ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	6 June 2019
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	North East Scotland Roads Hierarchy
REPORT NUMBER	OPE/19/089
CHIEF OFFICER	Gale Beattie
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TERMS OF REFERENCE	Purpose 6. Remit 2.2

1. PURPOSE OF REPORT

1.1 To advise Members of the outcomes of the North East Scotland Roads Hierarchy Study and Strategic Car Parking Review (SCPR); to introduce a draft Sustainable Urban Mobility Plan (SUMP) aligned with the Roads Hierarchy and City Centre Masterplan (CCMP); and to gain agreement on next steps in terms of delivering upon the findings of these pieces of work.

2. RECOMMENDATION(S)

That the Committee:

2.1 Instruct the Chief Officer – Strategic Place Planning, following consultation with the Chief Officer – Operations and Protective Services and Chief Officer – Capital, to implement a revised roads hierarchy in a sequential and incremental manner, as described in this report, to encompass formal reclassification of the urban road network and changes to road signage and junction improvements to reinforce the hierarchy;

2.2 Instruct the Chief Officer – Strategic Place Planning to develop improvements to priority and secondary corridors to achieve a more efficient movement of people and goods, with an emphasis on walking, cycling and public transport;

2.3 Note the findings of the SCPR and instruct the Chief Officer – Strategic Place Planning to develop a draft Car Parking Strategy and to report back to this Committee in summer 2020;

2.4 Instruct the Chief Officer – Strategic Place Planning to proceed with public and stakeholder consultation on the draft SUMP and report back to this Committee with a finalised SUMP in November 2019, thus completing this key CIVITAS PORTIS work package;

2.5 Instruct the Director of Resources to consider the outcomes of these studies within future years' budget setting processes.

3. BACKGROUND

3.1 The Aberdeen City Region transport network is in a period of transformational change, underpinned by significant investment at local, regional and national level. Recent years have seen the successful completion and opening of the Diamond Bridge, Dyce Drive Link Road, Craibstone Park and Ride and, perhaps most significantly, the Aberdeen Western Peripheral Route (AWPR), while delivery of the transport elements of the CCMP has commenced with the removal of general traffic from Broad Street. The Aberdeen to Inverness Rail Improvement Project will see the doubling of the rail track between Aberdeen and Inverurie completed in 2019 and the reopening of Kintore Station in 2020, enabling a much enhanced (in terms of both frequency and capacity) local rail service between Montrose and Inverurie. This transformation will continue over the coming years with the delivery of the Berryden Corridor and South College Street improvements, which will enable further elements of the CCMP to be brought forward, and the Haudagain improvement scheme. The transport system, therefore, is in a very healthy state and, as Aberdeen City Council (ACC) and partners deliver upon our remaining commitments, the time is prudent to consider where Aberdeen's future transport priorities should lie.

3.2 Furthermore, there is a significant risk that the benefits of this billion-pound investment will gradually erode should ACC not take steps to 'lock in' the benefits, particularly in terms of encouraging people to use this new infrastructure in an appropriate and efficient way and using the freed-up road capacity afforded by the opening of the AWPR and other schemes to give more priority to sustainable modes of transport, particularly walking, cycling and public transport. If these opportunities are not taken advantage of, the likelihood is that traffic will continue to grow to fill the space that has been created, resulting in continued congestion, potentially worsening air quality and rising carbon dioxide (CO_2) emissions.

3.3 With the need to react to the potentially catastrophic impacts of climate change and the significant public health implications of worsening air quality becoming more urgent every day and growing in the public consciousness, ACC has a duty to respond to this and develop a long-term strategy for reducing the impacts of unrestricted vehicle use throughout our city. As well as urgent health and environmental benefits, such action will contribute towards making Aberdeen a safer and more welcoming place in which to live, work and spend time, thus supporting a range of existing policies and strategies, including the CCMP, Regional and Local Transport Strategies (RTS / LTS) and Regional Economic Strategy, and contributing towards meeting the targets established

in the refreshed Local Outcome Improvement Plan 2016-2026 (LOIP) for 38% of people walking and 5% of people cycling as their main mode of travel by 2026 and within the CIVITAS PORTIS programme for a 20% increase in the proportion of journeys undertaken to, from and within the city centre by walking and cycling. Interventions to encourage more efficient and sustainable travel choices will likewise support and complement work to introduce a Low Emission Zone (LEZ) in Aberdeen in accordance Scottish Government commitments.

