Appendix 3:

City Centre Transport Measures – Policy Assessment

1 Background

In autumn 2023, Aberdeen City Council (ACC) introduced an Experimental Traffic Regulation Order (ETRO), which brought a number of traffic management changes to the city centre. These included:

- The introduction of a series of 'bus and authorised vehicle only' restrictions (commonly and hereafter referred to as 'bus gates') on Union Street, Market Street, Guild Street and Bridge Street; and
- Banning the right-turn (other than for buses and other authorised vehicles) from Union Terrace to Rosemount Viaduct.

These measures were introduced in support of the City Centre Masterplan (CCMP) and seek to limit opportunities for general traffic 'through-routeing' on these streets, thus awarding priority within the space to active travel (walking, wheeling and cycling) and public transport, while maintaining legitimate vehicle access to all areas for those requiring it.

In July 2024, the Council agreed to the temporary easing of restrictions to support local businesses during construction works associated with the new Market development, with all vehicles now permitted to turn left into Market Street from Union Street and left from Market Street to Trinity Quay. This is not anticipated to result in significant volumes of traffic being attracted back onto Market Street.

In response to concerns raised by the city centre business community, the Council asked officers to investigate the feasibility and impacts of:

- Reopening Bridge Street to all vehicles in one or both directions; and
- Removing the ban on right turns from Union Terrace onto Rosemount Viaduct.

The local business community is currently advocating for the removal of further restrictions (dubbed the 'Common Sense' compromise), which would essentially involve removing all of the above measures, other than the Guild Street restrictions.

2 Purpose

The purpose of this report is to assess the extent to which different options for city centre traffic management measures align with national, regional and local strategies and policy commitments.

It is appreciated that certain commitments, objectives and aspirations are replicated across a number of policies, plans and strategies, therefore the assessment and the summary table presented at the end of the report should not be read as a quantitative or cumulative assessment, hence why no final 'score' is presented for the options, recognising that this would involve a degree of 'double-counting'. Rather, it aims to give a high-level qualitative assessment, allowing (in the summary table) an 'at a glance' indication of each option's alignment with current policy and strategy.

3 Options

For the purposes of this assessment, the following options are considered:

- Option 1 - Maintain current (September 2024) traffic management measures;
- Option 2 – Re-open Bridge Street to all vehicles in one direction (based on a concurrent traffic modelling assessment, this is assumed to be northbound) and remove the ban on right turns from Union Terrace onto Rosemount Viaduct;
- Option 3 - Re-open Bridge Street to all vehicles in both directions and remove the ban on right turns from Union Terrace onto Rosemount Viaduct;
- Option 4 – Remove all restrictions other than Guild Street bus gates (the 'Common Sense' compromise);
- Option 5 - Remove all of the above measures (essentially reverting to a pre-autumn 2023 scenario).

Options are awarded a score, based on their alignment with the policies and strategies forming part of the assessment, on a 7 point scale as shown in the table below, consistent with best practice Scottish Transport Appraisal Guidance (STAG):

✓✓✓	Strong alignment with policy
✓✓	Moderate alignment with policy
✓	Minor alignment with policy
-	Neutral or no impact
×	Minor conflict with policy
××	Moderate conflict with policy
×××	Major conflict with policy

4 Policy Assessment

4.1 National Policy

4.1.1 National Transport Strategy

Scotland's second National Transport Strategy (NTS2) (2020) provides the national transport policy framework, setting out a vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out four key priorities to support this vision, with supporting outcomes and policies identified alongside these priorities.

The below tables assesses the extent to which the bus gate options align with NTS2 priorities.

Priority 1 - Reducing inequalities Outcomes: • Will provide fair access to the services we need; • Will be easy to use for all; • Will be affordable to all. Policies: • Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services; • Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework; • Remove barriers to public transport connectivity and accessibility within Scotland; • Improve sustainable access to healthcare facilities for staff, patients and visitors; • Ensure sustainable, public and active travel access to employment, education and training locations.		
1	✓✓✓	The bus priority measures have resulted in quicker and more reliable journey times for bus passengers travelling to the city centre and the healthcare, employment, education and training opportunities available there. This has translated into cost savings for passengers, with operators offering free bus travel during weekends in January 2024, in response to reduced operating costs. While this cannot be guaranteed, there is scope for further cost benefits for passengers in the future. The number of vehicles on the affected streets has reduced, contributing to a safer and more welcoming environment for people

		walking, wheeling and cycling, and improved accessibility to the city centre for these modes. While concerns have been raised about city centre accessibility, access to all key destinations (including public car parks and blue badge parking bays) has been maintained.
2	✓✓✓	As per Option 1, although the benefits may be slightly less as a result of more traffic being attracted back to Bridge Street and Union Street, should restrictions be removed (based on traffic modelling).
3	×	Although active travel and bus priority measures remain on Market Street and Guild Street, traffic modelling of this option suggests it could result in increased congestion and a significant detriment to bus journey times and reliability for services travelling from Union Street West.
4	×	Active travel and public transport is prioritised on Guild Street, although the limited geographical extent of this means the benefits are likely to be minimal. Although not explicitly tested in the traffic model, the disbenefits experienced with Option 3 would also occur, and may even be worse, under this option.
5	×××	This option does not reduce inequality as it is unlikely to result in any sustainable transport accessibility or affordability improvements.

Priority 2 - Taking climate action

Outcomes:

- Will help deliver our net zero target;
- Will adapt to the effects of climate change;
- Will promote greener, cleaner choices.

Policies:

- Reduce emissions generated by the transport system to mitigate climate change;
- Reduce emissions generated by the transport system to improve air quality;
- Ensure the transport system adapts to the projected climate change impacts;
- Support management of demand to encourage more sustainable transport choices;
- Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods;
- Improve the quality and availability of information to enable all to make more sustainable transport choices

1	✓✓✓	Prioritising active travel and public transport over the private car on Market Street, Guild Street and Bridge Street could result in a greater uptake of these sustainable modes and reduced emissions as a result.
2	✓✓	As per Option 1, albeit the benefits may be less as a result of more traffic being attracted back to Bridge Street and Union Terrace.
3	×	Although active travel and bus priority measures remain on Market Street and Guild Street, this option re-introduces unrestricted traffic on Bridge Street and Union Terrace, which may conflict with aspirations to encourage a shift to cleaner modes of transport and reduce emissions. Traffic modelling suggests this option could result in increased congestion and a significant detriment to bus journey times and reliability for services travelling from Union Street West, resulting in more emissions and further reducing incentives for people to travel by bus.
4	×	Active travel and public transport is prioritised on Guild Street, although the limited geographical extent of this means the impacts (in terms of encouraging a shift to sustainable transport, and emissions reduction) are likely to be limited. Maintaining general traffic on Market Street and Bridge Street does not align with emissions reduction or mode shift aspirations. Although not explicitly tested in the traffic model, the disbenefits experienced in terms of congestion and bus journey times with Option 3 would also occur, and may be worse, under this option.
5	×××	Maintaining unrestricted vehicle movements through the area, with no incentives to use active travel or public transport, demonstrates a major conflict with NTS2 Priority 2.

Priority 3 - Helping to deliver inclusive economic growth

Outcomes:

- Will get people and goods where they need to get to;
- Will be reliable, efficient and high quality;
- Will use beneficial innovation.

Policies:

- Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility;
- Increase the use of asset management across the transport system;

• Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally; • Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland; • Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations; • Meet the changing employment and skills demands of the transport industry and upskill workers; • Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits.		
All	-	Given the limited geographic scope of the area and the specific policies articulated under NTS2 Priority 3, all of the options are assessed as having a neutral alignment.

