Travel Planning Guidance
Aberdeen City and Shire – Medium to Long Term

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Abstract

Purpose of this document

This document provides a strategic vision for Travel Planning in Aberdeen City and Aberdeenshire areas and offers guidance and support to residents, businesses, schools and other organisations or community groups that are interested in developing a Travel Plan.

The guidance and advice in this document are based upon experience and learning points from numerous sources, including the Civitas Portis Travel planning projects in the North and South Dee Business Parks and Dyce.

This document has been designed for the medium to long term and does not reflect the current situation regarding social distancing and other measures put in place due to the Covid-19 pandemic. For travel planning guidance that does reflect this guidance while providing links to tools, transport operators as well as information which may help with funding visit www.getabout.org.uk

Project Partners

Organisation	Country	Abbreviation
Nestrans	UK	ABZ

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Date	Person	Action	Status	Diss. Level
	Kelly Wiltshire	Initial Draft	Ongoing	
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Dissemination Level: PC = Project Coordinator, SC=Site Coordinator, TC=Technical Coordinator, EM=Evaluation Manager.

Table of Contents

Executive Summary

Travel planning is a key element of National, Regional and Local Transport Strategies. This document gives an overview of the key points, vision, objectives and messages. At the heart of this is the travel hierarchy.

Vision

A region where the range of travel options, quality of the infrastructure and level of information makes it easy for people to make Sustainable Travel Choices.

Objectives

1. To provide increased information and guidance about the range of travel choices available

2. To actively engage with organisations and individuals to promote sustainable travel and to understand   the opportunities and barriers to this

3. To offer grants and incentives to support organisations in encouraging sustainable transport

4. To work with both Aberdeen City and Aberdeenshire Councils to enable the planning and implementation of infrastructure and initiatives to enable sustainable transport choices

5. To work with both Aberdeen City and Aberdeenshire Councils to support greater enforcement of travel plans, especially when required by planning conditions.

6. Work with partners to ensure continuity of message across the region

Introduction

What is travel planning?

Travel planning involves considering transport options to promote and facilitate sustainable transport and reduce dependence on less sustainable options such as driving alone in a private vehicle. Where single occupancy private vehicles are the only choice, travel planning can also encourage people to consider how this can be done in a more efficient way.

The production of travel plans is a great way of achieving a shift to more sustainable transport as it encourages people to look at their current travel behaviours and consider what is needed to transition to a more sustainable mode. Travel Plans can be made at an individual, household or organisational level.

As well as helping to reduce congestion and the environmental effects of transport, effective travel planning can lead to money savings, time savings and can help people to be healthier.

Employers can help by encouraging sustainable forms of business travel and restricting parking/solo car driver journeys. Also having changing room and shower facilities and secure cycle parking at work premises can encourage people to travel actively to work and for business journeys.

Travel Plans are primarily associated with commuting whether to work or school or travelling as part of work or education. But they can also be used for leisure activities, tourism and attending one off events such as concerts and festivals.

Why Travel Planning?

More sustainable transport, particularly active transport, can improve air quality, reduce contributions to climate change and deliver health benefits. For example, physical inactivity is costing the Scottish NHS around £94.1 million per year, or an estimated average cost of £18 per resident per year[1] while contributing to over 2,500 premature deaths in Scotland each year[2] Cycling to work is associated with a 45% lower risk of heart disease and a 46% lower risk developing cancer when compared to a non-active commute[3] while being inactive increases the risk of heart disease, cancer, diabetes and stroke by 25–30%, and shortens lifespan by 3 to 5 years[4]. Cyclists also take an average 1.3 fewer sick days each year than non-cyclists[5] while cycling to work can be one of the most effective ways to secure the recommended 30 minutes of moderate activity per day is to reduce reliance on motorised transport.

Additionally, air pollution increases the risks of diseases such as asthma, respiratory and heart disease, particularly for those who are more vulnerable such as the very young and the elderly or those with existing health conditions. Air quality is often worse in areas of deprivation and is a health inequality issue. In 2010, fine particulate matter was associated with around 2,000 premature deaths in Scotland and around 22,500 lost life-years across the population.

The travel hierarchy is at the heart of promoting the benefits and potential money and time savings of sustainable transport while recognising that individual circumstances mean that active travel is not always possible for everyone.

Travel Hierarchy

	Need to travel? Or can you travel at different times, such as avoiding peak times?

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[1] NHS Health Scotland, 2013, retrieved from Scottish Government National Transport Strategy (2020) pg 38

[2] Scottish Health Survey; Topic Report; Physical Activity. (2014) retrieved from Scottish Government National Transport Strategy (2020) pg 38

[3] British Medical Journal (2017), retrieved from https://www.gla.ac.uk/news/archiveofnews/2017/may/headline_522765_en.html on 17/02/2020

[4] Wen CP, Wu XF. Stressing harms of physical inactivity to promote exercise. Lancet 2012, 380:192–193

[5] DfT TAG A4.1 3.2.16 suggests a 25% reduction in absenteeism for those that are active for 30 minutes a day compared with those that are not. This is based on research in the following two references: Van Amelsvoort et al (2006): Leisure time physical activity and sickness absenteeism: a prospective study 18 Lechner et al (1997): Effects of an Employee Fitness Program on Reduced Absenteeism

Walking and wheeling	
Cycling	
Public Transport – Park and Ride	
Car sharing	
Solo car driver*	
	Figure 1: National Transport Strategy 2 Travel Hierarchy

* Preferably decarbonised/low emission

Guidance specific to the transport hierarchy can be found below

<u>Do you need to travel at all?</u>

As a result of the Covid-19 pandemic, many people stopped travelling and worked, shopped and socialised from home. Even when restrictions on travel were lifted, many have found that they are now able to continue to work from home more often and have less need to travel than before. Due to increased usage of digital technology. Employers can incentivise this by encouraging remote working and video conferencing to reduce commuting and business travel where appropriate and promote flexible working.

The benefits of flexible working and increase in remote working for employers could include a reduction in the cost of business travel, reduction in the cost of work premises, if organisations were able to have smaller premises but have the same amount of staff and outputs, as well as happier and more motivated staff. Staff may also have a better work life balance by not commuting so often and if there is less traffic on the roads then journey times may be quicker and less congestion.

<u>Do you need to travel at peak times?</u>

Travel at traditional peak times, often causes congestion in traffic and on public transport, which can reduce capacity on public transport, cause traffic delays and decrease air quality. These impacts could

be reduced if more people were able to travel outside of peak hours. Employers can help with this by encouraging flexible working and remote working where appropriate while also potentially benefiting from a reduction in the cost of work premises, if smaller offices are required due to more staff remote working.

Walking and wheeling

Walking is cheap and most people can do it. Choosing to walk or wheel if you are a wheelchair user, instead of the car for short journeys and help improve local air quality, reduce noise from traffic and reduce harmful emissions. It can also help to keep you active and improve health. Employers can encourage staff to walk or wheel to work for all or part of their journey by; encouraging staff to be visible, wear high viz and reflective clothes if walking in the dark, promote information such as walking routes, links to further information such as Getabout, notice boards, walking challenges, lockers, led walks, pool cars so if staff have a car to use at work they don't need to bring their own, staff travel survey and promote the physical and mental health benefits of walking and wheeling.

