

# Final Draft Local Transport Strategy 2008 to 2012

## Health Impact Assessment (HIA)

March 2008

Planning and Infrastructure  
**Strategic Leadership**  
Aberdeen City Council  
St Nicholas House  
Broad Street  
Aberdeen  
AB10 1BW



## **1.1 Introduction**

The purpose of this report is to present the results from the Health Impact Assessment (HIA) undertaken on the Aberdeen City Council Local Transport Strategy (LTS).

HIA is a method to identify and improve the health consequences of the actions and policies set out in the LTS. An examination of the effects of the actions and policies of this LTS on health has been undertaken and is presented as Appendix A.

The assessment contains explicit consideration of the differential impacts on different groups in the population and complements the Equality Impact Assessment (EQIA) that has also been undertaken on the Final LTS.

## **1.2 Work to Date**

While the focus of this report is to outline the potential impacts of the LTS on levels of health, other appraisal methodologies undertaken to this point have considered an assessment of the LTS on health.

Firstly, through the STAG (Scottish Transport Appraisal Guidance) process, the impacts of the LTS are assessed against the national transport objectives, which encompass the importance of improving health through transport. The STAG methodology also contains an assessment of the LTS actions and policies against the LTS objectives, of which the following are specifically related to improving health:

- LTS Safety and Security Objective 1 – To continue to reduce road casualties.
- LTS Environmental Objective 3 – To reduce levels of air pollution throughout the City.
- LTS Environmental Objective 4 – To reduce the levels of noise pollution, particularly in the City Centre and around the airport.
- LTS Integration Objective 3 – To promote healthy living by encouraging safe walking and cycling.

Secondly, the LTS has also been subject to a Strategic Environmental Assessment (SEA), which contains a detailed appraisal of the LTS actions and policies against the SEA objective on 'population and human health'.

It should also be noted that complementary to the development of this HIA, Aberdeen City Council have undertaken an Equality Impact Assessment (EQIA), which also considers health implications of transport actions and policies.

Finally, stakeholders from the emergency and health sectors have been included in the various stages of consultation on the LTS and input received has been considered in the development of the Final LTS.

### **1.3 Health Impact Assessment and the Local Transport Strategy**

Appendix A presents the results of the HIA of the LTS. The assessment has been undertaken according to the main headings of the LTS Implementation Plan, focusing on the different aspects of Transport Maintenance, Management, Sustainable Development, Improvements and Additions in Aberdeen.

In order to ensure that the assessment is comprehensive and to reduce the risk of excluding specific actions and policies from the HIA, these main heading sections have been further divided into relevant subsections. For example, the HIA of the Improvement section does not assess all of the improvement actions and policies as part of one assessment but instead assesses these actions and policies according to their subsections (e.g. individual assessments for Pedestrian Facilities; Cycling Facilities; Powered Two-wheelers; Public Transport; Traffic Management; and Freight).

The potential health effects of each of the sections assessed is presented over page.

## Appendix A – Health Impact Assessment of the LTS

SECTION	ACTIONS AND POLICIES	LIKELY IMPACT ON HEALTH (-3 TO +3)
<b>SUPPORT</b>		
Support	<p>Please note that the ‘Support’ section is the only section of the LTS Implementation Plan that has not been assessed. The actions and policies set out in this section largely relate to projects being taken forward by the Regional Transport Partnership for the North East, Nestrans, and are discussed further within the Nestrans Regional Transport Strategy.</p> <p>Given that these projects are primarily promoted by Nestrans through the RTS, they have not been assessed through this HIA. Should these proposals no longer remain in the RTS when the final version is adopted, consideration would have to be given as to whether the LTS would continue to support them. The RTS will also have been subject to separate appraisals including assessments of RTS actions and policies against health criteria.</p> <p>It is clear however, that many of the actions and policies set out in this section will have positive impacts on health such as, for example, the actions and policies emerging on the back of the Health and Transport Action Plan.</p>	
<b>MANAGEMENT</b>		
Maintenance – Network Maintenance	MAI NM1 - ACC will continue to undertake maintenance works in accordance with appropriate legislation and guidance, notably the Roads (Scotland) Act 1984 and “Delivering Best Value in Highway Maintenance”.	+1. Adhering to guidance and legislation in maintenance works will ensure road safety levels are optimised, thus reducing the potential for collisions and casualties.
Maintenance – Roads Maintenance	<p>MAI RM1 - ACC will continue to seek to increase investment in roads maintenance and will also lobby the Scottish Government for funding to support the Council’s efforts to address the historic backlog in roads maintenance in Aberdeen.</p> <p>MAI RM2 - ACC will continue to seek to increase investment in footways investment across the City. ACC will also aim to ensure</p>	+1. Increased and effective road, footway and cycleway maintenance will ensure that the transport infrastructure and environment is safe for all citizens and fit for purpose, thus reducing the potential incidence of casualties

