ABERDEEN CITY COUNCIL

COMMITTEE	Communities Housing and Infrastructure
DATE	29 August 2017
REPORT TITLE	Roads Hierarchy
REPORT NUMBER	CHI/17/061
INTERIM DIRECTOR	Bernadette Marjoram
REPORT AUTHOR	Joanna Murray

1. PURPOSE OF REPORT:-

1.1 This report updates Members on progress to date on the development of a new roads hierarchy which will provide a policy context for future transport planning and along with the Regional and Local Transport Strategies and the City Region Deal Transport Appraisal forms the basis of identifying future network changes required after completion of the Aberdeen Western Peripheral Route – Balmedie to Tipperty (AWPR-B/T).

1.2 The report seeks approval to continue development of proposals taking into consideration the findings of the consultation with stakeholders and the public carried out earlier this year.

2. RECOMMENDATION(S)

2.1 It is recommended that Members:

(a) Note the outcomes of the stakeholder and public consultation; and

(b) Agree the central Roads Hierarchy Principles noted in 3.5.2, and agree that they are essential for developing the proposed Roads Hierarchy identified in 3.5.4; and

(c) Instruct the interim Head of Planning and Sustainable Development in consultation with the Head of Public Infrastructure and Environment to develop the detailed roads hierarchy based on the above decision (b) and the contents of this report; and

(d) Instruct the interim Head of Planning and Sustainable Development to report back with the next level of detail as described in 3.6 to the Communities, Housing and Infrastructure Committee in the first half of 2018.

3. BACKGROUND/MAIN ISSUES / OTHER HEADINGS AS APPROPRIATE

3.1 Background

3.1.1 Reference is made to the report to Council on 11 May 2016 'Roads Hierarchy CHI/16/089'.

3.1.2 The report advised Members of progress on the preparation of the new roads hierarchy, which would provide a policy context for future transport planning and would form the basis of identifying future projects after completion of the Aberdeen Western Peripheral Route/ Balmedie to Tipperty (AWPR/ B-T).

3.1.3 The Council agreed to:

(a) note the contents of the report; and
(b) note the proposed principles for the future distribution and management of traffic across the city, following the opening of the AWPR; and
(c) instruct officers to engage with stakeholders on the proposed framework and intended hierarchy including an online consultation with stakeholders and the public, and report back to the appropriate committee after the summer recess.

3.2 <u>Consultation</u>

3.2.1 An online questionnaire was launched on Monday 24th February and the following are extracts from the press release:

'People around the north-east are being asked for their opinion on how everyone will move around the city's roads, cycle routes and pavement networks before and after the Aberdeen Western Peripheral Route/ Balmedie to Tipperty (AWPR/B-T) opens. A public consultation starts today which will look into how traffic and people will move around Aberdeen after the AWPR/B-T opens and how they also use the city at the moment. …..This information gleaned from the public consultation will be used to help shape transport policy for the city and we'd love to hear from everyone who uses roads in Aberdeen.'

The full press release can be found at the following link:

http://news.aberdeencity.gov.uk/public-to-be-asked-their-opinion-on-travelling-around-the-city-before-and-after-the-awpr-opens/

3.2.2 The consultation set out 6 objectives which were derived from relevant aims already agreed within the Council's Local Transport Strategy and the City Centre Masterplan. These were:

1) To create a city centre that is better for walking and cycling
2) To reduce bus journey times to make them more competitive with car journey times
3) Improve reliability to make public transport more attractive
4) Increase use of public transport and active travel, such as walking and cycling
5) To ensure effective and efficient movement of goods to the city centre and access to the harbour
6) To reduce the number and severity of road traffic incidents e.g. collisions

3.2.3 Hard copies of the questionnaire were made available at City libraries, Marischal College and Town House receptions and also available on request. The questionnaire is included as Appendix 1 to this report. A range of key stakeholders were emailed directly

to invite them to participate and the consultation ran until 31 March 2017. This included all community council's that were established at that time. A list of these stakeholders is included as Appendix 2 (exclusive of community councils). Nearly 700 responses were received.