Cycling

Cycling is a great way to be active and keep healthy. Great for journey under 5 miles and a great way to keep active and improve health. Salary sacrifice and many grants are available to help employers to promote cycling. All cyclists are encouraged to use lights, high visibility clothing and wear a helmet. Cycling can and should be encouraged as a good alternative to petrol and diesel cars and vans. Particularly with the increase in availability of Electric Bikes and Electric cargo bikes. Organisations can encourage their staff to cycle by; information such as cycling routes, links to further information such as Getabout and cycling websites, notice boards, cycling challenges, bicycle user groups, lockers, showers and changing facilities, flexible working hours, led rides, secure cycle parking, staff travel survey, paying staff a mileage allowance to use their bike for work, pool cars so staff have a car to use at work they don't need to bring their own and promotion of the mental and physical health benefits of cycling
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Bus

There is now real time information at many bus stops across Aberdeen and Aberdeenshire. The Grasshopper ticket is a great way to travel in Aberdeen and Aberdeenshire, just hop on or hop off any bus. Grasshopper tickets which are multi-operator are available as a day pass or a weekly pass from your bus driver, available in zones 1-6. Many buses also have WIFI and USB charging sockets. Providing the following information can help to incentives bus travel: information on bus times/ etc, links to further information such as Getabout and bus companies websites, notice boards, bus salary sacrifice, flexible working hours, staff travel survey and pool cars so staff have a car to use at work and they don't need to bring their own.

Rail

There are nine railway stations in Aberdeen and Aberdeenshire. They are Aberdeen, Dyce, Kintore, Inverurie, Insch, Huntly, Portlethen, Stonehaven and Laurencekirk. Rail is a great way to be productive whilst travelling, with cycle racks, WIFI and power sockets available on most trains. Can be incentivised by; information on rail times/ etc, links to further information such as Getabout and rail websites, notice boards, rail ticket salary sacrifice, flexible working hours, staff travel survey and pool cars so staff have a car to use at work and they don't need to bring their own.

Park and Ride

Park and Ride is available by bus and rail in the north east with nine railway stations and five five bus park and ride sites (Ellon, Craibstone, Kingswells, Newtonhill and Bridge of Don) providing plenty of free Car (except Aberdeen Rail Station) and Cycle parking and routes into the city centre. Cycles can also be carried free of charge on trains and on coach bus services.

Car Sharing

Two or more people sharing a car to get from A to B rather than driving alone has great benefits such as saving money, reducing congestion and reducing the need for car parking. You might even make a new friend! Getabout Liftshare is the regional Liftshare scheme. https://liftshare.com/uk/community/getabout Can be incentivised by; information on car sharing, especially promoting the cost benefits, links to further information such as Getabout, having a company car sharing scheme, having designated lift share spaces that require a special permit, guaranteed ride home, flexible working hours, staff travel survey and pool cars so staff have a car to use at work but don't need to bring their own.

Car clubs

Car clubs are a good way of people being able to give up one or more of their cars by being able to hire a car for a short period of time. Aberdeen has a car club http://www.co-wheels.org.uk/aberdeen These cars also give members the opportunity to hire electric vehicles and vans.

Employers can help to encourage car club usage by; notice boards with car club information, corporate membership of the car club, Car club-managed pool cars, incentives for staff to use pool cars in their own time such as free personal memberships and doing staff travel surveys.

Motorcycling

Motorcycling, can help to reduce emissions and congestion. All riders should ensure that they are wearing proper safety equipment, protective clothing and helmets and be visible. Employers can help incentivised this with; secure Motorcycle parking and salary sacrifice scheme that includes motorcycles.

Driving for work

Whilst travelling planning is often about mode shift to sustainable methods of travel. It is acknowledged that driving is often required, particularly for business travel. Employers can help make driving by car more sustainable for employees by;
Provision of electric vehicle charge points on site to encourage travel by the most sustainable cars, a salary sacrifice scheme for low emission vehicles, eco driver training, encouragement to use pool cars/ car club cars instead of own vehicle.

The availability and cost of parking is also a key aspect of why people would choose to travel by car.

Where to find travel planning information and support

Getabout

Aberdeen City and Shire has Sustainable Travel Partnership called Getabout which comprises of Aberdeenshire Council, Aberdeen City Council, Nestrans (the North East of Scotland's Regional Transport Partnership), University of Aberdeen, Robert Gordon University, North East Scotland College, NHS Grampian, Energy Saving Trust and James Hutton Institute.

These organisations work together with other partners and supporters to help change travel behaviours from a car dominant society to one where more sustainable and active travel is the norm.

As well as being a partnership, Get-about was created as a brand to pull all sustainable transport activities in the North East of Scotland under so that people clearly know where to find information about sustainable travel choices.

The website www.getabout.org.uk is the main source of information and also links to tools, transport operators and further information to help your transport choices, as well as information which may help with funding. It is therefore a thoroughly useful aid for travel planning. It is therefore the Go-to resource for travel planning information and this strategy will reflect this.

Comprehensive Planning Guidance

Travel Know How

A website called 'Travel Know How' has been developed and funded by Transport Scotland and the Regional Transport Partnerships which offers organisations across Scotland easy access to a wide variety of travel planning solutions all in one place.

As a member of 'Travel know how' you gain FREE online access to a wealth of advice, guidance and downloadable resources to aid with the implementation of travel planning measures. Whether your organisation is large or small, 'Travel know how' can provide you with all the support and tools you need to engage with employees in order to start changing travel behaviour within your organisation.

- Fast, easy access to a wealth of travel planning information and links to local resources.
- Specialist travel planning advice.
- Specialist marketing advice to aid employee engagement.
- Practical hints and tips.
- FREE, adaptable downloadable templates making communications very cost effective

https://www.travelknowhowscotland.co.uk/

North and South Dee Case Studies

Various case studies on travel plans have been created for North and South Dee and can be found in the below link:

https://www.nestrans.org.uk/projects/civitas-portis/

Aberdeen City and Aberdeenshire Council Material

It is recommended that the below guidance be referred to by all those with a role in the development planning process, this includes:

- developers and their agents
- local authority officers and councilors
- public transport providers
- those involved with planning enquiries
- members of the public who may be affected by proposed developments
- groups with specific interests in transport

The guidance presents an opportunity to deliver sustainable transport consistent with current policy:

- Transport Assessment and Implementation: A Guide
- Car Parking Standards for Aberdeenshire (PDF 438KB)
- Scottish Planning Policy (SPP) is the statement of the Scottish Government's policy on nationally important land use planning matters
- National Planning Framework (NPF) is the Scottish Government's strategy for Scotland's long term spatial development
- Circulars, which also provide statements of the Scottish Government's policy, contain guidance on policy implementation through legislative or procedural change
- Planning Advice Note: PAN 75 - Planning for Transport provides advice and information on technical planning matters
- Design Advice Guidance will provide guidance and information on design matters covering a range of practical projects and roles

Aberdeen City Council also provide supplementary guidance on transport and accessibility

https://www.aberdeencity.gov.uk/sites/default/files/5.1.PolicySG.TransportAccessibility.pdf

Statements of Scottish Government policy in the SPP, NPF, Designing Places, Designing Streets and Circulars may be material considerations to be taken into account in development plans and development management decisions.

Designing Places, Designing Streets have the same status in decision making as the SPP and NPF.

https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/supplementary-guidance-and-technical-advice

Sustainable Transport Grant

Nestrans, one of the Getabout partners, has a [Sustainable Travel Grant Scheme](#) to support the development of Travel Plans and travel awareness in Aberdeen City and Shire.

Organisations can apply for up to £10,000 in matched funding to support towards capital investment for transport initiatives. Any organisation based in Aberdeen or Aberdeenshire can apply for funding towards measures aimed at supporting the development of more integrated and more sustainable transport. The key factors influencing a decision are the extent to which applications demonstrate:

- An effective travel plan is actively being developed;
- An effective travel plan has been completed and is being implemented;
- The potential impact the scheme will have in improving sustainable travel;
- Innovation, environmental benefit is demonstrated by the organisation's policies towards travel.

Other factors taken into consideration include:

- The nature of the applicant;
- The commitment shown by the applicant to support the proposal;
- If there are any existing planning requirements (For example, the grant would not be given for item that are required as a condition of planning permission);
- The application supports the Regional Transport Strategy;
- If there are other grants/assistance available;
- Potential number of beneficiaries;
- The availability of the Sustainable Travel Grant budget.

Since its launch the STGS has provided funding to support schemes implementing measures such as improved pedestrian access, secure cycle parking and shower facilities.

