



2020
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Cleaner and better transport in cities

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Aberdeen Sustainable Urban Mobility Plan (SUMP) Executive Summary

Deliverable No.:	MS3
Project Acronym:	1ABZ1
Full Title: Aberdeen Sustainable Urban Mobility Plan (SUMP)	
Grant Agreement No.:	
Workpackage/Measure No.:	WP1
Workpackage/ Measure Title: 1ABZ1	
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Date:	April 2019
Status:	Draft
Dissemination level:	Project Coordinator

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Abstract

This document forms a draft Sustainable Urban Mobility Plan (SUMP) for Aberdeen, focussing on the city centre and connections to the new Aberdeen South Harbour (ASH) at the Bay of Nigg.

Project Partners

Organisation	Country	Abbreviation
Aberdeen City Council	Scotland	ACC
Aberdeenshire Council	Scotland	AC
Nestrans	Scotland	
Aberdeen Harbour Board	Scotland	AHB

Document History

Date	Person	Action	Status	Diss. Level
14/11/18	WH	Initial draft for internal stakeholder and project partner consultation	Draft	PC
25/04/19	WH	Draft for Elected Member consideration	Draft	PC

Status: Draft, Final, Approved, and Submitted (to European Commission).

Dissemination Level: PC = Project Coordinator, SC=Site Coordinator, TC=Technical Coordinator, EM=Evaluation Manager.

Executive Summary

Introduction

The opening of the Aberdeen Western Peripheral Route (AWPR) offers a unique opportunity to re-think and redesign Aberdeen's transport network. With the new road offering a mechanism by which to transfer a sizeable proportion of through traffic to the outskirts of the city, significant traffic reduction is being realised on urban corridors, offering opportunities for this currently available capacity to be redistributed to sustainable modes of transport, thus influencing, in a positive way, how people access and move around the city. The benefits of this billion-pound investment will gradually erode should traffic be allowed to continue to grow to fill the space that has been created.

Aberdeen City Council (ACC) and regional partners Nestrans, Aberdeenshire Council and the Strategic Development Planning Authority (SDPA) are in the process of updating the city's roads hierarchy in order to:

- Support the effective 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 Aberdeen City Centre Masterplan (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 city, along with the Regional and Local Transport Strategies and ongoing City Region Deal (CRD) Strategic Transport Appraisal.

Coinciding with the completion of the initial roads hierarchy review, this Sustainable Urban Mobility Plan (SUMP) has been developed to identify transport interventions that could be delivered to help realise certain city centre elements of the revised hierarchy and complement and expand upon city centre transport interventions identified in the CCMP. Reflecting its status as a CIVITAS PORTIS project, it furthermore considers opportunities for improved active travel connections between the city centre and the new Aberdeen South Harbour (ASH).

The SUMP is a 20-year plan (to 2040), aligning with the CCMP, and aims to be realistic, striking an appropriate balance between aspiration and deliverability.

Vision, Objectives and Outcomes

The vision of the SUMP is:

A city centre transport network that enhances accessibility and permeability by those walking, cycling and using public transport and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.

The vision is supported by the following objectives:

1. Support delivery of the CCMP by contributing to the regeneration of the city centre and developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry.
2. Minimise the adverse environmental impacts of transport in the city centre and incorporate green infrastructure into new transport schemes wherever practicable.

3. Ensure that the city centre is accessible to, and safe for, all and is resilient to the effects of climate change.
4. Encourage and enable more walking and cycling in the city centre, particularly through the provision of more and better infrastructure.
5. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.
6. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.
7. Support and encourage all vehicular journeys within the city centre to be undertaken in low emission vehicles.
8. Raise awareness of opportunities for travel to, from and within the city centre by clean and sustainable forms of transport, including the potential for multimodal journeys.