3.3 Consultation Findings

3.3.1 A report on the consultation findings is attached as Appendix 3.

3.3.2 Headline findings from the consultation can be summarised as follows:

- Most respondents use the car to travel to, from and around Aberdeen.
- Walking is a mode of travel for main journeys for 42% of respondents. Bus and bicycle each account for 25% and 17% of trips respectively.
- The most common purpose for main journeys is work (34% respondents), followed by Leisure (18%), Shopping (16%) and Home (13%).
- The majority of main journeys (90%) take less than one hour, with 47% taking less than half an hour.
- Most respondents (between 65% and 73% depending on the objective) either 'strongly agree' or 'agree' with the six objectives.
- The most important factors affecting choice of mode for each type of travel differ although safety is the most popular choice for walking/on foot, cycling and motorcycle. Journey time is the most popular choice for Bus (alongside reliability), Train (closely followed by reliability and cost), Driving a Car, Driving a Car (Passenger) and HGV / Van. Cost was the most common factor for Taxi.
- The health benefits of active travel was identified as an advantage by a sizeable number of respondents.
- Congestion was the issue most commonly raised by the consultation. This was in both the possibility of the proposals reducing or increasing congestion.

3.3.3 Some respondents also raised the need to see and understand the impact of the AWPR/B-T on traffic before committing to any project.

3.3.4 The overall conclusion from a wide range of views identified strong support for an improved environment for pedestrians and cyclists particularly in the city centre. There was also strong support for improvements to public transport facilities that would lead to an increase in reliability and make public transport more attractive.

3.4 Existing Situation

3.4.1 A summary of the existing context of transport in Aberdeen and its surrounding area is set out in Appendix 4 and formed part of the original report in 2016.

3.5 Proposal

3.5.1 Building on previous reports to Council including the Scottish Transport Appraisal Guidance study mentioned in the last report to Council on 11 May 2016 and the consultation reported in this report, officers of Aberdeen City and Aberdeenshire Councils and Nestrans have been working towards a detailed roads hierarchy to be used to develop proposals to build a transport network that makes best use of the new

infrastructure that's just been built, in construction or about to be constructed and facilitates the implementation of the City Centre Masterplan.

3.5.2   Central to this are some essential Roads Hierarchy Principles:

a) Through traffic (that without an Aberdeen City destination) is directed (by road signing) to the AWPR
b) Peripheral traffic (i.e. Bridge of Don to Altens or Cults to Dyce or Bucksburn to Torry say) is directed to the AWPR
c) Traffic in Aberdeen with a destination away from Aberdeen is directed to the AWPR at the earliest opportunity (i.e. Mastrick to Peterhead is directed along the A96 Inverurie Road to the AWPR rather than through (the then city roads) Parkway/ Ellon Road)
d) The city centre should be considered as a destination rather than a through route for vehicle traffic. Crossing the city centre by car should be discouraged (whilst giving due consideration for access to the harbour). Access and exiting from the city centre should, as far as possible, be by the same route. In other words people accessing the city centre from the north and not using public transport, walking or cycling should access it from the north, park in the north and return northwards. The same would be said for people accessing the city centre from the south and west. Crossing the city centre by foot/ cycling/ bus will be significantly improved by implementing the City Centre Masterplan proposals. People in the north who particularly wish to access a south or west car park should be directed firstly round Aberdeen, as per b) above, then to access from the south or west. Similarly for south and west access. The AWPR is already setting a signing strategy, agreed by Council in May 2016, pointing to Aberdeen North, Aberdeen West and Aberdeen South.
e) The benefits of the AWPR must be 'locked in' to prioritise the movement of active and sustainable travel through the re-allocation of carriageway space, junction capacity and other traffic management/ prioritisation measures, as defined in the Council's agreed Local Transport Strategy 2016 to 2021, which is consistent with the principles of other local, regional and national transport, land use, community planning and health strategies, plans and policies, not least Designing Streets: A Policy Statement for Scotland, which seeks to *provide guidance on street design towards place making and away from a system focused upon the dominance of motor vehicles'*.

