

## ABERDEEN CITY COUNCIL

---

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	5 <sup>th</sup> December 2019
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen Sustainable Urban Mobility Plan
<b>REPORT NUMBER</b>	PLA/19/422
<b>DIRECTOR</b>	N/A
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Will Hekelaar
<b>TERMS OF REFERENCE</b>	Purpose 6. Remit 2.2

---

### 1. PURPOSE OF REPORT

- 1.1 To present for adoption a final draft Sustainable Urban Mobility Plan (SUMP) for Aberdeen.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Adopt the SUMP as presented in Appendix A;
- 2.2 Instruct the Chief Officer – Strategic Place Planning, in consultation with the Chief Officer – Operations and Protective Services, to commence delivery of the small-scale projects listed in the SUMP that can be progressed in the short-term; and
- 2.3 Instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital, to develop a prioritised delivery programme of transport interventions (to encompass larger-scale interventions recommended in the SUMP and the City Centre Masterplan, as well projects arising from the recent Roads Hierarchy review and the ongoing Low Emission Zone development process) to inform the Capital budget process and report this programme back to Committee in due course.

### 3. BACKGROUND

- 3.1 Aberdeen City Council (ACC) is a partner in the EU-funded project CIVITAS PORTIS. One of ACC's work packages within PORTIS is SUMP and Port Optimisation (1ABZ1), the objective of which is to develop a SUMP for Aberdeen, considering sustainable transport connections around the city centre and between the city centre and the harbour areas.

- 3.2 At the meeting of this Committee in June 2019, Members agreed to the implementation of a revised Roads Hierarchy for Aberdeen and a period of public and stakeholder engagement on a supporting draft SUMP, with an instruction to report back to Committee with a final SUMP in November 2019.
- 3.3 A SUMP is a long-term transport strategy for a defined urban area which identifies a range of measures that could be implemented by the local authority and partners to enable and encourage residents and visitors to travel around the area on foot, bike, public transport and other low-emission forms of transport in preference to less clean alternatives. The proposed Aberdeen SUMP acts as a framework for future city centre transport projects. It identifies:
- A series of small-scale projects that will bring benefits to people walking and cycling and which can potentially be delivered in the short term, including:
    - Signage improvements;
    - Speed limit reductions; and
    - Exemptions for cyclists from one-way and access restrictions where these can be achieved safely; and
  - A series of larger-scale projects that can potentially be delivered in the medium to long term, following further investigation, appraisal and design.
- 3.4 The SUMP has not been developed in isolation, but in the context of a number of other projects concerning transport in the city centre including ongoing City Centre Masterplan (CCMP) delivery, the Roads Hierarchy review, Low Emission Zone (LEZ) option appraisal, development of a future car parking framework, aspirations for a bike hire scheme and regional investment in tourism and cycling-related events, which have raised expectations amongst residents and visitors of a walking and cycling-friendly environment in the city centre. Furthermore, increasing attention on the threat posed by, and the need to act against, climate change is resulting in a growing recognition of the need for transport authorities to adapt our networks to respond to this, as highlighted in the recent draft second National Transport Strategy for Scotland.
- 3.5 The SUMP therefore seeks to:
- Support Aberdeen's transition to a low carbon and low emission future;
  - Support the city centre living objectives of the CCMP by promoting development of a safe and sustainable city centre which people can access and move around with ease and which is a pleasant place to live and spend time in;
  - Complement and further develop the transport principles of, and proposed projects identified in, the CCMP particularly IN01 Walkable Aberdeen, IN03 Cycle Highways and IN06 Bus Priority Infrastructure;
  - Identify interventions to realise the city centre elements of the revised Roads Hierarchy, particularly the principles of discouraging through-traffic and improving accessibility and permeability for people walking, cycling and using public transport;
  - Identify the enabling infrastructure required to support the successful delivery of a bike hire scheme and LEZ;
  - Support the ongoing City Region Deal project to identify and appraise external transport connections to Aberdeen South Harbour; and

- Respond to a petition for improved cycle facilities on Union Street, heard by ACC's Petitions Committee on 14<sup>th</sup> March 2018.

3.6 Consultation on the draft SUMP took place in June and July 2019, with 118 responses received from stakeholders and members of the public. These showed general support for the draft SUMP and the vision, objectives and outcomes identified within it, albeit some pertinent comments were received that required to be considered and addressed as the SUMP moved to finalisation. Engagement with members of the public and stakeholders has therefore positively informed the final draft SUMP. A Stakeholder Engagement report is available at <https://consultation.aberdeencity.gov.uk/planning/sump/results/draftsumpconsultationreport.pdf>.