The Transport Context for the North East of Scotland

Background

The North East of Scotland area comprises of a small compact Aberdeen city and a large sparsely populated rural area of Aberdeenshire with numerous towns and villages. Many of the towns in Aberdeenshire are small and dispersed with considerable distances between them. The 2011 census data shows that Aberdeenshire had a population of 252,973 and Aberdeen City had 222,793 making a total of 475,766 in the region - a growth of 36,770 people from the 2001 census.

Transport and how we move around is changing dramatically and will continue to do so. New transport infrastructure in the north east of Scotland such as the Aberdeen Western Peripheral Route, which redirects traffic from Aberdeen City Centre, and the doubling of the rail line between Aberdeen and Inverurie have and will continue to make a big impact on how people and goods can move around the region. As will both the UK and Scottish Governments looking to phase out diesel and petrol cars for

alternative fuels and climate change targets, more people and organisations will need to change how they travel and consider whether they need to travel in the first place. These present great opportunities for encouraging more sustainable travel.

Over-reliance on private cars contributes to climate change, congestion, poor air quality and poor health outcomes. Over half of adults living in the North East are overweight or obese[6], with 33% of the population in Aberdeen City not meeting guidelines for daily activity[7]. The Preventing Overweight and Obesity in Scotland Strategy cites reducing reliance on motorised transport and walking and cycling for everyday transport as one of the most effective ways to secure the required 30 minutes of moderate activity per day.[8]

While there is significant potential for Ultra-low emission vehicles (ULEVs), such as hydrogen and electric powered vehicles, to contribute to emissions reduction and air quality goals, particularly where public transport and active transport are not seen as viable.

While ULEVs release less greenhouse gas emissions (GHG) compared to fossil fuel powered vehicles, they still contribute to environmental issues through the GHG emission-intensive manufacturing stage and particulate emissions from tyres and brakes[15]. ULEVs also contribute to road safety issues and congestion to the same extent as ICE vehicles, which is why active travel, such as walking, wheeling and cycling, have advantages over ULEVs from a health and environmental point of view while public transport is advantageous from an environmental point of view.

Commuting Patterns (Please note the below information is pre-covid 19 pandemic)

Aberdeenshire has a very high commuting rate by car and while Aberdeen City is lower, the car is still the highest transport mode. Travel Planning is how to encourage and support a change to different more sustainable and active modes.

An Origin and Destinations Study (2019) that was undertaken as part of the Civitas Portis project provides details of journey trends where Aberdeen is either an origin or destination for place of work or study. While numerous data sources are evaluated throughout the report, a large section is based upon an analysis of the 2011 census data. Some of the key points derived from the census data are as follows:

- 70% of all journeys to work or study were by car in Aberdeen and Aberdeenshire
- 59% of Aberdonians live within 5km of their place of work
- 74% of journeys in Aberdeen City are less than 5km (compared to a Scotland average of 59%)
- 54% of all journeys to work or study under 5km in Aberdeen and Aberdeenshire were by car
- 48% of all journeys to work or study under 3km or less in length in Aberdeen and Aberdeenshire were by car[9].

The ACC Origins and Destinations survey (2018) found a lower proportion of recorded journeys for work or study of 55% were by car or van.[10] It also noted that infrastructure was a key point that was

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[6] Scottish Health Survey 2019

[7] Community Planning Aberdeen https://opendata-aberdeencitycouncilo365.msappproxy.net/accopendata/People/Population

[8] Scottish Government National Transport Strategy (2020) pg 39

[9] Origin and Destination Study (2019), Table 2.1: Travel to Work Summary. Note the distances are 'as the crow flies'

[10] The survey was hosted on Citizen Space between 14 May and 20 August 2018. 334 responses were received

raised in the surveys, with respondents suggesting that people are more likely to cycle and walk where safe, accessible active travel infrastructure is available[11]. More specifically, 45% of respondents suggested that more off-road routes would encourage them to cycle more. Such reliance on cars can lead to congestion, parking issues and air quality problems.

It also noted that targeted corridor studies progressed by Aberdeen City Council, including the Wellington Road STAG and A96 Collective Travel Study, have identified improvements for walking and cycling on these key corridors, but there is a need to take a more strategic view of where gaps in active travel provision are on the key access routes to and from Aberdeen City centre.

The Roads Hierarchy Survey (2017) demonstrates that cars account for the main mode of travel for the greatest number of respondents at 49% although the purpose of this journey was for work / study in 36% of cases with Leisure 17%, Shopping 16% and Home 13% accounting for some of the other large proportions.[12] Various suggestions were also made in the survey of how transport could be improved:

- Fewer stagnant vehicles on the roads would improve air quality, and therefore the health and wellbeing of residents, in addition to congestion;
- Improved infrastructure for cyclists and pedestrians could increase active travel;
- Bus priority measures could motivate people to use buses more often, and secure modal shift. In addition, responses indicated that such measures would improve air quality, increase safety and provide greater flexibility for buses within Aberdeen in terms of route choice and speed;
- The introduction of new bus lanes into the city centre may motivate more people to use public transport.

The Scottish Household Survey Data reported that 62% of people travelled to work by car / van or as a passenger in Aberdeen City and that commuting (27%) and shopping (22%) were the principal reasons for travel in Aberdeen City. Significantly, the Scottish Household Survey found that 90% of journeys in Aberdeen City in 2017 were no more than 10km.

Scottish Transport Survey supported the trend of high car dependence in the region with 67% of employed adults who did not work from home travelling to work by car or van (as either the driver or passenger) in 2016.

Cumulatively, this suggests that many of those journeys 5km or less connecting residential areas and key employment centres are not currently attractive for active travel. The fact that a much higher proportion of journeys in Aberdeen City are less than 5km when compared to Scotland as a whole[13] and that the average cycle journey in Scotland is around 7.6km in length[14] which underscores the untapped potential in terms of increasing the modal share of active travel in the region.

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[11] THE BIG CLIMATE CONVERSATION, Findings from a programme of public engagement on climate change, January 2020

[12] A total of 696 responses were submitted between 6th February and 31st March 2017.

[13] Scottish Household Survey 2016 Local Authority Analysis (Table 19), retrieved from section 1.2 CIVITAS PORTIS Aberdeen Origin-Destination Study (2019)

[14] *Cycling Scotland Annual Cycling Monitoring Report 2018,* data from 2016, retrieved from section 1.2 CIVITAS PORTIS Aberdeen Origin-Destination Study (2019)

Issues for Transport

Climate Change

2019 ended with a global average temperature 1.1 °C above pre-industrial levels[9] while 19 of the 20 hottest years since modern record keeping began in 1880 have registered in the 21st century.[10] The increase in global average temperatures has led to more severe and frequent floods, droughts and dangerous heatwaves around the world.[11]

Given that transport is one of the biggest contributors to air pollution and greenhouse gas emissions (GHG),[12] accounting for 37% of Scotland emissions[13], targets to decarbonise the economy and improve air quality entail making changes to how people travel.

Covid-19

The Covid-19 pandemic has resulted in significant disruption to global and local transport. Demand for public transport fell by between 85% and 95% in Scotland during the first lockdown in early 2020[17], airlines entered administration and many more people have been walking, cycling and working from home.

In addition to the human and health cost, the pandemic has caused significant economic damage and a vast reduction in traffic on UK roads during periods of restrictions to slow the spread of the virus. Despite this damage, there is also an indication of improvements in air quality, particularly in busy urban areas. An approximate decrease in NO2 of 40% was recorded in June 2020 and has been linked with an improvement in the symptoms of those with lung conditions[18].

While the full implications for transport behaviour are not yet clear, early indications suggest an intention to walk and cycle more beyond the lockdown and a belief that virtual meetings will replace some if not most, business trips and meetings.[21] Surveys also note that most people support improvements to air quality following the pandemic,[22] however, they also suggest that 10-20% of people would be worried about using public transport[23]. This could translate into an increase in people driving as lockdown measures are phased out, especially as car sharing is also not encouraged outside of households to try and stop the spread of Covid-19.

