

## **Appendix B - Summary of Proposed Roads Hierarchy**

### **1 Route Characteristics**

The Roads Hierarchy review 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, based on the following characteristics:

#### Priority Routes

- Generally radial routes connecting with the AWPR to facilitate movement around Aberdeen without using the city centre as a through-route;
- Primary movement corridors linking the AWPR to principal destinations and secondary routes;
- Connect with at least one secondary route and terminate at a secondary route or principal destination;
- Significant carriers of at least two key modes of transport;
- Should be considered for the provision of bus lanes (if a bus route) and segregated cycle lanes where there is scope to do so, with public transport and cycle priority through junctions;
- Speed limits reflective of the environment but generally 30-40mph.

#### Secondary Routes

- Secondary movement corridors (medium to high movement) facilitating access from priority routes to local routes and from secondary destinations to principal destinations;
- Connect with at least one priority route and may connect with other secondary routes;
- Could be considered for bus lanes (if a busy bus route) and segregated cycle lanes where traffic levels are high;
- Speed limits reflective of the environment but generally 30-40mph.

#### Local Routes

- Tertiary movement network serving local destinations;
- Connect secondary routes with non-principal and non-secondary destinations;
- Formal bus or cycle priority infrastructure generally unnecessary, although will depend on the volume and composition of traffic;
- Traffic speeds generally 20mph.

## 2 Intervention Levels

Revisions are packaged into scenarios reflecting varying levels of intervention.

### Do Minimum Package

- Route alignments and classifications remain as they are;
- Only interventions from committed schemes are applied (i.e. CCMP and Capital Programme projects, revised signage framework);
- Cross-city centre movements still permitted;
- No change in priority for radial routes to the AWPR;
- General traffic can find existing alternative routes around CCMP schemes; it is still possible to approach the city centre and travel through by a number of routes.

### City Hierarchy Package

- Changes to the local road network in terms of route alignments and the hierarchy of routes;
- Cutting back of priority routes to prevent priority routes from passing through the city centre;
- Within the city centre, priority routes downgraded to secondary or tertiary depending on the identified place quality of the street;
- Outwith the city centre, change scenario more commonly related to the upgrade or downgrade of entire roads to reflect their purpose in the new hierarchy;
- Assumes the implementation of CCMP schemes, revised signage framework and city junction interventions to support the roads hierarchy and to lock in the benefits of the AWPR;
- City centre through-routes left by the implementation of the CCMP are retained but the attractiveness of these are reduced via junction interventions to encourage general traffic to use alternative routes for a 'to, not through' approach;
- Junction interventions across the city would support the prioritisation of radial routes set to encourage use of the AWPR.

### Road Space Reallocation Package

- Increased level of intervention whereby, as well as the implementation of the City Hierarchy Package, the capacity of routes within the city centre is reduced for general traffic over and above CCMP proposals;
- Although the implementation of such measures would still permit movements by general traffic, the attractiveness of such movements would be reduced by taking road space away from general traffic and reallocating it to active travel and public transport.

### Access Only Package

- Increased level of intervention whereby treatments introduced to restrict city centre through movements by general traffic over and above CCMP proposals;
- As well as the implementation of City Hierarchy proposals, there would be additional city centre restrictions on through-routes (access only treatments);
- Full access to the city centre would be permitted for all modes, with cross-city centre movements restricted to active travel and public transport.

### 3 Proposed Hierarchy

The proposed revised hierarchy is as follows:

- Priority Orbital route – A90 AWPR
- Priority radial routes:
  - A92/A956: AWPR / Blackdog junction to King Street / Mounthooly Way junction
  - A947: AWPR / Parkhill junction to A96 Inverurie Road junction (with priority route deviating from historical alignment via Victoria Street to Riverview Drive)
  - A96: AWPR / Craibstone junction to Mounthooly Roundabout
  - A944: AWPR / Kingswells South junction to Mounthooly Roundabout
  - A93: AWPR / Deeside junction to Holburn Street
  - A92 South: AWPR / Charleston junction to B9077 Leggart Terrace
  - A956 Wellington Road: AWPR / Charleston junction to North Esplanade West
- Additional optional priority radials:
  - B9119: Skene Road to Woolmanhill Roundabout
  - Berryden Corridor: Belmont Road to Woolmanhill Roundabout
- Secondary Radials:
  - A9013: Holburn Street
  - A945: Riverside Drive
  - A947: Victoria Street
  - A956: King Street (Mounthooly Way) to North Esplanade West (Palmerston Place) via Commerce Street, Virginia Street, Trinity Street, and Market Street (south)
  - B999: AWPR to A92 Murcar Roundabout
  - B997: Scotstown Road to A956 Ellon Road junction (with alignment changing from Balgownie Road to North Donside Road)
  - B9077: South Deeside Road, Great Southern Road
  - B986: Denburn Road
  - C154C: South College Street
  - C159C: Kings Gate (between B9119 junction and A92 Anderson Drive)
  - Cairncry Road / Back Hilton Road
  - Argyll Road
  - Mounthooly Way
  - West Tullos Road
  - Hareness Road
- Secondary Orbitals:
  - A92 Parkway, Anderson Drive and Bridge of Dee;
  - A978 St Machar Drive to Holburn Junction (via St Machar Drive, Leslie Road, Hilton Street, Westburn Drive, Argyll Place, Craigie Loanings, Albert Street, Waverley Place, Victoria Street, Alford Place)

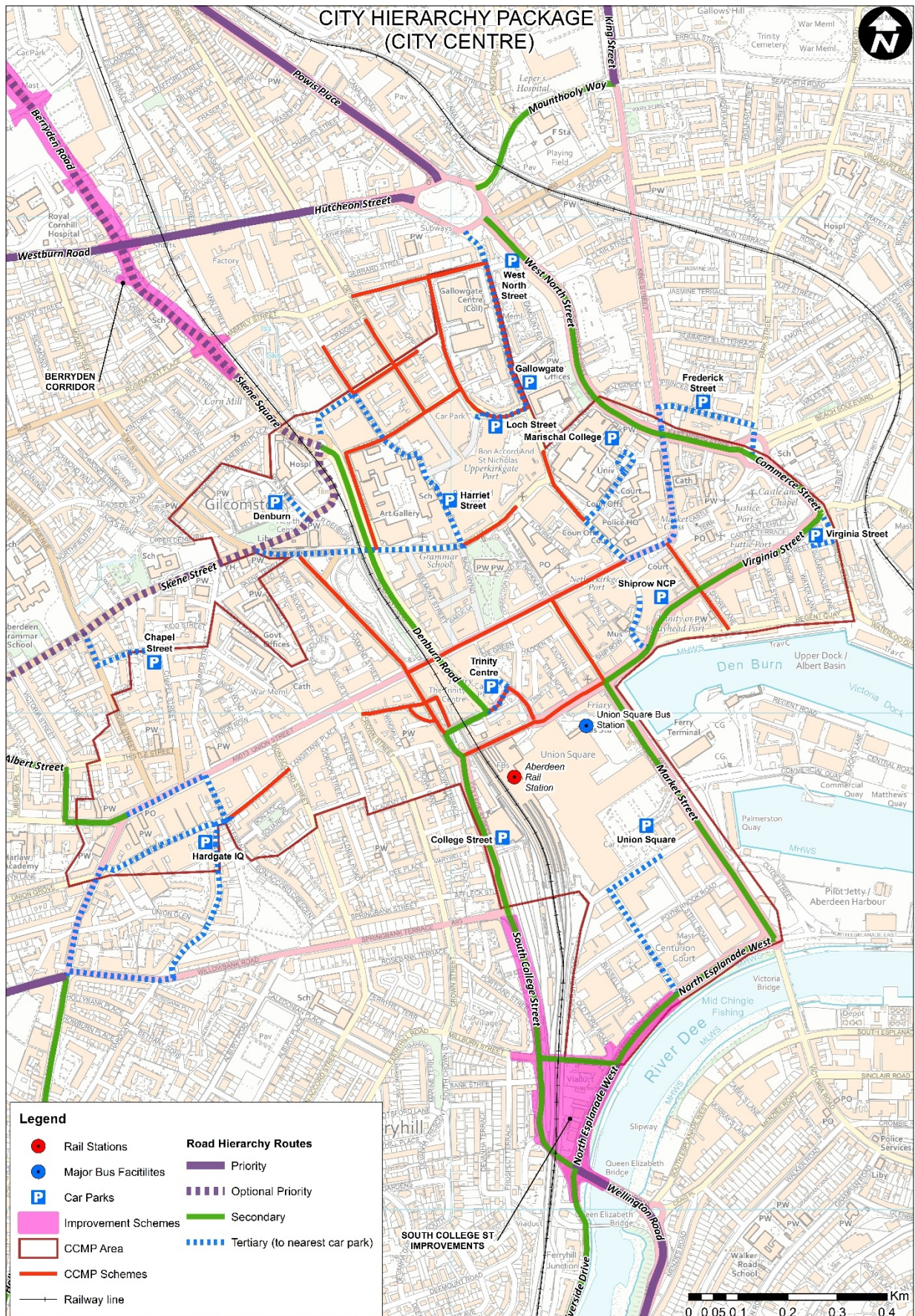
This is illustrated on Figures B1 and B2 overleaf.