	<p>that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes.</p> <p>MAI RM3 - ACC will continue to develop an Asset Management Plan to improve the efficiency of road maintenance activities</p>	and accidents occurring while travelling.
Maintenance - Lighting	<p>MAI L1 - ACC will continue to increase levels of funding for the City's lighting infrastructure.</p> <p>MAI L2 - In compliance with the Carbon Management Action Plan, ACC will continue to replace obsolete lantern and lighting systems with modern energy efficient equipment.</p>	<p>+1.</p> <p>Modern and effective lighting infrastructure may reduce the incidence of accidents and casualties occurring on roads and footways as a result of poor visibility, and will improve perceptions of safety and security for travellers.</p>
Maintenance - Structures	<p>MAI S1 - ACC will work to increase investment in structural maintenance and repairs across the City to continue to address backlogs.</p> <p>MAI S2 - ACC will continue to inspect, assess and maintain all structures in accordance with the Code of Practice for Bridge Management.</p>	<p>+1.</p> <p>Effective maintenance and repair will ensure that structures are safe and fit for purpose, thus reducing the likelihood of accidents and injuries occurring.</p>
Maintenance – Winter Maintenance	<p>MAI WM1 - ACC will continue to undertake winter maintenance operations and will examine opportunities to achieve Best Value through working with Aberdeenshire and Moray Councils on winter maintenance activities. ACC will also lobby for further investment in winter maintenance relative to needs caused by the North East climate.</p>	<p>+1.</p> <p>A continuation of, and improvement in, winter maintenance operations will reduce the likelihood of accidents and casualties occurring as a result of extreme weather conditions.</p>
Maintenance – Contingency Planning	<p>MAI CP1 - ACC will continue to manage and implement contingency planning works and will ensure the provision of timely information and publicity on road maintenance works that lead to road closures and diversions etc.</p>	<p>+1.</p> <p>Effective protection against flooding will reduce the number of injuries and fatalities arising from extreme weather conditions.</p>

	MAI CP2 - ACC will continue to oversee the maintenance of coastal defences and guarding against flooding to ensure the safe and efficient maintenance of Aberdeen's transport networks.	
Maintenance – Road Safety	<p>MAI RS1 - ACC will continue to implement a combination of encouragement, enforcement, education, and engineering measures to improve road safety and reduce casualty levels for all groups across Aberdeen.</p> <p>MAI RS2 - ACC will work with partners to develop a Regional Road Casualty Reduction Strategy.</p> <p>MAI RS3 - ACC will continue to work with partners to promote the 'Safe Drive, Stay Alive' campaign.</p> <p>MAI RS4 - ACC will continue to implement traffic calming schemes aimed at minimising casualties and will ensure that such schemes reduce perceptions of danger for both pedestrians and cyclists.</p>	<p>+2.</p> <p>These measures should have a positive effect on improving road safety, through delivering a reduction in casualty levels on our roads, especially those involving the most vulnerable road users, namely young drivers, pedestrians and cyclists.</p>
Maintenance - CCTV	MAI CCTV1 - ACC will continue to work through bodies such as the Aberdeen Community Safety Partnership and Grampian Police to expand upon the City's CCTV network. In particular we will support expanded CCTV coverage that aims to improve safety and perceptions of safety on the transport network, such as on public transport, and at interchanges.	<p>+1.</p> <p>An expansion of the CCTV network should reduce incidents of violence and intimidation against members of the public and will increase feelings of safety and security while travelling.</p> <p>CCTV expansion on public transport could also increase the attractiveness of this mode, resulting in an increase in public transport use (as an alternative to the private car) bringing benefits to human health in terms of better air quality and a reduction in traffic-related casualties, as a result of lower traffic levels.</p>

<b>MANAGEMENT</b>		
<p>Management – Car Parking</p>	<p>MAN CP1 - ACC is committed to implementing a more comprehensive parking policy and charging regimes aimed at discouraging parking for non-priority users and providing an adequate supply of short stay parking to satisfy the needs of business, shoppers and visitors.</p> <p>MAN CP2 - ACC will undertake a review of parking policy, charges and systems. This will include reviewing charges with respect to both inflation and comparison with bus fares. On-street parking which reduces network capacity along major corridors will also be reviewed.</p> <p>MAN CP3 - ACC will continue to progress the ongoing programme of CPZ extension reviews across the City Centre.</p> <p>MAN CP4 - ACC will seek to increase the enforcement of rogue stopping and parking.</p> <p>MAN CP5 - ACC will continue to support and promote the national Blue Badge Scheme and will ensure an adequate supply of blue badge spaces is provided at the most convenient locations.</p> <p>MAN CP6 - ACC will continue to support and promote the local Green Badge Aberdeen Close Proximity Parking Scheme.</p> <p>MAN CP7 - ACC will continue to promote and raise awareness of the parking areas at the beach for coach operator parking.</p> <p>MAN CP8 - ACC will work with Nestrans and Aberdeenshire Council to develop a Regional Parking Strategy.</p>	<p>+1.</p> <p>This policy has the potential to increase the attractiveness of public transport. Modal shift from private car travel to more sustainable modes such as public transport could deliver benefits to human health in terms of better air quality and a reduction in traffic-related casualties.</p> <p>The continued support and promotion of the national Blue Badge scheme and the local Green Badge scheme will help to improve accessibility to jobs and services to disabled citizens.</p>
<p>Management – Community and Demand Responsive</p>	<p>MAN CT1 - ACC will continue to support groups looking to develop Community Transport schemes.</p> <p>MAN CT2 - ACC will develop a Community Transport Strategy, the ultimate aim of which will be to pull together Council services</p>	<p>+1.</p> <p>An extension of community and demand responsive transport will have a positive effect on social inclusion, improving access to</p>

