


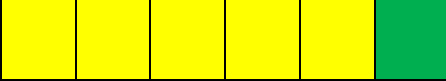
# Health Impact Policy Scoping Assessment

|  |                           |
|--|---------------------------|
|  | Overall positive impact   |
|  | No impact/ neutral impact |
|  | Overall negative impact   |

| Issues  | Health Impact   |                             |                          |                         |               |               | Positive or Negative | Affected Populations                                    | Likelihood: definite, probable or possible | Severity: major, moderate or minor | Number of people affected | Strategy/ Action Plan taken forward in (there is an assumption that all will be contained within the Costed Action and Delivery Plan) |
|---|---|-----------------------------|--------------------------|-------------------------|---------------|---------------|----------------------|---|--|------------------------------------|---------------------------|---|
|   | Social Inclusion  | Physical Activity / Obesity | Vulnerable Social Groups | Vulnerable modal groups | Mental Health | Environmental |                      |   |  |                                    |                           |   |
| <b>SUPPORT</b>  |   |                             |                          |                         |               |               |                      |   |  |                                    |                           |   |
| <b>Strategic Rail Network</b>   |   |                             |                          |                         |               |               |                      |   |  |                                    |                           |   |
| Improved access to Aberdeen and Dyce railway stations by foot, bicycle and public transport | Walking and cycling can have significant health benefits. More people walking, cycling and taking the bus will result in increased physical activity levels benefitting population health and addressing public health issues that result from inactive population, as well as improved air quality |                             |                          |                         |               |               | Positive             | Commuters, Visitors, Staff, All Users                   | Definite                                   | Moderate                           | 10000s                    | CCMP/ SUMP, Station Gateway Development Brief, Active Travel Action Plan  |
| Additional rail services including increased no. of trains and new stations                 | More people able to take the train will result in decrease use of cars, which in turn will improve air quality  |                             |                          |                         |               |               | Positive             | Commuters, Visitors, Staff, All Users                   | Definite                                   | Minor                              | 10000s                    | Nestrans Rail Action Plan, Abellio and InterCity Annual Plans, National Transport Strategy  |
|   | Noise pollution increase near rail lines as a result of new train stations / increased number of trains   |                             |                          |                         |               |               | Negative             | Population living in proximity to stations/ train lines | Definite                                   | Minor                              | 1000s                     | Nestrans Rail Action Plan, Abellio and InterCity Annual Plans, National Transport Strategy  |

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| Additional carriages  | More people taking the train will improve air quality. Ability to sit down will improve access for more vulnerable users  | Positive | Commuters, Visitors, Staff, All Users | Definite | Minor    | 1000s  | Nestrans Rail Action Plan, Abellio and InterCity Annual Plans, National Transport Strategy                              |
| Increased number of people using rail network                             | Reduced stress levels. Evidence suggests car commuters have significantly higher levels of reported stress and, more negative mood compared to train commuters. Reduced air pollution as a result of decreased car use. | Positive | Commuters of rail network             | Definite | Minor    | 1000s  | Nestrans Rail Action Plan, Abellio and InterCity Annual Plans, National Transport Strategy                              |
| <b>Shipping and Ferry Services</b>  |   |          |                                       |          |          |        |   |
| Maintenance of Northern Isles Ferry at Aberdeen Harbour                   | No requirement to take vehicle to access ARI - better for vulnerable users or those without access to a vehicle.  | Positive | Commuters, Visitors, Staff, All Users | Possible | Moderate | 1000s  | Nigg Bay Harbour Development  |
| Walking, Cycling and Public Transport access improvements to the Harbour  | Walking and cycling can have significant health benefits. More people walking, cycling and taking the bus will result in increased exercise benefitting general health and obesity, as well as improving air quality    | Positive | Commuters, Visitors, Staff, All Users | Definite | Moderate | 1000s  | CCMP/ SUMP, Station Gateway Development Brief, Active Travel Action Plan, Nigg Bay Harbour Development                  |
| <b>Air Services</b>   |   |          |                                       |          |          |        |   |
| Improved access to Aberdeen Airport by foot, bicycle and public transport | Walking and cycling can have significant health benefits. More people walking, cycling and taking the bus will result in increased exercise benefitting general health and obesity, as well as improving air quality    | Positive | Commuters, Visitors, Staff, All Users | Definite | Major    | 1000s  | Active Travel Action Plan, Nestrans Bus Action Plan, Aberdeen Airport Surface Access Strategy, A96 Cycle Route Delivery |
| Increased air services from Aberdeen Airport                              | People more able to access services locally rather than travelling to Edinburgh, Glasgow etc will benefit vulnerable people   | Positive | All Users                             | Probable | Moderate | 10000s | Nestrans RTS, Aberdeen Airport Masterplan   |
|   | Increased air and noise pollution   | Negative | Residents                             | Possible | Moderate | 10000s |   |



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| Extension of runway for larger, more fuel efficient planes                        | Increased noise pollution, more stress  |  |  |  |  | Negative | Residents   | Probable | Moderate | 1000s   | Nestrans RTS, Aberdeen Airport Masterplan  |
|   | Improved air quality  |  |  |  |  | Positive | All Residents, users of the Airport/ City           | Possible | Moderate | 10000s  |  |
| <b>Freight</b>  |   |  |  |  |  |          |   |          |          |         |  |
| Exploration of HGV lanes  | HGV lanes will mean less time spent sitting in traffic and therefore less affect on air quality   |  |  |  |  | Positive | All residents, users of the City                    | Possible | Moderate | 10000s  | Freight Action Plan, Wellington Road Multi-modal Study, Air Quality Action Plan, Nestrans RTS    |
|   | Faster moving HGVs in the City Centre may result in additional road safety accidents  |  |  |  |  | Negative | Vulnerable users                                    | Possible | Minor    | 10s     |  |
| Encouragement of shift from road to rail where possible                           | Removal of freight from roads has positive implications for air quality and road safety in the City   |  |  |  |  | Positive | All residents, Vulnerable users                     | Possible | Minor    | 1000s   | Freight Action Plan, Rail Action Plan, Nestrans RTS, Air Quality Action Plan                     |
| <b>Trunk Road Network</b>   |   |  |  |  |  |          |   |          |          |         |  |
| Ensure that the trunk road is handed to the Council in good maintenance condition | Ensuring that pavements and roads do not require maintenance will benefit vulnerable users  |  |  |  |  | Positive | Users of trunk road network through Aberdeen        | Possible | Moderate | 10000s  | Transport Scotland Strategic Plan, Aberdeen Roads Asset Management Plan                          |
| <b>Aberdeen Western Peripheral Route</b>  |   |  |  |  |  |          |   |          |          |         |  |
| New trunk road with associated flyovers, etc                                      | Potential to remove a large amount of strategic traffic through Aberdeen therefore improving local roads for local movements benefitting all users of that network with improvements to air quality and noise |  |  |  |  | Positive | All residents, users of the City                    | Definite | Major    | 100000s | Nestrans RTS, National Transport Strategy, Roads Hierarchy Study, Locking in the Benefits Study  |
|   | New road severs many existing walking and cycling networks resulting in longer diversions   |  |  |  |  | Negative | All users of the local walking and cycling networks | Definite | Moderate | 1000s   | Nestrans Active Travel Action Plan, ACC Active Travel Action Plan, Locking in the Benefits Study |

