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Aberdeen Sustainable Urban Mobility Plan (SUMP)

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Abstract

This document forms a revised Sustainable Urban Mobility Plan (SUMP) for Aberdeen, focussing on the city centre and the new Aberdeen South Harbour (ASH) at the Bay of Nigg.

Project Partners

Organisation	Country	Abbreviation
Aberdeen City Council	Scotland	ACC
Aberdeenshire Council	Scotland	AC
Nestrans	Scotland	
Aberdeen Harbour Board	Scotland	AHB

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Glossary

ACC	Aberdeen City Council
AQMA	Air Quality Management Area
ASH	Aberdeen South Harbour
AWPR	Aberdeen Western Peripheral Route
CIVITAS PORTIS	City Vitality and Sustainability, Port Cities: Innovation for Sustainability
CCMP	City Centre Masterplan
CO ₂	Carbon dioxide
CRD	City Region Deal
HGV	Heavy Goods Vehicle
LEZ	Low Emission Zone
LTS	Local Transport Strategy
NCN1	National Cycle Network Route 1
RTS	Regional Transport Strategy
NTS2	Scotland's 2 nd National Transport Strategy
SCPR	Strategic Car Parking Review
SDPA	Strategic Development Planning Authority
STAG	Scottish Transport Appraisal Guidance
SUMP	Sustainable Urban Mobility Plan

Executive Summary

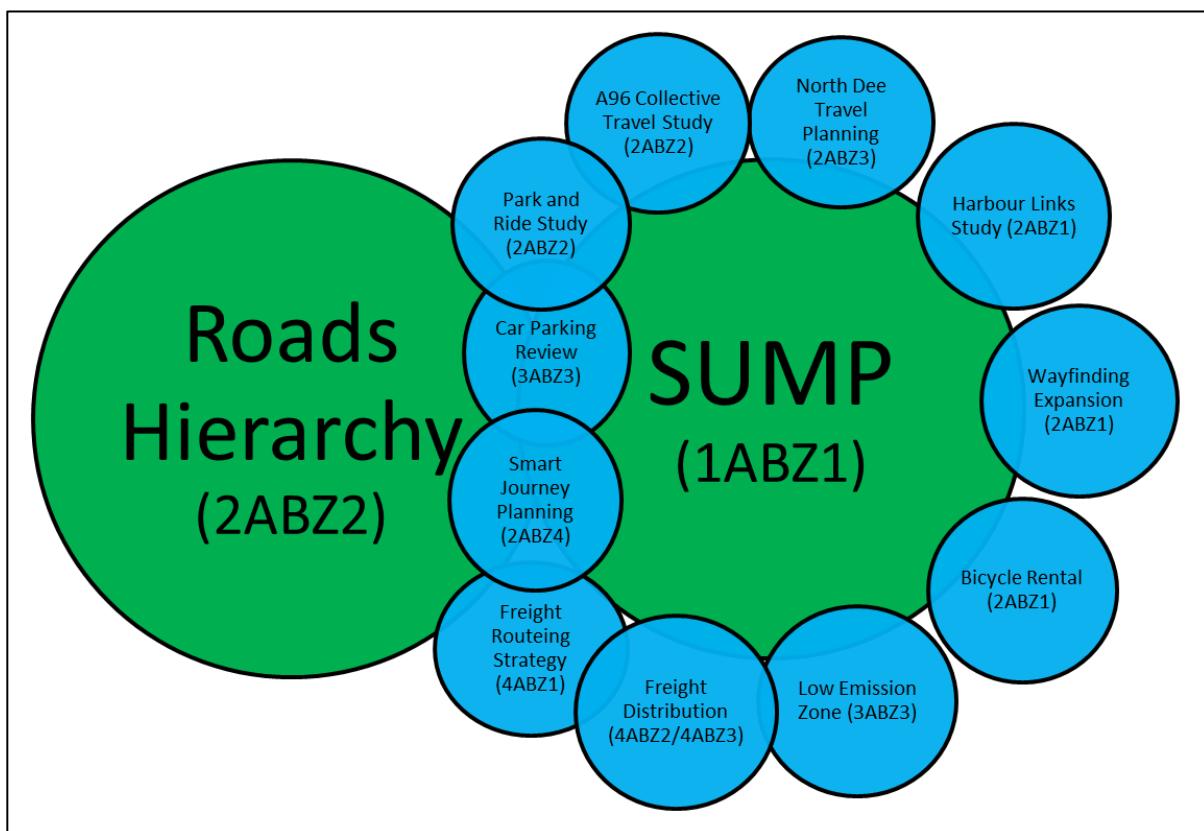
Introduction

This Sustainable Urban Mobility Plan (SUMP) has been developed as part of the EU CIVITAS PORTIS programme. PORTIS (**P**ort Cities: **I**nnovation for **S**ustainability) is a four-year project (2016-2020) testing innovative and sustainable urban mobility solutions in five European port cities (Aberdeen, Antwerp, Constanta, Klaipeda and Trieste) with Ningbo in China as a follower city. Aberdeen City Council (ACC) leads Aberdeen's involvement in the project, supported by partners Nestrans, Aberdeenshire Council, Aberdeen Harbour Board, the University of Aberdeen and the Robert Gordon University.

Within 4 work packages, ACC is responsible for delivering 11 local measures as part of the PORTIS programme. SUMP and Port Optimisation is one of these measures (1ABZ1) with a revised SUMP for Aberdeen they key deliverable. This final SUMP therefore acts as the culmination of this PORTIS work package but is also a starting point for a programme of future city centre transport improvements, ensuring the legacy and influence of PORTIS is felt in the city for many years to come.

There is significant interconnectivity between the SUMP and other local measures delivered as part of CIVITAS PORTIS, and efforts have been made throughout the SUMP development process to ensure these workstreams complement one another and are working towards a shared vision for the future of urban mobility.

Relationship with other PORTIS measures



Background

The Aberdeen City Region transport network is in a period of transformational change, underpinned by significant investment at local, regional and national level. Recent years have seen the successful completion and opening of the Diamond Bridge, Dyce Drive Link Road, Craibstone Park and Ride and, most significantly, the Aberdeen Western Peripheral Route (AWPR), while delivery of the transport elements of the Aberdeen City Centre Masterplan (CCMP) is underway with the removal of general traffic from Broad Street, public realm improvements on Schoolhill and the commencement of the regeneration of Union Terrace Gardens with enhanced walking and cycling facilities. The Aberdeen to Inverness Rail Improvement Project has seen the doubling of the rail track between Aberdeen and Inverurie in 2019, with the reopening of Kintore Station to follow in 2020, enabling a much-enhanced local rail service between Montrose and Inverurie. This transformation will continue over the coming years with the delivery of Berryden Corridor, South College Street and Haudagain Roundabout improvements. Investment in the transport system, therefore, is in a healthy state and, as ACC and partners deliver upon our remaining infrastructure commitments, the time is prudent to consider where Aberdeen's future priorities should lie.

Furthermore, there is a significant risk that the benefits of this investment will gradually erode should steps to 'lock in' the benefits not be taken, particularly in terms of encouraging people to use this new infrastructure in an appropriate way, and taking advantage of available road capacity afforded by the opening of the AWPR and other schemes to give more priority to sustainable modes of transport, particularly walking, cycling and public transport. If these opportunities are not grasped the likelihood is that traffic will grow to fill the space that has been created, resulting in continued congestion, potentially worsening air quality and rising carbon dioxide (CO₂) emissions.

Accordingly, ACC and regional partners Nestrans, Aberdeenshire Council and the Strategic Development Planning Authority (SDPA) commissioned a review of the city's roads hierarchy in 2018 to:

- Support the effective and efficient distribution and management of traffic around the city;
- Develop a network that makes best use of the AWPR by taking advantage of the newly freed-up road capacity within the city to lock in the benefits of investment by giving more priority to sustainable transport journeys;
- Facilitate delivery of the transport elements of the CCMP by providing a means of reducing through-traffic in the city centre, reflecting the role of the city centre as a destination rather than a through-route for traffic; and
- Form a basis for identifying future transport priorities for the region, supporting refreshes of the Regional Transport Strategy (RTS) and Local Transport Strategy (LTS) as well as the ongoing City Region Deal Strategic Transport Appraisal.

This review is now complete and the process underway to reclassify a number of streets within the city to reflect their role in the revised hierarchy. A series of physical improvements to the road network will then be identified and delivered, with a focus on the revised network of priority and secondary routes, to ensure that these are safe and desirable routes for all modes of transport to use, and with a particular focus on improving conditions for active travel and public transport. Within the city centre, proposals concentrate on removing a number of streets from the priority and secondary hierarchy to reflect that through-traffic should be discouraged from using this area in order to enable a more vibrant and people-focussed city centre to be realised, in accordance with the CCMP.

This Sustainable Urban Mobility Plan (SUMP) has therefore been developed to:

- Identify interventions that will help realise the city centre elements of the revised roads hierarchy, in particular the principles of reducing the volume of through-traffic and improving accessibility and permeability of the area for people walking, cycling and using public transport;
- Complement, and further develop, the transport principles and proposed projects identified in the CCMP;
- Identify some enabling infrastructure that may be required to support the success of other proposed projects such as a city centre Low Emission Zone and bike hire scheme; and
- Reflecting its status as a CIVITAS PORTIS project, consider opportunities for improved active travel connections between the city centre and the new Aberdeen South Harbour (ASH).

The SUMP is a 20-year plan (to 2040), aligning with the CCMP, and aims to be realistic, striking an appropriate balance between aspiration and deliverability.

Vision, Objectives and Outcomes

In response to the key problems and opportunities identified, and in the context of these wider policy aspirations, the following vision for the SUMP has been developed:

A city centre that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling and using public transport and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.

The vision is supported by the following objectives:

1. Support delivery of the roads hierarchy strategy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre.
2. Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry.
3. Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change.
4. Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society.
5. Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure.
6. Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre.
7. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.
8. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.
9. Improve opportunities for multimodal journeys to, from and within the city centre.
10. For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles.

In order to meet the vision and objectives, a series of improvement measures are proposed, and these are anticipated to result in the following outcomes:

1. A city centre that is accessible to all;
2. A safer city centre;
3. Improved physical and mental health of the local population;
4. Improved air quality in the city centre;
5. A reduction in the volume of private vehicles passing through the city centre;
6. A more pedestrian- and cycle-friendly city centre;
7. Coherent, safe and attractive cycle route to and through the city centre connecting major areas of employment and housing;
8. An improved NCN1 through the city centre;
9. A city centre that prioritises the movement of people over the movement of vehicles;
10. More journeys being undertaken within the city centre by low- or no-emission forms of transport;
11. Increased mode share for active travel to, from and within the city centre;
12. Increased mode share for public transport to, from and within the city centre; and
13. Shorter public transport journey times and improved journey time reliability through the city centre.

Infrastructure Improvements and Supporting Measures

The following tables outline the infrastructure improvements and supporting measures proposed within the SUMP. Infrastructure measures are categorised into high, medium or low priority and short, medium or long-term. It is presumed that short-term measures can be delivered / progressed within 2 years of adoption of the SUMP, medium-term measures within 2-12 years and long-term measures beyond 12 years.

High Priority Measures

SHORT TERM	
Location	Project
Bridge Street	Reduce the speed limit along the entire street to 20mph.
Belmont Street	Explore opportunities to exempt cyclists from one-way and access restrictions.
MEDIUM TERM	
Location	Project
Union Street and King Street (East / West North Street to Castle Street)	<p>Investigate the feasibility of installing segregated cycle facilities along this section and progress towards delivery.</p> <p>Deliver CCMP project to remove private vehicle traffic on Union Street between Castlegate and Bridge Street and make it a walking, cycling, public transport and local access only space with an enhanced sense of place. Investigate the feasibility of making the whole of this area a walking, cycling and public transport priority space (local access only for general traffic) and progress towards delivery, depending on the outcomes of the study. As part of this work, consider opportunities for resurfacing, widening and otherwise improving footways.</p>

Bridge Street, Market Street and Guild Street	<p>Deliver CCMP project to:</p> <ul style="list-style-type: none"> • remove car traffic and reduce bus traffic to one-way only on Guild Street while allowing local access only for taxis and deliveries. Investigate the need for, and feasibility of, implementing formal cycle provision as part of this work and progress towards delivery, depending on the outcomes of the study. Resurface footways between Union Square and Bridge Street; • deliver one-way traffic system (bus, cycle and local access only) on Bridge Street between Union Street and Wapping Street and investigate the feasibility of implementing formal cycle provision, preferably segregated facilities. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work; • deliver one-way traffic system (bus, cycle and local access only) on Market Street with segregated cycle facilities between Union Street and Guild Street; and • Work with partners to look at options for improved connectivity between Union Square and Trinity Mall.
Union Terrace	Investigate the feasibility of making Union Terrace a walking, cycling and bus priority space (local access only for general traffic). Progress towards delivery, depending on the outcomes of the study, and identify placemaking interventions to reinforce this.
	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, and progress towards delivery, depending on the outcome of the study.
Rosemount Viaduct	Investigate the optimum level of cycle provision and progress towards delivery as part of east-west route development. Look at opportunities for footway resurfacing as part of this work.
Schoolhill and Upperkirkgate	Explore opportunities to make this a walking, cycling and bus priority space (local access only for general traffic). Investigate optimum level of cycle provision in the context of wider CCMP delivery and progress towards delivery, depending on the outcomes of the study.
Skene Street (Summer Street to Woolmanhill)	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, as part of east-west route development, mindful of opportunities for continuing onward connections westwards. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
Gallowgate	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities as part of north-south route development, and giving consideration to onward connections northwards along the A96 and westwards along the A944. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
Crown Street / Bon Accord Street	Explore opportunities to deliver CCMP project to implement segregated cycle lanes between Union Street and Springbank Terrace, as part of north-south route development and consider options for onward corrections to South Crown Street. Look at opportunities for footway resurfacing as part of this work. If Crown Street proves to not be the optimal location for a cycle route, consider opportunities for provision on Bon Accord Street as an alternative.
College Street	Investigate the feasibility of implementing formal cycle provision in the context of the wider South College Street improvement scheme. Progress towards delivery, depending on the outcomes of the study.