<p>Transport</p>	<p>with those of the voluntary and health sectors into one centralised database.  MAN CT3 - ACC will use Accessibility Planning software to help target the promotion of Community and Demand Responsive Transport services to vulnerable groups.  MAN CT4 - ACC will aim to extend the provision of dial-a-bus, wiggly bus type services and other demand responsive transport services across the City.</p>	<p>services, such as health facilities, to disabled citizens and other vulnerable members of society.</p> <p>Community transport and other forms of public transport also performs an important health improvement role, particularly in terms of acting as a key arena for the social interaction of elderly residents in society.</p>
<p>Management - Taxis</p>	<p>MAN T1 - ACC propose to permit taxis and PHCs to enter bus lanes at all times of the day for an initial trial period.  MAN T2 - ACC will work with operators and BAA to review its policy of separating the City into City and Airport Taxi Zones.  MAN T3 - ACC will consider introducing a Night Time Transport Zone for the City Centre which, in aiming to create a safe and secure transport zone within the City, will review existing taxi rank provision and locations.  MAN T4 - ACC will keep under review existing policy on requirements for wheelchair accessible taxis.  MAN T5 - ACC will continue to review the Taxi Card scheme and will examine opportunities to offer this scheme to wider groups.</p>	<p>+1.</p> <p>The safety of cyclists was raised as a concern related to allowing taxis and PHCs to enter bus lanes due to increased traffic flows in bus lanes, although the provision of awareness raising materials focussing on cyclist safety issued to the taxi trade could help to resolve this. On the whole however, it is considered that this policy could allow a more efficient taxi system that allows taxis to beat congestion and operate to their fullest capacity. However, it will have a positive impact on emissions levels, and thus air quality.</p> <p>The introduction of the Night Time Transport Zone should help reduce incidents of crime and assault in the City Centre late at night, thereby increasing feelings of safety and security among members of the public.</p> <p>An increase in wheelchair accessible taxis will</p>

		have a positive impact on social inclusion, improving access to jobs and services, including health facilities, for wheelchair users.
Management - Enforcement	<p>MAN ENF1 - Bus lane enforcement cameras will continue to be managed to prosecute unauthorised drivers who enter bus lanes during operating hours and the Council will examine the opportunities for civil enforcement to improve enforcement levels.</p> <p>MAN ENF2 - ACC will support the implementation of speed cameras where appropriate to improve levels of safety. The Council will also support the use of average speed cameras where appropriate.</p>	<p>+1.</p> <p>Bus lane enforcement will aid in improving bus journey times, making this sustainable form of transport more attractive than private car travel. A reduction in the number of cars on the road will improve air quality and levels of safety in the City.</p> <p>Further implementation of speed cameras could reduce speeding vehicles, thus improving levels of safety and the incidents of accidents.</p>
Management – School Travel and Young People	<p>MAN STYP1 – The Council is committed to continued support for the School Travel Planning process during the life of this LTS.</p> <p>MAN STYP2 - ACC will continue to encourage increased levels of walking and cycling to all schools in Aberdeen and will support the implementation of School Travel Plans to help achieve this.</p> <p>MAN STYP3 - ACC will undertake a best practice review of School Travel Planning initiatives, with the aim to develop a Best Practice Manual to promote School Travel Planning to all schools in Aberdeen, including private schools.</p> <p>MAN STYP4 - ACC will identify schools across the City to pilot the development of a more interactive school travel planning process, involving the identification of barriers that prevent pupils walking and cycling to school and initiating Demonstration Projects aimed at removing these barriers through planning and</p>	<p>+2.</p> <p>Policies that promote greater levels of walking and cycling should have a positive impact on fitness and activity levels and will help combat incidents of obesity amongst schoolchildren.</p> <p>Continued support for the Safer Routes to Schools initiative, and an increase in road safety and cycle training, should also have a positive impact on health through reducing the incidence of accidents.</p> <p>The implementation of School Travel Plans, the maintenance of school bus services and</p>

