

Local Transport Strategy - Foreword

Since the adoption of Aberdeenshire Council's first Local Transport Strategy (LTS) significant investment in transportation has seen improvements made across the network. These range from major infrastructure projects through investment in walking and cycling to the introduction of innovative passenger transport services, such as the award winning A2B Dial-A-Bus.

This new LTS builds on the hard work and successes made to date and sets out a plan for the next three years. Our vision is to develop an integrated transportation system for Aberdeenshire which contributes to the development of an inclusive and safe society, a sustainable economy and which reduces the environmental damage caused by transport.

The evidence from the North East Global Footprint Project – which calculated that we would need 3 planets if everyone lived like us – has made uncomfortable reading. The main contributors to the North East's global footprint are energy use, food and drink and transport. Transport alone contributes 14%. With its changed emphasis on working towards the long term goal of travel behaviour change, The LTS acknowledges the need to reduce the environmental impact of transport and it is honest about the tough choices which will have to be made. It will help us to shrink that footprint.

At the heart of the LTS is the need to work in partnership, both across service sectors within the Council, and with external partners in the community - at regional, national and European levels. We will work closely with our neighbouring Councils and with Nestrans.

Community input has helped to shape this strategy, and in the future it will help us monitor how successful we are in meeting the objectives. We will seek feedback through Citizens' Panels and Residents' Surveys.

This strategy sets out a clear, ambitious, and forward thinking vision for Aberdeenshire's transport network. It will be used to inform investment decisions, and through rigorous annual reviews we will monitor the success in moving towards an improved, sustainable, transport network for all of Aberdeenshire.

Cllr Alison McInnes
Chair,
Infrastructure Services Committee

Ian Gabriel
Director
Transportation and Infrastructure

Contents

Aberdeenshire – Fast Facts	3
Executive Summary	4
1 Introduction	8
1.1 Aberdeenshire’s Local Transport Strategy	8
1.2 The Current Situation	9
1.3 The Broader Context	11
1.4 Aberdeenshire’s Vision	13
1.5 The LTS Vision	13
1.6 The LTS Objectives	13
1.7 Process	15
1.8 Consultation and Analysis	15
1.9 Scope of the LTS	16
1.10 Scheme Development and Delivery	17
2 Travel Behaviour Change	18
3 Walking	22
4 Cycling and Motorcyclists	24
4.1 Cycling	24
4.2 Motorcyclists	25
4.3 Tough Choices	25
5 Public Transport	26
5.1 The Public Action Transport Plan	26
5.2 Bus	26
5.3 Rail	27
5.4 Transport Interchanges including Park and Ride	28
5.5 Community and Demand Responsive Transport	28
5.6 Passenger Security	29
5.7 Concessionary Travel	30
5.8 Taxis and Private Hire Vehicles	30
5.9 Tough Choices	30
6 Freight	31
6.1 Road Freight	31
6.2 Rail Freight	31
6.3 Air Freight	32

6.4	Sea Freight	32
6.5	Tough Choices	33
7	Local Network Management and Maintenance	34
7.1	Road Safety	34
7.2	Traffic Calming	34
7.3	Traffic Management	35
7.4	Car Parking	35
7.5	Road Maintenance	36
7.6	Winter Maintenance and Emergencies	36
7.7	Structures	37
7.8	Verge Maintenance	38
7.9	Lighting	38
7.10	Tough Choices	39
8	External Links	40
8.1	Passenger Rail	40
8.2	Passenger Air	40
8.3	Passenger Ferry	41
8.4	Road Links	41
8.5	Tough Choices	42
9	Implementation and Monitoring Targets	43
9.1	Implementation Plan	43
9.2	Monitoring Targets	43
9.3	Implementation Plan Updates and Annual Progress Reports	44
Case Studies		
	Road Traffic Reduction	45
	Reducing Business Mileage	47
	A2B Dial-a-Bus	48
	Tanglandford Bridge	50
List of Acronyms		51
References		52

Aberdeenshire – Fast Facts

2,600,000,000	Estimated value (£) of Aberdeenshire Councils transport network. Including 5,300km of roads and 1,600 bridges.
2,301,936	Mileage covered annually by passenger bus services supported by Aberdeenshire Council. Equates to 959,400 passengers per year.
628,935	Area of Aberdeenshire Council in hectares.
235,400	Population of Aberdeenshire.
4,295	Highest point in Aberdeenshire, Ben Macdui (in feet)
4,177	Number of Aberdeenshire Council car parking spaces, in 110 car parks across the area.
484.90	Average weekly earnings (£) in Aberdeenshire.
81	Average female life expectancy in Aberdeenshire. Male life expectancy is 76.7.
59	Percentage of people who travel to work, or education by car or van. 12% walk, 8% are vehicle passengers, 7% travel by bus, 1% cycle, 1% take the train, 1% by taxi, 0.5% motorcycle, 8% work or study from home.
50	Percentage of people in Balmedie who commute to Aberdeen City to work – lowest percentage is 5% from Portsoy.
45	Percentage of households that have access to one car, 29% have access to two cars, with 8% having access to three or more cars. Only 18% of households do not have access to a car, compared to the national average of 34%.
42	Percentage of pupils who walk to school, 29% take the bus, 24% take the car, 3% park and stride, 2% bike or scooter.
7	Number of Council operated harbours.

Executive Summary

Aberdeenshire's Local Transport Strategy

Aberdeenshire's Local Transport Strategy (LTS) sets out the transportation vision and objectives of the Council and provides a three-year Implementation Plan for meeting local challenges and needs. This is more than just a document, it's a process.

The Implementation Plan has been developed in accordance with the Council's wider strategic aims and objectives. It will be used to influence and complement the National and Regional Transportation Strategies.

The Council will continue to work towards the vision and objectives, and by 2010 will have made steady progress towards their delivery.

This strategy has been shaped by extensive consultation, including public and stakeholder sessions, and the submission of a Strategic Environmental Assessment (SEA).

The transportation sector faces many tough and uncomfortable realities, the biggest being the ever-increasing carbon dioxide emissions produced by our current modes of transport and their impact on global climate change. At regional, national and European levels, the importance of developing robust and relevant policies to confront these problems cannot be overstated.

Tough choices have to be faced. It's no longer acceptable to follow a "Do-Minimum" strategy and the Council has decided to adopt a best practice approach to travel behaviour change. At the same time, we'll restrain additional growth in traffic and strongly support technological shifts to a low-carbon economy. We firmly believe that by doing so Aberdeenshire can be a leading authority in this sphere and be in a position to influence the direction of regional and national policy.

The vision of the LTS is:

"To develop an integrated transportation system for Aberdeenshire which contributes to the development of an inclusive and safe society, a sustainable economy and which reduces environmental damage caused by transport".

To deliver this we have agreed five objectives based on a sustainable economy; social inclusion and accessibility; environmental stewardship; safety and security; and integration.

This vision and these objectives have been developed in full consultation with stakeholders and the community reflecting the importance of transport to all our

lives. The delivery of this strategy will rely heavily on effective partnership working for its success.

Travel Behaviour

The foremost element of the strategy is the adoption of best practice in relation to sustainable travel behaviour. We will continue to build on our experience in personalised and workplace travel planning along with a commitment to establish school travel plans, public transport publicity campaigns and car sharing schemes. We're also committed to leading by example and will encourage sustainable travel options across our full range of activities.

Reductions in business travel can be effected by creating pilot business centres which reduce mileage and promote the use of information and communications technology, such as hot desk working and videoconferencing. The need to deal with such factors as congestion and peak time delays has also been considered, and will be taken forward in partnership with the Scottish Executive, Nestrans and Aberdeen City Council.

Walking

The advantages and health benefits of walking are self-evident and the Council will encourage and facilitate such activity. This will include the development of a Walking Action Plan, the provision of local footpath networks, improved conditions for pedestrians, improved overall safety, and promotional campaigns.

Cycling and Motorcycling

Cycling is one of the most efficient and least damaging forms of transport. The Council aims to provide more cycle networks and cycle lockers at sites such as railway stations and Park and Ride locations. Cycle training, the development of longer distance cycle routes and the promotion of the health advantages will all help to make it a more attractive travel option.

Motorcycles, mopeds and scooters are more efficient in terms of the road space they occupy and the amount of fuel they consume but there are always safety concerns. The negative aspects of this mode will be addressed through rider training initiatives and awareness campaigns.

Public Transport

The Council acknowledges that this option must be made more attractive to the public at large and aims to achieve this through various initiatives. Among those proposed for buses are the need to develop multi-operator through-ticketing initiatives, extend concessionary fares, use more environmentally friendly fuels, create new transport interchanges and improve shelter facilities.

The Aberdeen Crossrail project is looking at the feasibility of reopening railway stations in the region and improving the integration of services.

The Council established the Aberdeenshire Community Transport Forum to improve communications with local operators and has helped local groups to apply to the Scottish Executive for funding.

The aim is to provide reliable services on main routes that are increasingly supported by demand responsive transport services, including taxis and private hire vehicles.

Freight

Around 15 million tonnes of freight starts and ends its journey in Grampian (encompassing Aberdeenshire, Aberdeen City and Moray Councils). These short deliveries must be made by road haulage. The road network will be maintained and the Council will work with industries which depend on road freight to develop appropriate networks with a view to matching commercial needs with the comfort and convenience of residents.

The benefits of rail freight will be stressed at a regional and national level by lobbying for further improvements over and above the Mossend to Elgin Gauge Enhancement project. Efforts will be made to ensure better integration of rail and other transport links.

As a coastal community we cannot ignore the contribution that our ports and harbours make to the area. Currently Aberdeen, Fraserburgh, Peterhead, and Macduff Harbours cater for maritime freight. Through partnerships across Aberdeenshire, and involvement with European partners we will continue to investigate options to increase freight movements by sea.

Air freight is a contentious issue but it does have a role to play in the transport of low bulk, high value goods.

Local Network Management and Maintenance

Road Safety is of paramount importance to the Council. We're well on course to meet the challenging targets set out in our Road Safety Plan. We will continue to take a leading role in relevant initiatives and education. In support of this, the Council will continue to implement a programme of traffic calming schemes and reduced speed limits, particularly in residential areas and around schools.

Regular traffic management reviews will be carried out in our settlements to ensure efficient use of the road space, including reviews of town centre parking and charging regimes in our Pay and Display car parks.

The transportation network is one of the Council's most valuable assets, currently valued at £2.6 billion. We will continue to maintain it in a condition that is fit for the purpose intended. Innovative technologies and techniques will be used to target maintenance where it is most beneficial.

Road maintenance, winter and emergency responses and street lighting are also under constant review to ensure that a balance is achieved between protecting the environment and ensuring public safety.

External Links

Quality external links are essential to Aberdeenshire's future. Long distance rail links have the potential to provide benefits while reducing emissions and we will lobby the relevant authorities to improve these links.

Aberdeen Airport provides a vital service for business and personal travel in Aberdeenshire. Proposed extensions to the runway should allow a newer generation of more efficient aircraft to operate there, but we would like to see monitoring regimes put in place to quantify these benefits.

