

Aberdeen to Laurencekirk Multi-Modal Corridor Study

Case for Change Annex

Nestrans

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1. Introduction

In 2020, AECOM was commissioned by Nestrans to conduct a multi-modal study along the strategic transport corridor between Aberdeen and Laurencekirk, with the study funded by Transport Scotland through its Local Rail Development Fund. The principal objective of the study was to confirm current and future strategic accessibility problems and opportunities along the Aberdeen to Laurencekirk corridor and to identify options for achieving an increased public transport and sustainable mode share for trips along the corridor. The study was undertaken by means of a focused, proportionate and pragmatic Scottish Transport Appraisal Guidance (STAG) appraisal. A final Initial Appraisal: Case for Change report¹ was submitted to Transport Scotland in January 2023.

Since the initial work was undertaken, regional aspirations for Aberdeen Rapid Transit (ART) have been developed further and the A90/A92 South is one of the routes identified for this scheme. In early 2023, AECOM was commissioned to develop the Preliminary and Detailed Options Appraisal stages of the work, which is being progressed under the umbrella of the region's Bus Partnership Fund (BPF) workstream to Transport Scotland to develop plans for the ART system.

This annex supplements the Case for Change report by providing greater detail on ART and the Case for Change in bus improvements on the corridor, drawing on the identified bus-related problems and opportunities identified. It builds on work included within the initial Case for Change report but with added detail to reflect the evolution of the project between the Case for Change and the Preliminary Appraisal / Detailed Appraisal stages of work. It has been prepared using information included within the Aberdeen Rapid Transit – Case for Change Report, prepared by Stantec in 2022².

2. ART Case for Change

2.1 Changing Policy Landscape

Recent changes across the policy landscape, most notably around climate change, present decision makers with the rationale to implement interventions that will support lowering carbon emissions from transport.

The publication of the Scottish Government's updated Climate Change Plan in 2020 set out revised climate change targets including: reducing car kilometres by 20% by 2030; phasing out petrol and diesel vehicles; and supporting all transformational active travel projects. Furthermore, the "Reducing car use for a healthier, fairer and greener Scotland" (2022) publication outlines the route map to achieving the 20% reduction in car kilometres by 2030 and describes the key sustainable travel behaviours which make up the framework, including investing in the public transport network.

Scotland's National Transport Strategy 2 (NTS2), published in 2020 presents the 'Sustainable Travel Hierarchy' and 'Sustainable Investment Hierarchy', which together guide decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private cars.

This strong underpinning policy context offers strengthened opportunities for successfully developing and implementing sustainable transport schemes.

Furthermore, the Transport (Scotland) Act 2019 provides new opportunities for Local Authorities to develop Bus Services Improvement Partnerships and the powers to make Local Services Franchises (replacing Quality Contract Schemes (QCSs)). Furthermore, the Act provides Local Authorities with the powers to implement a workplace parking license scheme and Low Emission Zone (LEZ). Such complementary demand management measures are likely to encourage the uptake of sustainable modes and support the success of sustainable transport schemes.

2.2 Background Context

The completion of the Aberdeen Western Peripheral Route (AWPR) has enabled through traffic to now route around Aberdeen. This has provided the opportunity to reassess the roads hierarchy within the city, prioritise sustainable transport infrastructure and facilities on routes into the centre, and bring forward the City Centre Masterplan schemes.

In June 2019, the North East Bus Alliance produced a 'State of the Network' report and, in April 2020, subsequently published a *Bus Action Plan*. The Action Plan set out the Partnership's priorities for bus services

¹ [Aberdeen to Laurencekirk Multi-Modal Corridor Study - Case for Change Report \(January 2023\)](#)

² [Aberdeen Rapid Transit - Case for Change \(Stantec, 2022\)](#)

across the region. As part of this, the Partnership agreed a prioritised list of corridors as its focus for delivering improvements to bus service provision in the city and adjacent commuting hinterland, to be supported by a form of statutory agreement(s) e.g., a Bus Service Improvement Partnership(s). These priority corridors are linked to the existing Park & Ride sites in order to maximise the opportunities that these provide. The Bus Alliance has, to date, agreed to take forward multi-modal corridor studies for the following key corridors (these studies are now ongoing, part funded through the BPF, through commissions managed by Aberdeen City Council):

- A90 / A956 (King Street) – Ellon to Garthdee
- A96 – Inverurie to Aberdeen
- A944 / A9119 – Westhill to Aberdeen
- A90 / A956 (Wellington Road) / A92 – Stonehaven to Aberdeen

There are also ongoing multi-modal corridor studies for the A92 (North Anderson Drive), the A93 (Banchory to Aberdeen) and the A947 (Dyce). However, these corridors were not identified as priority corridors by the Bus Alliance.

