

CHI/16/089 ROADS HIERARCHY

APPENDIX 2 - SIGNAGE REVIEW

1. BACKGROUND

- 1.1 As the implementation of the Aberdeen Western Peripheral Route (AWPR) has progressed, principles have been established regarding the content of the strategic directional signage onto and off the AWPR route.
- 1.2 Transport Scotland and the AWPR delivery team have confirmed the content of the strategic directional signs as they refer to the routing of traffic into the city and to key points of interest.
- 1.3 In order to ensure vehicles use the AWPR to access and egress the city network at the most appropriate points, advice will be provided to travellers to access Aberdeen North, West and South. Key regional destinations are also being identified including Aberdeen International Airport, Aberdeen Royal Infirmary, Aberdeen Harbour, Aberdeen Exhibition and Conference Centre, both universities and the City Centre.

2. ABERDEEN CITY DIRECTIONAL SIGNAGE FRAMEWORK

- 2.1 A framework is now being developed to take the AWPR strategic directional signage through onto the local, city network. The framework will define the in/out and out/in routing to support the new roads hierarchy, post AWPR, and the objectives outlined above.
- 2.2 There are approximately 800 directional signs within the city which could be affected by these changes. Details of the existing signs have now been recorded. Additional signs may be identified as the project progresses.
- 2.3 In addition to the re-routing of general traffic, the detrunking of Anderson Drive/ Parkway and sections of the existing A90 will require signs to be changed from trunk road signs to local signs; road numbering will be affected; directions to key destinations may change; and links to Aberdeenshire and beyond will be directed, at the earliest appropriate point to the new A90 route (AWPR).
- 2.4 At present, a light touch approach is being applied to the city centre as significant factors relating to the City Centre Masterplan (CCMP) and the Sustainable Urban Mobility Plan (SUMP) development which will have an impact on vehicle routing, will be subject to due diligence

over their respective implementation periods.2.5 The following principles will be applied within the framework:

- Radial routes from the AWPR junctions will focus trips into and out of the city centre and to key locations
- General traffic trips will be directed within Areas:
 - North – Key corridors A90(N) at Blackdog junction , A947 at Goval junction, A96 at Craibstone junction
 - West – Key corridor A944 at Kingswells South junction (N.B. A93 at Milltimber junction and Kingswells North junction are not considered strategic routes and are directed for the use of local traffic only)
 - South – Key corridors A956/ A92(S) at Charleston junction
- HGV traffic will be routed round AWPR with access from the South being directed into the city via A90 (T) Cleanhill junction and egress from the South being directed onto A92(T) via the Charleston junction
- Former 'through city traffic' will be directed to AWPR and round the city
- Routeing from the city centre will direct 'all traffic' to the nearest available key corridor to access the new A90 (AWPR)
- Signing text to be concise to ensure signs are easily read and understood.

2.6 Due to the volume of signs involved and the extent of the network covered by these changes it will be necessary to phase the implementation.

Phase 1 – from existing trunk road network (Anderson Drive/ Parkway) out to AWPR will require to be signed on opening of the new route, to ensure continuity of journey information for those exiting the AWPR into the city.

Phase 2 – from existing trunk road network (Anderson Drive/ Parkway) into the city centre limits.

Phase 3 – City Centre will require amendments to be made to the key signs with further changes being implemented as CCMP schemes are delivered.

3. SUPPORTING MEASURES

3.1 Signage alone will not fully support the aims of the Roads Hierarchy and SUMP, therefore traffic management measures and infrastructure changes will be identified following agreement of the Signage Framework. Such measures will be brought to the appropriate Committee for approval as required.



4. OUTLINE ACTION PLAN

4.1 This is a preliminary indication of the action plan required for delivery of revised signage in line with AWPR completion:

Item	Action	Delivery dates
Signage Framework	Framework to be used to identify sign changes	May 2016
	Design of new signs/ sign changes	June – September 2016
Communications Plan	Progress updates to Members	Ongoing
	Information to general public	Ongoing
Implementation Programme	Determination of procurement process ((Phased delivery of signs (((Oct 2016 Phase 1 – End 2017 Phase 2 – Spring 2018 Phase 3 – Summer 2018 and ongoing through delivery of CCMP
Traffic Management and infrastructure changes to support new Roads Hierarchy	Identification of key corridor measures to support sustainable and active travel	Ongoing
	Protection of residential areas from rerouted traffic	Ongoing