3.4 Accordingly, ACC and regional partners Nestrans, Aberdeenshire Council and the Strategic Development Planning Authority (SDPA) have undertaken a review of the region's roads hierarchy to:

- Support the effective and efficient distribution and management of traffic around the city;
- Develop a network that makes best use of the AWPR by taking advantage of the newly freed-up road capacity within the city to lock in the benefits of investment by giving more priority to sustainable transport journeys;
- 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; and
- Form a basis for identifying future transport priorities for the region, along with the RTS, LTS and ongoing City Region Deal Strategic Transport Appraisal.

3.5 In August 2017 (CHI/17/061) Members agreed roads hierarchy principles and instructed the then Interim Head of Planning and Sustainable Development to develop a detailed roads hierarchy based upon these principles, comprising a city-wide plan identifying the new priority / purpose of each road to 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 asset management and emergency plans and enable business cases to be developed for improvements where required. Key principles were:

- All through and peripheral traffic should be directed to the AWPR;
- Traffic in Aberdeen with a destination away from Aberdeen should be directed to the AWPR at the earliest opportunity;
- 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; and
- The benefits of the AWPR must be locked in to prioritise the movement of active and sustainable travel through the reallocation of carriageway space and other prioritisation and traffic management measures.

These principles were developed to complement the CCMP, LTS and Aberdeen Active Travel Action Plan and in response to aspirations for the city centre previously articulated by the public and stakeholders, namely a cleaner, safer, more vibrant, people-focussed place.

3.6 The first stage in this process is developing a revised hierarchy of priority, secondary and local roads. This will involve road classification changes, with

some roads upgraded and some downgraded in priority, including some previously unclassified roads becoming classified. Road classifications were last reviewed in the 1990s hence in some cases no longer reflect optimum traffic routes and / or the impacts of recent land use changes and transport improvements in the region, most notably the opening of the AWPR.

3.7 Beyond road reclassification, delivery of a revised roads hierarchy will involve the following steps in a sequential and incremental manner:

1. Changes to road signage to reflect recommended routes;
2. Junction alterations to reinforce the hierarchy and afford priority to priority routes over other routes, and secondary routes over local routes (for example, changing traffic signal timings on Anderson Drive to prioritise east-west movements over north-south movements);
3. A series of appraisals, on a prioritised basis, of priority and secondary corridors to identify supporting interventions that may be required to reinforce the hierarchy, with an emphasis on measures to prioritise those walking, cycling and using public transport and taking account of previous and ongoing work undertaken in relation to these corridors, including the Locking in the Benefits of the AWPR report; and
4. Traffic management interventions on local routes (such as road narrowings, speed limit changes, prohibited movements and traffic calming) within the city centre and zonal neighbourhoods protect those areas where through-traffic is no longer desirable.

Agreement on, and incremental movements towards, a revised hierarchy will dictate future priorities for ACC's various transport teams and inform future iterations of regional and local transport strategies and plans, including maintenance and asset management plans.

3.8 Consultants AECOM were appointed in 2018 to develop options for a revised roads hierarchy that reflects the agreed principles, the aspirations of the CCMP, and recent and forthcoming land use and transport changes in the region including approved Capital Programme projects such as Berryden Corridor and South College Street Improvements. The resulting report was received in April 2019 and an Executive Summary is included as Appendix A to this committee report.

3.9 The report considers the existing road network (all A, B and C-class roads as well as some unclassified roads) within the AWPR boundary and develops options for a revised classification comprising priority, secondary and local routes. With the AWPR acting as the priority orbital route, options are identified for revised priority and secondary radials, secondary orbitals and local roads, considering the alignment of routes and their role in a future hierarchy. Following option appraisal and sifting, a recommended revised hierarchy of priority and secondary routes is introduced. All other streets in the city become local routes reflecting their status as local access roads and, in some cases, their predominant role as places for people – often these are residential or shopping streets where high volumes of traffic are undesirable. City centre streets are largely removed from the priority and secondary hierarchy with priority and most secondary routes terminating at the outskirts of the city centre, from where key destinations and car parks can be accessed via local routes, to reflect the CCMP's emphasis on places for people and the city centre's status

as an Air Quality Management Area (AQMA) and likely location for any future LEZ. A summary and plans of the proposed revised hierarchy is included as Appendix B to this report, along with a summary of the characteristics of each type of route, a list of formal reclassifications that would be required to realise the hierarchy (to be agreed and finalised by Council officers), a list of key junctions for review to reinforce this hierarchy, and a summary of work to date and next steps in terms of corridor improvement work.