2.3 Regional Trends

Car use has increased in the North East, with traffic slowly increasing since 2013, up to around 4.4 billion vehicle kilometres in 2018³. Taking account of the growth in vehicle kilometres in the preceding decade, this has led to a growth in traffic of around 8% between 2008 and 2018. While there has been extensive progress in the production of electric vehicles (EV) and in providing the enabling infrastructure to support more EVs on Scotland's roads, a total switch to EVs is not the panacea to reducing the carbon emissions associated with transport as there remains whole life carbon associated with EV manufacture. In addition, traffic congestion has an economic and environmental cost, and the brakes and tyres still contribute to unhealthy air pollution where EVs are driven. This further highlights the step change to public transport that is needed to (i) reduce the whole-life emissions associated with transport and (ii) provide a more efficient transport network in and around Aberdeen. Furthermore, the purchase of an electric vehicle is not affordable for all, and alternative sustainable transport connections are required to ensure equality in the transport system.

While the COVID-19 pandemic dramatically altered travel patterns and travel demand, a number of key trends in bus patronage had been established prior to 2020, with bus patronage declining across Scotland over the last decade. The 'Travel and Transport in Scotland Key Findings | 2019' (published by Transport Scotland in September 2020⁴) confirms this downward trend, with 39% of people having used the bus in the past month (in 2019), compared to 46% in 2011. At the regional level, the 2019 Nestrans Regional Transport Strategy Monitoring Report highlights that total bus patronage dropped by 11% between 2015/16 and 2017/18 with paying customer numbers dropping by 16% over the same period. Despite bus industry efforts to boost passenger numbers, a range of factors have hampered this including: rising car ownership and use, traffic congestion, changing shopping habits and reduced public sector investment.

While there has been significant government investment in the rail network, there has been considerably less invested in the bus industry, with Scottish Government support for rail per passenger trip roughly 10 times that for each bus passenger, despite bus travel making up 8% of all journeys made, and rail just 2%⁵.

While the above data represents trends prior to the COVID-19 pandemic, recent bus data provided by Stagecoach illustrates a strong recovery for bus routes operating within the Aberdeen to Laurencekirk corridor, with recorded patronage being consistently above January 2019 levels since June 2022. Furthermore, recent bus priority measures⁶ introduced in the city centre have had a positive impact on bus services with operators reporting punctuality improvements⁷.

2.4 Bus Problems

2.4.1 PR1 – Bus journey times are longer than travel by car or rail

On the key corridors into Aberdeen (including on the Aberdeen to Laurencekirk corridor), **bus journey times are significantly slower than car or rail**. Key arterial routes into the city are congested, with intermittent or absent

³ [Regional Transport Strategy 2040 \(Nestrans, 2021\)](#)

⁴ [Travel and Transport in Scotland Key Findings 2019 \(Transport Scotland, 2020\)](#)

⁵ [Travel and Transport in Scotland Key Findings 2019 - How Do We Travel? \(Transport Scotland\)](#)

⁶ <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/new-bus-priority-routes>

⁷ <https://www.nestrans.org.uk/news/a-million-aberdeen-bus-passengers-experience-better-journeys-thanks-to-new-city-centre-bus-priority/>

bus priority, and bus lanes only operational over certain times. Buses are therefore often subject to general traffic congestion. As an example, analysis of a range of trips along the A90(S) corridor to Laurencekirk by bus and car highlighted the average speed by car is approximately 24mph, compared to 12mph by bus. While some bus routes have seen improvements in journey times since the opening of the AWPR in 2018/19, the proportional improvement in bus journey times has been, in general, less than that for general traffic⁸, making the bus even less attractive in relation to the car.

Peak congestion occurs along Wellington Road, and particularly city-bound in the PM peak affecting all traffic – private vehicles, HGVs and buses. Backed up traffic on other routes such as West Tullos Road, Great Southern Road, Queen Elizabeth Bridge/South College Street/Esplanade roundabout, and Market Street contributes to congestion issues on Wellington Road⁹. Public transport accessibility analysis undertaken as part of the Cumulative Transport Appraisal (CTA)¹⁰ provides predictions of public transport accessibility relative to the car in the future and provides comparisons of travel time to reach the city centre from across the North East region by road and public transport in 2037. Despite the improvements to public transport that are assumed as part of a future scenario, there remains a stark contrast in public transport accessibility compared with accessibility by car (with travel time by car of under 10 minutes from Cove and just over 30 minutes from Laurencekirk to Aberdeen city centre, compared with equivalent times of up to 2 hours by public transport from parts of the corridor).