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|   | New road will result in additional car trips and in an area where no roads currently exist therefore having a negative impact on air and noise pollution and potentially reduced physical activity levels  | Negative | All residents in the vicinity of the new road, users of the new road | Definite | Moderate | 10000s  | Nestrans RTS, National Transport Strategy, Roads Hierarchy Study, Locking in the Benefits Study                            |
| Ensure a Roads Hierarchy that benefits all road users not just car drivers and 'locks in the benefits' in a number of locations | Improvements to active and public transport (conversion of road space for these modes) will result in more usage of these modes helping air quality, noise and general health  | Positive | All residents, users of the City                                     | Probable | Major    | 100000s | Nestrans RTS, National Transport Strategy, Roads Hierarchy Study, Locking in the Benefits Study, Active Travel Action Plan |
| <b>MAINTENANCE</b>  |  |          |  |          |          |         |  |
| <b>Road Carriageway and Footway Maintenance</b>   |   |          |  |          |          |         |  |
| Improving the maintenance of roads and footways   | Ensuring that pavements and roads are in a good condition will benefit vulnerable users (reducing risks of falls and improving the walkability of the environment)   | Positive | All residents, users of the City                                     | Probable | Moderate | 10000s  | Roads Asset Management Plan, Active Travel Action Plan, Bus Lane Enforcement Budget  |
| <b>Lighting</b>   |   |          |  |          |          |         |  |
| Improving lighting / replacement of old columns   | Updating to new white lighting columns will result in improved safety on the road and footways. Upgrade to new lighting also means that there will be less failures. This benefits all users of the network, but particularly vulnerable users (peds/ cyclists/ women, children, etc). | Positive | All residents, users of the City, vulnerable users                   | Definite | Moderate | 10000s  | Roads Asset Management Plan, Active Travel Action Plan, Bus Action Plan  |

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| Trial of reduced operating hours for lighting in industrial estates | This option will benefit the environment/ climate change  | Positive | All residents, users of the City, vulnerable users        | Possible | Minor    | 1000s   | Roads Asset Management Plan, Carbon Management Plan/ Sustainable Energy Action Plan, Active Travel Action Plan |
|   | This option may cause safety concerns for vulnerable users and therefore reduce their physical activity levels        | Negative | All residents, users of the City, vulnerable users        | Possible | Minor    | 1000s   | Roads Asset Management Plan, Carbon Management Plan/ Sustainable Energy Action Plan, Active Travel Action Plan |
| <b>Winter Maintenance</b>   |   |          |   |          |          |         |  |
| Gritting schedule and other winter maintenance improvements         | Priority routes gritted and cleared   | Positive | All residents, users of the road network, such as freight | Definite | Major    | 10000s  | Roads Asset Management Plan, Winter Maintenance Operations Programme, Active Travel Action Plan                |
|   | Focus on bus routes, pavements and cycle paths will assist the more vulnerable users and assist with social inclusion | Positive | Pedestrians, cyclists, vulnerable users, buses, drivers   | Possible | Moderate | 10000s  | Roads Asset Management Plan, Winter Maintenance Operations Programme, Active Travel Action Plan                |
| <b>Structures</b>   |   |          |   |          |          |         |  |
| Strengthening and repair work on bridges                            | Strengthening bridges, which are critical points on the network for all users, will ensure continued access           | Positive | All residents, users of the City                          | Definite | Major    | 100000s | Roads Asset Management Plan  |
|   | Temporary limitations to access may increase stress levels amongst the local population                               | Negative | All users of the bridge network                           | Probable | Minor    | 10000s  | Roads Asset Management Plan  |
| <b>Flooding</b>   |   |          |   |          |          |         |  |

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|---|---|----------|---|----------|----------|--------|---|
| Improved maintenance of gullies and defences  | Reducing the amount of flooding and damage will ensure the network runs smoothly when the number of adverse weather events increase as a result of climate change.                                      | Positive | All residents, users of the City                | Definite | Moderate | 10000s | Roads Asset Management Plan, North East Local Flooding Plan |
|   | Increased accessibility of sites for pedestrians, cyclists, etc   | Positive | All pedestrians and cyclists in adverse weather | Probable | Minor    | 1000s  | Roads Asset Management Plan, North East Local Flooding Plan |
| <b>Contingency Planning and Utilities</b>   |   |          |   |          |          |        |   |
| Ensure that roads are repaired promptly and appropriately   | This will reduce the length of time where road works cause traffic congestion contributing to air quality, etc. and will also mean reduced amount of time in going back to fix a problem                | Positive | All residents, users of the City                | Definite | Major    | 10000s | Roads Asset Management Plan                                 |
| Ensure that provision is made for vulnerable users such as pedestrians and cyclists, and if not possible, ensure that appropriate diversions are in place | This will ensure that peds/ cyclists do not have lengthy diversions that other traffic is subject to. Where a diversion is in place this will minimise the inconvenience and afford protection as well. | Positive | Vulnerable users, pedestrians, cyclists         | Definite | Moderate | 10000s | Roads Asset Management Plan, Active Travel Action Plan      |
| Ensure road works information is well-publicised via Smart Journey or to bus companies, or on VMS   | This will allow everyone access to information prior to them travelling to ensure that they are well informed and assess whether they require to undertake their journey                                | Positive | All residents, users of the City                | Definite | Moderate | 10000s | Roads Asset Management Plan, ITS Plan                       |
| <b>MANAGEMENT</b>   |   |          |   |          |          |        |   |
| <b>Car Parking</b>  |   |          |   |          |          |        |   |