	<p>engineering works (e.g. new walking and cycling routes, supervised walking buses etc.).</p> <p>MAN STYP5 - ACC will continue to provide statutorily required school bus services and will review the potential for increasing the provision of transport to non-statutory entitled pupils.</p> <p>MAN STYP6 - ACC will continue to implement school safety zones, including 20mph speed limits around schools and advisory '20s Plenty' limits, mandatory limits and part-time mandatory limits.</p> <p>MAN STYP7 - ACC will continue to promote road safety training, including cycle training in Aberdeen schools.</p> <p>MAN STYP8 - ACC will continue to support and promote the national, concessionary travel scheme for 16-18 year olds.</p> <p>MAN STYP9 - ACC will review the co-ordination, management, scheduling and deployment of all escorts, minibus drivers and Council minibuses to deliver a more efficient fleet that can be utilised for school transport, local bus services, community transport and demand responsive bus services.</p>	<p>the continuation of the concessionary travel scheme should increase the uptake of these more sustainable and active modes of travel, and in turn reduce the number of children being dropped off at school by private car. This will result in less peak-hour traffic, leading to a cleaner and safer environment. Encouraging children to choose sustainable and active travel modes from a young age could also help shape attitudes later on in life, so that, in the future, use of such modes is far more widespread, and a fitter and healthier population will be the result.</p>
<b>SUSTAINABLE DEVELOPMENT AND TRAVEL</b>		
<p>Sustainable Development and Travel – Land Use Planning</p>	<p>SUS LUP1 - ACC support the application of SPP17 and will encourage the use of Transport Assessments to ensure that new developments promote the use of sustainable transport modes.</p> <p>SUS LUP2 - ACC support the development of Brownfield sites where appropriate as a means to reduce travel distances.</p> <p>SUS LUP3 - In implementing Masterplans for the priority regeneration of neighbourhoods within the City, ACC will ensure that these community redevelopment initiatives support the delivery of the objectives set out within this LTS.</p> <p>SUS LUP4 - ACC will ensure that new residential developments</p>	<p>+2.</p> <p>Reduced travel distances and increased sustainable transport opportunities afforded by new developments could lead to an uptake in walking, cycling and public transport use as a means of travel over the private car, thus delivering positive impacts on health.</p> <p>Land Use Planning and Community Regeneration policies can also aid social</p>

	<p>are located in close proximity to a range of local facilities and will use Accessibility Planning as a tool to guide decisions on future development proposals.</p> <p>SUS LUP5 - Where appropriate ACC will support street layouts that encourage pedestrian and cycle activities, such as Home Zones.</p> <p>SUS LUP6 – Parking standards will be strictly adhered to in order to avoid exceeding maximum standards and, where feasible, the Council will support new developments which heavily promote sustainable transport and plan for low or no car households.</p> <p>SUS LUP7 - In the case of several individual developments taking place in an area over a period of years, the Council will use Masterplans through the Local Plan process in order to ensure appropriate infrastructure and services, including transport, are provided for the whole development area.</p> <p>SUS LUP8 - ACC will use Planning Conditions and Section 75 Planning Agreements where appropriate to ensure that transport is no longer an afterthought in the development planning process and that developers mitigate impacts through contributing to necessary works.</p>	<p>inclusion, by improving accessibility of employment and services.</p>
<p>Sustainable Development and Travel – Travel Planning</p>	<p>SUS TP1 - As a means of leading by example, ACC will redevelop its own Travel Plan, including the implementation of a package of integrated measures designed to increase the use of sustainable travel modes for journeys to Council premises.</p> <p>SUS TP2 - ACC will continue to work with partners including Nestrans, Aberdeenshire Council, NHS, the University of Aberdeen and The Robert Gordon University through the North East Travel Plan Group to share information and best practice in relation to the development of Travel Plans and sustainable transport initiatives.</p>	<p>+2.</p> <p>The formulation of travel plans can have a positive impact on human health by encouraging the uptake of active forms of travel, leading to a fitter population and reducing the proportion of citizens who are overweight or obese. Reducing the number of cars on the road will also be beneficial to health, contributing to an improvement in air quality and a safer living and travelling</p>

	<p>SUS RNT1 - ACC will promote the use of Information and Communications Technology (ICT), such as home-working, video- and web-conferencing to reduce the carbon footprint of staff.</p> <p>SUS RNT2 - ACC supports ACSEF in the development of the business beacons initiative.</p> <p>SUS CS1 - ACC will continue to promote the car share database established by Nestrans.</p> <p>SUS CS2 - ACC will consider introducing preferential car parking spaces for car sharers and drivers of low-emission vehicles.</p> <p>SUS CC1 - As part of the Council's Travel Plan, ACC will seek to develop a City Car Club, and encourage its expansion through corporate membership and promotion to all sectors of society.</p> <p>SUS CC2 - ACC will support measures aimed at increasing the success of car clubs, including the provision of designated car parking spaces throughout the City and marketing campaigns.</p>	<p>environment.</p> <p>A shift from single-occupancy car travel to car sharing, as well as the use of more environmentally friendly, low-emission cars, should also have a minor positive impact on health through reductions in the volumes of harmful pollutants released into the atmosphere by vehicles.</p> <p>With regards to car clubs, these can reduce or, in some cases, remove the need to own and run a private car, leading to a reduction in traffic levels. Car clubs can also increase accessibility levels and social inclusion opportunities for those without access to a private vehicle, thus delivering improvements in health and mental well-being.</p>
<p>Sustainable Development and Travel – Information Awareness</p>	<p>SUS IA1 - Working with partners, ACC will produce an Information Action Plan designed to raise awareness on sustainable transport choices and the importance of changing travel behaviour in response to growing environmental threats.</p> <p>SUS EC1 - ACC will work with partners in promoting travel behaviour change events and campaigns, including “Walk to School Week”, “Bike Week”, and the “Commuter Challenge”. ACC will also investigate the potential to take part in the “In Town without My Car Day” European campaign initiative.</p> <p>SUS EC2 - ACC will work with Nestrans and other interested parties to develop a sustainable transport brand for the City for use on local campaigns and information awareness materials.</p>	<p>+1.</p> <p>Measures designed to raise awareness of sustainable transport opportunities could potentially encourage increased use of more health, active forms of transport, such as walking and cycling. The adoption of these modes will have dual positive impacts on health, by increasing fitness levels and reducing the volume of harmful pollutants released into the air by motor vehicles. Road casualty levels could also be reduced through the adoption of more sustainable modes.</p>