Beach Boulevard Roundabout	Undertake a study to determine a preferred option or options for improving active travel connections between the city centre and the beachfront, including a consideration of potential pedestrian and cycle improvements at the Beach Boulevard roundabout. Work toward delivery of the recommended option(s) as part of east-west route development.
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Medium Priority Measures

SHORT TERM	
Location	Project
Various	Extend the existing 20mph zone in the city centre to include Rosemount Viaduct (west of Woolmanhill), Gallowgate, Loch Street, Berry Street, John Street, George Street (north of St. Andrew Street), St. Andrew Street (Charlotte Street to Loch Street), Charlotte Street, Palmerston Road, Raik Road, Stell Road, Poynerhook Road and Regent Quay.
Various	Explore opportunities to exempt cyclists from access and one-way restrictions - George Street, Summer Street, Bon Accord Terrace, Palmerston Road, Raik Road, Poynerhook Road, Langstane Place.
Palmerston Place	Ensure that attention is given to the needs of cyclists when devising the final South College Street improvements to ensure a consistent level of cycling provision within the area.
St. Fitticks Road	Implement signage to indicate that this is the recommended walking and cycling route between ASH and the city centre.
Victoria Road and Victoria Bridge	Implement signage to indicate that this is the recommended walking (and for certain sections, cycling) route between ASH and the city centre, until such a time as an improved route can be delivered as part of the City Region Deal project. Reduce the speed limit to 20mph.
Abbey Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre in the short term. Change priorities at the Baxter Street and Mansfield Road junctions to give priority to Abbey Road traffic.
Crombie Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre in the short term. Reduce the speed limit to 20mph.
Greyhope Road	Reduce the speed limit to 20mph.
MEDIUM TERM	
Location	Project
Holburn Street (Union Grove to Union Street)	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, alongside a wider review of active travel facilities along Holburn Street. Progress towards delivery, depending on the outcomes of the study.
Alford Place	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, giving consideration to onward connections along Albyn Place. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
Market Street	Determine the feasibility of improved (preferably segregated) cycle facilities on the southern section of Market Street. Progress towards delivery, depending on the outcomes of the study. Resurface footways as part of any improvement works.
Gallowgate	Investigate the feasibility of making Gallowgate (or sections of Gallowgate) a walking, cycling and bus priority space (local access only for general traffic) in the context of wider CCMP delivery. Progress towards delivery, depending on

	the outcomes of the study, and identify placemaking interventions to reinforce this.
Woolmanhill	Investigate the feasibility of implementing formal cycle provision on the approach to the city centre, in the context of wider Berryden corridor improvements and the opportunity for onward connections to the north. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
	In recognition of the fact that roundabouts can act as a barrier to cycling, while simultaneously aiding the smooth flow of traffic and performing an important green space function, undertake an options appraisal to look at ways of improving the cycle experience at the roundabout while remaining mindful of wider considerations. Progress towards delivery, depending on the outcomes of the study.
Denburn Road	Investigate the feasibility of implementing formal cycle provision and progress towards delivery, depending on the outcomes of the study.
Rose Street, Thistle Street and Chapel Street	Investigate the feasibility of making Rose Street (Hunlty Street to Union Street), Thistle Street and Chapel Street a high-quality streetscape scheme with an enhanced sense of place, as per the CCMP, and a walking, cycling and bus priority space (local access only for general traffic). Progress towards delivery, depending on the outcomes of the study.
Palmerston Road, Raik Road, Stell Road and Poynerhook Road	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic) and identify placemaking interventions to support this.
St. Andrew Street	Deliver CCMP project to make a walking, cycling and bus priority space (local access only for general traffic) between Loch Street and Charlotte Street. Determine optimal level of infrastructure west of Charlotte Street in the context of CCMP delivery. Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
John Street	Explore opportunities to make this a walking, cycling and bus priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
Blackfriars Street	Determine the optimal cycle infrastructure in the context of wider CCMP and SUMP delivery. Progress towards delivery, depending on the outcomes of the study.
Harriet Street and Crooked Lane	Explore opportunities to exempt cyclists from access and one-way restrictions, with the addition of a contraflow cycle lane to improve safety.
Shoe Lane and Queen Street	Deliver an improved pedestrian and cycle experience with enhanced placemaking as part of the Queen Street redevelopment.
Shore Brae	Resurface the western footway and complete the 'soft segregated' network to ensure consistent provision on Shore Brae and Ship Row.
Wapping Street and Carmelite Street	Investigate the feasibility of implementing formal cycle provision. Progress towards delivery, depending on the outcomes of the study.
	Reduce the speed limit to 20mph.
Hadden Street, Stirling Street, Trinity Street, Carmelite Lane and Exchange Street	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic) as per CCMP and identify placemaking interventions to reinforce this.
South Silver Street	Make cycle and local access only as per the CCMP. Look at opportunities for footway resurfacing as part of this work
Golden Square	Depending on the anticipated timescale for the CCMP transformation project, make a walking and cycling priority space (local access only for general traffic) in advance of this.

Langstane Place, Justice Mill Lane and Windmill Brae / Bath Street	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
St. Fitticks Road	Explore opportunities to install segregated pedestrian and cycle facilities between Coast Road and Abbey Road
North Esplanade West	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities. Progress towards delivery, depending on the outcomes of the study
LONG TERM	
Location	Project
North Esplanade West	Progress delivery of a new pedestrian and cycle bridge over the River Dee as part of CCMP delivery
Palmerston Road	Should a new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision between Raik Road and Market Street
Raik Road	Should the new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision.
Woolmanhill	Should public transport journey times be a concern following delivery of planned improvements, look at options for implementing public transport priority measures. Progress towards delivery, depending on the outcomes.

Low Priority Measures

SHORT TERM	
Location	Project
Little Belmont Street, Back Wynd, St. Nicholas Street and Correction Wynd	Explore opportunities to exempt cyclists from one-way and access restrictions.
Castle Terrace	Ensure the path linking to Commerce Street and Virginia Street is fully accessible to cyclists.
MEDIUM TERM	
Location	Project
Market Street	Investigate the feasibility of implementing a pedestrian crossing phase at Market Street / Guild Street signalised junction. Progress towards delivery, depending on the outcomes of the study.
Various	Footway resurfacing - Netherkirkgate, Bon Accord Terrace, Bon Accord Street, Littlejohn Street, Marischal Street, Justice Street, Blackfriars Street, Charlotte Street, James Street, Mearns Street, Ship Row, Bon Accord Lane, West / East Craibstone Street, Bon Accord Square, North Silver Street, Skene Terrace and Castlegate.
Various	Footway resurfacing and widening - Summer Street, Dee Street, Huntly Street and Little Chapel Street.
Netherkirkgate	Investigate potential for, and optimum form of, underpass improvements.
Langstane Place and Justice Mill Lane	Should cycle safety be a concern at this location following high- and medium-priority interventions, investigate the feasibility of formal cycle provision and move to implementation depending on the outcomes of this work.
LONG TERM	
Location	Project
West North Street and East North Street (Littlejohn Street to Beach Boulevard)	Investigate the requirement for formal cycle provision in the context of wider improvements and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.

Commerce Street, Virginia Street and Trinity Quay	Investigate the requirement for formal cycle provision in the context of wider improvements and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.
Loch Street and Berry Street	Investigate the requirement for formal cycle provision in the context of wider improvements and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.
	Should public transport journey times become a concern at this location even with planned improvements, look at options for implementing public transport priority measures at a suitable point in the future

Supporting Measures

ACC will work with partners to:

WALKING AND CYCLING

Continue to ensure that all new developments in the city centre are built around the needs of people walking and cycling and facilitate safe and direct active travel journeys to, from and within the development by requiring developers to ensure that comprehensive walking and cycling infrastructure is incorporated into new sites and that sites are well linked to the surrounding network.

Continue to require developers to consider accessibility by walking and cycling before accessibility by private vehicles and demonstrate that sufficient measures have been taken to minimise vehicular traffic generation through Transport Assessments, Travel Plans and the provision of Residential Travel Packs.

Support the implementation of Home Zones and low / no car housing where this will result in development that is safer and more welcoming to people walking and cycling.

Require adequate cycle parking facilities to be installed at all new sites and encourage the installation of shower, changing and storage facilities at workplaces and other non-residential sites.

Increase cycle parking provision, particularly around key destinations and attractions, including residential parking opportunities for those living in flats, tenements and high-rises.

Work with partners to implement the recommendations of the Bicycle Hire Scheme Options Appraisal in a sustainable manner.

Work to implement the recommendations of the pedestrian wayfinding review, including the provision of improved wayfinding at bus stops and other transport interchanges.

Increase and improve lighting provision in areas of high pedestrian and cycle activity, while pursuing low carbon lighting solutions to support emission reduction targets.

Look at opportunities for increasing green man time and reducing the wait for green man time at busy pedestrian crossing locations, to include consideration of sites where a default green man may be appropriate.

Continue with routine road, footway and path maintenance, including sweeping, surfacing treatments and filling in of potholes as required and as resources allow.

Ensure that roads and pavements are repaired promptly and to a high standard following utility works and other maintenance activities.

Continue to seek further funding sources for footpath and cycle path maintenance, particularly for new routes that are not accounted for in existing maintenance budgets.

Continue to lobby the Scottish Government for funding support for the maintenance of active travel routes to support the increased levels of capital funding available in recent years.

Continue to deliver activities, campaigns, promotions and events in the city centre (such as In Town Without My Car Day) to raise awareness of the benefits of, and opportunities for, walking and cycling in the area.

Engage with the City of Edinburgh Council on the impacts of their Open Streets events and consider whether this is a model that could be replicated in Aberdeen.

Continue to support, promote and participate in local and national safety and driver awareness campaigns such as Police Scotland's Operation Close Pass.

Reflect ongoing improvements in the city centre in future editions of the Aberdeen Cycle Map.

As per the Roads Hierarchy, continue with a programme of corridor improvement strategies to improve the safety and quality of walking and cycling facilities on key radial corridors to and from the city centre.

As individual infrastructure projects come forward to delivery, look at opportunities for implementing supporting infrastructure to enable and encourage use of the new facilities, such as public water stations and on-street maintenance stations, and green infrastructure.

PUBLIC TRANSPORT

Continue to work within the North East Bus Alliance to identify and implement measures to promote and encourage more bus and Park and Ride trips to the city centre, including bus priority measures and new ticketing arrangements.

As per the Roads Hierarchy, continue with a programme of corridor improvement strategies to improve reliability and journey times of bus services to and from the city centre, especially around the bus station.

Ensure that bus stops in the city centre offer a safe, accessible and high-quality waiting environment for passengers, and consider additional needs of passengers resulting from a changing climate.

Ensure that all bus stops in the city centre have clear, accurate and current timetable and route information on display.

Install maps at all key public transport stops in the city centre, as per the recommendations of the wayfinding review.

Continue to promote public transport as a sustainable and efficient method of travelling to and from Aberdeen city centre.

Widely promote the benefits of forthcoming rail improvements arising from the Revolution in Rail and the Aberdeen to Inverness Rail Improvement Project.

Work with partners to deliver the Station Gateway Development Brief to realise a more welcoming arrival experience into the city centre for those travelling by public transport.

Undertake an accessibility audit of the bus and rail stations, as part of Union Square redevelopment plans, incorporate recommendations into an Action Plan to sit beneath the SUMP and work with partners to deliver the Action Plan.

FREIGHT

Support Nestrans in the development, promotion and dissemination of revised freight maps to minimise unnecessary freight movements within the city centre.

Continue to work with regional partners and freight operators to trial and implement solutions to minimise the impact of necessary freight traffic in the city centre, including options for freight consolidation and the use of smaller, low-emission vehicles, especially for 'last mile deliveries'.

CAR CLUB AND CAR SHARING

Continue to work with partners to promote the car club and car sharing as a cheaper and more efficient alternative to private car use for those living in the city centre

Continue to work with car club operators to expand the car club fleet and the number of car club bays in the city centre.

Continue to work with partners to increase the number of electric, hydrogen and hybrid vehicles within the car club.

LOW EMISSION VEHICLES

Continue work to identify the optimum form and scope of a Low Emission Zone in Aberdeen and work towards its successful delivery.

Continue to promote the benefits of low emission vehicles over conventional petrol and diesel varieties.

Continue to grow the electric vehicle charging network in the city centre.

Work towards the delivery of the Aberdeen City Region Hydrogen Strategy to increase the proportion of hydrogen vehicles in the city centre.

CAR TRAVEL

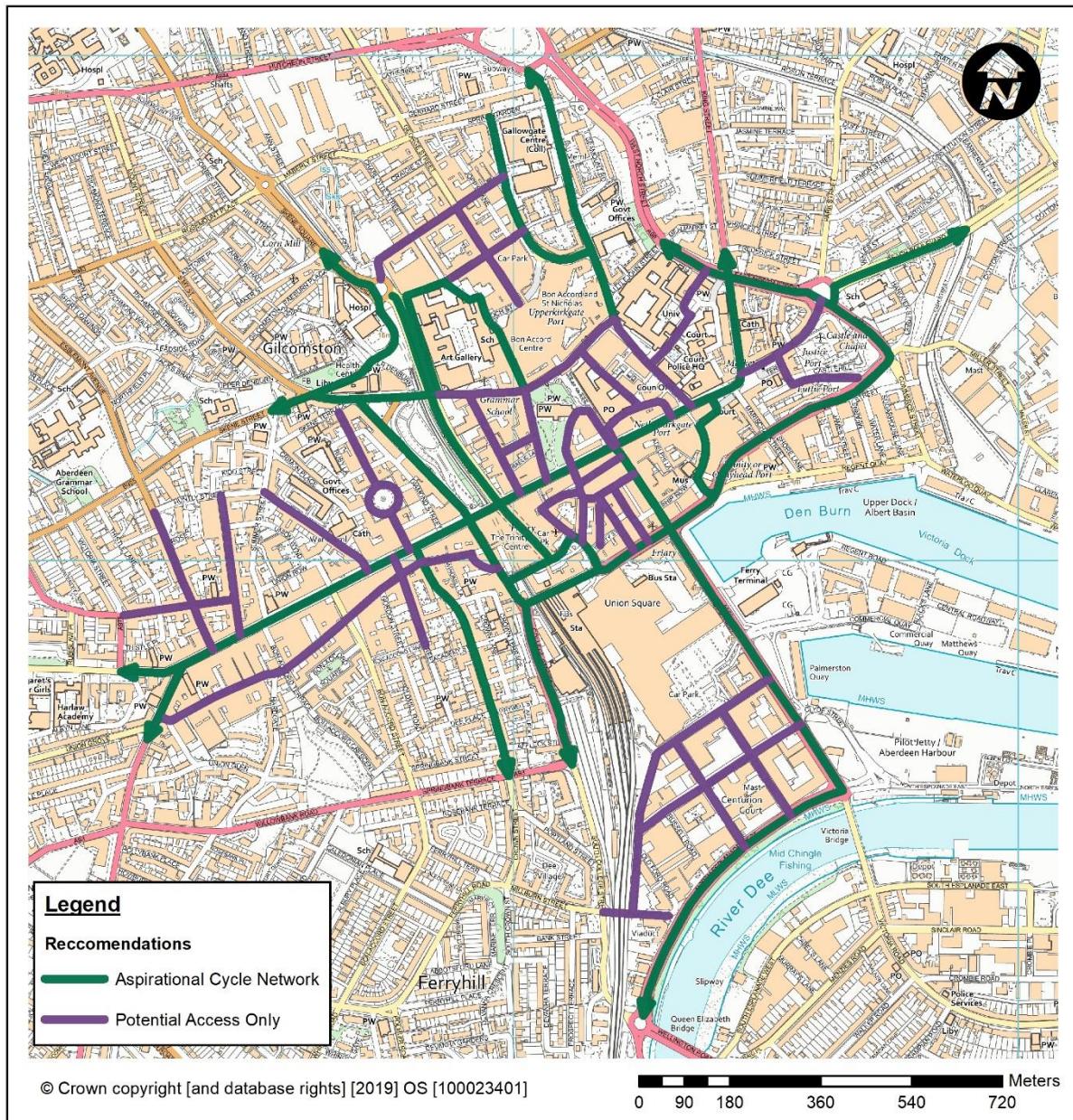
Develop a revised Car Parking Framework for Aberdeen, giving consideration to the recommendations of the Strategic Car Parking Review

Where SUMP projects result in the loss of on-street parking efforts will be made to minimise the impacts of this on local residents.

Engage with regional partners on an education campaign to inform drivers of the needs and vulnerabilities of people walking and cycling and how to behave safely and responsibly in mixed traffic situations.

These measures are anticipated to realise the following networks.

