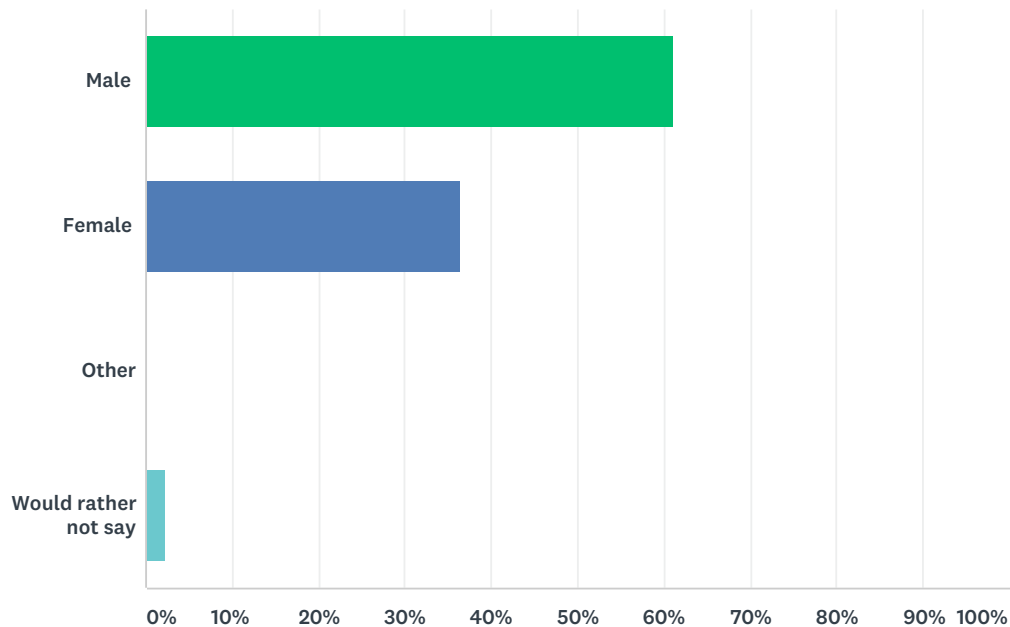
ANSWER CHOICES	RESPONSES	
Under 16	0.52%	2
16-17	0.79%	3
18-24	4.99%	19
25-34	18.64%	71
35-44	25.72%	98
45-64	42.52%	162
65+	6.82%	26

TOTAL

381

### Q31 What is your gender?

Answered: 381   Skipped: 201



ANSWER CHOICES		RESPONSES	
Male		61.15%	233
Female		36.48%	139
Other		0.00%	0
Would rather not say		2.36%	9
TOTAL			381

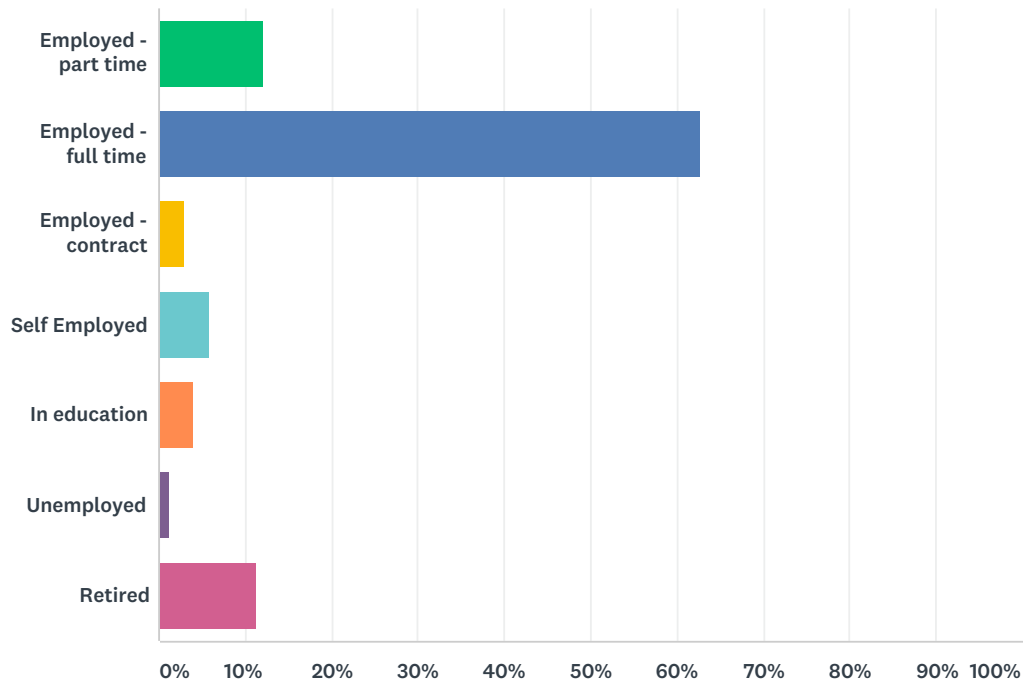
### Q32 What are the first 4 or 5 characters of your home postcode, i.e ABx x or ABxx x? Please leave blank if you would rather not say.

Answered: 337   Skipped: 245

### Q33 What is your employment status?

Answered: 382   Skipped: 200

## Aberdeen City Region Strategic Transport Appraisal



ANSWER CHOICES	RESPONSES	
Employed - part time	12.04%	46
Employed - full time	62.83%	240
Employed - contract	2.88%	11
Self Employed	5.76%	22
In education	3.93%	15
Unemployed	1.31%	5
Retired	11.26%	43
TOTAL		382

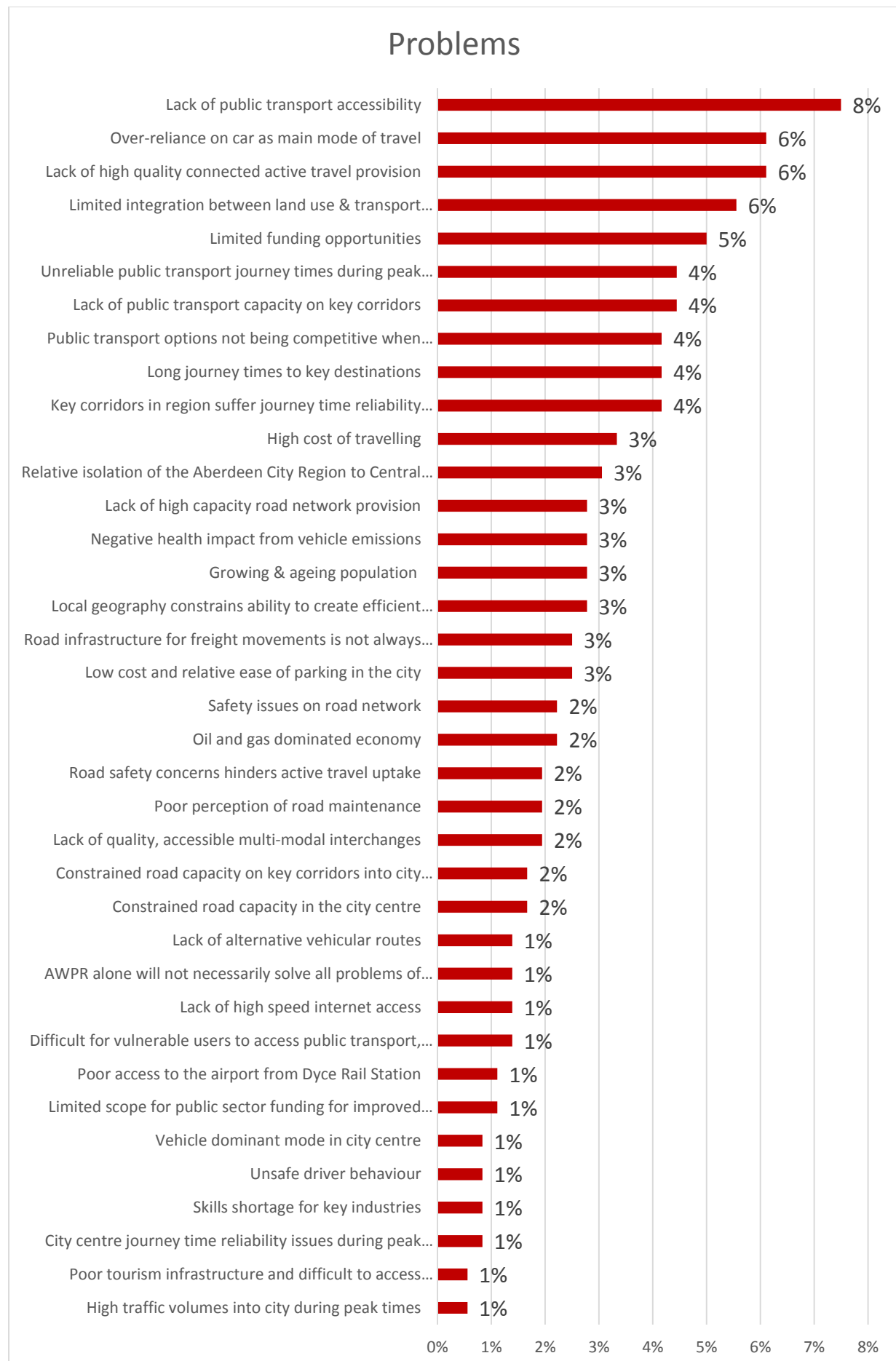


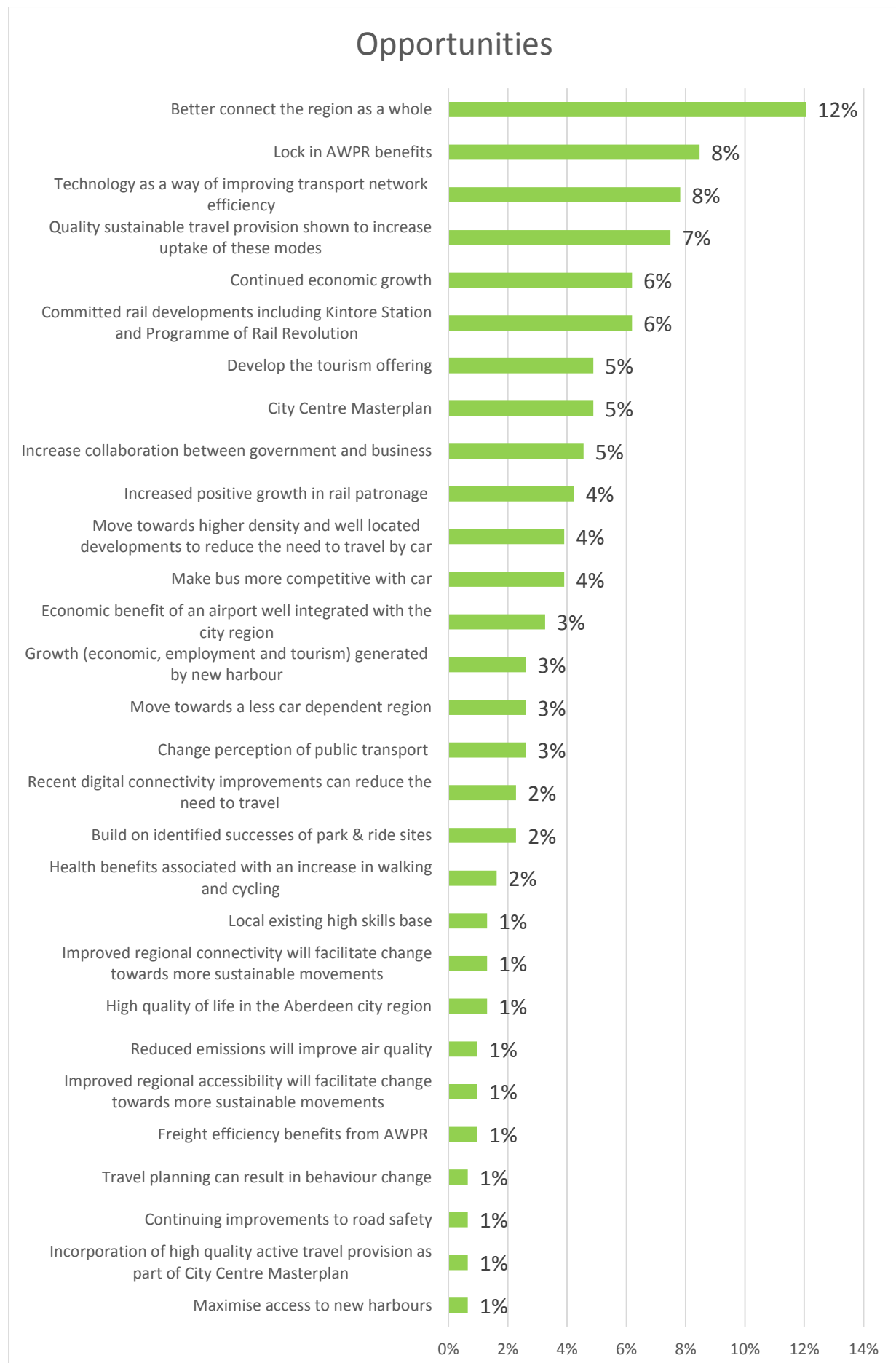
# C

## Appendix

### **Analysis of Problems & Opportunities**

## Analysis of Problems and Opportunities – Summary Of All Attributed To Each Category









# D

## Appendix

### Theme Setting

<b>Subject</b>	<b>Draft Key Themes</b>	<b>Project Name</b>	Aberdeen City Region Strategic Transport Appraisal
<b>Attention</b>	Paul Finch, David Torrance	<b>Project No.</b>	B2289FAT06
<b>From</b>	Euan Barr		
<b>Date</b>	02 July 2018		

## 1. Introduction

The purpose of this note is to summarise the process adopted to themes for the Aberdeen City Region Strategic Transport Appraisal Pre-Appraisal. The methodology adopted to derive these **key themes** was as follows:



Initial themes were derived from problems and opportunities identified through extensive data analysis and stakeholder engagement workstreams, and then verified / quantified against the various datasets where possible. Through this exercise a total of 360 problems and 307 opportunities were identified.

In order to assist in the process of deriving key themes and ultimately objectives, these individual problems and opportunities were consolidated into more aggregate 'categories'. These categories were then cross-checked against the respective problems and opportunities identified by the other appropriate studies and appraisals that have been conducted in the region. This check showed that the majority identified in the initial stages of this process were also largely identified in the other studies, and is described in the following sections of this document.

The process to consolidate and distil the individual problems and opportunities into 'categories' resulted in the identification of 37 problem categories and 29 opportunity categories. Each of these were then collectively examined and challenged during an internal themes setting workshop and a set of themes then agreed.

## 2. Problems and Opportunities Analysis

As previously identified, a long list of 360 problems and 307 opportunities identified by stakeholders were distilled into a total of 37 problem and 29 opportunity categories. These categories, along with a count of the problems and opportunities identified that relate to them, are outlined overleaf:

Emerging Key Themes



A review of all these problems and opportunity categories against those identified in other local studies / appraisals was also undertaken to check for overlap and for areas that were not initially identified in data or by stakeholders. The other studies that were examined were:

- A90/A96 Haudagain Improvement (2008)
- A90 Fraserburgh Peterhead Ellon – Aberdeen Corridor Study (2016)
- A947 Route Improvement Strategy (2016)
- Aberdeen Access from the South (2008)
- Aberdeen City Centre Masterplan and Delivery Programme (ongoing)
- Aberdeen Cross City Transport Connections (ongoing)
- Aberdeen Roads Hierarchy (ongoing)
- Access to Laurencekirk (ongoing)
- B9119 Queens Road / Skene Road Study (2017)
- Bridge of Dee Study (ongoing)
- City Centre Masterplan (2015)
- Dyce Station Car Park Extension (2015)
- Fraserburgh and Peterhead to Aberdeen Strategic Transport Study (ongoing)
- Inverurie Interchange (2014)
- Junction Feasibility (ongoing)
- Locking in the Benefits of the AWPR (2008)
- Modern Transport System (2003)
- Reducing the Barriers to Bus Use (2015)
- Wellington Road Multimodal Corridor Study (ongoing)
- Westhill Capacity Study (2007)
- Westhill Public Transport and Access Strategy (2017)

Table 1 identifies where each problem category was identified in other studies, with an indication on the number of studies identified within, or where additional categories have been identified by these other studies:

**Table 1 - Problems Overlap and Gap Analysis**

Problem	Not directly identified in previous studies	Identified in 1 study	Identified in 2 studies	Identified in 3 or more studies
AWPR alone will not necessarily solve all problems of connectivity	✓			
City Centre journey time reliability issues during peak times	✓			
Constrained road capacity in the city centre				✓
Constrained road capacity on key corridors into city centre				✓
Difficult for vulnerable users to access to public transport, i.e. connections to Aberdeen Rail Station from the city centre	✓			
Growing & ageing population		✓		
High cost of travelling				✓
High traffic volumes into city during peak times			✓	
Key corridors in region suffer journey time reliability issues during peak times				✓

Problem	Not directly identified in previous studies	Identified in 1 study	Identified in 2 studies	Identified in 3 or more studies
Lack of alternative vehicular routes			✓	
Lack of high capacity road network provision			✓	
Lack of high quality connected active travel provision				✓
Lack of high speed internet access		✓		
Lack of public transport accessibility			✓	
Lack of public transport capacity on key corridors				✓
Lack of quality, accessible multi-modal interchanges			✓	
Limited funding opportunities		✓		
Limited integration between land use & transport network				✓
Limited scope for public sector funding for improved bus provision		✓		
Local geography constrains ability to create efficient transport system	✓			
Long journey times to key destinations	✓			
Low cost and relative ease of parking in the city	✓			
Negative health impact from vehicle emissions				✓
Oil and gas dominated economy	✓			
Over-reliance on car as main mode of travel				✓
Poor access to the airport from Dyce Rail Station	✓			
Public transport options not being competitive when compared to the private car		✓		
Poor perception of road maintenance	✓			
Poor tourism infrastructure and difficult to access attractions	✓			
Public transport options not being competitive when compared to the private car		✓		
Relative isolation of the Aberdeen City Region to Central Belt and poor inter-town connectivity			✓	
Road infrastructure for freight movements is not always suitable				✓
Road safety concerns hinders active travel uptake	✓			
Safety issues on road network				✓
Skills shortage for key industries	✓			
Unreliable public transport journey times during peak times and in built up areas				✓
Unsafe driver behaviour				✓
Vehicle dominant mode in city centre		✓		

It is clear that many of the problems identified as part of this current study were also identified by other studies as well, albeit there are total of 12 categories that have been newly identified by this study.

Conversely, the problem of severance identified in other studies, was not specifically identified by stakeholders consulted for this study. This relates to the concept of severance between communities caused by traffic and transport links which are at, or over, capacity and results in a perceived and physical severance, which in turn negatively affects quality of life and limits people's mobility.

Community severance is however covered by several of the established problem categories from this study including:

- Limited integration between land use & transport network;
- Local geography constrains ability to create efficient transport system; and,
- Constrained road capacity on key corridors into city centre.

Table 2 identifies where each opportunity category was identified in other studies and provides an indication on the number of studies identified within, or where categories have been identified by these other studies:

**Table 2 - Opportunities Overlap and Gap Analysis**

Opportunity	Not directly identified in previous studies	Identified in 1 study	Identified in 2 studies	Identified in 3 or more studies
Better connect the region as a whole				✓
Build on identified successes of park & ride sites				✓
Change perception of public transport			✓	
City Centre Masterplan		✓		
Committed rail developments including Kintore Station and Programme of Rail Revolution		✓		
Continued economic growth	✓			
Continuing improvements to road safety			✓	
Develop the tourism offering		✓		
Economic benefit of an airport well integrated with the city region	✓			
Freight efficiency benefits from AWPR		✓		
Growth (economic, employment and tourism) generated by new harbour	✓			
Health benefits associated with an increase in walking and cycling	✓			
High quality of life in the Aberdeen city region			✓	
Incorporation of high quality active travel provision as part of City Centre Masterplan	✓			
Improved regional accessibility will facilitate change towards more sustainable movements			✓	
Improved regional connectivity will facilitate change towards more sustainable movements			✓	
Increase collaboration between government and business			✓	
Increased positive growth in rail patronage			✓	
Local existing high skills base		✓		
Lock in AWPR benefits				✓



Opportunity	Not directly identified in previous studies	Identified in 1 study	Identified in 2 studies	Identified in 3 or more studies
Make bus more competitive with car				✓
Maximise access to new harbours		✓		
Move towards higher density and well located developments to reduce the need to travel by car				✓
Move towards higher density developments to reduce the need to travel by car			✓	
Quality sustainable travel provision shown to increase uptake of these modes				✓
Recent digital connectivity improvements can reduce the need to travel	✓			
Reduced emissions will improve air quality	✓			
Technology as a way of improving transport network efficiency				✓
Travel planning can result in behaviour change		✓		

The majority of opportunities identified in the initial review for this study were also identified in the other appraisal studies, although there are some further opportunities identified by this study that have not been explicitly defined in previous appraisals. This is likely to be mainly due to its strategic focus rather than the potentially more location-specific approach of the previous studies. Some of the opportunities identified as part of this study also relate to several non-transport specific opportunity areas including environment and economy which are key elements of the City Region Deal.


### 3. Problems and Opportunity Context

For each of the problem and opportunity categories, the context behind each was explored to reveal any specific relevant additional comments were noted by stakeholders, i.e. during the engagement workshops, structured interviews and online surveys. Additionally, each Problem category was checked to verify whether they are evidenced, i.e. in data, or whether they are perceived. A RAG (Red, Amber, Green) traffic light system was adopted for each problem category where:

- **Green** indicates data is available and it validates the problem;
- **Orange** indicates data is available and it validates the problem in part; and,
- **Red** indicates data is unavailable or the data does not validate the problem.

An example of the output from this exercise is identified overleaf:



Problem	Stakeholder Context	Data Context
<p>City centre journey time reliability issues during peak times</p> 	<ul style="list-style-type: none"> <li>• Congestion in, and through the city, causes journey time reliability issues.</li> <li>• The perceived large number of HGV's on the city centre road network also causes journey time reliability issues.</li> </ul>	<ul style="list-style-type: none"> <li>• ASAM 2017 highlights approximately 30 junctions where capacity is greater than 85%</li> <li>• ASAM 2017 also highlights approximately 40 junctions where delay is greater than 30 seconds per vehicle and 10 where delay is greater than 60 seconds per vehicle</li> </ul>

The majority of problem categories were shown to be validated by data, although given the strategic nature of the study, the detail of data available varied significantly. For example, where transport model data was available, key problems related to network performance in and around the city centre could be evidenced in detail. However, for higher level problems categories such as availability of funding, it is difficult to interrogate specific data sets to verify this. However, as this category of problem was identified by a wide range of stakeholders it is considered perceived but still highly relevant to this study.

Appendix A provides full summary outputs from the exercise to contextualise each of the problem and opportunity categories.

## 4. Problems and Opportunities Focus Areas

Following the analysis of the problems and opportunities categories, the next step was to consider these collectively and identify any links. These were identified as follows:

### Car dominance

It is clear from data and there was clearly a recognition amongst stakeholders that many of the problems with the region's transport network are associated with an over-reliance on private car use. Analysis of Census 2011 data and the subsequent public survey undertaken confirms that car represents the main mode of travel for the majority of the region's residents, for example car mode share in Aberdeen is 22% higher than Glasgow and 26% higher than Edinburgh. This may manifest in several linked issues including:

- Congestion – caused by several factors including high car usage, particularly during the peaks, on constrained parts of the network, particularly key corridors / junctions into Aberdeen from the periphery and within the city centre;
- Negative health impacts – high volumes of vehicles, particularly around the city centre, results in pockets of poor air quality (Market Street which is the subject of an Air Quality Management Area) and general low levels of active travel can contribute to sedentary lifestyles;
- Road safety concerns – instances of vehicle accidents particularly involving pedestrians / cyclists stated as a key reason for reluctance to travel by active modes. Data shows that there have been 125 accidents involving pedestrians or cyclists in 2016 throughout the region, and
- Perceived lack of investment in alternative modes of travel – deregulated bus market and public-sector budget pressures can make investment in PT a challenge.

The high reliance on the private car can be attributed to several factors including:

- Poor perception of the alternatives including public transport (reliability, capacity and network coverage) and active travel (quality and number of connections) networks;
- Perceived lack of integrated land-use planning such that people view the private car as a more convenient and / or cheaper mode of travel between their home and workplace than the alternatives;
- Longer travel distances to services and employment for a large proportion of residents – makes active travel less attractive and wide coverage of public transport costly and difficult;
- Low cost and relative ease of parking in Aberdeen City Centre (day long parking can be found relatively cheaply) compared to other Scottish cities, and
- Lack of high speed internet access (particularly in parts of Aberdeenshire) – inhibits individuals abilities to work from home.

Conversely, there were a number of opportunities linked to reducing over-reliance on the private car. These opportunities include:

- Better connecting the region for sustainable modes of travel where appropriate – i.e. Improving the provision of alternative modes of transport (investment in sustainable travel has been shown elsewhere to be effective at increasing mode shift, for example in Edinburgh where the cycling mode share has increased by around 50% in the last decade);
- Using technology to reduce the impact of travel - i.e. improving internet connectivity can reduce the need to travel, and new travel choices such as MaaS can plan more sustainable journeys in a way that may be easier and cheaper than using a car;
- Land use planning with a focus on reducing the need to travel – i.e. mixed used development, locating development near other existing or planned development, and
- Building on the success of several existing park and ride sites – stakeholders highlighted that some are well used so lessons can be learnt around the reasons for this which can be used in the development of additional sites.

### Attractive Place to Live & Visit

The second key focus area that stakeholders in particular highlighted is that the region is an area of outstanding natural beauty where people want to live, work and visit. Increasing population and visitor numbers backs this up in data.

The region's characteristics that contribute to this do, however, also present challenges with regards to the provision of an efficient transport network. These challenges include:

- Long journey times to key destinations – mainly related to long travel distances but also to fact public transport journeys from outlying areas often require an interchange via the city centre to reach final destinations;
- Difficult to access widely spread tourist attractions – wide spread of tourist attractions mean many are difficult or not possible (particularly several in a day) by public transport;
- Perception that the new harbour will be difficult to access - location of existing rail line acts as an influencer on the alignment of Coast Road, and its shuttle working signal controlled bridge,

and Wellington Road in particular is shown to suffer delays at key junctions, particularly during the peak periods;

- Currently difficult to provide high capacity road network – challenge for widespread freight access. However, the completion of AWPR is likely to relieve some of this pressure; and
- Costly to maintain extensive road network – poor perception of road maintenance.

There are several opportunities noted around this focus area however including:

- High quality of life in the region – attracts people to live in the area. It is notable that Aberdeen City has no data zones in the most deprived 5% overall index of multiple deprivation in Scotland according to the Scottish Index of Multiple Deprivation;
- Quality tourism offering of the area - the airport and new harbour can be key gateways for visitors to the region and a better connected transport network can contribute significantly to the attractiveness of the regions attractions; and

### Economy & Demographics

It is also clear that the region's economy and its demographics are significant influencers. There were a number of key problems associated with this including:

- Region's economy dominated by oil and gas – whilst a key sector employing a large number of people, the region's economy is significantly impacted by downturns in the global prices for oil and gas;
- Current skills shortage for key industries – highly skilled but narrowly focussed workforce; and
- Growing and aging population – growth in rural population (particularly families) and retired / retiring population makes transport provision a challenge as needs to cater for a wide spectrum. Data shows that there is significant growth since 2011 in over 65s in Aberdeenshire in particular at 16% double that of the City at 8%.