3.10 Within the consultant's report, reclassification options are packaged into scenarios reflecting varying levels of intervention. Two city-wide low intervention scenarios are identified, Do Minimum and City Hierarchy. Within the city centre, two additional scenarios are introduced, Road Space Reallocation and Access Only, reflecting increasing levels of intervention to support the hierarchy, particularly the principle of reducing cross-city centre traffic. All scenarios perform well against the objectives, notwithstanding that there are risks attached to the higher intervention scenarios that must be explored in more detail as proposals develop. More information on each of the option packages in included in Appendix B. It is the opinion of officers and partners that successfully locking in the benefits of the AWPR and wider investment and delivering a revised roads hierarchy cannot be achieved by implementation of any one of the intervention scenarios alone but will involve sequential and incremental improvements to the road network, moving towards an increasingly high level of intervention in tandem with, and in support of, CCMP delivery.

3.11 Building upon initial consultation in 2017, to identify how members of the public envisaged travelling around the city following the opening of the AWPR, engagement was undertaken with a variety of stakeholders, including local businesses and all Community Councils in Aberdeen, to inform the development of hierarchy options. Evident throughout has been widespread support for revising the hierarchy and future-proofing the network to lock in the benefits of the AWPR and facilitate delivery of the CCMP.

3.12 A separate, though interlinked, piece of work also recently completed is a Strategic Car Parking Review (SCPR), reflecting a commitment within the Administration's policy statement, Stronger Together, to undertake a city centre car parking review to inform the next iteration of the LTS. The SCPR considers the relationship between publicly available car parking and the city's economic, social and environmental wellbeing and how current parking provision fits with ACC's strategic transport and land use plans, particularly the developing roads hierarchy. The efficient distribution and management of car parking is key to successfully realising elements of a revised roads hierarchy, therefore the reviews complement one another and must be considered together when devising a coherent future vision for city centre access and car parking.

3.13 Based on extensive public and stakeholder engagement, a SCPR Issues and Opportunities Report was developed, with the following key findings:

- Change is needed to car parking as part of a package of travel demand management measures to support and deliver policy and strategy objectives for the city including the CCMP and roads hierarchy.

- Current car parking policy and guidance does not align with wider strategy objectives and, in comparison to benchmarked cities, parking standards in Aberdeen for new developments are very generous.
- Parking tariffs for short stay parking in Aberdeen are cheaper than benchmarked cities.
- Permits for on-street parking in Aberdeen city centre are considerably cheaper than benchmarked cities.
- Considering the combined capacity and demand for ACC and private off-street parking, existing car parks are operating within effective capacity.
- Based on existing demands there is sufficient off-street parking in appropriate locations, however management could be improved by directing drivers to under-utilised spaces.
- It is therefore clear that many aspects of current on- and off-street parking within the city need to change if plans for the city centre are to be successfully realised.

An Executive Summary of the SCPR Issues and Opportunities Report is included as Appendix C.

3.14 Issues and opportunities were developed into a Recommendations report (the Executive Summary of which forms Appendix D), identifying a series of actions and recommendations for ACC to consider and take forward as part of a future Car Parking Strategy.

3.15 Furthermore, ACC is a partner in the EU-funded project CIVITAS PORTIS. One of ACC's work packages within PORTIS is SUMP and Port Optimisation (1ABZ1), the aim of which is to develop a Sustainable Urban Mobility Plan for the city centre with appropriate connections to the harbour areas. A SUMP is a long-term transport strategy for a defined urban area which identifies measures that will be implemented by the local authority and partners to enable and encourage residents and visitors to travel on foot, bike, public transport or other low-emission forms of transport, thus aligning with the CCMP and roads hierarchy.

3.16 A draft SUMP has been prepared and an Executive Summary forms Appendix E to this report. The SUMP:

- Acts as a framework for future city centre transport projects, identifying a range of small-scale projects that can be delivered relatively easily with significant benefits, and larger-scale projects for further investigation and appraisal over the lifetime of the CCMP;
- Complements and expands upon the CCMP, articulating in more detail how certain elements of the sustainable transport vision could be delivered, particularly projects IN01 Walkable Aberdeen, IN03 Cycle Highways and IN06 Bus Priority Infrastructure;
- Considers how certain city centre elements of a revised roads hierarchy could be delivered, identifying proposals for increased priority for sustainable modes on some streets and opportunities for making some minor streets access only in accordance with agreed roads hierarchy principles;
- Supports the ongoing City Region Deal project to identify and appraise external transport connections to Aberdeen South Harbour; and

- Includes consideration of improved cycle facilities on Union Street which was the subject of a petition to ACC's Petitions Committee on 14th March 2018.

