



# Options Appraisal

# Union Street Central

May 2022

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This document has been prepared and checked in accordance with ISO 9001:2015 and further validated by a working group of senior Aberdeen City Council transport officers and technical support from the wider consultant team.

# 01

## STRATEGIC OBJECTIVES

# INTRODUCTION

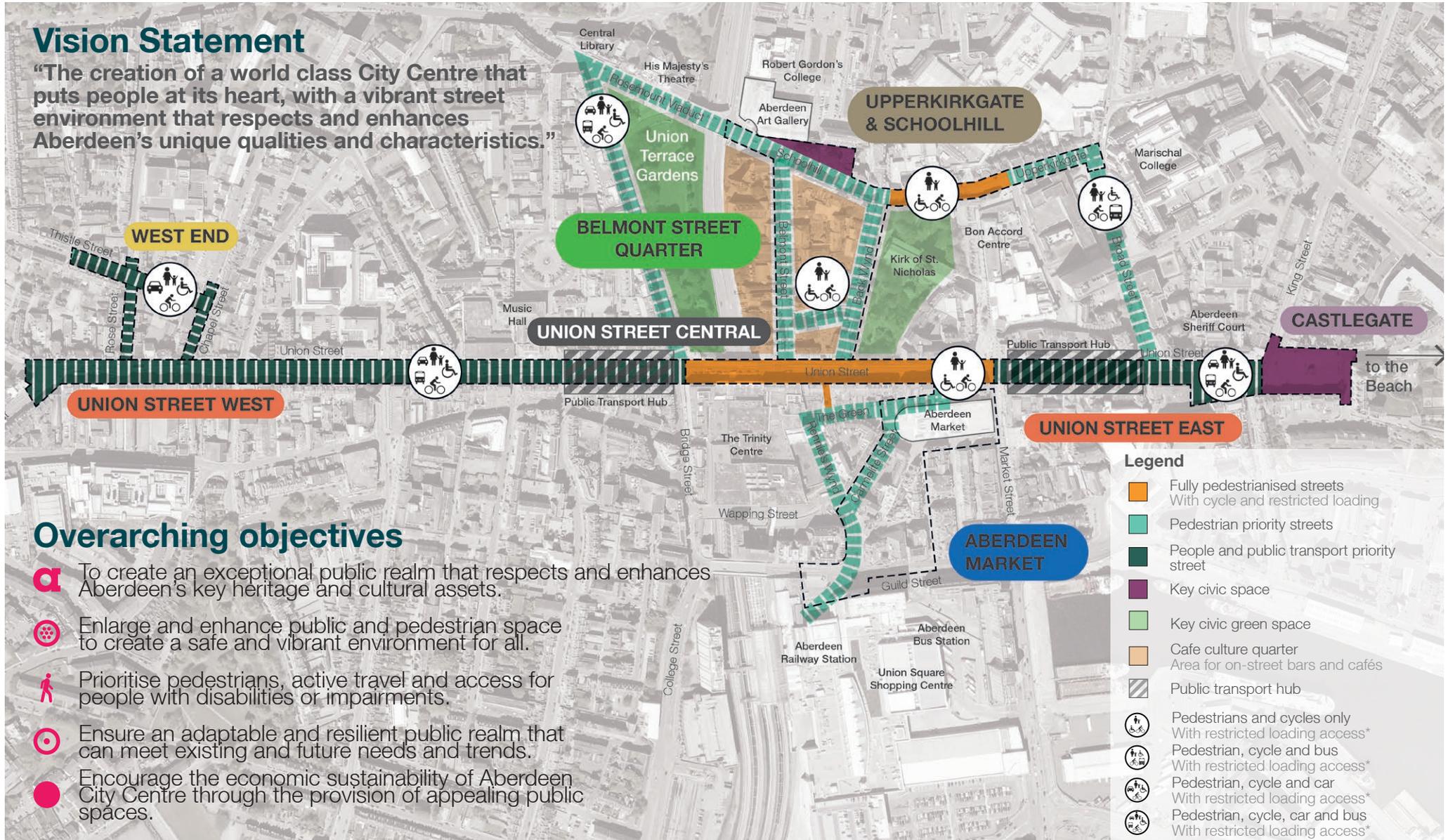
This document explores options for Union Street Central, including the facilitation of buses, taxis and servicing, alongside pedestrians and cyclists. A long list of options are generated, these are then subjected to an initial option sifting before undergoing more extensive appraisal to assess the performance of each potential option. The options were subject to a Scottish Transport Appraisal Guidance(STAG) based appraisal which considers elements such as economy, environment, safety and feasibility.

The aim of this report is to consolidate the potential interventions to a handful of options which perform the best under the assessment criteria and are therefore potentially appropriate for implementation on Union Street Central.

# STRATEGIC VISION

## Vision Statement

“The creation of a world class City Centre that puts people at its heart, with a vibrant street environment that respects and enhances Aberdeen’s unique qualities and characteristics.”



## Overarching objectives

- To create an exceptional public realm that respects and enhances Aberdeen’s key heritage and cultural assets.
- Enlarge and enhance public and pedestrian space to create a safe and vibrant environment for all.
- Prioritise pedestrians, active travel and access for people with disabilities or impairments.
- Ensure an adaptable and resilient public realm that can meet existing and future needs and trends.
- Encourage the economic sustainability of Aberdeen City Centre through the provision of appealing public spaces.

VISION AND OBJECTIVES ARE CURRENTLY UNDER REVIEW AS PART OF THE WIDER STRATEGY FOR THE CITY CENTRE AND BEACHFRONT PROJECTS, TO BE FURTHER DISCUSSED AND REVIEWED WITH ABERDEEN CITY COUNCIL AND KEY STAKEHOLDERS

# DEFINING THE OBJECTIVES CITY CENTRE MASTERPLAN

The Aberdeen City Centre Masterplan outlines a 20 year development strategy for Aberdeen City Centre. It identifies a series of ambitious but deliverable projects that will support future economic growth and will secure more benefits and opportunities for the communities of Aberdeen City and Shire. The projects are complemented by a robust, costed and achievable delivery programme and together these provide a framework for managing city centre development up to 2035.

The specific areas under review are:

- Union Street Central - Create a pedestrian friendly focal point for the City Centre between Bridge Street and Market Street connecting Union Terrace Gardens and the proposed Aberdeen Market.
- Union Street West - Maximise pedestrian space along the length of Union Street creating appropriate settings for safe on street activity
- Union Street East and the Castlegate - Design an appropriate terminus for Union Street at Castlegate, improving connectivity to the Beach.
- The West End - Ensure an appropriate balance of pedestrian space and safe on street activity.
- Schoolhill, Upperkirkgate and the Belmont Street Zone - Complete the comprehensive design for the Schoolhill area extending the implemented Stage 1 works around the War

Memorial and Art Gallery, create a permanent space for on street activities at Upperkirkgate and develop a permanent on street café culture in the Belmont Street area.

- Aberdeen Market Public Realm - focus on wayfinding, spill out of activities from the building, and to develop better links between Union Street and bus/railway stations.

All public realm visioning and design proposals have been developed in order to ensure appropriate pedestrian movement, cycling and active travel, wheeled access, public transport, service access and emergency response access are accommodated as necessary. The proposals also consider the likely future needs of Aberdeen Rapid Transport (ART) proposals and wider network resilience. A number of objectives apply to each of these projects, comprised of issues such as ensuring access for all, including urban greening and accommodating events. Whilst exploring options for public transport implementation on Union Street Central, these CCMP strategic objectives, outlined on the next page, will be used as a basis for assessing the performance of each intervention option.

The public transport options will also take into consideration the wider effect they have on surrounding areas within the city centre vision, particularly Union Street East and West with regard to traffic management and connectivity for different types of user.

# CCMP STRATEGIC OBJECTIVES

- 1. Maximise pedestrian space**
- 2. Ensure access for all**
- 3. Encourage active travel**
- 4. Improve air quality**
- 5. Incorporate public transport**
- 6. Accommodate events, parades, marches etc.**
- 7. Include appropriate urban greenery**
- 8. Maximise the potential of commercial units**
- 9. Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading**
- 10. Include space that facilitates appropriately controlled servicing**
- 11. Allow emergency service access to all areas.**