However, there were a number of opportunities associated with the local economy and demographics, including:

- Growth potential – particularly tourism and industry diversification. This is linked to actively attracting visitors and high skilled people to the area; and
- Existing high skills base –potential to contribute to growth in alternative sectors. This is linked to both retaining and attracting high skilled individuals with transferable skills.

### Funding

Finally, it was particularly evident from stakeholders that there are problems associated with funding transport in the region. The problems highlighted include:

- Limited funding opportunities – public sector spending is increasingly constrained; and
- Deregulated bus market makes it difficult for public sector to provide funding for public transport.

However, there are a number of opportunities noted around funding, including:

- Major infrastructure commitments in place – i.e. AWPR and Rail Revolution; and
- Government and business collaboration:
  - Bus partnerships can make bus more competitive with car (publicly funded infrastructure with associated private commitments to increase service provision / quality);
  - Autonomous vehicles and MaaS may be most effective when provided by private sector but facilitated by local authorities; and
  - Vehicle technology can local reduce emissions; investment in technology (both manufacturers, businesses and consumers) is required to improve the local vehicle fleet.

## **5. Initial Themes**

Following consideration of the problems and opportunities identified by data and stakeholders, and the general areas that they cover, a number of initial themes were identified. These were intended to be considered alongside themes from relevant strategies and policy in ultimately informing the direction of subsequent study objectives.

The resulting initial themes are outlined below and Appendix B outlines a matrix mapping the problems and opportunities to these Themes:

1. Connections to core growth areas
2. Maintaining and creating a desirable place to live, work and visit
3. Increasing travel choices for all
4. Supporting key sectors and facilitating increased diversification of the region's economy
5. Creating a resilient and socially inclusive transport system
6. Improving strategic connectivity
7. Expanding opportunities for effective partnerships

## **6. Themes from Existing Strategy & Policy**

There are a number of relevant strategy and policy documents which set out the desired aims, outcomes and themes for the City Region. These include:

- National Transport Strategy (Transport Scotland)
- Regional Transport Strategy (Nestrans)
- Aberdeen Local Transport Strategy (Aberdeen City Council)

- Aberdeenshire Local Transport Strategy (Aberdeenshire Council)
- Regional Economic Strategy (Regional Economic Group)
- Strategic Development Plan (Aberdeen City and Shire Strategic Development Planning Authority)
- Strategic Infrastructure Plan (Aberdeen City Council)
- Aberdeen City Region Deal (Aberdeen City Council, Aberdeenshire Council, Opportunity North East, Scottish Government & UK Government)

The themes / outcomes identified from each of the above strategies and policies were summarised and are outlined in Table 3:

**Table 3 – Expected Outcomes from Existing Transport Policy**

National Transport Strategy (emerging)	National Transport Strategy (current)	Regional Transport Strategy	Aberdeen City Transport Strategy	Aberdeenshire Transport Strategy	Regional Economic Strategy	Strategic Development Plan	Strategic Infrastructure Plan	Aberdeen City Region Deal
Help our economy prosperity	Improved journey times and connections - tackle congestion and improve integration	Improvement in economic performance through to better access to jobs and employment land	Increased modal share for public transport and active travel	Reduce non-sustainable journeys	Investment in Infrastructure	Provide a strong framework for investment decisions which help to grow and diversify the regional economy	A step change in the supply of housing	Developing world class innovation in the oil and gas sector
Promote equality	Reduced emissions to tackle climate change and improve air quality and health	Support a stabilisation in car miles: technological and other benefits in terms of emissions reductions	Reduced need to travel and dependence on the private car	Increasing active travel	Innovation	Take on the urgent challenges of sustainable development and climate change	High quality digital connectivity at home and at work	Improving connectivity
Improve health and wellbeing	Improved quality, accessibility and affordability of alternatives to car	Increased mode share by public transport	Improved journey time reliability for all modes	Making travel more effective	Inclusive Economic Growth	People, homes and jobs to support the level of services and facilities needed to maintain and improve the quality of life	Better local transport	Increasing trade and investment
Take Climate Action		Improved accessibility to key locations (particularly universities and hospitals)	Improved road safety	Improving health	Internationalisation	Protect and improve our valued assets and resources	The skills and labour that Aberdeen needs to thrive	Supporting the expansion of Aberdeen Harbour
			Improved air quality and environment	Reducing carbon emissions from		Help create sustainable mixed	A better image for Aberdeen	

National Transport Strategy (emerging)	National Transport Strategy (current)	Regional Transport Strategy	Aberdeen City Transport Strategy	Aberdeenshir e Transport Strategy	Regional Economic Strategy	Strategic Development Plan	Strategic Infrastructure Plan	Aberdeen City Region Deal
				transport		communities, and the associated infrastructure		
			Improved accessibility to transport for all			Make the most efficient use of the transport network		

Work was undertaken to review the desired aims and outcomes in Table 3, and identify common themes. Significant overlap was identified and the following themes created:

1. Improving accessibility and connectivity to key locations
2. Reducing journey times / improving reliability
3. Reducing car dependence
4. Reducing the need to travel
5. Achieving modal shift / improving alternatives to the car
6. Improving road safety
7. Improving travel opportunities for all sections of the community
8. Growing the economy / access to jobs
9. Improving the environment / air quality

## **7. Initial and Strategy & Policy Themes**

In order to identify similarities and gaps between the initial themes identified by data and stakeholders with those identified in the key strategies and policies, a matrix was created, as shown in Table 4. This exercise was key to determining a final set of themes to provide suitable coverage of the issues identified in data, the views expressed by stakeholders and areas of focus key strategies and policies.



**Table 4 – Comparison of Themes from Stakeholders Against Themes from Strategies**

Strategy Themes	Initial Themes						
	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
Improving accessibility and connectivity to key locations	✓	✓		✓		✓	
Reducing journey times / improving reliability				✓		✓	
Reducing car dependence		✓	✓		✓		
Reducing the need to travel			✓		✓		
Achieving modal shift / improving alternatives to the car			✓				
Improving road safety		✓	✓				
Improving travel opportunities for all sections of the community			✓		✓		
Growing the economy / access to jobs	✓	✓		✓			

Strategy Themes	Initial Themes						
	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
Improving the environment / air quality		✓					

Table 4 identifies that there is overlap between the majority of themes identified by both data / stakeholders and strategy / policy. However, two particular theme areas from strategy / policy which may not have been as clearly identified in initial themes are:

1. Reducing the need to travel;
2. Improving road safety; and,
3. Improving the environment

The concept of changing how people travel to more sustainable modes was identified by several stakeholders as an opportunity and, as reducing travel is a key component of this, it is considered that this area could be strengthened within the key themes for this study.

Further, road safety was identified by several stakeholders as a specific problem that impacts upon other problems, such as 'road safety concerns hindering active travel uptake'. This clearly impacts on the ability to increase travel choices and so it is considered robust to strengthen reference to safety within the key themes for this study.

Whilst the theme of "improving the environment" was prevalent in the strategies and policy (particularly around tackling emissions / air quality and climate change), it was not necessarily identified strongly by data or stakeholders as a problem, although it was identified as an opportunity. The initial theme of 'creating and maintaining a desirable place to live and work', which is linked to the focus area of a desire to move away from car dominance, and maximising the area's tourism offering, does ultimately link with the environment theme. However, it was felt that this link could be made clearer and use of the word 'environment' within the final key themes would help emphasise this.

Finally, when reviewing the initial and strategy / policy themes together, the concept of integration appears to span several categories including accessibility and reducing the need to travel. Integration was therefore added into the final set of draft Key Themes for this study as shown below.

The Key Themes were therefore revised and the final list of Key Themes for this study are outlined below, with changes identified in bold:

1. Connections to and **integration** of core growth areas
2. Maintaining and **enhancing the natural & built environment** so that the region remains a desirable place to live, work and visit
3. Increasing travel choices for all
- 4. Reducing the need to travel**
5. Supporting key sectors and facilitating increased diversification of the region's economy
6. Creating a **safe**, resilient and socially inclusive transport system
7. Improving strategic connectivity
8. (Expanding opportunities for effective partnerships)

Whilst the final theme on effective partnerships made it through to the final list of key themes, upon review it was considered to be applicable across all other themes, i.e. they are unlikely to be effective nor successfully delivered without this. It is therefore proposed to remove it as a separate theme with

the premise that it is always considered in all actions going forward. Doing this will be make the process of deriving SMART Transport Planning Objectives (TPOs) more straightforward because, as a separate theme, it will be challenging to apply a specific transport focus to this.

## 8. Summary





In summary, the proposed final **key themes** for the study are as follows:






1. Connections to and integration of core growth areas
2. Maintaining and enhancing the natural & built environment so that the region remains a desirable place to live, work and visit
3. Increasing travel choices for all
4. Reducing the need to travel
5. Supporting key sectors and facilitating increased diversification of the region's economy
6. Creating a safe, resilient and socially inclusive transport system
7. Improving strategic connectivity





These provide excellent coverage of the key problems and opportunities identified by stakeholders and also the desired outcomes of the key strategies and policy for transport in the region.




These themes will be used to set the direction of strategic Transport Planning Objectives (TPOs) for the study. This exercise will aim to collect multiple themes within a set of clear and concise Objectives which nonetheless provide sufficient scope to robustly appraise potential strategic interventions.

### Appendix A





Problems	Stakeholder Context	Data Context
<p>Vehicle dominant mode in city centre</p> 	<ul style="list-style-type: none"> <li>• Movements within the city centre are car dominated, resulting in a poor urban environment</li> <li>• Unrestrained vehicle access exacerbates city centre congestion and road capacity issues</li> </ul>	<ul style="list-style-type: none"> <li>• Car mode share in the City is 58% which is 22% higher than Glasgow, 26% higher than Edinburgh and 13% higher than Dundee</li> </ul>
<p>City centre journey time reliability issues during peak times</p> 	<ul style="list-style-type: none"> <li>• Congestion in, and through the city, causes journey time reliability issues</li> <li>• The perceived large number of HGV's on the city centre road network also causes journey time reliability issues</li> </ul>	<ul style="list-style-type: none"> <li>• ASAM 2017 highlights approximately 30 junctions where capacity is greater than 85%</li> <li>• ASAM 2017 also highlights approximately 40 junctions where delay is greater than 30 seconds per vehicle and 10 where delay is greater than 60 seconds per vehicle</li> </ul>
<p>Constrained road capacity in the city centre</p> 	<ul style="list-style-type: none"> <li>• Congestion in the City Centre is a major problem, which is demonstrated by the large amount of bottlenecks and pinch-points</li> <li>• City Centre accessibility can be problematic at times</li> </ul>	<ul style="list-style-type: none"> <li>• ASAM 2017 highlights approximately 30 junctions where capacity is greater than 85%</li> <li>• ASAM 2017 also highlights approximately 40 junctions where delay is greater than 30 seconds per vehicle and 10 where delay is greater than 60 seconds per vehicle</li> </ul>
<p>Constrained road capacity on key corridors into city centre</p> 	<ul style="list-style-type: none"> <li>• Congestion on key arterial routes is considered a problem, which is demonstrated by the large amount of bottlenecks and pinch-points</li> <li>• Journey times for north to south/south to north movements (of the city centre) are being negatively impacted by the limited road capacity</li> </ul>	<ul style="list-style-type: none"> <li>• ASAM 2017 highlights several links over 75% capacity including on Wellington Road, Bridge of Dee, A956 south of Bridge of Don, A90 south of Ellon and A96 through Inverurie</li> <li>• Several junctions in ASAM 2017 on corridors highlight junctions over 85% capacity including Wellington Road, A90 both north and south approaches to city centre, A947 both north and south of Dyce</li> </ul>





Problems	Stakeholder Context	Data Context
<p>High traffic volumes into city during peak times</p> 	<ul style="list-style-type: none"> <li>The road network on key arterial routes into Aberdeen is perceived to be most constrained during peak hours</li> <li>High traffic volumes within a city centre context can also be detrimental to the retail and service sector performance</li> </ul>	<ul style="list-style-type: none"> <li>Traffic counts on key corridors into city centre highlight that approximately 38% of all traffic enters/leaves the city during the combined AM/PM peak periods</li> </ul>
<p>Key corridors in region suffer journey time reliability issues during peak times</p> 	<ul style="list-style-type: none"> <li>Capacity on the network in general is constrained by competing demands from freight, public transport, private car and non-motorised users</li> <li>Rural accessibility is considered a problem, particularly regarding reliable access to transport infrastructure and local hubs</li> </ul>	<ul style="list-style-type: none"> <li>TRACC analysis highlights public transport accessibility from rural locations to city centre are long with 41% of Aberdeen Region postcodes having a journey time of 90mins + to Union Street</li> <li>Traffic modelling data (ASAM 2017) highlights several links over 75% capacity including on Wellington Road, Bridge of Dee, A956 south of Bridge of Don, A90 south of Ellon and A96 through Inverurie</li> </ul>
<p>Lack of alternative vehicular routes</p> 	<ul style="list-style-type: none"> <li>Poor road resilience can lead to significant delays for all modes using the road network</li> </ul>	<ul style="list-style-type: none"> <li>Increase in vehicle KMs in both City and Shire since 2011-2016 of 3% and 8%, Scottish national increase 5%</li> </ul>
<p>Growing &amp; ageing population</p> 	<ul style="list-style-type: none"> <li>An aging population will impact on transport requirements in the region, specifically access for vulnerable users</li> <li>A growing population will increase the amount of people needing to travel</li> <li>Differing range of population based issues between urban and rural locations</li> </ul>	<ul style="list-style-type: none"> <li>Population has increased by 8.5% in City and 15.5% in Shire since 2001</li> <li>Significant growth in over 65s in Shire 16% since 2011 double that of City 8%</li> </ul>
<p>High cost of travelling</p> 	<ul style="list-style-type: none"> <li>The high cost of public transport is considered a major problem in the Region</li> <li>The relative cheap cost of private car travel, including</li> </ul>	<ul style="list-style-type: none"> <li>City Day Ticket £4.00, Glasgow £4.50 and Edinburgh £4.00, bus prices from Shire to City vary depending on zone –</li> </ul>





Problems	Stakeholder Context	Data Context
	parking, against public transport is considered a barrier to public transport use	<p>maximum £14.60 Fraserburgh to Aberdeen</p> <ul style="list-style-type: none"> <li>Rail costs are high, Laurencekirk to Inverurie is only £1.50 less than peak return Glasgow to Edinburgh</li> </ul>
<p>Lack of high capacity road network provision</p> 	<ul style="list-style-type: none"> <li>Lack of space on roads to expand and limited greening on the network in general</li> <li>Junction performance is considered a significant problem in and around Aberdeen City and AWPR</li> </ul>	<ul style="list-style-type: none"> <li>ASAM 2017 outputs highlight several junctions in both City and Shire that are over 85% capacity, such as Souterhead and several of the key junctions along Anderson Drive</li> </ul>
<p>Lack of high quality connected active travel provision</p> 	<ul style="list-style-type: none"> <li>Active Travel networks are fragmented, difficult to navigate and not integrated with the wider transport network</li> <li>The quality of the infrastructure for walking and cycling is poor</li> <li>There are multiple barriers to active travel, including local geography and relative safety</li> </ul>	<ul style="list-style-type: none"> <li>27% of all accidents throughout the region in 2016 involved pedestrians or cyclists</li> <li>Walking mode share for Aberdeen City (15%) is 12% lower than Dundee, 10% lower than Edinburgh and 7% lower than Glasgow</li> <li>Walking mode share for Aberdeenshire (8%) is 4% lower than the Scottish Rural Average and 2% lower than the national average</li> </ul>
<p>Lack of high speed internet access</p> 	<ul style="list-style-type: none"> <li>Poor digital and mobile connectivity, specifically in rural areas, results in a loss of productivity and increases the need to travel</li> </ul>	<ul style="list-style-type: none"> <li>Poor level of access to Ultrafast Broadband City 0.4% and Shire 0.3% compared to national rate of 43%</li> <li>Lower than average upload and download speeds</li> <li>Only 63.5% of Aberdeenshire has access to 4G</li> </ul>
<p>Lack of public transport accessibility</p> 	<ul style="list-style-type: none"> <li>The lack of orbital public transport routes is considered to have a negative impact on journey times and accessibility</li> <li>Limited rail and bus network in the region results in new or</li> </ul>	<ul style="list-style-type: none"> <li>TRACC analysis has demonstrated large percentage of Aberdeen region postcodes that have poor accessibility in all time periods to key locations</li> <li>On average around 50% of</li> </ul>






Problems	Stakeholder Context	Data Context
	<p>existing and expanding developments unable to access either modes</p> <ul style="list-style-type: none"> <li>The availability and reliability of town to town public transport options is considered poor</li> </ul>	<p>postcodes in the region cannot reach any of the top 13 employment attractors within the 90-minute period by public transport</p> <ul style="list-style-type: none"> <li>LDP allocations currently have poor accessibility results and service frequency</li> </ul>
<p>Difficult for vulnerable users to access public transport, i.e. connections to Aberdeen Rail Station from the city centre</p> 	<ul style="list-style-type: none"> <li>Poor access to public transport for vulnerable users.</li> <li>Key transport nodes within the Region are also not all fully mobility compliant, for example Aberdeen Rail Station</li> </ul>	<ul style="list-style-type: none"> <li>Those with poorest health located in the north of Shire around Banff to Peterhead have no direct bus to City</li> <li>Areas in 20% most deprived in Shire have no direct bus to City</li> </ul>
<p>Lack of public transport capacity on key corridors</p> 	<ul style="list-style-type: none"> <li>Capacity on the rail network is perceived to be a problem in the region, and not fit for purpose</li> <li>Bus services have seen reductions, including to park and ride facilities</li> </ul>	<ul style="list-style-type: none"> <li>ASAM 2017 model outputs have seated capacity on East Coast rail line as 80% and 89% in AM and PM peaks and 70% and 62% on the Inverness Line</li> <li>ASAM also highlights that 7 of 17 P&amp;R sites have an occupancy rate higher than 100%</li> </ul>
<p>Lack of quality, accessible multi-modal interchanges</p> 	<ul style="list-style-type: none"> <li>There is a lack of integration between all of the modes available in the region (Sea, air, road, rail)</li> <li>Multi-modal interchanges are sparse in the region</li> </ul>	<ul style="list-style-type: none"> <li>Bus routes and rail lines are focused on main corridors with the need for several interchanges between modes in rural locations</li> <li>Barriers to Bus report states that 67% of respondents (498) stated that they need to interchange more than once to access work by PT</li> </ul>
<p>Limited funding opportunities</p>	<ul style="list-style-type: none"> <li>There is a perceived lack of essential planned infrastructure projects moving</li> </ul>	<ul style="list-style-type: none"> <li>No applicable data sets available to provide context, however current</li> </ul>







Problems	Stakeholder Context	Data Context
 (Data unavailable)	forward <ul style="list-style-type: none"> <li>Policy and funding barriers (local and national) are viewed as having a key impact on the deliverability of projects</li> </ul>	levels of investment are high with a wide range of key infrastructure improvements underway
Limited integration between land use & transport network 	<ul style="list-style-type: none"> <li>New and expanding development sites are not appropriately integrated in the wider transport network</li> <li>Inappropriate land-use allocations are resulting in a lack of accessibility and increase in congestion</li> </ul>	<ul style="list-style-type: none"> <li>ASAM outputs highlight an average 41% increase in travel time from 2017 to 2037 across all three peak time periods</li> <li>LDP allocations currently have poor bus frequency and coverage (TRACC overlay on LDP allocations)</li> <li>Most new housing allocations located in the south are located along the A90 corridor which could increase north/south travel on this section of road which ASAM 2017 indicates has several links above 85% capacity</li> </ul>
Limited scope for public sector funding for improved bus provision  (Data unavailable)	<ul style="list-style-type: none"> <li>Policy and regulation conflicts with incentives for green/clean public transport provision</li> </ul>	<ul style="list-style-type: none"> <li>No applicable data sets available to provide context</li> </ul>
Local geography constrains ability to create efficient transport system 	<ul style="list-style-type: none"> <li>Relative location of the north east region leads to accessibility issues, specifically to wider national and international opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Air Connectivity shows good number of flights to key destinations in Norway and Amsterdam, much lower number of flights to London compared to Glasgow &amp; Edinburgh</li> <li>Less major cities can be reached within a three-hour travel window by rail compared to Glasgow and Edinburgh, Aberdeen in 3hr window in AM 77 rail</li> </ul>

Problems	Stakeholder Context	Data Context
		stations can be reached directly or indirectly compared to 382 from Edinburgh and 329 from Glasgow
<p>Long journey times to key destinations</p> 	<ul style="list-style-type: none"> <li>Journey time reliability is poor, specifically during peak hours</li> <li>Long journey times by public transport modes to the central belt and beyond</li> <li>In general, the current road system is considered poor and outdated, along with the logic of the trunk network</li> </ul>	<ul style="list-style-type: none"> <li>TRACC analysis highlights long public transport travel times, with almost over 45% of postcodes having a journey time greater than 90 minutes to city centre</li> <li>Less major cities can be reached within a three-hour travel window by rail compared to Glasgow and Edinburgh</li> </ul>
<p>Low cost and relative ease of parking in the city</p> 	<ul style="list-style-type: none"> <li>Parking is perceived as being cheap and easy to access in the city centre, and encourages people to use their car for trips</li> <li>Parking availability at work and at home is in high demand, and often catered for by developers and employers</li> </ul>	<ul style="list-style-type: none"> <li>Average cost of 9hrs parking Aberdeen £11, Edinburgh £19.30, Glasgow £21.04</li> </ul>
<p>Negative health impact from vehicle emissions</p> 	<ul style="list-style-type: none"> <li>Poor air quality in the city centre is caused by congestion and leads to health problems</li> <li>The north east has an over-reliance on fossil fuels</li> </ul>	<ul style="list-style-type: none"> <li>AQMA area covering parts of Market Street, Union Street, King Street, Virginia Street, Commerce Street, Guild Street, Bridge Street, Holdburn Street, Victoria Road, Torry, West North Street, Wellington Road and Anderson Drive/Auchmill Road</li> </ul>
<p>Road infrastructure for freight movements is not always suitable</p> 	<ul style="list-style-type: none"> <li>Roads standards are not good for freight vehicles, specifically the lack of rest and turning areas</li> <li>Freight connections are not considered reliable and time-to-market is a problem</li> </ul>	<ul style="list-style-type: none"> <li>Only 2 recognised Lorry parking facilities/service stations in the area, A96 at Cairnie and A90 at Fordoun</li> </ul>
Oil and gas	<ul style="list-style-type: none"> <li>The current economy is</li> </ul>	<ul style="list-style-type: none"> <li>Around a fifth of the</li> </ul>

Problems	Stakeholder Context	Data Context
<p>dominated economy</p> 	<p>dominated by, and over-reliant on, the oil and gas industry</p> <ul style="list-style-type: none"> <li>Non-oil and gas industries have seen sluggish growth to date</li> </ul>	<p>Aberdeen region employed in Agriculture, Energy &amp; Water</p> <ul style="list-style-type: none"> <li>New business start-up rates are much lower than Glasgow, Edinburgh and Dundee, Aberdeen 5% increase from 2011 – 2016, Glasgow &amp; Edinburgh 48% and 39% Dundee</li> </ul>
<p>Over-reliance on car as main mode of travel</p> 	<ul style="list-style-type: none"> <li>There is a car-based culture in the Aberdeen City Region leading to car dependence as the primary mode of travel</li> <li>Car ownership levels are considered to be very high, leading to difficulties enabling a mode shift</li> </ul>	<ul style="list-style-type: none"> <li>3+ Car availability 12% in Aberdeenshire, 7% higher than national average</li> <li>Car mode share in the City is 58% which is 22% higher than Glasgow, 26% higher than Edinburgh and 13% higher than Dundee</li> <li>Car mode share in Aberdeenshire is 70% which is 8% higher than the Scottish national average and 7% higher than the Scottish Rural Average</li> </ul>
<p>Poor access to the airport from Dyce Rail Station</p> 	<ul style="list-style-type: none"> <li>Access to the airport is generally poor and is isolated from the city and wider region</li> <li>Access to the airport by public transport is poor due to inadequate services and integrated infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Number of postcodes with PT accessibility to airport in under 60 minutes AM-28%, IP-32%, PM-34%, OP-33%. From airport AM-33%, IP-35%, PM-28%, OP-35%</li> </ul>
<p>Public transport options not being competitive when compared to the private car</p> 	<ul style="list-style-type: none"> <li>There is the perception that a lack of smart ticketing is having a negative impact of public transport uptake</li> <li>Public transport is perceived to be less attractive than travelling by car</li> <li>The quality and safety of public transport is considered to be a problem and barrier to a mode shift</li> <li>Bus passengers are often required to complete one or more interchanges in order to reach their destinations</li> </ul>	<ul style="list-style-type: none"> <li>Mode share for travel to work by bus is lower than the comparator cities for Aberdeen, which at 12% is 13% lower than Edinburgh, 6% lower than Glasgow and 2% lower than Dundee</li> <li>Availability of Smartcards and mTicket app indicates smart ticketing is available.</li> <li>Cost of all day parking in city is often cheaper than return rail travel – average price of 9hrs parking £11</li> </ul>
<p>Poor perception of</p>	<ul style="list-style-type: none"> <li>The quality of roads</li> </ul>	<ul style="list-style-type: none"> <li>City and Shire have 4% of all</li> </ul>

Problems	Stakeholder Context	Data Context
<p>road maintenance</p> 	<p>throughout the region is considered to be generally poor and lacks sufficient maintenance</p>	<p>roads categorised as having a condition as red, compared to an average of 10% of roads in the SRA and Scottish national value of 7%</p>
<p>Poor tourism infrastructure and difficult to access attractions</p> 	<ul style="list-style-type: none"> <li>Many tourist attractions and areas of natural beauty are difficult to access other than by car</li> <li>The region is not considered to be tourist friendly</li> </ul>	<ul style="list-style-type: none"> <li>Many locations are located along key routes but involve many interchanges and bus service frequency is poor in rural areas</li> </ul>
<p>Relative isolation of the Aberdeen City Region to Central Belt and poor inter-town connectivity</p> 	<ul style="list-style-type: none"> <li>There are general connectivity issues on the internal and external transport network</li> <li>Inter-town connectivity is poor throughout the region</li> <li>The peripherally and perceived isolation of the north east results in connectivity issues</li> </ul>	<ul style="list-style-type: none"> <li>Less major cities can be reached within a three-hour travel window by rail compared to Glasgow and Edinburgh, Aberdeen in 3hr window in AM 77 rail stations can be reached directly or indirectly compared to 382 from Edinburgh and 329 from Glasgow</li> <li>Barriers to Bus report states that 67% of respondents (498) stated that they need to interchange more than once to access work by PT</li> </ul>
<p>Road safety concerns hinders active travel uptake</p> 	<ul style="list-style-type: none"> <li>The safety of pedestrians and cyclists is a significant problem, especially on rural roads</li> <li>The amount of high capacity, high speed roads are perceived as unsafe by active travel users</li> </ul>	<ul style="list-style-type: none"> <li>27% of all accidents throughout the region in 2016 involved pedestrians or cyclists</li> <li>76% of fatal accidents between 2011-2016 happened in rural locations</li> </ul>
<p>Safety issues on road network</p> 	<ul style="list-style-type: none"> <li>The rural road network, particularly in the north, is considered to be unsafe</li> <li>The trunk road network, particularly on the A90 north and south of Aberdeen, are considered to have accident hotspots</li> </ul>	<ul style="list-style-type: none"> <li>A90 accounted for 9% of all accidents in the region between 2011-2016</li> <li>A96 from Anderson Drive to the north LA boundary accounts for 4% of all accidents</li> <li>76% of fatal accidents</li> </ul>