It has been informed by a wide range of public and stakeholder engagement exercises relating to the city centre that have taken place since 2012.

3.17 Incremental implementation of the recommendations of the roads hierarchy review, a future Car Parking Strategy and a SUMP would therefore change how people move around the city and access and use the city centre. The following impacts are anticipated for each mode:

- Walking – A safer and more pleasant walking environment throughout the city; improved crossing provision at junctions on priority and secondary routes; a much quieter walking environment within local communities and in the city centre; city centre access and permeability enhanced by delivery of CCMP and SUMP projects;
- Cycling – A safer and more pleasant cycling environment throughout the city; improved cycle provision on priority and secondary routes; a much quieter cycling environment within local communities and in the city centre; city centre access and permeability enhanced by delivery of CCMP and SUMP projects;
- Public Transport – Increased priority for buses on priority and secondary routes; city centre access and permeability enhanced by delivery of CCMP and SUMP projects, resulting in journey time savings and an improved level of service;
- Private vehicles – In the first instance, drivers encouraged to park outwith the city and continue their onward journeys via Park and Ride (bus or rail). Residual drivers encouraged to use the AWPR and other priority and secondary orbitals and radials as much as possible and discouraged from using local roads through interventions to improve the efficiency of movements on priority and secondary routes and traffic management interventions on local streets. Full access to all parts of the city centre maintained but local access only treatments delivered to discourage or prevent 'through' traffic i.e. traffic discouraged from crossing the city centre and encouraged instead to enter and exit via the same routes. For example, a driver accessing the city centre from the north of the city would be directed by signage to park in a car park in the north of the city centre and leave via the same route. Drivers from the north would be discouraged via traffic management interventions and junction treatments from crossing the city centre to access a preferred car park in the south. A driver from the north can still park in a south city centre car park if they wish but would be expected to use an appropriate orbital route (such as the AWPR or Anderson Drive) to access an appropriate radial route by which to access the city centre from the south and return to their origin via the same route;
- Freight vehicles – similar to the above in that drivers are encouraged to use the AWPR and other priority and secondary orbitals and radials as much as possible and discouraged from using local roads through interventions to improve the efficiency of movements on priority and secondary routes and traffic management interventions on local streets. Full access to all parts of the city centre, including the harbour area,

maintained for freight and deliveries but local access only treatments delivered to discourage or prevent through traffic.

3.18 It is anticipated that delivery of a revised roads hierarchy and the outcomes of a future Car Parking Strategy and SUMP will take a number of years to fully realise and will likely comprise a 20-30 year investment plan, aligned with CCMP delivery and the next iterations of national, regional and local transport strategies which will emerge in the next few years. It is recognised that new and emerging technologies will continue to influence how people access and travel around city environments and such advances must be recognised and their impacts considered as projects move to further feasibility, design and delivery. The Government's phasing out of the sale of new petrol and diesel vehicles will also come into force during this time and the impacts of this likewise need to be considered.

3.19 Although the Roads Hierarchy, SCPR and SUMP have, to a certain extent, been developed as separate projects with their own aims and objectives, there are clear linkages between these projects and they have been developed to complement and support one another in presenting an holistic and coherent long-term vision for transport in the city and the city centre in particular. Furthermore, the outcomes of all three pieces of work endorse or support a range of ongoing projects being undertaken in relation to corridor improvements, further investment on the General Fund Capital Programme (GFCP), active travel network enhancements, the Cross City Connections study, wider CIVITAS PORTIS work streams and LEZ feasibility work, and will continue to inform future projects such as the development of a regional Bus Action Plan by the North East Bus Alliance and future strategies relating to, for example, the further roll out of low emission vehicle infrastructure. Proposals also complement evolving legislation such as the proposed Transport (Scotland) Bill and Restricted Roads (20mph Speed Limit) (Scotland) Bill. All of these projects are contributing to the development of a safe and sustainable transport system in Aberdeen and in the city centre, with the revised roads hierarchy, a Car Parking Strategy and SUMP some of the key elements required to deliver the transport network that the city and region aspire to.