Priority 4 - Improving health and wellbeing Outcomes: • Will be safe and secure for all; • Will enable us to make healthy travel choices; • Will help make our communities great places to live. Policies: • Increase safety of the transport system and meet casualty reduction targets; • Implement measures that will improve perceived and actual security of Scotland's transport system; • Ensure that transport assets and services adopt the Place Principle; • Reduce the negative impacts which transport has on the safety, health and wellbeing of people; • Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands; • Embed the implications for transport in spatial planning and land use decision making.		
1	✓✓✓	Restricting general traffic on Market Street, Guild Street and Bridge Street will make these streets safer and more welcoming for people walking, wheeling and cycling. Less traffic results in less noise and emissions, contributing to an improved city centre environment in which to live, work and visit.

		Increasing the attractiveness of active modes of travel should encouraging greater adoption, with physical and mental health benefits for those switching from sedentary forms of transport. Notwithstanding the limited geographic scope of the area under consideration, and the lack of onward active travel connections at present, this option strongly aligns with NTS2 Priority 4.
2	✓✓✓	As per Option 1, albeit the benefits may be less as a result of more traffic being attracted back to Bridge Street and Union Terrace.
3	✓	As per Options 1 and 2, as general traffic is restricted on Market Street and Guild Street, although the benefits will be less as a result of more traffic returning to Bridge Street and Union Terrace. Traffic modelling suggest there could be additional congestion and queuing on Union Street West, which could increase harmful emissions, albeit this area is in the Low Emission Zone (LEZ).
4	×	Restricting general traffic on Guild Street should make this space safer and more welcoming for walking, wheeling and cycling. However, the limited geographic extent of this option is not likely to encourage active travel on a significant scale. Maintaining general traffic on Market Street and Bridge Street does not align with active travel and health aspirations. Although not explicitly tested in the traffic model, the disbenefits experienced in terms of congestion and emissions with Option 3 would also occur, and may be worse, under this option.
5	×××	This option does not support modal shift to more active forms of transport, and has no safety benefits. Unrestricted traffic routeing through the city centre will result in continued noise and emissions on city centre streets.

In addition to the above priorities, NTS2 supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options (in that order) in preference to single occupancy private car use. It also prioritises investment aimed at reducing the need to travel unsustainably, whilst focusing on maintaining and safely operating existing assets ahead of new infrastructure investment. In the below table each of the options is assessed in terms of their alignment with the Sustainable Travel and Investment Hierarchies.

Sustainable Travel and Investment Hierarchy		
1	✓	Space on Market Street, Guild Street and Bridge Street is prioritised for active travel and public transport over the private car. However, cyclists are given no physical protection and are required

		to share roadspace with other vehicles. While this involves minimal expenditure and the maximisation of existing assets, it does not formally prioritise cyclists over other vehicles using the space.
2	✓	As per Option 1, albeit to a lesser extent as a result of additional traffic being attracted back to Bridge Street and Union Terrace.
3	✓	As per options 1 and 2, albeit to a lesser extent, as this option still maintains general traffic routeing through Bridge Street and Union Terrace.
4	-	Traffic restrictions are limited to Guild Street, with no wider network improvements. While this involves minimal expenditure and the maximisation of existing assets, prioritisation of sustainable modes is minimal.
5	××	Sustainable transport modes are not prioritised over the private car under this option, with all road users sharing the same space. This requires minimal expenditure and maximises the use of existing assets, however.

4.1.2 The Climate Change Plan 2018-2032 Update

The Scottish Government publishes a strategic delivery plan for meeting emissions reduction targets at least every 5 years. In the Climate Change Plan 2018-2032 Update, a commitment to develop and implement a coordinated package of policy interventions to support a reduction of car kilometres by 20% by 2030 was established.

In January 2022, the Scottish Government published its route map outlining the steps needed to achieve this reduction. It sets out a range of sustainable travel behaviours grouped into four categories: travel less, stay local, switch mode and combine a journey.

The following tables assess the alignment of each of the options against the 20% car km reduction target, and the four categories identified in the route map for achieving this target.

20% Car km Reduction		
1	✓✓✓	This option prioritises active travel and public transport over the private car within the city centre core, potentially encouraging modal shift from the private car to active and shared modes of transport for journeys to and within the city centre.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.

3	✓	This option prioritises active travel and public transport over the private car on some streets within the city centre core, potentially encouraging modal shift from the private car to active and shared modes of transport for journeys to and within the city centre. This is, however, on a lesser scale than Options 1 and 2, with unrestricted vehicle access on, and through-routeing available via, Bridge Street and Union Terrace. The potential impacts on bus services from Union Street West observed in the traffic model suggest that the attractiveness of some bus services could be reduced under this option, potentially discouraging modal shift to the bus for affected journeys.
4	×	This option prioritises active travel and public transport on Guild Street only. The impact of this is such that it is unlikely to contribute to modal shift in isolation, with unrestricted through-routeing opportunities available via Bridge Street, Union Terarce and Guild Street. Although not explicitly tested in the traffic model, the disbenefits arising for bus passengers from congestion would also occur, and may be worse, under this option.
5	×××	This option maintains unrestricted vehicular vehicle access through the city centre, and offers no priority to, or incentives for, sustainable transport modes.

Reducing the Need to Travel		
All	-	None of the options impact on this category.

Living Well Locally		
All	-	None of the options impact on this category.

Switching Modes		
1	✓✓✓	Bus journey times and reliability to and through the city centre have improved as a result of the measures, potentially resulting in sustained modal shift from the car to the bus for some trips. Restricting general traffic on Market Street, Guild Street and Bridge Street makes these streets safer and more welcoming for people walking, wheeling and cycling, increasing the

		attractiveness of these modes of travel and encouraging greater usage.
2	✓✓	As per Option 1, although the active travel benefits may be less as a result of more traffic being attracted back to Bridge Street and Union Terrace.
3	-	Traffic modelling suggests there could be significant detriment to westbound bus services, with increased and more variable journey times, arising from this option, therefore it is unlikely to result in sustained modal shift to the bus. Restricting general traffic on Market Street and Guild Street makes these streets safer and more welcoming for people walking, wheeling and cycling, increasing the attractiveness of these modes of travel and encouraging greater usage.
4	××	Restricting general traffic on Guild Street alone, and maintaining opportunities for unrestricted private vehicle routeing through the city centre, is unlikely to result in modal shift. Although not explicitly tested in the traffic model, the disbenefits arising for bus passengers from congestion would also occur, and may be worse, under this option, further disincentivising modal shift.
5	×××	Maintaining unrestricted private vehicle through-routeing strongly conflicts with modal shift aspirations.

Combining or Sharing Car Trips		
1	✓	City centre traffic restrictions may encourage some people to combine or share trips.
2	✓	As per option 1.
3	✓	As per option 1.
4	×××	The impacts of this option are unlikely to be significant enough to encourage people to combine or share trips, given that unrestricted private vehicle through-routeing of the city centre is largely maintained.
5	×××	Maintaining unrestricted through-routeing for private vehicles strongly conflicts with aspirations to encourage trip combining or sharing.

4.1.3 Strategic Transport Projects Review (STPR2) and National Planning Framework 4 (NPF4)

In 2019, Transport Scotland commenced the second Strategic Transport Projects Review (STPR2), an evidence-based review of the performance of the strategic transport network across all modes and across all of Scotland, to set future transport priorities.

The final report was published in December 2022 and makes recommendations for national investment priorities in an updated 20-year (2022-2042) Infrastructure Investment Plan.

Recommendation 13 focuses on the development of a high-quality bus-based rapid transit system for the North East Region, which would prioritise buses on two key corridors, with interchange opportunities in the city centre. It recommends that Transport Scotland continues to work with Nestrans, ACC and Aberdeenshire Council in developing Aberdeen Rapid Transit (ART) plans.