Problems	Stakeholder Context	Data Context
<p>Unsafe driver behaviour</p> 	<ul style="list-style-type: none"> <li>Dangerous driver behaviour, specifically regarding excessive traffic speeds, is a problem throughout the region</li> </ul>	<p>between 2011-2016 happened in rural locations</p> <ul style="list-style-type: none"> <li>51% of all accidents took place on roads where the speed limit is greater than 50mph</li> <li>70% of fatal accidents occurred on roads where speed limit is greater than 50mph</li> </ul>
<p>Skills shortage for key industries</p> 	<ul style="list-style-type: none"> <li>There is a perceived high number of vacancies in key professions such as health work and teaching</li> <li>Recruitment of young people into the workforce is considered a problem</li> </ul>	<ul style="list-style-type: none"> <li>40% of working population in City employed in skilled professions, equal to the Scottish national figure with Shire 3% under the Scottish average</li> <li>City qualification attainment of level 3 and above 43%, 7% higher than national figure and Shire 1% higher than national level</li> </ul>
<p>AWPR alone will not necessarily solve all problems of connectivity</p> 	<ul style="list-style-type: none"> <li>Uncertainty whether the AWPR will provide the solution that is expected</li> <li>The AWPR will create a physical barrier and result in a loss of amenity</li> </ul>	<ul style="list-style-type: none"> <li>Data from ASAM 2017 shows relief across a number of locations on the Aberdeen road network as a result of AWPR. Although there are no standalone tests with no other infrastructure to full verify this statement.</li> </ul>
<p>Unreliable public transport journey times during peak times and in built up areas</p> 	<ul style="list-style-type: none"> <li>Public Transport reliability is considered a major problem throughout the region</li> <li>Journey times by bus can be very inconsistent and is more often than not slower than most other travel options</li> <li>External and long distance journey times to the central belt and beyond are overly-long and inconsistent</li> </ul>	<ul style="list-style-type: none"> <li>Less major cities can be reached within a three-hour travel window by rail compared to Glasgow and Edinburgh, Aberdeen in 3hr window in AM 77 rail stations can be reached directly or indirectly compared to 382 from Edinburgh and 329 from Glasgow</li> <li>TRACC analysis highlights public transport accessibility from rural locations to city centre are long with 41% of Aberdeen</li> </ul>

Problems	Stakeholder Context	Data Context
		Region postcodes having a journey time of 90mins + to Union Street

Opportunities	Context
Better connect the region as a whole	<ul style="list-style-type: none"> <li>Better use of existing interchanges, and expansions where necessary, to promote modal shift towards sustainable travel</li> <li>Better connectivity to all areas, specifically towns and villages, throughout the region.</li> <li>Build on the relative easy access from the city to rural towns and countryside</li> </ul>
Build on identified successes of park & ride sites	<ul style="list-style-type: none"> <li>Look to opportunities for new or to expand Park and Ride sites at rail interchanges</li> <li>Ensure Park and Ride sites have appropriate public transport connections to key employment or leisure hubs</li> </ul>
Change perception of public transport	<ul style="list-style-type: none"> <li>Investment in the public transport system, especially bus, will improve desirability</li> <li>Better on-board and station rail facilities will increase patronage</li> <li>Potential for collaboration between the public sector and bus operators to successfully drive an improved perception of public transport and an increase in overall public transport mode share across the Region.</li> </ul>
City Centre Masterplan	<ul style="list-style-type: none"> <li>Successful implementation of the City Centre Masterplan, and the subsequent Roads Hierarchy, could reduce car use and promote use of sustainable travel</li> <li>Improvement of the urban realm will enhance Aberdeen City as a desirable destination</li> </ul>
Increased positive growth in rail patronage	<ul style="list-style-type: none"> <li>New rolling stock will continue to build on the well-used rail network.</li> <li>Future increase in number of services and capacity on key services and corridors will make rail travel more desirable</li> </ul>
Committed rail developments including Kintore Station and Programme of Rail Revolution	<ul style="list-style-type: none"> <li>The Rail Revolution proposals will help mitigate against further capacity issues and encourage increased rail mode share</li> <li>Kintore Station opening could lead to other new stations being opened throughout the region</li> <li>Development of the Crossrail project would enhance accessibility and connectivity throughout the region by rail</li> </ul>
Recent digital connectivity improvements can reduce the need to travel	<ul style="list-style-type: none"> <li>Improvement in digital connectivity can influence travel choices and will reduce the need to travel</li> <li>Widespread mobile connectivity will lead to smarter travel and can increase productivity</li> </ul>
Economic benefit of	<ul style="list-style-type: none"> <li>Opportunities to build on long term airport growth and increase</li> </ul>

Opportunities	Context
an airport well integrated with the city region	<p>economic opportunities</p> <ul style="list-style-type: none"> <li>Rationalise and improve existing links to the airport from the city and wider region to allow enhanced accessibility</li> </ul>
Continued Economic growth	<ul style="list-style-type: none"> <li>Take advantage of wide range of industries in operation across the towns and rural areas to effectively diversify the economy</li> <li>City Deal focus on economic growth will help to stimulate the north east economy and drive employment</li> </ul>
Freight efficiency benefits from AWPR	<ul style="list-style-type: none"> <li>Completion of the AWPR will improve Freight links and reduce the time to market for goods</li> <li>Accessibility benefits from the AWPR increase the desirability of business to locate in the north east</li> </ul>
Growth (economic, employment and tourism) generated by new harbour	<ul style="list-style-type: none"> <li>The new harbour will generate increased tourism opportunities, especially in the wider city region</li> <li>Growth in the new harbour may lead to regeneration opportunities</li> </ul>
Health benefits associated with an increase in walking and cycling	<ul style="list-style-type: none"> <li>Growth in active travel can lead to physical and mental health benefits</li> <li>Health benefits linked with increased active travel can save costs in the NHS</li> </ul>
High quality of life in the Aberdeen city region	<ul style="list-style-type: none"> <li>The Aberdeen City Region has a high quality of life with high employment and low poverty</li> <li>The attractive towns and villages of the region, as well as the swathes of scenic landscapes provide a wide range of opportunities</li> </ul>
Improved regional accessibility will facilitate change towards more sustainable movements	<ul style="list-style-type: none"> <li>New residential, commercial and industrial developments should have direct linkages by sustainable modes</li> <li>Increased accessibility and new infrastructure can rebalance the modal split in the city centre</li> </ul>
Improved regional connectivity will facilitate change towards more sustainable movements	<ul style="list-style-type: none"> <li>Less road building and more focus on sustainable infrastructure will improve sustainable connectivity</li> </ul>
Continuing improvements to road safety	<ul style="list-style-type: none"> <li>AWPR has the potential to improve road safety in the wider city centre and peripheral towns</li> <li>Road safety on long distance strategic links is improving and can be built upon</li> </ul>
Increase collaboration between government	<ul style="list-style-type: none"> <li>Better partnership working between all levels of public, private and voluntary sectors will lead to an improved transport system</li> </ul>



Opportunities	Context
and business	<ul style="list-style-type: none"> <li>• Opportunity to learn from exemplar cities on reducing congestion and improving use of sustainable modes</li> <li>• Planning and transport policy can direct better land use and transport linkages, and facilitate technological advances</li> </ul>
Local existing high skills base	<ul style="list-style-type: none"> <li>• High skill and education base increase potential to diversify the economy</li> <li>• Retention of skilled workforce is key to growing the economy</li> </ul>
Lock in AWPR benefits	<ul style="list-style-type: none"> <li>• The opening of the AWPR will provide the opportunity for the more effective and efficient movement of goods</li> <li>• The AWPR can facilitate change the city centre traffic network, allowing for opportunities to promote sustainable modes</li> <li>• AWPR will relieve congestion on the arterial routes in and around Aberdeen allowing for the implementation of a new roads hierarchy</li> </ul>
Make bus more competitive with car	<ul style="list-style-type: none"> <li>• Better use of corridors, allowing for competitive public transport journey times and reliability</li> <li>• Improve public transport connectivity through better allocation of routes and capacity on key services</li> </ul>
Move towards a less car dependent region	<ul style="list-style-type: none"> <li>• Opportunity to change car dominated culture in the north east</li> <li>• Increase the concept of a sharing economy, through car clubs and Mobility as a Service</li> </ul>
Move towards higher density and well located developments to reduce the need to travel by car	<ul style="list-style-type: none"> <li>• A focus on integrating development opportunities and growth areas with the transport network will reduce the need to travel long distances</li> <li>• A focus on higher density housing will increase the likelihood of public transport and active travel use</li> </ul>
Quality sustainable travel provision shown to increase uptake of these modes	<ul style="list-style-type: none"> <li>• The implementation of quality, safe active travel infrastructure will reduce the barriers to active travel uptake</li> <li>• Balancing the mode share can be aided through proportional funding</li> <li>• Chance to enact a real behaviour change away from the private vehicle to active travel</li> </ul>
Reduced emissions will improve air quality	<ul style="list-style-type: none"> <li>• Low emissions zones will help reduce harm pollution in the most congested areas of Aberdeen</li> <li>• Low emissions zones can provide the opportunity to change from traditional car use to sustainable transport, including electric vehicles</li> </ul>
Technology as a way of improving transport network efficiency	<ul style="list-style-type: none"> <li>• New approaches to technology influences transport choice and travel patterns</li> <li>• General public acceptance that sustainable technologies are beneficial to the environment and can improve the efficiencies of travel</li> <li>• Traffic management techniques will aid in the reduction of congestion and long journey times</li> </ul>
Develop the Tourism	<ul style="list-style-type: none"> <li>• Potential for the tourism industry to grow rapidly with the new</li> </ul>



Opportunities	Context
offering	<p>harbour delivering large influxes of tourists</p> <ul style="list-style-type: none"> <li>• Tourism leads to business opportunities, thus delivery economic opportunities</li> </ul>
Travel planning can result in behaviour change	<ul style="list-style-type: none"> <li>• Travel planning can lead to more efficient and sustainable movements in the workplace and at home</li> </ul>
Maximise access to new harbours	<ul style="list-style-type: none"> <li>• Increased accessibility, including new infrastructure can rebalance the modal split to the new harbours</li> <li>• Accessibility to and from the new harbours can increase tourism opportunities in the wider city region</li> </ul>
Incorporation of high quality active travel provision as part of City Centre Masterplan	<ul style="list-style-type: none"> <li>• Chance to enact a real behaviour change in the city centre away from the private vehicle to active travel</li> <li>• The implementation of quality, safe active travel infrastructure will reduce the barriers to active travel uptake</li> </ul>

### Appendix B

#### Key Themes Linked to Problems and Opportunities

Problems	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
City centre journey time reliability issues during peak times	✓	✓	✓	✓		✓	
Constrained road capacity in the city centre	✓	✓	✓	✓		✓	
Constrained road capacity on key corridors into city centre	✓	✓	✓	✓		✓	
Difficult for vulnerable users to access public transport, i.e. connections to Aberdeen Rail Station from the city centre			✓			✓	
Growing & ageing population		✓	✓	✓	✓		

Problems	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
High cost of travelling			✓		✓		
High traffic volumes into city during peak times	✓	✓	✓	✓		✓	
Key corridors in region suffer journey time reliability issues during peak times	✓	✓	✓	✓		✓	
Lack of alternative vehicular routes	✓	✓	✓	✓		✓	
Lack of high capacity road network provision	✓	✓	✓			✓	
Lack of high quality connected active travel provision	✓	✓	✓		✓	✓	
Lack of high speed internet access		✓	✓	✓	✓		
Lack of public transport accessibility	✓		✓		✓	✓	
Lack of public transport capacity			✓	✓	✓	✓	

Problems	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
on key corridors							
Lack of quality, accessible multi-modal interchanges	✓	✓	✓		✓	✓	
Limited funding opportunities		✓		✓	✓	✓	✓
Limited integration between land use & transport network	✓	✓	✓		✓	✓	✓
Limited scope for public sector funding for improved bus provision			✓				✓
Local geography constrains ability to create efficient transport system	✓	✓	✓		✓		
Long journey times to key destinations	✓	✓	✓			✓	
Low cost and relative ease of parking in the city			✓		✓		✓

Problems	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
Negative health impact from vehicle emissions		✓	✓		✓	✓	
Oil and gas dominated economy	✓			✓			✓
Over-reliance on car as main mode of travel	✓		✓		✓	✓	
AWPR alone will not necessarily solve all problems of connectivity	✓			✓		✓	✓
Poor access to the airport from Dyce Rail Station	✓					✓	
Public transport options not being competitive when compared to the private car			✓		✓	✓	
Poor perception of road maintenance						✓	✓
Poor tourism infrastructure and				✓		✓	

Problems	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
difficult to access attractions							
Relative isolation of the Aberdeen City Region to Central Belt and poor inter-town connectivity	✓	✓		✓		✓	
Road infrastructure for freight movements is not always suitable	✓			✓		✓	✓
Road safety concerns hinders active travel uptake			✓			✓	
Safety issues on road network			✓		✓		
Skills shortage for key industries				✓			✓
Unreliable public transport journey times during peak times and in built		✓	✓		✓	✓	

Problems	Connections to core growth areas	Maintaining and creating a desirable place to live and work	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
up areas							
Unsafe driver behaviour			✓		✓		
Vehicle dominant mode in city centre	✓	✓	✓	✓		✓	

Opportunities	Connections to core growth areas	Maintaining and creating a desirable place to live, work and visit	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
Better connect the region as a whole	✓			✓		✓	✓
Build on identified successes of park & ride			✓				
Change perception of public transport		✓	✓		✓	✓	✓
City Centre Masterplan	✓	✓	✓			✓	✓
Increased positive growth in rail patronage	✓	✓	✓	✓		✓	
Committed rail developments including Kintore Station and Programme of Rail Revolution	✓	✓	✓	✓		✓	
Recent digital connectivity improvements can reduce the need to travel		✓	✓	✓	✓		
Economic benefit of an airport well integrated with the city region	✓			✓		✓	✓
Continued Economic growth			✓	✓			
Freight efficiency benefits from AWPR	✓			✓		✓	



Opportunities	Connections to core growth areas	Maintaining and creating a desirable place to live, work and visit	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
Growth (economic, employment and tourism) generated by new harbour				✓		✓	✓
Health benefits associated with an increase in walking and cycling		✓	✓				
High quality of life in the Aberdeen city region		✓		✓		✓	
Improved regional accessibility will facilitate change towards more sustainable movements	✓	✓	✓		✓	✓	
Improved regional connectivity will facilitate change towards more sustainable movements	✓	✓	✓		✓	✓	
Continuing improvements to road safety					✓	✓	✓
Increase collaboration between government and business				✓			✓

Opportunities	Connections to core growth areas	Maintaining and creating a desirable place to live, work and visit	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
Local existing high skills base		✓		✓			✓
Lock in AWPR benefits	✓	✓	✓	✓		✓	
Make bus more competitive with car		✓	✓		✓		
Move towards a less car dependent region		✓	✓		✓		
Move towards higher density and well located developments to reduce the need to travel by car	✓	✓	✓		✓		
Quality sustainable travel provision shown to increase uptake of these modes		✓	✓			✓	
Reduced emissions will improve air quality		✓	✓				
Technology as a way of improving transport network efficiency	✓	✓	✓			✓	

Opportunities	Connections to core growth areas	Maintaining and creating a desirable place to live, work and visit	Increasing travel choices for all	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a resilient and socially inclusive transport system	Improving strategic connectivity	Expanding opportunities for effective partnerships
Develop the tourism offering				✓		✓	✓
Travel planning can result in behaviour change	✓	✓	✓			✓	
Maximise access to new harbours	✓			✓		✓	
Incorporation of high quality active travel provision as part of City Centre Masterplan		✓	✓				

Appendix C

Key Themes
Connections to and integration of core growth areas
Maintaining and enhancing the natural & built environment so that the region remains a desirable place to live, work and visit
Increasing travel choices for all
Reducing the need to travel
Supporting key sectors and facilitating increased diversification of the region's economy
Creating a safe, resilient and socially inclusive transport system
Improving strategic connectivity
Overlapping Themes

Outcomes/Themes from Policy								
National Transport Strategy (emerging)	National Transport Strategy (current)	Regional Transport Strategy	Aberdeen City Transport Strategy	Aberdeenshire Transport Strategy	Regional Economic Strategy	Strategic Development Plan	Strategic Infrastructure Plan	Aberdeen City Region Deal
Helps our economy prosper	Improved journey times and connections - tackle congestion and improve integration	Improvement in economic performance through to better access to jobs and employment land	Increased modal share for public transport and active travel	Reduce non-sustainable journeys	Investment in Infrastructure	Provide a strong framework for investment decisions which help to grow and diversify the regional economy	A step change in the supply of housing	Developing world class innovation in the oil and gas sector
Promotes equality	Reduced emissions to tackle climate change and improve air quality and health	Support a stabilisation in car miles: technological and other benefits in terms of emissions reductions	Reduced need to travel and dependence on the private car	Increase active travel	Innovation	Take on the urgent challenges of sustainable development and climate change	High quality digital connectivity at home and at work	Improving connectivity
Improves our health and wellbeing	Improved quality, accessibility and affordability of alternatives to car	Increased mode share by public transport	Improved journey time reliability for all modes	Make travel more effective	Inclusive Economic Growth	People, homes and jobs to support the level of services and facilities needed to maintain and improve the quality of life	Better local transport	Increasing trade and investment
Takes Climate Action		Improved accessibility to key locations (particularly universities and hospitals)	Improved road safety	Improve health	Internationalisation	Protect and improve our valued assets and resources	The skills and labour that Aberdeen needs to thrive	Supporting the expansion of Aberdeen Harbour
			Improved air quality and environment	Reduce carbon emissions from transport		Help create sustainable mixed communities, and the associated infrastructure	A better image for Aberdeen	
			Improved accessibility to transport for all			Make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices.		



# E

## Appendix

### TPO Tables

TPO	TPO 1: Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users		
<b>Definition</b>	Focus is on alleviating the problems and addressing the opportunities related to access to and the sustainability of the Aberdeen City Region transport system as a whole. The transport system includes the road, rail, and active travel networks and the various services (including bus, rail, taxi and freight) that operate on them. All users are included with particular recognition given to disadvantaged and vulnerable users to both improve access to potential employment and key services, and ultimately their quality of life.		
<b>Relevant Themes</b>	<ul style="list-style-type: none"> <li>• Maintaining and enhancing the natural &amp; built environment so that the region remains a desirable place to live, work and visit;</li> <li>• Increasing travel choices for all;</li> <li>• Creating a safe, resilient and socially inclusive transport system.</li> </ul>		
<b>What's the North East Problem /Opportunity?</b>	<p><b>Key Problems &amp; Opportunities</b></p> <p>Much of the road network in the Region is currently dominated by car movements, particularly on key routes into Aberdeen (such as A90, A96, A944 and Anderson Drive) and within the City Centre. Car ownership in the region is high, particularly so for the proportion of households with access to two or more vehicles, and combined with the wide geographic area and hence longer average travel distances means car usage remains high.</p> <p>Access to and the provision of alternative travel options can be limited, particularly in the rural areas and away from the main radial travel corridors into Aberdeen City Centre, and can make public transport often uncompetitive with private car. As a result, those without access to a car may be more restricted in their potential to access employment and services. This particularly impacts the more disadvantaged and vulnerable users.</p> <p>The duration and unreliability of journey times for bus services in the region (as a result of long travel distances and heavy traffic volumes on key routes during peak periods), relatively high ticket prices and frequent requirement to travel into the city centre to interchange with other services serve to constrain public transport mode share.</p> <p>Bus services generally operate on a commercial basis which means that routes that do not make money may be withdrawn. In some cases, Aberdeenshire or Aberdeen City Councils have had to provide funding to support vital services but significant budget pressures can make this particularly challenging.</p> <p>Key transport nodes within the Region are also not all fully mobility compliant, for example Aberdeen Rail Station – whilst access within and immediately around the station are mostly compliant, links from the wider area are often stepped access. This disproportionately impacts particular groups, such as the mobility impaired, further restricting their access to services, employment and leisure facilities.</p> <p>Additionally, perceived and real safety concerns as a result of direct conflict between vehicles and active modes of travel may serve to limit the uptake of active travel modes on key corridors and within the city centre.</p> <p>There are a number of opportunities around access to sustainable travel however; initiatives such as the City Centre Masterplan, Revolution in Rail, Kintore Station, growing active travel networks and increased government funding for active travel are likely to assist with this Objective.</p>		<p><b>Evidence Context</b></p> <p>At 58% Aberdeen City has a significantly higher car mode share than Edinburgh (32%), Glasgow (36%) and Dundee (45%), at 70% Aberdeenshire car mode share is higher than all cities and both the Scottish national average (62%) and Scottish Rural Average (63%);</p> <p>Car availability is significantly higher in Aberdeenshire than all other areas for households with two or more cars available, at 34% which is 12% higher than the national average and 9% higher than the Scottish Rural Average. Aberdeen City, at 19% also has a high level of car availability which is 5% higher than Edinburgh and Dundee and 9% higher than Glasgow.</p> <p>Since 2011, total vehicle kilometres in both Aberdeen City and Aberdeenshire has increased by 3% and 8% respectively, compared to 5% nationally.</p> <p>Mode share for travel to work by bus is lower than the comparator cities for Aberdeen, which at 12% is 13% lower than Edinburgh, 6% lower than Glasgow and 2% lower than Dundee. The picture is more mixed for Aberdeenshire which, at 4% mode share, is on a par with the Scottish Rural Average but 6% lower than the national average.</p> <p>On average around 50% of postcodes in the region cannot reach any of the top 13 employment attractors within the 90-minute period by public transport.</p> <p>Whilst cycle mode shares across the comparator areas are very similar, walk mode share for Aberdeen City (15%) is 12% lower than Dundee, 10% lower than Edinburgh and 7% lower than Glasgow. Equally the walk mode share for Aberdeenshire (8%) is 4% lower than the Scottish Rural Average and 2% lower than the national average.</p> <p>27% of all accidents in 2016 involved a pedestrian or cyclist in the Aberdeen Region. Whilst over one in four accidents, this is lower than Edinburgh (47%), Glasgow (38%) and across Scotland in general (29%).</p>
<b>Outcomes</b>	<p>Successful interventions would be expected to:</p> <ul style="list-style-type: none"> <li>• Reduce the impact from the transport system on the region's environment, and enhances it where possible. The Aberdeen City Centre Masterplan is an example of a mechanism that will set the framework to prioritise bus access, relocate vehicle movements and improve the quality of urban space within the city centre.</li> <li>• Increase the number of travel choices available for key journeys with a particular focus on making the alternatives to private car more attractive. For example, the Regional and Local policies i.e. the Nestrans Regional Transport Strategy, the Aberdeen City and Shire Strategic Development Plan and the Aberdeen City &amp; Aberdeenshire Local Transport Strategies will promote initiatives around improving accessibility and inclusion, i.e. public transport improvement schemes.</li> <li>• Increase the number of people using active travel modes, which are either free or low cost and beneficial to health. For example, the Grampian Health and Transport Action Plan which aims to reduce the adverse impacts of transport choices on public health</li> </ul>		



TPO	TPO 2: Reduce the business costs of transport for all sectors of the economy to realise the aspirations of the Regional Economic Strategy	
Definition	Focus is on improving the competitiveness of businesses in the region, which is a key aspiration of the City Region Deal. The objective should be one that promotes the local economy by improving connectivity to the transport network for businesses to efficiently and effectively access key markets. Additionally, a focus will be on addressing key problems such as transport related costs, long journey times and journey time reliability. As part of improving effective partnerships across bodies, participation and discussions should involve other key transport links including both air and maritime transport to improve strategic access to both domestic and international markets, and increase the competitiveness of the Aberdeen Region.	
Relevant Themes	<ul style="list-style-type: none"><li>• Connections to and integration of core growth areas;</li><li>• Supporting key sectors and facilitating increased diversification of the region's economy;</li><li>• Improving strategic connectivity</li></ul>	
What's the North East Problem/ Opportunity?	<p><b>Problems &amp; Opportunities</b></p> <p>Many of the Region's businesses rely heavily on the movement of materials, manufacturing of goods, provision of services and movement of people and goods. The oil industry in particular is reliant on the timely movement of oilfield equipment around the region and to key bases including harbours. Additionally, food processors often need to get their finished goods to market quickly; the area has long supply chains due to distance from the central belt, and geographic spread of settlements. Efficient access to clients, to labour and to suppliers internally within the Region and to Scotland and the rest of the UK, is therefore critical to business efficiency and to economic growth in the Region.</p> <p>However, a number of routes on the Region's road network experience high traffic volumes and additional delay, particularly key routes in and around Aberdeen (such as A90, A96, A944, A956 Wellington Road / Market Street and Anderson Drive). Connections to the north (in particular the A90, A947 and A96) are constrained by large sections of single carriageway. This results in extended and unreliable journey times, driver frustration and potential safety issues that impact on business performance. Access to key markets by rail (for the movement of goods and people) is also constrained by a lack of capacity and relatively long journey times.</p> <p>The current lack of a high quality orbital route around Aberdeen means that business movements can be impacted significantly by deteriorating journey time reliability, particularly for movements between areas to the north and south of Aberdeen. Although at different stages of delivery, the Aberdeen Western Peripheral Route along with Diamond Bridge, Bridge of Dee improvements and Haudagain junction improvements are significant interventions that will contribute to addressing this specific issue.</p> <p>Much of the Region's land use planning is focussed on locating transport reliant sectors (i.e. off-shore supply) close to each other to reduce the amount of travel needed (to benefit from symbiotic relationships), and in proximity to key transport interchanges such as the harbour (including the new South Aberdeen Harbour) and the airport. The presence of an international airport opens up opportunities to access key markets, indeed the airport has significant business patronage.</p> <p>There are significant opportunities around technology (improved digital connectivity, freight planning and consolidation and transport system optimisation) which is likely to reduce transport costs to businesses.</p>	<p><b>Context</b></p> <p>The Region has a high performing economy - regional GVA Growth (1997-2015) shows Aberdeen City growth at 107% and Aberdeenshire at 135% compared to City of Edinburgh at 112%, Glasgow City at 92%, Dundee City at 68% and SRA 87%.</p> <p>Traffic modelling data (ASAM 2017) highlights several links over 75% capacity including on Wellington Road, Bridge of Dee, A956 south of Bridge of Don, A90 south of Ellon and A96 through Inverurie. Additionally, modelling highlights several junctions over 85% capacity including Wellington Road, A90 both north and south approaches to city centre, and A947 both north and south of Dyce Future scenario runs show this situation to deteriorate approximately in line with development, highlighting a requirement for future infrastructure investment. Outputs highlight an average 41% increase in travel time from 2017 to 2037 across all three time periods</p> <p>Traffic counts on key corridors into the city centre highlight that approximately 38% of all traffic enters/leaves the city during the combined AM/PM peak periods</p> <p>There was an increase in vehicle KMs in both City and Shire between 2011-2016 of 3% and 8% compared to Scottish national increase of 5%</p> <p>Less major cities, towns and local rail stations can be reached within a three-hour travel window by rail from the region than Glasgow and Edinburgh; Aberdeen in 3hr window in AM 77 rail stations can be reached directly or indirectly compared to 382 from Edinburgh and 329 from Glasgow</p> <p>Aberdeen International Airport is the third largest airport within Scotland, providing direct and frequent flights to the rest of the UK and key European locations such as Amsterdam and Scandinavia. Additionally, the airport is the best-connected airport for UK to UK flights, which is a crucial aspect due to the propensity of the airport to be used for business flights. In 2013, 61% of all passengers from Aberdeen City Airport were business travellers, compared to 30% at Edinburgh Airport and 27% at Glasgow Airport. The growth in passenger numbers has remained fairly static overall since 2011, although 2017 has now seen a return to increased passenger numbers.</p>
Expected Outcomes	<p>Successful interventions would be expected to:</p> <ul style="list-style-type: none"><li>• Contribute to core growth areas being well connected to and integrated with existing land-uses and the transport network. The Regional and Local planning and transport policies i.e. the Nestrans Regional Transport Strategy, the Aberdeen City and Shire Strategic Development Plan and the Aberdeen City &amp; Aberdeenshire Local Development Strategies, will govern and promote effective land-use and transport integrations over the next 15 years.</li><li>• Improve the efficiency of the transport system's access to key markets, i.e. reduce journey times and improve journey time reliability. For example, the Aberdeen Western Peripheral Route will contribute significantly to this as will the Wellington Road Multi-Modal Corridor Study.</li><li>• Improve the Region's competitiveness such that it is not relatively disadvantaged by the transport system compared with other regions due to its peripheral location. For example, the Programme of Rail Revolution and proposals to Dual the A96 by aiming to improve connections to external areas.</li></ul>	