Figure B2: Proposed Roads Hierarchy, City Centre





## 4 Proposed Reclassifications

While much of the above requires no change to existing classifications, the following changes are recommended (those highlighted in yellow are presented as options within the consultant's report). A final list of recommendations will be agreed by officers and taken to Transport Scotland for approval.

Table B1: Proposed Road Reclassifications

Route	Proposed Change	Reasons	Formal Reclassification Required?
A92 Parkway and Anderson Drive	Downgrade from primary to secondary	Movement will be prioritised along radial routes crossing Anderson Drive. Continues to provide an important function as a key connector between priority radial routes, allowing movement between radials without crossing the city centre.	<b>NO</b> - A-road classification maintained along its length due to its quality and reflective of its important role as a key connector between radial routes.
A93: Willowbank Road and Springbank Terrace	Downgrade to tertiary	Sections fall within CCMP area	<b>YES</b> – reclassified as C-road or unclassified.
A93: College Street and Wapping Street	Downgrade to secondary	Consistent with proposed upgrading of South College street from tertiary to secondary and with Denburn Road's secondary designation.	<b>YES</b> – reclassified as B-road.
A93: Carmelite Street and Guild Street	Downgrade to tertiary	Within CCMP area. CCMP proposes Guild Street as a bus-only link.	<b>YES</b> – reclassified as C-road.
A96: West North Street	Downgrade to secondary	Within the CCMP area so higher place function but still an important freight route to the harbour.	<b>NO</b> - acceptable to have secondary route with A-class designation.
A945 Riverside Drive	Downgrade to secondary	Does not provide a connection to strategic road network so no longer functions as a priority route. Better meets definition of secondary route due to connection with A956 primary route. Eastern section unsuitable for freight movements.	<b>YES</b> - reclassified as B-road.
Riverview Drive, Dyce	Upgrade to primary	It is proposed that the A947 priority route deviates from its historical alignment via Victoria Street to Riverview	<b>YES</b> – reclassified as A-road (A947).