3.5.3   The current roads system, which allows all vehicle movements at most junctions, cannot be sustained due to significant levels of existing congestion and continued growth in traffic. It is acknowledged that car traffic is the most dominant mode of travel and therefore, appropriate trips still need to be catered for, however, in managing the road network, there should be a focus on discouraging inappropriate trips that can be catered for in other more suitable ways or by different routes. With over 70% of journeys within Aberdeen City under 5km there is clearly scope to influence those relatively short journeys where possible to be by more sustainable modes which will require more suitable infrastructure to cater for the increase in demand. In some cases this can be achieved by removing unnecessary traffic from residential streets, limiting turning manoeuvres to allow traffic to move more efficiently at key junctions and improving the local environment to be more focused on place rather than function. This approach would have the benefit of reducing the need to continually construct larger junctions to accommodate increasing levels of traffic which impacts on local communities.

3.5.4 To replace the current 'grid' hierarchy with one more suitable for the delivery of the City Centre Masterplan and other Council commitments the following high level hierarchy of routes will be developed in accordance with the principles (a) to (e) set out above:

1. Highest priority route – the AWPR/B-T – in effect this is a national requirement and is reinforced by the AWPR grade separated (flyover) junctions
2. Secondary priority routes would be identified as the major connectors between the City centre and the AWPR – the radials. Effectively within the bulk of the City these would be the main priority routes, such as King Street/ Ellon Road, Wellington Road, since through traffic would be diverted to the AWPR
3. Identify a destination core for the City centre where through and cross traffic is discouraged or limited with priority given to active and sustainable modes
4. Identify bus priority measures to improve public transport (making use of reduced traffic levels resulting from the AWPR-diverted traffic as defined in e) above) taking into account the new traffic patterns resulting from the City centre "destination" objective
5. Optimise access to bus park and ride and train access to the city centre (included as part of the Strategic Car Parking Review)
6. Establish tertiary priority orbital routes to permit connection between the secondary priority radial routes. These movements would still be necessary but should be reduced in demand by making best use of the AWPR and increased use of active and sustainable modes within the City. At this stage these cannot be fully defined as the wider impact needs to be assessed as they will likely impact on vehicle movements and local communities
7. Ensure that our larger employment areas have suitable access that takes account of deliveries and HGV movements
8. Identify areas bounded by radial and orbital routes. These areas should then contain only minor routes.
9. Identify proposals to reduce junction movements into/ out of/ through the areas bounded by the main routes while improving opportunities for safe cycling, walking and routes to public transport

3.5.5 Adopting such an approach will lead to reduced traffic in key areas, improving air quality and enhancements to the sense of safety and place, all in accordance with place making policies but may lead to some existing journeys are longer in terms of distance .

3.5.6 It should be noted that this new hierarchy would maintain access to all destinations, though the routes may be different for some journeys.

3.6   Next Steps

3.6.1 It is suggested that the Committee give consideration to the central essential Roads Hierarchy Principles listed in para 3.5.2 above and given the supporting public feedback agree items a) to e) as necessary for developing the more detailed roads hierarchy noted at para 3.5.4 items 1 – 9 above.

3.6.2 Officers will require to further develop more detailed road hierarchy proposals. These should be brought back to Committee for consideration including a City wide plan which identifies the new priority/ purpose of each road which would inform future work including

the opportunity to seek a formal reclassification of the road network, identify traffic management and road safety improvements, fit such changes into our road asset management and emergency plans, and enable business cases to be developed.

3.6.3 The contents of this report and the recommendations are all in accordance with and will support the delivery of the City Region Deal. Members may be aware that the development of a Strategic Transport Appraisal is underway to take a long term view of the key transport requirements for the next 20 years or so, across all modes including road and rail, recognising the priorities of local, regional and national transport plans and programmes. This strategic work recognises the emerging priorities across the region, evidenced in a number of approved and progressing projects including the City Centre Masterplan, the Cross City Connections project as reported to Members in May 2017, the Wellington Road Corridor Multi Modal Study due to be reported to Members at the turn of the year and External Connections to the new Harbour which is the subject of a specific report on this Committee agenda – all projects which will form part of the benefits realisation of the £750m AWPR/ B-T investment, soon to open for use. Their successful delivery is also based on the need for a new roads hierarchy for the City and therefore connecting the City Centre (the regional heart) and other major employment/ economically active centres efficiently to the AWPR junctions for regional and wider external connectivity, via priority radial routes will be of critical importance.