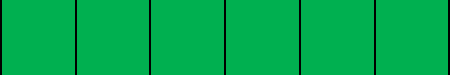
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| Encourage shorter trips to transfer to walking, cycling and public transport, and longer journeys to use Park & Choose or rail | Walking and cycling can have significant health benefits. More people walking, cycling and taking the bus will result in increased physical activity levels benefitting population health and addressing public health issues that result from inactive population, as well as improved air quality and enable better access for those who have to use vehicles | Positive | All residents, users of the City                       | Definite | Moderate | 10000s  | SUMP, Active Travel Action Plan, Bus Action Plan, Roads Hierarchy   |
| Ensuring key bus corridors are kept free of parked cars  | Buses which do not get stuck in congestion should reduce fares. This will assist vulnerable users and those suffering from social exclusion as a result of high fares.  | Positive | All residents, users of the City                       | Definite | Major    | 100000s | Car Parking Action Plan, SUMP, Bus Action Plan                      |
|  | Clearways will also assist cyclists helping to improve routes and therefore encourage more cycling, but will also result in reduced risk of collisions when cyclists need to switch lanes   | Positive | Cyclists   | Definite | Minor    | 1000s   | Active Travel Action Plan, Bus Action Plan, Car Parking Action Plan |
| Facilitate the operation of the Car Club   | The car club encourages walking, cycling and public transport journeys so assisting with obesity, health and air quality but also allows those who do not own a vehicle access on an ad hoc basis when necessary.   | Positive | Car Club members, no-car households                    | Definite | Moderate | 1000s   | Car Parking Action Plan, SUMP                                       |
|  | Success in city centre has allowed roll out to regeneration areas benefiting those in lower socio economic groups   | Positive | Car Club members, regeneration areas                   | Definite | Moderate | 1000s   | Car Parking Action Plan   |
| Ensure that parking policies take into account the needs of people with mobility impairments and other disabilities            | Parking policies which prioritise those with mobility needs will ensure they are appropriately considered as part of any scheme development   | Positive | People with mobility impairments or other disabilities | Definite | Moderate | 1000s   | Car Parking Action Plan, SUMP                                       |

|   |   |          |  |          |          |        |                         |
|---|---|----------|--|----------|----------|--------|-------------------------|
| To increase compliance with disabled parking arrangements and reduce fraudulent use   | Prosecuting individuals who abuse blue badges will result in a better service for those who actually require it   | Positive | People with mobility impairments or other disabilities | Definite | Minor    | 100s   | Car Parking Action Plan |
| <b>Taxis and Private Hire Cars</b>  |    |          |  |          |          |        |                         |
| Improve the safety of School and Social Work transport                                | Ensuring all vehicles involved in moving school children or vulnerable adults are following safety procedures will help to reduce accidents   | Positive | School children or vulnerable adults                   | Probable | Minor    | 10000s |                         |
| Monitor the cap on taxi licences and modify according to demand                       | Continued monitoring of the number of taxis will allow for flexibility in ensuring enough taxis are on the network to cope with demand - thereby facilitating public transport movement | Positive | All individuals requiring flexible public transport    | Definite | Minor    | 1000s  | Licensing Committee     |
| Comply with the Equality Act and ensure all taxis are wheelchair accessible           | All wheelchair accessible taxis will allow for maximum transport options for people with mobility impairments or disabilities   | Positive | People with mobility impairments or other disabilities | Definite | Moderate | 1000s  | Licensing Committee     |
| Investigate potential for increasing the number of low emission vehicles in the fleet | Reduction in polluting vehicles will result in improved air quality   | Positive | All residents, users of the City                       | Definite | Moderate | 1000s  | Air Quality Action Plan |
| Continue the night time taxi zone with marshals                                       | The scheme has reduced incidents reported to the police therefore improving safety for all evening users in the city centre   | Positive | All evening users of the City Centre                   | Definite | Moderate | 10000s | Road Safety Action Plan |
| <b>Traffic Management and Road Safety</b>   |    |          |  |          |          |        |                         |





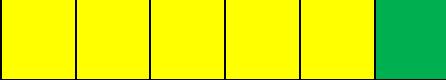
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| Additional 20mph zones   | Reduced speeds reduces number of accidents/ injuries and makes it safer to walk, cycle or play on the street resulting in healthier lifestyles   | Positive           | All residents living on or nearby 20mph streets or using streets for cycling | Definite | Moderate | 10000s  | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan |
| Deliver the Joint Road Safety Plan   | Targeted expenditure and resources into priority areas around the north east should benefit vulnerable users.  | Positive           | All vulnerable users of the road network                                     | Definite | Minor    | 1000s   | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan |
| Implement a combination of encouragement, enforcement, education and engineering measures to improve road safety | Targeted expenditure and resources into priority areas relating to encouragement, enforcement, education and engineering will reduce accidents   | Positive           | All users of the road network  | Definite | Moderate | 100000s | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan |
| Implement further traffic calming schemes  | Traffic calming schemes will reduce speeds, reducing the number of accidents/ injuries and also reducing seriousness of accidents making it safer to walk, cycle or play on the street resulting in healthier lifestyles                               | Positive           | All residents living on or nearby 20mph streets or using streets for cycling | Definite | Moderate | 10000s  | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan |
|  | 20mph zones generally lead to an increase in per vehicle pollutant emissions. However area wide strategies that reduce traffic volumes can compensate for an increase in per vehicle emissions or even reduce total emissions in the intervention area | Negative/ Positive | All residents living on or nearby 20mph streets                              | Definite | Minor    | 10000s  | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan |
| Identification of hot spots for collision analysis   | Targeted analysis with targeted improvements to help vulnerable users will improve road safety for those users, but also encourage more walking and cycling, etc resulting in healthier lifestyles   | Positive           | All users of the road network  | Definite | Minor    | 100s    | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan |
| <b>Enforcement</b>   |  |                    |  |          |          |         |   |

|  |   |          |  |          |          |         |   |
|--|---|----------|--|----------|----------|---------|---|
| Continue to enforce bus lanes  | Ensuring buses can flow freely will benefit those using the service and potentially result in cheaper fares which will equate to greater social inclusion                   | Positive | All users of the road network along bus routes   | Definite | Moderate | 10000s  | Bus Action Plan, SUMP, CCMP, Statutory Quality Partnership Agreements |
|  | Ensuring buses can flow freely will reduce air pollution  | Positive | All residents living along bus routes  | Probable | Moderate | 10000s  | Bus Action Plan, SUMP, CCMP, Statutory Quality Partnership Agreements |
| Greater enforcement of urban clearways   | Ensuring traffic can flow freely will reduce air pollution  | Positive | All users of the road network along bus routes   | Possible | Minor    | 10000s  | Bus Action Plan, SUMP, CCMP, Statutory Quality Partnership Agreements |
| Address indiscriminate parking outside of schools  | Will improve road safety and encourage walking and cycling for a healthier lifestyle  | Positive | School children  | Definite | Minor    | 1000s   | Bus Action Plan, SUMP, CCMP, Road Safety Plan+A65                     |
| Support implementation of speed cameras to improve safety  | Will improve road safety and encourage walking and cycling for a healthier lifestyle  | Positive | All users of the road network  | Possible | Minor    | 1000s   | Road Safety Action Plan   |
| Continue maintenance of CCTV in managing City's road network   | Will improve traffic movement and therefore air quality   | Positive | All users of the strategic road network  | Possible | Moderate | 10000s  | Road Safety Action Plan   |
| Continue maintenance of CCTV in managing City's urban realm  | Improvement in safety within public realm will help vulnerable users  | Positive | All users of the public realm covered by CCTV  | Possible | Minor    | 10000s  | Road Safety Action Plan   |
| <b>Air Quality</b>   |   |          |  |          |          |         |   |
| Improve air quality throughout the City by implementing measures designed to reduce air pollution (low emission zones, alternatively fuelled vehicles, improvements of cycling routes) | Improvements to the walking, cycling and public transport networks will not only assist with air quality but will also provide infrastructure to assist with healthy living | Positive | All residents living within Air Quality Management Areas, all users of the City networks | Definite | Major    | 100000s | Air Quality Action Plan, SUMP, CCMP, Roads Hierarchy Study, AWPR LIB  |