# 02

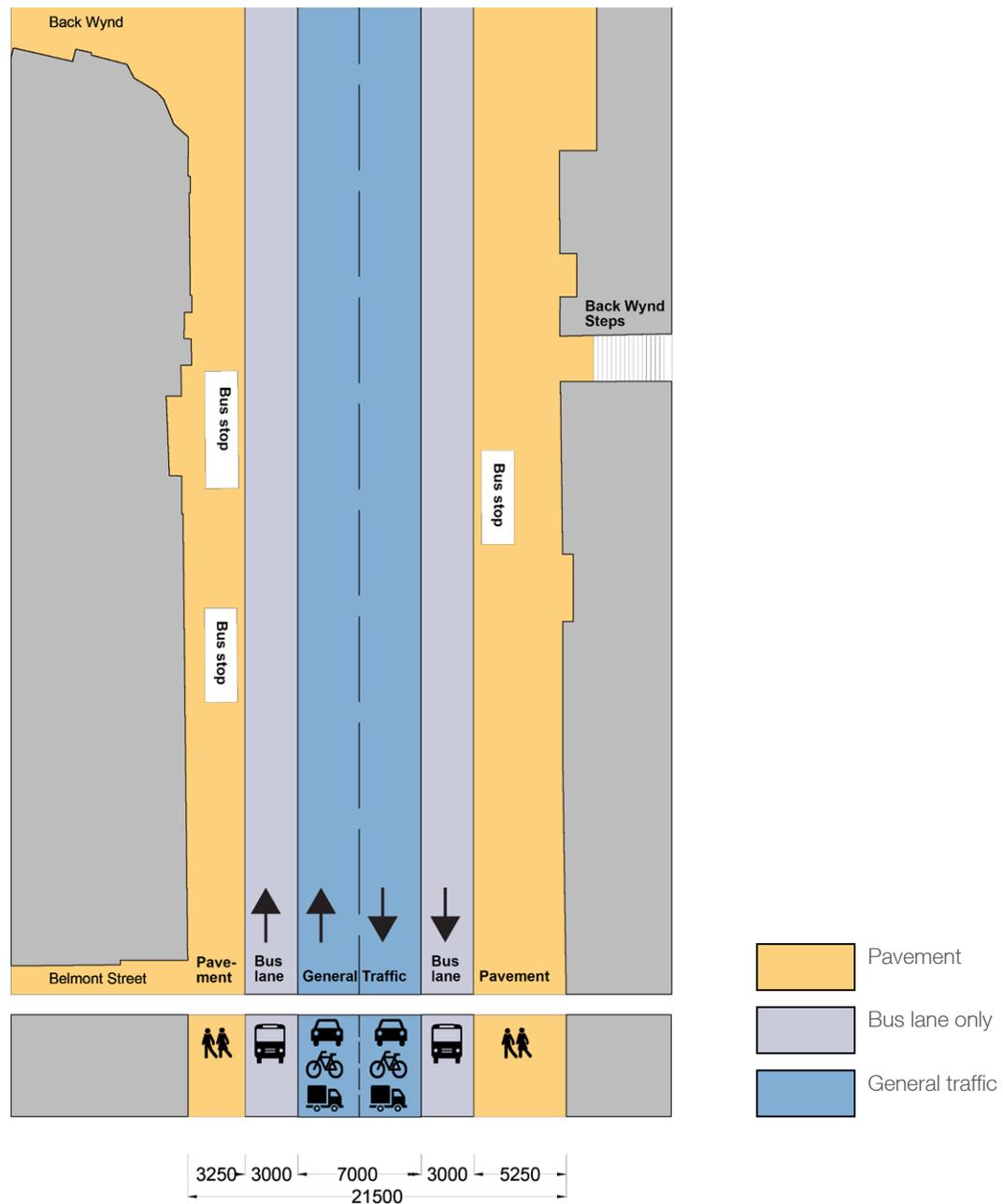
## EXISTING CONDITIONS

# TRANSPORT OPTIONS: EXISTING CONDITIONS

Union Street Central was temporarily pedestrianised following the implementation of the Spaces for People scheme during the Covid-19 pandemic. Prior to this, the street generally comprised of 2 bus lanes and 2 lanes of general traffic. The carriageway is approximately 13 metres wide with pavements a minimum width of 3 metres on either side.

It should be noted that the pre-Covid-19 street layout does not reflect modern guidance on lane widths and configuration. The National Roads Development Guide (NRDG) states that road lanes where buses and cyclists share the carriageway should be minimum 4m to allow safe overtaking of cyclists by buses, this is also reinforced by Cycle By Design Guidance. NRDG also states that bus only lanes should be 3.25m wide. Currently, the general traffic lanes are 3.5m wide and the existing bus lanes are only 3m wide.

There are a significant number of bus stops and shelters along the length of Union Street Central, reducing the amount of pavement available to pedestrians and wheeled movement.



Union Street Central during Covid-19 - Spaces for People



Union Street Central pre Covid-19



# 03

## INITIAL OPTION SIFTING

# INITIAL LONG LIST OF OPTIONS

The following long list of options has been identified for Union Street Central transformation:

- Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)
- Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)
- Option 3: Bus / cycle / taxi only – 1 lane
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility
- Option 4: Bus / cycle / taxi only – 2 lanes
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility
  - E: With bus stop laybys, with segregated cycle facility
  - F: With bus stop laybys, without segregated cycle facility

Option 5: Bus / cycle / taxi only – 3 lanes

- A: No bus stops, with segregated cycle facility
- B: No bus stops, without segregated cycle facility
- C: With bus stops, with segregated cycle facility
- D: With bus stops, without segregated cycle facility

• Option 6: Bus / cycle / taxi only – 4 lanes

- A: No bus stops, with segregated cycle facility
- B: No bus stops, without segregated cycle facility
- C: With bus stops, with segregated cycle facility
- D: With bus stops, without segregated cycle facility

# INITIAL OPTION SIFTING: FEASIBILITY

## Initial Option Sifting

To reduce this longlist of options to a manageable number for further appraisal, each was subject to initial sifting based on Feasibility, Affordability and Public Acceptability. Any option that does not meet all of these criteria is sifted out from further appraisal.

Feasibility Appraisal		
Option	Feasible	Comments
1	Yes	Reverting to the pre-Spaces for People situation would be technically and operationally feasible.
2	Yes	Full pedestrianisation is technically feasible to deliver. This option would also be operationally feasible, with time-limited servicing available and public transport routed around the Market Street – Guild Street – Bridge Street loop.
3A	No	All options that only allow for one lane of traffic would not be operationally feasible as this would not enable servicing of frontages or taxi pick up / drop off without causing delays to other vehicles and traffic backing up along the street.
3B		
3C		
3D		
4A	No	Operationally challenging if servicing of frontages and taxi pick up/drop off to be accommodated, as any vehicle stopping for loading/unloading would likely cause tailbacks and delays to vehicles behind.
4B		
4C	No	Not considered feasible from an operational perspective. Given the volume of buses traditionally using (and passengers boarding and alighting on) this section of Union Street, vehicles are likely to be constantly delayed, sitting behind stationary buses as passengers board and alight, causing tailbacks along the street. As per Options 4A and 4B, servicing and taxi pick up and drop off also difficult to accommodate for similar reasons.
4D		
4E	Yes	Option is technically and operationally feasible.
4F	Yes	Option is technically and operationally feasible.
5A	Yes	Option is technically and operationally feasible.
5B	Yes	Option is technically and operationally feasible.
5C	Yes	Option is technically and operationally feasible.
5D	Yes	Option is technically and operationally feasible.
6A	Yes	Space constraints are likely to render this option unfeasible.
6B	Yes	Option is technically and operationally feasible.
6C	No	Space constraints are likely to render this option unfeasible.
6D	Yes	Similar to the Do Minimum scenario, so technically and operationally feasible.

# INITIAL OPTION SIFTING: AFFORDABILITY

Affordability Appraisal		
Option	Affordable	Comments
1	Yes	Although options will differ in terms of costs depending on the level of intervention required, all options are considered broadly affordable.
2		
3A		
3B		
3C		
3D		
4A		
4B		
4C		
4D		
4E		
4F		
5A		
5B		
5C		
5D		
6A		
6B		
6C		
6D		

# INITIAL OPTION SIFTING: ACCEPTABILITY

Acceptability Appraisal		
Option	Acceptable	Comments
1	Yes	Broadly acceptable, notwithstanding some groups and individuals would welcome positive change.
2	Yes	Broadly acceptable, although full pedestrianisation not universally welcomed.
3A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. The impacts of this option, in terms of delays and tailbacks on Union Street, are likely to be unpopular.
3B		
3C	No	From a public transport passenger perspective, one-way routeing is not desirable as buses would have to travel different routes to and from their destinations, and it may not be clear for passengers where they should board for a return journey. The impacts of this option, in terms of delays and tailbacks on Union Street, likely to be unpopular.
3D		
4A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. The impacts of this option, in terms of delays and tailbacks on Union Street, are likely to be unpopular.
4B		
4C	No	The potential for congestion and delays is unlikely to make these options acceptable to the public and stakeholders.
4D		
4E	No	The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
4F	Yes	This option is considered broadly acceptable.
5A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. This option also reduces footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
5B	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders.
5C	No	The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
5D	Yes	This option is considered broadly acceptable.
6A	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders. The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
6B	No	Returning buses to Union Street Central but not permitting stopping is unlikely to be favourable to the public and some key stakeholders.
6C	No	The accommodation of a cycle facility would require the loss of footway space on Union Street Central (already narrow in sections) which is unlikely to be supported by the public.
6D	Yes	This option is considered broadly acceptable.