3.7 Development of the SUMP has been overseen by various ACC teams encompassing transport, planning and the environment and PORTIS partners Aberdeenshire Council, Nestrans and Aberdeen Harbour Board.

#### **4. FINANCIAL IMPLICATIONS**

4.1 There are no immediate financial implications arising from adoption of the SUMP.

4.2 Delivery of the SUMP, which is envisaged as a 20-year programme, will result in financial implications. Some cost impacts may be accommodated within ongoing operational and programme budgets. Some projects are anticipated to be supported by external funding sources, including Developer Contributions, Sustrans, the City Region Deal and other Transport Scotland funding streams, such as LEZ support funds and the £500 million announced in the recent Programme for Government for bus priority infrastructure. Other costs will require to be considered as part of forward budget planning, as will the maintenance implications of any infrastructure changes or additions.

4.3 The SUMP does not sit in isolation from other programmes of work and, as per the report recommendations, will be more effectively and efficiently managed as part of a wider costed and prioritised programme of city-wide transport improvements which is proposed to inform future Capital budget planning. Having a coherent and agreed plan in place for future transport projects will place the Council in a strong position to attract external funding as future allocations are announced and may also support our calls for multi-year funding awards from external partners. Individual projects will be subject to business cases as they are prioritised and brought forward for delivery, with financial implications communicated to Members.

4.4 Failure to meet project milestones in relation to the SUMP, which were agreed with the EU, could result in the Council not delivering against the grant agreement and could cause the reduction or recovery of grant funds by the EU, meaning ACC is unable to take full advantage of the funds available to deliver its transportation priorities.

## 5. LEGAL IMPLICATIONS

- 5.1 Failure to meet agreed project milestones for the SUMP could result in ACC being in breach of the CIVITAS PORTIS grant agreement with the EU.
- 5.2 ACC has a legal duty to improve air quality in its Air Quality Management Areas one of which is the city centre. While the Council is working to identify options for a LEZ, it is clear that a LEZ must form one element of a package of measures to address the negative impacts of transport in the city centre and that further supporting measures are needed to achieve air quality compliance and realise the city centre that the public and stakeholders aspire to.
- 5.3 The majority of measures identified in the SUMP will require Traffic Regulation Orders (TROs) which may result in statutory objections or public inquiries.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Financial	<p>A safe and accessible city centre where people choose to shop and spend time in is key to the continued economic vibrancy of the city and region. Failure to realise this could undermine the Council's ability to achieve its economic objectives and compromise recent and planned investment in the city centre if the area is not fully accessible to all and is not a place that people choose to spend time in.</p> <p>Not adopting a coherent and long-term transport vision for the city centre could compromise the Council's ability to secure external funding for improvements to the transport network.</p> <p>Failure to realise a more sustainable city centre could see increasing</p>	M	Adopt the SUMP and move towards delivery.

	<p>societal costs in the future arising from ill health associated with poor air and noise quality and physical inactivity, and the need to respond and adapt to a changing climate.</p> <p>Failure to develop a SUMP in accordance with the CIVITAS PORTIS grant agreement could necessitate the repayment of funds to the EU or jeopardise future payments.</p>		
<b>Legal</b>	<p>Failure to develop a SUMP in accordance with the CIVITAS PORTIS grant agreement could result in ACC being in breach of EU grant conditions.</p> <p>There may be implications should air quality continue to breach legal limits and ACC is seen to be taking insufficient action to address this.</p>	M	Adopt the SUMP and move towards delivery as part of a package of measures to improve transport and air quality throughout the city.
<b>Employee</b>	<p>Not taking steps to address air quality and enable a switch to cleaner and healthier modes of transport in the city centre could have negative impacts on the health and wellbeing of employees, many of whom work in the city centre.</p>	M	Adopt the SUMP and move towards delivery.
<b>Customer</b>	<p>There are risks affecting customers, citizens and visitors alike relating to a transport network which does not reflect the changing needs of the economy, society and health and wellbeing if the recommendations are not delivered.</p>	M	<p>Adopt the SUMP and move towards delivery.</p> <p>Undertake further engagement on specific projects as these move towards design and delivery,</p>