<b>TPO</b>	<b>TPO 3: Reduce the adverse impacts of transport on public health and the natural and built environment.</b>	
<b>Definition</b>	Focus is on alleviating transport related problems that adversely impact upon the quality of life in the region, including vehicle emissions and accidents, whilst maintaining and enhancing the high quality of the natural and built environment, which is a key factors in attracting and retaining a skilled workforce and tourism to the region. This will encompass opportunities linked to new technologies and initiatives, such as electric/hydrogen vehicles and Mobility as a Service.	
<b>Relevant Themes</b>	<ul style="list-style-type: none"> <li>Maintaining and enhancing the natural &amp; built environment so that the region remains a desirable place to live, work and visit;</li> <li>Increasing travel choices for all;</li> <li>Reducing the need to travel</li> </ul>	
<b>What's the North East Problem/Opportunity?</b>	<p><b>Problems &amp; Opportunities</b></p> <p>The Region is well known for its outstanding natural and built environment and this is one of the reasons people choose to live and visit. However, although it is recognised that if the wider transport network is not performing well this can have a negative impact on the attractiveness of the region.</p> <p>Key areas of the road network, particularly around Aberdeen City Centre (i.e. Market Street, Union Street and King Street) are physically constrained, experience high peak period traffic volumes and have relatively high proportions of slow moving heavy duty vehicles (such as HGVs and buses). These factors combine to contribute to high concentrations of vehicle emissions (Nitrogen Dioxide and Particulate Matter) which have necessitated the designation of an Air Quality Management Area around the City Centre. Poor air quality impacts negatively on health and wellbeing, and can result in undesirable consequences such as creating barriers to increasing active travel modes (such as walking and cycling) within the urban environment.</p> <p>High traffic volumes within a city centre context can also be detrimental to the retail and service sector performance; the resulting emissions and potential safety concerns can reduce the attractiveness of the urban centres, and discourage people from spending time in these areas.</p> <p>With higher vehicle numbers across many parts of the Region's road network, and distances travelled increasing above the national average, Carbon Dioxide emissions from the Region are likely to be contributing negatively towards global climate change.</p> <p>The declining bus offering (through service withdrawal/reduction through insufficient levels of demand) is limiting the opportunities to travel by bus throughout the Region and it is often seen as uncompetitive when compared to the private car.</p> <p>There are however a number of opportunities to reduce the environmental impact of vehicles including the uptake of lower or zero emission (e.g. electric and hydrogen) vehicles, the introduction of targeted demand management in selected areas (i.e. AQMAs) and land use planning with a focus on reducing the need to travel, improving the coverage and quality of the sustainable travel network, using technology to more efficiently plan travel (e.g. MaaS) and digital connectivity to reduce the need to travel. The investment in rail (e.g. Revolution in Rail, and Kintore Station) presents an opportunity for increase share of more sustainable transport modes.</p>	<p><b>Context</b></p> <p>Tourism numbers for the Region have grown year on year and the region is one of the most visited in the UK. Aberdeen ranked 7th of all places in the UK as a location to have a weekend break (Laterooms 2017). The Region boasts Europe's largest whisky trail, over 300 castles / country houses and historic ruins, 55 golf courses, one National Park, five snow sports centres, one Royal Home and over 165 miles of coastline containing some of the best locations for dolphin spotting.</p> <p>At 58% Aberdeen City has a significantly higher car mode share than Edinburgh (32%), Glasgow (36%) and Dundee (45%), at 70% Aberdeenshire car mode share is higher than both the Scottish national average (62%) and Scottish Rural Average (63%).</p> <p>Since 2011, total vehicle kilometres in both Aberdeen City and Aberdeenshire has increased by 3% and 8% respectively, compared to 5% nationally.</p> <p>There is an Air Quality Management Area for Nitrogen Dioxide and Particulate Matter (which has a detrimental impact on people and the environment) covering parts of Market Street, Union Street, King Street, Virginia Street, Commerce Street, Guild Street, Bridge Street, Holdburn Street, Victoria Road, Torry, West North Street, Wellington Road and Anderson Drive/Auchmill Road.</p> <p>A number of new housing allocations located in the south are located along the A90 corridor that could increase north/south travel on this route, which the ASAM 2017 model outputs indicate has several links above 85% capacity. Analysis of proposed Local Development Plan land-use allocations over time compared with the current public transport network shows a number of these areas are likely to have a relatively sparse route coverage and service frequency.</p>
<b>Expected Outcomes</b>	<p>Successful interventions would be expected to:</p> <ul style="list-style-type: none"> <li>Reduce the impact from the transport system on the Region's environment, and enhance it where possible. For example, the Aberdeen Air Quality Action Plan aims to improve local air quality through a range of targeted interventions.</li> <li>Increase the number of travel choices available for key journeys with a particular focus on making the alternatives to private car more attractive. For example, Regional and Local policies i.e. the Nestrans Regional Transport Strategy, the Aberdeen City and Shire Strategic Development Plan and the Aberdeen City &amp; Aberdeenshire Local Transport Strategies, will promote initiatives around improving accessibility, i.e. public transport improvement schemes, over the next 15 years.</li> <li>Reduce the need to travel such that alternative means are available to provide the region's residents the ability to fulfil more of their needs / responsibilities. For example, one of the six key project areas for the Aberdeen City Region Deal is improving Digital Infrastructure which will make home working easier.</li> </ul>	

TPO	TPO 4: Improve the integration of transport and land use to reduce the need to travel by private car		
Definition	Focus is on addressing problems that act as barriers to linking employment, retail / leisure and residential areas with a sustainable, connected public transport and active travel network to reduce the need to travel by private car. Additionally, a focus will be on creating a high quality digital network to reduce the need for travel.		
Relevant Themes	<ul style="list-style-type: none"><li>• Connections to and integration of core growth areas;</li><li>• Maintaining and enhancing the natural &amp; built environment so that the region remains a desirable place to live, work and visit;</li><li>• Reducing the need to travel;</li><li>• Supporting key sectors and facilitating increased diversification of the region's economy</li></ul>		
What's the North East Problem/ Opportunity?	<p><b>Problems &amp; Opportunities</b></p> <p>Whilst Aberdeen is the third largest city in Scotland, the Region is predominately rural in nature (covering an area in excess of 6,300km<sup>2</sup>). With Aberdeenshire's largest town, Peterhead, being less than 1/10th the population of Aberdeen, the city provides the majority of employment and services in the Region. Subsequently there is a significant draw to the eastern part of the region, and higher than average travel distances to work for Aberdeenshire residents (almost half travel further than 10km to work).</p> <p>Car ownership across the Region is high, particularly the proportion of households with access to two or more vehicles in Aberdeenshire. With travel distances in Aberdeenshire also being relatively long, and public transport often being seen as an uncompetitive mode of travel, this results in high levels of car use. Car usage within Aberdeen City is also high, despite the fact that journey to work distances are generally lower than the national average (the majority of journeys (80%) are under 10km in length).</p> <p>The longer travel distances and the geographic spread of the population make it more difficult to provide economically sustainable public transport to all areas of the Region. This also presents a challenge in encouraging greater use of active travel models. Current levels of access to digital networks, i.e. mobile or broadband, vary significantly throughout the Region. Where levels of access are poor, this limits individual's ability to work from home.</p> <p>However, there is a clear link to increasing the level of integration of transport and land-use to facilitate reductions in the need to travel and increased modal choice / change. Locating multi-modal (bus, rail and active travel) interchanges at key catchments nodes to allow travel for at least part of a journey by modes other than car, and removing the need to travel completely through increased digital connectivity represent further opportunities.</p>	<p><b>Context</b></p> <p>At 58% Aberdeen City has a significantly higher car mode share than Edinburgh (32%), Glasgow (36%) and Dundee (45%), at 70% Aberdeenshire car mode share is higher than both the Scottish national average (62%) and Scottish Rural Average (63%).</p> <p>Car availability is significantly higher in Aberdeenshire at 34% than all other areas for households with two or more cars available, which is 12% higher than the national average and 9% higher than the Scottish Rural Average. Aberdeen City, at 19% also has a relatively high level of car availability and is 5% higher than Edinburgh and Dundee and 9% higher than Glasgow.</p> <p>The increase in vehicle KMs travelled in Aberdeen City and Aberdeenshire is 3% and 8% respectively between 2011 and 2016, compared to Scottish national increase of 5%.</p> <p>On average around 50% of postcodes in the region cannot reach any of the top 13 employment attractors within the 90-minute period by public transport. Aberdeenshire areas which are identified as SIMD 20% most deprived currently have no direct bus to Aberdeen City Centre.</p> <p>Local Development Plan allocations compared with the existing public transport network shows that there would continue to be a lack of provision to provide alternatives to the private car. Additionally, a number of new housing allocations located in the south are located along the A90 corridor that could increase north/south travel on this route, which ASAM 2017 model outputs indicate has several links above 85% capacity.</p> <p>Lower levels of existing access to Ultrafast Broadband (speeds in excess of 100 mbps) within Aberdeen City representing 0.4% of the population and Aberdeenshire at 0.3% of the population, compared to Scottish national average of 43%, with only 63.5% of the Aberdeenshire population having access to 4G services.</p>	
Expected Outcomes	<p>Successful interventions would be expected to:</p> <ul style="list-style-type: none"><li>• Contribute to core growth areas being well connected to and integrated with existing land-uses and the transport network. For example, the Regional and Local policies i.e. the Nestrans Regional Transport Strategy, Aberdeen City and Shire Strategic Development Plan and the Aberdeen City &amp; Aberdeenshire Local Transport Strategies will govern and promote measures to maximise integration, connectivity and accessibility.</li><li>• Reduce the impact from the transport system on the region's environment, and enhance it where possible. For example, the Aberdeen Air Quality Action Plan aims to improve local air quality through a range of targeted interventions such as traffic management (e.g. Intelligent Traffic Systems) and modal shift initiatives (e.g. active travel infrastructure and education programmes).</li><li>• Increase the number of travel choices available for key journeys with a particular focus on making the alternatives to private car more attractive. For example, the Nestrans Bus Action plan which outlines a series of measures to improve bus services across the region.</li><li>• Improve the efficiency of the transport system's access to key markets, i.e. reduce journey times and improve journey time reliability. For example, the Aberdeen City and Shire Strategic Development Plan and the Aberdeen City &amp; Aberdeenshire Local Development Plans which aim to promote mixed use and linked development where possible to reduce travel or travel distances.</li></ul>		

TPO	TPO 5: Improve the relative competitiveness of public transport compared to the private car	
Definition	Focus is on addressing problems and opportunities with regards to the perception that public transport is not currently a desirable alternative to the private car due to factors such as limited public transport network coverage within the region and cross-boundary, unreliable journey times and the low cost of parking availability within the city centre.	
Relevant Themes	<ul style="list-style-type: none"> <li>• Connections to and integration of core growth areas;</li> <li>• Maintaining and enhancing the natural &amp; built environment so that the region remains a desirable place to live, work and visit;</li> <li>• Increasing travel choices for all;</li> <li>• Creating a safe, resilient and socially inclusive transport system</li> </ul>	
What's the North East Problem/ Opportunity?	<p><b>Problems &amp; Opportunities</b></p> <p>Due to the rural nature of the Region and the geographic spread of the population, it is challenging to provide an extensive and inclusive public transport network. Bus service provision operates within a deregulated market such that most services require to operate at a profit. Whilst socially necessary services are supported by Aberdeen City and Aberdeenshire Councils, funding for these services continues to come under severe pressure.</p> <p>Bus service provision in the Region is therefore typically focused on the radial corridors that link the other main population centres with Aberdeen City (i.e. A90 (north and south of Aberdeen), A96, A944 and A93). Out with these corridors, and further from the outskirts of Aberdeen, bus service provision reduces markedly along with population density. Even along strategic corridors and within the City, services have seen a gradual reduction particularly the late night and weekend services, and results in impacts on improving social inclusion.</p> <p>Journeys to destinations out with Aberdeen and peripheral areas of the City often must first travel into the city centre to interchange and then travel back to the intended destination, which is a disincentive to many potential bus users. Bus mode share is relatively low, with season ticket prices generally high and journey time reliability impacted during the peak periods. This can result in a perception that the service provision and quality is low, reducing the attractiveness of public transport as an alternative to the private car. This is exacerbated by the prevalence of low cost daily parking within Aberdeen City Centre.</p> <p>The rail network coverage is focused on two corridors to the north west and south of Aberdeen. Patronage along these two corridors however exhibits strong growth and services suffer overcrowding particularly during the peak periods.</p> <p>There are proposals to reopen Kintore Station, studies ongoing to investigate extending the rail network north to Ellon, and the Programme of Rail Revolution to introduce new and extended service provision will allow further opportunities for growth.</p> <p>There is significant potential for collaboration between the public sector and bus operators to successfully drive an improved perception of public transport and an increase in overall public transport mode share across the Region. Use of technology to efficiently manage on demand bus service provision, infrastructure investment to provide bus priority on congested corridors, high quality and mobility compliant park and choose schemes and city centre parking restraint will all contribute to increasing public transport competitiveness.</p>	<p><b>Context</b></p> <p>Aberdeen City Bus mode share at 12%, is relatively low compared to Edinburgh (25%), Glasgow (18%) and Dundee (14%). Aberdeenshire at 4%, is 6% lower than the Scottish national average, although this is at a similar level to the Scottish Rural average.</p> <p>Bus passengers are often required to complete one or more interchanges in order to reach their destinations. In some cases, a journey that could be completed by car in 15 minutes can take over 70 minutes by bus.</p> <p>On average around 50% of postcodes in the region cannot reach any of the top 13 employment attractors within a 90-minute period by public transport. Aberdeenshire areas which are identified in the SIMD 20% most deprived currently have no direct bus to Aberdeen City Centre.</p> <p>A season pass on the bus network in Aberdeen City is £160 more expensive than a season pass for Dundee City, and £130 more expensive than a season pass in Glasgow. A season ticket for Edinburgh is £5 more expensive.</p> <p>Cost of all day parking in city is often cheaper than return rail travel, with the average price of a 9-hour stay being approximately £11. This compares with an average for Edinburgh of £19.30 and for Glasgow of £21.04.</p> <p>The eight rail stations in the region show significant levels of growth in boardings between 2010 and 2016; Aberdeen 17% (+495,642); Inverurie 54% (+188,182), Dyce 15% (+84,736), Stonehaven 11% (+52,976), Portlithen 206% (+37,942), Inscr 36% (31,524), Laurencekirk 42% (+30,942), Huntly 18% (+15,836)</p>
Expected Outcomes	<p>Successful interventions would be expected to:</p> <ul style="list-style-type: none"> <li>• Contribute to core growth areas being well connected to and integrated with existing land-uses and the transport network. The Regional and Local planning and transport policies i.e. the Nestrans Regional Transport Strategy, the Aberdeen City and Shire Strategic Development Plan and the Aberdeen City &amp; Aberdeenshire Local Development Plans and Transport Strategies, will govern and promote effective land-use and transport integration over the next 15 years.</li> <li>• Reduce the impact from the transport system on the Region's environment, and enhance it where possible. The Aberdeen City Centre Masterplan is an example of a mechanism that will set the framework to prioritise bus access, relocate vehicle movements and improve the quality of urban space within the city centre.</li> <li>• Increase the number of travel choices available for key journeys with a particular focus on making the alternatives to private car more attractive. For example, the Regional and Local policies i.e. the Nestrans Regional Transport Strategy, the Aberdeen City and Shire Strategic Development Plan and the Aberdeen City &amp; Aberdeenshire Local Transport Strategies will promote initiatives around improving accessibility and inclusion, i.e. public transport improvement schemes.</li> <li>• Reduce the number of accidents, enable the transport system to better accommodate unexpected changes and be cost effective to use. For example, the Fraserburgh – Peterhead to Aberdeen Transport Corridor Study which proposes a variety of road safety improvements along with Bus Priority Infrastructure which would reduce bus / vehicle conflicts.</li> </ul>	

TPO	TPO 6: Maintain and enhance a safe, resilient and reliable transport network		
Definition	Focus is on addressing problems associated with road safety, particularly vehicle / active travel conflicts, and a lack of alternative routes should incidents occur. It is linked to opportunities concerning continuing road safety initiatives, freight movements and benefits that may be realised by capitalising on future major infrastructure commitments, such as Aberdeen Western Peripheral Route.		
Relevant Themes	<ul style="list-style-type: none"><li>Supporting key sectors and facilitating increased diversification of the region's economy;</li><li>Creating a safe, resilient and socially inclusive transport system;</li><li>Improving strategic connectivity</li></ul>		
What's the North East Problem/Opportunity?	<p><b>Problems &amp; Opportunities</b></p> <p>The Region has a diverse road network with a combination of lightly trafficked rural routes, heavily trafficked semi-urban routes, particularly key routes into and around Aberdeen (such as A90, A96, A944 and Anderson Drive) and heavily trafficked urban routes. North / south traffic currently requires to route either through the city centre or in close proximity to it. This causes issues with longer journey times that are impacted by reduced journey time reliability, which is further exacerbated when incidents occur with the subsequent disruption of the network's operation. Accidents can have disproportionate impact on road network, due to many routes operating beyond capacity at peak times.</p> <p>With many of the routes connecting Aberdeen to the rest of the Region being of single carriageway standard, and reliant on a limited number of river crossings particularly in Aberdeen, the network is less resilient in terms of coping with accidents or planned maintenance. Many of the Region's businesses rely heavily on the efficient, reliable distribution of materials and equipment around the Region, to the rest of Scotland and the UK, some of which are time dependant. In addition, a safe and resilient transport network is essential to business efficiency and economic growth in the Region, with the Aberdeen Western Peripheral Route and other recently or near completed infrastructure making significant contributions to improving the operational efficiency and resilience of the road network.</p> <p>As a trend, road safety continues to improve across the Region although there are areas that continue to account for a disproportionate number of accidents, particularly fatal accidents in rural parts and on high speed routes.</p> <p>In terms of rail, there are also issues with overcrowding on peak rail services. This is due to strong growth in patronage in the Region, partly due to growth in housing particularly in Inverurie and Insch. This is likely to be exacerbated by further development on / near rail corridors.</p> <p>The Rail Revolution proposals will help mitigate against further capacity issues and encourage increased rail mode share, although the network will still have sections of single track that may affect network resilience.</p>	<p><b>Context</b></p> <p>Model outputs from ASAM 2017 highlights several links over 75% capacity including on Wellington Road, Bridge of Dee, A956 south of Bridge of Don, A90 south of Ellon and A96 through Inverurie. Several junctions over 85% capacity including Wellington Road, A90 both north and south approaches to city centre, A947 both north and south of Dyce</p> <p>Increases in vehicle KMs in both City and Shire between 2011-2016 of 3% and 8% respectively, Scottish national increase is 5%. Traffic modelling has shown this trend to continue through future years.</p> <p>The A90 accounted for 9% of all accidents in the region between 2011-2016, and the A96 from Anderson Drive to the north LA boundary accounts for 4% of all accidents. 76% of fatal accidents between 2011-2016 happened in rural locations, compared to 58% nationally. 51% of all accidents took place on roads where the speed limit is greater than 50mph, compared to 19% nationally.</p> <p>Approximately a quarter of all accidents in the region (2016) involved a pedestrian or cyclist - concerns about vehicle and pedestrian / cyclist accidents are a potential contributing factor in the limited uptake of active travel in particular.</p> <p>There are only 2 recognised Lorry parking facilities/service stations in the area, A96 at Cairnie and A90 at Fordoun which makes rest stops difficult to undertake without prior planning.</p> <p>The AWPR is expected to improve freight links, reduce the time to market for goods and to reduce accidents due to the high quality route and modern design standards.</p> <p>The eight rail stations in the region show significant levels of growth in boardings between 2010 and 2016; Aberdeen 17% (+495,642); Inverurie 54% (+188,182), Dyce 15% (+84,736), Stonehaven 11% (+52,976), Portlethen 206% (+37,942), Insch 36% (31,524), Laurencekirk 42%</p>	
Expected Outcomes	<p>Successful interventions would be expected to:</p> <ul style="list-style-type: none"><li>Improve the efficiency of the transport system's access to key markets, i.e. reduce journey times and improve journey times and improve reliability.</li><li>Reduce the number of accidents, enable the transport system to better accommodate unexpected changes and be cost effective to use. For example, the North East Scotland Road Casualty Reduction Strategy is a specifically targeted strategy that will contribute to the continuing drive to reduce the number of fatal and serious accidents in the Region.</li><li>Improve the Region's competitiveness such that it is not relatively disadvantaged by the transport system compared with other regions due to its peripheral location. For example, the Programme of Rail Revolution and proposals to Dual the A96 by aiming to improve connections to external areas.</li></ul>		



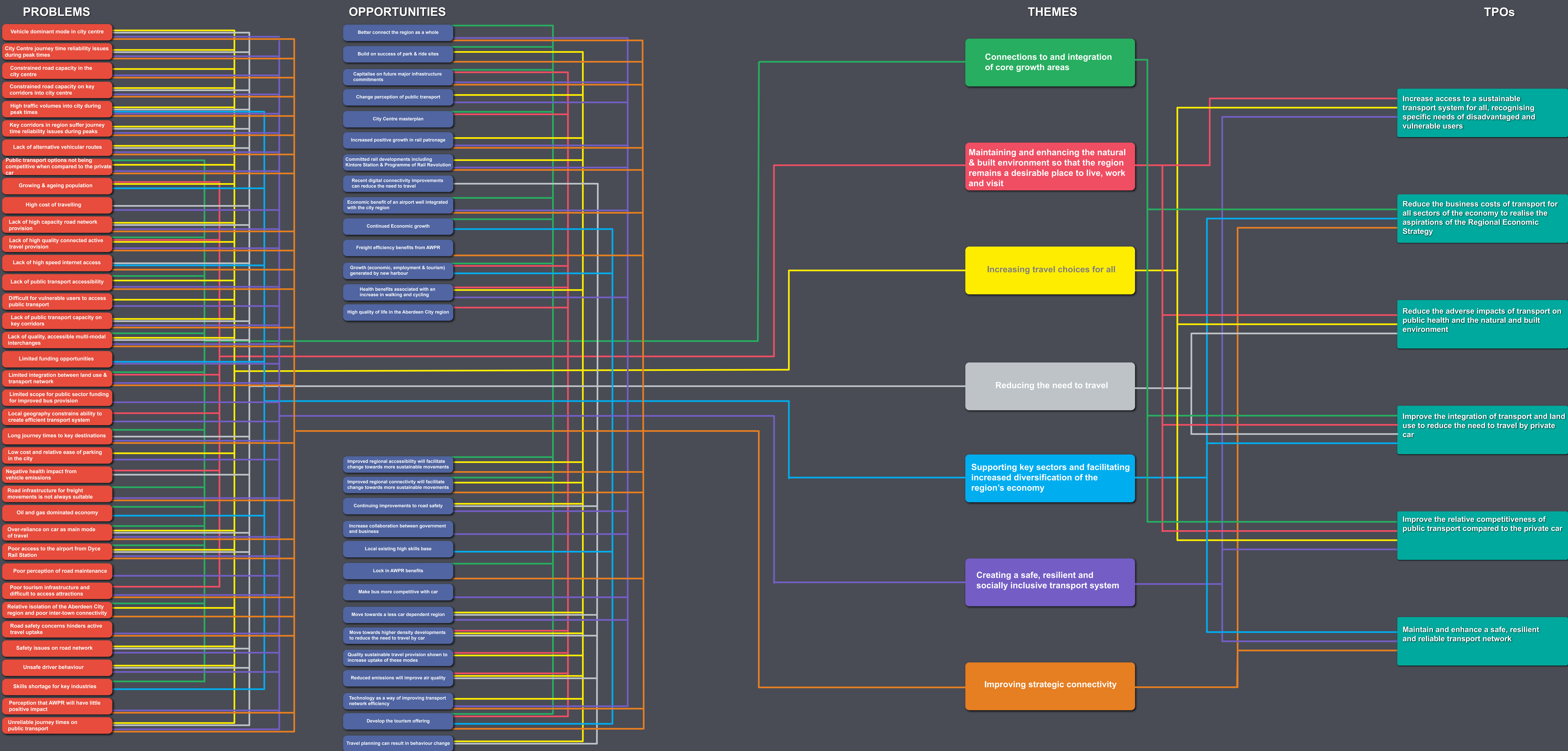


# F

## Appendix

### Mapping Process









**G**

## *Appendix*

### **Emerging Options vs Appraisal Themes (Note to Client Team, July 2018)**

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<b>Subject</b>	<b>Emerging Option vs Appraisal Themes</b>	<b>Project Name</b>	Aberdeen CRD Strategic Transport Appraisal
<b>Attention</b>	Paul Finch, David Torrance	<b>Project No.</b>	B2289FAT06
<b>From</b>	Euan Barr		
<b>Date</b>	11 July 2018		

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## 1. Introduction

The Aberdeen City Region Deal Strategic Transport Appraisal: Pre-Appraisal report outlines the process adopted to identify problems and opportunities for the Aberdeen city region multimodal transport network, derive a range of relevant appraisal themes and a create a set of robust transport planning objectives.