2.4.2 PR2 – Bus journey times can be unreliable or are at least perceived to be unreliable

A common criticism levelled at bus services is that **bus journey times can be unreliable, or are at least perceived to be unreliable**, and that this is a barrier to bus use, and a frustration amongst bus users. To a user, bus journey times can be made unreliable by two factors: the bus not turning up at the stop at its timetabled time; and / or the bus being delayed on route beyond its scheduled travel and arrival time. This perceived unreliability reduces the attractiveness of the bus use and undermines passenger confidence in terms of the certainty of their journey, particularly for time-sensitive journeys e.g. work, appointments. In order to provide consistency for the user, operators have had to extend their scheduled journey times in recent years as a result of traffic congestion. As an example, scheduled bus journey time between Portlethen and Aberdeen city centre can be 20 minutes longer at peak times compared to off-peak periods, with 45 minute peak journey times and 25 minute off-peak journey times¹¹.

As noted above for PR1, congestion is a major issue affecting the Wellington Road section of the corridor, particularly city-bound in the PM peak and affecting all traffic. Backed up traffic on other routes such as West Tullos Road, Great Southern Road, Queen Elizabeth Bridge/South College Street/Esplanade roundabout, and Market Street contributes to congestion issues on Wellington Road. It is caused by the cumulative impact of constrained land at the former Craiginches Prison site, inadequate crossing points across the River Dee, the northbound bus lane ending too far from the Queen Elizabeth Bridge Roundabout and new housing and office developments attracting an increased numbers of vehicles. With limited bus priority, buses get caught in this congestion. Indeed, increased adherence to the existing northbound bus lane means that traffic queuing extends back and buses face long queues to access the bus lane⁶ and, ironically, contributing to bus delays.

2.4.3 PR3 - The cost of bus travel is not competitive with travel by private vehicle / is perceived to be poor value for money

The cost of bus travel is often perceived to be poor value for money and more expensive than travel by private car and is often noted as a barrier to greater use. Bus fares have risen more than inflation due to increased costs and there is readily available parking within the city centre with a day bus ticket 2.6 times the price of 2 hours car parking¹²¹³. It is however noted that travel with children will now be cheaper due to the introduction of the Scotland wide under-22 free bus travel scheme (which started in January 2022) and will address this barrier to use for those affected by this change.

At the Case for Change stage of the Aberdeen to Laurencekirk Study, public and stakeholder consultation included an online survey which received a total of 1,111 responses. As part of the survey, 44% of respondents

⁸ [Regional Transport Strategy Monitoring Report \(Nestrans, June 2020\)](#)

⁹ [Wellington Road Multi-Modal Corridor Study STAG Part 1 Report \(AECOM, 2018\)](#)

¹⁰ [Cumulative Transport Appraisal - Option Testing Final Report \(Systra, 2019\)](#)

¹¹ [Assessing the State of the Bus Network in Aberdeen and Aberdeenshire \(North East Bus Alliance, 2019\)](#)

¹² Bus ticket cost based on an average of First Bus and Stagecoach fares in November 2023. FirstDay ticket costs £5.10 and the average cost of a Stagecoach day ticket from key communities along the corridor to the city centre costs £8.88, resulting in an overall average cost of £6.99 for a bus day ticket on the Aberdeen to Laurencekirk corridor.

¹³ Car parking cost is £2.68 based on average parking charges for 2 hours across the 10 car parks in the city centre run by ACC.

reported being dissatisfied with the cost of bus fares, which was the highest level of dissatisfaction across the 16 categories for bus services. In terms of potential improvements, nearly half (46%) of respondents indicated that reduced cost of fares would encourage people to use the bus more often for journeys on the corridor, which was the top factor alongside improved frequency of bus services.

2.4.4 PR4 – Poor quality bus infrastructure

The perception of bus travel is also influenced by the quality of bus infrastructure. **Poor quality bus infrastructure** has been identified across the bus network within Aberdeen and Aberdeenshire and includes: the wide variation in bus shelter provision and information at bus stops on routes and fares; lack of provision of real time information; absence of DDA compliant kerbs making it more difficult for disabled people and those with mobility issues to board the bus; bus stops on narrow shared footways; poor pavement quality; indiscriminate parking at stops and drainage issues.