Since Aberdeen City as a regional centre, there is a significant amount of commuting that comes from outside of the City. During the initial period of the crises, the oil and gas industry was disproportionately exposed, with sources indicating Aberdeen was the city in Scotland most at risk from the economic impact of coronavirus. However, more recent figures show that the industry is growing again and unemployment has seen a smaller increase in Aberdeen than other UK cities[15].

Sustainable Transport Opportunities and Strategies

While the cumulative long-term impacts of Covid-19 on the travel network remain unclear, it is clear that many businesses and workplaces have had to change their work practices to more remote

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[15] Centre for Cities (2020) *What does Covid-19 crisis mean for UK Towns and Cities?* https://www.centreforcities.org/coronavirus/#econ retrieved 19/11/2020

working and many have moved a lot of their operations online. This has likely led to a change in culture for how many people work and a change to the number of people travelling to work particularly at traditional peak times. The wider benefits of remote and flexible working is a reduction in the amount of travel which can reduce greenhouse gas emissions and improve air quality, as well as reducing the cost of commuting for staff and give a better work life balance.

Additionally, there are have been encouraging developments in a movement towards sustainable transport in the North East of Scotland in recent years. Some highlights from before the Covid-19 pandemic's impact include the following:

- The number of people registered with carshare schemes and the car club is increasing, with over 3,400 registered car sharers and over 1,900 car club registrations, both at their highest ever levels
- 2018 levels of Nitrogen Dioxide in Union Street and Wellington Road in Aberdeen show improvements, with all monitored locations either achieving or close to achieving European defined maximum levels. All locations are within target of the European-defined maximum level for particulates in 2018
- An increase in the number of cyclists on key routes in Aberdeen of 40% between 2008 and 2019
- Mode split on the travel to school shows 50% of children walking, cycling or scooting. Although the walking has declined since 2003, cycling is increasing in both Aberdeen and Aberdeenshire schools with an increase from 1% in 2003/04 to 4% in 2018[16]

While the Covid-19 pandemic has had a major impact on the economy in the North East, the greater necessity and acceptance of homeworking offers a strong opportunity to reduce the environmental impact of transport. For example, in travel planning, increasing the frequency of home working has the potential to significantly reduce transport's contribution to climate change, air quality issues in addition to congestion and road accidents in the North East.

Below are examples of relevant opportunities to promote sustainable transport.

UK Government

In June 2019, the UK became the world's first major economy to pass a legally binding target to reduce GHGs to net zero by 2050, going beyond the previous target of at least an 80% reduction from 1990 levels by this date. Additionally, in November 2020, the UK Government brought forward the ban on new cars and vans powered wholly by petrol and diesel to 2030, putting the UK behind only Norway, whose fossil fuel vehicle abolition date is 2025. Incentives offered to facilitate the movement towards ULEVs include the following:

- A grant of up to £3,000 towards a new plug-in vehicle
- A grant of up to £350 towards home-installation of an electric charger
- A fund to develop rapid charging points for electric vehicles and to more than double the number of rapid charge points across the UK by 2024

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[16] Nestrans Monitoring Report (2020)

Scottish Government

The Scottish Government declared a global climate emergency in May 2019 and passed the The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 to accelerate Scotland's GHG reduction targets to net-zero by 2045 at the latest, with interim targets for GHG reductions of at least 75% by 2030 and 90% by 2040. Given that transport accounts for 37% of Scotland emissions, targets to decarbonise the economy and improve air quality entail making changes to how people travel.

The Scottish Government's National Transport Strategy (NTS), published in February 2019, stresses that active transport and public transport usage are more desirable due to individual car usage, including, ULEVs, contribute towards congestion, road safety issues, poor air quality through particulate emissions from brakes and tyres in addition to the high levels of GHG emissions associated with their manufacturing.

Additionally, the NTS recognises that the development of smart mobility infrastructure and services could help to reduce dependency on individual car ownership, increase the utilisation rates of vehicles and to allow greater efficiency in the use of urban space such as by reducing demand for parking spaces.[39]

The Scottish Government aims to decarbonise Scotland's rail passenger services by 2035 and has published its Clean Air Strategy (2015) which follows the stricter WHO guideline for PM2.5 than the UK Government's target at 10 μg/m3.

The Scottish Energy Strategy (2017) outlines the Scottish Government's commitment to phasing out the need for new petrol and diesel cars and vans by 2032 in addition to expanding electric charging infrastructure. Specific support for those looking to purchase a ULEV in Scotland include:

- Grants towards costs of home installed charging are funded by Transport Scotland and delivered by the Energy Savings Trust.[40]
- Interest free loan up to £35,000 over six years provided by the Energy Savings Trust towards a ULEV vehicles[41]
- Interest free loan for the purchase of e-bikes, including e-cargo bikes provided by the Energy Savings Trust

The Transport (Scotland) Act 2019 provides new powers for Local Authorities providing the opportunity for, amongst other things, greater control and operation of local bus services as well as enhanced partnership working arrangements, enforcement of Low Emission Zones and discretionary powers to introduce a Workplace Parking Levy, all aimed at improving sustainable transport and reducing car use.

This has paved way for Low Emission Zones to be established in Scotland's four largest cities, Glasgow, Edinburgh, Aberdeen and Dundee, to address what the Scottish Government recognises as the transport-related air pollutants: nitrogen oxides gases (NOx) and fine particulate matter (PM2.5 and PM10).[42] While these were originally due to be implemented in 2020, they have been delayed until 2022 due to the Covid-19 pandemic.

Regional Transport Strategy

The Transport Partnership for Aberdeen City and Aberdeenshire, Nestrans, are currently writing a Regional Transport Strategy (RTS) to set the 20-year vision and direction for transport provision in the North East. The draft RTS was published in August 2020 for public consultation and is currently available to view along with the supporting documents on www.nestrans2040.org.uk

The draft vision for the RTS is:

'To provide a safer, cleaner, more inclusive and accessible transport system in the north east, which contributes to healthier, more prosperous and fairer communities.'

A key aim of the Draft RTS for Transport Planning is the 50:50 mode split between car driver and sustainable modes, although it links into all of the emerging Regional Transport Strategy targets.