Although the study does not extend to option generation and appraisal, it did include an exercise to collate the options arising from existing relevant appraisal work and the categorisation of these into the appraisal themes.

The appraisal themes derived for the study were as follows:

- Connections to and integration of core growth areas
- Maintaining and enhancing the natural & built environment so that the region remains a desirable place to live, work and visit
- Increasing travel choices for all
- Reducing the need to travel
- Supporting key sectors and facilitating increased diversification of the region's economy
- Creating a safe, resilient and socially inclusive transport system
- Improving strategic connectivity

The following appraisals/studies consulted were reviewed to identify existing/emerging options:

- A90/A96 Haudagain Improvement (2008)
- A947 Route Improvement Strategy (2016)
- Aberdeen Access from the South (2008)
- Aberdeen City Centre Masterplan (2015)
- Aberdeen Cross City Transport Connections (ongoing)
- Aberdeen Roads Hierarchy (ongoing)
- Access to Laurencekirk (ongoing)
- B9119 Queens Road / Skene Road Study (2017)
- Bridge of Dee Study (ongoing)
- Cumulative Transport Appraisal (2010, currently being revised)
- Dyce Station Car Park Extension (2015)
- Fraserburgh and Peterhead to Aberdeen Strategic Transport Study (ongoing)
- Inverurie Interchange (2014)

- Junction Feasibility (ongoing)
- Locking in the Benefits of the AWPR (2008)
- Modern Transport System (2003)
- Park and Ride Operations Study (2008)
- Reducing the Barriers to Bus Use (2015)
- Wellington Road Multimodal Corridor Study (ongoing)
- Westhill Capacity Study (2007)
- Westhill Public Transport and Access Strategy (2017)

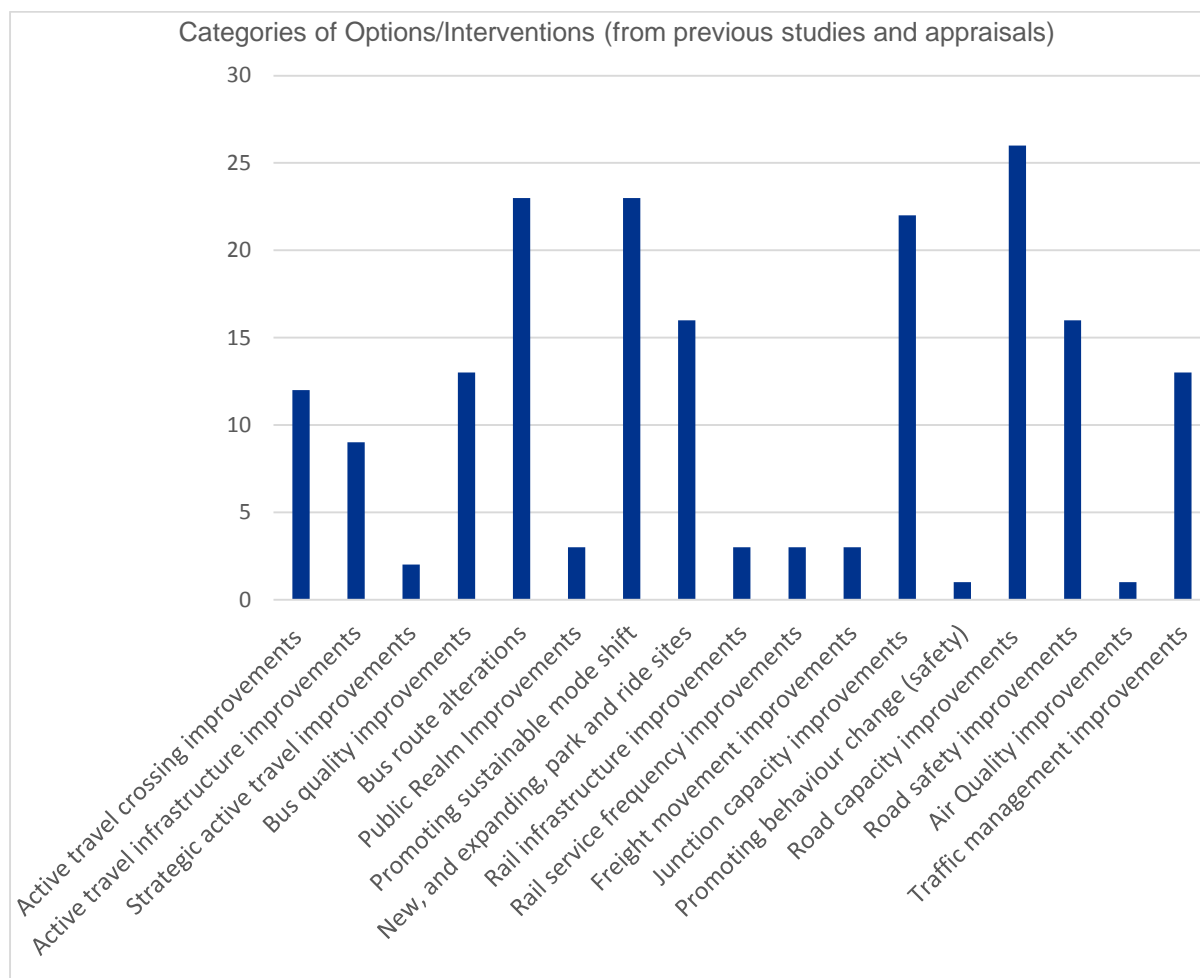
## **2. Emerging Options**

Around 190 specific options were identified from these appraisals. Each option was considered against the study appraisal themes and assigned to those which it was felt they would either address or have a strong contribution towards.

Given the large number of options, and the fact that a number were of similar type, for ease of consideration each was assigned a range of option categories. The option categories derived were as follows:

- Active travel crossing improvements
- Active travel infrastructure improvements
- Air Quality improvements
- Bus quality improvements
- Bus route alterations
- Freight movement improvements
- Junction capacity improvements
- New, and expanding, park and ride sites
- Promoting behaviour change (safety)
- Promoting sustainable mode shift
- Public Realm Improvements
- Rail infrastructure improvements
- Rail service frequency improvements
- Road capacity improvements
- Road safety improvements
- Strategic active travel improvements
- Traffic management improvements

The number of options assigned to each category is set out in Figure 1:



**Figure 1 - Share of Options assigned to Each Option Category**

As can be seen in Figure 1, the largest share of options is associated with the road capacity improvements category (26), followed closely by bus route alterations, promoting sustainable mode shift (both 23) and junction capacity (22). This is in line with the number of problems and opportunities assigned to similar categories for this study, identifying that many of the emerging options are successfully targeting the key areas identified by the study.

A full list of options and the theme(s) each was categorised against is outlined in Appendix A.

### 3. Categorisation of Options to Appraisal Themes

As mentioned previously, each emerging option was assigned to one or more appraisal theme with which they align, or may successfully address / contribute towards.

Active travel category options typically aligned with the highest number of appraisal themes as they align with a number of key areas identified by the study such as “improving travel choices”, “creating a safe, resilient and socially inclusive transport system” and “maintaining and enhancing the natural & built environment so that the region remains a desirable place to live, work and visit”. Conversely, there were no options that were considered to contribute specifically to reducing the need to travel;

this may be expected as options that reduce the need to travel are typically linked to land-use planning decisions, digital technology and facilitating home working or shopping.

The various option categories and appraisal themes to which they were categorised are shown below in Figure 2:

**Figure 2 - Alignment of Options Against Appraisal Themes**

Options Aligned with Appraisal Themes							
Options from previous appraisals	Connections to and integration of core growth areas	Maintaining and enhancing the natural & built environment so that the region remains a desirable place to live, work and visit	Increasing travel choices for all	Reducing the need to travel	Supporting key sectors and facilitating increased diversification of the region's economy	Creating a safe, resilient and socially inclusive transport system	Improving strategic connectivity
Active travel crossing improvements	✓	✓	✓			✓	
Strategic active travel improvements	✓	✓	✓			✓	✓
Active travel infrastructure improvements	✓	✓	✓			✓	✓
Bus quality improvements						✓	
Bus route alterations	✓		✓			✓	
Public Realm Improvements		✓					
Promoting sustainable mode shift		✓	✓				
New, and expanding, park and ride sites	✓		✓				✓
Rail service frequency improvements			✓			✓	
Rail infrastructure improvements	✓		✓			✓	✓
Road capacity improvements	✓					✓	✓
Junction capacity improvements	✓					✓	
Road safety improvements			✓			✓	
Promoting behaviour change (safety)			✓			✓	
Freight movement improvements					✓		✓
Traffic management improvements			✓			✓	
Air Quality improvements		✓	✓				

As can be seen in Figure 2, the appraisal themes of reducing the need to travel and supporting key sectors and facilitating increased diversification of the region's economy are not well covered by the emerging options identified by other appraisals. This highlights that consideration of further options for improving the transport system in the Aberdeen City Region in support of the Aberdeen Economic Strategy may be best targeted in these areas.

## Appendix A



Review of Options from Previous Studies and Appraisals (Aberdeen city council, Aberdeenshire Council, Nestrans)		Themes						
Appraisal Work	Proposals	Connections to and integration of core growth areas	Maintaining and enhancing the natural & built environment so that the region remains a desirable place to live, work and visit	Increasing travel choices for all	Reducing the need to travel	Supporting key sectors and facilitating increased diversification of the region’s economy	Creating a safe, resilient and socially inclusive transport system	Improving strategic connectivity
Aberdeen Cross City Transport Connections (ongoing)	For Stag 2:							
	5. Blackdog - Dubford -Grandhome - Stoneywood -Dyce Station - Dyce P&R (utlising new bridge)	✓		✓			✓	
	6. Blackdog - Dubford - Grandhome - Stoneywood-Newhills - Dyce P&R (utlising new bridge)	✓		✓			✓	
	7. Blackdog - Dubford - Grandhome - Stoneywood - Dyce Rail Station - Dyce P&R (utilising new bridge and new infrastructure) (with parallel active travel route)	✓		✓			✓	
	8. Blackdog - Dubford - Grandhome - Stoneywood - Newhills - Dyce P&R (utilising new bridge and new infrastructure) (with parallel active travel route)	✓		✓			✓	
	10a. Dyce P&R - Newhills - Kingswells P&R -Countesswells - Oldfold Farm - Chapelton of Elsick (with parallel active travel route)	✓		✓			✓	
	10b. Dyce P&R - Newhills - Kingswells P&R - Countesswells - Oldfold Farm - Chapelton of Elsick (with parallel active travel route)	✓		✓			✓	
	15. Dyce P&R – Dyce Drive – Newhills – Kingswells P&R – Countesswells – Friarsfield – Loirston – Portlethen P&R – Chapelton of Elsick (with parallel active travel route)	✓		✓			✓	
	16. Dyce P&R – Kingswells P&R – Countesswells – Friarsfield – Loirston – Portlethen P&R – Chapelton of Elsick (with parallel active travel route)	✓		✓			✓	
	17 (combined with Option 5, 6, 7 or 8). Westhill, Kingswells P&R and Dyce (including extension to Westhill – and possible peak only service linking Dyce with Chapelton of Elsick) (with parallel active travel route)	✓		✓			✓	
	Existing bus route extentson/alterations:							
	18. Dubford - Grandhome - Aberdeen City Centre	✓		✓			✓	
	19. Dyce - Stoneywood - Aberdeen City Centre - Loirston - Chapelton of Elsick	✓		✓			✓	
	20. Dyce - Stoneywood - Aberdeen City Centre - Loirston - Portlethen P&R - Chapelton of Elsick	✓		✓			✓	
	21. Westhill - Kingswells P&R - Maidencraig - (Aberdeen City Centre) - Loirston - Portlethen P&R - Chapelton of Elsick.	✓		✓			✓	
	Orbital Active Travel Route	✓		✓			✓	✓
Fraserburgh and Peterhead to Aberdeen Strategic Transport Study (ongoing)	Road options to take forward to STAG 2:							
	Road dualling on the A90(T) between Ellon and the Toll of Birness	✓					✓	✓
	Junction improvements at the Toll of Birness	✓					✓	
	Overtaking lanes on the A90(T) between Toll of Birness and Peterhead and Peterhead and Fraserburgh and on A952 between the Toll of Birness and Cortes junction			✓			✓	
	Safety improvements on the A90(T) between Toll of Birness and Peterhead and Peterhead and Fraserburgh and on A952 between the Toll of Birness and Cortes junction			✓			✓	
	Rail Options to take forward to STAG 2:							
	Half hourly service between Aberdee/Dyce and Ellon Town Centre (via Newmachar)			✓			✓	
	Hourly service between Aberdee/Dyce and Ellon Town Centre (via Newmachar)			✓			✓	
	Half hourly service between Aberdeen/Dyce and Ellon P&R (via Newmachar and Ellon Town Centre)			✓			✓	

Aberdeen Roads Hierarchy (ongoing)	Creation of 3 zones with demand management restriction for vehicles between them.							
	South side would enter from Wellington Road and Victoria Bridge along Market Street and would get no further north than Commerce Street. Access only to Union Square and NCP car park			✓			✓	
	West side bounded by Riverside Drive, South College Street, Bridge Street, Union Terrace, part of Schoolhill, Harriet Street, Crooked Lane, Blackfriars Street, west side of Berryden, north side of Westburn Road with car park access to South College Street car park, Harriet St car park, Denburn and Chapel Street.			✓			✓	
	North of the City bounded by Berryden, north of Westburn Road and in the south Union Street, Justice Street and the Beach Boulevard. Car park access would be to Trinity Centre along Denburn, Loch Street, Frederick Street, Gallowgate and West North Street.			✓			✓	
	Public transport and cycling corridors will penetrate each of the zones while CCMP/ SUMP proposals for ped/cycling and public transport will remain in the city centre.		✓	✓				
	De-trunked A90 Anderson Drive / Parkway / Ellon Road, supported by signing strategy, to reduce cross-city centre trips, especially by HGVs.	✓					✓	✓
	Priorities altered on radial routes crossing the de-trunked A90, to support buses and cyclists		✓	✓				
Wellington Road Mutlimodal Corridor Study (ongoing)	Pedestrian Improvements	✓	✓	✓			✓	✓
	Segregated Cycle Lanes	✓	✓	✓			✓	✓
	Off-Road Dual Use Cycleways	✓	✓	✓			✓	✓
	Craigshaw Drive Dual Use Cycleway	✓	✓	✓			✓	✓
	Toucan Crossing, Abbotswell Road	✓	✓	✓			✓	
	Toucan Crossing, Langdykes Road	✓	✓	✓			✓	
	More/Better Crossings at Souterhead and Hareness Roundabouts	✓	✓	✓			✓	
	Shared Bus / HGV Priority Lane	✓					✓	✓
	Souterhead Roundabout Improvements	✓					✓	
	Hareness Roundabout Improvements	✓					✓	
	Upgrade to dual carriageway at former HM Craiginches Prison Site	✓					✓	✓
	Closure/Access Restriction at the Redmoss Road/West Tullos Road Central Reserve			✓			✓	
	Variable Message Signs (VMS)			✓			✓	
	Wellington Road Corridor Sustainability Package		✓	✓				
	Wellington Road Corridor Bus Quality Package						✓	
	Wellington Road Corridor LEZ Package		✓	✓				
	Wellington Road Corridor Right Turn / Traffic Signal Priorities Review Package			✓			✓	
Directional Signage Review			✓			✓		

Bridge of Dee Study (ongoing)	Concept 6: new upstream crossing with additional Non Motorised User (NMU) crossing adjacent to a reconfigured existing Bridge of Dee	✓					✓	✓
	Concept 6B: as Concept 6, with additional link from Garthdee Road/Inchgarth Road to A93 North Deeside Road	✓					✓	✓
	Concept 7: new crossing adjacent to existing Bridge of Dee, which is reconfigured for NMU use only.	✓					✓	✓
A947 Route Improvement Strategy (2016)	Route Upgrade and Realignment – Dyce to Newmachar	✓					✓	✓
	Route Upgrade and Realignment – Dyce to Oldmeldrum	✓					✓	✓
	Newmachar Bypass	✓					✓	✓
	Climbing/Overtaking Lanes	✓					✓	✓
	Localised Alignment Improvements			✓			✓	
	Bend Mitigation Measures Review			✓			✓	
	Slow Moving Vehicle Lay-bys			✓			✓	
	Junction Improvements	✓					✓	
	Localised Route Improvements	✓					✓	✓
	Enforcement			✓			✓	
Education and Engagement Programme			✓			✓		
Aberdeen City Centre Masterplan (2015)	be rationalised and the streetscape re engineered with wider footways, lower kerb lines and enhanced surfacing and street furniture		✓	✓				
	properties on King Street and for access to the Marischal College car park		✓	✓				
	used for temporary events		✓	✓				
	Reduction in the carriageway width of Union Street (west) to two lanes, as well as de-cluttering of street furniture and rationalisation of refuse storage and delivery in order to create more places for people to linger and enjoy retail and leisure opportunities		✓					
	Restricted vehicular movement on Justice Mill Lane, Langstane Place and Windmill Brae for servicing only in order to allow priority for pedestrians and cyclist	✓	✓	✓			✓	✓
	Station Gateway - enhanced gateway experience and better pedestrian routes between Union Street and the station	✓	✓	✓			✓	✓
	footways and Union Square as a		✓					
	Replacement of the existing roundabout at Commerce Street / East North Street and Beach Boulevard with a crossroads junction to provide enhanced connectivity to the city centre for pedestrians and cyclists and better links to the beach from the city centre	✓					✓	
	A new pedestrian / cycle bridge linking Raik Road with Torry	✓	✓	✓			✓	✓
	A new toucan crossing on North Esplanade West between Raik Road and proposed bridge	✓	✓	✓			✓	
				✓			✓	
	A multi-storey car park to serve all users in North Dee rather than separate car parks associated with individual buildings.			✓			✓	
	Enhancement of the North Esplanade promenade		✓					
	Traffic calming and public realm improvements on South Esplanade West, Cabel’s Lane, Murray’s Lane and Menzies Road			✓			✓	
Junction Feasibility (ongoing)	Introduction of pedestrian crossing facilities at Anderson Drive/Westburn Drive junction	✓	✓	✓			✓	
	Improvements to Anderson Drive/Broomhill Road junction	✓					✓	

Westhill Capacity Study (2007)	Upgrade Westhill Road to A944/Kingswells AWPR Junction	✓					✓	
	Upgrade northern approach to Westhill along Westhill Drive	✓					✓	✓
	Upgrade Old Skene Road between Westhill and Kirkton of Sken	✓					✓	✓
	Upgrade B979 between Kirkton of Skene and A944	✓					✓	✓
	Upgrade B979 between Eastside of Carnie and Peterculter	✓					✓	✓
	Upgrade B9119 between 6 Mile Junction and Eastside of Carnie	✓					✓	✓
	Upgrade unnamed road between Arnhall Phase 2 and Easter Ord Farm and Countesswells Road between Easter Ord Farm and intersection with AWPR	✓					✓	✓
	Upgrade Hillside Drive	✓					✓	✓
	Park and Ride opportunities at Westhill could be considered in relation to operations at Kingswells	✓			✓			✓
Westhill Public Transport and Access Strategy (2017)	Utilise bus priority to relieve congestion constraints for public transport services at key junctions and links along Westhill’s bus service routes.						✓	
	Enhance public transport and active transport connections to Kingswells Park and Ride, promoting its use as a gateway for access to Westhill.		✓	✓				
	Develop Demand Responsive Transport feeder services at Westhill or Kingswells.						✓	
	Support the development of bus service connecting existing and new urban areas on the periphery of Aberdeen maximising the opportunities of the AWPR.	✓		✓			✓	
	Replacement of poorly performing services in Aberdeenshire to create a new service connecting outlying settlements, such as Ellon, Inverurie, Kintore, Westhill, Peterculter, and Portlethen.	✓		✓			✓	
	Enforce parking restrictions along bus routes that are affected by road blocking by parked vehicles.			✓			✓	
	Provide bus priority routing where bus routes are affected by road blocking by parked vehicles and for future development sites.						✓	
	Enhance active transport connections within business parks in the south of Westhill and between the north and south of the town.	✓	✓	✓			✓	✓
	Work with organisations in Westhill to develop and deliver more effective travel planning measures, potentially funded via a Business Improvement District arrangement.		✓	✓				
Enhance the existing Westhill - Aberdeen cycle route to mitigate impacts of the AWPR works and future development.	✓	✓	✓			✓	✓	
Inverurie Interchange (2014)	Extension of car parking provision from 113 to 180 spaces	✓		✓				✓
	Inclusion of bus and taxi bays and turning circle	✓		✓				✓
	Improvements to layout for pedestrians and cyclists	✓	✓	✓			✓	
Cumulative Transport Appraisal (2010, currently being revised)	New station at Kintore	✓		✓			✓	✓
	Bus priority measures						✓	
	Bus frequency improvements	✓		✓			✓	
	Additional bus services linking new development sites to city centre and other key employment destinations	✓		✓			✓	
	North Aberdeen road improvements	✓					✓	✓
	Parkway, Persley Bridge & Parkhill junction and capacity improvements	✓					✓	
	Capacity improvements & upgrade AWPR Kingswells north junction	✓					✓	
	Upgrade to A944 junctions and safety / limited capacity improvements on access to A93			✓			✓	
	Junction capacity improvements	✓					✓	
River Dee link	✓					✓	✓	

Dyce Station Car Park Extension (2015)	Option 1A – 209 space one way operation car park with porous drainage	✓		✓				✓
	Option 1B – 209 space two way operation car park with porous drainage	✓		✓				✓
	Option 2A – 460 space one way operation car park with porous drainage	✓		✓				✓
	Option 2B – 460 space two way operation car park with porous drainage	✓		✓				✓
B9119 Queens Road / Skene Road Study (2017)	Implement westbound bus lane on Queens Road between Viewfield Road and the Kings Gate roundabout.						✓	
	Ban the right turn from Queens Road to Hazledene Road, with traffic routed via Springfield Road and Woodburn Avenue.			✓			✓	
A90/A96 Haudagain Improvement (2008)	Retention of roundabout with dual carriageway link road between North Anderson Drive and Auchmill Road, replacing existing junctions with traffic signals	✓					✓	
Aberdeen Access from the South (2008)	Segregtated left-turn lane Great Southern Road to King George VI Bridge	✓					✓	
	Segregated left-turn lane King George VI Bridge to West Tullos Road	✓					✓	
	Segregated left-turn lane Wellington Road to Hareness Road	✓					✓	
	Segregated left-turn lane Great Southern Road to Stonehaven Road	✓					✓	
	Extended 3 lanes on Wellington Road northbound approach to Hareness Roundabout	✓					✓	
	Adjusted traffic signals at Souterhead Roundabout	✓					✓	
	Adjusted traffic signals Balnagask Road/Somerfield junction	✓					✓	
	Public transport subsidy at peak times						✓	
	Improve public transport access to East and West Tullos	✓		✓			✓	
	TMO for Altens, Tullos and Cove		✓	✓				
	Westbound Trinity Quay traffic signals. Maintain Trinity Quay southbound phase even when Guild Street has green.	✓					✓	
	Wellington Road southbound, consider signal adjustment to allow for speed and acceleration of HGVs					✓		✓
	Pedestrian footbridge over River Dee which enables removal of footways and width restriction on Bridge of Dee,	✓	✓	✓			✓	
	Replace Wellington Road/Hareness Roundabout with signalised junction incorporating pedestrian and cycle facilities	✓	✓	✓			✓	
	Abbotswell Crescent existing access to West Tullos Road to retain left in/left out access created further west from Abbotswell Crescent to West Tullos Road for public transport with potential traffic signal contro	✓					✓	
	Replace Soutehead Roundabout with signalised junction incorporating pedestrian and cycle facilities	✓	✓	✓			✓	
	Park and Ride at Schoolhill	✓		✓				✓
	New bus lane on Wellington Road between Charleston and Hareness Road increasing northbound lane provision to 3 lanes						✓	
	Consideration of HOV lane on A90 northbound between Charleston and Bridge of Dee		✓	✓				
	Parking review and restrictions in Aberdeen			✓			✓	
	Shuttle buses around Aberdeen South	✓		✓			✓	
	Linkage to industrial estates from Schoolhill Park and Ride via Cairnrobin, and provide infrastructure to give link to Altens	✓		✓			✓	
	Underpass/priority measures to get buses to/from Park and Ride						✓	
	Public transport link between Stonehaven Road and Wellington Road	✓		✓			✓	
	Leggart Terrace diverted onto Stonehaven Road	✓					✓	✓
	Widened Bridge of Dee to six lanes	✓					✓	✓
	Signal controlled junctions at Bridge of Dee both ends	✓					✓	
	Third lane for HOVs on Great Southern Road northbound between Bridge of Dee and King George VI Bridge					✓		✓
	Additional pedestrian/cycle bridge over River Dee to connect at RGU	✓	✓	✓			✓	
	Raise height under Wellington Suspension Bridge (Riverside Drive at South College Street)			✓			✓	

Access to Laurencekirk (ongoing)	Package 2 – grade separation of south junction with rationalisation of High Street parking			✓			✓	
	Package 3 – grade separation of south junction with closure of central reserve at north junction with/without western distributor road			✓			✓	
	Package 4 - grade separation of south junction with closure of the centre junction provision of A937 link road and rationalisation of High Street Parking			✓			✓	
	Package 5 – grade separation of south junction with closure of centre junction, provision of associated A937 link road and closure of the central reserve at the north junction with/without western distributor road			✓			✓	
	Package 6 – grade separation of north and south junctions			✓			✓	
	Package 7 - grade separation of north and south junctions and closure of the Laurencekirk access and central reserve at the centre junction, with only left in/out permitted on the eastern approach			✓			✓	
Park and Ride Operations Study (2008)	Six sites (existing plus A90 South, Banchory and A96)	✓		✓				✓
	Overall management / administration / marketing for all sites and services – by Nestrans, or some other joint body created for this	✓		✓				✓
	Bus operations developed to operate between city centre and P&R Site and/or Industrial Areas with public support (commercial+)	✓		✓				✓
	Enhanced priorities for buses providing P&R services	✓		✓				✓
	Consistent car park administration (security + information +?) procured on a site-by-site ‘best value’ basis	✓		✓				✓
	Enhanced aggressive coordinated approach to marketing	✓		✓				✓
	Public finance increased (within limits?) to meet all the above requirements	✓		✓				✓
Reducing the Barriers to Bus Use (2015)	Bus lanes: increase length, number, operating hours						✓	
	Car parking management: employers charge employees to park/introduction of car parking controls at workplaces and on-street		✓	✓				
	Traffic management and associated opportunities to create express services						✓	
	Workplace parking:		✓	✓				
	Cheaper fares and promotion		✓	✓				
	Information (prices at stops, advance purchase at stop, wider range of mTickets)		✓	✓				
	Making it as easy as possible to use the bus:		✓	✓				
	Re-evaluation of routes, with pilots of routes that omit the city centre	✓		✓			✓	