Aberdeen Harbour provides essential lifeline ferry services to the Northern Isles. Passenger numbers have increased substantially over the last decade and we will continue to support the development of passenger ferry opportunities and markets, including the potential to increase the use of Aberdeenshire's harbours.

Trunk roads link us to the rest of Scotland and beyond. Aberdeenshire has worked with Nestrans to lobby the Scottish Executive for improvements to the A90 and A96 and we will continue to seek improvements in relation to safety and journey time reliability.

Implementation and Monitoring

Considerable work has been done to ensure that the Implementation Plan and Monitoring regime are robust. Their combined effect is to provide an opportunity for the LTS to be annually reviewed and progress to be measured against the vision and objectives.

Conclusion

At various points through the document, the emphasis is on the toughness of the challenges and choices that must be made. There are always fine balances to be struck between providing the best facilities and allocating resources across a wide set of demands. Another fragile balance is that between our desire for the convenience of a range of transport facilities and the potential harm their use may do to the environment. The LTS takes these and other factors into consideration as it aims to present a detailed, rational, ongoing response to the needs of the people of Aberdeenshire.

1 Introduction

1.1 Aberdeenshire's Local Transport Strategy

Aberdeenshire's Local Transport Strategy (LTS) is a process, not just a document. Its purpose is to set out a strategic statement regarding the future of transport in Aberdeenshire that is shared by citizens and the Council. It provides a long-term vision for the different transport needs of the area and outlines a three year Implementation Plan for meeting them. The Plan, which has been developed in line with the Council's wider strategic aims, objectives and policies, will be delivered in three ways:

- by using the Council's own resources;
- through partnerships with other agencies;
- by encouraging other responsible agencies to support it.

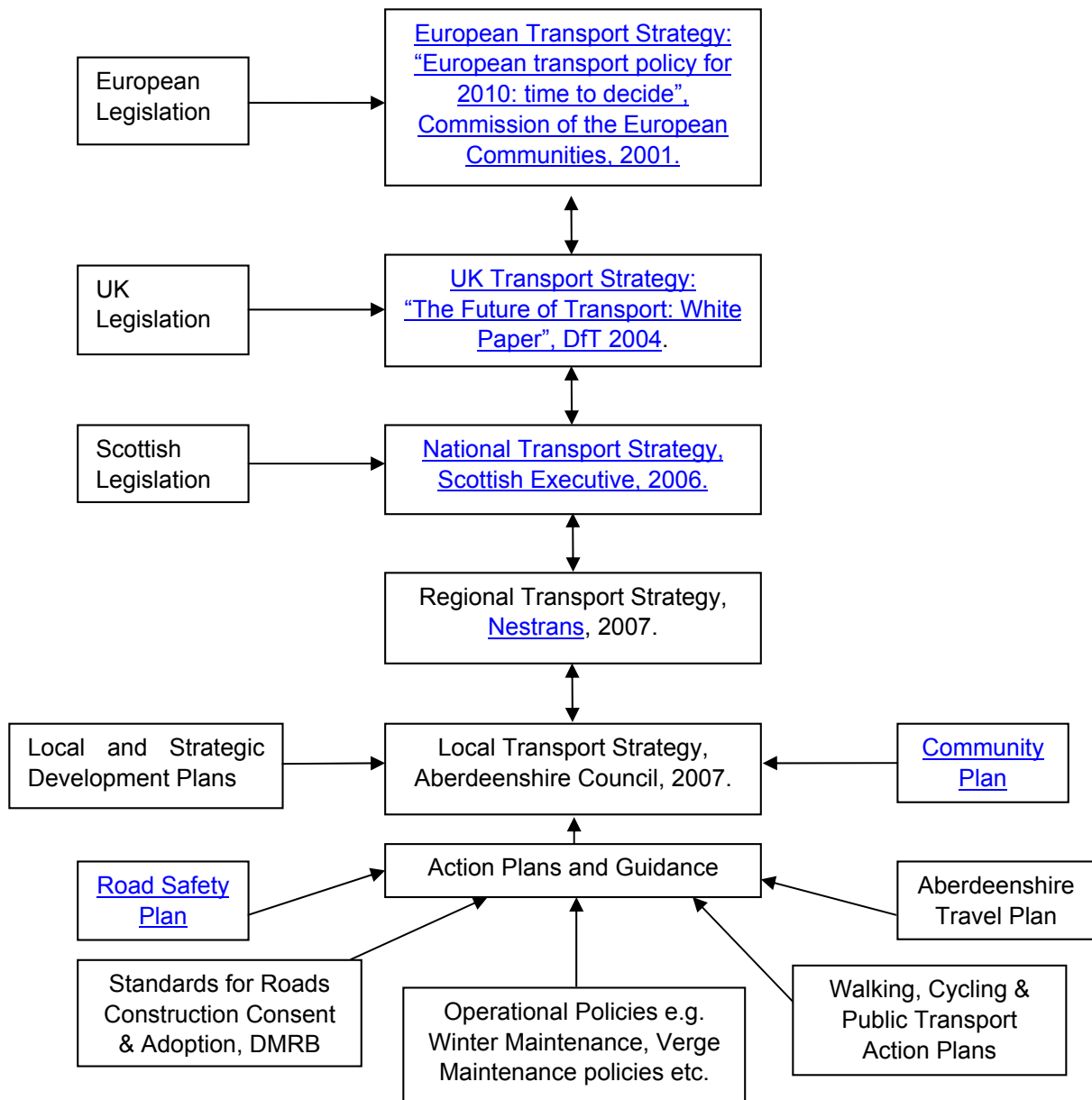
This strategy will:

- provide the guidelines for the implementation, monitoring and review of the Council's transport actions – including the development, management, and maintenance of the area's transport services, facilities and networks;
- aid partnership working, and influence the allocation of resources and funding;
- help inform the actions of the Regional Transport Strategy as prepared by the North East of Scotland Regional Transport Partnership, [Nestrans](#)¹;
- guide the Council's input into the [Scottish Executive's National Transport Strategy](#)².

This LTS has been based on extensive public and stakeholder consultation, research, an analysis of problems and opportunities, and an option appraisal process. Its development has included a Strategic Environmental Assessment (SEA) to identify all relevant environmental issues and objectives. The SEA's outcomes and mitigation measures are included in a separate supporting document.

It's important to understand the way in which the LTS integrates into international, national, regional, and local transportation policies and strategies. The following diagram demonstrates the current hierarchy.

Figure 1: Transport Policy Hierarchy



1.2 The Current Situation

Tough Realities

The LTS needs to face up to tough and uncomfortable realities. The biggest challenge is the transport sector’s ever-increasing contribution to carbon dioxide emissions, fuelling global climate change. The UK Government’s chief scientific advisor has stated³ *“The weight of evidence that the world is warming and the causal link with greenhouse gas emissions from human activities, most notably carbon dioxide, is now incontrovertible. We must dramatically curtail mankind’s emissions of greenhouse gases...in just a few decades we must radically transform and decarbonise our energy systems.”* The longer we fail to address

this issue, the more difficult it will be to provide an effective response, and the more severe the consequences of society's current inertia.

Research for the government⁴ emphasises the immediacy of the problem, and points to the most effective policy response. A **Business as Usual scenario** results in an increase of at least 10% in transport-related carbon dioxide emissions. This is a huge gap compared with a 60% reduction target for future transport emissions. A scenario based on a **New Market Economy**, which relies on achieving carbon dioxide reductions with minimal changes in the way we choose to travel, only gets us two-thirds of the way to the target. However, using a scenario based on **Smart Social Policy**, combining technological innovation and behaviour change, the research concludes that:

“the 60% carbon dioxide reduction target can be achieved by a combination of strong behavioural change and strong technological innovation. But it is in behavioural change that the real change must take place, and this should be implemented at the earliest possible occasion. Changes in the built environment will become effective in the medium term (10-15 years) whilst the major contribution of technological innovation will only become effective after 2020. However, it is not possible to achieve the 60% reduction target with the expected growth in travel, as the increase in carbon dioxide emissions from this growth outweighs many of the possible savings from behaviour change and technological innovation.

We really need to start working differently in the transport sector – we can't solve problems using the same thinking we used when we created them.”

Aberdeenshire Council has been at the forefront of behavioural change, with the [Travelwise](#)⁵ and [StepChange](#)⁶ projects. New approaches and methods continue to be developed and it's important for the Council to maintain its commitment. However, the contrast between society's growing demand for mobility (shown by ongoing traffic growth⁷) and its apparent desire to invest in road infrastructure (shown by local opinion surveys⁸) cannot be ignored. A change in behaviour and sustainability are the key issues.

Tough Choices

The Council could choose to do the minimum possible in relation to transport policy, giving a relatively low priority to behaviour change. However, this fails to acknowledge not only climate change, but also the wider issues of sustainability. With such an approach, the Council may fall behind the national agenda, be unable to influence national policy, and most likely fall foul of potential future European Union (EU) regulations relating to national carbon dioxide emissions targets. The do-minimum approach would be a short-term tactic which tries to maximise economic growth while relying on others to address the problems. But it would be at risk from peaks in oil prices and potential carbon reduction penalties.

An alternative tactic is to adopt a best practice approach to travel behaviour change, restraining additional growth in traffic and strongly supporting technological shifts to a low-carbon economy. This is a long-term solution, based on the principles of community and social welfare, and taking account of local and global environmental quality and the need to sustain economic growth. The [Stern Review](#)⁹ report on the economics of climate change concluded that unless action is taken:

“the overall costs and risks of climate change will be equivalent to losing at least 5% of global GDP each year, now and forever. If a wider range of risks and impacts is taken into account, the estimates of damage could rise to 20% of GDP or more. In contrast, the cost of action – reducing greenhouse gas emissions to avoid the worst impacts of climate change – can be limited to around 1% of global GDP each year.”

Such findings make it obvious that we must adopt the longer term approach. If we do, the Council will be recognised as a leading authority in this sphere.

With the issues of climate change, energy supply, personal mobility, accessibility and sustainability rapidly becoming more important at national and European levels, this strategy is a key opportunity to influence the direction of regional and national transport policy.

In 2006, the [Scottish Executive](#) published '[Changing Our Ways: Scotland's Climate Change Programme](#)'¹⁰, which outlined the aim for “Scotland to become recognised as the best small country in the world...” indicating that “...one of the ways we can do that is through our actions to tackle climate change”. The Executive has pledged to exceed the Scottish Share (1.7MtC by 2010) of the UK's carbon savings by 1MtC. The LTS approach will help to meet these national targets by embracing a philosophy of “think global, act local”. Aberdeenshire Council's strategic vision is to be “the very best of Scotland”¹¹ and we will lead the way in increasing Scotland's share of carbon savings. Adopting this approach is the best way to “future proof” our economy.

1.3 The Broader Context

[National guidance](#)¹² provides a framework for the development of local transport strategies, based around the five national transport objectives – Economic Growth, Social Inclusion and Accessibility, Environmental Protection, Safety, and Integration. The previous LTS supported a “balanced” approach between these objectives and the various transport modes. The previous appraisal is still valid but we now face particular key challenges, including:

- Sustainability - How to face up locally to longer term issues including climate change; the consumption, security of supply and

cost of non-renewable resources; the promotion of social and community well-being; and the protection and enhancement of the area's environmental quality.