A947: Victoria Street, Dyce	Downgrade to secondary	Drive due to HGV (Heavy Goods Vehicle) restrictions and place designation of Victoria Street.	<b>YES</b> – reclassified as B-road.
A956: King Street (Mounthooly Way to West / East North Street), Commerce Street, Virginia Street, Trinity Street, Market Street (south) and North Esplanade West (Victoria Bridge to Palmerston Place)	Downgrade to secondary	Within the CCMP area so higher place function but still an important freight route to the harbour. Sections fall within the Air Quality Management Area (AQMA) while the south end of King Street is designated as a town centre in terms of its place function	<b>NO</b> - Report recommends maintaining A-road classification along its length.
A978: St Machar Drive, Leslie Road, Hilton Street, Westburn Drive, Argyll Place, Craigie Loanings, Albert Street, Waverley Place, Victoria Street and Alford Place	Downgrade to secondary and, in the case of Leslie Road and Hilton Street, tertiary	Movement to be prioritised along radial routes that traverse this orbital route. Some sections inappropriate for high traffic movements. Much of its place function is residential.	<b>YES</b> - Majority to be reclassified as B-road. If Hilton Street and Leslie Road downgraded to tertiary, should be reclassified to C-road.
A9011: Ashgrove Road West	Downgrade to tertiary	No longer functions as a priority route. Does not provide connection with the strategic road network. Much of its place function is residential.	<b>YES</b> – reclassified as C-road.
A9012: Rosehill Drive	Downgrade to tertiary	No longer functions as a priority route. Does not provide connection with the strategic road network. Place function is entirely residential.	<b>YES</b> – reclassified as C-road.
A9013: Holburn Street, Union Street and King Street (to East/West North Street junction)	Downgraded to secondary (Holburn Street) and tertiary (Union Street and King Street)	No longer functions as a priority route. Does not provide connection with the strategic road network, although Holburn Street remains an access route to the west of the city centre. Strong place function (residential and town centre).	<b>YES</b> - Holburn Street to be reclassified as a B-road. Union Street and King Street to become unclassified.
B983: Midsocket Road, Beechgrove Terrace, South Mount Street, Rosemount Viaduct, Union Terrace and Bridge Street	Downgrade to tertiary	No longer connects to priority route hence does not adhere to definition of secondary route. Proposed CCMP schemes restrict general traffic movements along Union Terrace and Bridge Street. Runs through communities and the town	<b>YES</b> - reclassified as C-road.

		centre of Rosemount which has an inherent place value to the community and the wider population.	
B985: Watson Street, Esslemont Avenue, Rose Street, Thistle Street and Chapel Street	Downgrade to tertiary	Runs into the city centre area where it has medium place quality requiring protection. Runs through communities and the town centre of Rosemount which has an inherent place value.	<b>YES</b> - reclassified as C-road.
B986: Belmont Road, Berryden Road, Caroline Place, Skene Square and Woolmanhill	Upgrade to primary	Although not connected to the strategic road network, functions as anomaly priority route with its start point at the A944 priority route and ends at Woolmanhill roundabout, from which car parks can be accessed via proposed secondary routes. Retail and industrial place designation means people movement relatively low.	<b>YES</b> – reclassified as A-road
B986: Clifton Road	Downgrade to tertiary	Place designation almost entirely residential with high-density residences. Communities should be protected from impacts of traffic.	<b>YES</b> - reclassified as C-road.
B990: Nelson Street	Downgrade to tertiary	No longer connects to a priority route and therefore does not adhere to definition of a secondary route. One-way street, residential in nature, with a designated neighbourhood centre where the route meets King Street. Place and physical characteristics suggest that Mounthooly Way would be preferred option for vehicle movements.	<b>YES</b> - reclassified as C-road.
Mounthooly Way	Upgrade to secondary	Connects A956 priority route on King Street and Mounthooly Roundabout which is the proposed end points for the A96 and A944 priority routes. More suitable for vehicular movement than current secondary route via Nelson Street.	<b>YES</b> - reclassified as B-road.
B991 Bedford Road	Downgrade to tertiary	No longer provides a through connection due to bus gate.	<b>YES</b> - reclassified as C-road.



North Donside Road	Upgrade to secondary	Greater capacity on North Donside Road and residences tend to be set back from the road.	<b>YES</b> - reclassified as B-road
B997: Scotstown Road (North Donside Road junction to Balgownie Road junction) and Balgownie Road	Downgrade from secondary to tertiary		<b>YES</b> - reclassified as C-road.
B9119: Skene Road, Queens Road, Carden Place, Skene Street and Woolmanill	Upgrade to primary	Although not connected to the strategic road network, functions as anomaly priority route with its start point at the A944 priority route and ends at Woolmanhill roundabout, facilitating movements to Trinity Centre and College Street car parks.	<b>YES</b> – reclassified as A-road
C154C South College Street	Upgrade to secondary	An important access route to the rail station and the west and north of the city centre.	<b>YES</b> - reclassified as B-road.
C159C Kings Gate west of Anderson Drive	Upgrade to secondary	Meet definition of secondary route if B9119 becomes priority route.	<b>YES</b> - reclassified as B-road if to become priority route
Cairncry Road and Back Hilton Road	Upgrade to secondary	Connects Anderson Drive and proposed priority route via Berryden Corridor therefore meets definition of secondary route. Signed route to the University of Aberdeen from A92 Anderson Drive.	<b>YES</b> - reclassified as B-road.
Argyll Road	Upgrade to secondary	Connects the strategic road network at Craibstone Roundabout to principal destination of Aberdeen International Airport and Craibstone Park and Ride.	<b>YES</b> - reclassified as B-road in partnership with Aberdeen International Airport as roads authority for this section.
West Tullos Road	Upgrade to secondary	Connects Great Southern Road and A956 priority route on Wellington Road via dual carriageway link. Also connects with Hareness Road, currently the preferred access route to Aberdeen South Harbour.	<b>YES</b> - reclassified as B-road.
Hareness Road	Upgrade to secondary	Connects A956 priority route on Wellington Road and location of new Aberdeen South Harbour	<b>YES</b> - reclassified as B-road.