Proposed city centre active travel network



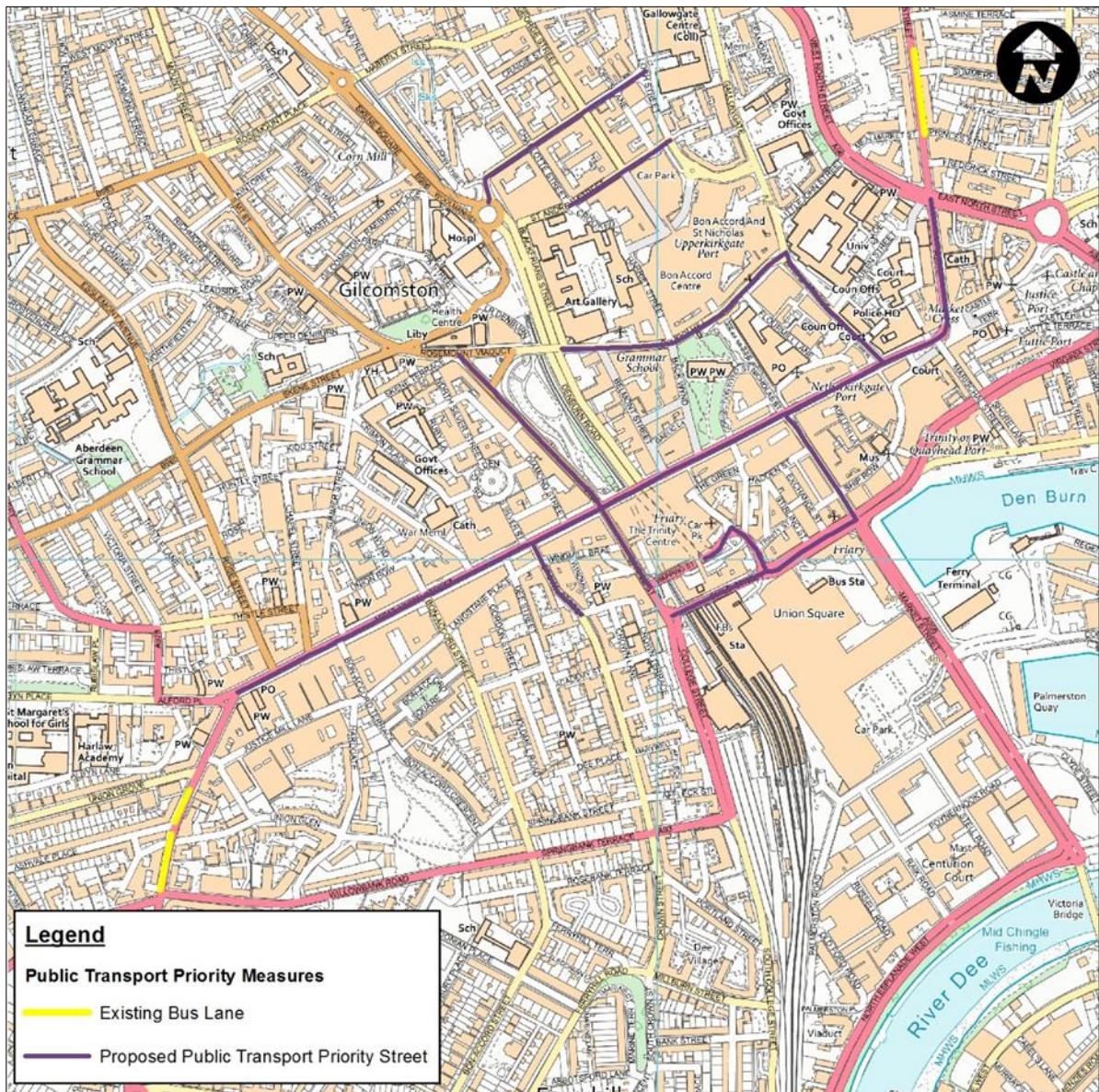
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Proposed City Centre to ASH Cycle Route



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Proposed city centre bus priority network



1 Introduction

The Aberdeen City Region transport network is in a period of transformational change, underpinned by significant investment at local, regional and national level. Recent years have seen the successful completion and opening of the Diamond Bridge, Dyce Drive Link Road, Craibstone Park and Ride and, most significantly, the Aberdeen Western Peripheral Route (AWPR), while delivery of the transport elements of the Aberdeen City Centre Masterplan (CCMP) is underway with the removal of general traffic from Broad Street, public realm improvements on Schoolhill and the commencement of the regeneration of Union Terrace Gardens with enhanced walking and cycling facilities. The Aberdeen to Inverness Rail Improvement Project has seen a doubling of the rail track between Aberdeen and Inverurie in 2019, with the reopening of Kintore Station to follow in 2020, enabling a much-enhanced local rail service between Montrose and Inverurie. This transformation will continue over the coming years with the delivery of Berryden Corridor, South College Street and Haudagain Roundabout improvements. The transport system, therefore, is in a very healthy state and, as Aberdeen City Council (ACC) and partners deliver upon our remaining transport commitments, the time is prudent to consider where Aberdeen's future priorities should lie.

Furthermore, there is a significant risk that the benefits of this investment will gradually erode should steps not be taken to 'lock in' these benefits, particularly in terms of encouraging people to use this new infrastructure in an appropriate way, and taking advantage of available road capacity afforded by the opening of the AWPR and other projects to give more priority on our networks to sustainable modes of transport. If these opportunities are not grasped the likelihood is that traffic will grow to fill the space that has been created, resulting in continued congestion, potentially worsening air quality in the short term and rising carbon dioxide (CO₂) emissions.

Accordingly, ACC and regional partners Nestrans, Aberdeenshire Council and the Strategic Development Planning Authority (SDPA) commissioned a review of the city's roads hierarchy in 2018 to:

- Support the effective and efficient distribution and management of traffic around the city;
- Develop a network that makes best use of the AWPR by taking advantage of the newly freed-up road capacity within the city to lock in the benefits of investment by giving more priority to sustainable transport journeys;
- Facilitate delivery of the transport elements of the CCMP by providing a means of reducing through-traffic in the city centre, reflecting the role of the city centre as a destination rather than a through-route for traffic; and
- Form a basis for identifying future transport priorities for the region, supporting refreshes of the Regional Transport Strategy (RTS) and Local Transport Strategy (LTS) as well as the ongoing City Region Deal Strategic Transport Appraisal.

Key principles of the revised roads hierarchy are that:

- All through and peripheral traffic should be directed to the AWPR;
- Traffic in Aberdeen with a destination away from Aberdeen should be directed to the AWPR at the earliest opportunity;
- The city centre should be considered as a destination rather than a through-route for vehicular traffic and crossing the city centre by car should be discouraged. While the city centre will remain fully accessible to vehicles, accessing and exiting the city centre should, as far as possible, be by the same route, with car parking signage reflecting this; and

- The benefits of the AWPR must be locked in to prioritise the movement of active and sustainable travel through the reallocation of carriageway space and other prioritisation and traffic management measures.

This review is now complete and the process underway to reclassify a number of streets within the city to reflect their future role in the hierarchy. A series of improvement measures, focussed around a revised network of priority and secondary routes, will then be identified and delivered to ensure that these key routes are safe and desirable for all modes of transport to use, with a particular focus on improving the active travel and public transport experience on such routes. Within the city centre, proposals concentrate on removing certain streets from the priority and secondary hierarchy to discourage through-traffic from using these routes and to enable a more vibrant and people-focussed city centre, with an enhanced sense of place, to be realised, in accordance with the CCMP. The proposed revised roads hierarchy is shown in Figures 1 and 2 overleaf.

This Sustainable Urban Mobility Plan (SUMP) has therefore been developed to articulate how the city centre elements of the revised roads hierarchy will be delivered, in particular the principles of reducing through-traffic, improving accessibility and permeability of the area for people walking, cycling and using public transport, and enhanced placemaking.

The SUMP has been developed as part of the EU CIVITAS PORTIS programme. PORTIS (**P**ort Cities: **I**nnovation for **S**ustainability) is a four-year project (2016-2020) testing innovative and sustainable urban mobility solutions in five European port cities (Aberdeen, Antwerp, Constanta, Klaipeda and Trieste) with Ningbo in China as a follower city. ACC leads Aberdeen's involvement in the project, supported by partners Nestrans, Aberdeenshire Council, Aberdeen Harbour Board, the University of Aberdeen and the Robert Gordon University. Within 4 work packages, ACC is responsible for delivering 11 local measures as part of the PORTIS programme. SUMP and Port Optimisation is one of these measures (1ABZ1) with a revised SUMP for Aberdeen the key deliverable. This SUMP therefore acts as the culmination of this PORTIS work package but is also a starting point for a programme of future city centre transport improvements, ensuring the legacy and influence of PORTIS is felt in the city for many years to come.

Figure 1 – Proposed Roads Hierarchy (City-Wide)

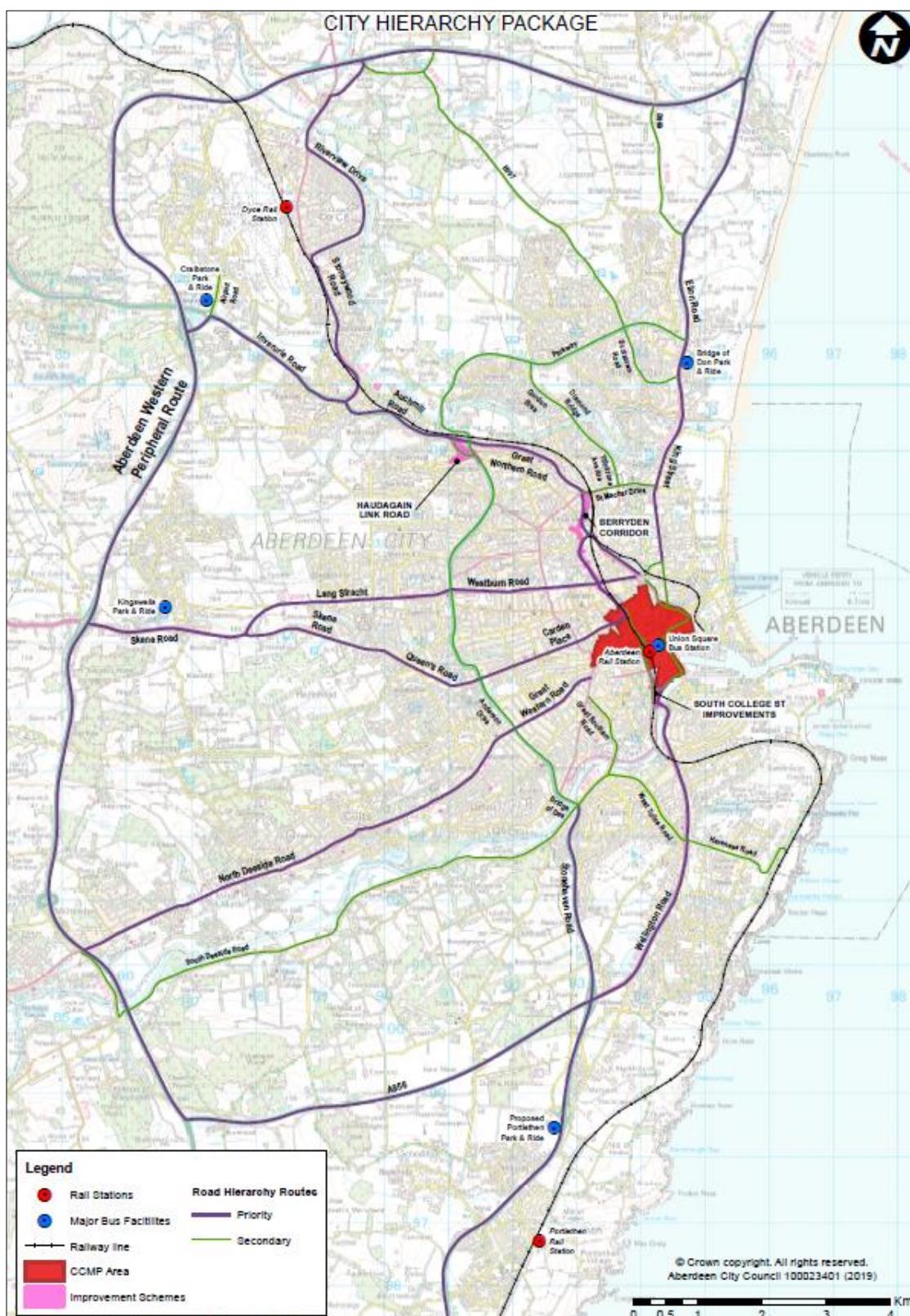
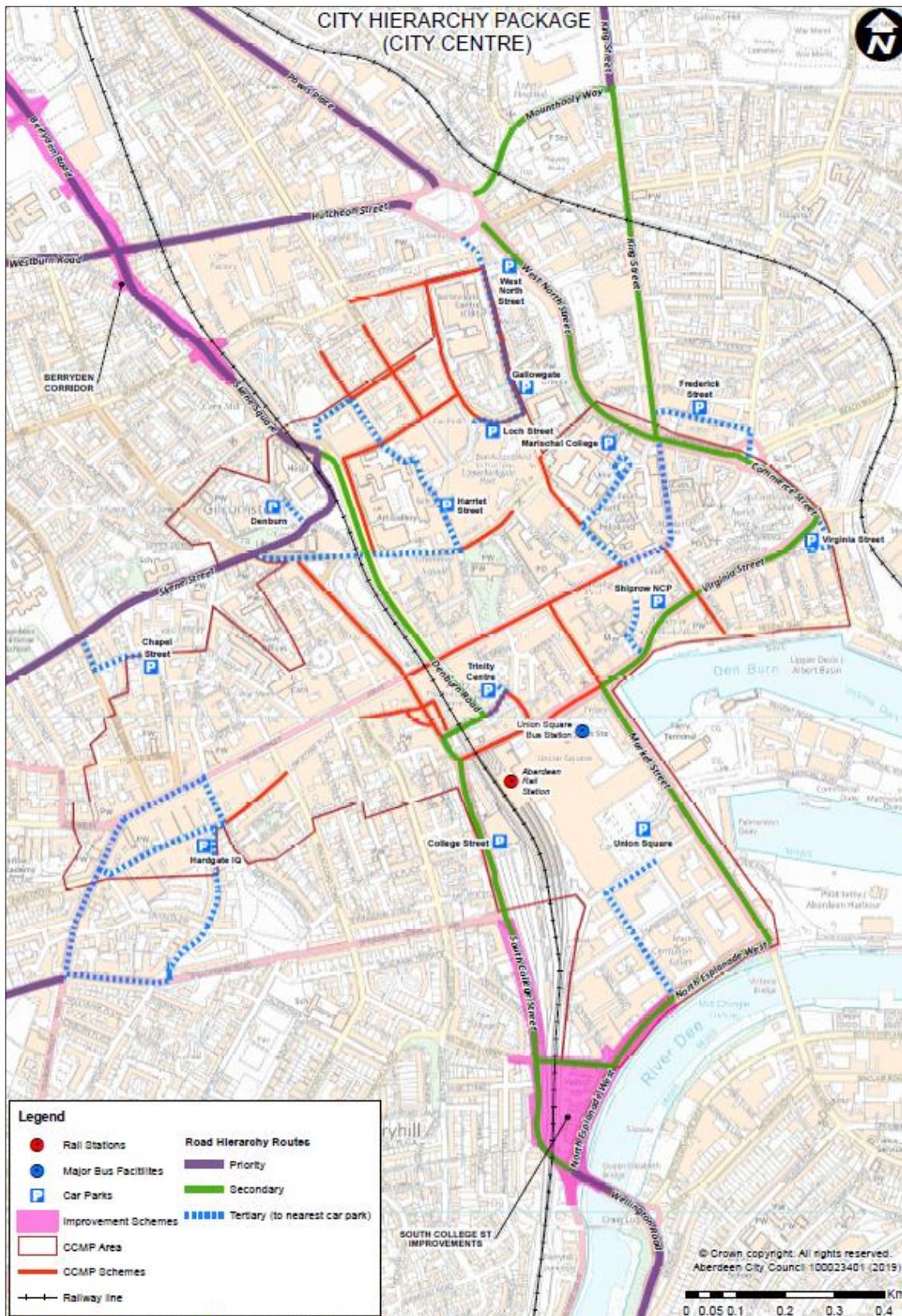
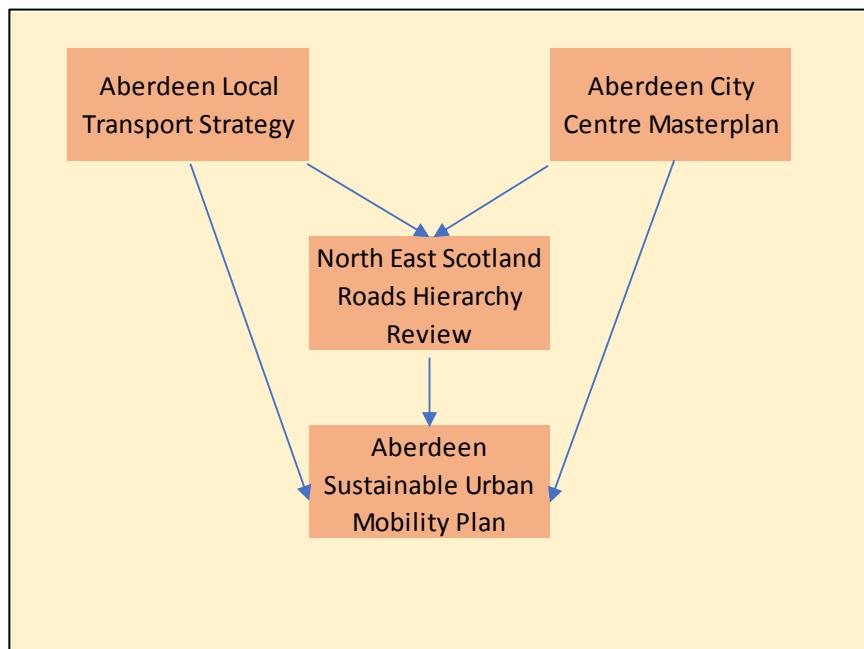


Figure 2 – Proposed Roads Hierarchy (City Centre)



The SUMP aims to complement and further develop the existing Local Transport Strategy and the transport aspects of the CCMP, as well as identify some enabling infrastructure that may be required to support the success of other proposed projects, such as a City Centre Low Emission Zone (LEZ) and Aberdeen bike hire scheme. Furthermore, reflecting its role as a PORTIS project, it considers options for improving connectivity around the harbours, both the existing city centre harbour and the new Aberdeen South Harbour (ASH). The SUMP's position in the local transport policy hierarchy is illustrated in Figure 3.