|  |  |          |  |          |       |       |   |
|--|--|----------|--|----------|-------|-------|---|
| Require mitigation measures for new developments where additional vehicle trips will impact adversely on air quality | Improvements to the walking, cycling and public transport networks will not only assist with air quality but will also provide infrastructure to assist with healthy living              | Positive | All residents living within Air Quality Management Areas, all users of the City networks                               | Definite | Minor | 1000s | Air Quality Action Plan, SUMP, Aberdeen Local Development Plan, ALDP Supplementary Guidance |
| <b>Noise</b>   |   |          |  |          |       |       |   |
| Identify Noise Management Areas  | Noise Management Areas will require mitigation measures that will protect individuals from additional noise - thereby reducing stress, etc.  | Positive | All residents living near Noise Management Areas, all users of strategic walking, cycling and public transport network | Possible | Minor | 1000s | Noise Action Plan   |
| Require mitigation measures of new developments where additional noise will occur                                    | Improvements to the walking, cycling and public transport networks will not only assist with reducing noise pollution but will also provide infrastructure to assist with healthy living | Positive | All residents living near Noise Management Areas, all users of strategic walking, cycling and public transport network | Possible | Minor | 1000s | Noise Action Plan   |
| <b>SUSTAINABLE DEVELOPMENT &amp; TRAVEL</b>  |  |          |  |          |       |       |   |
| <b>Land Use Planning</b>   |   |          |  |          |       |       |   |

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| Ensure new developments are accessible by a range of modes, prioritising sustainable transport modes                     | Range of modes will help those without access to a car and therefore aid social inclusion  | Positive | All residents/ employees of new developments         | Definite | Moderate | 10000s | Aberdeen Local Development Plan, Supplementary Planning Guidance, Active Travel Action Plan |
|  | Providing infrastructure for active transport will support healthier lifestyles  | Positive | All residents/ employees of new developments         | Definite | Moderate | 10000s | Aberdeen Local Development Plan, Supplementary Planning Guidance, Active Travel Action Plan |
| Require developers to contribute towards sustainable transport measures off site   | Providing infrastructure for active transport will support healthier lifestyles  | Positive | All residents of the City/ users of the road network | Probable | Minor    | 1000s  | Aberdeen Local Development Plan, Supplementary Planning Guidance, Active Travel Action Plan |
| Ensure maximum car parking standards are not exceeded  | Limiting parking will limit the number of vehicles on site and therefore aid the promotion of other modes which will assist with social inclusion and healthier lifestyles   | Positive | All residents/ employees of new developments         | Definite | Moderate | 1000s  | Aberdeen Local Development Plan, Supplementary Planning Guidance, Car Parking Action Plan   |
| Support the implementation of Home Zones and low/ no car housing   | Homes zones make the roads safer for increasing active travel, they also make street play more appealing assisting with healthier lifestyles and low/ no car housing will limit vehicles on site therefore aiding promotion of other modes which will assist with social inclusion | Positive | All residents/ employees of new developments         | Definite | Moderate | 10000s | Aberdeen Local Development Plan, Supplementary Planning Guidance                            |
| Support development of brownfield sites and mixed communities  | Brownfield sites assist with reducing travel to key destinations as they tend to already be embedded within communities. Mixed communities also help with social inclusion   | Positive | All residents/ employees of new developments         | Definite | Moderate | 1000s  | Aberdeen Local Development Plan, Supplementary Planning Guidance                            |
| Use masterplans to identify appropriate infrastructure and services where developments take place over a number of years | Progression of joined up development will allow for services to be delivered on a phased basis rather than being forgotten - thereby assisting with reducing travel and improving social inclusion   | Positive | All residents/ employees of new developments         | Definite | Major    | 10000s | Aberdeen Local Development Plan, Supplementary Planning Guidance, Active Travel Action Plan |
| <b>Travel Plans</b>  |  |          |  |          |          |        |   |


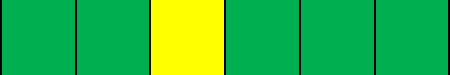
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| All new developments to be accompanied by a travel plan   | Travel Plans outline, provide and promote a variety of measures to the site, thereby improving accessibility for all   | Positive | All residents/ employees of new developments | Definite | Moderate | 10000s | Aberdeen Local Development Plan, Supplementary Planning Guidance                 |
| Require travel packs to be issued to new residents/ employees of all new large new developments | Travel Packs highlight the travel options and nearby facilities within walking, cycling and public transport distances to all individuals / households, thereby improving access to information for all                  | Positive | All residents/ employees of new developments | Definite | Moderate | 10000s | Aberdeen Local Development Plan, Supplementary Planning Guidance                 |
| Encourage uptake of voluntary travel plans for schools  | Travel Plans outline, provide and promote a variety of measures to the site, thereby improving accessibility for all   | Positive | School children/ staff working at schools    | Possible | Minor    | 1000s  | Aberdeen Local Development Plan, Supplementary Planning Guidance                 |
| Continue to work with Getabout to share information   | Getabout provides travel information to all, thereby improving access to all   | Positive | All Aberdeen residents/ users of the network | Definite | Moderate | 10000s | Active Travel Action Plan, Nestrans Regional Transport Strategy                  |
| Promote smarter working for employers   | Provision of information helps improve access for all  | Positive | All employees                                | Possible | Minor    | 1000s  | Active Travel Action Plan  |
| <b>Car Sharing</b>  |   |          |  |          |          |        |  |
| Promote car sharing   | Additional transport option will improve access for all  | Positive | All residents/ users of network              | Definite | Minor    | 1000s  | Nestrans Regional Transport Strategy, ALDP TAN: Travel Planning Guidance         |
| Introduce preferential spaces for car sharers   | Prioritisation of car sharing spaces will help improve this mode of transport  | Positive | All visitors to Council owned car parks      | Possible | Minor    | 100s   | Car Parking Action Plan, Council Travel Plan, ALDP TAN: Travel Planning Guidance |
| <b>Car Clubs</b>  |   |          |  |          |          |        |  |
| Encourage the development of the Car Club in new locations and developments                     | Additional transport option will improve access for all. Car Club users are also more likely to use walking, cycling and public transport as they realise the cost of their car use compared to car driving counterparts | Positive | All residents                                | Definite | Moderate | 1000s  | ALDP Supplementary Guidance, Car Parking Action Plan, Air Quality Action Plan    |