4.   FINANCIAL IMPLICATIONS

4.1   There will be no immediate financial implications as a result of this report as many day to day operational, planning and strategic costs are already reflected in on-going Council budgets and the multitude of external grants already secured by roads and transportation teams across the department. Developing the hierarchy identified at 3.6.4 can be accommodated within existing budgets. The resulting projects that are needed to implement the new hierarchy in full will take a number of years to fully implement and this will have financial implications, some of which may be able to be accommodated from on-going programme budgets, and bids to external funding partners and others will require to be considered as part of forward budget planning.

4.2   A Costed Action and Delivery Plan for the Local Transport Strategy was agreed at the Communities Housing and Infrastructure Committee on 25th August 2016 and this will be updated on an annual basis reflecting progress on projects and on-going and/ or new financial implications. The first annual report is anticipated to be presented to Members at the Communities Housing and in November 2017.

4.3   All future roads and transportation reports should also state how the report content and recommendations support this new hierarchy and what the financial implications are, with any emerging capital projects being subject to the capital plan review.

5.   LEGAL IMPLICATIONS

5.1   There are no new legal risks as a direct result of this report. From time to time there may be legal implications relating to the Council's statutory duties as Roads Authority in terms of individual activities and these will be highlighted at the appropriate time.

6. MANAGEMENT OF RISK

Financial

6.1 There are no immediate financial risks as a result of this report. However there will likely be varying degrees of financial risks to the Council as a result of **not** implementing a new roads hierarchy in terms of potential future loss of grants to modify and improve the transportation network, possible city and city region economic harm if the City Centre Masterplan cannot be successfully delivered, and possible continuing societal costs arising from increased ill health associated with poor air and noise quality. The new roads hierarchy will contribute significantly to the regeneration of the City centre, and if the new roads hierarchy cannot begin to be implemented for the completion of AWPR 2017/ 18, the potential benefits realisation of the major investment to deliver the AWPR may not be realised in the City.

Employee

6.2 There are no risks identified directly affecting employees.

Customer/ Citizen

6.3 There are high risks affecting customers, citizens and visitors alike relating to a transport network which does not reflect the changing needs of the economy, society and personal health and wellbeing if a new roads hierarchy is not delivered post AWPR. Without a new roads hierarchy and delivery of associated projects to lock in the benefits of the AWPR, road users including bus passengers would be likely to suffer from further congestion and delays.

Environmental

6.4 The environmental benefits of a new Roads Hierarchy supporting the delivery of the Local Transport network will include health and wellbeing of the community and places for people, not just motorised vehicles. The overall objectives of the Local Transport Strategy cannot be delivered without a new roads hierarchy. The lack of a new roads hierarchy aligned to current policy and strategy e.g. City Centre Masterplan will likely produce unstable traffic conditions if robust plans are not put in place to address the projected increases in vehicle movements, and this will inevitably result in poorer air quality in various parts of the City, thereby detrimentally affecting the health of residents and visitors alike.

Technological

6.5 There are no direct technological risks associated with this report. At the same time, traffic management and the overall operation of the transport network continues to be done in a smarter way with the continuing evolution of digital technology.

Legal

6.6 There are no direct legal implications as a result of this report. There may however be legal implications associated with poor air quality which breaches national/ international legislation.

Reputational

6.7 The lack of a new roads hierarchy will damage the Council's reputation by undermining the public investment in the AWPR (both local and national), Berryden Corridor

Improvements and CCMP, so the public/ stakeholders could perceive that the Council is unable to deliver strategic improvements to the City on time or deliver the projects to lock in the benefits of the AWPR.

7.   IMPACT SECTION

7.1   The recommendations within this report directly support the main themes of the Aberdeen City Local Outcome Improvement Plan 2016-26 as they support the economy, people and places and Smarter Living, Smarter Environment, Smarter Economy and Smarter Mobility as outlined in the Aberdeen City Council Strategic Business Plan.