The fourth National Planning Framework (NPF4) was approved by the Scottish Government in February 2023. It sets out a long-term spatial strategy for development and infrastructure in Scotland, including a need to *embrace and deliver radical change to tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, build a wellbeing economy and create great places*. In this context, NPF4 recognises that places need to be planned in a way that reduces the need to travel, and is hence aligned to the Sustainable Transport Hierarchy and policies for cleaner air and climate change action. Under the 'Sustainable Places' policy, ART is identified as a national development.

Rather than assessing the bus gate options against all policies and projects within STPR2 and NPF4 (as the vast majority will not be relevant, will have a neutral impact and/or will be duplicated in other assessments against national policy in this section), the below assessment focusses solely on the alignment of the options with ART aspirations articulated in these plans.

STPR2 and NPF4 – ART		
1	✓✓✓	Fully supports ART and the route network agreed by regional partners, which proposes the use of Market Street, Guild Street and Bridge Street.
2	✓✓	Largely supports ART and the agreed route network, although maintaining one-way general traffic on Bridge Street may have implications that require further consideration.
3	✓	Partially supports ART and the agreed route network, although maintaining general traffic on Bridge Street will have implications that require further consideration.

4	×××	Maintaining general traffic on Bridge Street and Market Street conflicts with ART aspirations for quick and reliable bus journeys through the city centre, and the agreed route network.
5	×××	Maintaining general traffic on Bridge Street, Guild Street and Market Street conflicts with ART aspirations for quick and reliable bus journeys through the city centre, and the agreed route network.

4.2 Regional Policy

4.2.1 Regional Transport Strategy

The Nestrans Regional Transport Strategy (RTS) 2040 sets the long-term vision and direction for transport in the North East for the next 20 years. This vision is: *To provide a safer, cleaner, more inclusive, accessible and resilient transport system in the North East, which protects the natural and built environment and contributes to healthier, more prosperous and fairer communities*.

In support of the vision, the strategy was developed under four equal and overlapping pillars that align with and support NTS2:

- Equality – Promoting equality across the North East;
- Climate – Reducing our impact on climate change and protecting the environment;
- Prosperity – Help deliver inclusive economic growth across the North East; and
- Wellbeing – Improving health, safety and wellbeing across the North East.

Sitting within the framework of these pillars are six key priorities which set the tone and direction of the strategy:

- Improved journey efficiencies to enhance connectivity;
- Zero fatalities on the road network;
- Air quality that is cleaner that World Health Organisation standards for emissions from transport;
- Significantly reduced carbon emissions from transport to support net-zero by 2045;
- Accessibility for all; and
- A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

The tables below assess the alignment of the different bus gate options with the six RTS priorities.

Priority 1 - Improved journey efficiencies to enhance connectivity		
1	-	This option results in more efficient journey times for bus passengers but potentially a lengthening of journey times for some private vehicles, depending on origins and destinations. Overall, this results in a neutral alignment.
2	-	As per option 1. Differences between the options will have minimal impacts.
3	×	Traffic modelling suggests that this option will result in congestion and increased journey times between Union Street West and Bridge Street, impacting on both private and public transport, although there may be improvements for each modes elsewhere on the network.
4	×	As per Option 3.
5	×	This option does not contribute to more efficient bus journeys, albeit private vehicle journeys will be unaffected.

Priority 2 - Zero fatalities on the road network		
All	-	Each option has different impacts on the volume of vehicles in the city centre core, however any benefits resulting from the more interventionist options may be negated if vehicles move to alternative streets. Each option also has a different impact on the city centre pedestrian and cycling environment, although the limited geographic scale of this and the lack of wider active travel network connections at this stage are unlikely to have any significant impacts on road safety.

Priority 3 - Air quality that is cleaner that World Health Organisation standards for emissions from transport		
1	✓	City Centre air quality should improve as a result of less traffic in the central core. As the option most likely to result in sustained modal shift, this does positively align with air quality improvement aspirations, albeit the scale of this will be minimal in the absence of additional measures.

2	✓	Similar to option 1, albeit the impacts may be slightly less as a result of traffic returning to Bridge Street and Union Terrace.
3	×	Similar to option 1, albeit the impacts may be slightly less as a result of the removal of traffic restrictions on Bridge Street and Union Terrace. Traffic modelling suggests this option could increase congestion (and hence emissions) on the Union Street West approach to Bridge Street, albeit this is within the LEZ.
4	×	The impacts of traffic restrictions on Guild Street in isolation are unlikely to result in any significant air quality improvements or transport modal shift. Continuing to allow largely unrestricted vehicular access through the city centre, which is an Air Quality Management Area (AQMA), albeit a LEZ, brings no air quality benefits and hence conflicts with this priority. Although not explicitly modelled, the congestion noted in the traffic model for Option 3 would also likely arise with this option.
5	×××	Continuing to allow unrestricted vehicular access through the city centre, which is an AQMA, brings no air quality benefits and hence conflicts with this priority.

Priority 4 - Significantly reduced carbon emissions from transport to support net-zero by 2045		
1	✓✓✓	Prioritising active travel and public transport over the private car on Market Street, Guild Street and Bridge Street could result in a greater uptake of these sustainable modes and reduced emissions as a result.
2	✓✓	As per Option 1, albeit the benefits may be less as a result of more traffic being attracted back to Bridge Street and Union Terrace.
3	×	Although active travel and bus priority measures remain on Market Street and Guild Street, this option re-introduces unrestricted traffic on Bridge Street and Union Terrace, which may conflict with aspirations to encourage a shift to cleaner modes of transport and reduce emissions.
4	×	Active travel and public transport is prioritised on Guild Street, although the limited geographical extent of this means the impacts (in terms of encouraging a shift to sustainable transport, and emissions reduction) are likely to be limited. Maintaining general traffic on Market Street and Bridge Street does not align with emissions reduction or mode shift aspirations.

5	×××	Maintaining unrestricted vehicle movements through the area, with no incentives to use active travel or public transport, demonstrates a major conflict with RTS Priority 4.

Priority 5 - Accessibility for all		
1	✓✓✓	This option makes key areas of the city centre safer and more welcoming for people walking, wheeling and cycling as a result of reduced traffic volumes, allowing people to move around this space with greater ease. The journey time and reliability impacts on public transport achieved under this option may enable more people to use the bus for journeys to and through the city centre, making this a more accessible transport option for some. All areas of the city centre remain fully accessible by vehicle for those requiring access, while all city centre car parks and blue badge parking bays likewise remain fully accessible.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓✓	As per Options 1 and 2, although the benefits may be less as a result of unrestricted traffic on Bridge Street and Union Terrace.
4	×	Given the limited change incurred under this option, it does not materially impact on active travel or public transport accessibility, albeit it maintains almost full vehicular accessibility through the area.
5	×	This option does not contribute to improving active travel or public transport accessibility, albeit it maintains full vehicular accessibility through the area.

Priority 6 - A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes		
1	✓✓✓	Bus journey times and reliability to and through the city centre have improved as a result of the measures, potentially resulting in sustained modal shift from the car to the bus for some trips. Restricting general traffic on Market Street, Guild Street and Bridge Street makes these streets safer and more welcoming for people walking, wheeling and cycling, increasing the

		attractiveness of these modes of travel and encouraging greater usage. The measures may make driving to the city centre less attractive for some people (depending on their origins and destinations).
2	✓✓	As per Option 1, although the active travel impacts may be less as a result of more traffic being attracted back to Bridge Street and Union Terrace.
3	-	Traffic modelling suggests there could be significant detriment to westbound bus services, with increased and more variable journey times, arising from this option, therefore it is unlikely to result in sustained modal shift to the bus. Restricting general traffic on Market Street and Guild Street makes these streets safer and more welcoming for people walking, wheeling and cycling, increasing the attractiveness of these modes of travel and encouraging greater usage.
4	××	Restricting general traffic on Guild Street alone, and maintaining opportunities for unrestricted private vehicle routeing through the city centre, is unlikely to result in modal shift. Although not explicitly tested in the traffic model, the disbenefits arising for bus passengers under Option 3 would also occur, and may be worse, under this option, further disincentivising modal shift.
6	×××	Maintaining unrestricted private vehicle through-routeing strongly conflicts with modal shift aspirations.