# INITIAL OPTION SIFTING: SUMMARY & DISCOUNTED OPTIONS

Initial Option Sifting Summary				
	Feasible	Affordable	Acceptable	Sift in / out
1	Yes	Yes	Yes	IN
2	Yes	Yes	Yes	IN
3A	No	Yes	No	OUT
3B	No	Yes	No	OUT
3C	No	Yes	No	OUT
3D	No	Yes	No	OUT
4A	No	Yes	No	OUT
4B	No	Yes	No	OUT
4C	No	Yes	No	OUT
4D	No	Yes	No	OUT
4E	Yes	Yes	No	OUT
4F	Yes	Yes	Yes	IN
5A	Yes	Yes	No	OUT
5B	Yes	Yes	No	OUT
5C	Yes	Yes	No	OUT
5D	Yes	Yes	Yes	IN
6A	No	Yes	No	OUT
6B	Yes	Yes	No	OUT
6C	No	Yes	No	OUT
6D	Yes	Yes	Yes	IN

Following initial sifting therefore, the following options have been sifted OUT from further appraisal:

- Option 3: Bus / cycle / taxi only – 1 lane**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility
  
- Option 4: Bus / cycle / taxi only – 2 lanes**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  - D: With bus stops, without segregated cycle facility
  - E: With bus stop laybys, with segregated cycle facility
  
- Option 5: Bus / cycle / taxi only – 3 lanes**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility
  
- Option 6: Bus / cycle / taxi only – 4 lanes**
  - A: No bus stops, with segregated cycle facility
  - B: No bus stops, without segregated cycle facility
  - C: With bus stops, with segregated cycle facility.

# INITIAL OPTION SIFTING: OPTIONS FOR FURTHER APPRAISAL

This results in the following remaining options proceeding to further appraisal:

**Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)**

**Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)**

**Option 4: Bus / cycle / taxi only – 2 lanes**

F: With bus stop laybys, without segregated cycle facility

**Option 5: Bus / cycle / taxi only – 3 lanes**

D: With bus stops, without segregated cycle facility

**Option 6: Bus / cycle / taxi only – 4 lanes**

D: With bus stops, without segregated cycle facility

# **04**

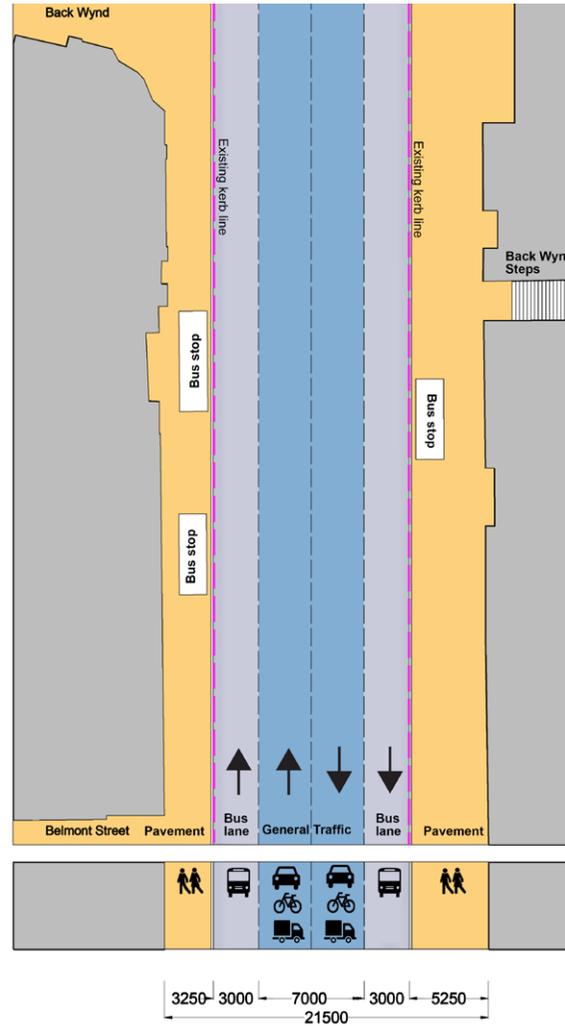
## **OPTIONS PROCEEDING TO FURTHER APPRAISAL**

# OPTIONS 1 + 2

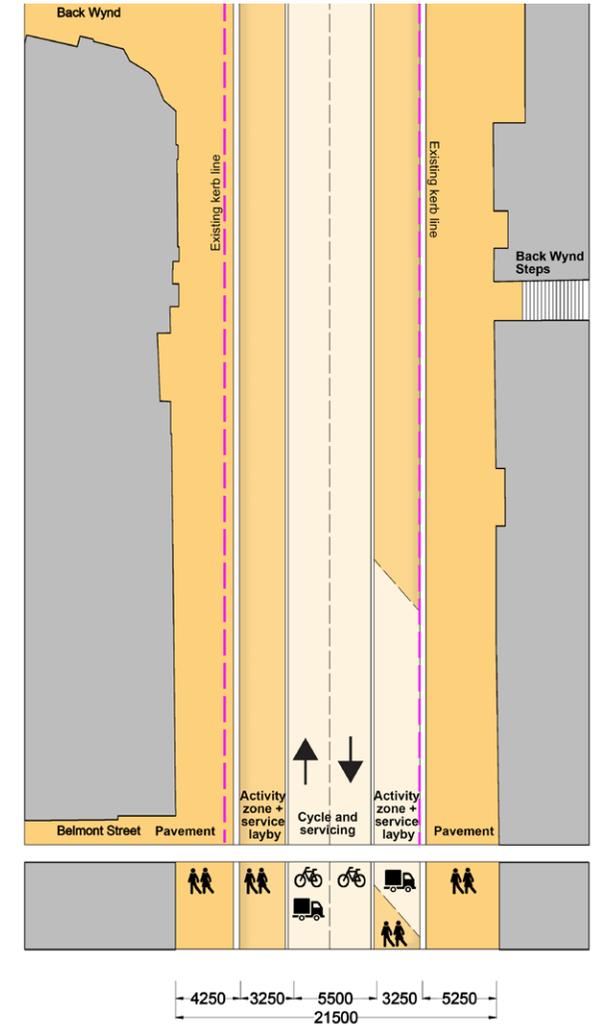
The adjacent schematic diagrams show the layout of each transport option which passed the initial option sifting exercise. They highlight the spatial configuration of each layout including minimum pavement widths, number of lanes, lane widths and bus stopping provisions.

Note: Diagrams are based on the narrowest section of Union Street Central and therefore represent the narrowest pavement width for each option.

**Option 1**  
**Do minimal**



**Option 2**  
**Full pedestrianisation**



- - - Existing kerb line

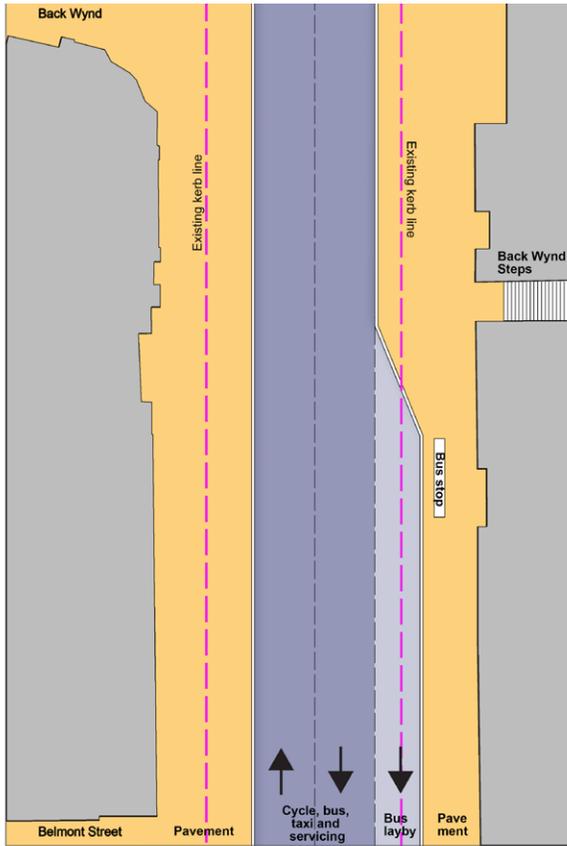
- Pavement
- Bus lane
- General traffic (inc. cyclists)

- Pavement & activity zone
- Cycle & one way servicing

# OPTIONS 4F, 5D + 6D

## Option 4F

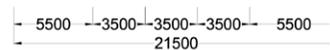
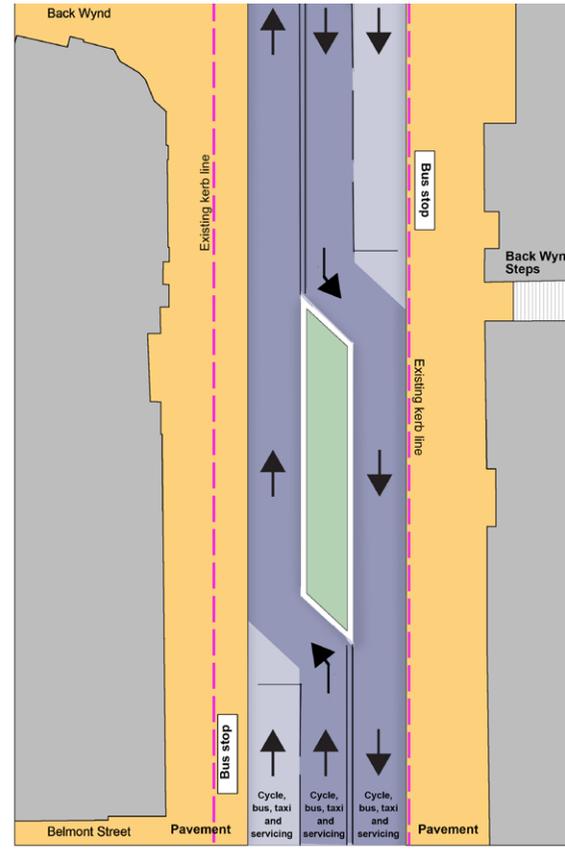
Two lanes with bus stop laybys, without segregated cycle facility