Figure 3 - Aberdeen Transport Policy Hierarchy



There is significant interconnectivity between the SUMP and other local measures delivered as part of CIVITAS PORTIS and efforts have been made throughout the SUMP development process to ensure these workstreams complement one another and are working towards a shared vision for the future of urban mobility. These connections are illustrated in Figure 4 and expanded upon in Table 1 overleaf.

Figure 4 – Relationship with other PORTIS measures

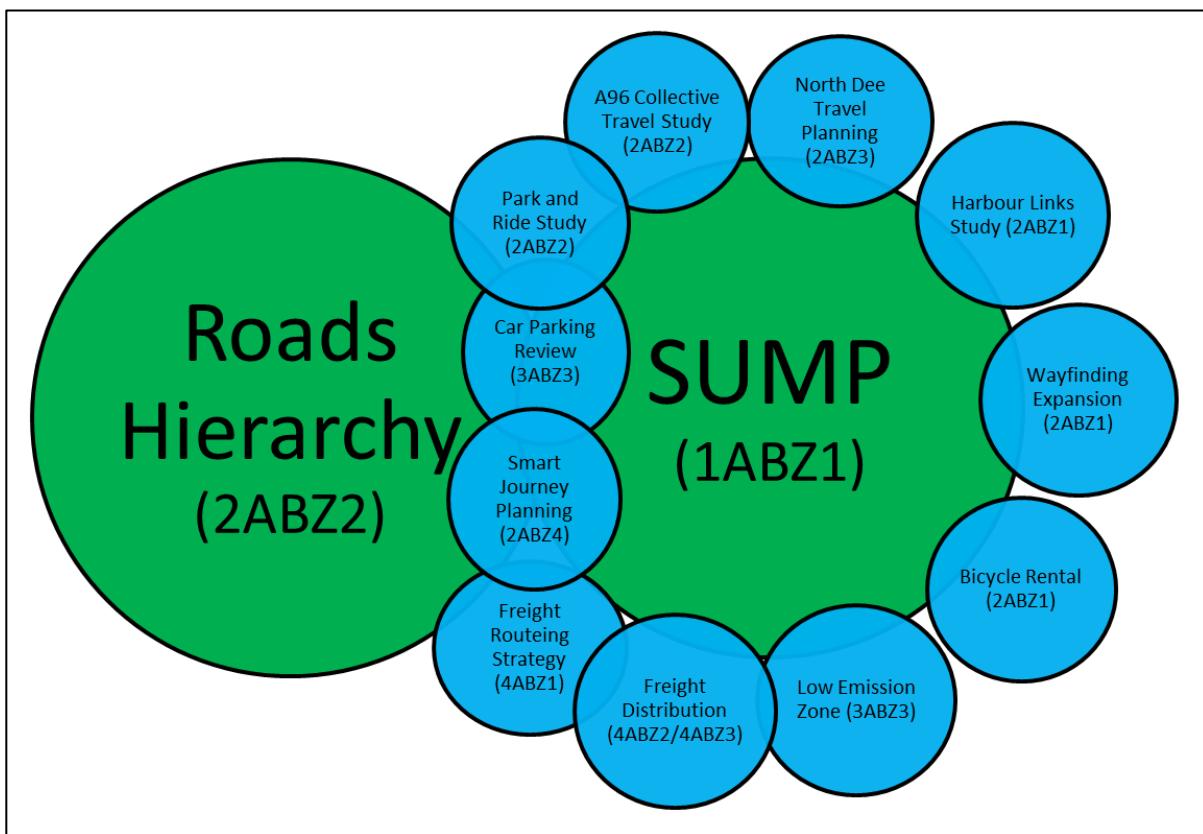


Table 1 - Relationship with other PORTIS measures

Work Package 2
2ABZ1 Walking and Cycling
<ul style="list-style-type: none"> Work undertaken to appraise existing sustainable transport connections between the city centre and ASH formed the basis of identifying and appraising improved connections within the SUMP. Increased and improved pedestrian wayfinding supports the SUMP's aspirations for a more pedestrian-friendly city centre that is easy to navigate and move around – clear and legible signage is a key component of realising this. A bicycle rental scheme will make cycling in the city centre easier for visitors and those without access to their own bike, thus supporting the SUMP's aspirations for more cycling in the city centre. Such a scheme can also help normalise cycling and encourage more people to try cycling or to cycle more often.
2ABZ2 Collective Travel
<ul style="list-style-type: none"> Principles of a revised Roads Hierarchy were developed as part of this measure, with the SUMP considering how to put these principles into practice within the city centre. Successful Park and Ride services between the city centre and outlying areas is one element of encouraging modal shift and fewer car trips to the city centre. Work undertaken to understand the barriers to park and ride use and identifying ways of overcoming these therefore complements the vision and objectives of the SUMP. Supporting the development of the A96 as a 'Collective Travel' corridor facilitates accessing the city centre by sustainable modes of transport amongst people living along this corridor.
2ABZ3 Travel Planning
<ul style="list-style-type: none"> North Dee is located within the city centre area therefore work undertaken with businesses to identify measures that could encourage more sustainable travel to work have been incorporated

into the final SUMP. It is also hoped that these businesses have been primed as a ‘captive market’ to use any new infrastructure in the area as it develops.

2ABZ4 Collecting and Managing Data to Support Travel Information

- Development of a Smart Journey Planning tool will help support people to make more sustainable journeys to and from the city centre.

Work Package 3

3ABZ3 Demand Management

- The Strategic Car Parking Review directly complements the SUMP by considering how car parking policies can support a more sustainable city centre.
- A City Centre Low Emission Zone supports the SUMP’s vision of a cleaner city centre by considering opportunities to restrict the most polluting vehicles from the urban core, thus improving the environment for all, especially those walking and cycling.

Work Package 4

4ABZ1 Freight Gateway Inter-connectivity

- A revised Freight Routeing Strategy supports the Roads Hierarchy and the SUMP by discouraging unnecessary freight vehicles from passing through the city centre, contributing to a cleaner and safer environment for all, especially those walking and cycling.

4ABZ2 SMART Transport Systems for Freight

- Development of smarter journey planning tools for freight complements a revised Routeing Strategy and the SUMP in terms of discouraging unnecessary freight vehicles from passing through the city centre.

4ABZ3 – Freight Distribution Hub

- Freight consolidation and enabling and encouraging the use of smaller and cleaner vehicles for last mile deliveries has the potential to reduce the volume of large vehicles making deliveries in the city centre, contributing towards a safer and more welcoming environment for people walking and cycling.

Following this introductory chapter:

- Chapter 2 defines what a SUMP is and the scope and extent of the Aberdeen SUMP;
- Chapter 3 summarises the findings of the Self-Assessment which was the starting point in developing the SUMP;
- Chapter 4 identifies how ongoing public and stakeholder engagement over a number of years have informed the look and shape of the SUMP;
- Chapter 5 summarises the problems and opportunities that were revealed by these engagement exercises that the SUMP seeks to address;
- Chapter 6 introduces the SUMP’s vision, objectives and desired outcomes;
- Chapter 7 identifies the infrastructure improvements that are recommended to realise the vision and meet the objectives of the SUMP;
- Chapter 8 identifies the supporting ‘soft’ measures that will be undertaken to encourage and promote more sustainable transport choices within the city centre; and
- Chapter 9 describes how the Plan will be monitored, evaluated and reviewed in future years.

2 Definition and Scope

2.1 What is a SUMP?

A Sustainable Urban Mobility Plan (SUMP) is a long-term transport strategy for a defined urban area which identifies a range of measures that will be implemented by the local authority and partners to enable and encourage residents and visitors to travel around the area on foot, on bike, on public transport or using other low-emission forms of transport.

The European Commission's guidelines on *Developing and Implementing a Sustainable Urban Mobility Plan* (2014) further define a SUMP as:

a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.

The Plan should address the following objectives:

- Ensure all citizens are offered transport options that enable access to key destinations and services;
- Improve safety and security;
- Reduce air and noise pollution, greenhouse gas emissions and energy consumption;
- Improve the efficiency and cost-effectiveness of the transportation of persons and goods; and
- Contribute to enhancing the attractiveness and quality of the urban environment and urban design for the benefits of citizens, the economy and society as a whole.

The basic characteristics of a SUMP include:

- Long-term vision and clear implementation plan;
- Participatory approach;
- Balanced and integrated development of all transport modes;
- Horizontal and vertical integration;
- Assessment of current and future performance; and
- Regular monitoring, review and reporting.

The main benefits of a SUMP are anticipated to be:

- Improving quality of life – through the delivery of more attractive public spaces, improved safety, better health and less air and noise pollution;
- Economic – a healthier environment and reduced congestion helps to reduce costs to the local community and attract new business;
- Health and Environment – better air quality, less noise and more walking and cycling lead to improved health outcomes for all;
- Facilitating seamless mobility and improving access;
- Making more effective use of limited resources – with a change of focus from road-based infrastructure to a balanced mix of measures including lower cost mobility management measures;

- Fulfilling legal obligations effectively – for air quality improvement and noise abatement; and
- Winning public support – reduces the risk of opposition to the implementation of ambitious policies.

2.2 The Journey Towards an Aberdeen SUMP

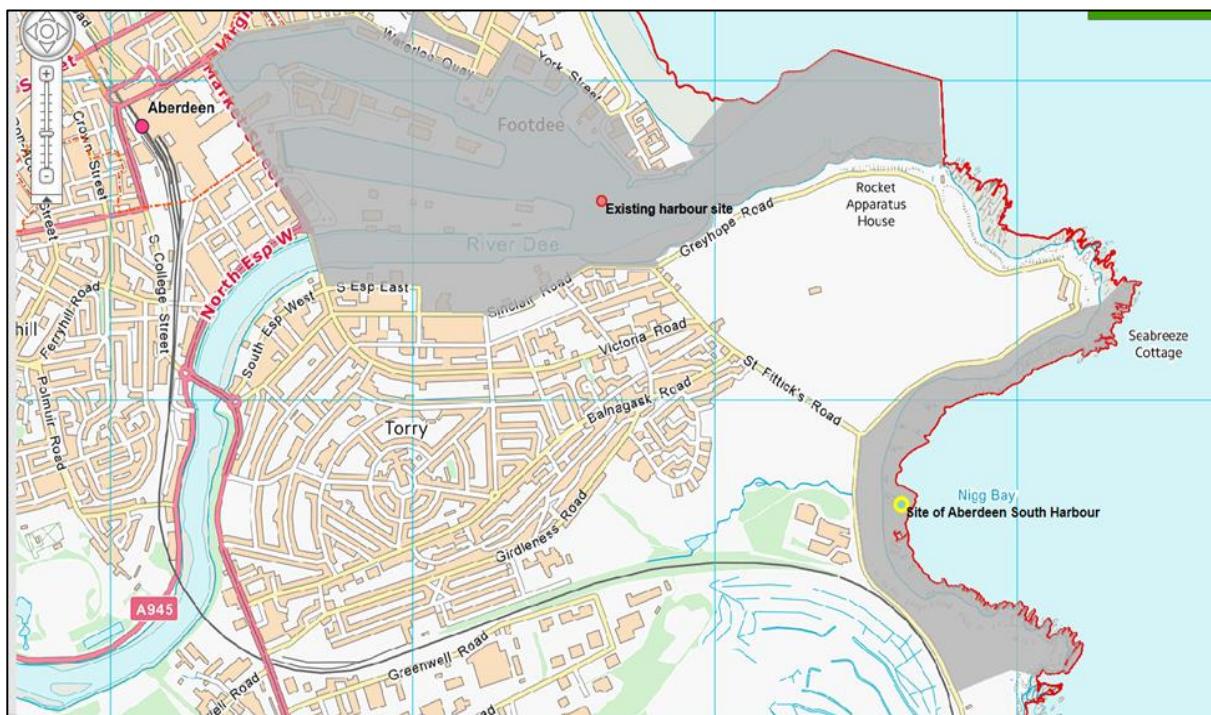
A draft SUMP for Aberdeen city centre was initially developed to accompany the publication of the CCMP in 2015 but was not formally adopted as it was recognised at that time that the SUMP, in its current form, could only be an interim strategy, given that Aberdeen had no up to date and agreed city-wide LTS in place and that there were additional proposals for transport emerging that a finalised SUMP should take account of, particularly aspirations to revise the roads hierarchy and undertake a Strategic Car Parking Review (SCPR). It was felt that the outcomes of these pieces of work, amongst others, should be known (or at least suitably advanced) to better set the context for a revised city centre transport plan.

ACC has since adopted a revised LTS in 2016, setting out a city-wide transport strategy to 2021 and beyond. This was supported by publication of the Aberdeen Active Travel Action Plan in 2017, which identified specific interventions, policies and design principles for walking and cycling. These, therefore, coupled with the CCMP, provided a clearer policy context for the SUMP to be developed within.

In addition, both the roads hierarchy and Strategic Car Parking reviews have now been completed and have been developed in tandem with the SUMP refresh, while ACC is currently investigating the optimum form and scope of a LEZ following the Scottish Government's pledge that Scotland's four largest cities should have a LEZ in place by 2020. As such, it is an apt time to revisit and formalise the SUMP.

Further impetus has been provided by ACC's involvement in CIVITAS PORTIS which tests innovative and sustainable urban mobility solutions in five European port cities. These cities or 'living labs' are all implementing mobility measures, supporting their multifunctional role of cities, ports and gateways to inland areas, with the project aiming to show that sustainable mobility can increase functional and social cohesion between city centres and ports, while developing the economy and boosting the allure of modern urban environments. The emphasis of PORTIS on ports and their connections to urban centres has influenced ACC's thinking on what the SUMP should encompass, with the construction of the new Aberdeen South Harbour at the Bay of Nigg providing an opportunity to extend the scope of the SUMP to incorporate connections between the city centre (the site of the existing harbour) and the new harbour (Figure 5). Once open, ASH can accommodate larger vessels than the existing harbour, including modern cruise ships, and ACC and partners see this as an opportunity to bring additional visitors to the region. Ensuring these visitors have a positive experience accessing and travelling around the city centre will be key to securing additional and repeat visits.