Pillars

Four equal and overlapping pillars that align with and support the pillars of the Scottish Government's National Transport Strategy and six overarching objectives developed through the Strategic Transport Appraisal.
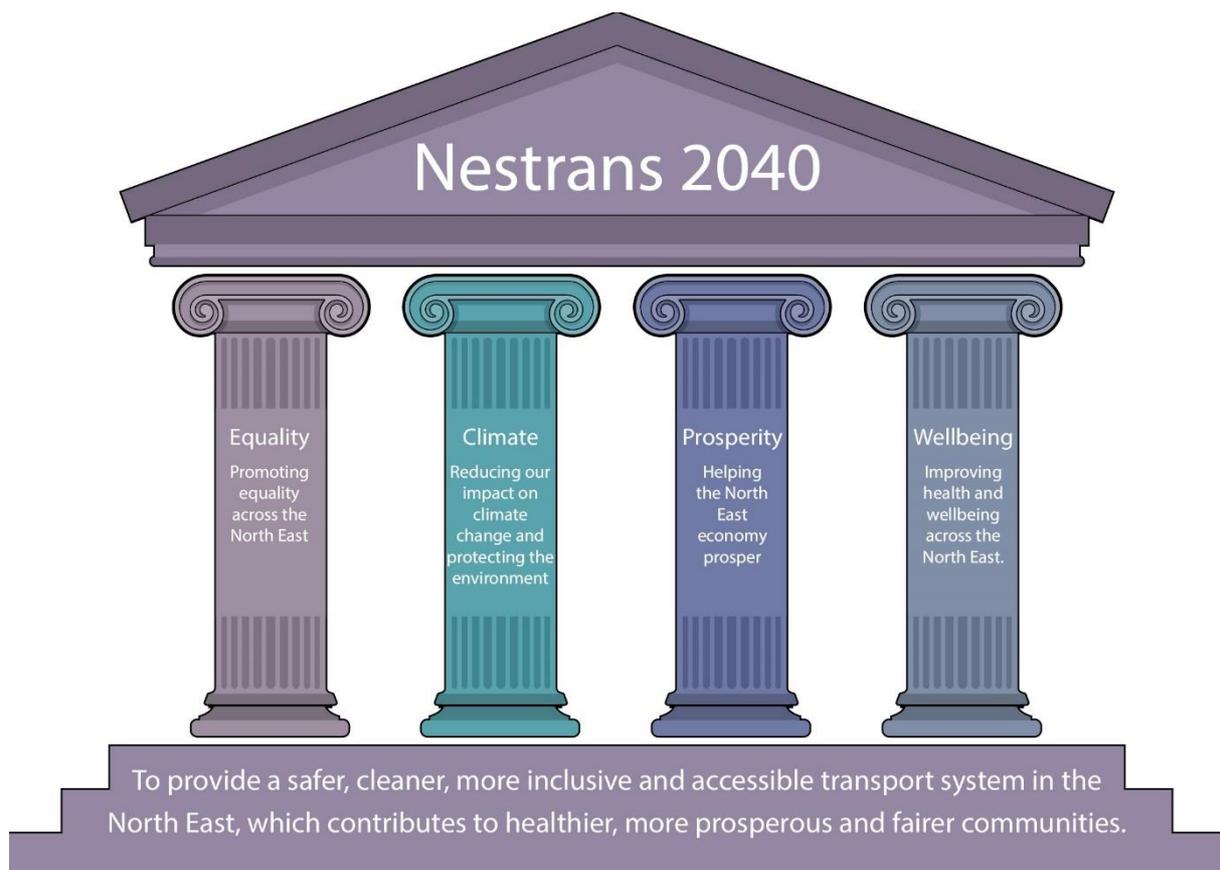
The six overarching priorities are:
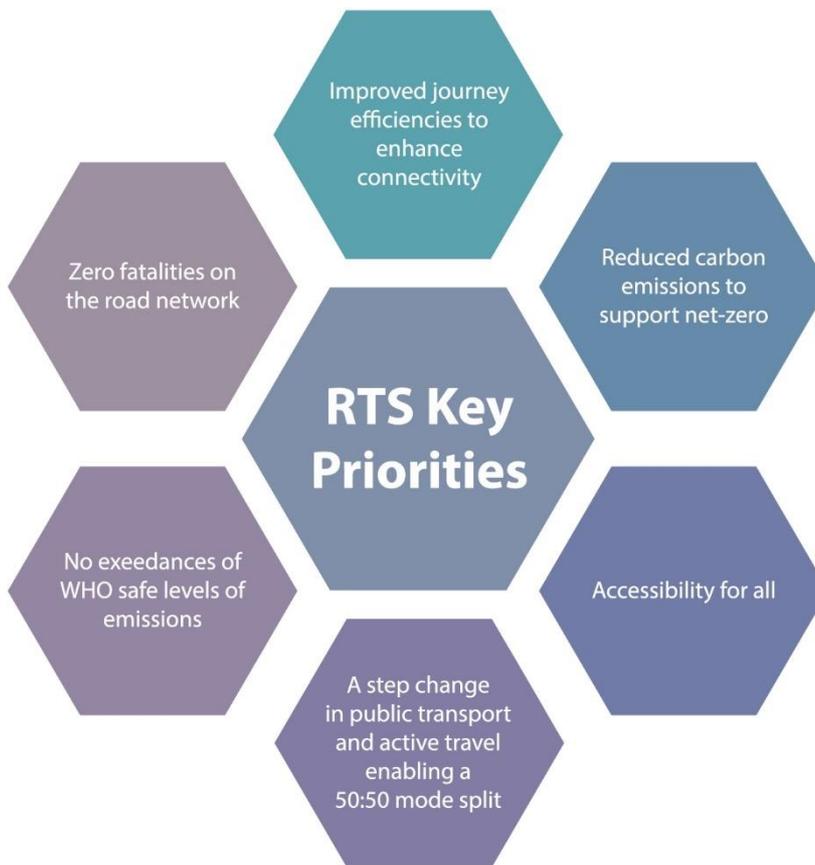
This target links to all four pillars of the RTS. Achieving a mode shift away from car driver towards more sustainable modes is a central part of the strategy that will contribute to all four pillars. As well as reducing congestion and the resulting economic benefits of this, a shift to more active modes of walking and cycling will have significant benefits for health and well-being as well as the environment in terms of reduced emissions. Improvements to encourage more people onto bus and rail will help commercial operators and the public sector to further invest in improvements to services therefore enhancing provision and helping to remove barriers to accessing employment, health, education and leisure opportunities.

What this headline principle is aiming to achieve is not an increase in public transport mode share at the expense of, for example, cycling but rather a shift from car driver to public transport, active travel and car share. We recognise that the car will remain an essential part of the transport network in many places across the north east and will remain an important mode choice for many people, particularly those with mobility difficulties. Not everywhere across the region will be able to achieve this target however urban areas should be aiming for higher than 50% of travel by sustainable modes to compensate for rural areas which may find this more difficult to achieve.

This is a challenging target and in order to deliver this across the region, it will require significant enhancements to provision for walking and cycling, bus priority, high quality park and ride services as well as demand management and consideration of measures such as charging mechanisms and re-prioritisation of road space.

Aberdeen City Council and Aberdeenshire Council

In addition to the regional visions for the north east, both Aberdeen City and Aberdeenshire Councils have set targets to reduce GHG emissions. Aberdeen City Council aims for a 42.5% reduction from 1990 levels by 2026[45] while Aberdeenshire Council has committed to significantly reducing GHGs by 2050 with progress being measured every three years.[46]

Significant initiatives have been developed by Aberdeen City Council to make contributions to this including the Strategic Urban Mobility Plan and the City Centre Masterplan proposals to create a network of bus, cycle and local access only sections within the city centre to reduce traffic through the city centre.

Aberdeen City Council has also revised its Roads Hierarchy, with a view to promoting the City Centre as a destination, rather than a through route. During the Covid-19 pandemic, elements of both reports have been taken forward including the extension of pedestrian space, cycle lanes and traffic easing measures while a parking framework is due to go out for consultation.

Furthermore, hydrogen fuel cell vehicles and EV specific measures have been set out in Aberdeen City Region Hydrogen Strategy and Action Plan (2015 - 2025) and the EV Framework respectively. The Aberdeen Local Transport Strategy (2016 - 2026) fed into the EV framework including more details through initial EV objectives.

In recent years, Aberdeenshire Council, with support from Nestrans, has worked to develop a network of mini-interchange hubs at key locations across Aberdeenshire, providing opportunities for small scale park and ride and interchange onto the mainline bus network and to help facilitate car sharing or park and pedal. Currently there are mini-interchange hubs in Potarch, Aboyne and Fyvie with further sites planned at Crathes and Oldmeldrum.

The draft RTS notes that Nestrans will support Aberdeenshire Council in the expansion of the network of mini-interchange hubs to improve accessibility in rural areas. These will allow people in more rural parts of the region to access the mainline bus network either by car, feeder bus services, demand responsive transport services or by cycling and walking. Future locations will include Crathes and Oldmeldrum. Aberdeenshire Council are also in the process of developing an EV strategy.

Furthermore, good digital connectivity in combination with other travel demand measures such as the Low Emissions Zone; road-space reallocation in favour of public transport and active travel; workplace parking charges; increased on-street parking charges; increased download and upload speeds for internet broadband; increase in 4G (and in future 5G) network coverage for mobile phones will help to encourage more remote and flexible working.

Links to the above sources and additional information on ongoing projects, studies and reports can be found in Appendix C.