4.2.2 Regional Economic Strategy (2023)

The Regional Economic Strategy sets out a long-term plan of investment for North East Scotland to transform its economy over the next decade and beyond.

It identifies a vision: *for a regional economy that enables us to thrive. It is leading a just energy transition, diversifying our economy, enabling entrepreneurship and innovation, and delivering a wellbeing economy for our people – a post fossil-fuel future*.

The vision is supported by the following objectives:

- To establish the North East as a pioneer of the energy transition, by delivering an 80% reduction in carbon emissions per head;

- Maintain regional Gross Value Added (GVA) as a share of Scotland's overall GVA while increasing the share of regional GVA from the region's growth sectors;
- Maintain a healthy, sustainable, working age population through increasing economic participation rates;
- Become a Real Living Wage region with 95% of overall employment offering a real living wage or higher; and
- Protect and enhance the natural capital of the region by aligning to national ambitions to manage 30% of the region for people and nature by 2030.

While references to net zero, sustainability and transport are peppered throughout the document, none of the objectives, programme areas, actions or outcomes are particularly relevant to the current project. As a result, all the options are assessed as having a neutral alignment with the Regional Economic Strategy.

4.2.3 Regional Active Travel Network

Nestrans, ACC and Aberdeenshire Council are developing a Regional Active Travel Network (RATN) which identifies an aspirational network of high-quality, cohesive routes for walking, wheeling and cycling across the North East of Scotland, for further development and/or progression on a prioritised basis. This comprises a dense network in the urban area, supported by regional connectors linking to more rural areas and communities within Aberdeenshire.

Within the proposed network, Market Street, Guild Street, Bridge Street and Union Terrace are identified as Priority Routes for active travel. This denotes that these are key links in the city's active travel network and should be considered for physical infrastructure and / or traffic management improvements to makes these streets safer and more welcoming for people walking, wheeling and cycling.

The below table assesses the alignment of the options with the RATN.

Regional Active Travel Network		
1	✓✓✓	Measures to restrict through traffic on Market Street, Guild Street, Bridge Street and Union Terrace fully align with RATN proposals.
2	✓✓✓	Largely aligns with the RATN as a result of traffic restrictions on Market Street and Guild Street. Maintaining some traffic on Bridge Street and all movements on Union Terrace does not necessarily conflict with the RATN, assuming alternative active travel improvement measures are still feasible.
3	×	Partly aligns with the RATN as a result of traffic restrictions on Market Street and Guild Street. Maintaining unrestricted traffic on Union Terrace does not necessarily conflict with the RATN, assuming the environment can still be made safe for cycling.

		Maintaining unrestricted through-traffic on Bridge Street may conflict with the RATN as this could preclude the delivery of active travel improvements in the future, although this would require to be fully assessed.
4	×	Partly aligns with the RATN as a result of traffic restrictions on Guild Street. Maintaining unrestricted traffic on Union Terrace does not necessarily conflict with the RATN, assuming the environment can still be made safe for cycling. Maintaining unrestricted traffic on Bridge Street and Market Street may conflict with the RATN as this could preclude the delivery of active travel improvements in the future, although this would require to be fully assessed.
5	××	Maintaining unrestricted traffic through this area is likely to conflict with RATN aspirations to make the area safe for cycling.

4.2.4 North East Bus Alliance

The North East Bus Alliance was formed in 2018 as a voluntary partnership of Nestrans, ACC, Aberdeenshire Council, First Aberdeen, Stagecoach, and Bain's Coaches. The overarching objectives of the Alliance are to:

- Arrest the decline in bus patronage in the North East of Scotland by 2022; and
- Achieve year on year growth in bus patronage to 2025.

An assessment of the alignment of the bus gate options with these objectives is provided in the tables below:

Objective 1 - Arrest the decline in bus patronage in the North East of Scotland by 2022		
1	✓✓✓	Feedback from the bus operators suggests that the ETRO has had positive impacts on bus patronage as a result of reduced journey times and improved reliability.
2	✓✓✓	Impacts are likely to be similar to option 1.
3	-	Bus priority on Market Street and Guild Street may have some positive impacts on journey times and reliability for some services, resulting in increased bus patronage. Traffic modelling suggests there could be significant detriment to eastbound bus services travelling between Union Street West and Bridge Street, with increased and more variable journey times arising from this option, therefore it is unlikely to make bus an attractive option for journeys routeing via these streets.

4	×	Bus priority on Guild Street may have some positive impacts on bus patronage, as a result of reduced journey times and improved reliability, although these benefits are likely to be minor in isolation and may be negated by maintaining unrestricted private vehicle through-routeing of Market Street, Union Terrace and Bridge Street. Although this option was not specifically modelled, delays to passengers are likely to be similar to, and may be worse than, Option 3.
5	×××	Maintaining unrestricted vehicular access through the city centre, with no bus priority measures to protect buses from the impacts of traffic and congestion, does not align with this objective.

Objective 2 - Achieve year on year growth in bus patronage to 2025		
1	✓✓✓	Feedback from the bus operators suggests that the ETRO has had positive impacts on bus patronage as a result of reduced journey times and improved reliability.
2	✓✓✓	Impacts are likely to be similar to option 1.
3	-	Bus priority on Market Street and Guild Street may have some positive impacts on journey times and reliability for some services, resulting in increased bus patronage. Traffic modelling suggests there could be significant detriment to eastbound bus services travelling between Union Street West and Bridge Street, with increased and more variable journey times arising from this option, therefore it is unlikely to make bus an attractive option for journeys routeing via these streets.
4	×	Bus priority on Guild Street may have some positive impacts on bus patronage, as a result of reduced journey times and improved reliability, although these benefits are likely to be minor in isolation and may be negated by maintaining unrestricted private vehicle through-routeing of Market Street, Union Terrace and Bridge Street. Although this option was not specifically modelled, delays to passengers are likely to be similar to, and may be worse than, Option 3.
5	×××	Maintaining unrestricted vehicular access through the city centre, with no bus priority measures to protect buses from the impacts of traffic and congestion, does not align with this objective.

4.3 Local Policy

4.3.1 Local Outcome Improvement Plan

Community Planning Aberdeen is partnership of 14 organisations, including ACC, who work with each other, other organisations and community groups to deliver The Aberdeen Local Outcome Improvement Plan (LOIP).

The LOIP sets out how Community Planning Aberdeen will improve outcomes for local people and communities, to support attainment of the LOIP vision of *A place where all people can prosper*. This vision is broken down into 4 themes of People, Place, Economy and Community Empowerment, with 16 Stretch Outcomes (SOs) beneath these themes. The SOs pertaining to the Place theme are most relevant to this project, therefore the following tables assess the different bus gate options against the three relevant SOs.

SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.		
1	✓✓✓	Prioritising active travel and public transport over the private car on Market Street, Guild Street and Bridge Street is anticipated to result in a greater uptake of these sustainable modes and emissions reduction.
2	✓✓	As per Option 1, albeit the benefits may be less as a result of more traffic being attracted back to Bridge Street and Union Terrace.
3	×	Although active travel and bus priority measures remain on Market Street and Guild Street, this option re-introduces unrestricted traffic on Bridge Street and Union Terrace, which may conflict with aspirations to encourage a shift to cleaner modes of transport and reduce emissions.
4	×	Active travel and public transport is prioritised on Guild Street, although the limited geographical extent of this means the impacts (in terms of encouraging a shift to sustainable transport, and emissions reduction) are likely to be limited. Maintaining general traffic on Market Street and Bridge Street does not align with emissions reduction or mode shift aspirations.
5	×××	Maintaining unrestricted vehicle movements through the area, with no incentives to use active travel or public transport, demonstrates a major conflict with SO13.