- Pavement
- Bus layby
- Cycle, bus, taxi & servicing

## Option 5D

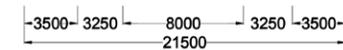
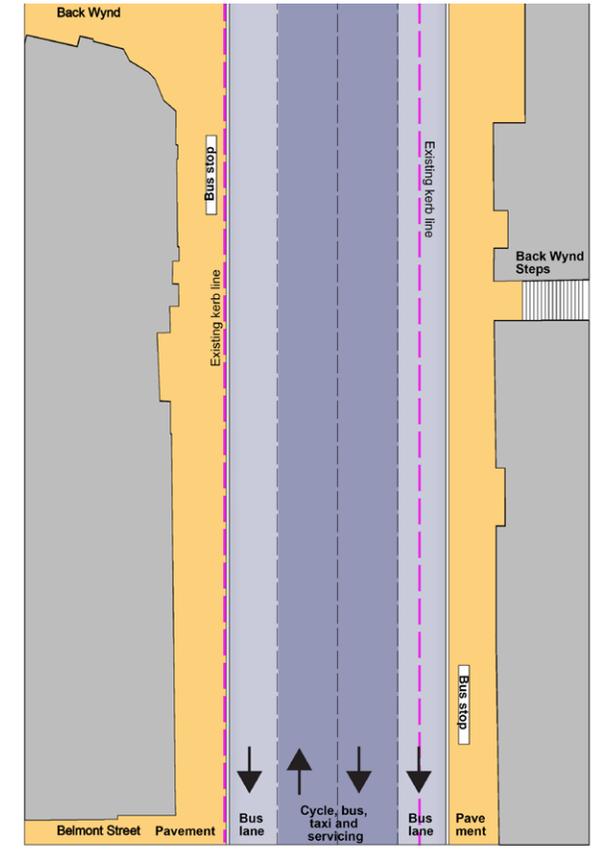
Three lanes with bus stops, without segregated cycle facility



- Street greening
- Pavement
- Bus stopping area
- Cycle, bus, taxi & servicing

## Option 6D

Four lanes with bus stops, without segregated cycle facility



- Pavement
- Bus lane
- Cycle, bus, taxi & servicing

# 05

## OPTION SCORING MATRIX APPRAISAL

# SCORING MATRIX APPRAISAL: CRITERIA AND METHODOLOGY

Initial option sifting in chapter 3 assessed the long list of options against feasibility, affordability and acceptability categories. It reduced the list of potential options from 20 to 5. The remaining 5 options will go through the a scoring appraisal on the following pages. The appraisal seeks to assess the performance of each option against STAG criteria and the Strategic Objectives set out by the CCMP, in order to understand which options should be progressed in the outline business case. The following process will be used for this exercise:

## STAG Appraisal

The remaining options were subject to high-level appraisal using the framework provided by STAG (Scottish Transport Appraisal Guidance), Transport Scotland's recommended appraisal tool for transport projects.

During STAG, all options remaining under consideration following initial sifting are subject to appraisal against:

- The project's Transport Planning Objectives (TPOs), typically identified at the start of the STAG process;
- The STAG criteria (Environment; Climate Change; Health, Safety and Wellbeing; Economy; Equality and Accessibility) and
- Established policy directives.

Options are awarded a score against each of these criteria on a 7 point scale as shown in the table below:

- ✓✓✓ Option has major positive impact
- ✓✓ Option has moderate positive impact
- ✓ Option has minor positive impact
- Option has neutral or no impact
- × Option has minor negative impact
- ×× Option has moderate negative impact
- ××× Option has major negative impact

The appraisal process can therefore aid in the further sifting out of options (should they, for example, be found to have negative impacts on a number of the objectives or STAG criteria) and the identification of a preferred option or options, by considering those that are shown to perform best across the various criteria.

## Strategic Objective appraisal

In lieu of any specific TPOs having been identified for Central Union Street, options have been appraised against the objectives adopted for the visioning and design proposals during the 2021 City Centre Masterplan review:

1. Maximise pedestrian space
2. Ensure access for all
3. Encourage active travel
4. Improve air quality
5. Incorporate public transport
6. Accommodate events, parades, marches etc.
7. Include appropriate urban greenery

8. Maximise the potential of commercial units
9. Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading
10. Include space that facilitates appropriately controlled servicing
11. Allow emergency service access to all areas.

## Appraisal summary table

A summary of the STAG and Strategic Objective appraisal is collated into a single table which highlights the outcome of the scoring process and will lead to a number of options being discounted. This will allow for the remaining, non discounted options to be taken forward to the outline business case and explored in greater detail.

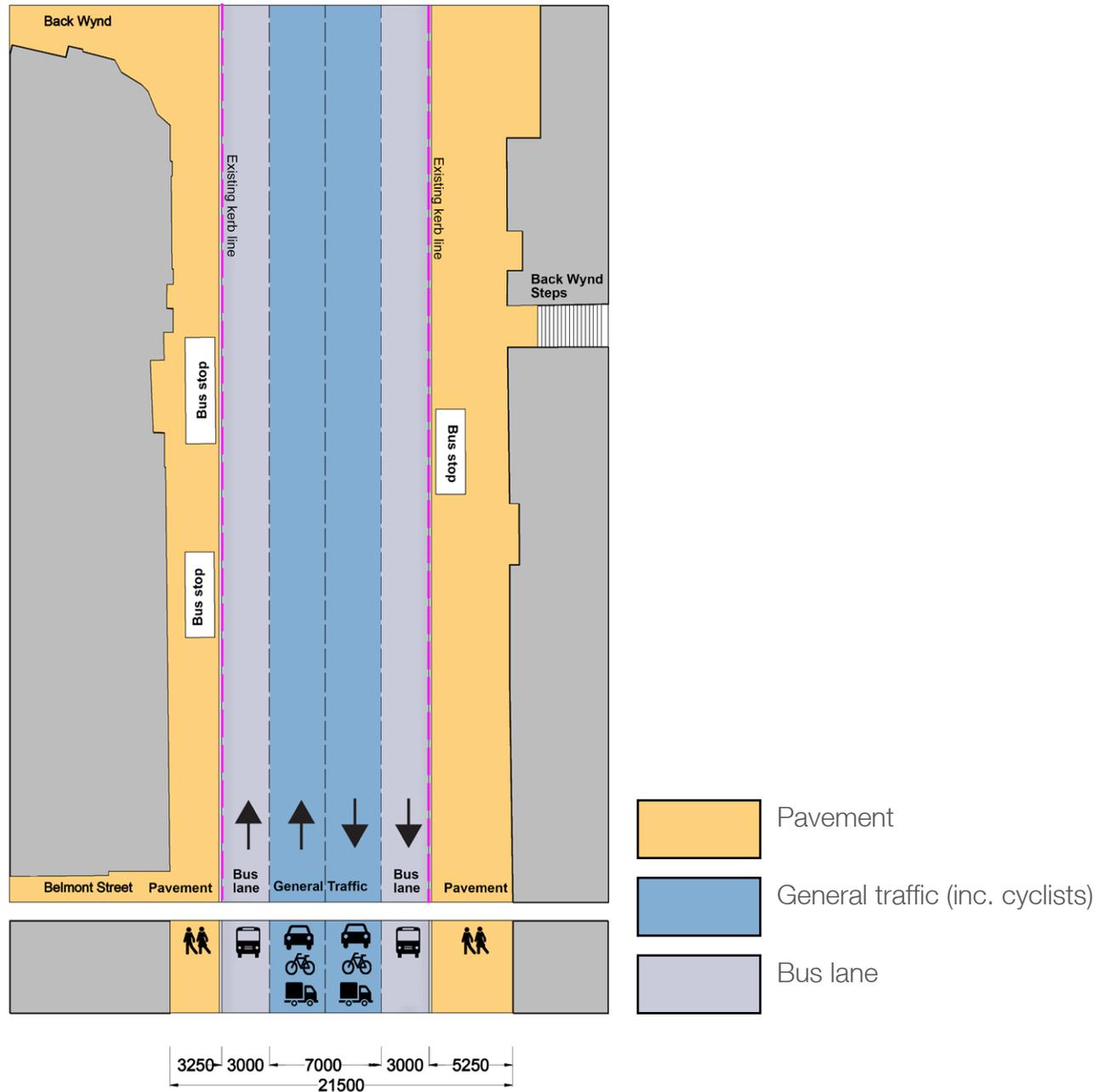
# SCORING MATRIX APPRAISAL: OPTION 1

## Option 1

This option involves minimal intervention on the central section of Union Street. Kerb lines are retained as existing and the street returns to pre Covid-19 pandemic conditions with access for general traffic, cyclists, buses and servicing on Union Street Central.