Locking in the Benefits of the AWPR (2008)	A90 Stonehaven to Bridge of Dee: - Joining up of existing parallel cycle route		✓	✓				
	- Junction improvements identified in the Aberdeen Access from the South study	✓					✓	
	Anderson Drive: - Changes to existing signal timings to allow greater east-west priority			✓			✓	
	- Bus or bus/ trial HOV lane eastbound with junction priority		✓	✓				
	- Continuous bus or bus/ trial HOV lane with junction priority from the bus gate on the Lang Stracht to Hutcheon Street		✓	✓				
	- Extend existing bus lane from Switchback junction to Anderson Drive (eastbound journeys only) and consider converting bus lane						✓	
	- Bus or bus/ trial HOV lane with junction priority along A96		✓	✓				
	- Bus or bus/ trial HOV lane along the route where possible, with bus priority where a full lane is not possible		✓	✓				
	- Provision of segregated cycle and pedestrian lane		✓	✓				
	A90 Ellon Road, Balmedie to St Machar Drive:		✓	✓				
	B979 - Provision of cycle lane							
	- Pedestrian crossing at the A93/ B979 junction on the B979	✓	✓	✓			✓	
Modern Transport System (2003)	Existing Infrastructure Maintenance			✓			✓	
	Western Peripheral Route	✓					✓	✓
	Strategic Roads	✓					✓	✓
	Urban Roads	✓					✓	✓
	Car Park Construction			✓			✓	
	Bus Priorities						✓	
	Park and Ride	✓		✓				✓
	Cycling	✓	✓	✓			✓	✓
	Pedestrian Priorities	✓	✓	✓			✓	
	Crossrail	✓		✓			✓	✓
	Mass Transit		✓	✓				
	Strategic Rail	✓		✓			✓	✓
	Freight					✓		✓
	Public Transport Enhancements	✓		✓			✓	

Table G.1 -

Aberdeen City & Aberdeenshire SDP Cumulative Transport Appraisal Options considered by the Aberdeen CRD STA				
Aberdeen City & Aberdeenshire SDP Cumulative Transport Appraisal - Options Testing Final Report				Aberdeen CRD STA Options
Package	Option	Specifics	Description	
Package 1	Cross City Connections	Refinement of (Reference Case) orbital bus routes to reflect improved bus access to development areas	Serving Countesswells Development to Anderson Drive to Loirston to Chapelton corridor by extending First Service 15 to Countesswells. Passengers can then interchange with (new Reference Case) Anderson Drive services.	18. Development of fully integrated public transport services across the region, including timetabling and multimodal interchanges/attractors
				19. Timetable and capacity enhancements to deliver faster/more frequent services on core corridors
Package 1	Bus Priority	1: Bus Priority measures are proposed in several corridors, including: <ul style="list-style-type: none"> <li>- Wellington Road</li> <li>- A90 Charleston to Bridge of Dee</li> <li>- Anderson Drive</li> <li>- B977 Scotstown Rd Extension</li> <li>- Ellon Road to King St.</li> <li>- Parkway corridor</li> <li>- A96 extension towards Airport</li> <li>- A944 Lang Stracht to Anderson Drive (Eastbound)</li> <li>- A93 Peterculter to Anderson Dr</li> </ul>	Limited information is available to understand the exact nature and location where these measures may be introduced. Therefore, bus priority is represented more generally with one-two priority measures introduced within a corridor to generate a bus journey time saving and encourage mode shift. There is some uncertainty if improvements would provide overall 'additional' capacity or create bus priority by prioritising existing road space (reducing capacity for motorists). City Centre Masterplan proposal associated with Union Street bus priority is not included here.	5. Implement BRT/Bus Priority schemes which improve bus service journey times and reliability on key corridors in the City and Towns in the Region
Package 1	Rail Station Car Parking		Additional spaces at Dyce (208 spaces in total). 50 extra spaces assumed at Portlethen, Stonehaven and Huntly	15. Provision of high quality Park and Ride and multimodal interchange facilities, and supporting services
Package 1	Behavioural Initiative / Smarter Travel		Behavioural change represented by a 10% reduction in modelled PT boarding and transfer penalties - to reflect ease of ticketing & improved perception of interchange.	16. Improved marketing, information and digital connectivity (on and off) Public Transport services
				15. Provision of high quality Park and Ride and multimodal interchange facilities, and supporting services
				17. Introduce new fares model for public transport (potentially linked to MaaS)
				4. Continue development and roll out of Regional Active Travel Promotion Strategy with innovative awareness campaigns and incentives to encourage people to travel by active modes



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Package	Option	Specifics	Description	
Package 1	Behavioural Initiative – active travel areas & improvements	<ul style="list-style-type: none"> <li>- City Centre Masterplan area</li> <li>- Bridge of Dee – Stonehaven Road</li> <li>- Wellington Road Corridor</li> <li>- Anderson Drive</li> <li>- Lang Stracht-Westburn-Berryden</li> <li>- Bucksburn &amp; Dyce, Cove &amp; Altens</li> <li>- Parkway, linking to Ellon Rd</li> <li>- A944 Westhill cycle route and A93</li> <li>- Access between Blackdog, Murcar, Grandhome, Stoneywood and Dyce</li> <li>- Portlethen &amp; Ellon areas</li> <li>- Inverurie &amp; Inverurie to Aberdeen</li> <li>- accessing new development areas</li> </ul>	Active travel improvements are proposed for several areas, which may encourage new cyclists and reduce car use. Many active travel proposals are not specific, but delivery could generally promote further cycling/ walking uptake and reduce short-distance car use. To reflect this, a 5% reduction to road vehicles is implemented for short-distance car trips travelling within a 5km radius of the centre of a corridor where improvements are proposed (commuter and other travel purposes only).	1. Upgrade existing routes and develop a network of high quality and safe active travel routes across the region
				2. Increase the provision and quality of active travel facilities across the Region
				3. Implement a regional cycle hire scheme
				4. Continue development and roll out of Regional Active Travel Promotion Strategy with innovative awareness campaigns and incentives to encourage people to travel by active modes
Package 1	Monitor/ Optimise traffic signals	To improve traffic operations following delivery of investments	Apply road model signal optimisation mechanism to reflect improvement to traffic signal operation to cater for changes to future turning movements.	36. Enhance network monitoring capability to collect real-time user information across all modes, to input to journey planning tools and real-time network management
				33. ITS to manage vehicle entry to lanes and zones based on vehicle types, time of day, real-time emissions and congestion levels
Package 1	AWPR: Clean-hill Intersection Traffic Signals		Introduce traffic signals at intersection approaches to provide balanced capacity for all turning movements	
Package 1	AWPR: A944 Intersection Traffic Signals		AWPR: A944 Intersection Traffic Signals	29. Western Radial Routes Action Plans (A944, A93)
Package 1	A90 South: Connecting road access		Upgrade priority junctions to northbound slip roads at Fordoun and Drumlithie to improve access to A90	27. A90 Upgrade south of Aberdeen to Dundee (including the Kingsway)
Package 1	Toll of Birness Junction Upgrade		Upgrade Toll of Birness priority junction at the A90 North / A952 to a roundabout	26. A90/A952 Upgrade Ellon to Peterhead/Fraserburgh
Package 1	Upgrade roundabout at A90 / A948 with additional capacity		Roundabout specification from Fraserburgh/ Peterhead to Aberdeen-study - Increased diameter with additional entry and exit lanes for the A90(T) approaches	26. A90/A952 Upgrade Ellon to Peterhead/Fraserburgh

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Package	Option	Specifics	Description	
Package 1	Upgrade roundabout at A90 / B9005 with additional capacity		Specification from Fraserburgh/Peterhead to Aberdeen-study - Increased diameter with an increase to two lanes on the northbound exit to the A90(T) Ellon Bypass	26. A90/A952 Upgrade Ellon to Peterhead/Fraserburgh
Package 1	Wellington Road: Hareness Roundabout Traffic Signals		Implement traffic signal control - provision of additional lanes and traffic signal control for crossroads	30. Route Action Plan on former A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion
Package 1	Wellington Road: Souterhead Roundabout Traffic Signals		Incorporate further signals at approaches to Souterhead and provision of additional approach lanes	30. Route Action Plan on former A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion
Package 1	A96/ Dyce Drive Traffic signals – additional lanes		Widen Western approach to four lanes and additional right turn lane from Dyce Drive north to A96 West	28. North/North West Radial Route Action Plans, Including A947 Route Action Plan
Package 1	A947 Route Strategy: Minor capacity improvements		Representing further accesses at Newmachar to fully represent local network (representing model update of local accesses, rather than all route strategy options)	28. North/North West Radial Route Action Plans, Including A947 Route Action Plan
Package 1	Parkway Capacity and Access		Additional capacity at Balgownie Road junction and additional turning lanes to access Grandhome	30. Route Action Plan on former A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion
Package 1	A96 Dualling: East of Huntly to Aberdeen	New route corridor to East of Inverurie with Northern connection with existing A96 to the north of Colpy and Southern A96 connection just North of Kintore	A96 proposals represented from Transport Scotland website – indicative corridor reflects 'blue' route option, with 'violet' route option to Kintore. Grade separation assumed at north and south connections, and intermediate intersection towards Oldmeldrum. Assumed closure of junction at the summit of Kirkton of Skene, with a single grade separated intersection providing access to Blackburn and a grade separated junction at the south end of Kintore	28. North/North West Radial Route Action Plans, Including A947 Route Action Plan

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Aberdeen City & Aberdeenshire SDP Cumulative Transport Appraisal - Options Testing Final Report				Aberdeen CRD STA Options
Package	Option	Specifics	Description	
Package 2	Rail station at Bucksburn / Stoneywood		New station served by Inverness-to-Aberdeen line services (+1 minute running time for current services)	24. New Local Rail Stations on existing local routes
Package 2	Rail station at Newtonhill		New station served by East Coast Main Line services (+1 minute running time for current services)	24. New Local Rail Stations on existing local routes
Package 2	Rail station at Cove (near Stationfields Development)		New rail station served by East Coast Main Line services (+1 minute running time for current services)	24. New Local Rail Stations on existing local routes
Package 3	AWPR A944 Slip Road		Left turn slip road from the Northbound off slip at the AWPR A944 intersection – bypassing roundabout	29. Western Radial Routes Action Plans (A944, A93)
Package 3	Increase capacity at King George VI Bridge / Great Southern Rd		Incorporate additional capacity through traffic signal control and additional lane approaches	30. Route Action Plan on former A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion
Package 3	Kingswells North Traffic Signals		Implement traffic signal control at Kingswells North roundabout	29. Western Radial Routes Action Plans (A944, A93)
Package 3	Ellon Link Road		Southern East-West Link Road between A920 and South Road (single carriageway)	
Package 3	A96/ Dyce Drive Link Road		Additional lane approach capacity at A96 / Dyce Drive Link Road traffic signal arrangement	28. North/North West Radial Route Action Plans, Including A947 Route Action Plan
Package 3	Dyce Drive capacity upgrade from Pittmedden Rd to A947		Upgrade Dyce Drive to 4-lane distributor with signal control at east and west accesses.	28. North/North West Radial Route Action Plans, Including A947 Route Action Plan
Package 3	A947 River-view Drive to Dyce Drive capacity upgrade		Upgrade A947 section to 4-lane distributor, including 2 lane approach Southbound over River Don. A947 to B979 northbound slip road.	28. North/North West Radial Route Action Plans, Including A947 Route Action Plan

Aberdeen City & Aberdeenshire SDP Cumulative Transport Appraisal Options considered by the Aberdeen CRD STA				
Aberdeen City & Aberdeenshire SDP Cumulative Transport Appraisal - Options Testing Final Report				Aberdeen CRD STA Options
Package	Option	Specifics	Description	
Package 3	B977 AWPR approach: additional capacity		Increase southbound approach capacity at Goval Roundabout with partial increase in circulating capacity	26. A90/A952 Upgrade Ellon to Peterhead/Fraserburgh
Package 3	Signalisation of A96 access junctions at Bucksburn		Signal controlled intersections at Bankhead Avenue, Greenburn Drive and Inverurie Road (Bankhead Avenue approach stopped up to A96 to create 3-armed signals)	28. North/North West Radial Route Action Plans, Including A947 Route Action Plan



**H**

## *Appendix*

### **List of Invitees to Stakeholder Option Generation Workshop**

	Organisation	Attended?		Organisation	Attended?
1	Abellio Scotrail	✓	31	Freight Transport Association	✓
2	Aberdeen & Grampian Chamber of Commerce	✓	32	Institute of Highways and Transportation - Youth Panel	✓
3	Aberdeen Association of Civil Engineers - Youth Panel	✓	33	Integrated Joint Board Aberdeen	X
4	Aberdeen City & Shire SDPA	X	34	Integrated Joint Board Aberdeenshire	X
5	Aberdeen City Council	✓	35	Invest Aberdeen	✓
6	Aberdeen Cycle Forum	✓	36	Living Streets	X
7	Aberdeen Harbour Board	✓	37	Moray Council	X
8	Aberdeen International Airport	X	38	MW Nicoll	X
9	Aberdeen Outdoor Access Forum	X	39	Nestrans	X
10	Aberdeen Roads Ltd	X	40	Network Rail	X
11	Aberdeenshire Council	✓	41	NHS Grampian	✓
12	Aberdeenshire Local Outdoor Access Forum	X	42	NHS Grampian Public Health	X
13	Aberdeenshire North Access Panel	X	43	North East Scotland College	X
14	Aberdeenshire South Access Panel	X	44	North East Scotland Freight Forum	X
15	Ambulance Service	X	45	Northlink Ferries	✓
16	Angus Council	X	46	Opportunity North East (ONE)	✓
17	Bains Coaches	✓	47	Paths for All	X
18	BEAR Scotland	X	48	Peterhead Harbour	X
19	Bon Accord Access Panel	X	49	Police Scotland	X
20	Central Aberdeenshire Access Panel	X	50	Rail Freight Group	X
21	Community Transport Organisations	X	51	Road Haulage Association	X
22	CPT Scotland	✓	52	Robert Gordon University	X
23	CTC Grampian	X	53	Scottish Council of Development and Industry	X
24	Cycling Scotland	X	54	Scottish Enterprise	X
25	Deveron Coaches	X	55	Stagecoach Bluebird	X
26	Disability Equity Partnership	X	56	Sustrans	X
27	Federation of Small Businesses	X	57	Transport Scotland	X
28	Scottish Fire and Rescue Service	X	58	University of Aberdeen	✓
29	First Aberdeen	✓	59	Visit Scotland	✓
30	Fraserburgh Harbour	✓	60	West Aberdeenshire Access Panel	X







# Appendix

## **Lists of Initial Options from Stakeholder Workshops (excl. Members' Workshop)**

Count	Public Transport and Freight
1	Autonomous PT services
2	BRT/Bus Priority on core radial and orbital routes
3	Bus & Rail co-ordination
4	Bus priority in Aberdeenshire towns
5	Construction of new rail stations
6	Demand Responsive Services
7	Develop new ownership/regulation models for buses
8	Develop regional multi-modal interchanges
9	Develop tourist focussed services and information
10	Development of fully integrated public transport services
11	Development of network of Freight Hubs
12	Digital Information Services (on and off vehicles)
13	Enhance connections to Aberdeen Bus and Rail station
14	Expanded rail network
15	Expansion of Park and Ride Facilities
16	Improved Marketing and information on Public Transport services
17	Infrastructure funding to deliver a more resilient rail network
18	Innovative funding for new services
19	Integrated freight & passenger services
20	Introduce new fares model public transport (potentially linked to MaaS)
21	Introduction of multi-purpose ticketing options
22	Rail Freight Strategy
23	Re-develop Aberdeen Bus & Rail station to create a multi-modal interchange
24	Regional MaaS (Mobility as a Service) Strategy
25	Timetable enhancements to deliver faster/more frequent services
26	Bus only links to improve connections to key attractors
27	Truck Service Hubs - inclusive, secure, safe facilities

Count	Roads
1	A90 Dualling Upgrade Tippetty to Peterhead/Fraserburgh
2	A90 Upgrade south of Aberdeen
3	Consolidated Asset Management and Prioritisation System
4	Dynamic Trails Action Plan
5	ITS - Dynamic Controlled/LEZ Zone - congestion or emissions-based system, plus Policy Instruments
6	ITS - Dynamic Vehicle Lanes but type/time of entry/emissions levels
7	ITS - Electric Hi-ways
8	Improve connections to Harbour(s)
9	Park and Choose - rail/bus/carpool
10	Radial Routes Action Plan
11	Transport Hub Access Action Plan
12	Region-specific NATA2 (New Approach to Appraisal 2)
13	Spatial Parking - Reclaiming Active Travel Space
14	Strategic Development Planning
15	Connected Bi-ways (should be picked up in Active Travel list)
16	ITS - Connected Roads
17	Largely Policy driven

Count	Active Travel
1	Active Travel Leisure/Tourist Routes and associated infrastructure (e.g. signage, storage, parking etc.)
2	Active Travel Safety Measures, incl. promoting safety and improving design standards
3	Better connected Active Travel routes (i.e. fill in missing gaps/broken links/linking new developments etc)
4	Bike Hire/eBike Hire Schemes
5	Create more active travel connections to PT routes
6	Cycle Storage (incl. on PT and Interchanges)
7	Dedicated active travel links between the City Centre and the Beach, Waterfront and Harbour areas
8	Enforce on-road parking ban on cycle lanes
9	Enhance existing active travel infrastructure
10	Funding for Active Travel
11	Greater recognition for and increase frequency of maintenance of active travel infrastructure
12	Implement a regional active travel network
13	Implement dedicated active travel commuter corridors
14	Implement High Quality Cycle Routes in City and Towns
15	Improve access to active travel routes
16	Improved and safer active travel crossings at junctions (incl. cyclist priority)
17	Improvements to and completion of the Deeside Way
18	Improvements to Formartine and Buchan Way
19	Improvements to NCN routes
20	Increase the size and quality of the active travel network in Aberdeen, linking key employment/leisure/education sites and city centre
21	New active travel bridges across the Rivers Dee and Don
22	Orbital and Radial active travel routes
23	P&R: Increase active travel provision at P&R sites, and creation of new dedicated Active Travel P&R sites
24	Promoting and Incentivising Active Travel
25	Provide better high-quality walking and cycling infrastructure in City Centre
26	Provide dedicated active travel infrastructure on key corridors and trunk roads
27	Review of existing routes to identify opportunities for cycling provision
28	River Don Corridor: create off-road cycle path between Beach > Dyce >Formartine + Buchan Way
29	Segregated Cycle Lanes
30	Torry to City Centre active travel measures
31	Utilise CPO procedure for active travel infrastructure

Count	Technology/Behaviour
1	Develop a dynamic, multi-modal journey planning tool for the region to provide real-time information to the public to inform travel choices
2	Enhance network monitoring capability to collect real-time user information across all modes, to feed into journey planning tools and real-time network management
3	Develop a digital working strategy for the region to reduce peak-time travel, and encourage communities to develop potential hubs
4	Promotion of shared mobility services, including bike hire, car clubs and facilitation of mobility-as-a-service providers
5	Pioneer and test the feasibility of alternative vehicle fuelling technologies in the region
6	Generate additional funding by charging for vehicle access into certain areas, including road user charging and non-residential parking levy
7	Examine alternative transport governance options within the region and with transport operators to deliver efficiencies and release funding
8	Work with employers to develop new approaches to behaviour change at trip destination
9	Enhance broadband connectivity to facilitate digital working
10	Smarter freight and delivery options - To be developed
11	ITS/Autonomous Vehicles to address Traffic Management issues
12	RTI Reliability Cost Service - Access for families on a bus - cost plus journey times
13	Hydrogen trains as alternative to electric
14	Pilot autonomous vehicles in the region
15	Flow with technology change using data to make dynamic change/improvements incremental
16	Interchange between active travel and other modes (e.g. park & cycle/walk) with former rail lines
17	Ensure major transport projects includes facilities such as Truck Stops
18	Development planning to incorporate provision for active travel and autonomous vehicles
19	Get ready for autonomous vehicles (e.g. EV points, Data infrastructure, 5G, Hydrogen)



**J**

## *Appendix*

### **List of Emerging Options (incl. Members' Options)**

List of Emerging Options		
	Developed Option Type	List of Emerging Options and Descriptions
1	Active Travel	<b>Upgrade existing routes and develop a network of high quality and safe active travel routes across the region</b> <ul style="list-style-type: none"> <li>- e.g. Orbital and Radial Routes</li> <li>- Routes within and connecting to the City Centre</li> <li>- Deeside Way</li> <li>- Buchan and Formartine Way</li> <li>- City Centre and Towns Pedestrian Provision (including Pedestrianisation and careful consideration for people with mobility issues and Delivery vehicles)</li> <li>- Safety Measures (e.g. Cycle Priority, Safer Underpasses, resolving shared space conflicts between NMUs at key sections)</li> <li>- Segregated Cycle Lanes</li> <li>- Junctions and crossing points</li> <li>- Tourist and Leisure Routes</li> <li>- Requirement for new/upgraded roads to include better NMU provision (e.g. AWPR)</li> <li>- Direct active travel links between NE communities (e.g. Newtonhill - Portlethen)</li> <li>- Roll out 'Cycle Demonstration Town' measures (like in Peterhead) to other NE towns</li> </ul>
2	Active Travel	<b>Use Peterhead Community Campus development as a catalyst for building cycle infrastructure in town</b>
3	Active Travel	<b>Increase the provision and quality of active travel facilities across the Region</b> <ul style="list-style-type: none"> <li>- e.g. Signage, parking/storage (on and off PT), tourist/leisure-friendly etc.</li> <li>- Improve quality of walking surfaces</li> <li>- Improved lighting</li> </ul>
4	Active Travel	<b>Implement a regional cycle hire scheme</b> <ul style="list-style-type: none"> <li>- including Bike Hire, eBike Hire, Cycle Share Scheme etc.</li> </ul>
5	Active Travel	<b>Continue development and roll out of Regional Active Travel Promotion Strategy with innovative awareness campaigns and incentives to encourage people to travel by active modes</b> <ul style="list-style-type: none"> <li>- e.g. NHS Healthcare Partnerships</li> <li>- Road User Safety Courses (e.g. continued support of Bikeability Scheme; NMU-safety courses for Drivers)</li> <li>- Walking/Cycle App Reward Scheme</li> <li>- Working with employers</li> <li>- Increase political engagement and commitment from local &amp; regional politicians, councillors</li> </ul>
6	Bus	<b>Implement BRT/Bus Priority schemes which improve bus service journey times and reliability on key corridors in the City and Towns in the Region</b> <ul style="list-style-type: none"> <li>- Reallocation of road space to benefit public transport</li> <li>- BRT/Bus Priority schemes on Orbital and Radial Routes;</li> <li>- BRT/Bus Priority on key commuting corridors &amp; service routes in City and Towns</li> <li>- Upgrading Bus Stops to have laybys to reduce traffic congestion</li> </ul>

List of Emerging Options		
	Developed Option Type	List of Emerging Options and Descriptions
7	Bus	<b>Develop new ownership/regulation models for buses</b> <ul style="list-style-type: none"> <li>- Regulated bus services</li> <li>- Public Ownership model</li> <li>- Bus Franchising, including 'packing' of profitable and non-profitable bus routes</li> <li>- Quality Contract Mechanism</li> </ul>
8	Bus	<b>Demand Responsive Services</b> <ul style="list-style-type: none"> <li>- Rural DRT services to replace existing traditional bus service model</li> <li>- Introduce a public-run DRT 'Uber-style' service in the region</li> <li>- High capacity Demand Responsive Services</li> <li>- Facilitate further resourcing and funding for Community &amp; Volunteer Transport Services</li> </ul>
9	Freight	<b>Development of an integrated, multimodal network of Freight Hubs across the Region</b> <ul style="list-style-type: none"> <li>- Construction of Freight Hubs in strategic locations - including consideration of existing PT road/rail interchanges - to facilitate "Bulk Breaking" between Freight Modes (lorries, rail, LGVs etc.)</li> </ul>
10	Freight	<b>Construction of Rest Stops on trunk roads and key freight routes</b>
11	Freight	<b>Improve road access to all regional ports</b> <ul style="list-style-type: none"> <li>- Develop access strategy</li> <li>- Introduce route improvements</li> </ul>
12	Policy	<b>Manage demand by charging for vehicle access into certain areas</b> <ul style="list-style-type: none"> <li>- Workplace Parking Levy</li> <li>- Road User Charging</li> </ul>
13	Policy	<b>Examine alternative transport governance options within the region and with transport operators to deliver efficiencies and release funding</b> <ul style="list-style-type: none"> <li>- e.g. One unitary authority/City &amp; Shire joint approach to transport</li> <li>- Revenue support for bus services</li> <li>- Devolution of transport policy and funding</li> </ul>
14	Policy	<b>Revised approach to Development Planning Policy</b> <ul style="list-style-type: none"> <li>- Reallocation of on-street and off-street parking supply (Zurich Case-Study)</li> <li>- Alter junction analysis requirements to assess by per person</li> <li>- Build transport infrastructure in advance of infrastructure/housing supply</li> <li>- Update planning policy to ensure suitable walking infrastructure is provided</li> </ul>
15	Policy	<b>Revised approach to Transport Appraisal</b>
16	Policy	<b>Local Transport Tax</b> <ul style="list-style-type: none"> <li>- Investigate additional measures for funding Transport</li> </ul>
17	Policy	<b>Implement a Regional Parking Management Strategy</b>
18	Public Transport	<b>Provision of high-quality Park and Ride and multimodal interchange facilities</b> <ul style="list-style-type: none"> <li>- Enhance existing P&amp;R sites</li> <li>- Increase the number of parking spaces at P&amp;R sites</li> <li>- Construct more P&amp;R sites in towns and at interchanges/stations throughout the region</li> </ul>



List of Emerging Options		
	Developed Option Type	List of Emerging Options and Descriptions
19	Public Transport	<b>Improved marketing, information and digital connectivity (on and off) Public Transport services</b> <ul style="list-style-type: none"> <li>- RTI systems with accurate journey time information</li> <li>- Secure and reliable WiFi on passenger services and at stations (incl. bus and rail)</li> <li>- Expand existing systems (Grasshopper tickets)</li> <li>- Streamlining of different ticket types and multi-purpose ticket options</li> <li>- Increased provision of tourist-focussed information</li> </ul>
20	Public Transport	<b>Introduce new fares model for public transport (potentially linked to MaaS)</b> <ul style="list-style-type: none"> <li>- SMART tickets</li> <li>- Simpler fare structures</li> <li>- Integrated tickets across modes</li> <li>- Multipurpose ticket options, such “Gig&amp;Go” tickets for events</li> <li>- Reduce fares on Aberdeen TaxiCard scheme</li> </ul>
21	Public Transport	<b>Improve connectivity between Aberdeen Bus &amp; Rail station</b> <ul style="list-style-type: none"> <li>- Internal waiting facilities and weather protection improvements</li> <li>- Improved accessibility and connectivity to the Rail and Bus Station from the City Centre and other key locations (e.g. Shuttle Bus/DRT service)</li> </ul>
22	Public Transport	<b>Development of fully integrated public transport services across the region, including timetabling and multimodal interchanges/attractors</b> <ul style="list-style-type: none"> <li>- More effective timetable integration between all modes, particularly at interchanges (incl. air, rail and ferry)</li> <li>- Improved urban to rural connections</li> <li>- Introduce more orbital/radial routes, with orbital services not going through City Centre</li> <li>- Clearer distinction between Express and Local services</li> </ul>
23	Public Transport	<b>Timetable and capacity enhancements to deliver faster/more frequent services</b> <ul style="list-style-type: none"> <li>- Introduce higher frequency and faster bus services (e.g. between Aberdeen, Peterhead and Fraserburgh)</li> <li>- Increased capacity and frequency for rail services on North-East routes</li> <li>- Improve journey times and timetabling of services on Aberdeen-Central Belt rail services</li> </ul>
24	Public Transport	<b>Light Rail/Tram</b> <ul style="list-style-type: none"> <li>- Introduction of light rail connecting Aberdeen City Centre with the key business/leisure/commercial areas in the city</li> <li>- Link to Aberdeen Airport and Ferry Terminal</li> <li>- Trams on Union Street connecting local areas and towns (aimed at reducing people driving into the CC)</li> </ul>
25	Public Transport	<b>New Multi-Modal Interchange</b> <ul style="list-style-type: none"> <li>- Develop new multi-modal interchange in Aberdeen City Centre</li> </ul>
26	Public Transport	<b>Public Transport Connections to Airport</b> <ul style="list-style-type: none"> <li>- Introduce high quality, dedicated public transport links between City centre and airport</li> <li>- Introduce branded airport links from Regional centres to/from airport</li> </ul>