The following outcomes are anticipated:

1. A more pedestrian- and cycle-friendly city centre;
2. A city centre that prioritises the movement of people over the movement of vehicles;
3. Improved air quality in the city centre;
4. Reduced carbon dioxide (CO₂) emissions;
5. A city centre that is accessible to all;
6. A safer city centre;
7. Increased mode share for active travel to, from and within within the city centre;
8. Increased mode share for public transport to, from and within within the city centre;
9. Shorter public transport journey times and improved journey time reliability through the city centre; and
10. An increase in the proportion of vehicular journeys in the city centre undertaken by low-emission or emission-free vehicles.

Infrastructure Improvements and Supporting Measures

The following tables outline the infrastructure improvements and supporting measures proposed within the SUMP. Infrastructure measures are categorised into high, medium or low priority and short, medium or long-term. It is presumed that short-term measures can be delivered / progressed within 2 years of adoption of the SUMP, medium-term measures within 2-15 years and long-term measures beyond 10 years.

High Priority Measures

SHORT TERM		
Location	Project	
1	Market Street	Reduce the speed limit along the entire street to 20mph
2	Bridge Street	Reduce the speed limit along the entire street to 20mph
3	Belmont Street	Exempt cyclists from access restrictions
MEDIUM TERM		
Location	Project	
1	Union Street	Investigate the feasibility of making the whole of Union Street a walking, cycling and bus priority space (local access only for general traffic) in the context of wider CCMP proposals and an agreed future strategy for Union Street
		Install segregated cycle facilities along the length of Union Street alongside wider CCMP proposals
2	King Street (East/West North Street to Castle Street)	Investigate the feasibility of delivering CCMP project to make this space bus, cycle, and local access only. As part of this work, consider opportunities for resurfacing, widening and otherwise improving footways

		Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, alongside delivery of the CCMP project and in the context of a wider review of active travel facilities along the A956 (north) reflecting any agreed new roads hierarchy
3	Holburn Street (Union Grove to Union Street)	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities in the context of a wider review of active travel facilities along Holburn Street, reflecting any agreed new roads hierarchy
4	Alford Place	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, giving consideration to onward connections along Albyn Place, and look at opportunities for footway resurfacing as part of this work
5	Union Terrace	Investigate the feasibility of delivering a modified CCMP project to make this a pedestrian, bicycle and public transport priority space. Look at opportunities for footway resurfacing and improved crossing provision Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, alongside delivery of CCMP project
6	Bridge Street	Investigate feasibility of delivering modified CCMP project to deliver one-way traffic system (bus, cycle and local access only) between Union Street and Wapping Street Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, alongside delivery of CCMP project and linking in with any wider improvements to Union Terrace and College Street. Look at opportunities for footway resurfacing as part of this work
7	College Street	Reduce the speed limit to 20mph Investigate the feasibility of implementing on-road cycle provision, potentially mandatory cycle lanes, looking for opportunities to complement the wider South College Street improvement scheme
8	Market Street	Implement modified CCMP project to deliver one-way traffic system (bus, cycle and local access only) with segregated cycle facilities between Union Street and Guild Street Determine the feasibility of improved cycle facilities on the southern section of Market and resurface footways as part of any improvement works