7.2   **Economy**

A functioning transport network which supports the efficient and effective movement of people and goods is critical to the economy of the city and city region, and must be able to support this movement in an environmentally sustainable way to the betterment of places and people's health and wellbeing. The proposed new roads hierarchy, which is aligned to the Local Transport Strategy outcomes and key strategic commitments such as the City Centre Masterplan, will help to achieve this.

7.3   **People**

The contents of this report and the recommendations relate to the delivery of the new roads hierarchy, which if successful in achieving the benefits associated with the completion of the AWPR, will improve Aberdeen for all those who live in, work in and visit it.

By developing a defined, fully resourced programme of delivery for the new roads hierarchy, with key stage decision making, committed to by the Council, this will enable staff, with stakeholders and the public, to confidently and timeously optimise the benefits of the AWPR completion.

Further resources will continue to be required for the wider delivery of the transport network plan to support the successful provision of a range of benefits for citizens and business across the City. The intention is to benefit from economies of scale, by co-ordinating delivery of the new roads hierarchy, the CCMP and SUMP, cross-city connections, and other elements of the Local Transport Strategy Costed Action and Delivery Plan. Officers will continue to maximise opportunities for external funding to assist with delivery.

7.4   **Place**

The recommendations within this report are entirely in keeping with Designing Streets objectives to improve places for people by modifying the strategic road network post AWPR to better reflect the needs of the community, supporting more walkable and cycle-able communities, by supporting active and sustainable connections to a range of destinations, including the City Centre. If a new roads hierarchy is not approved and there is continuation of *predict and provide* policy then more places/ space will require to be given over to motorised vehicles, which is neither environmentally sustainable nor financially possible.

7.5   **Technology**

Technology is playing a bigger and more important role for the movement of people and goods, through apps and sat nav, through smarter transport network management and logistics, personal travel planning and way finding and informed travel choices based on air quality, time of day, interchange requirements etc. The recommended hierarchy supports and embraces the possibilities of new and improving technologies and their ability to enable informed travel choices and better manage the transport network.

8.   **BACKGROUND PAPERS**

Council report – Roads Hierarchy CHI/16/089 May 2016 Item 7(i)

Communities Housing and Infrastructure Committee - Local Transport Strategy Costed Action and Delivery Plan - CHI/16/032 August 2016 Item 12.1

Barriers to Bus Use
http://www.nestrans.org.uk/wp-content/uploads/2017/02/FINAL_Barriers_Report.pdf

Active Travel Action Plan 2017 to 2021
http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=74383&sID=2866

Nestrans - Regional Transport Strategy - Monitoring Report – June 2017
http://www.nestrans.org.uk/wp-content/uploads/2017/06/3cApp.pdf

9.   **APPENDICES (if applicable)**

Appendix 1 – Questionnaire
Appendix 2 – Stakeholder List
Appendix 3 – Consultation analysis report
Appendix 4 – Existing Situation and Major Changes and Aspirations

10.   **REPORT AUTHOR DETAILS**

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Appendix 1 - Questionnaire

Travelling around Aberdeen after the AWPR opens

Overview

We are looking at how traffic and how people will move around Aberdeen after the Aberdeen Western Peripheral Route (AWPR) opens, and how people also use the city at the moment.

Other schemes around the city which will complement the AWPR include the recently-opened Diamond Bridge and Airport Link Road, the soon-to-open Park and Ride/Choose at Craibstone, the planned Berryden Corridor Improvements, and the Haudagain Junction Improvements.