The online survey undertaken as part of the Case for Change stage of the Aberdeen to Laurencekirk Study indicated some dissatisfaction with the availability and reliability of information (35% dissatisfied compared to 25% satisfied).

2.4.5 PR5 – Park & Ride options do not offer an attractive alternative to the car

Aberdeen City is served by Park & Ride (P&R) sites in both Aberdeen City (Bridge of Don¹⁴, Craibstone and Kingswells) and Aberdeenshire (Ellon and a small site at Newtonhill). At present, limited express bus services serve the sites and the lack of bus priority on the corridors from the P&R sites into the city centre means **there is limited incentive for the public to use the P&R sites as they do not offer an attractive alternative to the private car**. P&R usage data from 2019 showed that Newtonhill was operating at 41% capacity. The public has raised concerns over a perception of a lack of vehicle security at the sites, including issues relating to lighting and personal security, and a perceived lack of information on payment methods and permitted length of stay. It is clear that the sites represent a significantly underutilised asset but that a step change in their offering would be required to turn these assets into a success.

During engagement across the multi-modal corridor studies, it was stated that more direct, quicker, more frequent buses from the Park & Ride sites is essential in order to increase bus travel on the corridors, and that services from Park & Ride sites into the city centre need to be seen to be quicker than the car to encourage their use.

2.4.6 PR6 – Poor integration between bus services and other modes

Bus travel in Aberdeen is not well integrated with other transport modes, including with the active travel network and rail network, and to some degree even with car-based interchange facilities (i.e. P&R sites), including at Craibstone and Bridge of Don where no bus services currently operate from. Recognising that all bus journeys require a component of active travel (before boarding and after alighting the bus), poor bus stop accessibility in terms of crossing facilities, pavement quality and general street clutter (such as guardrails) create a range of issues which discourage use. Bus stop infrastructure is also often not well integrated, with stops positioned on narrow footways in amongst other street furniture, and at the P&R site at Newtonhill, a lack of electric charging infrastructure is a potential barrier to use for those with electric vehicles.

2.4.7 PR7 – Public perceptions of travel by bus as a low-quality travel option

All the issues noted above feed into **poor public perceptions of bus travel** and that travel by bus is a low-quality travel option. There is a perpetual negative perception of bus travel amongst a cohort of the population leading to a reluctance to use the bus, and the image of bus travel needs to be improved (by resolving the problems above) to address this.

Analysis of Scottish Household Survey results as part of the Nestrans Comprehensive Travel Study¹⁵ found that satisfaction with public transport is lower in Aberdeen City (64% very or fairly satisfied) and Aberdeenshire (56% very or fairly satisfied) than in Scotland (69% very or fairly satisfied). Similar findings emerged from the Comprehensive Travel Survey undertaken by Nestrans in spring 2023, with 62% of respondents who used a bus in the Nestrans region indicating satisfaction with their journey experience.

¹⁴ In August 2023, First Bus ceased operations via Bridge of Don P&R due to very low demand meaning that no bus services currently operate via the site.

¹⁵ [Comprehensive Travel Study - Final Report \(AECOM, 2023\)](#)

2.5 Supply Side Causes and Transport Consequences

STAG recommends that transport problems are considered together with their *root causes* and *consequences*. The table below sets out the transport problems discussed above, aligned with their supply side causes, and how the problems link to associated travel and societal consequences.