- Health - How to respond to the growing need for people to take regular exercise to combat increased weight, raise fitness levels and reduce ill health and the consequent demands for improved access to health facilities.
- Mobility - How to respond to wider pressures tending to promote a society which is overly dependent on fossil fuels and yet continues to demand increasing levels of mobility for people and goods.
- Funding - How the Council responds to these challenges within the constraints on its revenue and capital expenditure.

Clearly, we must develop a sustainable transport strategy which is realistic in terms of local funding and resource availability. It must recognise and address current pressures arising from high levels of mobility, but over time seek to counter the root causes of these trends, promote effective and efficient alternatives, and reduce reliance on non-renewable resources.

To address these competing demands, the Council must be aware of its responsibilities across a number of environmental and social issues. As an authority with a role to play in health improvement, our transportation policy must be framed in a manner that encourages walking and cycling not only for travel options, but also as forms of recreation.

Strong links must also be made to the central theme of the [Structure Plan](#)¹³ – [North East Scotland together \(NESt\)](#) – *“connecting communities” – finding better ways of giving people access to the services and facilities they need in a healthy and safe environment*” recognising, as NESt does, that *“They can only be successfully tackled by enabling sustainable development throughout the area, by supporting social inclusion and by working in effective partnerships towards the shared vision and achieving the aims”*.

Also, the Council can't discuss **“what we do”** without asking **“how we do it”**. The LTS process must be considered alongside the Council's established ways of working, taking into account issues such as inclusion, accountability, partnership working, evidence-based decision-making and efficiency. It must also be an active document, which can be reviewed, revised and disseminated at regular intervals.

1.4 Aberdeenshire's Vision

*"Serving Aberdeenshire from mountain to sea – the very best of Scotland"*¹⁴

Aberdeenshire Council's overall strategic vision is to help create and sustain the best quality of life for all through:

- happy, healthy, confident people;
- safe, friendly, lively communities;
- an enterprising and adaptable economy;
- the diversity of our culture and environment.

As well as the LTS there are many other documents supporting this vision, including the six Area Plans, individual [Service Plans](#)¹⁵, [Local Plan](#)¹⁶, and the [North East Scotland Structure Plan \(NESt\)](#).

1.5 The LTS Vision

The Aberdeenshire LTS aims to:

"develop an integrated transportation system for Aberdeenshire which contributes to the development of an inclusive and safe society, a sustainable economy and which reduces environmental damage caused by transport".

This is based firmly on three principles:

- responsible management of natural, built and community resources;
- fairness in allocating these resources;
- the need to cater for present and future generations.

1.6 The LTS Objectives

To support these overriding principles of sustainability, a series of objectives has been developed.

1.6.1 – Economy

To promote a sustainable economy by maximising the effectiveness and efficiency of transport services, infrastructure and networks.

- Seek the effective and efficient use and development of the area's transport networks, services and external connections for personal and freight transport.
- Seek to reduce the overall need to travel on the area's transport network.
- Work with partners to promote the vitality and vibrancy of local communities, and local and regional economies.

- Ensure the effective and efficient management and maintenance of existing facilities and infrastructure.

1.6.2 – Social Inclusion and Accessibility

To promote social inclusion by connecting communities to facilities and services, and increasing the accessibility of the transport network.

- Work with partners to improve the accessibility of socially excluded groups to jobs, facilities and services through targeted provision of appropriate transport connections.
- Create a structured approach to ensuring access to key services and opportunities throughout Aberdeenshire.
- Ensure that Aberdeenshire's travel and transport information is accessible and understandable.
- Work in partnership to increase opportunities for walking and cycling, for purposes of transport, health and leisure, across Aberdeenshire.

1.6.3 – Environmental Stewardship

To reduce the 'environmental footprint' of transport services, infrastructure and networks by reducing harmful emissions, and consumption of non-renewable resources and energy.

- Seek to reduce the consumption of non-renewable energy sources and resources on the area's transport network and promote the re-use or recycling of resources.
- Support initiatives to reduce harmful emissions, greenhouse gases, light and noise pollution.
- In transport related activities, seek to enhance and promote the area's biodiversity, environmental quality and cultural identity, by applying the appropriate mitigation measures.
- Support and promote initiatives that educate on the importance of sustainable transport behaviour.

1.6.4 – Safety and Security

To improve safety and security of journeys by reducing casualties and enhancing the personal safety of all users of the transport network.

- Develop education and publicity work to raise awareness of road safety risk and in turn to try and reduce casualties on Aberdeenshire's roads.

- Deliver safer infrastructure, clearer signage and implement measures to tackle potential risk on the transport network.
- Work with operators to improve the safety and security of passengers both on board public transport services and at waiting facilities, such as bus and rail stations, bus stops, and Park and Ride sites.
- Deliver safety and security through the design of infrastructure, and operation of services.

1.6.5 – Integration

To improve the integration of the transport system between different services and modes, and with other relevant local, regional, national, and European policies.

- For passenger transport, seek to improve integration opportunities on three fronts: services, information, and ticketing.
- Encourage the development of facilities that enable, and improve the efficiency of inter-modal transfer for both passenger and freight transport.
- Support the development and implementation of relevant local, regional, national and European land use planning, economic development, and community development strategies, which support an integrated and sustainable transport system.

1.7 Process

The six guiding principles of the LTS are those of Aberdeenshire's [Community Plan](#)¹⁷: inclusion, accountability, partnership working, evidence-based actions, sustainability and efficiency.

1.8 Consultation and Analysis

As the LTS has been developed, extensive, wide-ranging consultations have been held to make sure that it takes account of the views of all stakeholders and communities in Aberdeenshire.

Citizens' Panel responses have shown that these communities value high levels of mobility, specifically by car. The consensus suggests that the Council should prioritise spending on the maintenance of existing roads and parking facilities and the development of new ones, with 88%¹⁸ of respondents making it their first or second highest priority.

However, there is also support for initiatives that encourage more sustainable forms of transport. 76% of respondents gave high priority to improving local public transport services and high levels of support were registered for other initiatives relating to sustainable transport:

- improving rail, airport and port infrastructure (75%);
- encouraging people to change their mode of transport (63%);
- improving transport information and education (56%);
- improving walking and cycling facilities (53%).

The following table gives a summary of some of the main issues highlighted by the [Citizens' Panel Survey](#).

	High priority			Low priority		Don't Know
Maintenance of existing roads and parking facilities	66%	22%	10%	1%	1%	0%
Development of new roads and parking facilities	42%	26%	19%	6%	5%	1%
Improvement of rail, airport and port infrastructure (i.e. for the public and business)	44%	31%	20%	3%	1%	2%
Improvement of local public transport services	37%	39%	19%	3%	1%	1%
Improved transport information and education (e.g. public transport information, road safety, etc)	20%	36%	30%	10%	3%	1%
Improvement of walking and cycling facilities	27%	26%	29%	12%	6%	1%
Encouraging people to change their mode of transport (i.e. use 'greener' transport methods)	33%	30%	23%	9%	4%	1%

The results suggest that, while residents of Aberdeenshire are aware of the importance of finding more sustainable modes of transport, most still prefer to use their cars. Another recent [Citizens Panel Survey](#)¹⁹ shows that 9 out of 10 residents recognise the importance of environmental issues, with 1 in 3 aware that their lifestyle is contributing to the problem.

Significant numbers (71%) display a willingness to confront other forms of environmental damage, by preferring to use energy saving light bulbs for example, but only 14% use public transport instead of a private car²⁰.

Aberdeenshire's residents recognise the challenges posed by their travel choices and the LTS reflects our continued commitment to address such fundamental behavioural issues.

1.9 Scope of the LTS

The Council has direct responsibility for the delivery of all aspects of transport infrastructure, from maintaining, managing and developing the entire local road network, footways and cycle paths, to managing traffic and road safety and operating Council-owned harbours. It's also responsible for determining and responding to the needs and aspirations of residents. The trunk road network and

the strategic development of the rail network and services is the responsibility of [Transport Scotland](#)²¹.

Bus companies provide commercial services for more than 80% of bus journeys in Aberdeenshire. The Council also supports socially necessary bus services to help with social inclusion and accessibility. At present, such subsidies provide around 110 contracted services, carrying more than 950,000 passengers a year. The Council also maintains some 500 bus waiting shelters and 800 timetable displays²².

Many of the proposals for investment in improvements to key transport infrastructure, such as the [Aberdeen Western Peripheral Route \(AWPR\)](#)²³ and [Aberdeen Crossrail](#)²⁴, form part of the [Nestrans'](#) Regional Transport Strategy for the North East of Scotland. Other initiatives will be promoted in partnership:

- with colleagues in [Aberdeenshire Council](#);
- with Community Planning Partners, such as [Grampian Police](#) and [NHS Grampian](#);
- as a joint regional approach with North East stakeholders;
- with developers as private development opportunities arise.

Issues of a national strategic nature will be taken forward through the [National Transport Strategy](#). The North East has also developed strong European links, with [Aberdeenshire Council](#) playing a key role in the [North Sea Commission \(NSC\)](#) and in developing many pilot research projects with European partners. We continue to play a major part in crafting the NSC's response to EU transport policy, funding decisions, and legislation.

1.10 Scheme Development and Delivery

The LTS provides a framework for the development of schemes and policies but these schemes will be influenced and informed by various other factors, such as:

- the availability of funding, either from the Council or one of its partners;
- the outcomes of community consultation, including consultation with stakeholders appropriate to the individual development;
- how it fits with local, regional and national strategic objectives, the Council's own policies and priorities and, where relevant, those of our partners;
- the outcomes of specific transport-related audits and assessments, such as [STAG](#), and environmental regulations, such as the Water Framework Directive;
- technical guidance and operational procedures operated by specific services in the Council.

2 Travel Behavioural Change

The Council is one of the leading authorities in trying to encourage people to change their travel behaviour, but there is still much to be done through a coordinated approach with our community and public transport providers.

Currently we are promoting the following initiatives.

- **Travel Awareness** – The Council is an active member of [TravelWise](#), the national organisation that runs campaigns to support changes in travel behaviour, including Green Travel Week.
- **Personalised Travel Planning** – Personalised travel planning builds on the experiences of the [StepChange Project](#), which was first piloted in Inverurie and offered advice and information as well as resource tools to encourage people to use environmentally friendly alternatives such as walking, cycling and public transport. A printed guide highlighted locally available shops and services and so reduced the need to make some journeys. The [StepChange](#) model was delivered in homes, schools and workplaces and, although it's now ended, the Council is still developing personal travel plans through its dedicated Travel Planning and School Travel Planning Officers.
- **Aberdeenshire Travel Plan** – The Council implemented its own Travel Plan for employees and Councillors in October 2005, and it will be continued through the lifespan of this LTS. In partnership with existing large employers, the Council will seek to encourage further uptake of Workplace Travel Plans to promote feasible, attractive alternatives to unsustainable travel. Car-sharing schemes, the provision and improvement of cycle facilities, negotiating improved public transport services, managing workplace car parking, and implementing more flexible working practices are just some of the strategies that are proposed.
- **[School Travel Plans](#)** – [School Travel Plans](#)²⁵ are used to help encourage more sustainable travel patterns to school. If we provide the right ethos and examples for our young people, they may adopt more environmentally friendly travel habits. Other initiatives include the [Eco-Schools scheme](#)²⁶, Cycle Proficiency Training, and Safer Routes to Schools campaigns. Each school in Aberdeenshire is working at its own pace towards developing its own plan and it's hoped that individual plans for all schools will be ready by 2008. By April 2007, there will be 20 mph speed restrictions outside all Aberdeenshire schools.