Figure 5 - Aberdeen's Harbours



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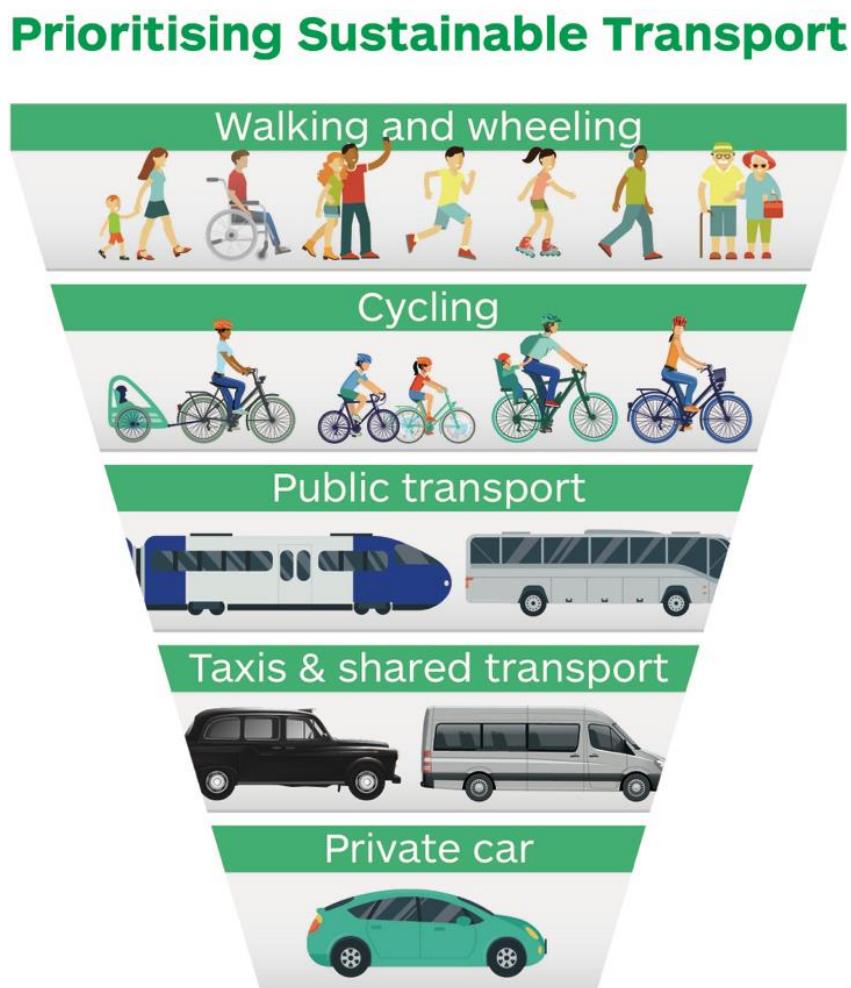
Work to revise the SUMP took place during 2018 and 2019 and has been informed by:

- A robust Self-Assessment which considers the context within which the SUMP has developed and which analyses the strengths, weaknesses, opportunities and threats affecting the delivery of a SUMP in Aberdeen;
- A thorough review of previous engagement exercises relevant to city centre transport which helped identify the key problems and opportunities for the SUMP to address;
- A detailed assessment of current conditions on key transport corridors within the area which resulted in the generation of a long list of options for improvement;
- An appraisal, based on Scottish Transport Appraisal Guidance (STAG) methodology, of these options, culminating in the identification of the best-performing options which are recommended for implementation and / or further investigation as appropriate; and
- A period of public and stakeholder engagement on a draft SUMP in summer 2019.

The SUMP identifies a vision for transport in Aberdeen city centre, of a network that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling and using public transport in accordance with the Scottish Government's sustainable transport hierarchy (Figure 6) and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.

It is a 20-year plan (to 2040), aligning with the CCMP, and aims to be realistic, striking an appropriate balance between aspiration and deliverability.

Figure 6 - Sustainable Transport Hierarchy



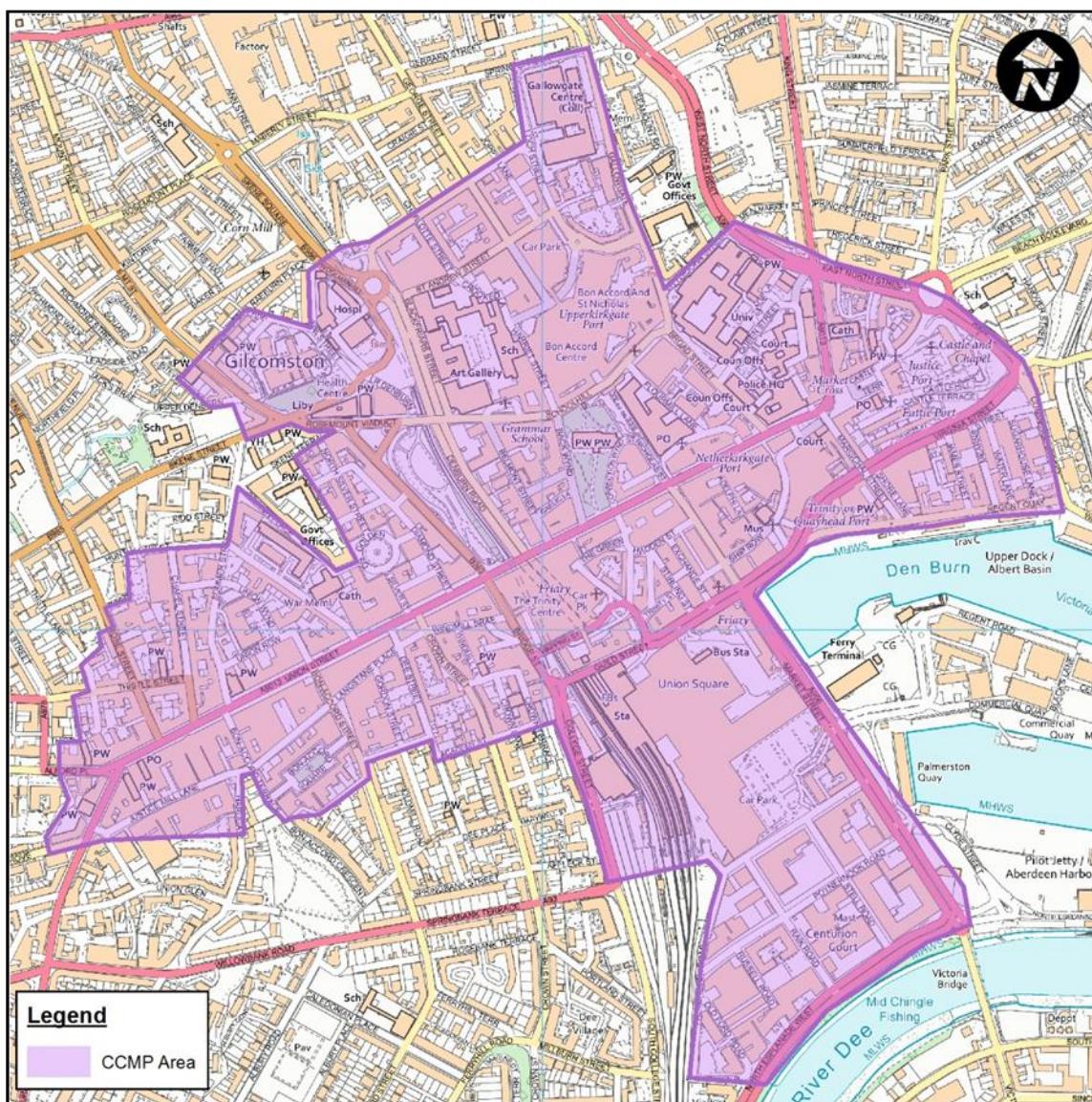
Source: National Transport Strategy Draft for Consultation

2.3 SUMP Boundary

The boundary established for the city centre aspects of the SUMP deliberately aligns with that of the CCMP (Figure 7). The area within which connections between the city centre and ASH has been considered is shown in Figure 8.

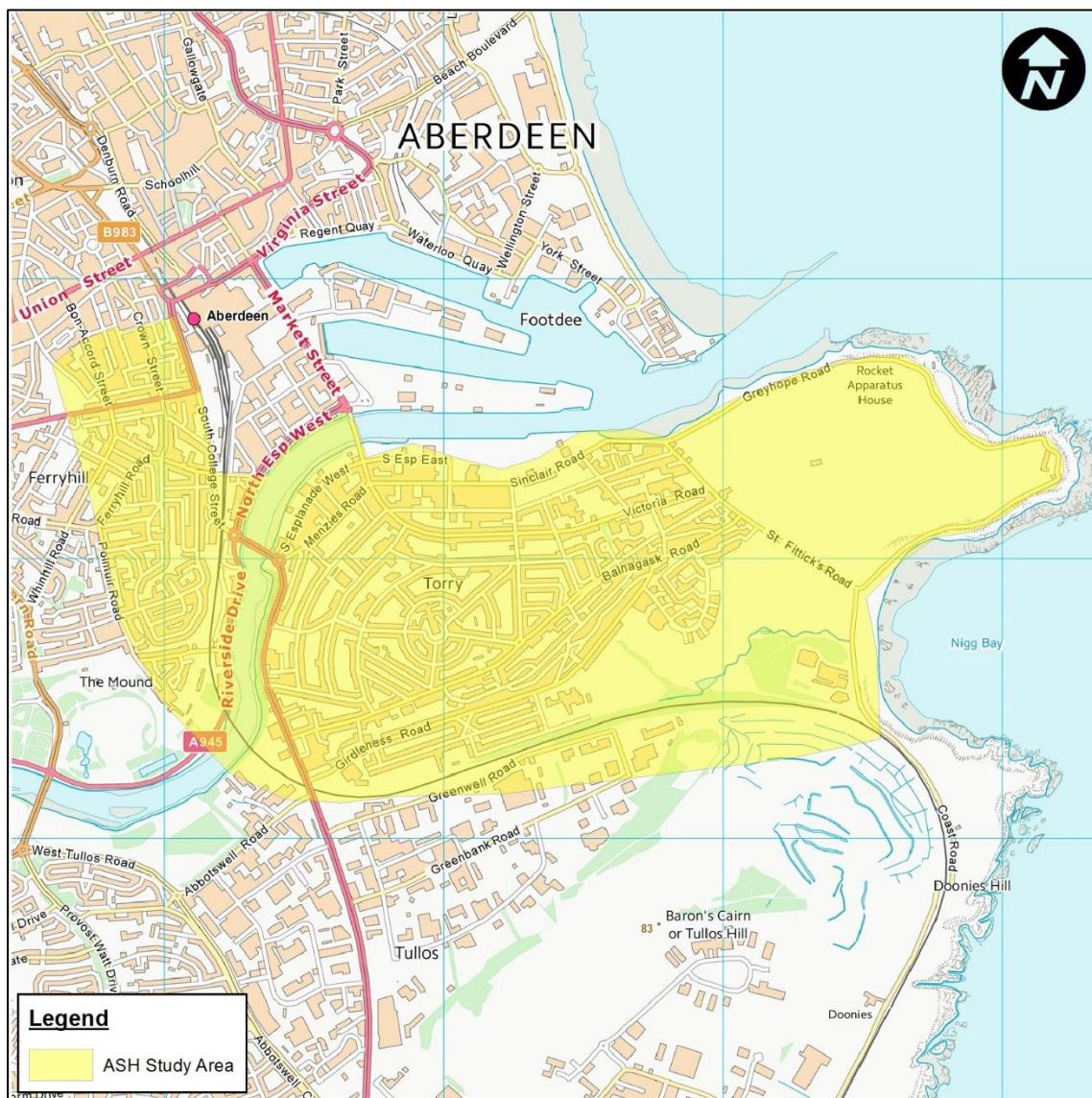
Whilst the SUMP concentrates primarily within these boundaries, it is recognised that high-quality connections to bring people into and out of these areas are just as vital as connections within the areas in terms of facilitating and encouraging more sustainable transport trips throughout the city. Infrastructure measures proposed by the SUMP are therefore cognisant of the need for wider improvements to be delivered, many of which will be addressed as part of ongoing Roads Hierarchy delivery, and to consider transport networks holistically.

Figure 7 - CCMP and SUMP Boundary



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Figure 8 - City Centre to ASH Boundary



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3 SUMP Self-Assessment

In accordance with EU guidance, a Self-Assessment was undertaken in 2018 as the first stage in the SUMP development process in order to:

- Review current national, regional and local policy and strategy relevant to transport to analyse the extent to which sustainability principles are part of the existing policy landscape;
- Identify linkages and interdependencies between the SUMP and other programmes of work being progressed by ACC and partners, including changes to the built environment; and
- Assess the strengths, weaknesses, opportunities and threats, in terms of the successful delivery of a SUMP, that might result from these framework conditions.

The key findings of the review were as follows:

- The SUMP is supported by a policy context that recognises the need to reduce the environmental impacts of transport, the need for a safer and more sustainable transport system, the links between transport and the economy and the role that transport can play in improving health. The issues addressed within the SUMP have appropriate precedence in, and are supported by, existing policy and strategy commitments, therefore measures resulting from a SUMP should generally be supported by decision-makers and stakeholders. No contradictory policies or regulations were identified that would act as a barrier or threat to the successful implementation of the SUMP. In turn, it was noted that the SUMP must take account of existing policy directives and ensure that interventions complement approved policy.
- There is commitment at all levels of government, from European to local level, and amongst key stakeholders to sustainability principles. At a local level this is evident in the adoption and ongoing delivery of a range of strategies and action plans to tackle climate change, air quality and associated issues, including Regional and Local Transport Strategies and supporting Action Plans, Air Quality Action Plan, Hydrogen Strategy and Action Plan and the Sustainable Energy Action Plan. Furthermore, the adoption of the CCMP and revised road hierarchy principles, and ongoing work to determine an optimal LEZ, demonstrate the Council's willingness to make use of the opportunities afforded by the AWPR to develop an improved and more sustainable transport system.
- There are a number of pieces of work being delivered by the Council and partners, encompassing both feasibility work and physical improvements, that the SUMP must take cognisance of. Some of these, such as the SCPR and LEZ proposals, will be complemented and enhanced by development and delivery of a SUMP. Others, such as the Roads Hierarchy review and delivery of the CCMP, have influenced the final look and form of the SUMP.
- There are opportunities to be grasped and challenges to overcome in terms of successfully delivering a SUMP in Aberdeen. Opportunities exist in terms of partnership working, complementary workstreams which can be built upon and developed, and the ability to make use of existing assets, such as Park and Ride sites, and to take advantage of recent and ongoing improvements to the transport network (AWPR, local rail improvements) to

help achieve desired outcomes. At the same time, it is recognised that there are risks inherent with SUMP delivery, in terms of timescales and processes for gaining approval and funding for measures, challenges in gaining public acceptability for significant changes, and the extent to which the SUMP will be successful in engendering real change in the face of falling public transport patronage and stagnant active travel levels, as have been experienced in Aberdeen over the last few years.

On balance, therefore, whilst recognising that there will be challenges to overcome, the Self-Assessment concluded that suitable conditions exist for the successful development and delivery of a SUMP in Aberdeen.

It was noted that the timing of the SUMP revision was fortuitous, being concurrent with the AWPR opening, delivery of CCMP projects (with the first transport project, the part-pedestrianisation of Broad Street, completed in 2018), the Roads Hierarchy review and ongoing appraisal work to determine future external transport connections to ASH. All these projects are working together and supporting one another in presenting a coherent and holistic vision for the future of the city centre and its transport network.

The full Self-Assessment report is included as Appendix A.

Since completion of the Self-Assessment report, there have been further developments in the transport policy landscape that support the need for and delivery of a SUMP:

- The Transport (Scotland) Bill was introduced to the Scottish Parliament in summer 2018 and completed the Parliamentary process in autumn 2019. The Bill enables the creation and enforcement of LEZs by local authorities; enables local authorities to run bus services themselves or through an arm's length organisation to meet social needs, where the competitive market is not providing the necessary services; requires bus operators to provide better information to users on routes, timetables, running times and fares and in a specified format; provides further powers to create smarter and integrated ticketing arrangements and ticketing schemes between local authorities and public transport operators; and prohibits parking on footways and double parking.
- Proposals for a city centre LEZ are advancing with option testing and appraisal commencing in 2019 and a preferred option due to emerge in summer 2020.
- In April 2019, the Scottish Government declared a climate emergency, pledging to act on global warming and to lead by example in cutting carbon emissions. The resulting Programme for Government 2019/20 sets out some of the next steps on Scotland's journey to net zero emission and outlines commitments to invest in improved bus priority infrastructure, to explore opportunities to deploy zero emission buses across Scotland and to support demand for ultra-low emission vehicles.
- A review of Scotland's National Transport Strategy (NTS2) is well underway, identifying 4 key priorities: promoting equality, taking climate action, helping our economy prosper, and improving our health and wellbeing. These themes are reflected in the 'four pillars' established to guide a review of the RTS which is also now underway.