List of Emerging Options		
	Developed Option Type	List of Emerging Options and Descriptions
27	Public Transport	<b>Review City Centre Bus Network</b> <ul style="list-style-type: none"> <li>- Reduce the number of buses/bus stops on Union Street to complement the CCMP</li> <li>- City Centre Shuttle Buses</li> </ul>
28	Rail	<b>Expand the local rail network in the North East [to the benefit of both Passenger and Freight users]</b> <ul style="list-style-type: none"> <li>- New Rail Lines with passenger stations (e.g. links to Aboyne, Ellon, Cairn-gorms)</li> <li>- More passing loops</li> <li>- Rail connections to [proposed] freight hubs</li> <li>- Measures to improve journey times and increase resilience (e.g. signalling)</li> <li>- rolling stock</li> </ul>
29	Rail	<b>New Local Rail Stations on existing routes</b> <ul style="list-style-type: none"> <li>- New stations between Aberdeen &amp; Inverurie</li> <li>- New stations between Aberdeen and Stonehaven (e.g. Newtonhill)</li> </ul>
30	Rail	<b>Improve Rail network south of Aberdeen</b> <ul style="list-style-type: none"> <li>- Physical and operational improvements to reduce journey times between Aberdeen and central Belt (Building on STPR recommendation)</li> <li>- Make Aberdeen-London (sleeper) train fares more competitive with air fares</li> </ul>
31	Road	<b>A90 Dualling Upgrade Tippetty to Peterhead/Fraserburgh</b> <ul style="list-style-type: none"> <li>- Improvements to junction provision, consistency of standard and overall function</li> <li>- Improvements to A952 (direct road between Toll of Birness - F'burgh)</li> </ul>
32	Road	<b>A90 Upgrade south of Aberdeen</b> <ul style="list-style-type: none"> <li>- Improvements to junction provision, consistency of standard and overall function</li> </ul>
33	Road	<b>North/NW Radial Route Action Plans</b> <ul style="list-style-type: none"> <li>- A947 Aberdeen-Banff</li> <li>- A96: consideration of road links to new sections of A96</li> <li>- A98</li> </ul>
34	Road	<b>Western Radial Routes Action Plans</b> <ul style="list-style-type: none"> <li>- A944</li> <li>- A93</li> </ul>
35	Road	<b>Route Action Plan on existing A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion</b> <ul style="list-style-type: none"> <li>- Including new bridge at River Dee</li> </ul>
36	Road	<b>Consolidated Asset Management and Prioritisation System</b> <ul style="list-style-type: none"> <li>- Increased investment in existing road network</li> <li>- Review of structure lifecycles</li> <li>- Address weight restricted bridges</li> <li>- Improved flood management</li> <li>- Increased consideration for maintenance of Active Travel infrastructure included</li> </ul>
37	Road	<b>Introduce 20mph zones</b> <ul style="list-style-type: none"> <li>- Network of 20mph zones, focusing on areas with road safety concerns</li> </ul>
38	Road	<b>Implement restrictions to or banning right-turn movements in city centre, to improve traffic flow</b>

List of Emerging Options		
	Developed Option Type	List of Emerging Options and Descriptions
39	Road	<b>ITS - Dynamic Controlled/LEZ Zone - congestion or emissions based system, plus Policy Instruments</b> <ul style="list-style-type: none"> <li>- Congestion Charge Zone</li> <li>- Low Emission Zone</li> </ul>
40	Technology	<b>ITS - Dynamic Vehicle Lanes but type/time of entry/emissions levels</b> <ul style="list-style-type: none"> <li>- Bus only/HOV Lanes</li> <li>- Freight vehicle restrictions / priority</li> </ul>
41	Technology	<b>Dynamic Trails Action Plan</b> <ul style="list-style-type: none"> <li>- Increased provision of rest stops, charging/fuelling stations</li> <li>- Increased provision of wayfinding information, including signage and a Wayfinding App for the Region</li> </ul>
42	Technology	<b>Implement new technologies strategy for the region, across modes</b> <ul style="list-style-type: none"> <li>- Electric charging/hydrogen fuelling stations</li> <li>- Hydrogen fuelling stations; Hydrogen Trains</li> <li>- Autonomous Vehicles (including Autonomous Buses &amp; pods)</li> <li>- Digital Infrastructure for Connected (Autonomous) Vehicles</li> <li>- Greener Fuel Generation, such as Solar Panels</li> <li>- Further Funding and Grants for electric and hydrogen vehicles (Cars, Vans/Freight, Buses etc.) for both private and public use</li> <li>- Battery Exchange Hubs for Electric Vehicles</li> <li>- Strategy for facilitating Low Carbon Economy in 20 years' time</li> </ul>
43	Technology	<b>Enhance network monitoring capability to collect real-time user information across all modes, to feed into journey planning tools and real-time network management</b> <ul style="list-style-type: none"> <li>- e.g. Sensor upgrades to provide PT priority and Real Time Information to Road Users</li> <li>- Journey Planning Tool/App to inform travel choices</li> </ul>
44	Technology	<b>Develop a digital working strategy (including Broadband Connectivity Improvements) for the region to reduce peak-time travel, and encourage communities to develop potential working hubs</b> <ul style="list-style-type: none"> <li>- e.g. Promote/incentivise flexible working approaches; Remote Working; Work Hubs;</li> <li>- Improve Broadband infrastructure</li> </ul>
45	Technology	<b>Promotion of shared mobility services, including car clubs and facilitation of mobility-as-a-service providers</b> <ul style="list-style-type: none"> <li>- Demand Responsive Services, as an alternative to traditional bus model</li> <li>- MaaS services, apps</li> <li>- Introduce localised MaaS system to operate within towns (car-share/demand responsive travel/PT, active mode incentives)</li> </ul>
46	Various	<b>Infrastructure measures to complement City centre Masterplan proposals</b> <ul style="list-style-type: none"> <li>- Active travel routes</li> <li>- Roads hierarchy recommendations</li> <li>- Further pedestrianisation (e.g. Schoolhill) with consideration for delivery vehicles and mobility issues</li> <li>- Monetary contributions and pro-active cooperation from Private Sector to improve connections between Aberdeen Station and Union St</li> </ul>
47	Various	<b>Improved access to healthcare strategy</b>

List of Emerging Options		
	Developed Option Type	List of Emerging Options and Descriptions
48	Various	<b>Programme of access for all improvements at all key public transport points, and within urban areas, to benefit those who may have mobility impairment</b> <ul style="list-style-type: none"> <li>- Aberdeen Station / Union Street connection for people with mobility issues</li> <li>- Improve accessibility to rural bus stops with served by longer-distance services</li> <li>- Improved information provision for people with mobility issues/passes (e.g. Blue Badge holders)</li> <li>- Ensure all PT provisions (bus, taxi, train) are accessible by all users.</li> </ul>
49	Various	<b>Improve physical linkages between Aberdeen Station and City Centre</b> e.g. Escalator between Aberdeen Station and Union Street
50	Funding	<b>Seek further private sector Investment for transport schemes</b> <ul style="list-style-type: none"> <li>- Alternative to Strategic Transport Fund which can be passed through Planning Bill</li> <li>- Philanthropy-funded transport schemes</li> </ul>
51	Funding	<b>Create regional investment “bank” as a financial vehicle for investment</b> e.g. Bonds



**K**

## *Appendix*

### **Appraisal Summary Tables (Recommended and Sifted Options)**

# K.1 Appraisal Summary Tables

## K.1.1 Active Travel Options

### Option 1

**Type of Option:** Active Travel

**Title:** Upgrade existing routes and develop a network of high quality and safe active travel routes across the region.

**Description/Examples of Interventions:**

- Orbital, Radial and Leisure/Tourist Routes
- Routes within and connecting to the City Centre
- Direct active travel links between NE communities
- Deeside Way; Buchan and Formantine Way
- Roll out 'Cycle Demonstration Town' measures (like in Peterhead) to other NE towns
- City Centre and Towns Pedestrian Provision
- Safety Measures (e.g. Cycle Priority, Safer Underpasses, resolving shared space conflicts)
- Segregated Cycle Lanes
- Improved provision at junctions and crossing points
- Requirement for new/upgraded roads to include better NMU provision
- Use significant public sector capital investments as catalysts for building cycle infrastructure in towns - e.g. Peterhead Community Campus, Inverurie Health Centre

### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓	✓✓✓	✓✓	✓	✓✓✓

### Modal Issues

**Ownership:** Simple - public sector with mechanisms available to obtain developer contributions.

**Operations:** National / Regional / Local - cumulative positive impact at the local level leading to a greater impact at regional level, and to the national level on National Cycle Routes

**Packaging:** Packaged - Unlikely that individual interventions will have a strategic impact so will need to consider packaging of interventions

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

### Rationale for selection at this stage

Option is likely to require TS to act as National Lead, with responsibility for development and delivery most likely to be through the RTS and LTS

### Option 2

**Type of Option:** Active Travel

**Title:** Increase the provision and quality of active travel facilities across the region

**Description/Examples of Interventions:**

- e.g. Signage, parking/storage (on and off PT) and tourist/leisure-friendly facilities
- Improve quality of walking surfaces
- Improved lighting, safety and security measures for all active travel users

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	○	✓	○	✓	✓✓

#### Modal Issues

**Ownership:** Simple – public sector

**Operations:** Regional/Local - cumulative positive impact at the local level leading to a greater impact at regional level

**Packaging:** Packaged - Unlikely that individual interventions will have a strategic impact so will need to consider packaging of interventions

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended to progress to the RTS as it has positive benefits for both local and regional aspects of the active travel network in the North East.

### Option 3

**Type of Option:** Active Travel

**Title:** Implement a regional cycle hire scheme

**Description/Examples of Interventions:**

- Bike Hire, eBike Hire, Cycle Share Scheme etc.

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	○	✓	✓	✓	○

#### Modal Issues

**Ownership:** Intermediate - Possible options include fully public, private or partnership-approach

**Operations:** Regional - cumulative positive impact at the local level leading to a greater impact at regional level

**Packaging:** Packaged - Requires a regional package system across City and towns to be effective

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended for consideration in the RTS due to the cumulative positive impact at the local level leading to a greater impact at regional level.



#### Option 4

**Type of Option:** Active Travel

**Title:** Continue development and roll out of Regional Active Travel Promotion Strategy with innovative awareness campaigns and incentives to encourage people to travel by active modes

**Description/Examples of Interventions:**

- NHS Healthcare Partnerships working with and through the HTAP partnership (Heath & Transport Action Plan)
- Road User Safety Courses (e.g. continued support of Bikeability Scheme; NMU-safety courses for Drivers)
- Walking/Cycle App Reward Scheme
- Working with employers
- Increase political engagement and commitment from local & regional politicians, councillors

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓	✓	✓✓✓	✓	✓	✓

**Modal Issues**

**Ownership:** Intermediate - mix of public sector bodies, community forums/groups and private sector employers

**Operations:** Regional - cumulative positive impact at the local level leading to a greater impact at regional level

**Packaging:** Packaged - most likely to be part of a package that compliments active infrastructure improvements

**Evidence of Working Elsewhere:**

- 1) NHS Bromley - Cycle by Prescription
- 2) England - Road Safety Courses following being stopped by Police
- 3) Dundee: NaviGoGo app - rewards sustainable choices

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS due to the cumulative positive impact at the local level leading to a greater impact at regional level; and potential delivery as part of a national active travel promotional strategy.

### K.1.2 Bus Options

#### Option 5

**Type of Option:** Bus

**Title:** Implement BRT/Bus Priority schemes which improve bus service journey times and reliability on key corridors in the City and Towns in the Region

**Description/Examples of Interventions:**

- Reallocation of road space to benefit public transport
- BRT/Bus Priority schemes on Orbital and Radial Routes
- BRT/Bus Priority on key commuting corridors & service routes in City and Towns
- Upgrading Bus Stops to have laybys to reduce traffic congestion

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓	✓✓	✓	✓✓✓	✓✓

**Modal Issues**

**Ownership:** Intermediate - combined public sector/private sector partnerships

**Operations:** Regional - potential negative impacts taking away road space from general traffic and impact on congestion. Also, potential impacts on operators needing to meet certain criteria to use the infrastructure

**Packaging:** Packaged - option can act as a standalone measure but implementation as part of a wider package to manage demand likely to increase overall benefits and help with public acceptability

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended to be considered for the RTS. This option is likely to have positive benefits to journey time and journey time reliability for both local and regional bus services in Aberdeen City and towns across the region.

## Option 6

**Type of Option:** Bus

**Title:** Consider future ownership/regulation/partnership models for buses - working with North East Bus Alliance

### Description/Examples of Interventions:

- Regulated bus services
- Public Ownership model
- Bus Franchising, including 'packing' of profitable and non-profitable bus routes
- Quality Contract Mechanism
- Statutory Quality Partnership / Bus Improvement Partnerships
- Revenue support for bus services

### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓	✓	✓✓	✓✓	○

### Modal Issues

**Ownership:** Complex - difficult to define as form could take public sector, private sector or a public/private partnership. Also unclear on timescales and acceptability of policy/legal framework to achieve intervention.

**Operations:** National - option likely to have a positive impact on the transport network at a national level e.g. public bodies able to directly influence increasing competitiveness of bus.

**Packaging:** Standalone - able to act as a standalone measure, and probably should as risk/uncertainties over deliverability and acceptability would increase risk if it was packaged with other options

**Evidence of Working Elsewhere:** N/A

**Showstopper:** Unclear at this stage

### Rationale for selection at this stage

This option is recommended to be Progressed Elsewhere - Scottish Government - as it requires legislation change at Scottish Government level to give provisions for Local Authorities to implement new ownership/regulation models for bus services.

The potential policy/legal challenges and the acceptability issues may mean Showstoppers.

## Option 7

**Type of Option:** Bus

**Title:** Demand Responsive Services

### Description/Examples of Interventions:

- Rural DRT services to replace existing traditional bus service model
- Introduce a public-run DRT 'Uber-style' service in the region
- High capacity Demand Responsive Services
- Facilitate further resourcing and funding for Community & Volunteer Transport Services

### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓✓	✓	○	✓	✓✓	○

### Modal Issues

**Ownership:** Intermediate - Either public, private or partnership

**Operations:** Regional - application across all towns and the city likely to have a positive impact at local level and cumulative impacts across the region likely to be positive.

**Packaging:** Standalone - able to act as a standalone measure.

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

### Rationale for selection at this stage

This option is recommended for consideration in the RTS to build on current experience in the region. Considered as having a regional level of impact due to the cumulative positive impacts across the towns and city, and also likely to have a positive impact on equality.

### K.1.3 Freight Options

#### Option 8

**Type of Option:** Freight

**Title:** Development of an integrated, multimodal network of freight hubs across the Region

**Description/Examples of Interventions:**

- Construction of freight hubs in strategic locations - including consideration of existing PT road/rail interchanges - to facilitate 'bulk breaking' between freight modes (lorries, rail, LGVs etc.)

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓✓	✓	○	○	✓✓

#### Modal Issues

**Ownership:** Intermediate - public sector for infrastructure elements plus private sector operators

**Operations:** National - positive impacts on logistical supply change and road safety for example across the road network

**Packaging:** Packaged - this option could be packaged into an overall Freight Strategy

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended to be considered in both STPR2 and the RTS as implementation should be progressed at national and regional levels to positively influence the logistics chain, ensure consistency across regions, and optimise 'Hub' locations.

#### Option 9

**Type of Option:** Freight

**Title:** Review provision of Rest Stops on trunk roads and key freight routes

**Description/Examples of Interventions:**

- The purpose of this option is to review existing provision of rest stops in the region and determine where improvements could be made in order to increase road safety on these routes.

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓	✓	○	○	✓✓

#### Modal Issues

**Ownership:** Intermediate - public sector for infrastructure elements plus private sector operators

**Operations:** National - positive impacts on logistical supply change and road safety for example across the road network

**Packaging:** Packaged - this option could be packaged into an overall Freight Strategy

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended to be considered in both STPR2 and the RTS due to the positive impact it should have on both national and regional freight traffic, the need for consistency across the regions and to optimise Rest Stop locations.

**Option 10****Type of Option:** Freight**Title:** Improve road access to all regional ports**Description/Examples of Interventions:**

- Develop access strategy
- Introduce route improvements, including road safety measures

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓	○	○	○	✓✓

**Modal Issues****Ownership:** Simple - public sector**Operations:** National - potential for this option to put increased pressure on adjacent local road network that could affect key regional and national routes.**Packaging:** Standalone - but could be packaged into an overall Freight Strategy**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended to be considered in STPR2 and the RTS due to the significant contribution the region's ports have at the national level.

Links to the Northern Isles will also presumably inform the national Ferries Plan work.

**K.1.4 Policy Options****Option 11****Type of Option:** Policy**Title:** Use Price Mechanisms to manage demand**Description/Examples of Interventions:**

- Workplace Parking Levy
- Road User Charging

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	○	✓✓	✓✓	✓✓	○

**Modal Issues****Ownership:** Simple - public sector, but likely to be significant acceptability issues associated with this option.**Operations:** National/Regional/Local - likely to be a range of impacts and appraisal would need to capture the net impacts overall.**Packaging:** Packaged - needs to be packaged with other options that provide alternatives to private vehicle travel to achieve acceptability and increase effectiveness of the option.**Evidence of Working Elsewhere:** N/A**Showstopper:** Unclear at this Stage**Rationale for selection at this stage**

Recommended to be considered in STPR2 given there are tools within this option that would impact across the trunk road network as well as at the regional and local level. Scottish Government has a clear policy against the use of road and bridge tolls (Road User Charging) now or any time in the future on the trunk road network but can be delivered at the discretion of local roads authorities in relation to local roads. Powers for Workplace Parking Levies are being considered in the Transport Bill.

**Option 12****Type of Option: Policy****Title:** Revised approach to Development Planning Policy**Description/Examples of Interventions:**

- Stricter enforcement and implementation of existing Planning Guidance
- Reallocation of on-street and off-street parking supply
- Alter junction analysis requirements to assess by per person
- Build transport infrastructure in advance of infrastructure/housing supply
- Update planning policy to ensure suitable active travel infrastructure is provided

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓✓	✓	✓✓	✓✓✓	✓✓	✓

**Modal Issues****Ownership:** Simple - public sector**Operations:** Regional - should provide mechanism to create positive impacts on the operation of the transport system through e.g. reducing the need to travel

- Public sector/officers enforcing new approach;
- Private sector adhering to new approaches (e.g. developers)

**Packaging:** Packaged - needs to be applied in conjunction with other relevant options as part of an integrated demand management strategy**Evidence of Working Elsewhere:**

- Zurich: Parking Demand Management Case Study

**Showstopper:** No**Rationale for selection at this stage**

This option is recommended for consideration in the RTS, in conjunction with Local and Regional Planning Bodies, as it should take into account the local and regional planning considerations that are specific to the North East, in order to create a new approach to transport in development planning policy.

**Option 13****Type of Option: Policy****Title:** Maintain and expand routes\* and destinations (domestic and international) served by Aberdeen International Airport**Description/Examples of Interventions:**

- This option involves continued support of commercial services and supporting infrastructure at Aberdeen International Airport, for both regional, national and international routes
- \* Note: scope of STPR2 extends only to domestic air routes

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓	○	○	○	✓

**Modal Issues****Ownership:** Intermediate - private sector, but dependent on market/demand for routes to/from Aberdeen.**Operations:** National - operational impacts could extend nationally and internationally, however assuming the capacity is available at Aberdeen Airport there would be little impact on the operations of existing flights.**Packaging:** Standalone - air specific**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended for consideration in the RTS given the importance of air travel to the region. It is also recommended for consideration STPR2, however it is noted the scope of STPR2 only extends to domestic air routes.

<b>Option 14</b> <b>Type of Option: Policy</b> <b>Title:</b> Maintain and enhance maritime services serving Aberdeen, and connections to Orkney and Shetland <b>Description/Examples of Interventions:</b> - This option involves continued support of commercial services and supporting infrastructure at Aberdeen Harbour					
<b>High Level Appraisal against TPOs</b>					
<b>TPO 1</b>	<b>TPO 2</b>	<b>TPO 3</b>	<b>TPO 4</b>	<b>TPO 5</b>	<b>TPO 6</b>
✓	✓✓	○	○	○	✓
<b>Modal Issues</b>					
<b>Ownership:</b> Intermediate - public sector for infrastructure elements plus private sector operators					
<b>Operations:</b> Regional/National - not likely to have any significant negative operational impacts across the region's ports, but will be considered as part of the ongoing Ferries Plan work.					
<b>Packaging:</b> Standalone – ferry specific					
<b>Evidence of Working Elsewhere:</b> N/A					
<b>Showstopper:</b> No					
<b>Rationale for selection at this stage</b>					
This option is recommended for consideration in both STPR2 and the RTS given the regional importance of ferry routes to the NE region, the national importance of the connecting services to the Northern Isles and the potential for expansion of the visitor cruise ship market.					

### K.1.5 Public Transport

<b>Option 15</b> <b>Type of Option: Public Transport</b> <b>Title:</b> Provision of high quality Park and Ride and multimodal interchange facilities, and supporting services <b>Description/Examples of Interventions:</b> - Enhance service provision of Park and Ride sites both P&R infrastructure and quality of services including service frequency, information provision and P&R marketing campaigns - Take into account varying functions of local and regional Bus and Rail P&R sites, serving a variety of journey purposes - Increase the number of parking spaces at P&R sites - Construct more P&R sites in towns and at interchanges/stations throughout the region - Link bus priority measures to routes serving park and ride services to ensure park and ride provides a competitive alternative to car. Link to city centre parking policy					
<b>High Level Appraisal against TPOs</b>					
<b>TPO 1</b>	<b>TPO 2</b>	<b>TPO 3</b>	<b>TPO 4</b>	<b>TPO 5</b>	<b>TPO 6</b>
✓✓	✓	✓✓	✓✓	✓✓	✓
<b>Modal Issues</b>					
<b>Ownership:</b> Simple - Public Sector					
<b>Operations:</b> National - application across city and towns with regional benefits, and wider national benefits linked to rail and for example intercity bus services					
<b>Packaging:</b> Standalone - can be standalone for existing services, however would increase in value with complementary options such improved and/or increased number of services					
<b>Evidence of Working Elsewhere:</b> N/A					
<b>Showstopper:</b> No					
<b>Rationale for selection at this stage</b>					
This option is recommended to be considered in both STPR2 and RTS as park and ride sites exist (and new ones as part of this intervention) on regional and nationally significant routes (i.e. rail network/stations, intercity bus services).					



**Option 16****Type of Option: Public Transport****Title:** Improved marketing, information and digital connectivity (on and off) Public Transport services**Description/Examples of Interventions:**

- RTI systems with accurate journey time information
- Secure and reliable WiFi on passenger services and at stations (incl. bus and rail)
- Increased provision of tourist-focussed information

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓	○	○	✓✓	✓

**Modal Issues****Ownership:** Intermediate - public sector system which is maintained by private sector; need cooperation**Operations:** National/Regional - application across city and towns with regional benefits, potentially national benefits if linked with wider regional/national services**Packaging:** Complementary - can be standalone for existing services however would be increase in value if complementing other public transport improvements, such as increased number of services.**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS as it involves increasing provision of public transport information across modes. This is not restricted to services within the North East region so should be considered at a national level to take into account regional and cross-border services, consistency of standards, hardware, comms etc.

**Option 17****Type of Option: Public Transport****Title:** Introduce new fares model for public transport (potentially linked to MaaS)**Description/Examples of Interventions:**

- SMART tickets
- Simpler fare structures
- Integrated tickets across modes and multi operator tickets
- Expand existing systems such the Grasshopper tickets scheme and multipurpose ticket options, such "Gig&Go" tickets for events
- Reduce fares on TaxiCard scheme

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓	○	○	✓✓	○

**Modal Issues****Ownership:** Intermediate - public sector system which is maintained by private sector (including events, organisers/venues for Gig& Go tickets); potentially Complex given the need for full co-operation between both public and private entities.**Operations:** National - benefits for passenger experience buying tickets across the country and region, no negative impacts expected on operations on network, however assumes all public transport operators sign-up to system**Packaging:** Complementary - can be standalone for existing services however further value would be added if is enrolled with improved timetable integration between services and modes for full benefits**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS as it involves the integration of tickets across modes, simplification of fare structures across modes/services that are not restricted to the North East region, as well as regional specific services.

**Option 18****Type of Option: Public Transport**

**Title:** Development of fully integrated public transport services across the region, including timetabling and multimodal interchanges/attractors

**Description/Examples of Interventions:**

- More effective timetable integration between all modes, particularly at interchanges (incl. air, rail and ferry)
- Introduce more orbital/radial routes, with orbital services not going through City Centre
- Clearer distinction between Express and Local services
- Dial-a-Bus Services
- City Centre Shuttle Buses

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓	✓	✓	✓✓	✓

**Modal Issues**

**Ownership:** Intermediate - Public sector system which is maintained by private sector; needs cooperation between public transport operators.

**Operations:** Regional - improves operations across the region as existing and new services/routes within and between modes will be routed and timetabled more efficiently to provide better integration for people travelling across the region by more than one mode. Benefits could extend Nationally if timetables are synced with national rail, bus and air services.

**Packaging:** Standalone - this option could be delivered on its own, however further value would be added with complementary Public Transport service improvement options such as integrated ticketing, improved information provision and high quality P&R sites.

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS as the intervention involves improving timetable integration between all modes (bus, rail, ferry and air) within the North East, other regions, Nationally and Internationally.



**Option 19****Type of Option: Public Transport****Title:** Timetable and capacity enhancements to deliver faster/more frequent services on core corridors**Description/Examples of Interventions:**

- Introduce higher frequency and faster bus services (e.g. between Aberdeen, Peterhead and Fraserburgh)
- Improved urban to rural connections

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓✓	✓	○	✓✓✓	✓

**Modal Issues****Ownership:**

Bus: Intermediate - private sector services however some services may require subsidies from public sector.