- **Public Transport Publicity** campaigns – The Council regularly distributes printed and on-line information on new or improved services and initiatives. It will continue to increase the number of bus waiting shelters across Aberdeenshire and consider improvements such as the introduction of real-time text messaging information services at bus stops across the region. It will also work in partnership with operators, neighbouring Councils, and other agencies to develop an integrated approach to the provision of transport information.
- **Car Sharing** – [Aberdeenshire Council](#) operates a [car-sharing scheme](#)²⁷, aiming to match employees who live near one another and take the same routes to work. It's complemented by a similar [Nestrans region-wide initiative](#)²⁸.
- **Business Travel Reduction** – The Council is seeking to reduce business travel through the [SustAccess](#)²⁹ European research programme and its own Travel Plan. Pilot business centres will be established to help reduce business mileage and provide facilities such as hot-desk working and video-conferencing to eliminate the need to travel to meetings.

Looking Forward

The Aberdeenshire Council area has the highest number of cars per head of population in Scotland³⁰ and some of the highest levels of driving to work. This shows the scale of the challenge faced in trying to change travel behaviour. It will not happen overnight so an incremental change would seem a realistic goal, over various areas:

- **Accessibility Planning** – The Council will begin [accessibility planning](#)³¹ through community partnerships and by establishing working relationships with other local service providers. We will define the problems, identify and assess viable solutions, develop Action Plans and foster a culture of [accessibility planning](#) in our organisations.
- **Public Transport Publicity** – The Council will continue to improve public transport publicity, aiming it at all user groups, including visitors. Raising awareness of the hidden costs of owning and running a car will also be emphasised.
- **Travel Behaviour Change** – The Council will continue to investigate and develop travel behaviour change initiatives based on the lessons learned from [StepChange](#) and other projects.

- **Implementing European Best Practice** – The Council will continue to use the [Concept Network](#)³² and other European research initiatives to learn about, develop, and implement best sustainable European transportation practices and strategies.
- **Workplace Travel Plans** – The Council will develop and assess Workplace Travel Plans and the Travel Plan for Aberdeenshire with the [Carbon Trust](#)³³ which provides technical and change management support and guidance to help reduce carbon emissions. Our existing travel plan and [Sustainability Charter](#)³⁴ targets will be linked to the monitoring of carbon emissions undertaken by the [North East Global Footprint Project](#)³⁵. Future initiatives could include the introduction of preferential car parking spaces for car-sharers and more environmentally friendly vehicles.
- **Leading by Example** – We accept that the credibility of this plan will partly depend on the extent to which [Aberdeenshire Council](#) is able to lead by example in encouraging change in sustainable travel behaviour. We will therefore continue to offer flexi-time arrangements and make sure that all our buildings have such facilities as pedestrian routes to building entrances and safe access and storage facilities for cyclists. Other non-infrastructure opportunities – car-sharing incentives, reviews of procurement procedures, the impact of food miles – will also be explored.
- **Demand Management** – Opportunities to implement demand management strategies are limited in Aberdeenshire where the pressures of congestion are not as great as those experienced in Aberdeen City. However, we're aware that our colleagues at [Aberdeen City Council](#)³⁶ are increasingly looking at a range of such strategies. Much of the commuter congestion at bottlenecks around the city is the result of high levels of commuting by Aberdeenshire residents. Accordingly, we'll discuss with our [Scottish Executive](#), [Nestrans](#) and [City Council partners](#) the most effective measures that can be taken to address these problems. A key task will be to engage in wider discussions with experts in these fields in order that we can continue to be key players in the national transport debate.

Tough Choices

The commitment and priority given to such measures and the cultural change in direction they call for means that we face tough choices. Many of them will be devolved from the national level, but areas under the Council's own control need specific and early consideration. This relates to our Travel Plan, but also includes the efficiency of our fleet of vehicles, and targets to reduce our business mileage.

In a broader context, the culture of Aberdeenshire needs to continue to shift, to place sustainability at the core of our Corporate Plan, the [Community Plan](#), and other relevant documents.

3 Walking

[Aberdeenshire Council](#) supports the personal transport mode hierarchy outlined in [Scottish Planning Policy 17](#)³⁷ which prioritises walking and cycling ahead of public transport and other motorised modes. This will have health, local community, and local economic benefits.

Current initiatives include the development of local footpath networks in existing settlements, and the provision of attractive pedestrian links in new developments. We've also led the way by re-introducing zebra crossings.

Looking Forward

The Council will develop a Walking Action Plan to establish and then implement measures that reflect the importance of walking in everyone's daily lives. Its objectives, informed by the Scottish Executive's guidance, "Walking Strategy Framework", are expected to include:

- promoting walking;
- improving conditions for pedestrians by using audits;
- improving pedestrian safety;
- working more effectively both on our own and with others;
- promoting local facilities, shops and business;
- collecting data on footfall and key pedestrian areas;
- ensuring better integration with public transport;
- reviewing the walking strategy in 3 years.

The Plan will concentrate on initiatives to encourage walking to school, work, the shops, and for leisure and health. It will take account of the initiatives outlined by the [Paths for All Partnership](#)³⁸, particularly in relation to Outdoor Access and Paths for Health programmes.

The consultation process highlighted in particular a significant potential for encouraging people to walk to leisure and sports locations, so footpath access to such facilities will be promoted. The LTS will also investigate the potential to develop [quiet lanes](#)³⁹, similar to the English concept, to encourage recreational walking and cycling.

The Council is required to draw up, through a process of consultation and formal procedures, a [Core Paths Plan](#)⁴⁰ "sufficient for the purpose of giving the public reasonable access throughout their area". Clearly, the two plans will complement one another.

Land-use planning policy also has an important part to play in providing attractive walking environments, including open green spaces in our towns and villages. Personal security and safety is another consideration which can be addressed by implementing appropriate lighting and maintenance regimes. Improving drivers'

awareness of pedestrians, developing home zones, and potentially providing [quiet lanes](#) are initiatives which can all play their part.

This LTS is obviously a holistic initiative. Increasing walking levels for instance, will not be delivered by any one action. Many of the initiatives to improve walking facilities will also benefit cyclists. Thus, the successful delivery of the LTS vision and all its objectives will rely on a range of inter-related initiatives and strategies.

Tough Choices

An appropriate level of commitment and priority is needed across Council Services to promote safe and attractive networks. This is an issue that requires decisions in terms of “urban realm” facilities and maintenance and “sustainable community development” to support the demand for walking.

4 Cycling and Motorcyclists

4.1 Cycling

Like walking, [cycling](#) is a sustainable, low cost, and healthy mode of travel.

[Aberdeenshire Council](#) developed and published its own Cycling Strategy in 1998. Its headline objectives were to encourage more cycling through developing suitable networks, implementing facilities for safe storage, introducing cycle audits, and generally promoting cycling for transport and leisure use.

According to the [Scottish Household Survey 2004](#)⁴¹, just 3% of residents in Aberdeenshire cycle to work on one or more days per week. That's the same as the Aberdeen City and Scotland averages.

Currently there are various schemes to develop cycle networks in a number of Aberdeenshire's towns and promote cycling in Aberdeenshire. They include:

- cycle lockers at Railway Stations, Park and Ride sites, travel interchanges and leisure and recreational sites;
- the inclusion of appropriate cycle facilities in workplace travel plans, including across the Council's own buildings;
- cycle audits by developers for relevant Road Construction Consent Applications;
- consideration of cycling in school travel plans;
- funding for cycle stands and storage through the School Travel Planning process;
- cycle training by the Council in partnership with [Grampian Police](#) for 10-12 year olds;
- support for the development of longer-distance cycle routes.

Looking Forward

The Council will revise the Cycling Strategy alongside the Walking Strategy and show the clear linkages to the objectives in the [Core Paths Plan](#). Urban networks of cycle routes will be developed, particularly in towns where there is evidence of a demand for cycling. The Council will also test different ways of monitoring cycle activity, in order to inform its plans and take careful note and advice from [Cycling Scotland's Assessment](#)⁴² on Local Authorities Performance on Cycling.

The consultation process revealed a desire to improve cycling opportunities into and around the [Cairngorms National Park](#). Where appropriate sites can be identified, the development of pilot [quiet lanes](#) will also be investigated.

The Council will continue to work in partnership with public transport providers to improve the integration of cycling into multi-modal trips.

4.2 Motorcyclists

Motorcycles, scooters and mopeds are a low-cost form of transport, and can be particularly convenient where public transport is not frequent, and walking or cycling is not feasible. They're also more fuel and space efficient than single occupancy cars and contribute less to congestion. However, safety for motorcyclists is always an issue. The Council has introduced specific signage on the popular recreational routes used by motorcyclists which has successfully reduced casualties. It also supports awareness campaigns and rider training initiatives aimed at motorcyclists and drivers.

Looking Forward

The Council will:

- examine other initiatives for improving motorcycle safety and reducing casualties;
- continue to work with [Grampian Police](#) and [Motorcycle Action Groups](#)⁴³ to promote safety and driver awareness;
- provide secure parking facilities for motorcyclists in town centres and other appropriate locations;
- investigate the provision of facilities such as secure parking and changing areas at inter-modal sites and at [Aberdeenshire Council](#) properties.

4.3 Tough Choices

Conflicts arise when considering the allocation of road space and off road facilities, for these forms of transport. Issues of safety are also paramount in encouraging further use, and resources must be used to train and educate all road users. Network provision for these modes, including repair and maintenance policies, must be appropriate, to encourage additional use across Aberdeenshire.

5 Public Transport

5.1 The Public Transport Action Plan

The aim of the Public Transport Action Plan is to increase the market share of public transport by making the modes attractive to existing and potential users alike. The same attention to shifting modes could also help deal with the issue of fuel poverty in rural and socially excluded communities. Significant improvements in public transport services and facilities for the people of Aberdeenshire will result from close partnerships and customer-driven consultation.

Looking Forward

This will be achieved in part through these major themes:

- production of a revised Public Transport Policy Statement;
- development of radial services with “Quality Corridors” and interurban Park and Ride;
- development of Demand Responsive Transport to improve local accessibility and provide connections with conventional services
- maintenance and development of cross country services;
- creation of seamless interchanges by developing new infrastructure, and better ticketing and timetabling arrangements;
- improvements in passenger information systems;
- development of an improved public transport marketing plan and materials;
- continued monitoring of performance;
- support for national initiatives that aim to reduce the cost of public transport compared to the costs of owning and running a car.