4 Consultation and Engagement

It became clear at the very beginning of the SUMP revision process that a significant body of information relating to perceptions of transport in and around the city centre had already been gathered, and continued to be gathered, during consultation and engagement exercises to inform a range of workstreams including the original SUMP (engagement for which was first undertaken in 2012), the CCMP (2014 - 2018), the LTS (2014 - 2015), the Active Travel Action Plan (2016), the Roads Hierarchy review (2016 - 2019) and the City Region Deal (CRD) Strategic Transport Appraisal (2017 - present). The opportunity was therefore grasped to use this wealth of existing and emerging information as the foundation of a revised SUMP, rather than 'starting from scratch' and launching yet another engagement on very similar themes. The value of such engagement would also be questionable given that these previous exercises have given a thorough and consistent picture of people's perceptions of the city centre and what they would like to see change.

Following an analysis of these survey findings, the following broad themes were seen to emerge:

- There are concerns that the city centre is dominated by traffic and this is to the detriment of the walking and cycling experience;
- The city centre is not considered a pleasant place for walking or cycling and there are problems with the public transport networks that provide access to the city centre;
- On balance, and notwithstanding that views to the contrary were expressed, there is a strong desire and support amongst members of the public and stakeholders for measures to improve access to, from and within the city centre for walking, cycling and public transport; and
- There is a recognition that improving conditions for these modes and possibly even restricting vehicular movements could be key to securing the long-term health and continued economic vibrancy of the city centre.

In response to these key messages, a draft SUMP was developed and approved for a period of public and stakeholder engagement in summer 2019 (Figure 9).

Figure 9 – Draft SUMP Consultation

ABERDEEN CITY COUNCIL

Search consultations Search

Sustainable Urban Mobility Plan (SUMP)

Overview

Aberdeen City Council has developed a draft Sustainable Urban Mobility Plan (SUMP) for the city centre. A SUMP is a transport strategy for a specific area which identifies projects that could be delivered by the Council and partners to enable and encourage users of that area to travel on foot, bike, public transport or other low-emission forms of transport more often. The SUMP complements and expands upon the transport elements of the Aberdeen City Centre Masterplan (CCMP) and reflects the emerging findings of ongoing work to improve the road network in Aberdeen now that the Aberdeen Western Peripheral Route (AWPR) is open.

The SUMP has been developed through Civitas PORTIS which is an EU funded project from the Horizon 2020 programme and looks at sustainable urban mobility solutions in port cities. Further information on the project can be found [here](#).

Closed 26 Jul 2019
Opened 10 Jun 2019
Results expected 29 Aug 2019
Feedback expected 29 Aug 2019

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THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

Why We Are Consulting

A SUMP should reflect the views and opinions of members of the public and other local stakeholders. This draft has been prepared using the findings of a range of surveys and consultations from the last few years where people have

This engagement exercise revealed there was general support for the draft SUMP and the vision, objectives and outcomes identified within it, albeit there were a number of comments on the draft document that required to be considered and addressed as the SUMP moved to finalisation. Input from members of the public and stakeholders has therefore positively informed the final form and shape of the SUMP throughout a number of engagement processes, enhancing its ability to meet the needs and expectations of all city centre transport users.

A Stakeholder Engagement Report forms Appendix B to the SUMP.

5 Problems and Opportunities

To establish the foundations of the SUMP, all information gathered during self-assessment and engagement was summarised in a ‘problems, opportunities, issues and constraints’ analysis.

Problems and opportunities were then subject to a sifting exercise to determine:

- Those that remained relevant, are not addressed under a separate workstream and which are within the SUMP’s remit and ability to influence and address (Table 2); and
- Those outwith the remit of the SUMP and / or being addressed elsewhere (Table 3).

Key to a successful SUMP is being realistic about what is within its scope to influence and deliver.

Table 2 – SUMP Problems and Opportunities

Traffic and Congestion	
Problems	
In the city centre, vehicular traffic dominates, with vehicle movements taking precedence over people movements.	
A perception that accessibility to, travelling around and parking in the city centre by car is too easy and this discourages other modes of transport.	
The volume of traffic and the attitude of some drivers creates an unsafe environment for people walking and cycling.	
A perception that road infrastructure and road conditions are poor and that junctions and signals perform poorly, resulting in delays and congestion.	
Poor journey time reliability, especially at peak times.	
The permeability of Union Street is severed by multiple traffic lanes.	
Traffic levels result in noise, emissions, pollution and poor air quality.	
Opportunities	
Improve the road network and maintenance of the network.	
Improve traffic flow.	
Implement more one-way streets.	
Reduce traffic volumes.	
Reduce congestion.	
Reduce traffic speeds.	
Better educate drivers about the needs of vulnerable transport users.	
Walking and Cycling	
Problems	
Insufficient space for people walking and a lack of pedestrian priority.	
The city centre is seen as inhospitable to cycling and not an easy place to cycle around.	
The city centre walking and cycling environment is generally perceived as unsafe.	
Poor quality walking facilities e.g. narrow, poorly maintained footways.	
Poor pedestrian crossing facilities in terms of the time given for pedestrians to cross roads and the need to cross in multiple stages.	
A lack of cycling infrastructure or, where facilities are available, poor quality infrastructure, including parking and signage.	
Poor connectivity between key locations e.g. Union Street and Union Square.	
Bicycle availability amongst those living in the city centre.	
Opportunities	
Develop more pedestrian priority / pedestrianised / traffic-free areas.	
Improve the city centre arrival experience for people walking, especially at the bus and rail stations.	
Improve, and better maintain, walking and cycling infrastructure.	
Develop more and safer pedestrian crossings with increased green man time.	

Improve walking and cycling connectivity, wayfinding and orientation.
Develop a safer walking and cycling environment.
Develop safe, continuous (and where possible segregated) cycle routes to, from and within the city centre.
Better connect existing cycle routes.
Improve and increase cycle parking provision, including residential cycle parking for those living in flats and high-rises.
Improve the flow of people within the city centre.
Public Transport
Problems
Poor infrastructure, in terms of bus priority, on the approach to and within the city centre.
Concerns around reliability, journey times and journey time reliability.
Concerns over the quality and accuracy of bus stop infrastructure and the information provided therein.
Opportunities
Improve and increase bus priority measures to, from and within the city centre.
Deliver more frequent and reliable / punctual bus services.
Provide faster / more direct bus services.
Improve bus information, including route and service changes.
Develop a more innovative public transport system.
Better promote bus and Park and Ride services.
Motorcycling
Problems
Getting around by motorcycle is generally perceived as difficult.
Travelling by motorcycle is generally perceived as unsafe.
Opportunities
Promote and facilitate motorcycling as a sustainable mode of transport in the city centre.
Freight
Problems
Safety concerns with freight vehicles accessing and stopping in the city centre at busy times of the day and mingling with vulnerable users.
Opportunities
Restrict Heavy Goods Vehicles (HGVs).
Restrict access times for deliveries.
Accessibility
Problems
Poor accessibility of the bus and rail station by all modes.
Poor infrastructure at the bus and rail stations, especially for mobility impaired passengers, e.g. lack of pick up and drop off facilities.
Poor linkages between the stations / Union Square and Union Street.
Poor linkages between shopping centres.
Opportunities
Improve walking and cycling links between public transport nodes (bus station, rail station, ferry terminal).
Improve walking and cycling links between Union Street and Union Square.
Better walking and cycling links between shopping centres.
Improve walking and cycling links between the city centre and the beach.
Develop a better integrated transport network

Table 3 identifies those themes which were 'sifted out' of the SUMP on the basis that they are being addressed elsewhere and / or it is outwith the ability of the SUMP to directly influence.

Table 3 – Matters not directly addressed in the SUMP

Topic	Status
Bicycle rental	ACC has undertaken a study into options for a bicycle rental scheme in Aberdeen as part of a separate CIVITAS PORTIS work package and is now looking at how the preferred option can best be delivered. It is recognised that successful delivery of such a scheme would contribute to meeting many of the SUMP's objectives and outcomes.
Pedestrian Wayfinding	Similarly, opportunities for additional and improved wayfinding have been identified as part of a separate CIVITAS PORTIS work package, therefore wayfinding does not form a core part of the SUMP. The SUMP, however, supports the recommendations of the review, recognising the contribution that clear wayfinding can have towards improving the walking and cycling experience in the city centre.
Bus services and costs	Notwithstanding new powers granted under the Transport (Scotland) Bill, the deregulated bus market means ACC has limited powers to address the volume, frequency and cost of commercial bus services therefore such matters are not addressed within the SUMP. Instead, the focus of the SUMP is on improving journey times and reliability for journeys to, from and within the city centre for the benefit of current passengers and to attract new passengers. This may, furthermore, enable bus operators to achieve efficiencies that can help support a case for new routes and services, ultimately growing the density and attractiveness of the network.
Rail services	<p>The deregulated rail network is such that rail matters are typically dealt with at national level therefore there is limited scope for the SUMP to address rail services directly. In any case various projects are underway which will support the SUMP by significantly improving opportunities for accessing the city centre by rail for those living on or alongside rail corridors:</p> <ul style="list-style-type: none"> • Phase 1 of the Aberdeen to Inverness Rail Improvement Project has seen the redoubling of the rail track between Aberdeen and Inverurie in 2019 and will see the re-opening of Kintore Station 2020. Coupled with the Scottish Government's 'Revolution in Rail' commitments, this will realise a higher capacity and frequency local rail service between Montrose and Inverurie via Aberdeen city centre; • The need for and opportunities for new railway stations will be addressed within the CRD Strategic Transport Appraisal; • An Associated CRD project sees Transport Scotland working with partners to investigate opportunities for reducing rail journey times between Aberdeen and the Central Belt, thus potentially improving the attractiveness of rail travel to the city centre amongst those living south of the city; and • A study is ongoing, looking at the costs and benefits of re-opening the railway line between Dyce, Newmachar and Ellon.
Park and Ride	The SUMP, while supporting Park and Ride, does not specifically address it given that, by their very nature, sites are located outwith the city centre. In any case, improving and enhancing park and ride opportunities is already a key focus of local and regional transport strategies - a new bus Park and Ride site at Craibstone opened in 2017, while Aberdeenshire Council continues to expand the site at Ellon and progress delivery of a site south of the city as well as smaller hubs at Oldmeldrum and Crathes. In terms of rail park and ride, Inverurie station car park was expanded in 2017, the first phase in the delivery of a larger transport interchange, while Kintore Station is due to open in 2020. Options for expanding car parking at Dyce Station are also being investigated.

Car Parking	The SCPR was completed in 2018 and identifies options for better managing city centre car parking in the context of CCMP and roads hierarchy aspirations, and to support the local economy. This is currently being developed into a Car Parking Framework by ACC separate to the SUMP.
Low Emission Zone	In 2018, the Scottish Government announced that Scotland's four largest cities would have a LEZ in place by 2020. The requirement for and scope of a LEZ in Aberdeen is therefore being looked at as part of an alternative workstream, albeit the SUMP recognises the contribution a LEZ can make towards delivering a sustainable city centre.
Congestion Charging and Workplace Parking Levies	The need for charging regimes will be determined at a regional level via the Strategic Transport Appraisal and Regional Transport Strategy.
Freight	Clearly there is a need for delivery and freight vehicles to maintain access to the city centre and the harbour, but the issue of through-movements is being addressed via other CIVITAS PORTIS packages and proposed revisions to the Roads Hierarchy so do not form a key component of the SUMP. CIVITAS work is concentrating on reviewing freight routeing in the context of the AWPR, exploring options for encouraging use of preferred freight corridors and revised route maps, and investigating opportunities for minimising the impact of freight vehicles in the city centre, including consideration of consolidation centres and low-emission vehicle use, especially for 'last mile' deliveries.

Although not addressed within the SUMP directly, many of these projects have similar objectives in terms of placemaking, encouraging modal shift and developing a safer and more welcoming city centre, therefore the SUMP aims to complement and support these, with all projects ultimately working together as a package to achieve the city centre that all partners and stakeholders aspire to. Future iterations of the SUMP will reflect progress on these projects and any significant changes that have been brought about as a result.

The problems and opportunities identification and sifting process is fully described in Appendix C.

6 Vision, Objectives and Outcomes

The SUMP sits within a well-established transport policy landscape. Although it is important to set a unique vision and objectives for the SUMP to reflect its particular role and purpose in this landscape, it is equally important that this complements the vision and objectives of the wider policies and strategies it seeks to support. The current local transport policy context is summarised in Table 4.

Table 4 – Policy Context

LOCAL TRANSPORT STRATEGY
Vision: A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment
Aims:
<ul style="list-style-type: none"> • A transport system that enables the efficient movement of people and goods. • A safe and more secure transport system. • A cleaner, greener transport system. • An integrated, accessible and socially inclusive transport system. • A transport system that facilitates healthy and sustainable living.
Outcomes: By 2021 Aberdeen's transport system should have:
<ul style="list-style-type: none"> • Increased modal share for public transport and active travel. • Reduced the need to travel and reduced dependence on the private car. • Improved journey time reliability for all modes. • Improved road safety within the City. • Improved air quality and the environment. • Improved accessibility to transport for all.
CITY CENTRE MASTERPLAN
Vision: Aberdeen - A city centre for a global city
ACTIVE TRAVEL ACTION PLAN
Vision: To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.
ROADS HIERARCHY
Objectives:
A Roads Hierarchy, making best use of the city's roads network which...
<ul style="list-style-type: none"> • Enables delivery of key elements in the CCMP and facilitates promotion of the city centre as an accessible destination. • Takes advantage of the opportunities afforded by recent and forthcoming road and rail improvements to support a reduction in through traffic which crosses the city centre. • Facilitates promotion of a high quality, attractive city centre that prioritises the movements of those walking, cycling and using public transport. • Prioritises movement on the AWPR and radial routes on the transport network to move people to and from principal destinations and city centre destinations. • Promotes and enhances public transport and active travel access across the city and to the city centre. • Supports continued sustainable economic growth in the city.

In response to the key problems and opportunities identified, and in the context of these wider policy aspirations, the following vision for the SUMP has been developed:

A city centre that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling and using public transport and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.

The vision is supported by the following objectives:

1. Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre.
2. Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry.
3. Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change.
4. Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society.
5. Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure.
6. Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre.
7. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.
8. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.
9. Improve opportunities for multimodal journeys to, from and within the city centre.
10. For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles.

In order to meet the vision and objectives, a series of improvement measures are proposed and are outlined in the following chapter.

These improvements are anticipated to result in the following outcomes:

1. A city centre that is accessible to all;
2. A safer city centre;
3. Improved physical and mental health of the local population;
4. Improved air quality in the city centre;
5. A reduction in the volume of private vehicles passing through the city centre;
6. A more pedestrian- and cycle-friendly city centre;
7. Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing;
8. An improved National Cycle Network Route 1 (NCN1) through the city centre;
9. A city centre that prioritises the movement of people over the movement of vehicles;
10. More journeys being undertaken within the city centre by low- or no-emission forms of transport;
11. Increased mode share for active travel to, from and within the city centre;
12. Increased mode share for public transport to, from and within the city centre; and

-
13. Shorter public transport journey times and improved journey time reliability through the city centre.

7 Infrastructure Measures

This chapter identifies the physical improvements that are recommended to deliver a safe, accessible and sustainable city centre in line with the SUMP's vision, objectives and outcomes

7.1 Methodology

For the purposes of identifying and appraising potential infrastructure improvements, all key movement corridors within the city centre were identified and any existing proposals for these corridors within wider pieces of work considered. A longlist of potential interventions was then generated for each corridor and, in accordance with STAG) methodology, each option was subject to high-level appraisal with consideration given to:

- Its contribution towards the vision, objectives and outcomes of the SUMP (although these changed slightly between the draft and final SUMP, changes were not significant enough to require re-appraisal);
- Its fit with established policy directives (including the CCMP, Roads Hierarchy, LTS, Active Travel Action Plan etc.);
- The STAG criteria (Environment, Safety, Economy, Integration and Accessibility and Social Inclusion); and
- The likely feasibility, affordability and public acceptability of options.

STAG is considered best practice in the appraisal of transport interventions, ensuring conclusions are reached in an objective-led and evidence-based manner.