Travel Planning Vision for North East of Scotland

Vision and Objectives

Based on the context identified for the north east of Scotland, the issues and opportunities and the current policy, plan and strategy direction, the following vision and objectives have been devised

Vision

A region where the range of travel options, quality of the infrastructure and level of information makes it easy for people to make Sustainable Travel Choices

Objectives

1. To provide citizens with increased information and guidance about the range of travel choices available to them

2. To actively engage with organisations and individuals to promote sustainable travel and to understand the opportunities and barriers to this

3. To offer grants and incentives to support organisations in encouraging sustainable transport

4. To work with both Aberdeen City and Aberdeenshire Councils to enable the planning and implementation of infrastructure and initiatives to enable sustainable transport choices

5. To work with both Aberdeen City and Aberdeenshire Councils to support greater enforcement of travel plans, especially when required by planning conditions.

6. Work with partners to ensure continuity of message across the region

Action Plan

This section outlines action points for each of the objectives in this strategy.

1. To provide citizens with increased information and guidance about the range of travel choices available to them

- Use the Getabout brand to promote travel planning and associated resources
- Ensuring that increased resources and information are available to support travel planning particularly through use of the Communications Plan (see Appendix A)
- Provide CIVITAS PORTIS learnings as case studies for businesses
- Provide templates for travel plans, guidance of what to consider and links to where further information can be found

2. To actively engage with organisations and individuals to promote sustainable travel and to understand the opportunities and barriers to this

Nestrans and other partners, including Getabout, will actively promote the opportunities that travel planning can offer and monitor progress through the following means:

- Workshops
- Stands at events

- Roadshows
- Sharable posts through social media
- Questionnaires
- Monthly travel survey work

3. To offer grants and incentives to support organisations in encouraging sustainable transport

Nestrans and other partners will continue to support and promote financial and other incentives to encourage more sustainable travel planning. This includes the following:

- The sustainable Travel Grant
- The Cycling Friendly Employer Award and funding opportunities
- Continued promotion and delivery of the free eCargo Bike trials
- Bike roadshows including how businesses can participate
- Promote EST driver related events such as ecodriving, charge point funding, greenfleet and greyfleet reviews, EV roadshows

4. To work with both Aberdeen City and Aberdeenshire Councils to enable the planning and implementation of infrastructure and initiatives to enable sustainable transport choices

- Nestrans supported work Nestrans will continue to provide examples
- Continue to work in partnership with Getabout to promote and facilitate sustainable transport

5. To work with both Aberdeen City and Aberdeenshire Councils to support greater enforcement of travel plans, especially when required by planning conditions.

- Nestrans will promote the need for travel plans in planning applications where possible

6. Work with partners to ensure continuity of message across the region

- Short/ medium and medium/ long term travel planning guidance will be used to support consistency with partners including, Community Planning Partners, HTAP and other
- Nestrans will continue to capture transport outputs in the annual monitoring report

Appendices

Appendix A - Communications Plan

Overview

For over a decade, the Getabout brand has represented the collaborative effort of several partners in promoting sustainable travel and travel planning to the north east audience. Promotional materials, products, campaigns, events, and roadshows have all led with this singular brand.

As a group, Getabout serves a role in information sharing between partners, collaborative problem solving and joint external stakeholder relations. Between partners, there is a large budget for promotion and events. Whilst this is not held or committed centrally, partners work together to share their promotion plans and campaigns for the year, so that between them, the key messages on each travel mode are aligned.

In 2018, the Getabout partnership undertook an in-depth local evaluation to achieve an understanding of the attitudes toward, and barriers experienced, in the usage of sustainable and active travel. The report found that over 90% of people in the local area were supportive of the concept of sustainable travel, but that this did not always translate into adopting these behaviours due to a range of barriers. The results of the evaluation have help to form an updated approach to our communications plans for the medium-to-long term.

Aims

- Supporting the conversion of attitude into behaviour by addressing poor quality or insufficient information which is currently acting as a barrier to change

- Equipping individuals with information to make sustainable travel choices which fit their lifestyle

- Engaging with organisations to support them in developing or enhancing their travel plans

- Raising awareness of the detrimental effects of emissions on air quality whilst providing information on how to reduce our impact

- Highlighting the need for reducing congestion, short journeys, and single-user journeys as well as providing information on alternative ways to travel

- Producing travel safety campaigns (vehicular and active travel) in collaboration with our partners at Road Safety North East Scotland

- Working with our partners in NHS Grampian to promote the health benefits of active travel.

Key Messages

Getabout is a central hub for travel information and guidance for the north east of Scotland
- Getabout is a trusted resource for information on making your journeys more sustainable – whether that's on foot, by cycling, bus, train, or car.
- Getabout can provide information to help you find sustainable travel options that fit in with your lifestyle and needs.

Getabout can support your organisation in developing a travel plan which can bring a wealth of benefits
- Effective travel plans can benefit your business, employees, visitors, and the environment.

By changing your travel behaviour, you can play an active role in tackling climate change
- Choosing to use public transport or traveling actively can help improve air quality locally, as well as contributing globally.
- Short trips (under 5km) account for over two thirds of journeys in Aberdeen city
    - Around half of these 'short trips' are under 2km
    - Walking at a moderate pace, you could cover 2km in around 20 minutes

Travelling by walking, cycling, or wheeling for short journeys is more than just a way of getting from A-B
- Travelling actively can improve physical health and mental wellbeing.
- The NHS recommends trying to be physically active for a minimum of 150 minutes per week
    - Cycling, and walking at a brisk pace, are both moderate cardiovascular activities - a 30-minute walk or ride each day could help you meet this target
- Regular physical activity can reduce anxiety, depression and stress as well as improving your mood, memory, your quality of sleep, and self-confidence.

Getabout has key messages promoting different forms of Sustainable Travel. They are:

Do you need to travel at all?

As a result of the Covid-19 pandemic, many people stopped travelling and worked, shopped and socialised from home and in their local community. Now that these restrictions on travel have lifted, many have found that they are now able to continue to work from home more often and have less need to travel than before. Due to increased usage of digital technology. Employers can incentivise this by encouraging remote working and video conferencing to reduce commuting and business travel where appropriate and promote flexible working.

Do you need to travel at peak times?

Travel at traditional peak times, often causes congestion in traffic and on public transport, which can reduce capacity on public transport, cause traffic delays and decrease air quality. These impacts could be reduced if more people were able to travel outside of peak hours. Employers can help with this by encouraging flexible working and remote working where appropriate.

Walking and wheeling;

Walking is cheap and most people can do it**.** Choosing to walk or wheel if you are a wheelchair user, instead of the car for short journeys and help improve local air quality, reduce noise from traffic and reduce harmful emissions. It can also help to keep you active and improve health. Employers can encourage staff to walk or wheel to work for all or part of their journey by; encouraging staff to be visible, wear high viz and reflective clothes if walking in the dark, promote information such as walking routes, links to further information such as Getabout, notice boards, walking challenges, lockers, led walks, pool cars so if staff have a car to use at work they don't need to bring their own, staff travel survey and promote the physical and mental health benefits of walking and wheeling.

Cycling

Cycling is a great way to be active and keep healthy. Great for journey under 5 miles and a great way to keep active and improve health. Salary sacrifice and many grants are available to help employers to promote cycling. All cyclists are encouraged to use lights, high visibility clothing and wear a helmet. Cycling can and should be encouraged as a good alternative to petrol and diesel cars and vans. Particularly with the increase in availability of Electric Bikes and Electric cargo bikes. Orgnaisations can encourage their staff to cycle by; information such as cycling routes, links to further information such as Getabout and cycling websites, notice boards, cycling challenges, bicycle user groups, lockers, showers and changing facilities, flexible working hours, led rides, secure cycle parking, staff travel survey, paying staff a mileage allowance to use their bike for work, pool cars so staff have a car to use at work they don't need to bring their own and promotion of the mental and physical health benefits of cycling.