	<p>SUS TI1 - ACC will develop new walking and cycling maps to promote the use of these sustainable modes across the City.</p> <p>SUS TI2 - ACC will consider the development of Neighbourhood Community Guides. Where appropriate the development of these guides will be promoted through Residential Travel Plans.</p> <p>SUS TI3 - ACC will work with public transport operators to ensure that all bus stops across Aberdeen have up-to-date, reliable timetable information.</p> <p>SUS TI4 - ACC will seek to ensure that publicity materials are made available in suitable print for people with sight difficulties and in alternative languages wherever possible.</p> <p>SUS TI5 - ACC's website will be developed as the one-stop-shop for public transport information for the City, providing links to the websites of local public transport operators.</p> <p>SUS TI6 - ACC will promote the use of personalised travel planning websites and Traveline Scotland's batch journey planners.</p> <p>SUS TMO1 - ACC will continue to support the Dyce Transport Management Organisation (TMO) and will support the further development of TMOs across the City.</p>	
Sustainable Development and Travel – Environment	<p>SUS ENV1 - During the implementation of future transport schemes, ACC will seek to apply the mitigation measures identified through the SEA process, and set out in Appendix G of this LTS, in order to prevent, reduce or offset any potential adverse effects on the environment.</p> <p>SUS AQ1 - ACC is committed to improving air quality throughout the City and will continue to monitor the City's Air Quality Management Areas (AQMAs) and implement measures designed to reduce air pollution.</p> <p>SUS AQ2 - ACC will consider the implementation of further</p>	<p>+1.</p> <p>An improvement in air quality through the measures proposed in the LTS could reduce the likelihood of local residents suffering from cardio-respiratory diseases.</p> <p>Although transport noise is unlikely to a rise in long-term hearing problems, it can lead to sleep disturbances. Reducing noise pollution can therefore have a positive impact on the</p>

	<p>AQMAs throughout the City.</p> <p>SUS AQ3 - ACC will utilise traffic management techniques and VMS technology to help reduce air quality problems at particular hotspots.</p> <p>SUS AQ4 - Through the Council's Information Action Plan, measures to promote eco-driving will be supported.</p> <p>SUS AQ5 - ACC will continue, through Nestrans, to support developments in vehicle technology and work with operators to encourage the adoption of cleaner fuels.</p> <p>SUS AQ6 - ACC encourages the uptake of cleaner, low carbon vehicles and will work with Nestrans to consider the potential of using parking policies to encourage the use of cleaner vehicles.</p> <p>SUS AQ7 - ACC will work with Nestrans and bus operators to reduce emissions from buses.</p> <p>SUS NP1 - ACC will aim to reduce noise pollution through promoting the use of more sustainable, quiet transport modes.</p> <p>SUS NP2 - In accordance with the Design Manual for Roads and Bridges (DMRB), ACC will implement mitigation measures such as noise barriers, vegetation and fencing where required and practical to reduce the noise impacts of new transport schemes.</p> <p>SUS PR1 - ACC will continue to progress traffic improvement works designed to support the pedestrianisation of Union Street post AWPR.</p> <p>SUS PR2 - ACC will consider additional areas in the City Centre for pedestrianisation.</p> <p>SUS BIO1 - ACC is committed to furthering biodiversity through this LTS. Maintenance methods will be managed in order that they do not destroy or disturb habitats.</p> <p>SUS BIO2 - ACC encourages the adoption of measures to manage all adopted road verges in a way that maintains,</p>	<p>mental wellbeing of those living near busy roads and airports.</p> <p>The pedestrianisation of City Centre locations will also have positive impacts on health through the provision of a safer, cleaner environment for all. A reduction in traffic levels will have a knock in impact in terms of promoting the use of more sustainable, active forms of transport.</p> <p>Good access to areas of green space and biodiversity can also be linked to improved mental well-being.</p>
--	--	--