We know the AWPR will make a big difference to journey times going across and around Aberdeen as vehicles will be subject to dual carriageway national speed limits, as compared to the 40/30/20mph limits in the city.
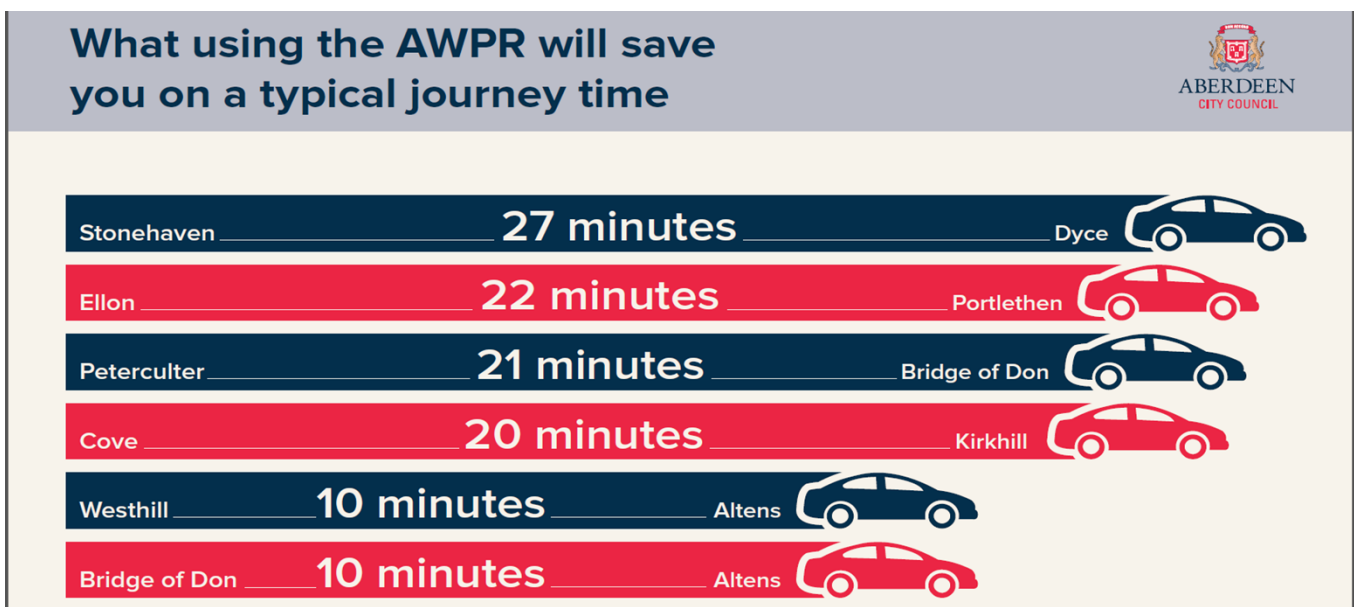
The way traffic travels in Aberdeen will be different as, rather than moving around using either cross-city centre journeys or via South/North Anderson Drive/The Parkway, the AWPR will take a lot of traffic away. Drivers will then use arterial roads to get into the part of the city their destination is in. By improving the arterial routes into the city centre, bus travel will also become more attractive as the reliability and punctuality of bus services will be improved.

Aberdeen City Council is considering splitting the city into zones and traffic will be directed into those zones. This means there will be less cross-city centre journeys and less congestion in the city centre,

and it also fits into what the public told us they wanted and what was agreed as part of the City Centre Masterplan,which was to have a 20% reduction of traffic in the city centre. A further benefit of less traffic in the city will be an improvement to air quality.

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AFTER THE AWPR OPENS

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The AWPR will also lead to opportunities to build more cycle lanes and walking-friendly pavements around the city, as there will be less traffic which will make walking and cycling much more attractive. A key transport objective of the City Centre Masterplan is to make the city centre streets safer and more attractive, by re-routing car and lorry movements to make it easier to walk, to cycle, and to travel on buses. This also links into the Aberdeen City Council Cross City Connections Transport Study which is examining transport connections between new and existing areas of development on the periphery of Aberdeen and in areas of Aberdeenshire close to the city, with the aim of providing viable, attractive and direct linkages as an alternative to the private car. The Cross City Connections Transport Study is available to view in the web links at the bottom of this page.

It further links in with aims of the Aberdeen City Travel Action Plan, which identifies what practical measures ACC can do to increase the proportion of active travel journeys, particularly walking and cycling. You can view the ACC Travel Action Plan in the web links at the bottom of this page.

NOTE: - AWPR = Aberdeen Western Peripheral Route

Why we are consulting

In summary, we would like to know how you move around the city just now, and how you anticipate moving around the city after the AWPR opens. Your thoughts on how travel methods should be improved would be appreciated.