|   |  |          |   |          |          |        |   |
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| Promote the car club as a feasible alternative to additional private car spaces as part of developments | Reduced car parking allowances will result in less car use having positive environmental impacts and improving take up of alternative modal choices and positive impact on health, social inclusion, etc                       | Positive | All residents living in new developments, staff members in new developments | Definite | Moderate | 1000s  | ALDP Supplementary Guidance, Car Parking Action Plan, Air Quality Action Plan |
| Support the Car club in the roll out of ULEVs   | Having cleaner vehicles in the car club has environmental benefits for air quality/ climate change/ noise quality (especially given the 1300+ members) but also allows members of the public the ability to try new technology | Positive | All users of the car club, residents/ users of the City                     | Definite | Minor    | 10000s | Car Parking Action Plan, Air Quality Action Plan                              |
| <b>Ultra Low Emission Vehicles</b>  |   |          |   |          |          |        |   |
| Develop publicly available EV Charging network and hydrogen refuelling station                          | Providing facilities will encourage uptake of cleaner vehicles will result in improvements to air quality  | Positive | All ULEV owners, Hydrogen bus patrons                                       | Definite | Minor    | 1000s  | Car Parking Action Plan, Air Quality Action Plan                              |
| Encourage installation of EV infrastructure in new developments   | Providing facilities will encourage uptake of cleaner vehicles will result in improvements to air quality  | Positive | Residents/ staff of new developments  | Definite | Minor    | 100s   | ALDP Supplementary Guidance, Car Parking Action Plan, Air Quality Action Plan |
| Purchase ULEVs for Council fleet  | Improving the Council fleet not only improves air quality but it also improves visibility/ sets an example to encourage others within the City to take up cleaner vehicles   | Positive | Council staff, all residents/ users of Aberdeen City                        | Probable | Minor    | 1000s  | Council Travel Plan, Car Parking Action Plan, Air Quality Action Plan         |
| Promote benefits of ULEVs   | Promoting benefits should assist with take up and therefore help improve air quality/ climate change   | Positive | All residents   | Probable | Minor    | 100s   | Car Parking Action Plan, Air Quality Action Plan                              |

|   |   |          |   |          |          |        |  |
|---|---|----------|---|----------|----------|--------|--|
| Trial ULEVs with public   | Promoting benefits should assist with take up and therefore help improve air quality/ climate change  | Positive | All residents                           | Definite | Minor    | 100s   | Car Parking Action Plan, Air Quality Action Plan     |
|   | ULEVs are still vehicles and therefore are not discouraging car use   | Negative | All residents/ users of network         | Definite | Minor    | 100s   | Car Parking Action Plan, Air Quality Action Plan     |
| <b>Travel Information and Awareness</b>   |   |          |   |          |          |        |  |
| Coordinate all behaviour change messages and promotional activity via Getabout brand                  | Promotion under a single brand sends clearer messages which will assist with behaviour change and direct people to the correct information to help them make informed decisions | Positive | All residents/ users of network         | Definite | Minor    | 10000s | Active Travel Action Plan, ALDP TAN: Travel Planning |
| Continue to work on Bike Week and EMW   | Participation in events helps to change behaviour for short and long term if repeated - also assists with encouraging physical activity etc                                     | Positive | All participants of events              | Probable | Minor    | 1000s  | Active Travel Action Plan                            |
| Update and publish walking, cycling, public transport maps, etc                                       | Provision of information informing the public of choices will help with social access but also with making informed decisions prior to travelling                               | Positive | All residents/ users of network         | Definite | Minor    | 10000s | Active Travel Action Plan                            |
| Maintain and update the Council's website and ensure information is available in a variety of formats | Provision of information in a variety of formats will enhance access to that information and therefore help the public to make informed decisions about their travel            | Positive | All residents/ users of network         | Definite | Minor    | 1000s  | Active Travel Action Plan                            |
| Expand VMS  | Provision of information at points of entry into the City will help them to avoid areas of congestion and therefore help reduce stress as well as improve air quality           | Positive | All users of the strategic road network | Definite | Moderate | 10000s | Intelligent Transport Systems Action Plan            |

| School Travel and Young People                              |  |          |  |          |          |        |   |
|---|--|----------|--|----------|----------|--------|---|
| Develop School Travel Plans                                 | Provision of travel information to school children will help to reduce congestion during the morning and evening peaks but also encourage active and sustainable transport resulting in improved air quality and greater physical activity | Positive | All users of the network, especially school children | Probable | Minor    | 1000s  | Active Travel Action Plan, School Travel Plan Guidance                          |
| Encourage walking buses and park and stride schemes         | Greater uptake of these initiatives will improve air quality, safety around schools and uptake of physical activity  | Positive | All users of the network, especially school children | Probable | Minor    | 100s   | Active Travel Action Plan, School Travel Plan Guidance                          |
| Traffic management solutions outside schools                | Slower moving vehicles will potentially result in less accidents/ injuries therefore improving road safety and perception of road safety   | Positive | All users of the network, especially school children | Definite | Moderate | 10000s | Active Travel Action Plan, School Travel Plan Guidance, Road Safety Action Plan |
| Work on promotional campaigns                               | Taking part in national campaigns reinforces positive messages and encourages uptake of active and sustainable transport improving air quality, road safety and physical activity  | Positive | All users of the network, especially school children | Possible | Minor    | 1000s  | Active Travel Action Plan, School Travel Plan Guidance                          |
| Provide cycle parking etc facilities                        | Provision of facilities will help to encourage uptake of cycling; improving air quality, road safety and physical activity   | Positive | All users of the network, especially school children | Definite | Minor    | 100s   | Active Travel Action Plan, School Travel Plan Guidance                          |
| Maintain mandatory or part time 20mph zones outside schools | Slower moving vehicles will potentially result in less accidents/ injuries therefore improving road safety and perception of road safety   | Positive | All users of the network, especially school children | Definite | Moderate | 10000s | Active Travel Action Plan, School Travel Plan Guidance, Road Safety Action Plan |