Medium
Priority
Measure

SHORT TERM		
Location	Project	
1	West North Street / East North Street	Reduce the speed limit to 20mph
2	Commerce Street	Reduce the speed limit to 20mph
3	Virginia Street / Trinity Quay	Reduce the speed limit to 20mph
4	Woolmanhill	Reduce the speed limit to 20mph
5	Denburn Road	Reduce the speed limit to 20mph
6	Rosemount Viaduct	Reduce the speed limit west of Woolmanhill to 20mph
7	George Street	Exempt cyclists from 'No Entry' restriction south of St. Andrew Street
		Reduce the speed limit north of St. Andrew Street to 20mph
8	Gallowgate	Reduce the speed limit to 20mph
9	Loch Street	Reduce the speed limit to 20mph
10	Berry Street	Reduce the speed limit to 20mph
11	St. Andrew Street	Allow cyclists access to contraflow bus lane
		Reduce the speed limit between Charlotte Street and Loch Street to 20mph
12	John Street	Reduce the speed limit to 20mph
13	Charlotte Street	Permit cyclists to use the contraflow bus lane
		Reduce the speed limit to 20mph
14	Palmerston Road	Reduce the speed limit to 20mph
15	Raik Road	Reduce the speed limit to 20mph
16	Stell Road	Reduce the speed limit to 20mph
17	Poynerook Road	Reduce the speed limit to 20mph
18	James Street	Reduce the speed limit to 20mph
19	Mearns Street	Reduce the speed limit to 20mph
20	Regent Quay	Reduce the speed limit to 20mph
21	St. Fitticks Road	Implement signage to indicate that this is the recommended walking and cycling route between ASH and the city centre
22	Victoria Road / Victoria Bridge	Implement signage to indicate that this is the recommended walking route between ASH and the city centre
		Reduce the speed limit to 20mph
23	Abbey Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre
		Change priorities at the Baxter Street and Mansefield Road junctions to give priority to Abbey Road traffic
24	Crombie Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre
		Reduce the speed limit to 20mph
25	North Esplanade West	Reduce the speed limit to 20mph
26	Greyhope Road	Reduce the speed limit to 20mph
MEDIUM TERM		
Location	Project	
1	Rosemount Viaduct	Investigate the optimum level of cycle provision in the context of the delivery of CCMP projects on Schoolhill and Upperkirkgate Look at opportunities for footway resurfacing as part of this work.
2	Schoolhill	Make a walking, cycling and bus priority space (local access only for general traffic)
		Investigate optimum level of cycle provision in the context of wider CCMP

		delivery, particularly projects on Schoolhill and Upperkirkgate
3	Upperkirkgate	Make a walking, cycling and bus priority space (local access only for general traffic)
		Investigate optimum level of cycle provision in the context of wider CCMP delivery, particularly projects on Schoolhill and Upperkirkgate
4	Gallowgate	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities and giving consideration to onward connections northwards along the A96 and westwards along the A944. If segregated facilities not feasible, consider alternative means of improving conditions for cyclists in the context of wider CCMP delivery. Look at opportunities for footway resurfacing as part of this work.
		Investigate the feasibility of making Gallowgate (or sections of Gallowgate) a walking, cycling and bus priority space (local access only for general traffic) in the context of wider CCMP delivery
5	Guild Street	Resurface footways between Union Square and Bridge Street
		Work with partners to look at options for improved connectivity between Union Square and Trinity Mall
		Deliver CCMP project to remove car traffic and reduce bus traffic to one-way only on Guild Street, while allowing local access only for deliveries
		Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, alongside CCMP project
6	Skene Street (Summer Street to Woolmanhill)	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, on this section, mindful of opportunities for continuing onward connections westwards along the current B9119. Look at opportunities for footway resurfacing as part of this work
7	Woolmanhill	Investigate the feasibility of implementing formal cycle provision on the approach to the city centre, preferably segregated facilities, in the context of wider Berryden corridor improvements and the opportunity for onward connections to the north. Look at opportunities for footway resurfacing as part of this work
8	Crown Street (Union Street to Academy Street)	Deliver CCMP project to implement segregated two-way cycle lanes between Springbank Terrace and Union Street. If segregated facilities prove unfeasible, look at the implementation of mandatory on-road cycle lanes as an alternative. Look at opportunities for footway resurfacing as part of this work
9	Rose Street	Investigate the feasibility of making Huntly Street to Union Street a walking, cycling and bus priority space (local access only for general traffic) in the context of wider CCMP proposals and an agreed future strategy for Union Street
10	Thistle Street	Make a walking and cycling priority space (local access only for general traffic)
11	Chapel Street	Investigate the feasibility of making a walking, cycling and bus priority space (local access only for general traffic) in the context of wider CCMP proposals and an agreed future strategy for Union Street. Look at opportunities for footway resurfacing and widening as part of this work
		Consider opportunities for formal cycle provision if safety proves a concern at this location following implementation of wider proposals
12	Palmerston Road	Make a walking and cycling priority space (local access only for general traffic)
13	Raik Road	Make a walking and cycling priority space (local access only for general traffic)
14	Stell Road	Make a walking and cycling priority space (local access only for general traffic)
15	Palmerston Place	Ensure that attention is given to the needs of cyclists when devising the final form of South College Street improvements to ensure a consistent level of cycling provision within the area
16	Poynernook Road	Make a walking and cycling priority space (local access only for general traffic)
17	St. Andrew Street	Deliver CCMP project to make a walking, cycling and bus priority space (local