Online survey response below is preferable; however hard copies can also be submitted to ;
Transportation Strategy and Programmes
Communities, Housing and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

Introduction

We would like to find out how you move about Aberdeen just now, how long it takes, and what might help you to consider alternative ways of travel. Please answer all questions and put N/A in an answer box if you have no comments.

1 What is your name?

Name

2 What is your email address?

This is optional, but if you enter your email address then you will be able to return to edit your consultation at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

Email

3 What is your organisation, if applicable? Please enter N/A if you do not want to mention, or have no organisation

Organisation

4 Please indicate which mode of transport you use on your main journeys to, from and around Aberdeen. For example four days a week, Fred drives his car from home to the Ellon park-and-ride site, gets a bus into Aberdeen city centre, then walks to work. He ticks walking, bus and driving a car

(Required)

Please select all that apply

☐ Walking / On foot ☐ Bicycle ☐ Motorcycle ☐ Bus ☐ Train ☐ Taxi
☐ Heavy Goods Vehicle (HGV)/Van ☐ Driving car ☐ Passenger in car

5 Please indicate the purpose/purposes of your main journeys indicated at question 4

(Required)

Please select all that apply

☐ Home ☐ Work ☐ Education ☐ Shopping ☐ Personal business ☐ Visit friends
☐ Leisure/Recreation

6 Please indicate the place/street name (postcode preferred) of where you travel from, and your destination for your main journeys

Origin (Required)

[   ]

Destination (Required)

[   ]

7 Please indicate your approximate journey time (door to door) for your main journeys indicated at question 4. For example, Fred takes about 45 minutes from leaving home to arriving at work. He ticks 41-50mins

(Required)

Please select only one item

○ 0 -20 mins ○ 21-30 mins ○ 31-40 mins ○ 41-50 mins ○ 51-60 mins
○ 61-70 mins ○ 71-80 mins ○ 81-90 mins ○ over 90 mins

8 To what extent do you agree with the following objectives for improving Aberdeen's transport network after the AWPR opens?

(Required)	Strongly agree	Agree	Neutral / no impact	Disagree	Strongly disagree	Don't know
To create a city centre that is better for walking and cycling. *Please select only one item*	◯	◯	◯	◯	◯	◯
To reduce bus journey times to make them more competitive with car journey times. *Please select only one item*	◯	◯	◯	◯	◯	◯
Improve reliability to make public transport more attractive. *Please select only one item*	◯	◯	◯	◯	◯	◯
Increase use of public transport and active travel, such as walking and cycling. *Please select only one item*	◯	◯	◯	◯	◯	◯
To ensure effective and efficient movement of goods to the city centre and access to Harbour. *Please select only one item*	◯	◯	◯	◯	◯	◯
To reduce the number and severity of road traffic incidents e.g. collisions *Please select only one item*	◯	◯	◯	◯	◯	◯

9 What is most important to you for each type of travel. Do not tick a row if you do not consider a mode to be relevant. For example, Freda walks to a bus stop, gets a bus into the city centre, then walks to work; She gets a lift home from a colleague. Freda is interested in cycling and answers four modes - walking, cycling, bus and passenger in car.

	Journey time	Safety	Comfort	Reliability	Environment	Convenient	Information	Cost
Walking/On foot	☐	☐	☐	☐	☐	☐	☐	☐
Cycling	☐	☐	☐	☐	☐	☐	☐	☐
Motorcycle	☐	☐	☐	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐	☐	☐
HGV/Van	☐	☐	☐	☐	☐	☐	☐	☐
Driving car	☐	☐	☐	☐	☐	☐	☐	☐
Passenger in car	☐	☐	☐	☐	☐	☐	☐	☐

10 What do you consider would be the main advantages and drawbacks of effectively splitting the city into zones, so that most traffic entering the city centre would be directed to car parks within these areas? Traffic will leave these car parks as they came. Buses, Taxis, Cyclists and Pedestrians would be able to cross between these areas, giving them priority over other traffic.

Advantages (Required)

Disadvantages (Required)

11 What do you consider to be the main advantages and drawbacks of keeping the
    road network operation the same, after the AWPR opens to traffic?