SO14 - Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026.		
1	✓✓✓	This option prioritises active travel and public transport over the private car within the city centre core, potentially encouraging modal shift from the private car to active and shared modes of transport for journeys to and within the city centre. The measures may make driving to the city centre less attractive for some people (depending on their origins and destinations).
2	✓✓	As per Option 1, given there are only minor differences between the options, although the active travel impacts may be less as a result of more traffic being attracted back to Bridge Street and Union Terrace.
3	-	Traffic modelling suggests there could be significant detriment to eastbound bus services, with increased and more variable journey times, arising from this option, therefore it is unlikely to result in sustained modal shift to the bus. Restricting general traffic on Market Street and Guild Street makes these streets safer and more welcoming for people walking, wheeling and cycling, increasing the attractiveness of these modes of travel and encouraging greater usage.
4	××	Restricting general traffic on Guild Street alone, and maintaining opportunities for unrestricted private vehicle routeing through the city centre, is unlikely to result in modal shift. Although not explicitly tested in the traffic model, the disbenefits arising for bus passengers from congestion noted for Option 3 would also occur, and may be worse, under this option, further disincentivising modal shift.
6	×××	Maintaining unrestricted private vehicle through-routeing strongly conflicts with modal shift aspirations.

SO15 - 26% of Aberdeen's area will be protected and/or managed for nature and 60% of people report they feel that spaces and buildings are well cared for by 2026.		
All	-	As none of the options have implications for greenspaces or buildings, all are assessed as having neutral alignment with SO15.

4.3.2 Central Locality Plan

The Central Locality Plan supports delivery of the LOIP and sets out the Central Locality priority outcomes that partners wish to achieve by 2026.

As with the LOIP, a series of priorities are identified to be achieved under the 4 key themes of Economy, People, Place and Community. Priority 5 is linked to the Place them: *Maximise the spaces in communities to create opportunities for people and nature to connect and increase physical activity*, with *Encourage walking and cycling* identified as a means of achieving this. The table below therefore assesses the contribution of each option to Priority 5, specifically its ability to encourage walking and cycling.

Priority 5: Maximise the spaces in communities to create opportunities for people and nature to connect and increase physical activity		
1	✓✓✓	Restricting general traffic on Market Street, Guild Street and Bridge Street makes these streets inherently safer for walking, wheeling and cycling, increasing the attractiveness of these modes of travel and encouraging greater adoption.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓✓	As per option 1, although the impact may be more limited as a result of Bridge Street and Union Terrace continuing to offer a through-route for general traffic, unless any additional active travel measures are put in place.
4	×	Restricting general traffic on Guild Street alone, and maintaining opportunities for unrestricted through routeing of the city centre, is unlikely to encourage walking and cycling, unless any additional active travel measures are put in place.
5	××	Maintaining unrestricted car access to and through the city centre, is unlikely to contribute to encourage walking and cycling, unless any additional active travel measures are put in place.

4.3.3 City Centre Masterplan

In 2022, ACC agreed a revised City Centre and Beach Masterplan (CCBMP), which outlines a 20-year development strategy for the city centre and the beach area. It identifies a series of ambitious but deliverable projects that will support future economic growth and will secure more benefits and opportunities for the communities of Aberdeen City and Aberdeenshire.

For the 2021 CCMP review 11 objectives guided the visioning and design proposals. The below tables assess the alignment of the various bus gate options with these objectives.

Objective 1: Maximise pedestrian space		
1	-	This option may enable the creation of more pedestrian space on Market Street, Guild Street and Bridge Street, albeit streetscape improvements do not form part of the current proposals.
2	-	As per option 1.
3	-	This option may enable the creation of more pedestrian space on Market Street and Guild Street, albeit streetscape improvements do not form part of the current proposals.
4	×	This option may enable the creation of more pedestrian space on Guild Street, albeit streetscape improvements do not form part of the current proposals. Retaining all traffic on Market Street, Bridge Street and Union Terrace will limit opportunities to devote more space to pedestrians on these streets.
5	×	Retaining all traffic on Guild Street, Market Street, Bridge Street and Union Terrace will limit opportunities to devote more space to pedestrians on these streets

Objective 2: Ensure access for all		
1	✓✓✓	This option makes key areas of the city centre safer and more welcoming for people walking, wheeling and cycling as a result of reduced traffic volumes, allowing people to move around this space with greater ease. The journey time and reliability impacts on public transport achieved under this option may enable more people to use the bus for journeys to and through the city centre, making this a more accessible transport option for some. All areas of the city centre remain fully accessible for vehicles requiring legitimate access, while all car parks and blue badge parking bays likewise remain fully accessible.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓✓	As per Options 1 and 2, although the benefits will be less as a result of unrestricted traffic on Bridge Street and Union Terrace.

4	×	Given the limited change incurred under this option, it does not materially impact on active travel or public transport accessibility, albeit it maintains full vehicular accessibility through the area.
6	×	This option does not contribute to improving active travel or public transport accessibility, albeit it maintains full vehicular accessibility through the area.

Objective 3: Encourage active travel		
1	✓✓✓	Restricting general traffic on Market Street, Guild Street and Bridge Street makes these streets inherently safer for walking, wheeling and cycling, increasing the attractiveness of these modes of travel and encouraging greater adoption.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓✓	As per option 1, although the impact may be more limited as a result of Bridge Street and Union Terrace continuing to offer a through-route for general traffic, unless any additional active travel measures are put in place.
4	×	Restricting general traffic on Guild Street alone, and maintaining opportunities for unrestricted through routeing of the city centre, is unlikely to encourage walking and cycling, unless any additional active travel measures are put in place.
5	××	Maintaining unrestricted car access to and through the city centre, is unlikely to contribute to encourage walking and cycling, unless any additional active travel measures are put in place.

Objective 4: Improve air quality		
1	✓	City Centre air quality should improve as a result of less traffic in the central core,. As the option most likely to result in sustained modal shift, this does positively align with air quality improvement aspirations, albeit the scale of this will be minimal in the absence of additional measures.
2	✓	Similar to option 1, albeit the impacts may be slightly less as a result of traffic returning to Bridge Street and Union Terrace.

3	×	Traffic modelling suggests this option could increase congestion (and hence emissions) on the Union Street West approach to Bridge Street, albeit this is within the LEZ.
4	×	The impacts of traffic restrictions on Guild Street in isolation are unlikely to result in significant air quality improvements or transport modal shift. Continuing to allow largely unrestricted vehicular access through the city centre, which is an Air Quality Management Area (AQMA), albeit a LEZ, brings no air quality benefits. Although not explicitly modelled, the congestion noted in the traffic model for Option 3 would also likely arise with this option.
5	×	Continuing to allow unrestricted vehicular access through the city centre, which is an AQMA, brings no air quality benefits and hence conflicts with this priority.

Objective 5: Incorporate public transport		
1	✓✓✓	This option includes public transport priority measures on Market Street, Guild Street and Bridge Street.
2	✓✓✓	As per option 1.
3	✓✓	This option includes public transport priority measures on Market Street and Guild Street.
4	✓	This option includes public transport priority measures on Guild Street.
5	×××	This option includes no public transport priority measures.

Objective 6: Accommodate events, parades, marches etc.		
All	-	The main event space and parade route is likely to remain on Union Street and, while different options may facilitate and support this to a greater or lesser extent, none preclude this, therefore all have neutral alignment with this objective.