The carriageway remains at 13 metres wide with no pavement widening on either side.

Key interventions for this option would involve resurfacing areas of poor quality paving and reduction of street clutter where possible.



# SCORING MATRIX APPRAISAL: OPTION 1 CCMP OBJECTIVE APPRAISAL

Option 1: Do Minimum (essentially reverting to pre-Spaces for People situation)

Appraisal Against CCMP Objectives	
Objective 1: Maximise pedestrian space -	This option does not allow for any significant additional space to be given to pedestrians.
Objective 2: Ensure access for all -	Accessibility of Central Union Street by bus, car and taxi is retained. There are no opportunities for any improvements to pedestrian or cycle accessibility
Objective 3: Encourage active travel -	This option does not afford opportunities for any improvements to pedestrian or cycle networks.
Objective 4: Improve air quality -	This option is not anticipated to significantly impact on air quality.
Objective 5: Incorporate public transport ✓✓	This option maintains full public transport accessibility of Central Union Street although buses are still required to share the space with general traffic, with potential for delays.
Objective 6: Accommodate events, parades, marches etc. -	Union Street can still act as an ad hoc events space, although such events will continue to impact on the travelling public.
Objective 7: Include appropriate urban greenery -	No significant greening opportunities afforded by this option.
Objective 8: Maximise the potential of commercial units -	This option is not anticipated to impact on this objective.
Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading -	This option is not anticipated to impact on this objective.

# SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

<p><b>Objective 10: Include space that facilitates appropriately controlled servicing</b></p> <p>✓✓✓</p>	<p>This option maintains pre-Spaces for People servicing arrangements.</p>
<p><b>Objective 11: Allow emergency service access to all areas</b></p> <p>✓✓✓</p>	<p>This option allows for emergency service access.</p>
<p><b>Appraisal Against STAG Criteria</b></p>	
<p><b>Environment</b></p> <p>-</p>	<p>No significant impacts anticipated.</p>
<p><b>Climate Change</b></p> <p>-</p>	<p>No significant impacts anticipated.</p>
<p><b>Health, Safety and Wellbeing</b></p> <p>-</p>	<p>No significant impacts anticipated.</p>
<p><b>Economy</b></p> <p>-</p>	<p>This option is not anticipated to impact on this objective.</p>
<p><b>Equality and Accessibility</b></p> <p>-</p>	<p>This option is not anticipated to impact on this objective.</p>
<p><b>Established Policy Directives</b></p> <p>xx</p>	<p><b>ACC Partnership Policy Statement</b></p> <p>By maintaining a traffic-dominated environment on Union Street Central, this option conflicts with the Council’s vision of A good quality and environmentally friendly transport network where people have real choices about how to travel, and the following commitments identified in the Council’s Partnership Policy Statement:</p> <ul style="list-style-type: none"> <li>• We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and</li> <li>• Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</li> </ul>

# SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p style="text-align: center; color: red;">xx</p>	<p><b>Local Outcome Improvement Plan (LOIP)</b></p> <p>This option conflicts with the following Stretch Outcomes and associated Key drivers identified in the LOIP, in that it maintains a traffic-dominated environment on Union Street Central with limited opportunities for encouraging transport modal shift and reducing emissions:</p> <ul style="list-style-type: none"> <li>• SO13 - Addressing climate change by reducing Aberdeen’s carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</li> <li>• Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen’s Net Zero Vision &amp; Routemap.</li> <li>• SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</li> <li>• Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence.</li> </ul> <p><b>Aberdeen City – Central Locality Plan</b></p> <p>This option conflicts with the following priorities identified by those living in the Central Locality:</p> <ul style="list-style-type: none"> <li>• Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – in that it maintains the current arrangement of 4 traffic lanes on Union Street Central, thus reducing opportunities for additional space to be given over to people;</li> <li>• Improve mental health &amp; wellbeing of the population – in that it maintains a traffic-dominated environment on Union Street Central and does not address noise or emissions.</li> </ul> <p><b>Regional Economic Strategy</b></p> <ul style="list-style-type: none"> <li>• By reverting to a traffic-dominated environment, with no additional benefits for active travel or public transport, this option conflicts with the following objectives and actions of the Regional Economic Strategy:</li> </ul> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in;</li> <li>• To improve deployment of low carbon transport in the city and urban areas, through active travel networks;</li> <li>• To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p style="text-align: center; color: red;">xx</p>	<p>Actions:</p> <ul style="list-style-type: none"> <li>• Informed by assessment of ‘cross-city connections’, prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact; and</li> <li>• Secure significant improvements in the city’s green / active travel (walking, cycling) network.</li> </ul> <p><b>Strategic and Local Development Plan</b></p> <p>This option does not support the Strategic Development Plan’s aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic.</p> <p>It also potentially conflicts with the aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre.</p> <p><b>National, Regional and Local Transport Strategy</b></p> <p>The second National Transport Strategy (NTS2) emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By continuing to prioritise vehicles rather than people, this option conflicts with the Sustainable Travel and Investment Hierarchies.</p> <p>NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the ‘4 pillars’ identified in the revised Regional Transport Strategy (RTS): Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option does little to contribute to NTS2 and RTS priorities, with neutral impacts noted against the Equality and Accessibility, Climate Change, Economy and Health and Wellbeing criteria.</p> <p>This option does not contribute towards achieving the aims and outcomes of the Aberdeen Local Transport Strategy (LTS) which seeks to reduce travel, encourage modal shift and reduce the negative impacts of transport on health and the environment. In particular, conflicts have been noted with the following aims and outcomes:</p> <p>Aims:</p> <ul style="list-style-type: none"> <li>• A cleaner, greener transport system;</li> <li>• A transport system that facilitates healthy and sustainable living; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Increased modal share for public transport and active travel; and</li> <li>• Improved air quality and the environment.</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>xx</p>	<p><b>Sustainable Urban Mobility Plan (SUMP) and Roads Hierarchy</b></p> <p>This option supports the following outcome identified in the SUMP: A city centre that is accessible to all. However, the option conflicts with many SUMP objectives and outcomes which seek to discourage vehicles in the city centre and devote more space to people walking, cycling and using public transport, specifically:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre;</li> <li>• Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by 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;</li> <li>• Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change;</li> <li>• Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure;</li> <li>• Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times;</li> <li>• Improve connectivity between key destinations in and around the city centre by sustainable modes of transport; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Improved physical and mental health of the local population;</li> <li>• Improved air quality in the city centre;</li> <li>• A reduction in the volume of private vehicles passing through the city centre;</li> <li>• A more pedestrian- and cycle-friendly city centre;</li> <li>• Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing;</li> <li>• An improved National Cycle Network Route 1 (NCN1) through the city centre;</li> <li>• A city centre that prioritises the movement of people over the movement of vehicles;</li> <li>• More journeys being undertaken within the city centre by low- or no-emission forms of transport;</li> <li>• Increased mode share for active travel to, from and within the city centre;</li> <li>• Increased mode share for public transport to, from and within the city centre; and</li> <li>• Shorter public transport journey times and improved journey time reliability through the city centre.</li> </ul> <p>This option conflicts with the revised North East Scotland Roads Hierarchy by maintaining access to Union Street Central for all vehicles, including through-routeing traffic.</p>
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# SCORING MATRIX APPRAISAL: OPTION 1 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>xx</p>	<p><b>Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy</b></p> <p>This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand.</p> <p>This option also conflicts with the Council's Net Zero Routemap, specifically the Mobility theme, with its key outcomes of:</p> <ul style="list-style-type: none"><li>• Reduction in traffic across the city;</li><li>• Reduction in proportion of journeys by car drivers to less than 50% by 2030;</li><li>• Increased number of people taking public transport;</li><li>• Increased number of people walking and cycling; and</li><li>• Reduced emissions from transport.</li></ul> <p><b>Aberdeen Low Emission Zone (LEZ)</b></p> <p>This option conflicts with the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.</p>
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# SCORING MATRIX APPRAISAL: OPTION 2