	<p>establish or manages verges for habitat and species enhancement.</p> <p>SUS BIO3 - In taking forward transport infrastructure works as part of this LTS, ACC will ensure that efforts are taken to make sure that existing wildlife linkages / corridors are maintained, or new ones created.</p> <p>SUS BIO4 - Mitigation measures will be considered for all transport improvement works undertaken through this LTS that could have an adverse impact on biodiversity.</p> <p>SUS BIO5 - ACC will continue to implement Sustainable Urban Drainage Schemes (SUDS) as part of road design. Where appropriate SUDS will be designed into existing road schemes to mitigate against the contamination or pollution of land, water courses, habitats and species lying adjacent to roads.</p>	
<b>IMPROVEMENTS</b>		
<p>Improvements – Pedestrian Facilities</p>	<p>IMP PED1 - ACC, in partnership with NHS Grampian, is committed to raising awareness of the health benefits of active travel.</p> <p>IMP PED2 - In recognition of the close links between health and transport, ACC will support Nestrans with the development of a Regional Health and Transport Action Plan.</p> <p>IMP PED3 - In accordance with the Land Reform (Scotland) Act 2003, ACC will develop a Core Paths Plan, to promote a network of paths throughout the City suitable for the purposes of giving the public reasonable access through the City.</p> <p>IMP PED4 - ACC will continue to implement measures designed to improve accessibility for pedestrians and the attractiveness of walking, including initiatives such as traffic calming schemes as well as more and better pedestrian facilities. Consideration will be</p>	<p>+2.</p> <p>An improvement in pedestrian facilities, coupled with awareness-raising initiatives, should encourage an increase in walking levels, which will improve the health and fitness of citizens, both physically and mentally. An improvement in the walking environment will also heighten feelings of safety and security among pedestrians and should lead to a decrease in the volume of pedestrians involved in accidents as a result of road traffic.</p>

	<p>given of the 5Cs framework.</p> <p>IMP PED5 - ACC will undertake pedestrian audits of main pedestrian routes to include maintenance, lighting, obstructions, quality, cleanliness and crossing facilities using the 5Cs framework.</p> <p>IMP PED6 - ACC will review the use of street furniture on Union Street with a view to maximising the usable pavement space available to pedestrians and will widen further stretches of pavement on Union Street where this is possible.</p> <p>IMP PED7 - ACC fully supports the pedestrianisation of Union Street between Market Street and Bridge Street, but recognises that this may only be progressed following wider improvements to the strategic road network.</p>	
<p>Improvements – Cycle Facilities</p>	<p>IMP CYC1 - ACC is committed to the improvement of cycle facilities and infrastructure and will continue to work with the Aberdeen Cycle Forum to deliver improvements geared at increasing the modal share of cycling.</p> <p>IMP CYC2 - ACC is committed to improving the safety of vulnerable road users and there will be a presumption in favour of new traffic management schemes that incorporate measures for cyclists.</p> <p>IMP CYC3 - ACC will continue to invest with partners in strategic off-road routes linking communities to major centres of employment, hospitals, universities and schools. ACC will also continue to improve cycle routes linked into the Core Paths Plan and the City's parks and greenspace networks.</p> <p>IMP CYC4 - ACC will continue to work with Sustrans, Nestrans and Aberdeenshire Council, as well as partner organisations, developers and landowners, to ensure significant developments to the National Cycle Network (Route 1) and other strategic</p>	<p>+2.</p> <p>Improvement in cycling infrastructure, conditions, safety, and availability will help increase the modal share of cycling, having a positive effect on health and fitness levels of those switching from less active forms of travel. This in turn, could also have a positive environmental (and in turn health) impact due reduced levels of car use and an improvement in air quality.</p> <p>Safety improvements, increased cycle training and the implementation of off-road cycle routes should make cycling even more attractive and reduce the number of casualties suffered by cyclists as a result of conflicts with other road users. An increase in the number of cyclists on</p>

	<p>routes through Aberdeen.</p> <p>IMP CYC5 - ACC will apply cycle parking standards to new developments and will also seek installation of additional secure cycle parking facilities to all public buildings / areas, transport interchanges, as well as in some existing residential developments.</p> <p>IMP CYC6 - ACC will assist in the identification of appropriate sites within the City for potential bicycle rental schemes for tourists and residents.</p> <p>IMP CYC7 - ACC is committed to the provision of cycle training for adults and children.</p> <p>IMP CYC8 - ACC will seek to support the establishment of a bicycle recycling scheme.</p> <p>IMP CYC9 - ACC, in liaison with the Aberdeen Cycle Forum, will develop a Cycling Strategy which will specify and prioritise the development of on and off routes, cycle parking, supporting facilities, signing, marketing and encouragement, and will build on, as well as address the findings in the Cycling Scotland Audit of Cycling for Aberdeen.</p>	<p>the road will also help make cycling safer, as research shows that those cities where cycling is common experience fewer cycling collisions.</p>
<p>Improvements – Powered Two Wheelers</p>	<p>IMP PTW1 - ACC will support both engineering and non-engineering activities that will help to reduce the accident involvement rate of PTWs. Consideration will be taken of the IHIE guidelines aimed at providing a safe, integrated transport environment for motorcyclists whilst reducing rider vulnerability. Cognisance will also be taken of the “Motorcycling in Scotland” Guidance Report in developing strategies to increase the use of PTWs.</p> <p>IMP PTW2 - ACC will work with Grampian Police, the Motorcycle Action Group and the British Motorcycle Federation to promote and support the ongoing development of initiatives designed to</p>	<p>+1. Improving safety and training will help to reduce the accident rate of PTWs.</p>