Table 1: Transport Problems and Societal Consequences

Ref	Transport Problem	Transport Supply Side Cause	Transport Consequences	Societal Consequences
PR1	Bus journey times are longer than travel by car or rail	<ul style="list-style-type: none"> Buses get caught up in general traffic Stopping patterns / number of bus stops Signal timings at key junctions Absence of bus priority at congestion hotspots / key junctions Hours of operation of bus lanes 	<ul style="list-style-type: none"> Journeys by bus are not made 	<ul style="list-style-type: none"> Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc) Lost productive time People miss out on life opportunities
PR2	Bus journey times can be unreliable or are at least perceived to be unreliable	<ul style="list-style-type: none"> Lack of / intermittent bus priority infrastructure on the corridors Parking in bus stops Bus lanes (where they exist) often only operational over peak periods of the day 	<ul style="list-style-type: none"> People drive rather than travel by public transport Continued decline in bus patronage Poor perception of travel by bus Increased car ownership 'Forced' car ownership 	
PR3	The cost of bus travel is not competitive with travel by private vehicle / is perceived to be poor value for money	<ul style="list-style-type: none"> Available car parking in the city centre which is cheaper than bus fares The cost to operators of ensuring punctuality targets are met when operating in a congested network are passed onto the user, increasing the cost of bus travel 		
PR4	Poor quality bus infrastructure	<ul style="list-style-type: none"> Lack of / quality of shelters Lack of at-stop bus timetable and real time information 	<ul style="list-style-type: none"> Poor perception of travel by bus People drive instead People use the bus less often e.g. in poor weather 	
PR5	Park & Ride options do not offer an attractive alternative to the car	<ul style="list-style-type: none"> Lack of express services Limited range of destinations without interchange Low service frequency Lack of bus priority on route into city Perceptions of lack of vehicle security Lack of information on payment methods and permitted length of stay Height restrictions at car parks 	<ul style="list-style-type: none"> Under-utilised Park & Ride sites 	<ul style="list-style-type: none"> Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc) Nuisance parking associated with informal P&R
PR6	Poor integration between bus services and other modes	<ul style="list-style-type: none"> Lack of cycle parking at bus stops Poor quality cycle and pedestrian access to bus stops Lack of integrated ticketing between bus and rail fares 	<ul style="list-style-type: none"> Poor perception of travel by bus People drive instead Those with mobility issues who cannot easily interchange between services choose not to travel / drive instead 'Forced' car ownership 	<ul style="list-style-type: none"> Avoidable car km with associated impacts (energy usage, emissions, congestion,

Ref	Transport Problem	Transport Supply Side Cause	Transport Consequences	Societal Consequences
PR7	Public perception of travel by bus as a low quality travel option	<ul style="list-style-type: none"> Negative perception of bus travel amongst a cohort of the population leading to a reluctance to use the bus Image of bus travel 	<ul style="list-style-type: none"> Journeys by bus are not made People drive rather than travel by public transport Continued decline in bus patronage 	collisions, noise etc)

2.6 Rationale

It is clear from the above that despite investments made by the bus industry over the last decade there has still been a considerable decline in bus patronage. Simply continuing with the status quo is clearly not going to provide the change required to reverse this decline and enable more trips by bus, which will support the industry in playing its part in the 2030 car kilometres reduction target.

Capitalising on the re-focused national policy position, a much greater step-change solution is required, to take advantage of the opening of the AWPR and the development of the new roads hierarchy, reverse the decline in bus patronage, alter perceptions of bus travel, and support positive social, environmental and economic performance of the City and Region.

2.7 Aberdeen Rapid Transit

Aberdeen Rapid Transit emerged through the Nestrans Regional Transport Strategy (RTS:2040), which was endorsed by the Transport Minister and formally adopted by the Nestrans Board in November 2021. RTS:2040 drew heavily from work undertaken on a regional Strategic Transport Appraisal (STA), undertaken through funding provision as part of the Aberdeen City Region Deal, and the STA itself was developed to inform the Regional Transport Strategy work, as well as Transport Scotland’s second Strategic Transport Projects Review (STPR2). The STA identified Strategic Public Transport Corridor Scheme(s) as a regional scheme, with the RTS:2040 recognising that to encourage modal shift to achieve environmental, economic and social objectives, a fresh approach to public transport was necessary.

The ambition was set to develop a high quality, high frequency mass transit network across the city on key corridors and linking key destinations, anchored by P&R facilities on each corridor, and addresses the issues noted above. Reflecting the prioritised list of corridors identified by the North East Bus Alliance through the ‘State of the Network’ report, ART is envisaged to operate on the arterial A90 (N), A96, A944 and A92(S) corridors into the city.

Addressing the issues noted above, ART seeks to deliver:

- A competitive, affordable and efficient mode of public transport, offering an alternative to private vehicle travel;
- Improved travel times for all public transport users to support growth across all economic sectors;
- A high quality, contemporary and effective means of connectivity across the City and Region; and
- An integrated solution, creating seamless connections with other public transport, cycling and walking networks.