Advantages (Required)

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Drawbacks (Required)

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12 What do you consider would be the main advantages and drawbacks of
    providing bus priority measures such as bus lanes and bus gates to improve
    reliability and punctuality of bus services on bus routes into the city centre?

Advantages (Required)

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Drawbacks (Required)

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13 What do you consider the main advantages and drawbacks of providing improved cycle infrastructure, such as cycle paths and safer crossing facilities for cyclists on cycle routes into the city centre, to make cycling more attractive?

Advantages (Required)

Drawbacks (Required)

14 What do you consider the main advantages and drawbacks of providing safer crossing points and improved pavements for pedestrians on routes into the city centre?

Advantages (Required)

Disadvantages (Required)

15 What do you consider the main advantages and drawbacks of re-routing vehicles away from busy main streets such as Union Street?

Advantages (Required)

Drawbacks (Required)

16 What would you consider the main advantages and drawbacks of providing bus priority measures such as bus lanes and bus gates to improve reliability and punctuality of bus services within the city centre?

Advantages (Required)

Drawbacks (Required)

17 What would you consider to be the main advantages and drawbacks of providing more cycle parking and facilities in the city centre?

Advantages (Required)

Disadvantages (Required)

18 What would you consider to be the main advantages and drawbacks of reallocating road space to increase pavement size, provide cycle lanes or create pedestrian priority streets such as Belmont Street and Back Wynd, in the city centre?

Advantages (Required)

Drawbacks (Required)

19 Please add any other opinion you wish to express about travelling around Aberdeen after the AWPR opens.

Opinions (Required)

Aberdeenshire Council	Freight Forum
Abellio ScotRail	Freight Transport Association
Aberdeen Advanced Motorists	Freightliner Intermodal Division
Aberdeen Airport UK	Historic Scotland
Aberdeen and Grampian Chamber of Commerce	IAM Motoring Trust
Aberdeen City Centre Association	Independent Owners Taxi Association
Aberdeen City Council	Grampian Fire and Rescue Service
Aberdeen City Division Police Scotland	Grampian Racial Equality Council
Aberdeen City Environmental Forum	Grampian Cyclists Touring Club
Aberdeen City Youth Council	Land Use Forum
Aberdeen Civic Forum	Living Streets
Aberdeen Civic Society	Mobility and Access Committee for Scotland
Aberdeen Council of Voluntary Organisations	Motorcycle Action Group
Aberdeen Cycle Forum	Institute of Directors Aberdeen
Aberdeen Disability Group	National Federation of Bus Users
Aberdeen Friends of the Earth	Network Rail
Aberdeen Harbour Board	NHS Grampian
Aberdeen Inspired	Noise Abatement Society
Aberdeen Outdoor Access Forum	Noise Abatement Society
Aberdeen Student Forum	North East Sensory Services
Aberdeen Taxi Group	North East Private Coach Operators Association
Aberdeen University Students' Association	Older People's Advisory Group
Aberdeen Women's Alliance	Passenger Focus
Airport Consultative Committee	Paths for All
Bon Accord Access Panel	Police Scotland
British Motorcyclists Federation	Public Transport Users Committee
British Transport Police	RAC Foundation
CBI Scotland	Rail Freight Group
Centre for Transport Policy	Ramblers' Association Scotland
Community Transport Association	Road Haulage Association
Confederation of Passenger Transport UK - Scotland	Regeneration Matters
Co-Wheels	Scottish Ambulance Service
CTC Right to Ride Representative	Scottish Council Development & Industry
EIS Secretary	Scottish Enterprise
Electric Vehicle Association Scotland (EVAS)	Scottish Fire and Rescue Service
English Welsh and Scottish Railway	SEPA
Ethnic Minority Forum	Serco NorthLink Ferries
Federation of Small Businesses	Shop mobility
First Aberdeen Ltd	SNH

Stagecoach Bus	
Strategic Development Plan Authority	
Sustrans	
Transform Scotland	
Transport Scotland	
University of Aberdeen	
Various Taxi Representatives	
Visit Scotland - Aberdeen and Grampian	
VisitScotland	
West End Business Group	