		access only for general traffic) between Loch Street and Charlotte Street. Determine optimal level of infrastructure west of Charlotte Street in the context of CCMP delivery. Look at opportunities for footway resurfacing as part of this work
18	John Street	Make a walking, cycling and bus priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work
19	Blackfriars Street	Determine the optimal cycle infrastructure in the context of CCMP delivery
20	Harriet Street / Crooked Lane	Make a walking and cycling priority space (local access only for general traffic)
21	Shoe Lane / Queen Street	Deliver an improved pedestrian and cycle experience alongside Queen Street redevelopment
22	Shore Brae	Resurface the western footway and complete the 'soft segregated' network to ensure consistent provision on Shore Brae and Ship Row
23	Hadden Street	Make a walking and cycling priority space (local access only for general traffic)
24	Wapping Street / Carmelite Street	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities Reduce the speed limit to 20mph
25	Stirling Street	Make a walking and cycling priority space (local access only for general traffic) as per CCMP
26	Trinity Street	Make a walking and cycling priority space (local access only for general traffic) as per CCMP
27	Carmelite Lane	Make a walking and cycling priority space (local access only for general traffic) as per CCMP
28	Exchange Street	Make a walking and cycling priority space (local access only for general traffic) as per CCMP
29	South Silver Street	Make cycle and local access only as per the CCMP. Look at opportunities for footway resurfacing as part of this work
30	Golden Square	Make a walking and cycling priority space (local access only for general traffic)
31	Langstane Place	Make a walking and cycling priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work
32	Justice Mill Lane	Make a walking and cycling priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work
33	Windmill Brae / Bath Street	Make a walking and cycling priority space (local access only for general traffic). Look at opportunities for footway resurfacing and widening as part of this work.
34	St. Fitticks Road	Install segregated pedestrian and cycle facilities between Coast Road and Abbey Road
35	North Esplanade West	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities
LONG TERM		
	Location	Project
1	Woolmanhill	In recognition of the fact that roundabouts can act as a barrier to cycling, while simultaneously aiding the smooth flow of traffic and performing an important green space function, undertake an options appraisal to look at ways of improving the cycle experience at the roundabout while remaining mindful of wider considerations. Should public transport journey times be a concern following delivery of planned improvements, look at options for implementing public transport priority measures
2	North Esplanade West	Progress delivery of a new pedestrian and cycle bridge over the River Dee as part of CCMP delivery
3	Palmerston Road	Should a new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision between Raik Road and Market Street

4	Raik Road	Should the new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision
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Low Priority Measures