	<p>Customer dissatisfaction may arise from the implementation of some of the recommendations.</p> <p>The final outcomes / recommendations may not reflect the needs of transport users. This could result in public / stakeholder opposition to changes and / or objections to future TROs.</p> <p>Not delivering the recommendations could compromise the Council's ability to deliver upon a range of projects designed to make Aberdeen a more prosperous city and attractive place to live, work and visit, including the CCMP, LEZ and bike hire scheme.</p>		including all relevant statutory processes.
<b>Environment</b>	Failure to encourage more sustainable travel throughout the city could contribute to increasing CO <sub>2</sub> emissions and exacerbate air quality concerns.	H	Adopt the SUMP and move towards delivery.
<b>Technology</b>	None identified.		
<b>Reputational</b>	There could be risks associated with implementing some of the recommendations should ACC be portrayed as 'anti-car' and contributing to the decline of the city centre through restricting access for vehicles. Conversely, not implementing the proposals could result in reputational risk should ACC be seen as not making efforts to improve	H	<p>Adopt the SUMP and move towards delivery.</p> <p>Undertake further engagement on specific projects as these move towards design and delivery, including statutory processes.</p>

	<p>walking, cycling and public transport conditions in the city centre, thus failing to 'lock in' the benefits of the AWPR and deliver the transport elements of the CCMP.</p> <p>There are risks that ACC is seen as not taking appropriate action to reduce CO<sub>2</sub> and other harmful emissions and improve air quality in the city centre.</p> <p>Not improving sustainable travel infrastructure in the city centre could put a risk the success of other Council projects such as the proposed LEZ and bike hire scheme.</p>		
--	--	--	--

## 7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
<b>Prosperous Economy</b>	Proposals within this report support Key Drivers 1.3 ( <i>Improving investment into Aberdeen and Aberdeen businesses</i> ) and 2.2 ( <i>Ensuring access for all employers to skilled labour</i> ) in that a transport network which supports the efficient movement of people and goods is critical to maintaining a healthy economy for the city and wider region and supporting access to employment opportunities for all members of society.
<b>Prosperous People</b>	Proposals within this report support Key Driver 3.4 ( <i>Improving health and reducing inequalities</i> ) in that they seek to improve and increase opportunities for people to walk, cycle or use public transport for everyday journeys, bringing personal health benefits through increased physical activity and reducing harmful emissions from road transport.
<b>Prosperous Place</b>	Proposals within this report support Key Drivers 11.4 ( <i>Encouraging adoption of healthier lifestyles</i> ) and 15.1 ( <i>Supporting different ways for active travel in everyday</i>

	<p><i>journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence</i>) in that they seek to increase opportunities for people to walk, cycle or take public transport for everyday journeys, thus improving health and wellbeing, and contributing towards the meeting of Stretch Outcome 15 (<i>38% of people walking and 5% of people cycling as main mode of travel by 2026</i>). They also support Key Driver 14.1 (<i>Reducing emissions across the city through delivery of Aberdeen’s Sustainable Energy Action Plan ‘Powering Aberdeen’</i>) in that encouraging modal shift to active and sustainable transport contributes towards reducing harmful emissions from transport.</p>
--	---

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Customer Service Design</b>	Will benefit all residents, businesses and visitors by creating a more efficient and sustainable transport network and supporting aspirations for a safe and accessible city centre.
<b>Organisational Design</b>	Will provide clarity to various Council departments on future transport priorities in Aberdeen.
<b>Governance</b>	Will comply with internal governance procedures.
<b>Partnerships and Alliances</b>	The SUMP represents successful partnership working internationally (CIVITAS PORTIS is an EU-funded project with cities sharing knowledge and experiences) and locally, informed by input from a wide range of internal Council teams and local partners.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Equality &amp; Human Rights Impact Assessment</b>	Completed.
<b>Data Protection Impact Assessment</b>	Not required.
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable.

## 9. BACKGROUND PAPERS

[North East Scotland Roads Hierarchy – OPE/19/089](#)

## **10. APPENDICES (if applicable)**

Appendix A – Draft Aberdeen Sustainable Urban Mobility Plan Executive Summary  
(the full report is available to Members on request)

## **11. REPORT AUTHOR CONTACT DETAILS**

Name: Will Hekelaar  
Title: Senior Engineer (Transport Strategy and Programmes)  
Email Address: [WHekelaar@aberdeencity.gov.uk](mailto:WHekelaar@aberdeencity.gov.uk)  
Tel: 01224 523863