Objective 7: Include appropriate urban greenery		
All	-	As none of the options incorporate streetscape improvements at this stage, all are assessed as having a neutral alignment with this objective.

Objective 8: Maximise the potential of commercial units		
All	-	As all options prioritise either vehicular or sustainable transport accessibility to the city centre by greater or lesser degrees, all options have been awarded a neutral score against this objective.

Objective 9: Create permanent space for on street activities such as occasional licenced premises, pop-up shops, markets, street trading		
All	-	None of the options look to reallocate space from transport purposes.

Objective 10: Include space that facilitates appropriately controlled servicing		
All	✓✓✓	All options would continue to enable appropriate servicing.

Objective 11: Allow emergency service access to all areas		
All	✓✓✓	All options would continue to enable unhindered emergency access.

4.3.4 Local Transport Strategy

The Aberdeen City Local Transport Strategy (LTS) 2016-2021 was developed to set out the policies and interventions adopted by ACC to guide the planning and improvement of the local transport network over the five year period.

It sets a vision for: *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*.

This is supported by five high-level aims:

- 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; and
- A transport system that facilitates healthy and sustainable living.

The following tables therefore assess the alignment of the various bus gate options with the LTS aims.

Although a new LTS is currently in development, the 2016-2021 document remains the default strategy at this time, hence the use of the 2016-2021 aims for the purposes of this assessment.

A transport system that enables the efficient movement of people and goods		
1	-	This option results in more efficient journey times for bus passengers but potentially a slight lengthening of journey times for private vehicles, depending on origins and destinations.
2	-	As per option 1. Differences between the options will have minimal impacts.
3	×	Traffic modelling suggests that this option will result in congestion and increased journey times between Union Street West and Bridge Street, impacting on both private and public transport, although there may be improvements to the different mode elsewhere at different parts of the network.
4	×	As per Option 3.
5	×	This option does not contribute to more efficient bus journeys, albeit private vehicle journeys will be unaffected.

A safe and more secure transport system		
All	-	Although each of the options have differing impacts on the volume of vehicles in the city centre core, the benefits of this may be negated if displaced vehicles move to alternative streets. Each option has a different impact on the city centre pedestrian and cycling environment, although the limited geographic scale of this and the lack of wider network connections at this stage are unlikely to have any significant or wider impacts on road safety.

A cleaner, greener transport system		
1	✓✓✓	This option prioritises active travel and public transport on Market Street, Guild Street and Bridge Street, which is anticipated to result in modal shift and emissions reduction.
2	✓✓	As per Option 1, although the impacts will be slightly less as a result of general traffic returning to Bridge Street and Union Terrace.

3	×	Although active travel and bus priority measures remain on Market Street and Guild Street, this option re-introduces unrestricted traffic on Bridge Street and Union Terrace, which may conflict with aspirations to encourage a shift to cleaner modes of transport and reduce emissions. Traffic modelling suggests this option may result in significant queueing on the approach to Bridge Street from Union Street West which will increase emissions, albeit all traffic should be LEZ-compliant.
4	×	By only prioritising active travel and public transport on Guild Street, impacts will be limited, therefore this option is unlikely to support mode shift or emissions reductions. Although not explicitly modelled, the congestion noted in the traffic model for Option 3 would also likely arise with this option.
5	×××	This option does not support modal shift or emissions reductions.

An integrated, accessible and socially inclusive transport system		
1	✓✓✓	This option makes key areas of the city centre safer and more welcoming for people walking, wheeling and cycling (which are relatively inexpensive forms of transport) as a result of reduced traffic volumes, allowing people to move around this space with greater ease. The journey time and reliability impacts on public transport achieved under this option may enable more people to use the bus for journeys to and through the city centre, making this a more accessible transport option for some. All areas of the city centre remain fully accessible by vehicle for those requiring legitimate access, while all city centre car parks and blue badge parking bays likewise remain fully accessible.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓✓	As per Options 1 and 2, although the benefits will be less as a result of unrestricted traffic on Bridge Street.
4	×	Given the limited change incurred under this option, it does not materially impact on active travel or public transport accessibility, albeit it maintains full vehicular access to the area.

5	×	This option does not contribute to improving active travel or public transport access, albeit it maintains full vehicular accessibility to the area.

A transport system that facilitates healthy and sustainable living		
1	✓✓✓	This option prioritises active travel and public transport on Market Street, Guild Street and Bridge Street, which is anticipated to result in a shift to active and healthy modes of transport, and emissions reduction.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	-	Prioritising active travel and public transport on Market Street and Guild Street could result in modal shift to active and healthy forms of transport, and emissions reduction, although the benefits may be reduced by enabling through-routeing via Bridge Street and Union Terrace. An increase in traffic queues as modelled in the network could increase harmful emissions, albeit all traffic in the area should be LEZ-compliant.
4	×	Limited measures on Guild Street are not anticipated to result in a significant uptake of active travel or emissions reduction. Maintaining through-routeing via Market Street, Bridge Street and Union Terrace is not in line with this objective.
5	×××	This option does not support modal shift or emissions reductions.

4.3.5 North East Roads Hierarchy

A new Roads Hierarchy for the North East was agreed in 2020. One of the purposes of the Roads Hierarchy review was to: *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*. A key principle was that: *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*.

To reflect the CCMP's emphasis on reducing city centre traffic and delivering an enhanced place for people, and the fact that these streets were no longer considered appropriate for carrying large volumes of through-traffic, the following city centre streets were declassified from A- and B-class roads to unclassified

streets in 2020: Union Street, Guild Street (Carmelite Street to Market Street) and Bridge Street (Union Terrace to Wapping Street).

The table below assesses the alignment of the various bus gate options with the current Roads Hierarchy.

Roads Hierarchy		
1	✓✓✓	Limiting opportunities for city centre through-routeing via Guild Street, Market Street and Bridge Street fully aligns with the Roads Hierarchy.
2	✓✓	Limiting opportunities for city centre through-routeing via Guild Street, Market Street and Bridge Street (one-way) largely aligns with the Roads Hierarchy.
3	×	Limiting opportunities for city centre through-routeing via Guild Street and Market Street aligns with the Roads Hierarchy, however allowing through-routeing via Bridge Street does not.
4	×××	Allowing opportunities for city centre through-routeing via Market Street and Bridge Street does not align with the Roads Hierarchy.
5	×××	Allowing opportunities for city centre through-routeing via Market Street, Guild Street and Bridge Street does not align with the Roads Hierarchy.

4.3.6 Sustainable Urban Mobility Plan

The Aberdeen Sustainable Urban Mobility Plan (SUMP) was adopted in 2019.

Developed within the context of the CCMP, the Roads Hierarchy review, and the LEZ, the SUMP is a long-term transport strategy for the city centre which identifies projects that will be progressed by ACC and partners to make it easier and more attractive for people to travel around the area on foot, bike, public transport and other low-emission forms of transport in preference to less clean alternatives.

It has a vision of: *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.

An assessment of the alignment of the bus gate options with the objectives of the SUMP therefore follows.

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.		
1	✓✓✓	Limiting opportunities for city centre through-routeing via Guild Street, Market Street and Bridge Street fully aligns with the Roads Hierarchy.
2	✓✓	Limiting opportunities for city centre through-routeing via Guild Street, Market Street and Bridge Street (one-way) largely aligns with the Roads Hierarchy.
3	×	Limiting opportunities for city centre through-routeing via Guild Street and Market Street aligns with the Roads Hierarchy, however allowing through-routeing via Bridge Street does not.
4	×××	Allowing opportunities for city centre through-routeing via Market Street and Bridge Street does not align with the Roads Hierarchy.

5	×××	Allowing opportunities for city centre through-routeing via Market Street, Guild Street and Bridge Street does not align with the Roads Hierarchy.