|   |   |          |  |          |          |        |   |
|---|---|----------|--|----------|----------|--------|---|
| Encourage all schools to deliver Bikeability training   | Training will result in better cycling ability and encourage uptake of cycling therefore improving air quality, road safety and physical activity. Adventure Aberdeen who deliver the Bikeability training also bring bikes for those children who do not have their own, thereby assisting with social inclusion | Positive | All users of the network, especially school children | Definite | Moderate | 1000s  | Active Travel Action Plan, School Travel Plan Guidance  |
| Provide statutorily required transport services to schools  | Ensuring that children are transported to school in an appropriate, safe and secure manner will improve road safety and social independence   | Positive | All users of the network, especially school children | Definite | Moderate | 10000s | Active Travel Action Plan, School Travel Plan Guidance  |
| <b>Climate Change and Adaptation</b>  |    |          |  |          |          |        |   |
| Ensure that flooding risk and environmental impacts taken into account in design and construction of infrastructure       | Less disruption to the transport network as a result of flooding will result in less stress to the travelling public  | Positive | All users of the road network                        | Definite | Moderate | 10000s | Road Asset Management Plan                              |
| Reduce carbon emissions by use of smaller, low emission vehicles and encourage people to take active and public transport | Lower emission vehicles will result in improvements to air quality (they also tend to be less noisy as well) and increasing uptake of active and public transport will improve air quality as well as physical activity   | Positive | All users of the road network                        | Definite | Moderate | 10000s | Active Travel Action Plan, Bus Action Plan              |
| Use green landscaping where possible rather than hard landscaping   | Green space helps mental health as well as soaking up flood water, therefore resulting in less disruption and less stress for the travelling public   | Positive | All users of the road network                        | Definite | Minor    | 1000s  | Road Asset Management Plan, ALDP Supplementary Guidance |
| <b>Biodiversity &amp; Green Space Network</b>   |    |          |  |          |          |        |   |

|  |   |          |                               |          |          |        |   |
|--|---|----------|-------------------------------|----------|----------|--------|---|
| Take opportunities to create new habitats as part of improvement schemes                 | Green space helps mental health as well as soaking up flood water, therefore resulting in less disruption and less stress for the travelling public   | Positive | All users of the road network | Possible | Minor    | 1000s  | Roads Asset Management Plan, ALDP Supplementary Guidance, Open Space Strategy |
| Conserve and enhance natural landscape   | Green space helps mental health and certain plants can absorb air pollution   | Positive | All users of the road network | Possible | Minor    | 1000s  | Roads Asset Management Plan, ADLP Supplementary Guidance, Open Space Strategy |
| Ensure people can travel on foot and by bike   | Walking and cycling can have significant health benefits. More people walking, cycling and taking the bus will result in increased physical activity levels benefitting population health and addressing public health issues that result from inactive population, as well as improved air quality and enable better access for those who have to use vehicles | Positive | All users of the road network | Definite | Moderate | 10000s | Active Travel Action Plan, ALDP, Supplementary Guidance, Open Space Strategy  |
| Reduce the need to travel by improving access to local services and green space          | Green space helps mental health and certain plants/ trees can absorb air pollution, while local services available on foot assist with social inclusion and improving physical activity and air pollution   | Positive | All residents of the City     | Probable | Moderate | 10000s | Active Travel Action Plan, ALDP, Supplementary Guidance, Open Space Strategy  |
| Reduce the negative effects of transport by protecting wildlife, habitats and landscapes | Green space helps mental health and certain plants/ trees can absorb air pollution  | Positive | All residents of the City     | Possible | Minor    | 1000s  | Active Travel Action Plan, ALDP, Supplementary Guidance, Open Space Strategy  |
| <b>IMPROVEMENTS</b>  |   |          |                               |          |          |        |   |
| <b>Walking</b>   | -   | -        | -                             | -        | -        | -      | -   |

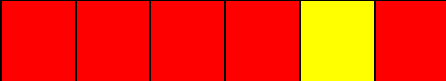
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|--|---|--------------------|--|----------|----------|--------|---|
| Additional traffic calming to encourage walkable neighbourhoods                            | Traffic calming schemes will reduce speeds, reducing the number of accidents/ injuries and also reducing seriousness of accidents making it safer to walk, cycle or play on the street resulting in healthier lifestyles  | Positive           | All residents living on or nearby 20mph streets or using streets for cycling | Definite | Moderate | 10000s | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan   |
|  | 20mph zones generally lead to an increase in per vehicle pollutant emissions. However area wide strategies that reduce traffic volumes can compensate for an increase in per vehicle emissions or even reduce total emissions in the intervention area  | Negative/ Positive | All residents living on or nearby 20mph streets                              | Definite | Minor    | 10000s | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan   |
| Increasing pedestrian facilities - crossings, footways, lighting, pedestrianised areas etc | Walking can have significant health benefits. More people walking will result in increased physical activity levels benefitting population health and addressing public health issues that result from inactive population, as well as improved air quality and enable better access for those who have to use vehicles | Positive           | All residents using the pedestrian network                                   | Definite | Moderate | 10000s | Road Safety Action Plan, Sustainable Urban Mobility Plan, Active Travel Action Plan, Intelligent Transport Systems Action Plan, Air Quality Action Plan |
| Improve, promote and expand the City's Core Path network                                   | Improving the pedestrian environment will help increase walking uptake, improve physical activity/ mental health and reduce air pollution   | Positive           | All residents using the pedestrian network                                   | Definite | Minor    | 1000s  | Open Space Strategy, Core Paths Plan, Active Travel Action Plan   |
| Raise awareness of the health benefits of active travel                                    | Ensuring the public is aware of the benefits to health as a result of active travel may increase uptake of the mode with associated benefits  | Positive           | All residents  | Probable | Minor    | 1000s  | Active Travel Action Plan, Open Space Strategy  |
| Develop the Regional Active Travel Plan  | Delivering the Regional Active Travel Action Plan will improve the strategic links to Aberdeenshire therefore reducing the number of private cars/ commuter journeys into the City with associated benefits for air quality, noise, etc   | Positive           | All residents and residents of Aberdeenshire on strategic networks           | Definite | Minor    | 10000s | Active Travel Action Plan, Core Paths Plan  |

|   |   |          |  |          |          |        |  |
|---|---|----------|--|----------|----------|--------|--|
| Develop the Aberdeen Active Travel Plan   | Delivering improved sporting facilities will facilitate greater uptake in recreational and commuter journeys by active travel modes with associated benefits for air quality, noise, etc  | Positive | All residents  | Definite | Minor    | 1000s  | Active Travel Action Plan, Core Paths Plan   |
| Monitor the wayfinding pilot and consider additional areas for roll out                           | Provision of information on walking around the City Centre will facilitate walking therefore increasing physical activity, air quality, etc   | Positive | All users of the wayfinding project                                | Possible | Minor    | 1000s  | City Centre Masterplan, Sustainable Urban Mobility Plan  |
| <b>Cycling</b>  |   |          |  |          |          |        |  |
| Develop the Regional Active Travel Plan   | Delivering the Regional Active Travel Action Plan will improve the strategic links to Aberdeenshire therefore reducing the number of private cars/ commuter journeys into the City with associated benefits for air quality, noise, etc   | Positive | All residents and residents of Aberdeenshire on strategic networks | Definite | Minor    | 10000s | Active Travel Action Plan, Core Paths Plan   |
| Ensure needs of cyclists are prioritised during all new road construction and improvement schemes | Enabling cyclists to bypass diversion routes will facilitate their journeys improving road safety   | Positive | All cyclists using corridors with new road construction            | Probable | Minor    | 100s   | Roads Asset Management Plan, Active Travel Action Plan, Sustainable Urban Mobility Plan              |
| Improve and increase off road cycling facilities  | Off road facilities will encourage uptake by new/ novice cyclists and improve physical health, air quality, etc   | Positive | All residents  | Definite | Moderate | 1000s  | Active Travel Action Plan, Core Paths Plan, Sustainable Urban Mobility Plan, Air Quality Action Plan |
| Increase opportunities for recreational cycling   | Cycling can have significant health benefits. More people cycling will result in increased physical activity levels benefitting population health and addressing public health issues that result from inactive population, as well as improved air quality and enable better access for those who have to use vehicles | Positive | All residents  | Definite | Minor    | 1000s  | Active Travel Action Plan, Core Paths Plan, Air Quality Action Plan                                  |