Rail: Complex - mix of (arms-length) public sector, and private sector franchises.

**Operations:**

Bus: Regional - application across city and towns with regional benefits, potentially national benefits if linked with wider regional/national services alongside private and public operations

Rail: Operational impacts can be wide ranging on local, regional and national rail services.

**Packaging:**

Bus: Standalone - this option could be delivered on its own, however further value could be derived if complemented by other PT service improvement measures.

Rail: Packaged - this option is likely to be reliant on other options to increase capacity on the rail network (E.g. rail tracks, rolling stock, station capacity)

**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS as the intervention involves improving timetable and capacity enhancements to bus and rail services within the North East and extending to other regions in Scotland (and to England for cross-border bus and rail services).

**Option 20****Type of Option: Public Transport****Title:** Light Rail/Tram**Description/Examples of Interventions:**

- Introduction of light rail/trams connecting Aberdeen City Centre with the key business/leisure/commercial areas in the city, and key radial routes
- Link to Aberdeen Airport and Ferry Terminal
- Light Rail/Trams on Union Street connecting local areas and towns (aimed at reducing people driving into the City Centre)

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓	✓✓	✓	✓✓✓	✓

**Modal Issues****Ownership:** Intermediate - Public Sector ownership of Light Rail/Tram system, however requires liaising with utilities companies etc.**Operations:** Regional - likely to be a range of impacts on transport network (e.g. negative impact of reduced road space; positive impact of direct light rail link to TECA, Airport etc.) Could be operated by either Public or Private sectors, or partnership.**Packaging:** Standalone - option can act as a standalone measure but implementation as part of a wider package to manage demand likely to increase overall benefits and help with public acceptability**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

Recommended for consideration in the RTS as similar examples of Fastlink (Glasgow) and Tram (Edinburgh).

**Option 21****Type of Option: Public Transport****Title:** Improve City Centre connections between Bus and Rail Stations**Description/Examples of Interventions:**

- e.g. Enhance the quality of the existing connection/multi-modal interchange in Aberdeen City Centre between the Bus and Rail stations, with improved active travel hub

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓	✓	✓✓	✓✓	✓

**Modal Issues****Ownership:** Intermediate - public sector, with private sector involvement**Operations:** Local - no significant impact to operation of services as new interchange would be located at the same site.**Packaging:** Packaged - option can act as a standalone measure, however would need to be a part of a wider package for implementation to increase overall benefits (E.g. review of CC bus services; active travel connectivity in CC etc.) and help with public acceptability**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended to be considered in the RTS as the intervention is of Regional significance and likely be delivered at this level.

**Option 22****Type of Option: Public Transport****Title:** Public Transport Connections to Airport**Description/Examples of Interventions:**

- Continue development of high quality, dedicated public transport links between City centre and airport  
 - Introduce branded airport links from Regional centres to/from airport

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓	✓✓	✓✓	✓✓✓	✓✓✓	✓

**Modal Issues****Ownership:** Intermediate - could either be owned publicly, privately or through partnership depending on the mode(s) of transport considered.**Operations:** Regional - dependent on mode(s). Dedicated bus links unlikely to cause significant negative impact; fixed link (e.g. rail/light rail) would have a range of impacts (see Rail and Light Rail options). Value in the option would be to ensure timetable enables people to arrive at airport on time for early AM/late PM departures and arrivals.**Packaging:** Standalone - option can act as a standalone measure, however should complement/integrate with airport departure/arrival times.**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended to be considered in both STPR2 and the RTS as the intervention would have regional and national importance - both for staff working at the airport, and for domestic/international air journeys.

## K.1.6 Rail Options

### Option 23

#### Type of Option: Rail

**Title:** Expand the rail network in the North East [to the benefit of both Passenger and Freight users] via new and/or reinstated railway lines

#### Description/Examples of Interventions:

- New Rail Lines with passenger stations
- More passing loops
- Rail connections to freight hubs (including those proposed in Freight Options)

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓	✓	✓✓	✓✓✓	✓✓

#### Modal Issues

**Ownership:** Complex - mix of (arms-length) public sector, and private sector franchises

**Operations:** National - Operational impacts can be wide ranging on local, regional and national rail services

**Packaging:** Standalone - rail specific

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended for consideration in both STPR2 and the RTS as the intervention would likely have implications on across the wider national rail network, as well as the rail network within the region.

### Option 24

#### Type of Option: Rail

**Title:** New Local Rail Stations on existing local routes

#### Description/Examples of Interventions:

- New stations between Aberdeen & Inverurie
- New stations between Aberdeen and Stonehaven (e.g. Newtonhill)

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓	✓	✓✓	✓✓	✓

#### Modal Issues

**Ownership:** Complex - mix of (arms-length) public sector, and private sector franchises

**Operations:** National - Operational impacts can be wide ranging on local, regional and national rail services

**Packaging:** Standalone - rail specific

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended for consideration in both STPR2 and the RTS as the intervention would likely have implications on across the wider national rail network, as well as the rail network within the region.

**Option 25****Type of Option: Rail****Title:** Improve Strategic Inter-City Rail Connections**Description/Examples of Interventions:**

- Physical and operational improvements to reduce journey times between Aberdeen and central Belt; and Aberdeen to Inverness (building on STPR recommendations)
- Make Aberdeen-London (sleeper) train fares more competitive with air fares
- Measures to improve quality on-board journey experience
- Increased capacity and frequency for rail services on North-East routes
- Improve journey times and timetabling of services on Aberdeen-Central Belt rail services, including consideration of intermediate stations
- Improved station car parking, and sustainable station travel plan arrangements

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓	✓	✓✓	✓✓	✓✓

**Within the Region?**

No – elements of the option are located outwith the region, specifically on rail lines routing to Inverness and Central Belt

**Modal Issues**

**Ownership:** Complex - mix of (arms-length) public sector, and private sector franchises

**Operations:** National - Operational impacts can be wide ranging nationally, e.g. capacity constraints at Dundee, Haymarket, Waverley.

**Packaging:** Standalone - rail specific

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS as the intervention would likely have implications on across the wider national rail network, as well as the rail network within the region.

**K.1.7 Road Options****Option 26****Type of Option: Road****Title:** A90/A952 Upgrade Ellon to Peterhead/Fraserburgh**Description/Examples of Interventions:**

- Improvements to junction provision, consistency of standard and overall function
- Targeted improvements/upgrades with sections of 2+1 provision
- Intervention at Toll of Birness taking forward FFAST Study and plan to future upgrade to full dual carriageway to Peterhead and route upgrade to Fraserburgh on A952
- Implement measures to increase road safety along the route

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓✓	○	○	○	✓✓

**Modal Issues**

**Ownership:** Simple - public sector

**Operations:** Regional/National - positive - not likely to cause negative operational impacts elsewhere

**Packaging:** Standalone - road specific, also complimentary to other interventions

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS as the intervention would involve changes to the trunk road network between Aberdeen and Fraserburgh - a key corridor for commuter, freight and strategic movements - therefore of regional and national significance.

**Option 27****Type of Option:** Road**Title:** A90 Upgrade south of Aberdeen to Dundee (including the Kingsway)**Description/Examples of Interventions:**

- Improvements to junction provision, consistency of standard and overall function
- Implement measures to increase road safety along the route.

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓✓	○	○	○	✓✓

**Within the Region?**

No – elements of the option are located outwith the region, specifically to the south towards the TACTRAN Regional Transport Partnership area.

**Modal Issues**

**Ownership:** Simple - public sector; Intermediate - developer contributions?

**Operations:** Regional - positive - not likely to cause negative operational impacts elsewhere

**Packaging:** Standalone - road specific, also complimentary

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS as the intervention would involve changes the trunk road network to the south of Aberdeen - a key corridor for commuter, freight and strategic movements - therefore of regional and national significance.

**Option 28****Type of Option:** Road**Title:** North/North West Radial Route Action Plans, including A947 Route Action Plan**Description/Examples of Interventions:**

- A947 Aberdeen-Banff
- A96: consideration of road links to new sections of A96
- Implement measures to increase road safety on key North/North West routes, such as the A947 and connections to the A96
- Improvements to and increase safety and resilience at A947/A98 junction and Banff Bridge, linking Banff and MacDuff

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓	○	○	○	✓✓

**Modal Issues**

**Ownership:** Simple - public sector

**Operations:** Regional - positive - not likely to cause negative operational impacts elsewhere

**Packaging:** Standalone - road specific, also complimentary to other interventions

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended for consideration in the RTS as the North/North West radial routes, notably the A947, perform a regionally significant function.

**Option 29****Type of Option:** Road**Title:** Western Radial Route Action Plans (A944, A93)**Description/Examples of Interventions:**

- A944: including implementation of road safety measures, assessing impact of AWPR and future planned/proposed/possible development on corridor, and in Westhill
- A93, including road safety measures

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓	○	○	○	✓✓

**Modal Issues****Ownership:** Simple - public sector**Operations:** Regional - positive - not likely to cause negative operational impacts elsewhere**Packaging:** Standalone - road specific, also complimentary to other interventions**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended for consideration in the RTS as these routes perform a regionally significant function.

**Option 30****Type of Option:** Road**Title:** Route Action Plan on former A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion following AWPR completion**Description/Examples of Interventions:**

- Including new bridge at River Dee
- Implementation of road safety measures along the route

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓	○	○	○	✓✓

**Modal Issues****Ownership:** Simple - public sector**Operations:** Regional - positive - not likely to cause negative operational impacts elsewhere**Packaging:** Standalone - road specific, also complimentary to other interventions**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended for consideration in both STPR2 and the RTS because of the significant role this section of the A90/newly designated A92 has at a regional and national level on access (for example, the Dee and Don crossings, and access to Aberdeen). It is recognised, however, this option is currently very wide ranging and should be refined at the next stage with specific schemes which can more robustly be appraised against the study objectives.

**Option 31****Type of Option: Road****Title:** Consolidated Asset Management and Prioritisation System**Description/Examples of Interventions:**

- Increased investment in existing road network
- Identify and implement road safety measures or upgrades when reviewing assets and carrying out maintenance work
- Review of structure lifecycles
- Address weight & height restricted bridges
- Improved adaptability to climate change
- Increased consideration for maintenance of Active Travel infrastructure included

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓	✓	○	○	✓✓✓

**Modal Issues****Ownership:** Intermediate - public sector but needs input/integration across a number of bodies**Operations:** Regional - positive - no specific negative operational impacts. Could be a single system to cover National, Regional and Local**Packaging:** Complimentary - complimentary to other interventions**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended as part of the RTS as it is the largely the remit of Local Authorities to maintain transport infrastructure (excl. for example Trunk Roads and Rail Network). This could however be incorporated into a National Asset Management and Prioritisation System, therefore, is also recommended for consideration in STPR2.

**Option 32****Type of Option: Road****Title:** Introduce 20mph zones**Description/Examples of Interventions:**

- Network of 20mph zones, focusing on areas with road safety concerns

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓	○	✓✓	○	○	✓✓

**Modal Issues****Ownership:** Simple – public sector**Operations:** Regional - if rolled out across city and towns in the region - such as active travel, and CCMP**Packaging:** Standalone - road specific Complimentary - with other interventions, active travel, CCMP**Evidence of Working Elsewhere:** N/A**Showstopper:** No**Rationale for selection at this stage**

This option is recommended to be included as part of the RTS as it takes a region-specific approach to implementing 20mph speed limits, although it is likely to have positive impacts at the local level.



## K.1.8 Technology Options

### Option 33

#### Type of Option: Technology

**Title:** ITS to manage vehicle entry to lanes and zones based on vehicle types, time of day, real-time emissions and congestion levels

#### Description/Examples of Interventions:

Dynamic Vehicle Lanes by vehicle type / time of entry / emissions levels, e.g.:

- Bus only / HOV lanes
- Freight vehicle restrictions / priority
- Emissions Controlled Lanes

Dynamic Controlled/LEZ Zone, using a congestion or emission based system plus Policy Instruments, e.g.:

- Congestion Charge Zone
- Low Emission Zone

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓	✓	✓✓	○	✓✓	✓

#### Modal Issues

**Ownership:** Simple – public sector, possible partnership with private sector to operate/enforce?

**Operations:** Regional - potential negative impacts dependent on implementation (bans or charges for non-compliant vehicles)

**Packaging:** Packaged - needs to form part of overall strategy to be successful and publicly acceptable. CCMP as a possible delivery mechanism for aspects of this option.

#### Evidence of Working Elsewhere:

- 1) London - both Congestion Charge and Low Emission Zones
- 2) Germany - LEZs in 30+ towns and cities
- 4) São Paulo, Brazil: vehicle restrictions based on last digit of number plate
- 5) Open Streets Program - temporarily close streets to cars and open them up to people

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended to be considered in the RTS as aspects of it are region-specific and would need to be administered by the Local Authorities. Aspects would most likely be implemented on key access routes to the city and larger towns, and is likely to affect local and regional movements.

### Option 34

#### Type of Option: Technology

**Title:** Wayfinding App for Tourists

#### Description/Examples of Interventions:

- Develop an App providing leisure and tourist travellers with wayfinding information, and routes ('trails') which direct tourists to visitor attractions and amenities (e.g. resting, food and fuel/charging stops) across the region.

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓	○	✓	○	○	✓

#### Modal Issues

**Ownership:** Intermediate - public sector but needs input/integration across a number of bodies and possible partnership with private sector (app development)

**Operations:** Regional - positive impact on active travel, mode share and alternative fuels take-up

**Packaging:** Complimentary - to other options and also potential policy measures that may be adopted

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option has been recommended to be considered in the RTS as it should consider the local and regional visitor hotspots and linking them with transport routes to create the trails.



### Option 35

#### Type of Option: Technology

**Title:** Implement new technologies strategy for the region, across modes

#### Description/Examples of Interventions:

- Electric charging/hydrogen fuelling stations
- Hydrogen Trains
- Autonomous Vehicles (including Autonomous Buses & pods)
- Digital Infrastructure for Connected (Autonomous) Vehicles
- Greener Fuel Generation, such as Solar Panels
- Further Funding and Grants for electric and hydrogen vehicles (Cars, Vans/Freight, Buses etc.) for both private and public use
- Battery Exchange Hubs for Electric Vehicles
- Strategy for facilitating Low Carbon Economy in 20 years' time

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	○	✓✓✓	○	✓	✓

#### Modal Issues

**Ownership:** Complex - mix of public sector bodies, and private sector

**Operations:** Regional - positive impact on alternative fuels take-up and harmful emissions. Potential for increased vehicle numbers through efficiencies of autonomous vehicles?

**Packaging:** Standalone - can be standalone; Complimentary - increased value/successful implementation to complement other interventions

#### Evidence of Working Elsewhere:

- 1) Aberdeen: Currently has fleet of Hydrogen buses
- 2) Canada: Metrolinx Hydrail Feasibility Study
- 3) Japan: Hitachi battery trains

**Showstopper:** No

#### Rationale for selection at this stage

This option has been recommended for consideration in STPR and the RTS as it should consider the local and regional needs and benefits of such technology, as well as consider local knowledge/research (e.g. alternative energy & fuels - Hydrogen) which could assist in the delivery of new technologies across the region.

At the national level this should consider for example the impact of alternative fuels including Hydrogen for ferries, and the need for consistency of standards and optimisation of a national network of charging/fuelling stations.

### Option 36

#### Type of Option: Technology

**Title:** Enhance network monitoring capability to collect real-time user information across all modes, for input to journey planning tools and real-time network management.

#### Description/Examples of Interventions:

- e.g. Sensor upgrades to provide PT priority and Real Time Information to Road Users
- Journey Planning Tool/App to inform travel choices

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓	✓✓	✓	○	✓✓	✓

#### Modal Issues

**Ownership:** Simple - largely public sector; may include a degree of private sector input

**Operations:** National - positive benefits across the transport system in terms of accessibility and sustainable mode share

**Packaging:** Packaged - should form a key component of a wider package

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option is recommended to be progressed to the RTS as it is a regional-based system. It could however complement a National Monitoring System.

**Option 37****Type of Option: Technology**

**Title:** Policy support for a digital working strategy (including broadband connectivity improvements) for the region to reduce peak-time travel, and encourage communities to develop potential working hubs

**Description/Examples of Interventions:**

- e.g. Promote/incentivise flexible working approaches; Remote Working; Work Hubs
- Improve broadband infrastructure

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
○	✓✓✓	✓✓✓	✓✓	✓	✓

**Modal Issues**

**Ownership:** Complex - potentially complex with need to a fully joined up approach between public sector and private sector employers and providers

**Operations:** Regional - potential for significant positive impacts in terms of reducing the need to travel

**Packaging:** Complimentary - although elements of the option are Standalone

**Evidence of Working Elsewhere:**

- European Network for Rural Development: Digital Rural Hubs case studies (E.G. Ludgate, Ireland)

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended to be progressed to the RTS as it is seen as a key option in influencing travel decisions and expanding travel choices.

Not by itself a direct transport function or responsibility but will have a significant part to play in the future development of the region.

Also needs close engagement with Scottish Government on broadband connectivity roll-out programmes.

**Option 38****Type of Option: Technology**

**Title:** Promotion of shared mobility services, including car clubs and facilitation of MaaS (mobility-as-a-service) providers

**Description/Examples of Interventions:**

- Demand Responsive Services, as an alternative to traditional bus model
- MaaS services, apps
- Introduce localised MaaS system to operate within towns (car-share/demand responsive travel/PT, active mode incentives)

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓✓	✓	○	✓✓	○

**Modal Issues**

**Ownership:** Complex - some public sector control but elements such as MaaS is reliant on private sector (currently)

**Operations:** Regional - scope to increase public transport share

**Packaging:** Packaged - likely to achieve more significant impacts through packaging with other options focussed on priority for PT and reduction of demand for travel by private car.

**Evidence of Working Elsewhere:** Helsinki & Dundee Examples

**Showstopper:** No

**Rationale for selection at this stage**

This option is recommended for consideration the RTS and Progress Elsewhere - NTS. The North East is already investigating MaaS Technology, however it is considered that Scottish Government/Transport Scotland would need to take a national lead on MaaS Technology, and examine the impacts (which may be positive and/or negative) from a transport perspective.

## K.1.9 Various Options

### Option 39

**Type of Option:** Various

**Title:** Infrastructure measures to complement City Centre Masterplan proposals

**Description/Examples of Interventions:**

- Active travel routes
- Roads hierarchy recommendations
- Further pedestrianisation (e.g. Schoolhill) with consideration for delivery vehicles and mobility issues
- Monetary contributions and pro-active cooperation from Private Sector to improve connections between Aberdeen Station and Union Street with specific consideration for pedestrians with mobility issues
- Implement restrictions to or banning right-turn movements in city centre, to improve traffic flow
- Implement a Regional Parking Management Strategy
- Review of bus routes network and bus stops within City Centre area, including Union Street

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	○	✓✓	✓	✓	✓✓✓

#### Modal Issues

**Ownership:** Simple - largely public sector with some tools in place for developer contributions

**Operations:** Local - number of elements that have a largely local focus although some elements of Roads Hierarchy are likely to have wider impacts

**Packaging:** Packaged - smaller scale measures to complement CCMP

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option has been recommended to be progressed to the RTS and Progress Elsewhere - CCMP - as it identifies interventions which mainly have a local focus, with regional benefits.

### Option 40

**Type of Option:** Various

**Title:** Improved access to healthcare strategy

**Description/Examples of Interventions:**

- Including collaboration with HTAP (Health & Transport Action Plan)

#### High Level Appraisal against TPOs

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	○	✓	✓✓	✓✓	✓✓

#### Modal Issues

**Ownership:** Simple - public sector

**Operations:** Regional - likely to have a positive impact across the region although larger proportion of benefits may be gained in the city itself

**Packaging:** Packaged - will need to be delivered as part of a wider package of improving access in the region.

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

#### Rationale for selection at this stage

This option has been recommended to be considered both in the RTS and 'Progress Elsewhere'.

- The RTS should consider the healthcare needs across the region, the different levels of care and emergency provision, and the catchments served; and
- Progress Elsewhere which references working with NHS and Third Sector Partners

**Option 41****Type of Option: Various**

**Title:** Programme of access for all improvements at all key public transport points, and within urban areas, to benefit those who may have mobility impairment

**Description/Examples of Interventions:**

- Aberdeen Station / Union Street connection for people with mobility issues
- Improve accessibility to rural bus stops served by longer-distance services
- Improved information provision for people with mobility issues/passes (e.g. Blue Badge holders)
- Ensure all PT provisions (bus, taxi, train, ferry etc.) are accessible by all users.

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓✓	○	✓	✓	✓✓	✓✓

**Modal Issues**

**Ownership:** Simple - public sector

**Operations:** National - positive benefits across the transport system in terms of accessibility and improving equality

**Packaging:** Standalone - Standalone option

**Evidence of Working Elsewhere:** N/A

**Showstopper:** No

**Rationale for selection at this stage**

This option has been recommended to be considered in the RTS to improve the local and regional mobility access, ensure consistency across the region in terms of implementation and provision.

**K.1.10 Funding Options****Option 42****Type of Option: Funding**

**Title:** Local Transport Funding

**Description/Examples of Interventions:**

- Investigate additional measures for raising revenue for funding transport
- Seek further private sector Investment for transport schemes
- Alternative to Strategic Transport Fund which can be passed through Planning Bill
- Philanthropy-funded transport schemes
- Pension Funds / Bond issue
- Scottish Futures Trust and Scottish National Investment Bank
- Create regional investment “bank” as a financial vehicle for investment

**High Level Appraisal against TPOs**

TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6
✓✓	✓	○	✓✓	✓✓	✓✓

**Modal Issues**

**Ownership:** Complex - issues with delivery and public acceptability

**Operations:** Local - but difficult to define as dependent on scale, location, mode etc.

**Packaging:** Standalone - but again difficult to define as is dependent on scale and mode

**Evidence of Working Elsewhere:** N/A

**Showstopper:** Unclear at this stage

**Rationale for selection at this stage**

This option has been recommended to be considered in the RTS and also Progress Elsewhere - Scottish Government, Local Transport Strategy - as it consists of funding mechanisms that may be specifically tied to development planning, and what provisions may or may not be contained in the Planning Bill.

- It would also be for the relevant authorities to consider and implement as a ‘ring-fenced’ funding stream.

- Would require legislation to Progress Elsewhere - Scottish Government - and acceptability barriers may be Show-stoppers for this option.

## K.2 Sifted Out Options

The following tables contain details of the options that were Sifted Out as they were not within the scope (i.e. strategic) of the study, as such were not scored against the TPOs. Consideration was given to the Modal Issues to assist determining suitability for further appraisal through other mechanisms, which is also noted.

<b>Type of Option: Policy</b> <b>Title:</b> Examine alternative transport governance options within the region and with transport operators to deliver efficiencies and release funding <b>Description/Examples of Interventions:</b> - One unitary authority/City & Shire joint approach to transport					
<b>High Level Appraisal against TPOs</b>					
<b>TPO 1</b>	<b>TPO 2</b>	<b>TPO 3</b>	<b>TPO 4</b>	<b>TPO 5</b>	<b>TPO 6</b>
N/A	N/A	N/A	N/A	N/A	N/A
<b>Modal Issues</b>					
<b>Ownership:</b> Intermediate - will encompass a range of public sector bodies, and private sector operators					
<b>Operations:</b> Regional - difficult to gauge the likely impact in terms of operation of the transport network					
<b>Packaging:</b> Standalone - but will need to sit within national/regional/local policy frameworks					
<b>Evidence of Working Elsewhere:</b> N/A					
<b>Showstopper:</b> N/A					
<b>Rationale for selection at this stage</b>					
This option was considered to be outside the remit of the study, therefore not in scope as it relates to the governance of transport in the Aberdeen CRD region, as such is recommended to be progressed elsewhere. It is suggested this option could be considered as part of the National Transport Strategy which is exploring transport governance 'Roles and Responsibilities' in Scotland. At the time of writing however, the extent of the Roles and Responsibilities at the national and regional level is unknown and dependent on the outcomes of the National Transport Strategy consultation period in mid-2019.					

<b>Type of Option: Policy</b> <b>Title:</b> Revised approach to transport appraisal guidance which is proportionate to the type and scale of proposed scheme or policy <b>Description/Examples of Interventions:</b> - i.e. smaller scale schemes (e.g. active travel), policy changes etc. which contribute to a change in behaviour which works towards wider policy goals such as carbon reduction, inclusive economic growth, public health					
<b>High Level Appraisal against TPOs</b>					
<b>TPO 1</b>	<b>TPO 2</b>	<b>TPO 3</b>	<b>TPO 4</b>	<b>TPO 5</b>	<b>TPO 6</b>
N/A	N/A	N/A	N/A	N/A	N/A
<b>Modal Issues</b>					
<b>Ownership:</b> Simple - public sector, although need to ensure consistency at national, regional, local level					
<b>Operations:</b> National - likely to have implications across all modes					
<b>Packaging:</b> Standalone - will need to be reviewed on its own					
<b>Evidence of Working Elsewhere:</b> N/A					
<b>Showstopper:</b> N/A					
<b>Rationale for selection at this stage</b>					
This option was considered to be outside the remit of the study as transport appraisal guidance cannot be changed at the regional level, therefore not in scope and is recommended to be considered elsewhere. This option would need to be taken forward by Transport Scotland separately for example as an update to STAG.					

## K.3 Quick Reference Guide of Consolidated and Added Options

Consolidated Options		
Count	Option	Result
1	Use Peterhead Community Campus development as a catalyst for building cycle infrastructure in town	Incorporated into: <i>Upgrade existing routes and develop a network of high-quality and safe active travel routes across the region</i>
2	Implement a Regional Parking Management Strategy	Incorporated into: <i>Infrastructure measures to complement City Centre Masterplan proposals</i>
3	Improve connectivity between Aberdeen Bus & Rail Station	Merged with similar multi-modal interchange option: <i>Improve City Centre connections between Bus and Rail Stations</i>
4	Review City Centre Bus Network	Incorporated into: <i>Infrastructure measures to complement City Centre Masterplan proposals</i>
5	Implement restrictions to or banning right-turn movements in city centre, to improve traffic flow	Incorporated into: <i>Infrastructure measures to complement City Centre Masterplan proposals</i>
6	ITS - Dynamic Controlled/LEZ Zone - congestion or emissions based system, plus Policy Instruments	Merged with other ITS-Vehicle Lanes options, becoming: <i>ITS to manage vehicle entry to lanes and zones based on vehicle types, time of day, real-time emissions and congestion levels</i>
7	Improve physical linkages between Aberdeen Station and City Centre	Incorporated into: <i>Infrastructure measures to complement City Centre Masterplan proposals</i>
8	Seek further private sector Investment for transport schemes	Incorporated into: <i>Local Transport Funding</i>
9	Create regional investment "bank" as a financial vehicle for investment	Incorporated into: <i>Local Transport Funding</i>
Inserted Options		
Count	Option	Result
1	Maintain and expand routes and destinations (domestic and international) served by Aberdeen International Airport	Inserted as a new option
2	Maintain and enhance maritime services serving Aberdeen, and connections to Orkney and Shetland	Inserted as a new option