SHORT TERM		
	Location	Project
1	St. Nicholas Street / Correction Wynd	Exempt cyclists from access restriction
2	Castle Terrace	Ensure the path linking to Commerce Street and Virginia Street is fully accessible to cyclists
MEDIUM TERM		
	Location	Project
1	Market Street	Investigate the feasibility of implementing a pedestrian crossing phase at Market Street / Guild Street signalised junction
2	Netherkirkgate	Resurface footways Underpass improvements
3	Summer Street	Resurface and widen footways If space permit, consider implementation of on-road cycle lanes if safety proves a concern at this location following delivery of wider proposals
4	Bon Accord Terrace (Union Street to Langstane Place)	Resurface footways
5	Littlejohn Street	Resurface footways
6	Marischal Street	Resurface footways
7	Justice Street	Resurface footways
8	Blackfriars Street	Resurface footways
9	Charlotte Street	Resurface footways
10	James Street	Resurface footways
11	Mearns Street	Resurface footways
12	Ship Row	Resurface footways
13	Dee Street (Union Street to Bon Accord Lane)	Widen and resurface footways
14	Huntly Street	Widen and resurface footways
15	Bon Accord Lane	Resurface footways
16	West / East Craibstone Street	Resurface footways
17	Bon Accord Square	Resurface footways
18	North Silver Street	Resurface footways
19	Langstane Place	Should cycle safety be a concern at this location following high- and medium-priority interventions, investigate the feasibility of mandatory on-road cycle lanes
20	Justice Mill Lane	Should cycle safety be a concern at this location following high- and medium-priority interventions, investigate the feasibility of mandatory on-road cycle lanes
21	Commerce Street	Widen footways (Virginia Street to Regent Quay)
22	Little Chapel Street	Resurface and widen footways

23	Skene Terrace	Resurface footways
LONG TERM		
	Location	Project
1	Castlegate	Resurface as per CCMP
2	West North Street / East North Street (Littlejohn Street to Beach Boulevard)	Investigate the requirement for, and feasibility of, implementing formal cycle provision, preferably segregated facilities. Look at opportunities for footway resurfacing as part of this work
3	Beach Boulevard Roundabout	Undertake a study to identify the optimum pedestrian and cycle improvements
4	Commerce Street	Undertake further work to determine the feasibility of segregated cycle facilities (Beach Boulevard to Virginia Street). If not feasible, consider provision of mandatory on-road cycle lanes. Look at opportunities for footway resurfacing as part of this work
5	Virginia Street / Trinity Quay	Undertake further work to determine the requirement for, and feasibility of, segregated cycle facilities. If not feasible, investigate provision of mandatory on-road cycle lanes. If on-road cycle facilities also prove unfeasible or unadvisable from a safety perspective, investigate off-road cycle provision. Look at opportunities for footway resurfacing as part of this work
6	Loch Street	Investigate the requirement for, and feasibility, of implementing formal cycle provision, preferably segregated cycle facilities, in the context of wider CCMP proposals. Look at opportunities for footway resurfacing as part of this work
7	Berry Street	Investigate the requirement for, and feasibility of, implementing formal cycle provision, preferably segregated cycle lanes. If segregated facilities not feasible, consider alternative means of improving conditions for cyclists in the context of wider CCMP delivery. Look at opportunities for footway resurfacing as part of this work Should public transport journey times become a concern at this location even with planned improvements, look at options for implementing public transport priority measures at a suitable point in the future

Supporting Measures

ACC will work with partners to:

WALKING AND CYCLING

Continue to ensure that all new developments in the city centre are built around the needs of people walking and cycling and facilitate safe and direct active travel journeys to, from and within the development by requiring developers to ensure that comprehensive walking and cycling infrastructure is incorporated into new sites and that sites are well linked to the surrounding network

Continue to require developers to consider accessibility by walking and cycling before accessibility by private vehicles and demonstrate that sufficient measures have been taken to minimise vehicular traffic generation through Transport Assessments, Travel Plans and the provision of Residential Travel Packs

Support the implementation of Home Zones and low / no car housing where this will result in development that is safer and more welcoming to people walking and cycling

Require adequate cycle parking facilities to be installed at all new sites and encourage the installation of shower, changing and storage facilities at workplaces and other non-residential sites

Increase cycle parking provision, particularly around key destinations and attractions

Consider the findings of the Bike Hire Scheme Options Appraisal and work with partners to implement the recommendations in a sustainable manner