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.		
1	✓✓✓	This option prioritises active travel and public transport on Market Street, Guild Street and Bridge Street, whilst maintaining full accessibility of the area for vehicles requiring access.
2	✓✓	As per option 1, although the impacts will be more limited, as a result of some traffic returning to Bridge Street and Union Terrace.
3	✓	As per options 1 and 2, albeit the impacts will be more limited, given the lack of sustainable transport priority on Bridge Street and Union Terrace and the return of general traffic to these spaces.
4	××	Improvements to Guild Street in isolation do not contribute to the development of a coherent network of active travel priority streets.
5	×××	This option does not prioritise people on the streets under consideration.

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.		
1	✓✓✓	Prioritising active travel and public transport over the private car on Market Street, Guild Street and Bridge Street is anticipated to result in a greater uptake of these sustainable modes and emissions reduction.
2	✓✓	As per Option 1, although the impacts will be slightly less as a result of general traffic returning to Bridge Street and Union Terrace.
3	×	Although active travel and bus priority measures remain on Market Street and Guild Street, this option re-introduces unrestricted traffic on Bridge Street and Union Terrace, which may conflict with aspirations to encourage a shift to cleaner modes of transport and reduce emissions. Traffic modelling suggests this option may

		result in significant queueing on the approach to Bridge Street from Union Street West which will increase emissions, albeit all traffic should be LEZ-compliant.
4	×	By only prioritising active travel and public transport on Guild Street, any impacts will be limited, therefore this option is unlikely to support mode shift or emissions reductions. Although not explicitly modelled, the congestion noted in the traffic model for Option 3 would also likely arise with this option.
5	×××	Maintaining unrestricted vehicle movements through the area, with no incentives to use active travel or public transport, demonstrates a major conflict with this objective.

Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society		
1	✓✓✓	This option makes key areas of the city centre safer and more welcoming for people walking, wheeling and cycling (which are relatively inexpensive forms of transport) as a result of reduced traffic volumes, allowing people to move around this space with greater ease and safety. The journey time and reliability impacts on public transport achieved under this option may enable more people to use the bus for journeys to and through the city centre, making this a more accessible transport option for some, particularly those without access to a car. All areas of the city centre remain fully accessible by vehicle for those requiring legitimate access, while all city centre car parks and blue badge parking bays likewise remain fully accessible.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓✓	As per Options 1 and 2, although the benefits will be less as a result of unrestricted traffic on Bridge Street and Union Terrace. Maintaining active travel and bus priority on Market Street and Guild Street still demonstrates good policy alignment.
4	×	Given the limited change incurred under this option, it does not materially impact on active travel or public transport accessibility, albeit it maintains full vehicular access to the area.
5	×	This option does not contribute to improving active travel or public transport access, albeit it maintains full vehicular accessibility to the area.

Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure		
1	✓	Restricting general traffic on Market Street, Guild Street and Bridge Street makes these streets safer and more welcoming for walking, wheeling and cycling, increasing the attractiveness of these modes of travel and encouraging greater adoption. The measures include no formal cycle infrastructure at this stage however.
2	✓	As per Option 1, given there is only minor differences between the options.
3	✓	As per option 1, although the impact may be more limited as a result of Bridge Street maintaining unrestricted vehicle access, unless any additional active travel measures are put in place.
4	××	Restricting general traffic on Guild Street alone, and maintaining opportunities for unrestricted through routeing of the city centre, is unlikely to encourage walking and cycling, unless any additional active travel measures are put in place.
5	××	Maintaining unrestricted car access to and through the city centre, is unlikely to contribute to encourage walking and cycling, unless any additional active travel measures are put in place.

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.		
1	✓	This option contributes to the development of a network of low-flow low-speed streets but currently offers no segregated cycle infrastructure.
2	✓	As per option 1.
3	✓	As per options 1 and 2, although to a more limited geographic extent.
4	××	Maintaining largely unrestricted car access to and through the city centre does not align with the development of safe and attractive cycle routes, unless any additional active travel measures are put in place.

5	××	Maintaining unrestricted car access to and through the city centre does not align with the development of safe and attractive cycle routes, unless any additional active travel measures are put in place.

Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.		
1	✓✓✓	Feedback from the bus operators suggests that the ETRO has had positive impacts on bus journey times and improved reliability.
2	✓✓✓	Impacts are likely to be similar to option 1.
3	×	Bus priority on Market Street and Guild Street may have some positive impacts as a result of reduced journey times and improved reliability. However, traffic modelling of this option suggests eastbound bus services on Union Street West could experience lengthy delays, with negative impacts on journey times and reliability.
4	×	Bus priority on Guild Street may have some positive impacts on bus patronage, as a result of reduced journey times and improved reliability, although these benefits may be negated by unrestricted vehicular access on Market Street and Bridge Street. Although not explicitly modelled, congestion impacts noted for Option 3 are likely to also occur, and potentially worsen, under this option.
5	×××	Maintaining unrestricted vehicular access through the city centre, with no bus priority measures to protect buses from the impacts of traffic and congestion, does not align with this objective.

Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.		
1	✓	Although public transport journey time improvements have resulted from this option, delivery of bus priority in itself does not improve connectivity. The improved pedestrian and cycle environment on Market Street, Guild Street and Bridge Street may enhance connectivity for sustainable modes, but the impacts will be limited in the absence of wider network improvements.
2	✓	As per option 1.

3	✓	As per option 1.
4	-	This option does little to improve connectivity by sustainable modes, given the impacts are restricted to Guild Street.
5	×××	This option does nothing to improve connectivity by sustainable modes.

Improve opportunities for multimodal journeys to, from and within the city centre.		
1	✓✓✓	Active travel access to the bus and rail station improves under this option.
2	✓✓✓	As per option 1.
3	✓✓✓	As per option 1.
4	✓	This option has more minor benefits, given the impacts are restricted to Guild Street.
5	×××	This option does nothing to improve opportunities for multimodal journeys.

For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles.		
ALL	-	All of the options are considered to have a neutral alignment with this objective, given that the type of vehicle is not a variable within any if the options.

4.3.7 Net Zero Route Map and Mobility Strategy

In 2022, ACC adopted its Net Zero Routemap, setting out its approach for the journey to be a net zero city by 2045. There are six enabling strategies sitting alongside the routemap, one of which is a Mobility Strategy. This identifies a Strategic Aim: *We will reduce travel demand, play a key role in enabling a transition to low / zero emission vehicles and facilitate more walking, wheeling and use of public transport to reduce emissions while increasing the safety of road users*. Underneath, fit six key outcomes and six strategic objectives.

Key outcomes:

- Reduction in traffic across the city;
- Reduction in proportion of journeys by car to less than 50% by 2030;

- Reduce the need for car travel, facilitating local services and 20-minute neighbourhoods;
- Increased number of people taking public transport;
- Increased number of people walking and wheeling; and
- Reduced emissions from transport

Strategic Objectives:

- Reduce the demand for travel;
- Improved travel planning and better integration of transport networks, to enable modal shift;
- Low carbon transport decisions to support 20% car traffic reduction, mode shift and emission reductions;
- Increase public transport options to encourage low carbon travel;
- Extend and improve active travel networks for healthy, safer, and sustainable choices; and
- Decarbonise transport and increase uptake of low and zero carbon technology.

The following tables assess the alignment of each of the options against the 6 strategic objectives.

Reduce the demand for travel		
All	-	None of the options impact on this category to any great extent.

Improved travel planning and better integration of transport networks, to enable modal shift		
1	✓✓✓	Active travel access to the bus and rail stations improves under this option.
2	✓✓✓	As per option 1.
3	✓✓✓	As per option 1.
4	✓	This option has more minor benefits, given the impacts are restricted to Guild Street.
5	×××	This option provides no integration benefits.