5.2 Bus

In 1998, [Aberdeenshire Council](#) entered into a [Quality Partnership](#)⁴⁴ for Public Transport with [Aberdeen City Council](#), [Stagecoach](#), [Bluebird](#)⁴⁵ and [First Aberdeen](#)⁴⁶. This partnership has successfully delivered a number of improvements including increased provision of low-floored buses, better public transport information and improved waiting facilities. It was re-launched in October 2005.

Looking Forward

The partnership will be used to:

- develop multi-operator through-ticketing initiatives to cover 100% of services over the lifespan of the LTS;
- lobby for the extension of smartcard technology to encourage greater use and integration of different public transport modes;
- encourage the conversion of local buses to more environmentally friendly fuels;

- support the development of pilot projects examining potential for hydrogen-fuelled services;
- support young person and family fare initiatives;
- examine the potential for partnership working with [Job Centre Plus](#) and the [Quality Partnership](#) to develop fare incentives for unemployed groups;
- encourage the introduction of more low-floored and accessible buses;
- support the ongoing development of driver training, with regards to customer care, and encourage other operators to adopt the [CTA's Passenger Assistant Training Scheme](#)⁴⁷;
- implement Quality Bus Corridors, including the provision of raised kerbs and improved bus shelter facilities;
- use [Accessibility Planning](#) to explore further opportunities to enhance appropriate bus services in partnership with bus operators;
- consider the potential to introduce a bus punctuality improvement partnership to improve reliability and punctuality;
- support the six [Area Bus Forums](#)⁴⁸, in which bus operators, community interests and bus users discuss service improvement issues.

[Aberdeenshire Council](#) is also responsible for the provision of [school transport](#) services. At present, school transport policy allows for free bus travel for all those pupils who live over two miles from, and are attending, their zoned school in the case of primary school pupils, and over three miles for secondary school pupils. Free transport is also provided for children with special needs. The Council will also consider possible ways to offer free transport for those wishing to attend after-school activities.

5.3 Rail

In Aberdeenshire, rail patronage has increased across all stations. The greatest increase has been in Stonehaven, where departing passenger figures rose from 197,000 in 2001/02 to 245,000 in 2004/05⁴⁹.

Looking Forward

The main projects to support this trend will be the development of the [Aberdeen Crossrail](#) project and an investigation of the potential for station re-openings, for example at Laurencekirk, Kintore and Newtonhill.

The [Aberdeen Crossrail](#) project seeks, in the longer term, to deliver daytime trains every 15 minutes across the City from Aberdeenshire stations. It's being actively pursued by [Aberdeenshire Council](#) through [Nestrans](#) with grant aid funding of £400,000 from the [Scottish Executive](#).

The LTS consultation processes revealed support for the reintroduction of railway lines and services, which is a longer term ambition of the Council. Ellon, Peterhead and Fraserburgh in the north, and Banchory and Ballater to the west were identified during consultation as examples of locations that could benefit from such an initiative.

5.4 Transport Interchanges including Park and Ride

Since opening, the [Ellon Park and Ride site](#) has seen significant passenger increases year on year. It has been appraised through the [SustAccess](#) project, and recommendations from the review will be used to inform development of services at this and other sites.

Looking Forward

The Council is continuing to promote proposals for transport interchange facilities at Inverurie, Peterhead, Banchory and a site on the A947. Many other locations will be investigated in order to improve public transport integration, increase the accessibility of the towns, and make public transport an attractive option for residents.

Recent surveys concluded that the Park and Ride facility at [Stonehaven Rail Station](#) is operating at capacity. The Council is currently examining options for extending the site, and additional rail-based interchange improvements will continue to be investigated.

The Council will conduct pilot studies to examine the possibility of developing more Park and Ride initiatives, such as 'virtual boots'. These are locations in town centres for shoppers to drop off then collect their bags before returning to the site.

5.5 Community and Demand Responsive Transport (DRT)

Community transport plays an important role in Aberdeenshire's transport provision. Over 30 such initiatives operate, mainly providing voluntary car or demand-responsive minibus services for older and disabled people who are unable to access conventional bus services.

The Council will continue to support [Aberdeenshire's Community Transport Forum \(ACTF\)](#)⁵⁰, urge new groups to participate in its quarterly meetings, and encourage community transport groups through the Community Planning process.

So far, grants to the value of £2.5m have been awarded to Aberdeenshire groups applying to the Scottish Executive's [Rural Community Transport Initiative \(RCTI\)](#)⁵¹. The Council will continue to promote [RCTI](#) to local groups, help with funding applications, and provide financial or in-kind support.

In summer 2004, the Council introduced the first of its, award-winning, [A2B dial-a-bus services](#)⁵² as part of a demand-responsive transport pilot project in Buchan and Donside. The services operate in partnership with bus, taxi and community transport operators. They have been well received and a common response from the LTS public consultation events was the desire to see the initiative extended across the whole of Aberdeenshire.

Looking Forward

Future public transport provision will be based on the operation of frequent, reliable and affordable public transport services on main routes, but the aim is that they should increasingly be supported by DRT provision, particularly for journeys to employment and health services.

5.6 Passenger Security

Perceptions of poor passenger security, either on board services or at bus stops and train stations, can discourage potential passengers. Such concerns can be heightened during the hours of darkness, and for elderly or female travellers. To improve security the Council and [Nestrans](#) have funded installation of CCTV at Stonehaven, Inverurie, Insch and Huntly rail stations.

Transport improvements can have an important role in the regeneration of Aberdeenshire's towns. Transport infrastructure is more than just a location for seating and travel information, it's also an opportunity to provide effective architectural solutions to today's problems. One example is how integration with retail, office and residential facilities can improve feelings of security and safety.

Looking Forward

We will continue to work with bus and rail operators to improve security and safety for users of public transport services. Work will also continue with [Community Safety Partnerships](#)⁵³ to improve security and the general environment surrounding bus stops and rail stations.

5.7 Concessionary Travel

On 1 April 2006, the [Scottish Executive](#) introduced a Scotland-wide free bus scheme for older and disabled people. The Council supports the extension of the [National Entitlement Card](#) programme⁵⁴ to provide concessionary travel discounts for 16 to 18 year olds. It continues to provide travel concessions on taxis, community transport and other services not covered by the national arrangements. The [TaxiCard](#) scheme offers reduced fare taxi and rail travel to those who cannot use conventional bus services due to severe physical disability or infirmity.

Looking Forward

The Council will continue to lobby for the extension of the national concessionary fare scheme to cover Community and DRT services, and will seek additional funding to support growth of the [TaxiCard](#) scheme.

5.8 Taxis and Private Hire Vehicles

[Aberdeenshire Council](#) is the licensing authority for Taxis and Private Hire vehicles and is aware of the important role they play in our transport network.

Looking Forward

The Council will continue to [license taxis and private hire vehicles](#) and ensure that there are sufficient numbers and styles to meet public demand throughout Aberdeenshire.

5.9 Tough Choices

Passenger numbers on public transport are continuing to increase across Aberdeenshire. Important decisions are required to allow passenger transport modes to achieve a greater share. Aberdeenshire must be at the forefront of technological innovation and customer service while also addressing perception issues associated with public transport, and a changing demographic.

6 Freight

6.1 Road Freight

Figures available for Grampian (encompassing [Aberdeenshire](#), [Aberdeen City](#) and [Moray Council](#) areas) indicate that between 2001 and 2005, the average annual amount of freight carried by HGVs to a destination in the area was over 20 million tonnes⁵⁵. Of this, 74% originated from a location in Grampian.

This statistic emphasises that short haul freight often has no option but to remain on the road network, which typically provides the initial – and final – link in the supply chain. These essential journeys can be to shops and businesses, or to and from farms, or for the extraction of timber or quarried materials. This calls for routes that are not restricted by weight, width or height for the range of modern freight vehicles. The challenge is to cater for this and simultaneously minimise the impact of freight movement on local communities, roads and transport infrastructure. Edge damage is a particular concern for narrow minor roads.

Looking Forward

Working with the forestry, quarrying and land-fill industries, the Council has designated specific freight haulage routes, often corresponding with strengthened and widened roads and improved junctions. The Council will continue to monitor compliance with these arrangements and seek further agreements for any new developments through the planning process.

The Council will encourage the development of appropriate off-street lorry parks adjacent to rural towns, where there is a net environmental and social benefit. We will also consider the introduction of on-street night time lorry parking controls in these towns.

[Nestrans](#) is devising a freight strategy for the North East. [Aberdeenshire Council](#) will work with them to develop a Freight Quality Partnership.

6.2 Rail Freight

External market forces, leading to increasing energy prices, are creating an environment where rail (and sea) freight will become more attractive. The Council will therefore continue to promote the transfer of freight from road to rail (and sea) where appropriate.

We've played a key role in promoting the case for enhancing the rail freight gauge between the Central Belt and the North East. Overhead bridges on rail lines between Mossend and Elgin currently act as height restrictions, which mean that standard sized containers can't be transported on the North East's rail lines irrespective of wagon style. This restricts the potential for efficient rail freight operations. In October 2005, the [Scottish Executive](#) approved proposals for

[gauge enhancement](#) work between Mossend and Elgin through the lowering of rail lines, which will significantly increase the potential for the transfer of road freight onto rail. The work will be completed by October 2007.

Looking Forward

Through the North East Scotland Rail Freight Development Group (NESRFDG) and with [Nestrans](#), we will:

- continue to promote the benefits of rail freight;
- support the case for improved integration opportunities between rail and other transport links;
- investigate new markets for the transfer of freight to rail.

The waste/recycling, import/export, retail, and forestry sectors should be encouraged to increase their use of rail for freight transport.

6.3 Air Freight

Small amounts of air freight are handled at [Aberdeen Airport](#)⁵⁶. This provides an option for low bulk and high value goods, both imported and exported from the region.

6.4 Sea Freight

Tonne for tonne, the least polluting form of transporting freight is by sea. Aberdeenshire and its European North Sea partners have consistently sought to influence European legislation and funding to recognise the huge potential of sea freight. Recently, EU Inter-regional cooperation funding has been used for a project called the [Northern Maritime Corridor](#) with important local authority trading partners – England, Norway, Netherlands, Belgium, Denmark and Germany.

In Aberdeenshire, there are over 20 harbours, of which seven are managed and maintained by the Council – [Banff](#), [Gourdon](#), [Johnshaven](#), [Macduff](#), [Portsoy](#), [Rosehearty](#) and [Stonehaven](#).

Aberdeenshire has coastal access that could benefit from changes in the European and national attitude towards promoting sustainable freight by using coastal shipping. [Aberdeen](#)⁵⁷ and [Peterhead Harbours](#)⁵⁸ are the principal local commercial ports and play an important role in the economic development of Aberdeenshire. [Fraserburgh](#)⁵⁹ and [Macduff](#)⁶⁰ also make a significant contribution.

Looking Forward

We will continue to investigate the benefits that can be derived from:

- supporting measures to develop Aberdeenshire's harbours and the transport of freight to and from them;

- working in Europe to create the conditions that will promote increasing short sea shipping and coastal freight;
- emphasising good transport links to those harbours which support Aberdeenshire's freight needs – including those outwith Aberdeenshire.