	<p>increase PTW rider abilities, such as through advanced rider training schemes and educational materials.</p> <p>MP PTW3 - In developing motorcycling parking provision, ACC will take cognisance of the good practice guidance, summarised as “Near and Clear, Secure, Safe to Use, and Useful”.</p> <p>IMP PTW4 - ACC will continue to monitor the evidence from the various UK trials with regard to allowing motorcyclists to access bus lanes.</p>	
<p>Improvements – Bus Network and Service Accessibility</p>	<p>IMP BUS1 - ACC will seek to work with partners to develop a more robust Quality Partnership for public transport, potentially leading to the introduction of a Statutory Quality Partnership.</p> <p>IMP BUS2 - The Council is committed to delivering the bus passenger priority measures outlined within the revised Quality Partnership and will seek to ensure that bus operators also commit to the delivery of commitments set out in the revised partnership.</p> <p>IMP BUS3 - ACC will continue to work with Community Councils and other employers and partners, such as the NHS, University of Aberdeen and The Robert Gordon University to identify gaps or problems in the current bus network and make improvements.</p> <p>IMP BUS4 - ACC will work with partners to introduce Punctuality Improvement Partnerships (PIPs) on key bus corridors to monitor and steer towards solutions to minimise and improve journey time reliability. Post evaluation studies will be undertaken with a view to expanding PIPs to other corridors in the City.</p> <p>IMP BUS5 - ACC will seek to pilot new public transport services through the lifespan of this LTS.</p> <p>IMP BUS6 - Building on the introduction of the Bus Route</p>	<p>+1.</p> <p>Significant improvements to the bus network which encourage a modal shift away from private car use to public transport use will have a positive impact on human health by increasing the amount of physical activity undertaken by those who switch modes, as public transport use, in contrast to private car, involves a degree of walking to and from the bus stop to the destination. However, any improvements to the public transport network could lure those who normally walk or cycle onto the buses. It is considered however, that this would have a negligible overall impact on health.</p> <p>Modal shift towards public transport would also lead to lower traffic levels and reduced levels of congestion; hence the volume of harmful transport-related emissions released into the atmosphere would also decrease as a result policies to promote public transport use. An</p>

	<p>Development Fund, ACC will continue to explore opportunities to increase levels of subsidy for non-commercial services where appropriate.</p> <p>IMP BUS7 - ACC continues to support the longer-term aspiration for a circumferential bus service linked to industrial estates, and will seek to initiate the more feasible links of this network in the short term.</p> <p>IMP BUS8 - Prior to planning permission being granted for new developments, ACC will require that, as part of Green Travel Plans, developers will also be required to provide the infrastructure that caters for linking into bus services, and / or provide new services or infrastructure links, where appropriate.</p> <p>IMP BUS9 - ACC will work with bus operators to investigate barriers to the use of the existing Park and Ride sites within the City and will seek to implement measures to increase patronage levels.</p> <p>IMP BUS10 - Working with partners, ACC is committed to the development of a network of Park and Ride or Park and Choose sites across the North East, and will seek to promote these through the development of a consistent brand.</p> <p>IMP BUS11 - Working with partners, ACC will consider opportunities to expand the use of Park and Ride sites, such as through the provision of business beacon initiatives and Wi-Fi access.</p> <p>IMP BUS12 - ACC is in active discussions with developers over the location of the Bridge of Don Park and Ride site, with a view to relocating this site further north and increasing the site</p>	<p>improvement in bus service provision could also help tackle social exclusion, by improving access to employment and key services such as health centres.</p> <p>The Council recognises that making public transport attractive to the young, through concessionary schemes for example, can also help to foster the development of future generations of sustainable transport users, which will have health benefits extending into the long term.</p>
--	--	--