Consider the findings of pedestrian wayfinding review and work to implement key recommendations

Increase and improve lighting provision in areas of high pedestrian and cycle activity, while pursuing low carbon lighting solutions to support emission reduction targets

Look at opportunities for increasing green man time and reducing the wait for green man time at busy pedestrian crossing locations

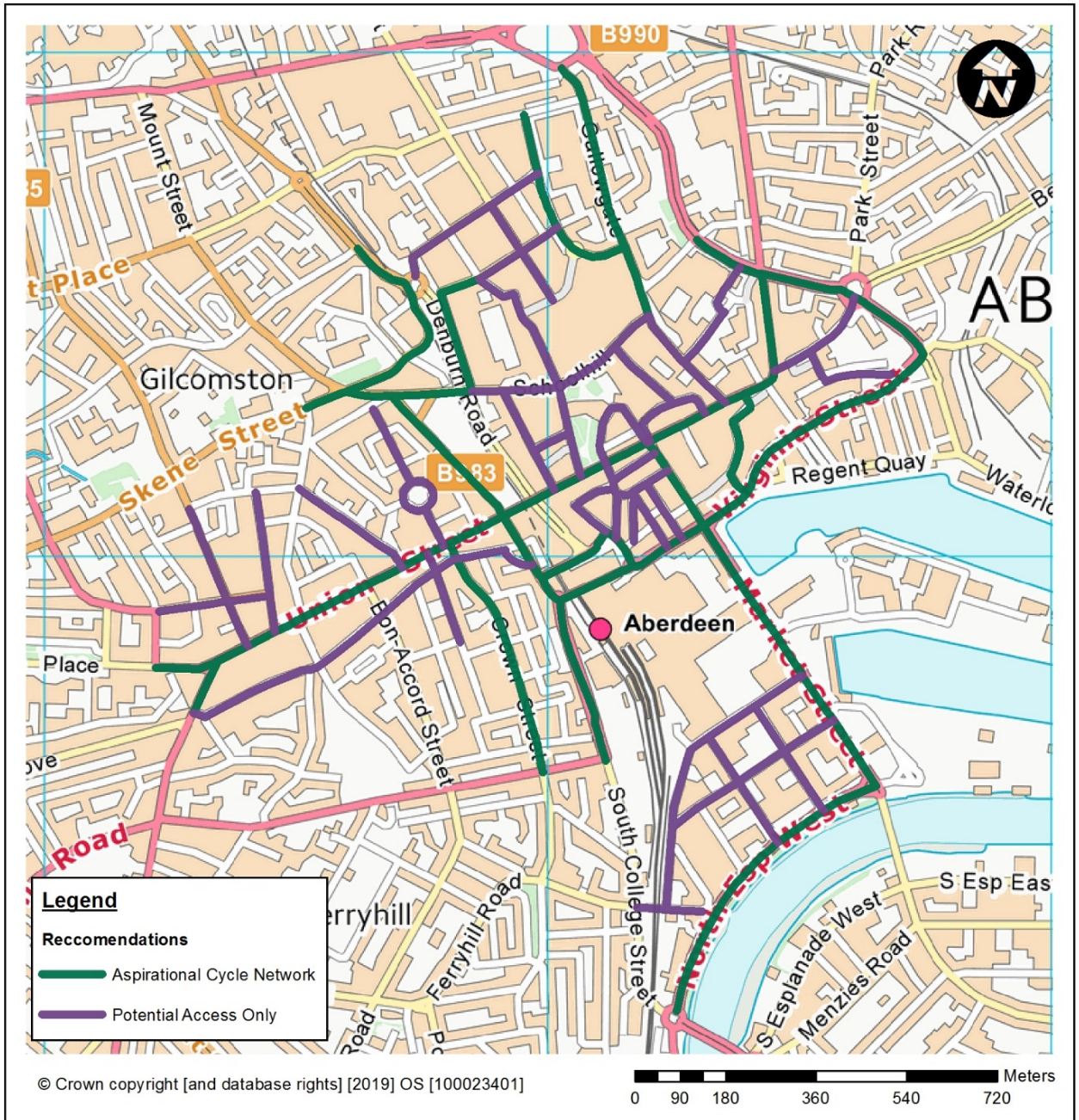
Continue with routine road, footway and path maintenance, including sweeping, surfacing treatments and filling in of potholes as required and as resources allow
Ensure that roads and pavements are repaired promptly and to a high standard following utility works and other maintenance activities
Ensure future maintenance requirements are reduced by designing and implementing new infrastructure to a high standard and to a minimum ten-year design life
Continue to seek further funding sources for footpath and cycle path maintenance, particularly for new routes that are not accounted for in existing maintenance budgets
Continue to lobby the Scottish Government for funding support for the maintenance of active travel routes to support the increased levels of capital funding available in recent years
Continue to deliver activities, campaigns, promotions and events in the city centre (such as In Town Without My Car Day) to raise awareness of the benefits of, and opportunities for, walking and cycling in the area
Continue to support, promote and participate in local and national safety and driver awareness campaigns such as Police Scotland's Operation Close Pass
Reflect ongoing improvements in the city centre in future editions of the Aberdeen Cycle Map
As individual infrastructure projects come forward to delivery, look at opportunities for supporting infrastructure to enable and encourage use of the new facilities, such as public water stations and on-street maintenance stations, as well as permanent monitoring facilities to assess the effectiveness and popularity of new infrastructure
PUBLIC TRANSPORT
Continue to work within the North East Bus Alliance to identify and implement measures to promote and encourage more bus and Park and Ride trips to the city centre, including bus priority measures and new ticketing arrangements
Ensure that bus stops in the city centre offer a safe, accessible and high-quality waiting environment for passengers