3.20 The three strands of work have been led by, and informed by input from, a range of Council services and teams including Transport Strategy and Programmes, Roads Maintenance, Traffic Management and Road Safety, Roads Projects, Roads Development Management, Intelligent Transport Systems, Public Transport Unit, Environmental Health, Environmental Policy, Local Development Plan and Masterplanning, Design and Conservation, as well as regional partners Nestrans, Aberdeenshire Council and the SDPA.

3.21 Delivery of these packages of work are anticipated to result in the following outcomes, which conform to the visions established in the LTS and CCMP and reflect the agreed roads hierarchy principles:

- An economically buoyant and people-focussed city centre;
- An accessible city centre that functions as a popular and attractive destination for shopping, leisure and tourism;
- A more pedestrian- and cycle-friendly city that prioritises the movement of people over the movement of vehicles;

- Improved air quality, particularly in the city centre AQMA;
- Reduced CO_2 emissions throughout the city;
- A safer city;
- Increased mode share for active travel and public transport;
- Shorter public transport journey times and improved journey time reliability; and
- An increase in the proportion of vehicular journeys undertaken by low-emission or emission-free vehicles.

4. FINANCIAL IMPLICATIONS

4.1 The Roads Hierarchy Study was funded by Nestrans from their 2018/19 programme. The SCPR was funded via the CCMP budget in the GFCP and the CIVITAS PORTIS programme. Staff time to develop the SUMP has been covered by CIVITAS PORTIS.

4.2 £50,000 has been approved from the 2019/20 Nestrans programme to further develop priority elements of the Roads Hierarchy during 2019/20. Staff time to consult upon and finalise the SUMP and to develop a Car Parking Strategy can be met with existing resources and will continue to be funded from CIVITAS PORTIS until the project comes to a close in August 2020.

4.3 Projects resulting from the Roads Hierarchy, SCPR and SUMP will take a number of years to fully implement and will have financial implications. Some may be accommodated within ongoing operational and programme budgets, from Developer Contributions and grants from external funding partners, others will require to be considered as part of forward budget planning, as will the maintenance implications of any infrastructure changes or additions. This may require re-alignment of the capital programme in the long term.

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

5. LEGAL IMPLICATIONS

5.1 Failure to meet agreed project milestones for the SUMP could result in ACC being in breach of the CIVITAS PORTIS grant agreement with the EU.

5.2 ACC has a legal duty to improve air quality in its AQMAs. While the Council is working with partners to identify options for a LEZ, work undertaken to date, in both Aberdeen and other cities, suggests that a LEZ must form one element of a package of measures to address the environmental impacts of transport and that delivery of the CCMP, roads hierarchy, Car Parking Strategy and SUMP is also needed to achieve air quality compliance, especially in the city centre.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	A transport network not performing to the peak of its abilities could: result in city and regional economic harm; undermine the Council's ability to deliver its objectives in terms of economic development, land use planning and transport; and undermine recent and planned investment in the city centre if the area is not fully accessible to all and is not a place that people choose to spend time. There could be risks associated with not implementing the recommendations in terms of potential reduction of funds and loss of future grants to improve the transport network, and possible continuing societal costs arising from ill health associated with poor air and noise quality and physical inactivity, and the need to respond and adapt to the impacts of climate change. Failure to demonstrate progress on developing a SUMP by the end of CIVITAS PORTIS could necessitate the repayment of grant funds to the EU or jeopardise future payments.	M	Deliver the revised roads hierarchy and develop a Car Parking Strategy. Continue with the development of the SUMP to meet EU grant conditions.

Legal	Failure to demonstrate progress on developing a SUMP in accordance with the grant conditions and agreed timescales could result in ACC being in breach of EU grant conditions. There may be implications should air quality continue to breach legal limits and the Council is seen to be taking insufficient action to address this.	M	Undertake further engagement on SUMP proposals with a view to adopting a final SUMP. Deliver Roads Hierarchy, car parking and SUMP recommendations as part of a package of measures, including a possible LEZ, to improve air quality throughout the city.
Employee	Some employees who routinely drive to work may be dissatisfied with the implementation of some of the recommended actions. Conversely, others may see an improvement in their travelling conditions, especially those travelling by sustainable modes.	L	Proposals do not directly target staff but treat all citizens and visitors equally. A robust communication plan will accompany implementation of proposals, so people are aware of why decisions have been made and what the implications are.
Customer	There are risks affecting customers, citizens and visitors alike relating to a transport network which does not reflect the changing needs of the economy, society and health and wellbeing if the recommendations are not delivered. Customer dissatisfaction may arise from the implementation of some of the recommendations. The final outcomes / recommendations may not reflect the needs of transport users. This could result in public / stakeholder opposition to changes and / or	M	Members of the public and stakeholders have already informed the roads hierarchy study and SCPR and will continue to be involved as proposals move to implementation via statutory processes for TROs etc. Further public and stakeholder engagement is proposed as part of the refinement of a final SUMP and will be a necessary stage in the development of a Car Parking Strategy.