6.5 Tough Choices

The effective and efficient movement of freight is essential to Aberdeenshire's economy and environment. Road freight has an essential role to play, particularly in relation to short journeys at the start and end of the delivery process. Appropriate road space must be available for this purpose. However the movement of goods over longer distances is more suited to rail or sea and infrastructure must be put in place to encourage this shift.

7 Local Network Management and Maintenance

7.1 Road Safety

[Aberdeenshire Council](#) aims to deliver safer roads through a range of initiatives.

- We are on course to meet our target to reduce all child casualties by 50% by the year 2010 (based on the 1994-1998 average).
- We are also on course to meet the 'killed and seriously injured' reduction target of 40% by 2010.
- We have already achieved the target of reducing slight casualties by 10% by 2010, but will continue to seek ways of improving further on this.
- We have particular concerns about meeting the targets in relation to powered two-wheeler users and older people, and the [Road Safety Plan 2005 – 2010](#)⁶¹ gives specific attention to these vulnerable user groups.

The Council is the lead partner in [NESCAMP – the North East Safety Camera Partnership](#), and also plays a key role in the [Aberdeenshire Community Safety Partnership](#). It will also continue to use educational initiatives, such as the 'Safe Drive, Stay Alive' campaign, in order to raise awareness of road safety across the North East.

Looking Forward

The Council will continue to:

- take a lead role at local, regional, and national level in road safety initiatives and partnerships;
- undertake Route Action Studies on key strategic routes;
- implement programmes of improvement schemes based on Route Action Studies;
- develop and implement a programme of Accident Investigation and Prevention projects;
- manage the Accident Database in cooperation with [Grampian Police](#);
- produce annual reviews of the [Road Safety Plan](#) to 2010.

7.2 Traffic Calming

The development and introduction of traffic calming schemes has received strong public support. The introduction of 20 mph speed limits at schools, including the use of interactive signs across Aberdeenshire has also been commended. Successful traffic calming schemes help to improve road safety and, by reducing some of the adverse impacts of motor vehicles, can improve local amenities. The overall costs and benefits of such schemes are assessed to identify

environmental issues, community impact, safety impact, benefits for vulnerable road users, and value for money.

Looking Forward

[Aberdeenshire Council](#) will continue to maintain an annual programme of traffic calming schemes.

We will actively promote and facilitate the development of [Home Zones](#)⁶², which are streets or groups of streets designed to give pedestrians and cyclists greater priority over vehicles. Traffic calming, shared surfaces, landscaping, benches and play areas are common features which make streets safer and more appealing and open them up for social use. The aim is to introduce at least one [Home Zone](#) each year over the next three years.

A growing concern over the last few years is the increased nuisance caused by so-called “boy (and girl) racers”. [Aberdeenshire Council](#) will continue to work closely with [Grampian Police](#) who, under the [Antisocial Behaviour \(Scotland\) Act 2004](#), now have greater powers to deal with vehicles which are being used in a way that causes alarm, distress or annoyance to members of the public.

7.3 Traffic Management

Traffic restrictions in towns in Aberdeenshire, particularly in the larger town centres, need to be reviewed on a regular basis. This could lead to extensive changes to the character of a town centre or simply involve the introduction of a few additional lengths of waiting restrictions, alterations to speed limits or one-way restrictions.

Looking Forward

[Aberdeenshire Council](#) has developed and will continue to use procedures that ensure that members of the public and affected organisations are fully consulted and given the opportunity to comment on any proposed restrictions.

7.4 Car Parking

[Aberdeenshire Council](#) is responsible for the maintenance and management of 110 car parks with approximately 4,200 spaces⁶³. [Pricing policies and restrictions](#) are currently used throughout town centres to provide short-stay parking for the needs of business, shoppers and visitors. We will encourage a faster turnover of spaces in town centres and longer stay parking at out of centre locations.

Looking Forward

During the period of this LTS, the overall supply, demand and pattern of parking in each town centre will be regularly reviewed. Permits, time restrictions, and pricing structures will be applied to address any undesirable impacts. The needs

of residents, businesses, non-residents and disabled drivers will be fully considered.

7.5 Road Maintenance

There are over 5,300km of local roads and 1,600 bridges maintained by [Aberdeenshire Council](#), with an estimated value of over £2.6 billion⁶⁴.

By having a policy of early preventative maintenance, using surface dressing alongside well targeted resurfacing, we have consistently been ranked as one of the best Councils in the annual Scottish Road Maintenance Condition Survey. If this timely treatment cycle were not maintained, it would be very easy to get into a vicious circle of ever increasing deterioration.

Looking Forward

Two specific initiatives are currently in hand to assist in the management of maintenance regimes:

- maintain the programme of structural maintenance works at not less than its present level
- a Road Maintenance Management System, called CONFIRM, that will improve the efficiency of carriageway, footway and structural inspection and maintenance, and expedite the handling of transport complaints and queries from the public;
- a Transportation Asset Management Plan (TAMP), that will allow investment decisions to be based on sound strategic information. It will be pursued through a partnership approach involving all of Scotland's 32 Local Authorities.

We will continue to put in place measures to reduce disruption to road users during maintenance works. This will include consultation with public transport operators to suggest that more public transport services should be available during periods when major road works cause significant disruption.

7.6 Winter Maintenance and Emergencies

One of the impacts of climate change is more frequent and more severe storms. There's also been a considerable number of flooding events in the last few years and it's possible that such incidents may become more frequent.

Aberdeenshire's roads are particularly prone to disruption and damage during periods of harsh winter weather conditions. We make full use of weather forecasting facilities to enable us to carry out preventative pre-salting and to react quickly to specific adverse weather warnings. Longer-term weather forecasting techniques also ensure that appropriate levels of resource are available. Gritting of footways is also prioritised, with routes in the central areas of urban

communities and those that link with public services, shopping and commercial facilities receiving the highest priority. Additional grit boxes are provided for other important localised pedestrian routes.

The Council is aware of the ecological sensitivity of some areas in Aberdeenshire, and the negative impact that high concentrations of road salt can have. The [Winter Maintenance Policy](#)⁶⁵ is regularly reviewed to ensure that current operational procedures deliver an appropriate balance between the need to protect ecologically sensitive areas and the need to protect public safety.

Looking Forward

As our climate changes, future management and development of the local road network will require a risk assessment of this issue in order to develop effective responses and emergency action plans.

The Council will also continue to develop its [Winter Maintenance](#) programme, which [prioritises](#) action on the more heavily used sections of the road network. Reviews will consider the ecological impact of this strategy.

7.7 Structures

[Bridges](#) are an essential transport link, fundamental to the effectiveness of the transport network, and sometimes a strikingly beautiful part of our built heritage. They're an asset and like any other physical asset, they require investment in order to maintain their strength, serviceability, reliability and availability. A small number of weight restrictions can be tolerated and indeed might be appropriate to local circumstances, but weight restrictions on a widespread scale will severely restrict the capability of the transport network and will result in failure to meet transport objectives.

There are over 1,600 bridges on the Aberdeenshire road network, 48 of which are historically important and listed Category A or B⁶⁶. Four are also Scheduled Ancient Monuments. All bridge types deteriorate with time and traffic use and require regular maintenance. From time to time, national loading standards are increased in response to the demand for bigger and heavier commercial vehicles. If we don't strengthen where there's a need for it, the safety margin against overloaded vehicles is reduced and the likelihood of fatigue failure increases.

The Code of Practice for Bridge Management seeks to achieve a more systematic and consistent approach throughout the national network. It has been endorsed by the [UK Bridges Board](#)⁶⁷ and was formally launched for use by Local Authorities in September 2005. In response, a Five Year Plan for [Aberdeenshire Bridges](#) has been produced.

Looking Forward

[Aberdeenshire Council](#) proposes to:

- inspect, assess and maintain all structures generally in accordance with the Code of Practice for Bridge Management;
- strengthen weak bridges up to the national loading standard to avoid the imposition of weight limits unless appropriate to local circumstances;
- give priority to the busiest and most important routes throughout Aberdeenshire;
- conserve those bridges which form a vital part of our built heritage unless such works would be prohibitively expensive or impractical;
- ensure that new bridges are designed and constructed to complement their setting;
- retain old superseded structures traffic-free where possible, preserving the amenity of scenic routes.

7.8 Verge Maintenance

The verges and hedgerows associated with Aberdeenshire's local road network provide a valuable habitat for wildlife and plants, and help to maintain and enhance the area's biodiversity. Specific locations on the road network have recently been identified by the Aberdeenshire Environmental Forum for a dedicated maintenance regime which is sympathetic to the natural habitat. In other locations, the emphasis is placed on a cyclical maintenance regime that ensures that drivers have clear forward visibility and visibility at junctions.

Looking Forward

The success of existing verge maintenance protocol will be assessed to inform its future development.

7.9 Lighting

Throughout the area, there are approximately 38,000 street lights and 3500 illuminated traffic signs and bollards⁶⁸. The Council will continue to maintain Aberdeenshire's street lights in accordance with European Standards and work with developers to provide satisfactory lighting in all maintainable vehicular and pedestrian thoroughfares.

Lit traffic signs and street lighting consume a considerable amount of energy. Providing illumination, however, involves many considerations, from the statutory obligation of lighting some signs to requests from small communities for street lighting. There is also a need to reduce light pollution, as this can detract from the 'sense of place', particularly in rural areas.

Looking Forward

The Council will investigate opportunities to reduce energy consumption while securing essential electricity from Green Energy sources. It will also use modern apparatus to address the issue of light pollution.

7.10 Tough Choices

The Council makes considerable annual investment in Aberdeenshire's road network, on which it relies heavily for the movement of goods and people. Tough choices are required to ensure a balance is achieved across maintenance, new build, safety, availability and sustainability.

8 External Links

The peripheral location of North East Scotland increases the importance of maintaining and developing efficient external links to and from the area, serving both industry and personal travel. Such links will form one focus for the [Nestrans'](#) Regional Transport Strategy.

8.1 Passenger Rail

Key external rail links are:

- to Edinburgh via Dundee and Fife;
- to Glasgow via Dundee, Perth and Stirling;
- to Inverness with connections to the far North lines;
- Inter-City services to London via the East Coast Main Line;
- cross country services to the South and South West of England;
- overnight sleeper service to London.

Looking Forward

The Council will work with rail operators, [Network Rail](#)⁶⁹, [Nestrans](#), and [Transport Scotland](#) to maintain and improve current levels and quality of passenger services and facilities.

The route from Aberdeen to Inverness needs to be upgraded, ideally to an hourly daytime service.

8.2 Passenger Air

[Aberdeen Airport](#) is the regional air terminal for Aberdeenshire residents and provides an important gateway for visitors and tourists to North East Scotland.

In November 2005, [BAA](#)⁷⁰, [Aberdeen Airport's](#) operator, began a consultation exercise regarding its Masterplan, detailing its airport expansion proposals, which are designed to cater for the expected 0.5 to 0.8 million extra passengers by 2015, over and above the current 2.8 million passengers a year. A proposed extension of the runway would allow the more efficient operation of aircraft from Aberdeen without payload restrictions or costly and inconvenient stops en route.