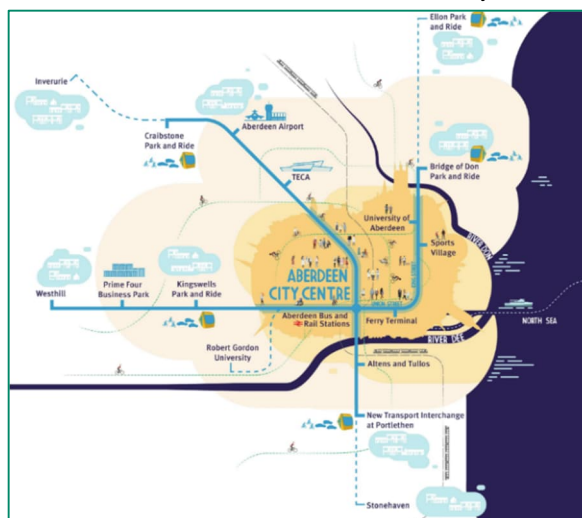


Figure 2.1: ART Network Vision

ART already has national recognition. Transport Scotland’s Strategic Transport Projects Review 2 (STPR2) was published in December 2022 and includes a recommendation (Recommendation 13) for continued working with local partners in developing plans for a bus-based rapid transit system for Aberdeen. The document notes the project would support all five of the key STPR objectives of: *net zero emissions; affordable and accessible public transport; places, health and wellbeing; sustainable inclusive growth; and increasing safety and resilience in the transport system.*

Furthermore, National Planning Framework 4 (NPF4) was published in February 2023 and identifies an Urban Mass / Rapid Transit Network in Aberdeen as a national development. It also states that designation as a national development means that 'the principle of the development does not need to be agreed in later consenting processes, providing more certainty for communities, businesses and investors.

The various multi-modal studies (including the Aberdeen to Laurencekirk Multi-Modal Corridor Study) are considering options for improving transport connections and infrastructure on the key arterial corridors into Aberdeen. The focus of these studies is on improvements to transport infrastructure, and covers the types of bus priority measures (and active travel connections) that would be required to facilitate the success of ART.

ART has the potential to deliver both transport behavioural change and positive societal impacts. The ART proposals are a key component to supporting long-term more sustainable growth in the region and addressing local priorities and challenges including:

- Supporting the targeted reduction in transport emissions to net zero by 2045;
- Increasing active travel and supporting healthy lifestyles;
- Enhancing connectivity;
- Providing affordable and integrated ticketing;
- Creating a healthier environment in the city and enabling the redesign of public spaces; and
- Ensuring equal access for all.

2.8 Alignment with Local and Regional Plans

There is a wealth of ongoing change within Aberdeen itself, focussed particularly around the City Centre Masterplan (including the Union Street transformation and development of a Low Emission Zone) and Beach Masterplanning work. The development of the ART scheme will take cognisance of the planned city centre changes (including the Sustainable Urban Mobility Plan) but will ultimately support the masterplanning visions by enabling fast and reliable car free access to the city centre and beach areas.

As part of the City Centre Masterplan, additional bus gates and bus lanes on Union Street/Market Street, the east side of Guild Street, and on Bridge Street have recently been introduced. It is estimated that almost 600,000 bus passengers a month are now experiencing better journeys as a result of the new bus priority routes, with bus operators reporting punctuality improvements on services using that are using the priority measures. It is hoped that the success of these measures can support future enhancements to services such as faster journey times and potential increases to service frequencies, providing an illustration of the improvements that can be delivered when supported by dedicated bus priority infrastructure.¹⁶

The Aberdeen City Council, Aberdeenshire Council and Opportunity North East Regional Economic Strategy identifies a number of potential investment opportunities including improving the deployment of low carbon transport and accelerating the transition to a more balanced economy. The envisioned ART network encompasses the three strategic growth corridors for the region (as identified in the region's Strategic Development Plan), namely the A90(S), A90(N) and A96 corridors, and will catalyse the unlocking of development on these corridors through the provision of fully accessible, sustainable transport alternatives. Alongside the communities located on the corridors, there are key employment centres (at Bridge of Don, Dyce, Kingswells, Westhill and Aberdeen centre itself) and ART will provide effective sustainable transport solutions to accessing employment (and education) which will have a positive impact on regional labour markets and productivity.

By providing improved integration with other transport modes, ART will help facilitate seamless journeys across the city and align with the aspirations of the local transport strategies and active travel plans and strategies.

3. Conclusion

This annex is a supplementary document to the Aberdeen to Laurencekirk Multi-Modal Corridor Study Case for Change Report. It provides additional detail on aspects related to the bus network and the ongoing work to develop the case for Aberdeen Rapid Transit and bus priorities linked to the Bus Partnership Fund.

¹⁶ <https://www.nestrans.org.uk/news/a-million-aberdeen-bus-passengers-experience-better-journeys-thanks-to-new-city-centre-bus-priority/>