Bus

There is now real time information at many bus stops across Aberdeen and Aberdeenshire. The Grasshopper ticket is a great way to travel in Aberdeen and Aberdeenshire, just hop on or hop off any bus. Grasshopper tickets which are multi-operator are available as a day pass or a weekly pass from your bus driver, available in zones 1-6. Many buses also have WIFI and usb charging sockets, a great way to make the most of your journey. Can be incentivised by; information on bus times/ etc, links to further information such as Getabout and bus companies websites, notice boards, bus salary sacrifice, flexible working hours, staff travel survey and pool cars so staff have a car to use at work and they don't need to bring their own.

Rail

There are nine railway stations in Aberdeen and Aberdeenshire. They are Aberdeen, Dyce, Kintore, Inverurie, Insch, Huntly, Portlethen, Stonehaven and Laurencekirk. Rail is a great way to be productive whilst travelling, with cycle racks, WIFI and power sockets available on most trains. Can be incentivised by; information on rail times/ etc, links to further information such as Getabout and rail websites, notice boards, rail ticket salary sacrifice, flexible working hours, staff travel survey and pool cars so staff have a car to use at work and they don't need to bring their own.

Park and Ride

Park and Ride is available by bus and rail in the north east with nine railway stations –There are also five bus park and ride sites (Ellon, Craibstone, Kingswells, Newtonhill and Bridge of Don) providing plenty of free Car (except Aberdeen Rail Station) and Cycle parking and routes into the city centre. Cycles can also be carried free of charge on trains and on coach bus services.

Car Sharing

Two or more people sharing a car to get from A to B rather than driving alone has great benefits such as saving money, reducing congestion and reducing the need for car parking. You might even make a new friend! Getabout Liftshare is the regional Liftshare scheme. https://liftshare.com/uk/community/getabout Can be incentivised by; information on car sharing, especially promoting the cost benefits, links to further information such as Getabout, having a company car sharing scheme, having designated lift share spaces that require a special permit, guaranteed ride home, flexible working hours, staff travel survey and pool cars so staff have a car to use at work but don't need to bring their own.

Car clubs

Car clubs are a good way of people being able to give up one or more of their cars by being able to hire a car for a short period of time. Aberdeen has a car club http://www.co-wheels.org.uk/aberdeen These cars also give members the opportunity to hire electric vehicles and vans.

Employers can help to encourage car club usage by; notice boards with car club information, corporate membership of the car club, Car club-managed pool cars, incentives for staff to use pool cars in their own time such as free personal memberships and doing staff travel surveys.

Motorcycling

Motorcycling, can help to reduce emissions and congestion. All riders should ensure that they are wearing proper safety equipment, protective clothing and helmets and be visible. Employers can help incentivised this with; secure Motorcycle parking and salary sacrifice scheme that includes motorcycles.

Driving for work:

Whilst travelling planning is often about mode shift to sustainable methods of travel. It is acknowledged that driving is often required, particularly for business travel. Employers can help make driving by car more sustainable for employees by;

Provision of electric vehicle charge points on site to encourage travel by the most sustainable cars, a salary sacrifice scheme for low emission vehicles, eco driver training, encouragement to use pool cars/ car club cars instead of own vehicle.

The availability and cost of parking is also a key aspect of why people would choose to travel by car.

If employees are travelling by car/van, road safety is vital.

Employers' responsibilities

Check List:

- Do you have employees who drive as part of their role? This could be professional drivers such as HGV drivers or employees who occasionally travel to meetings.
- If so; Do, they have a valid license for the vehicle? Are there processes in place to check this?

- Work Vehicles – Are they regularly maintained/serviced/have a valid MOT?

- Use a log book in work vehicles. Who was driving, when and where?

If employees use their own vehicles – Does the employee have; business use insurance, a valid MoT, appropriate driving licence. Is there a process of checking these?

Key Messages:

- Stay within speed limits,
- Don't use mobile telephone when driving, - Don't expect or encourage a staff member to answer or make calls when driving (even hands free/blue tooth)
- Do your drivers wear a seat belt?
- Do your drivers know the speed limits if driving different sized vehicles, as speed limits may vary.
- Do your drivers know how to carry out routine safety checks, such as those on

  lights, tyres and wheel fixings, and report any faults?

- Do your drivers know what to do to ensure they are safe if their vehicle breaks

  down, e.g. use safety warning triangles and high-visibility jackets?

- Do your drivers know they must not drive under the influence of drink or drugs?
- Are your drivers aware of the height of their vehicle, both laden and empty?
- Are your drivers aware of the maximum weight they can carry in their vehicle?

Cleaner and better transport in cities

2020
CiViTAS
Cleaner and better transport in cities
PORTIS

THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

Speed Limit Table

	Built up areas	Single Carriageway	Dual Carriageway	Motorway
	(30)	⊘	⊘	(70)
Cars and Motorcycles (Including car derived vans up to 2 tonnes maximum laden weight)	30	60	70	70
Cars Towing Caravans (Including car derived vans and motorcycles)	30	50	60	60
Buses and Coaches (not exceeding 12m in overall length)	30	50	60	70
Goods Vehicles (not exceeding 7.5 tonnes maximum laden weight)	30	50	60	70 *
Goods Vehicles Exceeding 7.5 tonnes maximum laden weight)	30	40 **	50	60

* 60mph if articulated or towing

** A 50mph limit applies on the A9 from Perth to Inverness from October 28th 2014

All speeds stated are national speed limits in MPH (miles per hour) and apply to all roads unless signs show otherwise.

Links for further information:

Corporate Homicide - http://www.hse.gov.uk/corpmanslaughter/faqs.htm#what

Health and Safety Executive - http://www.hse.gov.uk/roadsafety/

http://www.hse.gov.uk/pubns/indg382.pdf

Developing a travel plan for employers

Resources to help you to develop your Travel Plan

A website called 'Travel Know How' has been developed and funded by Transport Scotland and the Regional Transport Partnerships.

www.travelknowhowscotland.co.uk

'Travel know how' is a unique online resource which offers organisations across Scotland easy access to a wide variety of travel planning solutions all in one place.

As a member of 'Travel know how' you gain FREE online access to a wealth of advice, guidance and downloadable resources to aid with the implementation of travel planning measures. Whether your organisation is large or small, 'Travel know how' can provide you with all the support and tools you need to engage with employees in order to start changing travel behaviour within your organisation.

- Fast, easy access to a wealth of travel planning information and links to local resources.
- Specialist travel planning advice.
- Specialist marketing advice to aid employee engagement.
- Practical hints and tips.
- FREE, adaptable downloadable templates making communications very cost effective.

All in one place!

Travel plans do not need to be long or complicated documents.

A good example is leaflets created as part of the North and South Dee travel planning project. https://www.nestrans.org.uk/projects/civitas-portis/

Which gives information on how to travel to a location by various modes.

Existing developments – Link to City Guidance and any from shire

Aberdeen City Council also have planning advice for travel planning

Aberdeen City Council - Supplementary Guidance: Transport and Accessibility

https://www.aberdeencity.gov.uk/sites/default/files/5.1.PolicySG.TransportAccessibility.pdf

New Developments - below

Existing Planning Guidance

Comprehensive planning guidance

It is recommended that the below guidance be referred to by all those with a role in the development planning process, this includes:

- developers and their agents
- local authority officers and councilors
- public transport providers
- those involved with planning enquiries
- members of the public who may be affected by proposed developments
- groups with specific interests in transport

The guidance presents an opportunity to deliver sustainable transport consistent with current policy:

- Transport Assessment and Implementation: A Guide
- Car Parking Standards for Aberdeenshire (PDF 438KB)
- Scottish Planning Policy (SPP) is the statement of the Scottish Government's policy on nationally important land use planning matters
- National Planning Framework (NPF) is the Scottish Government's strategy for Scotland's long term spatial development
- Circulars, which also provide statements of the Scottish Government's policy, contain guidance on policy implementation through legislative or procedural change
- Planning Advice Note: PAN 75 - Planning for Transport provides advice and information on technical planning matters
- Design Advice Guidance will provide guidance and information on design matters covering a range of practical projects and roles

Statements of Scottish Government policy in the SPP, NPF, Designing Places, Designing Streets and Circulars may be material considerations to be taken into account in development plans and development management decisions.