Looking Forward

[Aberdeenshire Council](#) encourages [BAA](#) to establish robust monitoring procedures that will allow them to quantitatively measure noise levels and carbon dioxide emissions related to the airport, and reductions associated with the runway extension.

For Aberdeenshire, a clear priority for the future development of the airport must be that [BAA](#) develop an effective, adequate surface access strategy that considers the full implications of the [Masterplan](#)⁷¹.

8.3 Passenger Ferry

[Aberdeen Harbour](#) is the established mainland port for the Northern Isles Ro-Ro passenger and freight service. Total numbers of passengers on the Northern Isles service have increased by over 50% in the last 10 years⁷².

Looking Forward

The Council will continue to support proposals for the maintenance and development of passenger ferry services to the Northern Isles.

Through involvement in the [Northern Maritime Corridor project](#), the Council will work with local port, harbour and other business interests to explore the opportunities for developing new passenger ferry opportunities and markets.

In addition, we will continue to investigate ways in which Council-operated harbours can continue to contribute to the economic well-being of the associated towns. An example of this is [Banff Harbour's](#) new fully floating pontoon marina. Consideration will be given to the potential development of further small marina facilities to attract more visitors by sea to Aberdeenshire's ports and harbours.

8.4 Road Links

Trunk road links into Aberdeenshire are the A90 from north and south, and the A96 from Inverness. The A90 south carries most of the goods entering and leaving the region. It's strategically significant and provides a continuous dual carriageway standard route from Aberdeen through to the Central Belt. The A90 north links Aberdeen with Peterhead and Fraserburgh. Current proposals for this route include widening the section between Balmedie and Tipperty into a dual carriageway.

The A96 connects Aberdeenshire and Aberdeen to Inverness. [Nestrans](#), working with the [Scottish Executive](#) and the [Highland and Islands Regional Transport Partnership](#)⁷³, are looking to improve road safety and journey times on this route. [Aberdeenshire Council](#) supports this joint corridor study.

We also support the proposals for the [Aberdeen Western Peripheral Route \(AWPR\)](#), which will deliver significant benefits to the North East of Scotland, reducing the impact of increasing congestion and improving accessibility.

Looking Forward

The Council will continue to lobby for improvements to its external road links, particularly in relation to safety and journey time reliability.

8.5 Tough Choices

Aberdeenshire is a peripheral region. Quality external links to markets and employment centres are essential to its future. Significant transport challenges have to be faced nationally, and internationally. This will require changes to travel behaviour and a shift to more sustainable travel modes. [Aberdeenshire Council](#) will continue to support and lobby for initiatives which deliver a sustainable, integrated transport network.

9 Implementation and Monitoring Targets

9.1 Implementation Plan

The Implementation Plan, produced as an accompanying document, sets out the strategies and measures that the Council will pursue to achieve the overall vision, objectives and aims of the LTS. It's been organised in line with the main chapters of this document: travel behaviour change; walking; cycling and motorcyclists; public transport; freight; local network management and maintenance; and external links. Consultations indicated that there was support for both the Council's current actions and initiatives and those that it seeks to develop and strengthen during the life of this LTS.

The Plan includes a column to link actions and strategies back to the LTS monitoring targets, outlined below. In turn, these targets are all linked to the LTS objectives.

9.2 Monitoring Targets

The review of the previous LTS indicated that it was not always possible to assess the targets set because some of them weren't measurable, or data was often incomplete. Therefore, consideration has been given to the development of SMARTer (Specific, Measurable, Achievable, Relevant and Time-bound) targets that clearly demonstrate performance. Also, many of the [Service Plan](#) targets have been adopted in the LTS. The Council will continue to build upon existing data collection and monitoring programmes.

The targets adopted for this LTS are outlined in the accompanying document. Some relate to specific stated objectives, others to a number of different objectives and aims.

The Council is committed to ongoing consultation with stakeholders, through channels such as the [Citizens' Panel Surveys](#) and [Area Bus Forums](#). They will allow the Council to gauge the perception of how well it is meeting its objectives and aims, and if direct improvements are being made to transport provision across the region.

We will continue to develop the quantitative targets for the LTS and set up data collection programmes to help us monitor progress. There are also national guidelines and targets related to road safety and road traffic reduction and, on top of that, many other outcomes and output targets for the individual projects or initiatives in which [Aberdeenshire Council](#) is involved.

9.3 Implementation Plan Updates and Annual Progress Reports

The development of Annual Progress Reports and the annual updating of the Implementation Plan will help to increase the visibility and practicality of the LTS as a working document. The Plan will look at projects that have been completed, new projects and feasibility studies that may have emerged over the course of the year. The resultant reviews will be used to create the Annual Progress Reports, which will outline the Council's progress in delivering the objectives and targets. The Annual Progress Reports will be posted on the Council's website, alongside the updated Implementation Plan, for use by interested parties.

One of the key comments stressed during consultation was the need to make this LTS a more visible document. The development of Annual Progress Reports will significantly help to achieve this and should also deliver transport performance improvements by encouraging transport operators to work towards the targets.

Case Study – Road Traffic Reduction

The Road Traffic Reduction Act

The Road Traffic Reduction Act 1997 requires local authorities to set targets for the reduction of traffic within their local authority area, or to provide justification for not setting targets.

Traffic Growth in Aberdeenshire

As a rural authority with high levels of car ownership and commuting, the Council cope with correspondingly high levels of traffic growth. Whilst congestion is not severe in Aberdeenshire, commuting to Aberdeen contributes to the congestion problems on the main radial routes into the city.

The road traffic reduction target set out in the previous LTS, published in 2000, was to reduce the growth in traffic flows on cross-country routes by 1% by 2006, based on 1999 levels. This has not been achieved, with the majority of local roads actually experiencing significant increases in traffic over the last 5 years.

Of the 28 local road locations where there are permanent traffic counters, the volume of road traffic fell in only four, but grew in the remaining 24. Between 2000 and 2005, levels of growth ranged from 1.5% on the A93 West of Peterculter, to 38.5% on the B994 North of Kintore.

There has also been considerable traffic growth on trunk road links in the region, which are the responsibility of Transport Scotland, from 5.2% (South of Charleston) to 82% (the Blackburn Bypass).

These trends undoubtedly provide further justification and strengthen the case for adopting travel behaviour change as the central theme within this LTS.

Comparison against the National Situation

The findings of a recent review shows that the majority of sites exceed both the High and Low Growth National Road Traffic Forecasts of 5.9% and 10.9% respectively.

Capacity Constraints

There is a formula (RFC, short for 'ratio to flow capacity') to measure the ratio between the amount of traffic using a road and the road's actual capacity. It's used to highlight any locations where traffic volumes are close to or will exceed the theoretical capacity of the road in the years up to 2021.

Analysis of the RFC on trunk roads revealed that a number of them will very soon reach capacity. The same exercise on local roads suggested that they're all operating under capacity – a situation which is expected to continue. Given the

rates of traffic growth experienced on Aberdeenshire's roads between 2000 and 2005, this is a surprising conclusion, which calls for further analysis.

Future Targets

This review has enabled a series of points to be highlighted for further investigation in the Annual Road Traffic Reduction Report.

In partnership with Nestrans, Aberdeen City Council and other neighbouring authorities, the Council will explore opportunities to develop regional road traffic reduction targets.

Case Study – Reducing Business Mileage – The IT Hot Stops

Background

As part of the SustAccess project and with the help of Nestrans, Aberdeenshire Council has set up two IT Hot Stop offices. They provide local residents, businesses and community groups with free access to meeting areas equipped with the latest Information and Communications Technology (ICT), including PCs for hot-desk working, Wi-Fi access, and video-conferencing.

They've been set up in the Huntly Learning Centre and Peterhead's Burnside Business Centre, and they're part of a pilot initiative to investigate how ICT can reduce business mileage and the need to travel for meetings, and at the same time deliver wider community benefits.

How they Operate

They're equipped with PCs offering industry-standard office applications. Business users can take advantage of meeting areas with state-of-the-art video-conferencing equipment and there's free internet access via Wi-Fi for those with their own laptop PCs. There are also printers and fax machines.

Partnership working has been a central feature of the successful launch of these facilities. For example, the Huntly office has been developed and promoted by a number of stakeholders including Aberdeenshire Towns Partnership Huntly, the E-Business Demonstration Centre of Scottish Enterprise Grampian, and Banff and Buchan College. Local students can use it to follow lectures offered by the college in Fraserburgh and by universities in Aberdeen or elsewhere.

The IT Hot Stops are entirely free to use, with users simply asked to complete a short feedback questionnaire. The success of the project will help to decide whether there is potential to roll-out the initiative to other parts of Aberdeenshire.

Looking Forward

An extensive publicity campaign, involving press releases, radio adverts and bus panel advertising, has been used to promote the IT Hot Stops, and similar innovative marketing methods will continue to be used to raise awareness of the need to alter current travel patterns.

Case Study – A2B Dial-a-Bus

What is A2B Dial-a-Bus?

In summer 2004, Aberdeenshire Council introduced its very own demand responsive transport (DRT) service, the A2B dial-a-bus. These door-to-door services, which operate in partnership with bus, taxi and community transport operators, formed part of a Scottish Executive pilot study to develop best practice in the field. The service was initially introduced in Alford, Fraserburgh, Peterhead and Strathdon in 2004, and in 2005 in Central Buchan.

A2B dial-a-bus was winner of the Scottish Transport Awards Rural Transport category in 2005.

How do they operate?

On all A2B services, passengers are asked to pre-book their trips by calling the dial-a-bus hotline. Calls are answered by the A2B travel despatch team, based in the Council's Public Transport Unit, who use specialist software to work out passenger pick-up and drop-off times.

There are two different types of A2B dial-a-bus services in operation. The Central Buchan and Strathdon services are open to all members of the public, while the others are restricted to passengers who have difficulty using or have no access to mainstream bus services. All of the services operate on a door-to-door basis.

What are the main benefits?

The main benefits offered by the service are that it helps to reduce social exclusion and increases accessibility. In Central Buchan, where dial-a-bus replaced a conventional bus service, the A2B offers passengers a greater choice in travel times, and as the bus is not restricted to a fixed route, it can collect them from their doors and take them right to their destination. In addition, the dial-a-bus can make connections with mainline buses to and from Aberdeen and Peterhead, and take advantage of through-ticketing.

Services such as the Fraserburgh A2B dial-a-bus, which are aimed at people who have difficulty accessing other bus services, can provide people with their only means of transport for shopping and other activities. The vehicles are accessible, making it easier for people with mobility constraints to get on and off. Typical comments from A2B passengers include *'this service has given us back our independence'* and *'we would be lost without the A2B'*.

A review of the Aberdeenshire A2B service revealed that the demand responsive option has been well-received and that it was expected that more and more passengers will be using it. As an outcome of the review, two of the original five services have been amended to provide greater travel choices.

Looking Forward

There is a growing consensus amongst transport planners that conventional public transport cannot completely serve the broad needs of everyone. In light of trends towards an ageing and simultaneously more mobile population, there will be an increasing need for more flexible transport provision. DRT services such as the A2B dial-a-bus are well placed to cater for the new and emerging markets. Through the LTS, it is proposed that A2B services will be extended to cover other parts of Aberdeenshire, either to complement or replace conventional fixed route bus services.