Ensure that all bus stops in the city centre have clear, accurate and current timetable and route information on display
Install maps at all key public transport stops in the city centre, as per the recommendations of the wayfinding review
Continue to promote public transport as a sustainable and efficient method of travelling to and from Aberdeen city centre
Widely promote the benefits of forthcoming rail improvements arising from the Revolution in Rail and the Aberdeen to Inverness Rail Improvement Project
Work with partners to deliver the Station Gateway Development Brief to realise a more welcoming arrival experience into the city centre for those travelling by public transport
Undertake an accessibility audit of the bus and rail stations, as part of Union Square redevelopment plans, incorporate recommendations into an Action Plan to sit beneath the SUMP and work with partners to deliver the Action Plan.
FREIGHT
Continue to contribute towards CIVITAS PORTIS workstreams to encourage freight vehicles to use preferred corridors and minimise unnecessary trips within the city centre, and to minimise the impact of those necessary trips by encouraging and enabling consolidation and low-emission vehicle use, especially for 'last mile delivery'
Promote and disseminate revised freight maps
CAR CLUB AND CAR SHARING
Continue to work with partners to promote the car club and car sharing as a cheaper and more efficient alternative to private car use for those living in the city centre
Continue to work with car club operators to expand the car club fleet and the number of car club bays in the city centre
Continue to work with partners to increase the number of electric, hydrogen and hybrid vehicles within the car club
LOW EMISSION VEHICLES

Continue to assess the requirement for, and feasibility of, a Low Emission Zone in Aberdeen and work towards the successful delivery of a LEZ should this be required
Continue to promote the benefits of low emission vehicles over conventional petrol and diesel varieties
Continue to grow the electric vehicle charging network in the city centre
Work towards the delivery of the Aberdeen City Region Hydrogen Strategy to increase the proportion of hydrogen vehicles in the city centre
CAR PARKING
Implement the recommendations of the Strategic Car Parking Review

These measures are anticipated to realise the following networks.

DRAFT

Proposed city centre active travel network



Proposed City Centre to ASH Cycle Route



Proposed city centre bus priority network