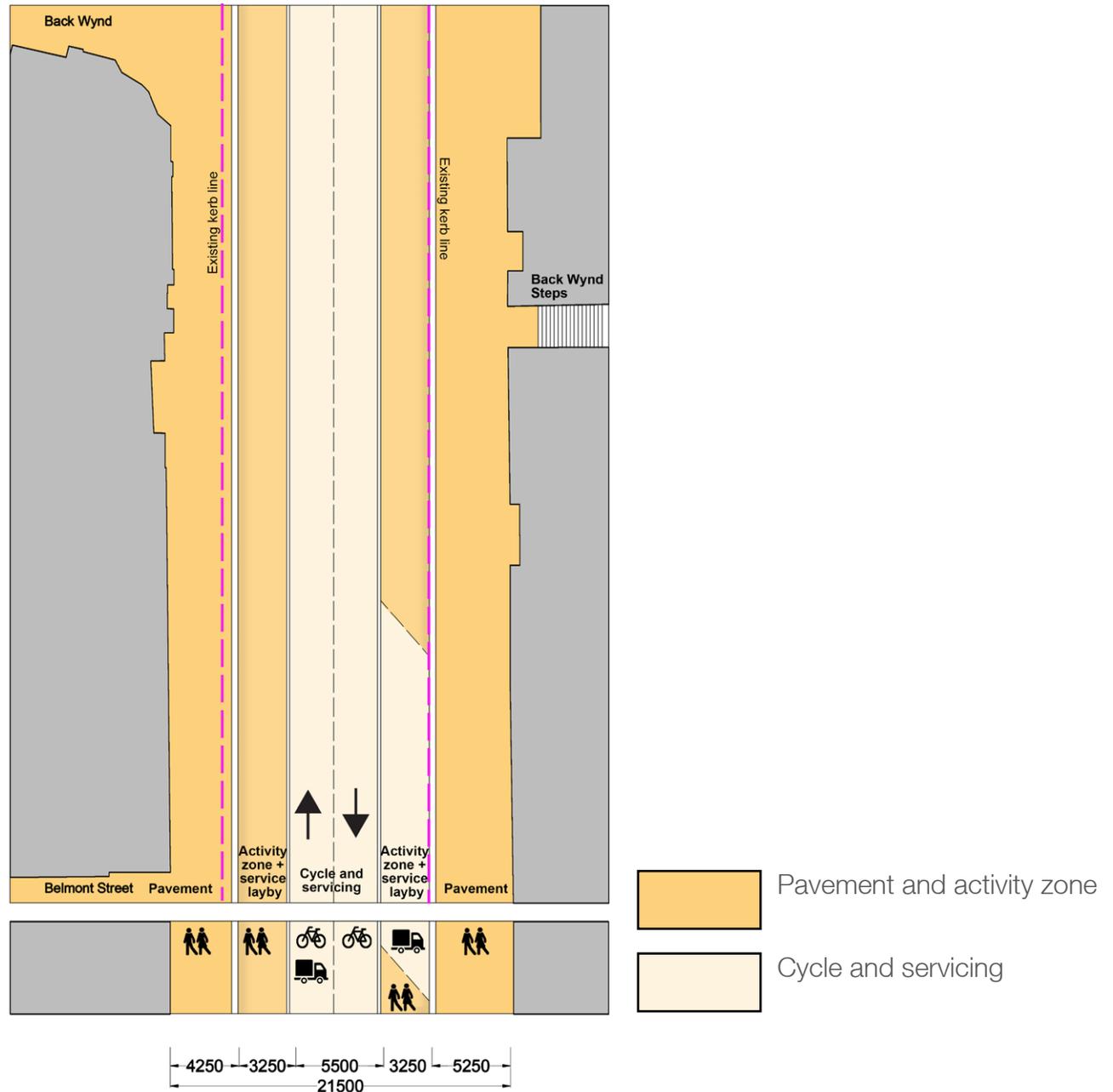
## Option 2

Option 2 comprises of the pedestrianisation option which has been developed as part of the Aberdeen City Vision. In this option, all motorised traffic except service and emergency vehicles are removed from the street. A central zone of 5.5 metres wide prioritises cyclists but allows one way servicing at restricted times. Pavements are widened to a minimum of 4 metres, providing a clutter free corridor for pedestrians.

In the remaining space, an activity zone is created which facilitates street greening, seating, play and other street furniture. The furniture is moveable to facilitate an 8m wide corridor for events or temporary planned emergency use by buses due to roadworks or breakdowns elsewhere in the city centre. Key architectural moments on this section of Union Street are highlighted with plazas, which create breathing room within the street and facilitate outdoor markets and other events.

This option considers and accommodates for the likely future needs of Aberdeen Rapid Transport (ART) proposals.

In this option, upstand kerbs provide segregation between the 4 metre clear pavement and the activity zones and plazas. The pavement and activity zone will be segregated with a 60mm upstand kerb. At the plazas, the segregation consists of a 20mm upstand kerb and tactile paving adjacent to the footway to ensure legibility of spaces.



# SCORING MATRIX APPRAISAL: OPTION 2 CCMP OBJECTIVES APPRAISAL

## Option 2: Pedestrianisation (with central cycle and servicing corridor and servicing laybys)

Appraisal Against CCMP Objectives	
<p><b>Objective 1: Maximise pedestrian space</b></p> <p>✓✓✓</p>	<p>By restricting access to Central Union Street to pedestrians, bicycles and essential vehicles only (and the latter on a time-limited basis), this option requires only one central traffic lane, allowing the remaining space to be dedicated to pedestrian activities.</p>
<p><b>Objective 2: Ensure access for all</b></p> <p>✓✓</p>	<p>Pedestrian accessibility and permeability of Central Union Street will improve via the removal of the majority of traffic, which allows significant additional (and uncluttered) space to be devoted to pedestrians. This will allow people to move around the space with ease, with particular benefits for those with visual and mobility impairments. The creation of more pedestrian space also allows opportunities for additional seating and rest areas, with particular benefits for the elderly and mobility impaired.</p> <p>Cycling accessibility will significantly improve via the implementation of safe cycle facilities on Central Union Street, which will be enhanced in the future via further improvements on east and west Union Street, currently under development. Overall, significant improvements to the city centre cycle network are anticipated, of which the facilities on Central Union Street form the first step.</p> <p>This option removes the ability to access Central Union Street by bus or taxi. The impacts of this will be mitigated by implementation of enhanced and/or additional bus stops around the central core, additional blue badge parking spaces, and the appropriate siting of taxi ranks, albeit walking distances to some destinations on Central Union Street will increase which may have negative impacts on any mobility impaired individuals looking to access a service in the pedestrianised area.</p> <p>Conversely, however, with the implementation of supporting bus and taxi priority measures on Guild Street, Market Street and Bridge Street and the routing of additional city centre buses along this loop, other key destinations such as Union Square and the bus and rail station will become more accessible by public transport than they are at present.</p> <p>Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.</p> <p>Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.</p>
<p><b>Objective 3: Encourage active travel</b></p> <p>✓✓✓</p>	<p>This option prioritises walking, wheeling and cycling on Central Union Street, resulting in a safer and more welcoming environment for active travel. This will be enhanced in the future via further improvements on east and west Union Street, currently under development. Overall, significant improvements to the city centre walking and cycling networks are anticipated, of which the facilities on Central Union Street form the first step.</p>

# SCORING MATRIX APPRAISAL: OPTION 2 CCMP OBJECTIVES APPRAISAL

<p><b>Objective 4: Improve air quality</b></p> <p>✓✓</p>	<p>Air quality will improve in the central section of Union Street via the removal of most vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further traffic restrictions around the central core and implementation of the Low Emission Zone (LEZ). There is also scope to encourage modal shift to and from the city centre via further prioritisation of active and sustainable modes of transport, which will continue to contribute to emissions reductions.</p>
<p><b>Objective 5: Incorporate public transport</b></p> <p>-</p>	<p>This option removes the ability to access Central Union Street by bus. The impacts of this will be mitigated by implementation of enhanced and/or additional bus stops around the central core.</p> <p>With the implementation of supporting bus priority measures on Guild Street, Market Street and Bridge Street and the routing of city centre buses along this loop as an alternative to Union Street, key destinations such as Union Square and the bus and rail station will become more accessible by public transport than they are at present.</p>
<p><b>Objective 6: Accommodate events, parades, marches etc.</b></p> <p>✓✓✓</p>	<p>By maximising the available pedestrian space, this option offers the best opportunity for Union Street to act as a regular event space, and to achieve this with minimal disruption to the travelling public.</p>
<p><b>Objective 7: Include appropriate urban greenery</b></p> <p>✓✓✓</p>	<p>By maximising the available pedestrian space, this option offers significant opportunities for enhanced greening of the area.</p>
<p><b>Objective 8: Maximise the potential of commercial units</b></p> <p>✓✓✓</p>	<p>Pedestrianisation could make vacant units on Union Street more attractive to prospective leasees, increasing the retail and leisure offering in the area, and supporting the creation of new businesses and therefore new jobs.</p> <p>This option maximises the use of Central Union Street for people-focussed activities. This could encompass outdoor eating spaces, thus supporting local businesses in the area to expand and diversify their offering.</p>
<p><b>Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading</b></p> <p>✓✓✓</p>	<p>By maximising the available pedestrian space, this option offers the best opportunity for enabling and encouraging on-street activities, including play zones, street trading and eating and drinking spaces.</p>
<p><b>Objective 10: Include space that facilitates appropriately controlled servicing</b></p> <p>✓</p>	<p>This option requires time-limited servicing on Union Street with vehicles having to travel one-way in an eastbound direction. Layby opportunities are available for vehicles to pull in for loading and unloading.</p>
<p><b>Objective 11: Allow emergency service access to all areas</b></p> <p>✓✓✓</p>	<p>Changes would be designed in a way that allows for unhindered emergency service access.</p>

# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

Appraisal Against STAG Criteria	
<p><b>Environment</b></p> <p>✓✓✓</p>	<p>Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction.</p> <p>Air quality will improve in the central section of Union Street via the removal of the majority of vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p> <p>There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of the majority of vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant.</p> <p>The visual landscape of the street will improve through the removal of the majority of traffic, opening up the vista, and the creation of a much enhanced public realm, with the addition of people-friendly spaces and greenery.</p> <p>Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance, including a number of listed buildings. While care will need to be taken during construction to ensure these assets are protected, in the long term the value of these historic structures will be enhanced by their improved setting, brought about by the removal of the majority of traffic, the opening up of the vista, and public realm improvements.</p>
<p><b>Climate Change</b></p> <p>✓✓</p>	<p>The removal of the majority of traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p> <p>The introduction of planting and street trees will improve environmental quality and climate resilience.</p>

# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

<p><b>Health, Safety and Wellbeing</b></p> <p>✓✓✓</p>	<p>This option prioritises walking, wheeling and cycling on Central Union Street, therefore offers the most potential for modal shift to active travel out of all the options. This will be supported by future improvements to the active travel environment on east and west Union Street and more widely through the city centre.</p> <p>The removal of the majority of traffic on Central Union Street will make this a much safer space for all users, significantly reducing the potential for road accidents on this section. Migration of traffic to surrounding streets could, however, see such streets becoming less safe, unless appropriate mitigations are put in place.</p> <p>On Central Union Street, pedestrian safety will improve as a result of the creation of additional clutter-free space, reducing the likelihood of trips and falls. The segregation of cyclists from other road users (apart from during the servicing window) will result in a safer cycling environment for all ages and abilities.</p> <p>Increased opportunities for street play will support children and their families to be more physically active and feel welcomed in the space</p> <p>Footway widening and the creation of activity zones allows for the implementation of more rest areas, thus supporting those with mobility impairments to take recreation in the space, with the comfort that rest stops will be possible when required.</p> <p>People may benefit from the improved visual amenity provided by streetscape improvements and additional greenery, and may be encouraged to use and enjoy the space more, free from the noise and distractions of motorised traffic.</p> <p>This option should see more people using the full space available, which should results in feelings of increased safety and security for all, especially vulnerable members of society. While the removal of traffic could see a loss of passive surveillance during night-time hours, this may be compensated by increased use of the space at this time for other activities such as eating out and by making the area more attractive to city centre living.</p>
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# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

<p><b>Economy</b></p> <p>✓✓✓</p>	<p>Many members of the local business community have been vocal in their support for pedestrianisation, noting how this can act as a catalyst for encouraging more people back into the city centre for dining, retail and leisure, thus supporting the continued economic wellbeing of the city centre.</p> <p>Pedestrianisation could make vacant units on Union Street more attractive to prospective leasees, further increasing the retail and leisure offering in the area, supporting the creation of new businesses and therefore new jobs.</p> <p>This option maximises the use of Central Union Street for people-focussed activities. This could encompass outdoor eating spaces, thus supporting local businesses in the area to expand and diversify their offering. On a more ad hoc basis, the increase in space enables the hosting of large events in the city centre, further encouraging footfall and spend.</p> <p>The creation of a new and attractive pedestrian priority space could act as an attraction in its own right, encouraging visits from both locals and those from further afield, increasing the attractiveness of Aberdeen as a short break destination.</p> <p>The removal of the majority of traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times for vehicles. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.</p>
<p><b>Equality and Accessibility</b></p> <p>✓✓</p>	<p>Pedestrian accessibility and permeability of Central Union Street will improve via the removal of the majority of traffic, which allows significant additional (and uncluttered) space to be devoted to pedestrians. This will allow people to move around the space with ease, with particular benefits for those with visual and mobility impairments. The creation of more pedestrian space also allows opportunities for additional seating and rest areas, with particular benefits for the elderly and mobility impaired.</p> <p>Cycling accessibility will significantly improve via the implementation of safe cycle facilities on Central Union Street, which will be enhanced in the future via further improvements on east and west Union Street, currently under development. Overall, significant improvements to the city centre cycle network are anticipated, of which the facilities on Central Union Street form the first step.</p> <p>This option removes the ability to access Central Union Street by bus or taxi. The impacts of this will be mitigated by implementation of enhanced and/or additional bus stops around the central core, additional blue badge parking spaces, and the appropriate siting of taxi ranks, albeit walking distances to some destinations on Central Union Street will increase which may have negative impacts on the any mobility impaired individuals looking to access a service in the pedestrianised area.</p>

# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

<p><b>Equality and Accessibility</b></p> <p>✓✓</p>	<p>With the implementation of supporting bus and taxi priority measures on Guild Street, Market Street and Bridge Street and the routing of additional city centre buses along this loop, other key destinations such as Union Square and the bus and rail station will become more accessible by public transport than they are at present.</p> <p>Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.</p> <p>Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.</p>
<p><b>Established Policy Directives</b></p> <p>✓✓✓</p>	<p><b>Partnership Policy Statement</b></p> <p>By prioritising walking, wheeling and cycling on Union Street Central, this option largely supports the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel, and fully contributes to the following commitments identified in the Council's Partnership Policy Statement:</p> <ul style="list-style-type: none"> <li>• We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and</li> <li>• Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</li> </ul> <p><b>Local Outcome Improvement Plan (LOIP)</b></p> <p>This option contributes to the following LOIP Stretch Outcomes and associated Key drivers:</p> <ul style="list-style-type: none"> <li>• SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</li> <li>• Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision &amp; Routemap.</li> </ul> <p>As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space.</p> <ul style="list-style-type: none"> <li>• SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</li> <li>• Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence.</li> </ul> <p>By prioritising active travel on Union Street Central, this option has significant potential to encourage more walking and cycling journeys to, from and within the City Centre.</p>

# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓✓</p>	<p><b>Aberdeen City – Central Locality Plan</b></p> <p>This option supports the following priorities identified by those living in the Central Locality:</p> <ul style="list-style-type: none"> <li>• Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – the pedestrianised space will act as a focal point for the community, and a place for meeting and interaction. Physical activity will be supported by increased opportunities for walking, cycling and play; and</li> <li>• Improve mental health &amp; wellbeing of the population – people may benefit from the visual amenity of the improved streetscape and associated greenery, and may be encouraged to better use and enjoy the space, free from the noise and distractions of motorised traffic.</li> </ul> <p><b>Regional Economic Strategy</b></p> <p>By prioritising walking, wheeling and cycling on Union Street Central, this option contributes positively to the following objectives and actions of the Regional Economic Strategy:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in;</li> <li>• To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and</li> <li>• To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and</li> </ul> <p>Actions:</p> <ul style="list-style-type: none"> <li>• Informed by assessment of ‘cross-city connections’, prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact; and</li> <li>• Secure significant improvements in the city’s green / active travel (walking, cycling) network.</li> </ul> <p><b>Strategic and Local Development Plan</b></p> <p>This option supports the Strategic Development Plan’s aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic.</p> <p>It also supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre.</p>
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# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓✓</p>	<p><b>National, Regional and Local Transport Strategy</b></p> <p>NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of the pedestrian and other vulnerable users first, this option fully aligns with the Sustainable Travel and Investment Hierarchies.</p> <p>NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the ‘4 pillars’ of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the appraisal against the STAG criteria, this option fully supports the NTS2 and RTS priorities of:</p> <ul style="list-style-type: none"> <li>• Equality - with a moderate positive impact on the Equality and Accessibility criteria noted;</li> <li>• Climate - with a moderate positive impact on the Climate Change criteria noted;</li> <li>• Economic prosperity - with a major positive impact on the Economy criteria noted; and</li> <li>• Health and wellbeing - with a major positive impact on the Health, Safety and Wellbeing criteria noted.</li> </ul> <p>Via its potential to encourage modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes identified in the LTS:</p> <p>Aims:</p> <ul style="list-style-type: none"> <li>• A safe and more secure transport system;</li> <li>• A cleaner, greener transport system;</li> <li>• A transport system that facilitates healthy and sustainable living; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Increased modal share for public transport and active travel;</li> <li>• Improved road safety within the City; and</li> <li>• Improved air quality and the environment.</li> </ul> <p><b>Sustainable Urban Mobility Plan and Roads Hierarchy</b></p> <p>Similarly, the option contributes to the following objectives and outcomes of the SUMP:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre;</li> <li>• Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by 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;</li> <li>• Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change;</li> <li>• Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society;</li> <li>• Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure;</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓✓</p>	<ul style="list-style-type: none"> <li>• Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre;</li> <li>• Improve connectivity between key destinations in and around the city centre by sustainable modes of transport;</li> <li>• Improve opportunities for multimodal journeys to, from and within the city centre; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• A city centre that is accessible to all;</li> <li>• A safer city centre;</li> <li>• Improved physical and mental health of the local population;</li> <li>• Improved air quality in the city centre;</li> <li>• A reduction in the volume of private vehicles passing through the city centre;</li> <li>• A more pedestrian- and cycle-friendly city centre;</li> <li>• Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing;</li> <li>• An improved National Cycle Network Route 1 (NCN1) through the city centre;</li> <li>• A city centre that prioritises the movement of people over the movement of vehicles;</li> <li>• More journeys being undertaken within the city centre by low- or no-emission forms of transport; and</li> <li>• Increased mode share for active travel to, from and within the city centre.</li> </ul> <p>As a result of diverting public transport away from Union Street Central, however, this option does potentially conflict with the following SUMP objective and outcome:</p> <ul style="list-style-type: none"> <li>• Objective - Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and</li> <li>• Outcome - Shorter public transport journey times and improved journey time reliability through the city centre.</li> </ul> <p>This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Union Street Central (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes.</p>
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# SCORING MATRIX APPRAISAL: OPTION 2 STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓✓</p>	<p><b>Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy</b></p> <p>This option supports the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand.</p> <p>It also supports the Net Zero Routemap, specifically the Mobility theme, with its key outcomes of:</p> <ul style="list-style-type: none"><li>• Reduction in traffic across the city;</li><li>• Reduction in proportion of journeys by car drivers to less than 50% by 2030;</li><li>• Increased number of people walking and wheeling; and</li><li>• Reduced emissions from transport.</li></ul> <p><b>Aberdeen Low Emission Zone</b></p> <ul style="list-style-type: none"><li>• This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.</li></ul>
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# SCORING MATRIX APPRAISAL: OPTION 4F