	<p>capacity.</p> <p>IMP BUS13 - ACC will liaise with Nestrans and bus operators to introduce a Public Transport Information Action Plan, as part of the Transport Information Action Plan.</p> <p>IMP BUS14 - ACC is committed to working with Nestrans to develop a Regional Bus Action Plan.</p> <p>IMP BUS15 - ACC supports the implementation of a Smartcard system that will provide an 'electronic purse' making it easier to use public transport.</p> <p>IMP BUS16 - ACC supports the ongoing availability of the national concessionary scheme for over 60s as well as the concessionary scheme providing reduced rate transport for 16 to 18 year olds.</p> <p>IMP BUS17 - ACC will work with partners to consider the introduction of a range of other ticketing initiatives designed to improve access to education and employment.</p> <p>IMP BUS18 - The Council wishes to promote the development of a pilot project to reduce bus fares within parts of the City to achieve modal shift and improve social inclusion. It will seek to achieve this within the context of an enhanced bus partnership but will keep alternative approaches under review.</p>	
<p>Improvements – Traffic Management</p>	<p>IMP TM1 - ACC will look to trial a range of measures designed to preserve, or "lock-in" the congestion, pollution and journey time benefits of the AWPR, by using available road capacity to provide additional priority to sustainable modes of transport.</p> <p>IMP TM2 - ACC will trial a High Occupancy Vehicle Lane within the City, as a Demonstration Project designed to 'lock in' the benefits of the AWPR.</p>	<p>0.</p> <p>Measures designed to lock in the benefits of the AWPR in terms of lower levels of City Centre congestion and emissions will have positive impacts on levels of health. Such measures for instance can help to prioritise sustainable modes of transport, which should</p>

	<p>IMP TM3 - ACC will continue to look to implement Intelligent Transport Systems (ITS) as a means of improving traffic management in the City. This will be undertaken in accordance with the proposed six year ITS Strategy for Aberdeen.</p> <p>IMP TM4 - ACC will review and analyse the performance of key junctions, on a corridor basis in conjunction with the Regional Bus Action Plan, to optimise their efficiency and ensure appropriate precedence is given to priority movements.</p> <p>IMP TM5 - ACC is committed to improvements to the Berryden Corridor.</p>	<p>in turn improve air quality and fitness levels of those switching from car travel to more active modes.</p> <p>ITS measures that divert traffic away from those areas experiencing poor air quality will also assist in the creation of a more pedestrian-friendly, less polluted and attractive City Centre.</p> <p>Road building and improvement schemes, however, have the potential to increase traffic volumes, and subsequently pollution and congestion levels may increase, negating any health benefits accrued elsewhere. It should be emphasised however, that in taking forward improvements to Berryden, close attention will be taken to ensure that benefits are maximised for all road users, and particularly those of pedestrians, cyclists and public transport.</p>
<p>Improvements - Freight</p>	<p>IMP F1 - ACC will pilot the introduction of a Large Vehicle Lane, giving priority to Heavy or Large Goods Vehicles as well as all forms of public transport.</p> <p>IMP F2 - ACC is committed to the provision of a suitable, safe and secure lorry park in the City.</p>	<p>0.</p> <p>Overall, policies related to improving the efficiency of freight movements will have negligible impacts on health, though they could help to reduce the environmental impact on HGVs etc. by traffic flows. Improved air quality resulting from this, could have health benefits for pedestrians.</p>

ADDITIONS		
<p>Additions – Access to Airport</p>	<p>ADD AP1 - ACC supports the development of the Airport Surface Access Strategy (ASAS) and will work with BAA to deliver the Strategy’s objectives, through improving public transport services to and from the airport, improving taxi efficiency, and promoting the use of other sustainable transport options.</p> <p>ADD AP2 - ACC will work with partners to introduce a shuttle transfer bus between Dyce Rail Station and Aberdeen Airport. ACC is currently considering the provision of a dedicated bus service between the Rail Station to the Airport.</p>	<p>0.</p> <p>Overall, policies to improve access to the airport will have a negligible impact on health. However, it is recognised that increasing the modal share of more sustainable modes of surface access travel to the airport could have minor positive health impacts associated with a reduction in private car use.</p>
<p>Additions – Access to Harbour</p>	<p>ADD AH1 - ACC recognises the important role that Aberdeen Harbour plays in the continued economic development of the region and supports measures that increase the accessibility of the harbour, for passengers and freight.</p> <p>ADD AH2 - ACC will continue to examine measures to improve accessibility from rail freight terminals to Aberdeen Harbour.</p> <p>ADD AH3 - The Council is currently considering plans to introduce a shuttle bus service linking the ferry terminal to the bus and rail stations and the City Centre in recognition of the importance of providing improved access opportunities for foot passengers departing from the ferry terminal.</p>	<p>0.</p> <p>Overall, policies to improve access to the harbour will have a negligible impact on health. However, it is recognised that there could be, by implication, some minor health benefits associated with the environmental benefits linked to increased rail freight transport.</p>
<p>Additions – Urban Infrastructure</p>	<p>ADD UI1 - The Council will continue to progress urban infrastructure projects aimed at removing pinch points throughout the City. Where such projects are implemented, the emphasis will be on securing further improvements that prioritise the benefits delivered to more sustainable modes such as walking, cycling and public transport use.</p> <p>ADD UI2 - ACC is committed to the development of the Access</p>	<p>0.</p> <p>Any measures that improve conditions for walking, cycling and public transport use could encourage a modal shift from car driving to these more active and sustainable forms of travel, which will increase fitness levels among those making the switch from car driving.</p>

	<p>From the North Proposal (Third Don Crossing). To assist in this, the Council will undertake an 'Access from the North' Study (An Integrated Transport Solution), examining how walking, cycling and public transport improvements or priorities can be 'locked in' or optimised through this scheme.</p>	
--	---	--