Designing Places, Designing Streets have the same status in decision making as the SPP and NPF.

https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/supplementary-guidance-and-technical-advice

Nestrans have produced short-term guidance and support in light of COVID-19

Medium Term

- Work with getabout partnership to promote travel planning within or organisations and to members of the public
- Work with business community to promote the benefits of travel planning

- Work with Local Councils both in terms of transposing regional guidance but also to take forward new infrastructure to support sustainable transport
- Provide information through Guidance on travel planning and funding available to help encourage sustainable travel
- Provide funding incentives such as Sustainable Travel Grant
- Enforcement – local authorities to continue to produce supplementary planning guidance for the Development Management departments and have that incorporated into planning policy.
- Work with local authorities to follow up on travel plans after one year and five years, which were a condition of planning consent.

Long Term

Implement projects such as;

- Aberdeen Rapid Transit
- Park and Ride South of Aberdeen
- Rail improvements
- City Centre Masterplan and
- Sustainable Urban Mobility Plan

Travelling for work: Grants and help available

Nestrans, one of the Getabout partners has a [Sustainable Travel Grant Scheme](#) - , which supports the development of Travel Plans and travel awareness in Aberdeen City and Shire.

Organisations can apply for up to £10,000 in matched funding to support sustainable transport initiatives.

The key factors influencing a decision are the extent to which applications demonstrate:

- An effective travel plan is actively being developed;
- An effective travel plan has been completed and is being implemented;
- The potential impact the scheme will have in improving sustainable travel;
- Innovation, environmental benefit is demonstrated by the organisation's policies towards travel.

Other factors taken into consideration include:

- The nature of the applicant;
- The commitment shown by the applicant to support the proposal;
- If there are any existing planning requirements (For example, the grant would not be given for item that are required as a condition of planning permission);
- The application supports the Regional Transport Strategy;
- If there are other grants/assistance available;
- Potential number of beneficiaries;
- The availability of the Sustainable Travel Grant budget.

Any organisation based in Aberdeen or Aberdeenshire can apply for funding towards measures aimed at supporting the development of more integrated and more sustainable transport. Applications can be made on behalf of:

- Any business or other organisation, including charities, not for profit and public-sector agencies, based in or operating in Aberdeen or Aberdeenshire;
- A specific workplace or section within such a business or other organisation;
- Commercial or public service premises (not a private residence) currently attracting visitors or customers by car.

Since its launch the STGS has provided funding to support schemes implementing measures such as improved pedestrian access, secure cycle parking and shower facilities.

Action Plan

Action	Who ?	By When
Circulate guidance and get plan supported by key partners	Nestrans/Getabout Partnership	End of 2020
Update plan with up to date messages, data and information as required	Nestrans	Ongoing
Support businesses with signposting for travel planning information and funding opportunities.	All Getabout partners	Ongoing
Continue to promote www.getabout.org.uk as a key resource for information and signposting on transport and travel planning information in the North East of Scotland	Getabout partners	Ongoing

Appendix B – Civitas Portis Projects

Governance

- Aberdeen City's Sustainable Urban Mobility plan (SUMP) has been re-developed and it is envisaged that this will act as a framework for future city transport projects while supporting the aspirations of regional policy in relation to transport, active travel and demand management options. The SUMP will also complement and expand other strategies including the Aberdeen City Centre Masterplan and the Roads Hierarchy study.
- The SUMP was approved at City Growth and Resources Committee at Aberdeen City Council in December 2019 and the measure leader is seeking funding to implement its short term measures.

People

- A 2018 Origin and Destination study to provide a breakdown of specific journeys in Aberdeen and to inform future transport planning.
- The design, development, manufacture and installation of various wayfinding totems has been approved to facilitate and encourage walking in key points in Aberdeen City. Installation of the totems began in October 2020.
- Travel Planning employer engagement sessions have been undertaken in North Dee, South Dee and Dyce. A lift share scheme and dropped kerbs work is due to be undertaken in North Dee while Dyce Travel Plan is generating a costed action plan and measures to deliver upon the plan.
- A multimodal journey planning tool has been designed, developed and deployed to provide more detailed information, including live and historic data, to the public to help them to plan their journeys. It was launched in Autumn 2020.
- Civitas Portis was going to contribute towards Nestrans' rail promotion of the new station on the A96 corridor to encourage more people to use this transport, however, in light of the Covid-19 pandemic, this resource has been repurposed to promote the Scottish Government's safety messages on social distancing.
- Two Travel Planning Guidance documents have been produced. One on the short to medium term, which covers the Covid-19 restrictions and the other will be medium to long terms guidance after the Covid-19 restrictions are lifted.

Transport System

- A Car Parking Strategy and consultation is due to go out in 2020 to gauge feedback on potential demand management options. Efforts were made for this to coincides with the Low Emission Zone (LEZ) and Nestrans' Regional Transport Strategy consultation.
- An LEZ options appraisal was approved by the City Growth and Resources Committee in February 2020. However, the Low Emission Zone requirements from Scottish Government have been postponed due to the Covid-19 pandemic.
- Aberdeen City Council has drafted an EV strategy while Aberdeenshire Council are in the process of drafting their EV Strategy.

Goods

- An internal Freight Visualisation Tool is complete while 2 electric vehicles ready for delivery, pending EV Charge Points installation
- Data routeing numbers are being collected and a follow-up survey from 2018 re freight routeing has been completed.
  Cargo bikes have been purchased and are being loaned to companies to help make deliveries during the pandem

Appendix C – Other relevant Policies, Projects and Strategies

Projects

- Civitas Portis sustainable travel projects such as; Sustainable Urban Mobility Plan, Origin and Destination study, wayfinding study, learning from the Travel Planning projects in Business parks such as the North and South Dee Travel Planning studies and Dyce Travel Planning projects. See Appendix B for full details.
- Inverness to Aberdeen Railway improvement works leading to Rail Revolution in the region with much more frequent service and the opening of a new station in Kintore from 2020.
- AWPR (Aberdeen Western Peripheral Route) opening in has transformed how the roads in and around Aberdeen are used and this travel planning guidance should help to lock in the benefits of this and other infrastructure
- Scottish Government's National Transport Strategy 2 published in February 2020
- Aberdeen City Centre Masterplan he £1 billion vision outlines 50 economic, environmental and social projects to improve transport links and deliver prosperity
- New Strategic Development Plan

Policies, Strategies and Plans

- New Climate Change targets The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, which amends the Climate Change (Scotland) Act 2009, sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest, with interim targets for reductions of at least 56% by 2020, 75% by 2030, 90% by 2040.
- New Local Transport Strategies and daughter documents
- New Local Development Plans and associated guidance
- City Region Deal
- A96 Dualling
- MAAS (Mobility as a Service)
- Driverless (autonomous) vehicles
- Low Emission Zones or other demand management
- Aberdeen Rapid Transit
- Move from ICE (internal combustion engine) to alternative fuel vehicles such as electric and hydrogen
- Potential Aberdeen Bike Hire Scheme and others across the region
- Regional Economic Strategy
- Strategic Transport Appraisal
- Active Travel Action Plans

- EV strategies/ Frameworks
- Parking strategies/ frameworks
- Local Development Plans
- Net Zero vision and action plan
- LOIPs

Upcoming

- New RTS
- Refreshed AcTRAP
- New LTSs
- New LDPs

Relevant projects and studies

- Roads Hierarchy
- Strategic car parking review
- City Region Deal
- Park and ride study
- Spaces for People
- MAAS (Mobility as a Service)
- Driverless (autonomous) vehicles
- Low Emission Zones or other demand management
- Potential Aberdeen Bike Hire Scheme and others across the region
- Increase in popularity of eBikes