Low carbon transport decisions to support 20% car traffic reduction, mode shift and emission reductions		
1	✓✓✓	This option prioritises active travel and public transport over the private car within the city centre core, potentially encouraging

		modal shift from the private car to active and shared modes of transport for journeys to and within the city centre, with consequent emissions reductions.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓	This option prioritises active travel and public transport over the private car on some streets within the city centre, potentially encouraging modal shift from private car to active and shared modes of transport for journeys to and within the city centre. This is, however, on a lesser scale than Options 1 and 2, with unrestricted vehicle access on, and through-routeing available via, Bridge Street and Union Terrace. The potential impacts on bus services from Union Street West observed in the traffic model suggest that the attractiveness of some bus services could be reduced under this option, potentially discouraging modal shift to the bus for the journeys in question.
4	×	This option prioritises active travel and public transport on Guild Street only. The impact of this is such that it is unlikely to contribute to modal shift or emissions reduction in isolation, with unrestricted through-routeing opportunities available via Bridge Street, Union Terrace and Guild Street not in alignment with emissions reduction or mode shift aspirations. Although not explicitly tested in the traffic model, the disbenefits arising for bus passengers from congestion noted for Option 3 would also occur, and may be worse, under this option.
5	×××	This option maintains unrestricted vehicular vehicle access through the city centre, which is not in alignment with emissions reduction or mode shift aspirations.

Increase public transport options to encourage low carbon travel		
ALL	-	Although the options have differing impacts on the attractiveness of public transport, none of them impact on public transport options at this stage.

Extend and improve active travel networks for healthy, safer, and sustainable choices		
1	✓✓✓	Restricting general traffic on Market Street, Guild Street and Bridge Street makes these streets inherently safer for walking,

		wheeling and cycling, increasing the attractiveness of these modes of travel and encouraging greater adoption.
2	✓✓✓	As per Option 1, given there is only minor differences between the options.
3	✓✓	As per option 1, although the impact may be more limited as a result of Bridge Street and Union Terrace continuing to offer a through-route for general traffic, unless any additional active travel measures are put in place.
4	×	Restricting general traffic on Guild Street alone, and maintaining opportunities for unrestricted through routeing of the city centre, is unlikely to encourage walking and cycling, unless any additional active travel measures are put in place.
6	××	Maintaining unrestricted car access to and through the city centre, is unlikely to contribute to encourage walking and cycling, unless any additional active travel measures are put in place.

Decarbonise transport and increase uptake of low and zero carbon technology		
ALL	-	Although the options have differing impacts in terms of potential for modal shift, their impact on transport decarbonisation and the uptake of clean technologies is limited.

5 Policy Alignment Summary

NATIONAL						
		Opt. 1	**Opt. 2**	**Opt. 3**	**Opt. 4**	**Opt. 5**
National Transport Strategy Priorities	Reducing Inequalities	✓✓✓	✓✓✓	×	×	×××
	Taking Climate Action	✓✓✓	✓✓	×	×	×××
	Helping to Deliver Inclusive Economic Growth	-	-	-	-	-
	Improving Health and Wellbeing	✓✓✓	✓✓✓	✓	×	×××
	Sustainable Travel and Investment Hierarchy	✓	✓	✓	-	××
Climate Change Plan 2018-2032 Update Categories	20% Car km Reduction	✓✓✓	✓✓✓	✓	×	×××
	Reducing the Need to Travel	-	-	-	-	-
	Living Well Locally	-	-	-	-	-
	Switching Modes	✓✓✓	✓✓	-	××	×××
	Combining or Sharing Car Trips	✓	✓	✓	×××	×××
Strategic Transport Projects Review 2 / National Planning Framework 4 (Aberdeen Rapid Transit)		✓✓✓	✓✓	✓	×××	×××
REGIONAL						
		Opt. 1	**Opt. 2**	**Opt. 3**	**Opt. 4**	**Opt. 5**
Regional Transport Strategy Priorities	Improved journey efficiencies to enhance connectivity	-	-	×	×	×
	Zero fatalities on the road network	-	-	-	-	-
	Air quality that is cleaner that World Health Organisation standards for emissions from transport	✓	✓	×	×	×××
	Significantly reduced carbon emissions from transport to support net-zero by 2045	✓✓✓	✓✓	×	×	×××
	Accessibility for all	✓✓✓	✓✓✓	✓✓	×	×
	A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes	✓✓✓	✓✓	-	××	×××

Regional Economic Strategy		-	-	-	-	-
Regional Active Travel Network		✓✓✓	✓✓✓	×	×	××
North East Bus Alliance Objectives	Arrest the decline in bus patronage in the North East of Scotland by 2022	✓✓✓	✓✓✓	-	×	×××
	Achieve year on year growth in bus patronage to 2025	✓✓✓	✓✓✓	-	×	×××
LOCAL						
		Opt. 1	**Opt. 2**	**Opt. 3**	**Opt. 4**	**Opt. 5**
Local Outcome Improvement Plan – Place Stretch Outcomes	Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate	✓✓✓	✓✓	×	×	×××
	Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026.	✓✓✓	✓✓	-	××	×××
	26% of Aberdeen's area will be protected and/or managed for nature and 60% of people report they feel that spaces and buildings are well cared for by 2026.	-	-	-	-	-
Central Locality Plan Priorities	Maximise the spaces in communities to create opportunities for people and nature to connect and increase physical activity.	✓✓✓	✓✓✓	✓✓	×	××
City Centre Masterplan Objectives	Maximise Pedestrian Space	-	-	-	×	×
	Ensure Access for All	✓✓✓	✓✓✓	✓✓	×	×
	Encourage Active Travel	✓✓✓	✓✓✓	✓✓	×	××
	Improve Air Quality	✓	✓	×	×	×
	Incorporate Public Transport	✓✓✓	✓✓✓	✓✓	✓	×××
	Accommodate Events, Parades, Marches etc.	-	-	-	-	-
	Include Appropriate Urban Greenery	-	-	-	-	-
	Maximise the Potential of Commercial Units	-	-	-	-	-
	Create Permanent Space for on Street Activities	-	-	-	-	-

	Include Space that Facilitates Appropriately Controlled Servicing	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
	Allow emergency service access to all areas	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Local Transport Strategy Aims	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.	✓✓✓	✓✓✓	-	×	×××
North East Roads Hierarchy		✓✓✓	✓✓	×	×××	×××
Sustainable Urban Mobility Plan Objectives	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.	✓✓✓	✓✓	×	×××	×××
	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.	✓✓✓	✓✓	✓	××	×××
	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.	✓✓✓	✓✓	×	×	×××
	Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society	✓✓✓	✓✓✓	✓✓	×	×
	Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure.	✓	✓	✓	××	××

	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	✓	✓	✓	××	××
	Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.	✓✓✓	✓✓✓	×	×	×××
	Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.	✓	✓	✓	-	×××
	Improve opportunities for multimodal journeys to, from and within the city centre.	✓✓✓	✓✓✓	✓✓✓	✓	×××
	For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles.	-	-	-	-	-
Aberdeen Net Zero Mobility Strategy Strategic Objectives	Reduce the demand for travel	-	-	-	-	-
	Improved travel planning and better integration of transport networks, to enable modal shift	✓✓✓	✓✓✓	✓✓✓	✓	×××
	Low carbon transport decisions to support 20% car traffic reduction, mode shift and emission reductions	✓✓✓	✓✓✓	✓	×	×××
	Increase public transport options to encourage low carbon travel	-	-	-	-	-
	Extend and improve active travel networks for healthy, safer, and sustainable choices	✓✓✓	✓✓✓	✓✓	×	××
	Decarbonise transport and increase uptake of low and zero carbon technology	-	-	-	-	-