	objections to future Traffic Regulation Orders (TROs). Adopting a SUMP without public and stakeholder engagement could lead customers to feel that they are not being given opportunities to participate in decision-making. Not delivering the recommendations could compromise the Council's ability to deliver upon a range of projects designed to make Aberdeen a more prosperous city and attractive place to live, work and visit, including the LDP and CCMP, particularly aspirations for more people living and working in the city centre.		
Environment	Not implementing a coherent strategy of demand management measures to encourage more sustainable travel throughout the city could contribute to increasing CO_2 emissions, exacerbate air quality concerns and threaten the deliverability of a LEZ.	H	Implement the roads hierarchy, develop a Car Parking Strategy, and continue with SUMP development alongside other projects to address air quality e.g. CCMP transport projects, LEZ.
Technology	None identified.		
Reputational	There could be risks associated with implementing some of the recommendations should ACC be portrayed as 'anti-car' and contributing to the decline of the city centre through restricting access for vehicles.	H	Implement the roads hierarchy, develop a Car Parking Strategy and continue with SUMP development alongside other projects to address air quality e.g. CCMP transport projects, LEZ.

	Conversely, not implementing the proposals could result in reputational risk should ACC be seen as not making efforts to improve walking, cycling and public transport conditions and address car parking in the city centre, thus failing to 'lock in' the benefits of the AWPR and deliver the transport elements of the CCMP. There are risks that ACC is seen as not taking appropriate action to reduce CO_2 and other harmful emissions and improve air quality in the city centre.		A robust communication plan will accompany implementation of any measures so people are fully aware of why decisions have been made and what the implications are.

7. OUTCOMES

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

Prosperous Place	Proposals within this report support Key Drivers 11.4 (*Encouraging adoption of healthier lifestyles*) and 15.1 (*Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence*) in that they seek to increase opportunities for people to walk, cycle or take public transport for everyday journeys, thus improving health and wellbeing. They also support Key Driver 14.1 (*Reducing emissions across the city through delivery of Aberdeen's Sustainable Energy Action Plan 'Powering Aberdeen'*) in that encouraging modal shift to active and sustainable transport contributes towards reducing harmful emissions from transport.

Design Principles of Target Operating Model	
	Impact of Report
Customer Service Design	Will benefit all residents, businesses and visitors by creating a more efficient and sustainable transport network and supporting aspirations for a safe and accessible city centre.
Organisational Design	Will provide clarity to various Council departments on future transport priorities in Aberdeen.
Governance	Will comply with internal governance procedures.
Technology	Recommendations recognise the need to consider new and emerging technologies in term of car parking, improved network management and supporting businesses and individuals to make more sustainable travel choices.
Partnerships and Alliances	The roads hierarchy review is a partnership project with ACC, Aberdeenshire Council, Nestrans and the SDPA agreeing shared priorities and a common vision for the regional transport network. The SCPR and SUMP represent successful partnership working internationally (CIVITAS PORTIS is an EU-funded project with cities sharing knowledge and disseminating experiences) and locally, informed by input from a wide range of internal Council teams and local partners. City centre businesses and representative groups have contributed to the roads hierarchy and car parking reviews and will continue to be involved as proposals are implemented and monitored.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	An EHRIA has been prepared to accompany this report.
Data Protection Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not applicable

9. BACKGROUND PAPERS

CHI/16/089 Roads Hierarchy (Item 21)
CHI/17/061 – Roads Hierarchy (Item 31)
North East Scotland Roads Hierarchy Study (AECOM, 2019)
Strategic Car Parking Review – Issues and Opportunities (AECOM, 2018)
Strategic Car Parking Review – Recommendations (AECOM, 2018)

10. APPENDICES (if applicable)

Appendix A – North East Scotland Roads Hierarchy Study Executive Summary
Appendix B – Summary of Proposed Roads Hierarchy
Appendix C – SCPR Issues and Opportunities Executive Summary
Appendix D – SCPR Recommendations Executive Summary
Appendix E - SUMP Executive Summary

Access to full reports and appendices are available upon request.

11. REPORT AUTHOR CONTACT DETAILS

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