This process resulted in this long list of options being sifted into a final refined list of projects that perform well against the criteria and which are therefore recommended for delivery.

Recommended measures have been categorised into high, medium or low priority based on:

- Their ability to deliver the objectives and outcomes of the SUMP;
- Their ability to achieve modal shift;
- The extent to which interventions contribute to the development of high-quality cycle routes through the city centre;
- The importance of each corridor to walking, cycling, wheeling and public transport, with more strategic routes prioritised over local routes; and
- The availability and quality of infrastructure already in place or the presence of usable alternatives.

Interventions have been furthermore categorised as short, medium or long term, based on likely implementation timescales, taking into account the need in some cases for further feasibility and design work. It is presumed that short-term measures can be delivered / progressed within 2 years of adoption of the SUMP, medium-term measures within 2-12 years and long-term measures beyond 12 years. Timescales are not correlated with priority in every case – for example, a high priority project can have a medium-term timescale. This reflects the volume of feasibility and design work likely to be required before such a project can come to fruition. It is intended that high priority projects are progressed soon after adoption of the SUMP.

Notwithstanding the traffic reduction benefits being realised by the AWPR and delivery of CCMP projects, it is recognised that sharing road space with general traffic or significant volumes of

buses and other large vehicles will likely remain a barrier to some who wish to access the city centre by bike. It is therefore considered a priority, as a minimum, to establish a coherent, safe and an attractive north-south cycle route and east-west cycle route through the city centre and this is reflected in the recommendations tabulated in 7.2.

Further detail on the options assessment and appraisal processes is provided in Appendix D.

7.2 Recommendations

Table 5 - High Priority Measures

SHORT TERM	
Location	Project
Bridge Street	Reduce the speed limit along the entire street to 20mph.
Belmont Street	Explore opportunities to exempt cyclists from one-way and access restrictions.
MEDIUM TERM	
Location	Project
Union Street and King Street (East / West North Street to Castle Street)	<p>Investigate the feasibility of installing segregated cycle facilities along this section and progress towards delivery.</p> <p>Deliver CCMP project to remove private vehicle traffic on Union Street between Castlegate and Bridge Street and make it a walking, cycling, public transport and local access only space with an enhanced sense of place. Investigate the feasibility of making the whole of this area a walking, cycling and public transport priority space (local access only for general traffic) and progress towards delivery, depending on the outcomes of the study. As part of this work, consider opportunities for resurfacing, widening and otherwise improving footways.</p>
Bridge Street, Market Street and Guild Street	<p>Deliver CCMP project to:</p> <ul style="list-style-type: none"> • remove car traffic and reduce bus traffic to one-way only on Guild Street while allowing local access only for taxis and deliveries. Investigate the need for, and feasibility of, implementing formal cycle provision as part of this work and progress towards delivery, depending on the outcomes of the study. Resurface footways between Union Square and Bridge Street; • deliver one-way traffic system (bus, cycle and local access only) on Bridge Street between Union Street and Wapping Street and investigate the feasibility of implementing formal cycle provision, preferably segregated facilities. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work; • deliver one-way traffic system (bus, cycle and local access only) on Market Street with segregated cycle facilities between Union Street and Guild Street; and • Work with partners to look at options for improved connectivity between Union Square and Trinity Mall.
Union Terrace	<p>Investigate the feasibility of making Union Terrace a walking, cycling and bus priority space (local access only for general traffic). Progress towards delivery, depending on the outcomes of the study, and identify placemaking interventions to reinforce this.</p> <p>Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, and progress towards delivery, depending on the outcome of the study.</p>

Rosemount Viaduct	Investigate the optimum level of cycle provision and progress towards delivery as part of east-west route development. Look at opportunities for footway resurfacing as part of this work.
Schoolhill and Upperkirkgate	Explore opportunities to make this a walking, cycling and bus priority space (local access only for general traffic). Investigate optimum level of cycle provision in the context of wider CCMP delivery and progress towards delivery, depending on the outcomes of the study.
Skene Street (Summer Street to Woolmanhill)	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, as part of east-west route development, mindful of opportunities for continuing onward connections westwards. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
Gallowgate	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities as part of north-south route development, and giving consideration to onward connections northwards along the A96 and westwards along the A944. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
Crown Street / Bon Accord Street	Explore opportunities to deliver CCMP project to implement segregated cycle lanes between Union Street and Springbank Terrace, as part of north-south route development and consider options for onward corrections to South Crown Street. Look at opportunities for footway resurfacing as part of this work. If Crown Street proves to not be the optimal location for a cycle route, consider opportunities for provision on Bon Accord Street as an alternative.
College Street	Investigate the feasibility of implementing formal cycle provision in the context of the wider South College Street improvement scheme. Progress towards delivery, depending on the outcomes of the study.
Beach Boulevard Roundabout	Undertake a study to determine a preferred option or options for improving active travel connections between the city centre and the beachfront, including a consideration of potential pedestrian and cycle improvements at the Beach Boulevard roundabout. Work toward delivery of the recommended option(s) as part of east-west route development.

Following commencement and / or completion of high priority projects, it is anticipated that work would begin to progress medium priority projects. Any opportunities to progress medium priority projects within high priority pieces of work will be taken to enable efficiencies to be achieved wherever possible.

Table 6 - Medium Priority Measures

SHORT TERM	
Location	Project
Various	Extend the existing 20mph zone in the city centre to include Rosemount Viaduct (west of Woolmanhill), Gallowgate, Loch Street, Berry Street, John Street, George Street (north of St. Andrew Street), St. Andrew Street (Charlotte Street to Loch Street), Charlotte Street, Palmerston Road, Raik Road, Stell Road, Poynerhook Road and Regent Quay.
Various	Explore opportunities to exempt cyclists from access and one-way restrictions - George Street, Summer Street, Bon Accord Terrace, Palmerston Road, Raik Road, Poynerhook Road, Langstane Place.
Palmerston Place	Ensure that attention is given to the needs of cyclists when devising the final South College Street improvements to ensure a consistent level of cycling provision within the area.
St. Fitticks Road	Implement signage to indicate that this is the recommended walking and cycling route between ASH and the city centre.

Victoria Road and Victoria Bridge	Implement signage to indicate that this is the recommended walking (and for certain sections, cycling) route between ASH and the city centre, until such a time as an improved route can be delivered as part of the City Region Deal project. Reduce the speed limit to 20mph.
Abbey Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre in the short term. Change priorities at the Baxter Street and Mansfield Road junctions to give priority to Abbey Road traffic.
Crombie Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre in the short term. Reduce the speed limit to 20mph.
Greyhope Road	Reduce the speed limit to 20mph.
MEDIUM TERM	
Location	Project
Holburn Street (Union Grove to Union Street)	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, alongside a wider review of active travel facilities along Holburn Street. Progress towards delivery, depending on the outcomes of the study.
Alford Place	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, giving consideration to onward connections along Albyn Place. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
Market Street	Determine the feasibility of improved (preferably segregated) cycle facilities on the southern section of Market Street. Progress towards delivery, depending on the outcomes of the study. Resurface footways as part of any improvement works.
Gallowgate	Investigate the feasibility of making Gallowgate (or sections of Gallowgate) a walking, cycling and bus priority space (local access only for general traffic) in the context of wider CCMP delivery. Progress towards delivery, depending on the outcomes of the study, and identify placemaking interventions to reinforce this.
Woolmanhill	Investigate the feasibility of implementing formal cycle provision on the approach to the city centre in the context of wider Berryden corridor improvements and the opportunity for onward connections to the north. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work. In recognition of the fact that roundabouts can act as a barrier to cycling, while simultaneously aiding the smooth flow of traffic and performing an important green space function, undertake an options appraisal to look at ways of improving the cycle experience at the roundabout while remaining mindful of wider considerations. Progress towards delivery, depending on the outcomes of the study.
Denburn Road	Investigate the feasibility of implementing formal cycle provision and progress towards delivery, depending on the outcomes of the study.
Rose Street, Thistle Street and Chapel Street	Investigate the feasibility of making Rose Street (Huntly Street to Union Street), Thistle Street and Chapel Street a high-quality streetscape scheme with an enhanced sense of place, as per the CCMP, and a walking, cycling and bus priority space (local access only for general traffic). Progress towards delivery, depending on the outcomes of the study.
Palmerston Road, Raik Road, Stell Road and Poynter Road	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic) and identify placemaking interventions to support this.

St. Andrew Street	Deliver CCMP project to make a walking, cycling and bus priority space (local access only for general traffic) between Loch Street and Charlotte Street. Determine optimal level of infrastructure west of Charlotte Street in the context of CCMP delivery. Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
John Street	Explore opportunities to make this a walking, cycling and bus priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
Blackfriars Street	Determine the optimal cycle infrastructure in the context of wider CCMP and SUMP delivery. Progress towards delivery, depending on the outcomes of the study.
Harriet Street and Crooked Lane	Explore opportunities to exempt cyclists from access and one-way restrictions, with the addition of a contraflow cycle lane to improve safety.
Shoe Lane and Queen Street	Deliver an improved pedestrian and cycle experience with enhanced placemaking as part of the Queen Street redevelopment.
Shore Brae	Resurface the western footway and complete the 'soft segregated' network to ensure consistent provision on Shore Brae and Ship Row.
Wapping Street and Carmelite Street	Investigate the feasibility of implementing formal cycle provision. Progress towards delivery, depending on the outcomes of the study. Reduce the speed limit to 20mph.
Hadden Street, Stirling Street, Trinity Street, Carmelite Lane and Exchange Street	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic) as per CCMP and identify placemaking interventions to reinforce this.
South Silver Street	Make cycle and local access only as per the CCMP. Look at opportunities for footway resurfacing as part of this work
Golden Square	Depending on the anticipated timescale for the CCMP transformation project, make a walking and cycling priority space (local access only for general traffic) in advance of this.
Langstane Place, Justice Mill Lane and Windmill Brae / Bath Street	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
St. Fitticks Road	Explore opportunities to install segregated pedestrian and cycle facilities between Coast Road and Abbey Road
North Esplanade West	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities. Progress towards delivery, depending on the outcomes of the study

LONG TERM

Location	Project
North Esplanade West	Progress delivery of a new pedestrian and cycle bridge over the River Dee as part of CCMP delivery
Palmerston Road	Should a new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision between Raik Road and Market Street
Raik Road	Should the new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision.
Woolmanhill	Should public transport journey times be a concern following delivery of planned improvements, look at options for implementing public transport priority measures. Progress towards delivery, depending on the outcomes.

Following commencement and / or completion of both the high and medium priority projects listed above, work is anticipated to begin to progress the lower priority projects below. Again, any opportunities to progress lower priority projects within high or medium priority pieces of work will

be taken to enable efficiencies to be achieved wherever possible. There may similarly be opportunities earlier in the SUMP delivery process to complete low-priority projects relatively quickly and cost-effectively which will likewise be taken advantage of.

Table 7 - Low Priority Projects

SHORT TERM	
Location	Project
Little Belmont Street, Back Wynd, St. Nicholas Street and Correction Wynd	Explore opportunities to exempt cyclists from one-way and access restrictions.
Castle Terrace	Ensure the path linking to Commerce Street and Virginia Street is fully accessible to cyclists.
MEDIUM TERM	
Location	Project
Market Street	Investigate the feasibility of implementing a pedestrian crossing phase at Market Street / Guild Street signalised junction. Progress towards delivery, depending on the outcomes of the study.
Various	Footway resurfacing - Netherkirkgate, Bon Accord Terrace, Bon Accord Street, Littlejohn Street, Marischal Street, Justice Street, Blackfriars Street, Charlotte Street, James Street, Mearns Street, Ship Row, Bon Accord Lane, West / East Craibstone Street, Bon Accord Square, North Silver Street, Skene Terrace and Castlegate.
Various	Footway resurfacing and widening - Summer Street, Dee Street, Huntly Street and Little Chapel Street.
Netherkirkgate	Investigate potential for, and optimum form of, underpass improvements.
Langstane Place and Justice Mill Lane	Should cycle safety be a concern at this location following high- and medium-priority interventions, investigate the feasibility of formal cycle provision and move to implementation depending on the outcomes of this work.
LONG TERM	
Location	Project
West North Street and East North Street (Littlejohn Street to Beach Boulevard)	Investigate the requirement for formal cycle provision in the context of wider improvements, and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.
Commerce Street, Virginia Street and Trinity Quay	Investigate the requirement for formal cycle provision in the context of wider improvements, and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.
Loch Street and Berry Street	Investigate the requirement for formal cycle provision, in the context of wider improvements, and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work. Should public transport journey times become a concern at this location even with planned improvements, look at options for implementing public transport priority measures at a suitable point in the future

A detailed Implementation Plan forms Appendix E to the SUMP.

7.3 Network Plans

The following plans are visualisations of the aspirational future city centre cycle network (Figure 10) and city centre to ASH cycle network (Figure 11) that would be realised by implementation of the above measures.