## 5 Key Junctions for Review

To help realise the revised hierarchy, the following junctions are highlighted for review to reinforce priority movements:

- A92 Parkway / Ellon Road
- A92 Parkway / B997 Scotstown Road
- A92 Parkway / Balgownie Road
- A92 Parkway / Whitestripes Avenue / Gordon Brae
- A92 Parkway / Granitehill Terrace / Laurel Drive
- A92 / Muggiemoss Road
- A92 / A96
- A92 Anderson Drive / Clifton Road
- A92 Anderson Drive / Rosehill Drive
- A92 Anderson Drive / Cairncry Road
- A92 Anderson Drive – Ashgrove Road West
- A92 Anderson Drive / A944
- A92 Anderson Drive / Midstocket Road
- A92 Anderson Drive / Kings Gate
- A92 Anderson Drive / Queens Road
- A92 Anderson Drive / Seafield Road / Cromwell Road
- A92 Anderson Drive / A93 Great Western Road
- A92 Anderson Drive / Broomhill Road
- A92 Anderson Drive / Garthdee Road / Holburn Street
- A92 / Leggart Terrace / Great Southern Road
- A947 Victoria Street / Riverview Drive (north)
- Victoria Street / Pitmedden Road
- Victoria Street / Wellheads Drive
- A947 Victoria Street / Riverview Drive (south)
- A96 / Argyll Road
- Argyll Road / Dyce Drive
- A96 / Bedford Road
- A96 Great Northern Road / Clifton Road
- A96 Great Northern Road / Berryden Corridor
- A96 Great Northern Road / St. Machar Drive
- B997 / North Donside Road / Scotstown Road
- Scotstown Road / Balgownie Road
- A956 Ellon Road / North Donside Road
- A956 Ellon Road / Balgownie Road
- A956 King Street / Mounthooly Way / Seaforth Road
- A956 King Street / School Road
- A956 King Street / Nelson Street
- A956 King Street / West North Street
- A956 / Beach Boulevard
- A956 Commerce Street / Virginia Street
- B9077/ West Tullos Road
- West Tullos Road / Abbotswell Road
- West Tullos Road / Wellington Road / Hareness Road

- Hareness Road / Coast Road
- Coast Road / St Fitticks Road
- St. Machar Drive / Don Street / High Street
- St. Machar Drive / Tillydrone Avenue / Bedford Road
- Hilton Street / Clifton Road
- Cairncry Road / Hilton Drive / Hilton Street / Westburn Drive
- Westburn Drive / Ashgrove Road
- A944 Westburn Road / Argyll Crescent / Argyll Place
- A944 Westburn Road / Watson Street
- A944 / Mounthooly Roundabout
- Midstocket Road / Beechgrove Terrace
- Rosemount Place / Argyll Place / Westfield Road
- Westburn / Berryden Road / Hutcheon Street / Skene Square
- Rosemount Place / Mount Street
- Rosemount Place / Skene Square / Maberly Street
- Albert Street / Carden Place / Waverley Place
- Skene Street / Esslemont Avenue / Rose Street
- Skene Street / Rosemount Viaduct
- Woolmanhill / Denburn Road
- Castle Street / Marischal Street
- Union Street / Broad Street
- Union Street / Market Street
- Market Street / Guild Street
- Union Street / Bridge Street / Union Terrace
- Union Street / Bon Accord Street
- Union Street / Chapel Street
- Union Street / Rose Street
- Union Street / Holburn Street
- Albyn Place / Victoria Street
- Holburn Street / Union Grove
- Denburn Road / Wapping Street
- Guild Street / College Street
- Market Street / North Esplanade West
- North Esplanade West / Palmerston Place
- A956 / North Esplanade West / Riverside Drive
- South College Street / Springbank Terrace
- Springbank Terrace / Bon Accord Street
- A93 Great Western Road / Holburn Street / Willowbank Road
- Great Southern Road / Holburn Street
- Holburn Road / Holburn Street
- King George VI Bridge / Riverside Drive