|   |  |          |  |          |          |        |  |
|---|--|----------|--|----------|----------|--------|--|
| Measures to improve safety such as Advanced Stop lines, toucan crossing and priority measures | Improving conditions for cycling will increase uptake therefore improving air quality, noise, physical activity and road safety, etc   | Positive | All residents  | Definite | Minor    | 1000s  | Active Travel Action Plan  |
| Work with partners on safety campaigns  | Improving road safety will improve conditions and perception of cycling therefore increasing uptake and improving physical activity, air quality, noise, etc                           | Positive | All cyclists   | Probable | Minor    | 100s   | Active Travel Action Plan, Road Safety Plan  |
| Ensure all traffic management and road maintenance schemes incorporate cyclists measures      | Enabling cyclists to bypass diversion routes will facilitate their journeys improving road safety  | Positive | All cyclists using corridors with maintenance improvements | Probable | Minor    | 100s   | Roads Asset Management Plan, Active Travel Action Plan, Sustainable Urban Mobility Plan                                    |
| Maximise integration with other modes of transport  | Ensuring seamless journeys with other modes of transport (bus, rail, car) will encourage more individuals to cycle with consequent air quality and physical activity, etc improvements | Positive | All cyclists   | Probable | Minor    | 1000s  | Active Travel Action Plan, Sustainable Urban Mobility Plan, Bus Action Plan, Rail Action Plan, Regional Transport Strategy |
| Ensure cycle facilities are incorporated into all new developments                            | Ensuring facilities are available at all destinations will make it easier to cycle and therefore uptake for benefits to physical health, etc   | Positive | Residents/ staff of new developments                       | Definite | Minor    | 1000s  | Active Travel Action Plan, ALDP, Supplementary guidance  |
| Increase cycle parking throughout the City  | Ensuring facilities are available at all destinations will make it easier to cycle and therefore uptake for benefits to physical health, etc   | Positive | All cyclists   | Definite | Minor    | 1000s  | Active Travel Action Plan, Sustainable Urban Mobility Plan   |
| Support and assist with Bikeability training for children and training for adults             | Ensuring all school children are trained in cycling proficiency will improve road safety and reduce chance of collisions/ injuries   | Positive | All school children, novice cyclists                       | Definite | Moderate | 10000s | Active Travel Action Plan  |
| <b>Bus</b>  |  |          |  |          |          |        |  |

|   |  |          |  |          |          |        |   |
|---|--|----------|--|----------|----------|--------|---|
| Continue to work with bus operators through the Health and Transport Action Plan to ensure health services are accessible by public transport                 | Ensuring that health services are accessible by public transport will assist with social inclusion, aid vulnerable groups and help boost physical activity   | Positive | Visitors to NHS facilities   | Definite | Moderate | 1000s  | Bus Action Plan, Health and Transport Action Plan |
| Review provision of bus services to ensure services meet peoples needs and consider provision of supported services where these are deemed socially necessary | Identifying areas where services would help those in regeneration areas for access to work, etc would assist those suffering from social exclusion. PT users also achieve half of daily exercise on average and this would assist with physical health, etc as well. | Positive | Vulnerable individuals/ socio economic groups                          | Probable | Moderate | 1000s  | Bus Action Plan, Regional Transport Strategy      |
| Ensure all new developments are planned and designed with public transport access and penetration in mind   | Inclusion of public transport from the start of the development helps to embed PT use as people are more willing to try something new when their situation changes (new job, new house, etc)   | Positive | All residents/ staff at new developments                               | Definite | Moderate | 10000s | Bus Action Plan, ALDP, Supplementary Guidance     |
| Maintain, manage and improve bus stop infrastructure  | Provision of adequate bus stop infrastructure including dropped kerbs and shelters can help more vulnerable groups feel more comfortable taking the bus  | Positive | All residents  | Definite | Minor    | 1000s  | Bus Action Plan                                   |
| Encourage further adoption of low emission zones  | A significant proportion of PM10 and Nox emissions in the City Centre AQMA relate to buses, in particular buses stuck in congestion or dwelling at bus stops. Cleaner buses will therefore help reduce air pollution.  | Positive | All those living within or moving through Air Quality Management Areas | Possible | Moderate | 10000s | Air Quality Action Plan                           |
| Complete construction of new Park and Choose site at A96  | Construction of the Park & Choose will enable residents to park and either car share, cycle or take the bus to their destination, reducing congestion and improving air quality in the city centre   | Positive | Users of A96 corridor and City Centre                                  | Definite | Minor    | 1000s  | Bus Action Plan, Regional Transport Strategy      |

|  |  |          |  |          |          |        |   |
|--|--|----------|--|----------|----------|--------|---|
| Support Aberdeenshire in the development of Park and Ride at Portlethen  | Construction of the Park & Choose will enable residents to park and take the bus to their destination, reducing congestion and improving air quality in the city centre  | Positive | Residents of Aberdeen City and living on Portlethen strategic corridor | Possible | Minor    | 1000s  | Aberdeenshire Council Local Transport Strategy, Regional Transport Strategy       |
| Continue to enforce bus lane violations and increase coverage  | Ensuring buses can run to time helps bus companies to improve services and makes the bus more comparable with the car - encouraging uptake with the benefits that brings, reducing stress and improving social inclusion.  | Positive | All residents and users of strategic bus corridors                     | Definite | Moderate | 10000s | Bus Action Plan   |
| Develop regional fares and ticketing plan  | A regional fares and ticketing plan will simplify bus fares, making it more user friendly and transparent to use the bus   | Positive | All bus users in the north east  | Probable | Moderate | 10000s | Bus Action Plan, Regional Transport Strategy                                      |
| Improve bus information through bus information plan   | A coherent plan for information at all bus stops and on the websites will help members of the public understand where buses run, how much they cost, etc thereby making it easier to use the bus and helping encourage use | Positive | All bus users in the north east  | Probable | Minor    | 10000s | Bus Action Plan   |
| <b>Rapid Transit</b>   |  |          |  |          |          |        |   |
| Undertake a study into future public transport options to connect new housing developments with existing and future employment areas | High speed links connecting commuter areas to areas of employment will private car use, reducing congestion, stress and improving air quality  | Positive | All residents living and working on the rapid transit line             | Possible | Minor    | 1000s  | Local Development Plan/ Strategic Development Plan, Strategic Infrastructure Plan |
| <b>Powered Two Wheelers</b>  |  |          |  |          |          |        |   |
| Implement road improvement schemes to increase the safety of motorcyclists   | Schemes to improve road safety for motorcyclists will reduce risk of collision/ injury   | Positive | Motorcyclists  | Probable | Minor    | 100s   | Road Safety Action Plan   |