Figure 10 - Proposed City Centre Cycle Network

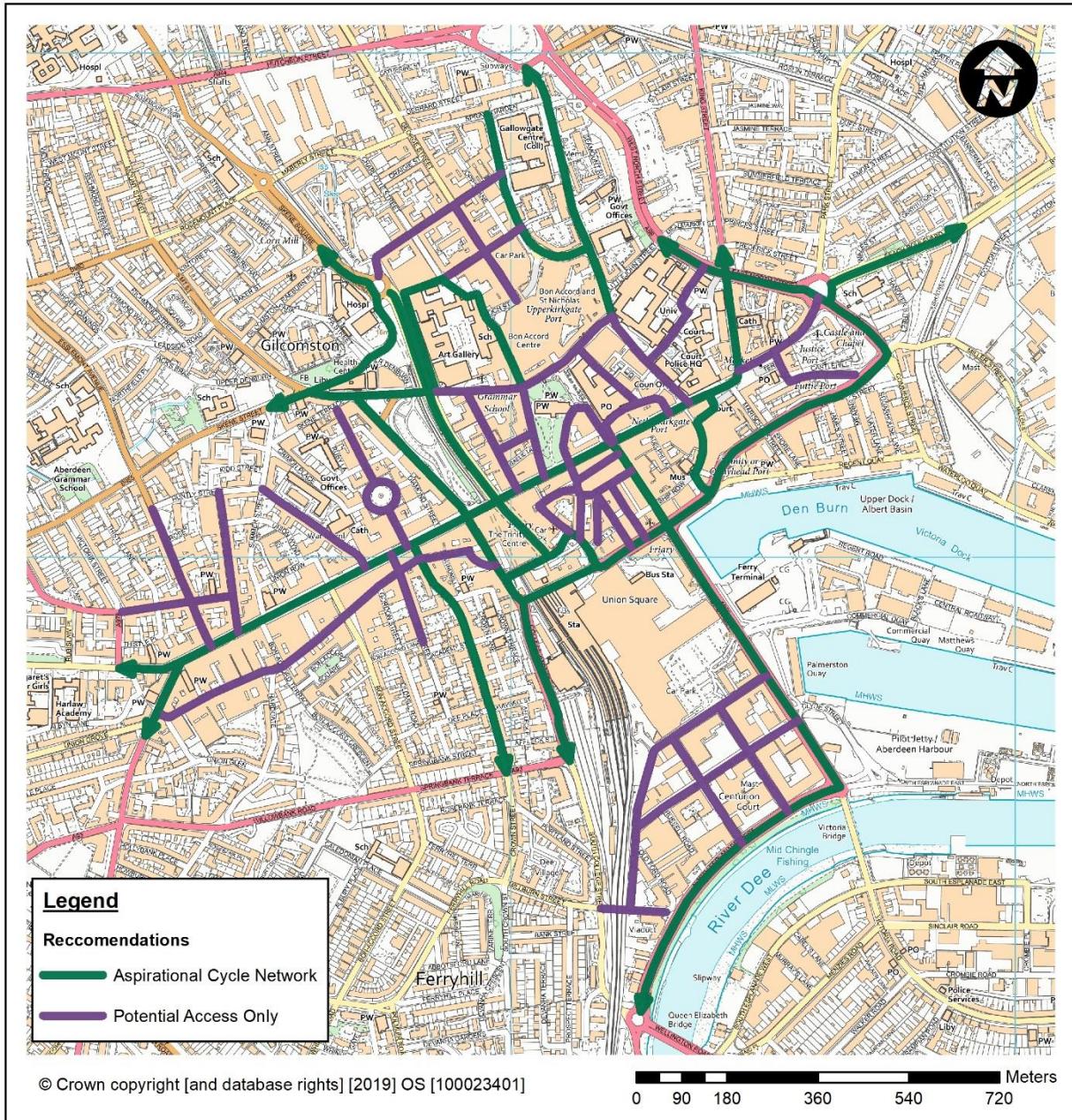


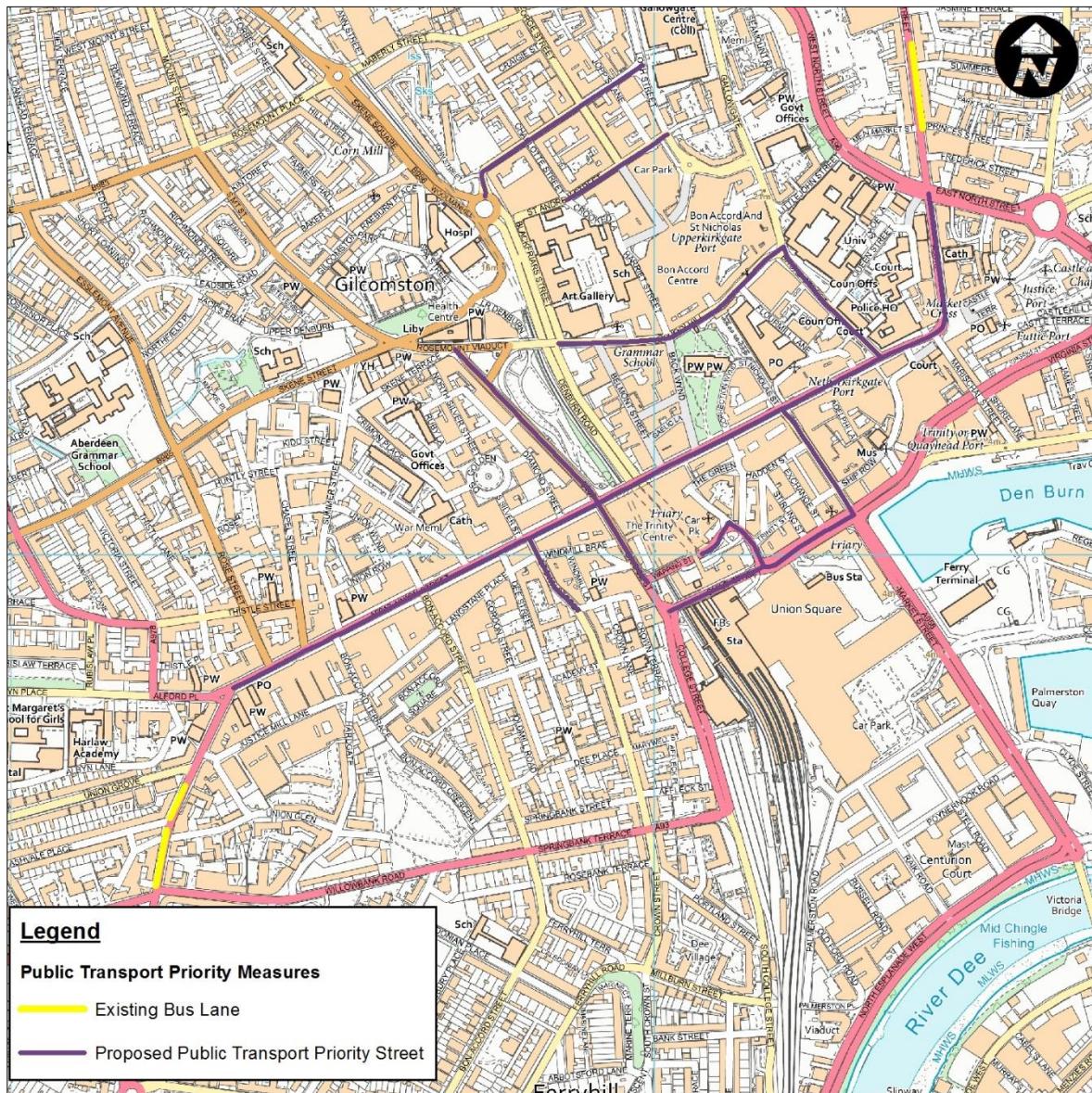
Figure 11 - Proposed City Centre to ASH Cycle Route



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Figure 12 shows the proposed city centre bus priority network.

Figure 12 - Proposed city centre bus priority network



7.4 Design Principles

In relation to the interventions listed above, future improvement works should adhere to the following design principles:

- All improvement works will be designed and delivered in accordance with prevailing best practice guidance including the Scottish Government's *Designing Streets*, the Sustrans *Handbook for cycle-friendly design*, Transport Scotland's *Cycling by Design* and the Institute of Chartered Engineer's *Designing for Cycle Traffic*;

- It is recognised that segregated cycle facilities can take many forms and each project must be unique to the space and characteristics of the street in question and sensitive to future maintenance requirements;
- Wherever possible and taking account of the specific characteristics of each street, when a street changes designation (e.g. from a general traffic street to a cycle and pedestrian priority street) this should be highlighted and enhanced through gateway and other placemaking features to make it clear to any drivers entering the space that they do not have priority;
- All new infrastructure should accord with the principles of the Equality Act (2010) and take account of the requirements of those with protected characteristics;
- All new and improved infrastructure should be accompanied with dropped kerbs and tactile paving where relevant;
- Destination and wayfinding signage should accompany significant new cycle infrastructure;
- Pedestrian and cycle counters should be installed alongside relevant infrastructure to monitor the impacts of improvements, highlight the benefits of investment and strengthen the case for continued investment in walking and cycling facilities;
- Opportunities will be grasped to give cyclists priority over general traffic at junctions and traffic signals;
- Unnecessary street furniture will be removed where this inhibits the safe movement of people walking and cycling. At the same time, opportunities will be sought for the installation of useful street furniture such as seating, shelter and shade, which could contribute towards encouraging sustainable mobility;
- There will be a presumption against the implementation of pedestrian guardrail unless strictly necessary in the interests of safety, in recognition of the restrictions this poses to people walking and the dangers it poses to people cycling on the road;
- Opportunities for enhanced greening of the city centre (for example, tree planting, green walls, green gateway features, food growing, soft segregation using plants / vegetation) will be grasped during maintenance and improvement works and as an integral part of any schemes which reduce open space for the development of infrastructure (e.g. the removal of roundabouts);
- Construction works should be environmentally sustainable, including the use of permeable / porous surfaces where appropriate to reduce flood risk and run off to watercourses;
- Infrastructure should be designed to be adaptable to a changing climate and resilient in the face of extreme weather events; and
- Future maintenance requirements will be reduced by designing and implementing new infrastructure to a high standard and to a minimum ten-year design life.

8 Supporting Measures

This section identifies a series of supporting ‘soft’ measures that will be undertaken to complement physical infrastructure improvements and to encourage and promote more sustainable transport choices within the city centre.

Table 8 – SUMP Supporting Measures

ACC will work with partners to:
WALKING AND CYCLING
Continue to ensure that all new developments in the city centre are built around the needs of people walking and cycling and facilitate safe and direct active travel journeys to, from and within the development by requiring developers to ensure that comprehensive walking and cycling infrastructure is incorporated into new sites and that sites are well linked to the surrounding network.
Continue to require developers to consider accessibility by walking and cycling before accessibility by private vehicles and demonstrate that sufficient measures have been taken to minimise vehicular traffic generation through Transport Assessments, Travel Plans and the provision of Residential Travel Packs.
Support the implementation of Home Zones and low / no car housing where this will result in development that is safer and more welcoming to people walking and cycling.
Require adequate cycle parking facilities to be installed at all new sites and encourage the installation of shower, changing and storage facilities at workplaces and other non-residential sites.
Increase cycle parking provision, particularly around key destinations and attractions, including residential parking opportunities for those living in flats, tenements and high-rises.
Work with partners to implement the recommendations of the Bicycle Hire Scheme Options Appraisal in a sustainable manner.
Work to implement the recommendations of the pedestrian wayfinding review, including the provision of improved wayfinding at bus stops and other transport interchanges .
Increase and improve lighting provision in areas of high pedestrian and cycle activity, while pursuing low carbon lighting solutions to support emission reduction targets.
Look at opportunities for increasing green man time and reducing the wait for green man time at busy pedestrian crossing locations, to include consideration of sites where a default green man may be appropriate.
Continue with routine road, footway and path maintenance, including sweeping, surfacing treatments and filling in of potholes as required and as resources allow.
Ensure that roads and pavements are repaired promptly and to a high standard following utility works and other maintenance activities.
Continue to seek further funding sources for footpath and cycle path maintenance, particularly for new routes that are not accounted for in existing maintenance budgets.
Continue to lobby the Scottish Government for funding support for the maintenance of active travel routes to support the increased levels of capital funding available in recent years.
Continue to deliver activities, campaigns, promotions and events in the city centre (such as In Town Without My Car Day) to raise awareness of the benefits of, and opportunities for, walking and cycling in the area.
Engage with the City of Edinburgh Council on the impacts of their Open Streets events and consider whether this is a model that could be replicated in Aberdeen.
Continue to support, promote and participate in local and national safety and driver awareness campaigns such as Police Scotland's Operation Close Pass.
Reflect ongoing improvements in the city centre in future editions of the Aberdeen Cycle Map.
As per the Roads Hierarchy, continue with a programme of corridor improvement strategies to improve the safety and quality of walking and cycling facilities on key radial corridors to and from the city centre.
As individual infrastructure projects come forward to delivery, look at opportunities for implementing supporting infrastructure to enable and encourage use of the new facilities, such as public water stations and on-street maintenance stations, and green infrastructure.

PUBLIC TRANSPORT

Continue to work within the North East Bus Alliance to identify and implement measures to promote and encourage more bus and Park and Ride trips to the city centre, including bus priority measures and new ticketing arrangements.

As per the Roads Hierarchy, continue with a programme of corridor improvement strategies to improve reliability and journey times of bus services to and from the city centre, especially around the bus station.

Ensure that bus stops in the city centre offer a safe, accessible and high-quality waiting environment for passengers, and consider additional needs of passengers resulting from a changing climate.

Ensure that all bus stops in the city centre have clear, accurate and current timetable and route information on display.

Install maps at all key public transport stops in the city centre, as per the recommendations of the wayfinding review.

Continue to promote public transport as a sustainable and efficient method of travelling to and from Aberdeen city centre.

Widely promote the benefits of forthcoming rail improvements arising from the Revolution in Rail and the Aberdeen to Inverness Rail Improvement Project.

Work with partners to deliver the Station Gateway Development Brief to realise a more welcoming arrival experience into the city centre for those travelling by public transport.

Undertake an accessibility audit of the bus and rail stations, as part of Union Square redevelopment plans, incorporate recommendations into an Action Plan to sit beneath the SUMP and work with partners to deliver the Action Plan.

FREIGHT

Support Nestrans in the development, promotion and dissemination of revised freight maps to minimise unnecessary freight movements within the city centre.

Continue to work with regional partners and freight operators to trial and implement solutions to minimise the impact of necessary freight traffic in the city centre, including options for freight consolidation and the use of smaller, low-emission vehicles, especially for 'last mile deliveries'.

CAR CLUB AND CAR SHARING

Continue to work with partners to promote the car club and car sharing as a cheaper and more efficient alternative to private car use for those living in the city centre

Continue to work with car club operators to expand the car club fleet and the number of car club bays in the city centre.

Continue to work with partners to increase the number of electric, hydrogen and hybrid vehicles within the car club.

LOW EMISSION VEHICLES

Continue work to identify the optimum form and scope of a Low Emission Zone in Aberdeen and work towards its successful delivery.

Continue to promote the benefits of low emission vehicles over conventional petrol and diesel varieties.

Continue to grow the electric vehicle charging network in the city centre.

Work towards the delivery of the Aberdeen City Region Hydrogen Strategy to increase the proportion of hydrogen vehicles in the city centre.

CAR TRAVEL

Develop a revised Car Parking Framework for Aberdeen, giving consideration to the recommendations of the Strategic Car Parking Review

Where SUMP projects result in the loss of on-street parking efforts will be made to minimise the impacts of this on local residents.

Engage with regional partners on an education campaign to inform drivers of the needs and vulnerabilities of people walking and cycling and how to behave safely and responsibly in mixed traffic situations.

9 Monitoring and Evaluation

Consistent with the objectives and outcomes identified in Chapter 6, the following indicators have been established by which to measure progress towards delivering the SUMP and achieving its objectives and outcomes.

1. Traffic volumes on key corridors into and out of the city centre.
2. Delivery of Roads Hierarchy projects.
3. Delivery of SUMP and CCMP transport projects.
4. Number of city centre streets prioritising people movements over vehicle movements.
5. Air quality within the city centre Air Quality Management Area (AQMA).
6. Perceptions of the city centre as an accessible destination.
7. Perceptions of ease of movement in the city centre by various modes.
8. Availability of bicycle parking spaces in the city centre.
9. Road traffic collisions in the city centre.
10. Casualties in road traffic collisions.
11. Number of walking and cycling casualties in road traffic collisions in the city centre.
12. Growth of the city centre cycle network.
13. The proportion of trips undertaken to, from and within the city centre on foot.
14. The proportion of trips undertaken to, from and within the city centre by bike.
15. The proportion of those living in the city centre travelling to work on foot or by bike.
16. The proportion of those working in the city centre travelling to work on foot or by bike.
17. The proportion of trips to, from and within the city centre undertaken on public transport.
18. The proportion of those living in the city centre travelling to work by public transport.
19. The proportion of those working in the city centre travelling to work by public transport.
20. Bus journey times to and within the city centre.
21. Volume of public transport priority measures to, from and within the city centre.
22. The proportion of the bus fleet operated by zero- or low-emission vehicles.
23. The number of low emission vehicles in the car club fleet.
24. The number of electric vehicle charging points in the city centre.
25. Usage of city centre car club vehicles.
26. Usage of electric vehicle charging points in the city centre

A Monitoring and Evaluation Plan, showing how these indicators link to the objectives and outcomes, and the means by which they will be monitored, forms Appendix F.

Progress towards achieving the vision, objectives and outcomes will be measured every 2 years, with biennial Progress Reports published, reviewing achievements, successes and failures over the previous period. The SUMP will be updated every 5 years to ensure it remains relevant and continues to reflect the needs and desires of the travelling public, as well as reflecting any new challenges and opportunities that will affect its continued successful delivery.

10 References

- Aberdeen Active Travel Action Plan (Aberdeen City Council, 2017)
- Aberdeen City Centre Masterplan and Delivery Programme (BDP, 2015)
- Aberdeen City Centre Masterplan Testing Phase 2 and 3 – Traffic Model Testing Report (SiAS, 2016)
- Aberdeen Local Transport Strategy 2016-2021 (Aberdeen City Council, 2016)
- The CREATE Guidelines – Congestion Reduction in Europe, Advancing Transport Efficiency (CREATE Consortium, 2018)
- External Transportation Links to Aberdeen South Harbour Pre-Appraisal and STAG Part 1 Report (PBA, 2018)
- Guidelines – Developing and Implementing a Sustainable Urban Mobility Plan (European Union, 2014)
- National Transport Strategy 2: Draft for Consultation (Transport Scotland, 2019)
- North East Scotland Roads Hierarchy Study (AECOM, 2019)
- Protecting Scotland's Future: the Government's Programme for Scotland 2019 – 2020 (The Scottish Government, 2020)
- A Review of Active and Sustainable Transport Links Between Aberdeen City Harbour, Nigg Bay Harbour and the City Centre (Aberdeen City Council, 2018)
- Strategic Car Parking Review for Aberdeen City - Issues and Opportunities Report (AECOM, 2018)
- Strategic Car Parking Review for Aberdeen City - Recommendations Report (AECOM, 2018)
- Wayfinding Expansion Feasibility Study (Aberdeen City Council, 2019)