## 6 Primary and Secondary Corridors – Future Work

To help realise the revised hierarchy, a series of corridor improvements will be required on a prioritised basis. Details of work undertaken to date and proposed next steps in terms of delivering the revised hierarchy via corridor improvements are provided in the following table.

Table B2: Future Corridor Work

<b>PRIORITY RADIALS</b>		
<b>Corridor</b>	<b>Work completed or in development</b>	<b>Future Work</b>
A92/A956: AWPR / Blackdog junction to King Street / Mounthooly Way junction	<p>There is intermittent bus and cycle lane provision along the corridor.</p> <p>ACC is working with partners to incrementally deliver safe walking and cycling connections between Aberdeen City and north Aberdeenshire. Recent years have seen the delivery of an off-road walking and cycling path between North Donside Road and Murcar Roundabout, with current work focussed on extending this to Blackdog.</p>	<p>An appraisal of options for improved active travel connections between Bridge of Don and the city centre is proposed for 2019/20, dependant on the outcome of external funding applications. This will take into account any agreed revisions to the roads hierarchy and the outcomes of the SUMP consultation process.</p> <p>Work is to be undertaken to identify any measures that could improve traffic efficiency and afford further priority to active travel public transport along this corridor.</p>
A947: AWPR / Parkhill junction to A96 Inverurie Road junction (with priority route deviating from historical alignment via Victoria Street to Riverview Drive)		<p>Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport.</p>
A96: AWPR / Craibstone junction to Mounthooly Roundabout	<p>There is intermittent bus and cycle lane provision along the corridor.</p> <p>Aberdeen City and Aberdeenshire Council have been incrementally delivering sections of off-road walking and cycling path along the A96 between Aberdeen and Inverurie, although the route is not yet complete.</p> <p>A96 Collective Travel Study undertaken in 2017/18 as part of CIVITAS PORTIS programme, identifying</p>	<p>Work is to be undertaken to identify any measures that could improve traffic efficiency and afford further priority to active travel and public transport along this corridor, including targeting missing links in active travel provision.</p>

	various improvement options. Small-scale improvements (cycle parking, bus stop infrastructure, etc.) being delivered between 2018 and 2020.	
A944: AWPR / Kingswells South junction to Mounthooly Roundabout	There are intermittent cycle facilities and bus lane provision along the corridor. Initial feasibility work on improved cycle connections between Westhill and Aberdeen City Centre was undertaken in 2017 as part of a Community Links project but only reached the first stage of the design competition process. Since then, in response to a number of concerns raised by cyclists, work has focussed on feasibility and design work in relation to improved facilities between the AWPR and Kingswells.	Given the scale of development underway and forthcoming on this corridor, and the fact that it functions as a busy route for all modes of transport, a multimodal corridor study, incorporating the outcomes of all previous work, is recommended.
A93: AWPR / Deeside junction to Holburn Street	There are some sections of bus and cycle lane along the corridor.	Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport along this corridor.
A92: South AWPR / Charleston junction to B9077 Leggart Terrace		Work is to be undertaken to identify any measures that could improve traffic efficiency and afford priority to active travel and public transport along this corridor.
A956 Wellington Road: AWPR / Charleston junction to North Esplanade West	There are intermittent cycle facilities and bus lane provision along the corridor. A multimodal Corridor Study Pre-Appraisal and STAG (Scottish Transport Appraisal Guidance) Part 1 Appraisal are complete, with Part 2 Appraisal underway and due for completion in late 2020. This considers options for improving active travel connections, public transport priority measures, junction enhancements and road improvements.	Delivery of recommended improvements following completion of appraisal work.