|  |  |          |   |          |          |         |  |
|--|--|----------|---|----------|----------|---------|--|
| Participate in promotional initiatives to raise awareness                              | Joint promotion will help spread clear messages improving safety   | Positive | Motorcyclists   | Probable | Minor    | 100s    | Road Safety Action Plan  |
| Undertake a review of trials for motorcycles in bus/ taxi/ cycle lanes                 | Improved accessibility may result in mode shift to motorbikes which can help reduce congestion for other modes   | Positive | All users of the road network   | Possible | Minor    | 1000s   | Active Travel Action Plan, Bus Action Plan Road Safety Plan      |
|  | Opening up bus lanes may negatively impact on cyclists who are the more vulnerable road user (the study will determine this). May also result in increased noise pollution.                                  | Negative | Cyclists, residents living near bus lanes   | Possible | Minor    | 1000s   | Active Travel Action Plan, Bus Action Plan, Road Safety Plan     |
| <b>Road Improvements</b>   |   |          |   |          |          |         |  |
| Progression of urban infrastructure to address pinch points in the City's road network | Increasing road space will help to reduce congestion (likely in the short term) which will have positive impacts on stress levels and if traffic flows freely improvements to air quality                    | Positive | Users of the new transport infrastructure   | Definite | Major    | 100000s | ALDP, Roads Asset Management Plan, Strategic Infrastructure Plan |
|  | Road improvements which do not 'lock in' improvements for buses, etc tend to encourage car use and become congested after a period of time, resulting in a decline in air quality after initial improvement. | Negative | Users of the new transport infrastructure, residents living along improvement corridors | Definite | Major    | 100000s |  |
|  | Additional traffic in the city centre will not improve the pedestrian, cycle, bus experience, or encourage these modes and can act as barriers for social inclusion resulting in community severance         | Negative | All residents of the City, users of the network   | Definite | Major    | 10000s  |  |
| Ensure projects prioritise sustainable transport modes                                 | Ensuring facilities for other modes are built alongside road improvements will mean benefits are built in to enable those modes to run efficiently, thereby encouraging their use/ uptake                    | Positive | All users of the improvement corridor   | Possible | Moderate | 1000s   | Active Travel Action Plan, ALDP                                  |



| Intelligent Transport Systems   |  |          |                                 |          |          |        |   |  |  |  |  |
|---|--|----------|---------------------------------|----------|----------|--------|---|--|--|--|--|
| Use ITS to improve network efficiency and manage traffic flow   | Better traffic flow will result in improvements to air quality and reduced stress as cars will not be idling/ sitting in congestion  | Positive | All users of the City/ network  | Definite | Moderate | 10000s | ITS Strategy/ Action Plan   |  |  |  |  |
|   | Improved traffic flow can result in more accidents as faster speeds likely. In addition may encourage more vehicles to use the network rather than taking other modes, resulting in reduced physical activity, more air pollution, etc                   | Negative | All users of the City/ network  | Definite | Moderate | 10000s | ITS Strategy/ Action Plan   |  |  |  |  |
| Give priority to particular types of vehicle or road user   | Prioritising different users of the network can improve journey times for active and sustainable travel, making them more efficient and therefore more appealing to use - resulting in the associate benefits to the environment and for personal health | Positive | All users of the priority lanes | Definite | Moderate | 10000s | ITS Strategy/ Action Plan, Bus Action Plan                          |  |  |  |  |
| Provide reliable travel information so people can make informed decisions before and during their journey | Adequate information provided can influence journey mode and route allowing individuals to avoid congested periods and areas, thereby improving air quality and reducing stress  | Positive | All users of the City/ network  | Definite | Minor    | 10000s | ITS Strategy/ Action Plan, Air Quality Action Plan, Bus Action Plan |  |  |  |  |
| Improve road safety advice  | Provision of transport information can help people to make informed transport choices thereby improving road safety  | Positive | All users of the City/ network  | Probable | Minor    | 1000s  | ITS Strategy/ Action Plan, Road Safety Action Plan                  |  |  |  |  |
| Update the travelling public on environmental conditions  | Provision of transport information can help people to make informed transport choices thereby improving road safety  | Positive | Users of the City/ network      | Probable | Minor    | 1000s  | ITS Strategy/ Action Plan, Air Quality Action Plan, Bus Action Plan |  |  |  |  |

|   |   |          |  |          |          |        |  |
|---|---|----------|--|----------|----------|--------|--|
| Develop a Journey Time Monitoring System linked to VMS on strategic routes / at Park and Ride sites | Recording detailed information on length of journey times for different modes will allow the Council to establish average journey speeds and promote these to members of the public via VMS directing to them to appropriate routes for avoiding congestion or onto Park and Choose buses if this is the quickest method of accessing the City Centre | Positive | Users of the strategic network                         | Definite | Minor    | 10000s | ITS Strategy/ Action Plan, Air Quality Action Plan                               |
| <b>Public Realm and the SUMP</b>  |   |          |  |          |          |        |  |
| Improve the pedestrian experience in the core City Centre   | Walking can have significant health benefits. More people walking will result in increased physical activity levels benefitting population health and addressing public health issues that result from inactive population, as well as improved air quality and enable better access for those who have to use vehicles                               | Positive | Users of the City Centre, residents of the City Centre | Definite | Moderate | 10000s | City Centre Masterplan, SUMP, Active Travel Action Plan, Road Safety Action Plan |
| Improve general access to the City Centre   | Ensuring the City Centre is accessible from all areas will help with social inclusion   | Positive | Users of the City Centre, residents                    | Definite | Moderate | 10000s | City Centre Masterplan, SUMP, Active Travel Action Plan, Air Quality Action Plan |
| Increase space for other uses than road traffic   | Improving the active and public transport experience in the City Centre will increase lingerability, increase numbers undertaking said activities with associated physical activity, air quality, social accessibility, etc improvements  | Positive | Users of the City centre, residents                    | Probable | Moderate | 10000s | City Centre Masterplan, SUMP, Active Travel Action Plan, Bus Action Plan         |
| Reduce the detrimental impact of motor vehicles on the City Centre environment                      | Improving air quality and the road safety in the City Centre will make the environment better for all using it  | Positive | Users of the City Centre, residents                    | Possible | Moderate | 10000s | City Centre Masterplan, SUMP, Active Travel Action Plan                          |