Case Study – Tanglandford Bridge Refurbishment and Widening

Background

Tanglandford Bridge was constructed in 1864 and carries the Tanglandford to Skilmafilly road across the River Ythan at Methlick. Its rare design and possible uniqueness in Scotland makes this Category B listed structure an important survivor from the cast iron construction era.

An assessment discovered that the bridge was unsuitable for modern traffic and it was possible that it might collapse. Consultation with the local community indicated that it was still widely used and that benefits could be derived from increasing its carrying capacity.

The Proposal

The Council's in-house Bridge Design Team was commissioned to devise a scheme to refurbish, strengthen and widen the existing bridge to modern standards while retaining all the existing cast iron elements in their original position. Work began in June 2005 and took 5 months to complete at a cost of £390,000.

Benefits

The bridge refurbishment has proved to be highly beneficial to the community. The widening and strengthening have increased accessibility levels for road users, and communities and businesses can significantly reduce the length of their journeys. Use of the bridge also improves integration by opening more accessible routes to neighbouring areas. Importantly, through careful design, the new bridge appears identical to the original structure.

Looking Forward

The Council will continue to design projects that take account of the built and natural heritage of Aberdeenshire. By careful consideration a balance can be achieved with the need to provide a modern transport network.

List of Acronyms and Abbreviations

AADT – Annual Average Daily Traffic
ACTF – Aberdeenshire Community Transport Forum
AWPR – Aberdeen Western Peripheral Route
BAP – Biodiversity Action Plan
CREATe – Combined Retail, Economic and Transport assessment
cSAC – Candidate Special Area of Conservation
DRT – Demand Responsive Transport
EIA – Environmental Impact Assessment
FALP – Finalised Aberdeenshire Local Plan
HITRANS – Highland and Islands Regional Transport Partnership
HLA – Historic Land-Use Assessments
LTS – Local Transport Strategy
LPG – Liquefied Petroleum Gas
MTS – Modern Transport System
NESCAMP – North East Safety Camera Partnership
NESt – North East Scotland Together – Structure Plan
Nestrans – North East Regional Transport Partnership
NRTF – National Road Traffic Forecasts
NSC – North Sea Commission
NTS – National Transport Strategy
PAN – Planning Advice Note
PHV – Private Hire Vehicle
PPG – Pollution Prevention Guidelines
RCTI – Rural Community Transport Initiative
RFC – Ratio of Flow to Capacity
RMMS – Road Management Maintenance System
RTRA – Road Traffic Reduction Act
RTS – Regional Transport Strategy
SAC – Special Area of Conservation
SEA – Strategic Environmental Assessment
SEPA – Scottish Environmental Protection Agency
SNH – Scottish Natural Heritage
SPA – Special Protection Area
SPP – Scottish Planning Policy
STAG – Scottish Transport Appraisal Guidance
SRMCS – Scottish Roads Maintenance Condition Survey
SUDS – Sustainable Urban Drainage Systems
TAMP – Transportation Asset Management Plan

A glossary of terms related to the LTS is also available in a separate supporting document.

References

- ¹ www.nestrans.org.uk/
- ² Scotland's National Transport Strategy, (2006), Scottish Executive.
<http://www.scotland.gov.uk/Resource/Doc/157751/0042649.pdf>
- ³ Sir David King in Local Transport Today No 435, "Decarbonising transport systems is essential if we are to tackle climate change, says the Government's chief scientific advisor Sir David King." (26 January 2006).
- ⁴ Hickman, R and Bannister, D (2006), Looking Over the Horizon – Visioning and Backcasting for UK Transport Policy. Department for Transport – Horizons Research Programme 2004/05. London.
- ⁵ www.travelwise.org.uk
- ⁶ <http://www.stepchangescotland.org/>
- ⁷ Scottish Transport Statistics No.25, (2006), Scottish Executive.
<http://www.scotland.gov.uk/Resource/Doc/160953/0043714.pdf>
- ⁸ Aberdeenshire Citizens Panel: Survey on Transport, (January 2006), Craigforth Consultancy and Research.
<http://www.aberdeenshire.gov.uk/consultations/citizens/TransportFinalReport.pdf>
- ⁹ Stern Review: The Economics of Climate Change, (2006), HM Treasury, London.
http://www.hm-treasury.gov.uk/independent_reviews/stern_review_economics_climate_change/stern_review_report.cfm
- ¹⁰ Changing Our Ways: Scotland's Climate Change Programme, (2006), Scottish Executive.
<http://www.scotland.gov.uk/Resource/Doc/100896/0024396.pdf>
- ¹¹ <http://www.aberdeenshire.gov.uk/about/index.asp>
- ¹² Scotland's Transport Future: Guidance on Local Transport Strategies, (2005), Scottish Executive.
<http://www.scotland.gov.uk/Resource/Doc/37428/0026480.pdf>
- ¹³ North East Scotland together - Aberdeen and Aberdeenshire Structure Plan 2001 – 2016, (2002), Aberdeen City and Aberdeenshire Councils.
<http://www.nest-uk.net/>
- ¹⁴ <http://www.aberdeenshire.gov.uk/about/index.asp>
- ¹⁵ <http://www.aberdeenshire.gov.uk/about/plans/>
- ¹⁶ Aberdeenshire Local Plan (2006), Aberdeenshire Council.
- ¹⁷ , Aberdeenshire Community Plan 2006 – 2010, (2006), Aberdeenshire Community Planning Partnership.
<http://www.aberdeenshire.gov.uk/communityplanning/plan/index.asp>
- ¹⁸ Aberdeenshire Citizens Panel: Survey on Transport, (January 2006), Craigforth Consultancy and Research.
<http://www.aberdeenshire.gov.uk/consultations/citizens/TransportFinalReport.pdf>
- ¹⁹ Aberdeenshire Citizens Panel: Sustainable Environment Survey, (April 2005), Craigforth Consultancy and Research.
http://www.aberdeenshire.gov.uk/consultations/citizens/q4_results.pdf
- ²⁰ Aberdeenshire Citizens Panel: Sustainable Environment Survey, (April 2005), Craigforth Consultancy and Research.
http://www.aberdeenshire.gov.uk/consultations/citizens/q4_results.pdf
- ²¹ www.transportscotland.gov.uk
- ²² Aberdeenshire Council, Public Transport Unit.
- ²³ www.awpr.co.uk
- ²⁴ http://www.nestrans.org.uk/projects/projects.asp?project_id=20
- ²⁵ http://www.aberdeenshire.gov.uk/parents/carers/information/travel_plan.asp
- ²⁶ <http://www.ecoschoolsscotland.org/home/index.asp?linkID=6>
- ²⁷ <http://www.carshareaberdeenshire.com/>
- ²⁸ <http://www.nestranscarshare.com/>
- ²⁹ www.sustaccess.org/

-
- ³⁰ Scottish Transport Statistics No.23, (2004), Scottish Executive.
<http://www.scotland.gov.uk/stats/bulletins/360/00360.pdf>
- ³¹ http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=8588&l=2
- ³² <http://www.concept3c.org.uk/>
- ³³ <http://www.carbontrust.co.uk/default.ct>
- ³⁴ <http://www.aberdeenshire.gov.uk/green/>
- ³⁵ <http://www.aberdeenshire.gov.uk/green/footprint.asp>
- ³⁶ <http://www.aberdeencity.gov.uk>
- ³⁷ Scottish Planning Policy 17: Planning for Transport, (2005), Scottish Executive
<http://www.scotland.gov.uk/Publications/2005/08/16154406/44078>
- ³⁸ <http://www.pathsforall.org.uk/>
- ³⁹ www.cpre.org.uk/resources/pub/pdfs/transport/traffic-management/quiet-lanes.pdf
- ⁴⁰ http://www.aberdeenshire.gov.uk/outdooraccess/core_paths_plan/index.asp
- ⁴¹ Transport across Scotland in 2001 and 2002: some Scottish Household Survey results for parts of Scotland, (2004), Scottish Executive.
<http://www.scotland.gov.uk/Resource/Doc/47210/0029225.pdf>
- ⁴² Cycling Scotland Local Authority Performance, (2005), Cycling Scotland
<http://www.cyclingscotland.org/FileAccess.aspx?id=107>
- ⁴³ <http://www.scotland.mag-uk.org/>
- ⁴⁴ <http://www.aberdeenshire.gov.uk/publictransport/policies/index.asp>
- ⁴⁵ <http://www.stagecoachbus.com/bluebird/>
- ⁴⁶ <http://www.firstgroup.com/ukbus/scotland/nescot/home/index.php>
- ⁴⁷ <http://www.communitytransport.com/training/training.htm>
- ⁴⁸ <http://www.aberdeenshire.gov.uk/publictransport/forums.asp>
- ⁴⁹ First Scotrail Statistics.
- ⁵⁰ <http://www.aberdeenshire.gov.uk/publictransport/community/advice.asp>
- ⁵¹ http://www.communitytransport.com/development/rural/scot_rcti.htm
- ⁵² <http://www.aberdeenshire.gov.uk/publictransport/a2bdialabus/index.asp>
- ⁵³ <http://www.aberdeenshire.gov.uk/communityplanning/safety.asp>
- ⁵⁴ <http://www.transportscotland.gov.uk/defaultpage1221cde0.aspx?pageID=40>
- ⁵⁵ Scottish Transport Statistics No.25, (2006), Scottish Executive.
<http://www.scotland.gov.uk/Resource/Doc/160953/0043714.pdf>
- ⁵⁶ <http://www.aberdeenaairport.com/>
- ⁵⁷ <http://www.aberdeenshire-harbour.co.uk/>
- ⁵⁸ <http://www.peterhead-harbours.co.uk/>
- ⁵⁹ <http://www.fraserburgh-harbour.co.uk/>
- ⁶⁰ <http://www.aberdeenshire.gov.uk/harbours/areas/macduff.asp>
- ⁶¹ Aberdeenshire Road Safety Plan 2005 – 2010, Aberdeenshire Council.
<http://www.aberdeenshire.gov.uk/transportation/roadsafety/introduction.asp>
- ⁶² <http://www.homezonenews.org.uk/>
- ⁶³ Aberdeenshire Council data.
- ⁶⁴ Aberdeenshire Council data.
- ⁶⁵ <http://www.aberdeenshire.gov.uk/roads/pagecontent>
- ⁶⁶ Aberdeenshire Council data.
- ⁶⁷ <http://www.ukroadsliasongroup.org/bridges/>
- ⁶⁸ Aberdeenshire Council data.
- ⁶⁹ <http://www.networkrail.co.uk/>
- ⁷⁰ <http://www.baa.co.uk/>
- ⁷¹ <http://www.aberdeenaairport.com/assets/B2CPortal/Static%20Files/aberdeencomplete.pdf>
- ⁷² Scottish Transport Statistics No.25, (2006), Scottish Executive.
<http://www.scotland.gov.uk/Resource/Doc/160953/0043714.pdf>
- ⁷³ www.hitrans.org.uk