	Marywell to Wellington Road active travel improvements options appraisal work is underway.	
B9119: Skene Road to Woolmanhill Roundabout	There are intermittent cycle facilities and bus lane provision along the corridor. A study into options for enhanced bus priority on Queens Road and Skene Road has been undertaken.	Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport along this corridor, incorporating the outcomes of previous work.
Berryden Corridor: Belmont Road to Woolmanhill Roundabout	Detailed design of, and preparatory work for, the Berryden improvement project is underway.	
<b>SECONDARY ORBITALS</b>		
<b>Corridor</b>	<b>Work completed or in development</b>	<b>Future Work</b>
A92: Parkway, Anderson Drive and Bridge of Dee	Incremental delivery of improved walking and cycling connections alongside the Parkway is ongoing. The Bridge of Dee STAG study, looking at options for increased road capacity at the river crossing, is largely complete with the outcomes being verified now that the AWPR is open.	Work is to be undertaken to identify further measures that could improve traffic efficiency and afford priority to active travel and public transport along this corridor, incorporating the outcomes of previous work. Delivery of Bridge of Dee STAG Part 2 outcomes.
A978: St Machar Drive to Holburn Junction (via St Machar Drive, Leslie Road, Hilton Street, Westburn Drive, Argyll Place, Craigie Loanings, Albert Street, Waverley Place, Victoria Street, Alford Place)		Work is to be undertaken to identify any measures that could improve traffic efficiency and afford priority to active travel and public transport along this corridor.
<b>SECONDARY RADIALS</b>		
<b>Corridor</b>	<b>Work completed or in development</b>	<b>Future Work</b>
A9013: Holburn Street	There are intermittent cycle facilities and bus lane provision along the corridor.	Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport.
A945: Riverside Drive	There is an off-road walking and cycling path along the route, with some minor gaps in provision.	As this is not currently a bus route, work will concentrate on identifying measures that could improve traffic efficiency and addressing gaps in active travel provision.



A947 Victoria Street		Changing the priority road from Victoria Street to Riverview Drive offers the opportunity to develop an environment more friendly to active travel and public transport. Work will therefore be undertaken to identify and appraise active travel and public transport priority measures.
A956: King Street (Mounthooly Way to West / East North Street), Commerce Street, Virginia Street, Trinity Street, Market Street (south) and North Esplanade West (Victoria Bridge to Palmerston Place)	Improvement options have been identified in draft Sustainable Urban Mobility Plan (SUMP) for the city centre.	Finalise SUMP and proceed with feasibility, design and delivery of agreed projects.
B999: AWPR to A92 Murcar Roundabout		Given the nature of this corridor, future work is likely to comprise consideration of the requirement for any safety improvements.
B997: Scotstown Road to A956 Ellon Road junction (with alignment changing from Balgownie Road to North Donside Road)	There are small sections of bus and cycle lane in the urban section of the corridor.	Given the nature of this corridor, future work is likely to comprise consideration of the requirement for any safety improvements in the rural section, and work to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport in the urban section.
B9077: South Deeside Road, Great Southern Road		As this is not currently a bus route, work will concentrate on identifying any measures that could improve traffic efficiency and active travel provision.
B986: Denburn Road	Active travel and public transport options considered within SUMP development process where it was determined that Denburn Road was unlikely to be a popular active travel route through the city centre given the potential to develop safer and more attractive routes along other city centre corridors.	Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to public transport.

154C: South College Street	Preferred option agreed for improvement scheme.	
C159C: Kings Gate (B9119 junction to A92 Anderson Drive)		Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport.
Cairncry Road / Back Hilton Road		Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport.
Argyll Road		Work is to be undertaken in conjunction with Aberdeen International Airport to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport.
Mounthooly Way		Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport.
West Tullos Road		Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport.
Hareness Road		Work is to be undertaken to identify any measures that could improve traffic efficiency and afford greater priority to active travel and public transport, in the context of the outcomes of the Wellington Road and External Transport Connections to Aberdeen South Harbour STAG appraisals.