## Option 4F

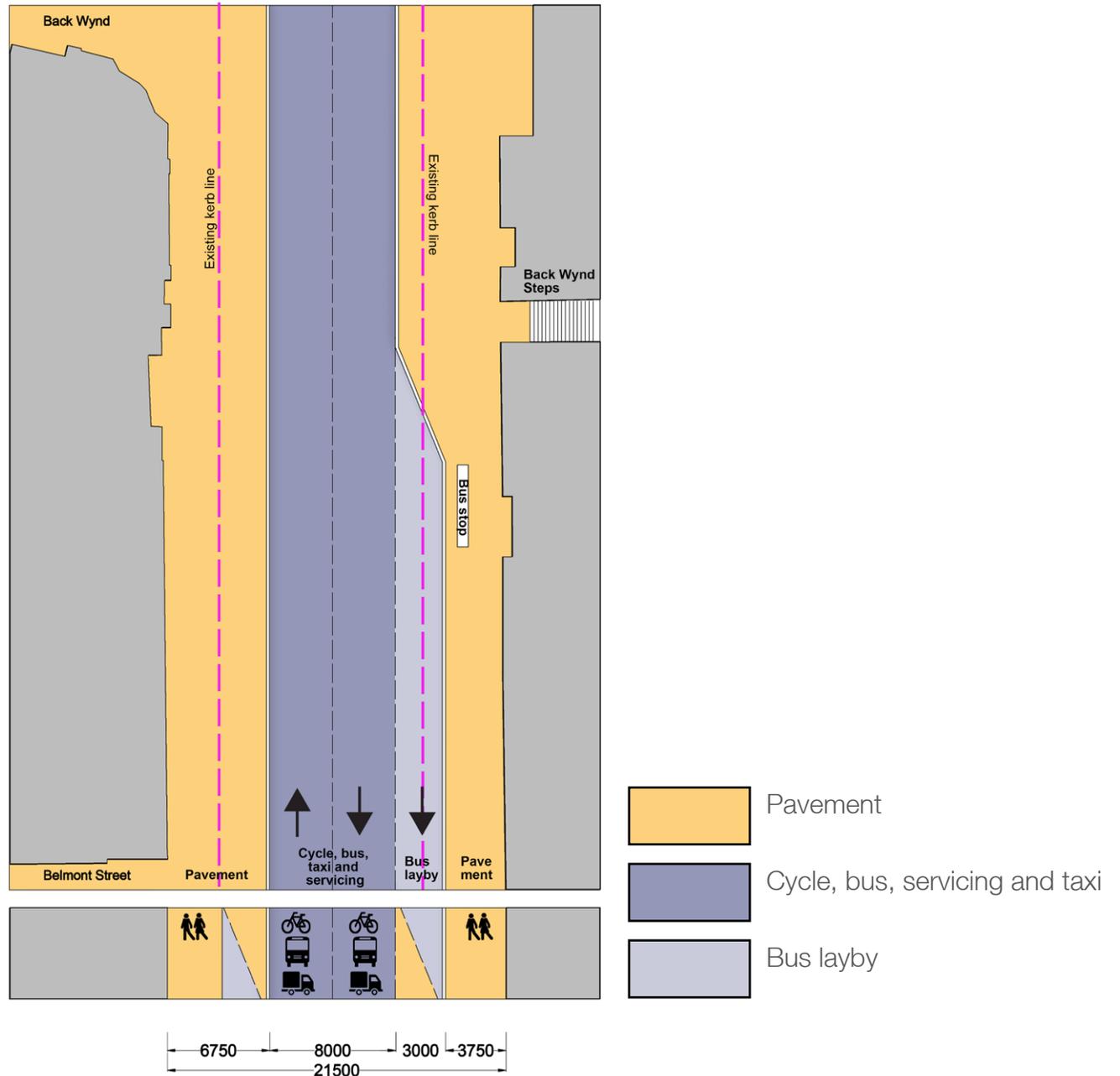
Option 4F is comprised of two lanes for cyclists, buses, taxis and service vehicles with intermittent pull off laybys for buses in order to facilitate boarding and alighting.

This would allow for significant pavement widening as the carriageway ranges from 8m -11m width, leaving minimum 10.5 metres for pedestrians, split between both sides of the street.

The adjacent layout shows a large pull off bus layby. In the full layout, there will be provision for three laybys, one on the east bound lane and two on the west bound lane, where the street width allows the placement of bus shelters.

Two of the bus laybys are indicated as 80 metres long, allowing a straightening distance of 45 metres which would allow 3 buses to stop. The third layby is 53m long, providing a straightening distance of 18m, which would allow 1 bus to stop. Two 16m long service laybys have also been incorporated into the full length layout.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.



# SCORING MATRIX APPRAISAL: OPTION 4F CCMP OBJECTIVES APPRAISAL

## Option 4F: Bus / cycle / taxi only – 2 lanes, With bus stop laybys, without segregated cycle facility

Appraisal Against CCMP Objectives	
<p><b>Objective 1:</b> Maximise pedestrian space</p> <p>✓</p>	<p>This option is likely to require a reduction in the south footway width, although this would be compensated by opportunities to increase the north footway width. Overall footway space available is projected to increase in comparison to the 'do minimum' option</p>
<p><b>Objective 2:</b> Ensure access for all</p> <p>✓</p>	<p>The removal of general traffic, and rationalisation of traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways.</p> <p>The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space.</p> <p>Accessibility of Central Union Street by bus and taxi is retained.</p> <p>Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.</p> <p>Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.</p>
<p><b>Objective 3:</b> Encourage active travel</p> <p>✓</p>	<p>The removal of general traffic increases the priority for people walking and cycling on Central Union Street, resulting in a safer and more welcoming environment for active travel, although the non-standard road layout and lack of dedicated cycle facilities could remain a barrier to cycling. Road lane widths for shared bus and cycle use are likely to be the minimum recommended which could act as a barrier to cycling amongst the less confident.</p>
<p><b>Objective 4:</b> Improve air quality</p> <p>✓✓</p>	<p>Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p>
<p><b>Objective 5:</b> Incorporate public transport</p> <p>✓✓</p>	<p>This option retains the ability to access Central Union Street by bus and provides additional priority to the bus via the removal of private vehicular traffic. Buses will be able to stop without impacting on the progress of other services, although stopping locations will be restricted to layby areas</p>
<p><b>Objective 6:</b> Accommodate events, parades, marches etc.</p> <p>✓</p>	<p>The removal of private vehicles from Union Street makes this more of an 'event-ready' space although bus and taxi diversions will need to be considered as part of future events planning.</p>

# SCORING MATRIX APPRAISAL: OPTION 4F CCMP OBJECTIVES APPRAISAL

<p><b>Objective 7: Include appropriate urban greenery</b></p> <p>✓</p>	<p>The rationalisation of traffic lanes in sections introduces minor greening opportunities.</p>
<p><b>Objective 8: Maximise the potential of commercial units</b></p> <p>✓</p>	<p>The development of more of a more people-focussed space with less traffic may increase footfall in the area, improving the viability of commercial units.</p>
<p><b>Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading</b></p> <p>✓</p>	<p>The additional pedestrian space facilitated by the rationalisation of traffic lanes may increase opportunities for more on-street activities.</p>
<p><b>Objective 10: Include space that facilitates appropriately controlled servicing</b></p> <p>✓</p>	<p>Bus stop laybys could also function as loading bays, although loading may be impeded by the quantum of buses using the area. Two service laybys have been incorporated into this option, allowing service vehicles to pull off the carriageway.</p>
<p><b>Objective 11: Allow emergency service access to all areas</b></p> <p>✓✓✓</p>	<p>This option will allow for appropriate emergency service access.</p>

# SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

Appraisal Against STAG Criteria	
<p><b>Environment</b></p> <p style="text-align: center;">✓</p>	<p>Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction.</p> <p>Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p> <p>There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of private vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant.</p> <p>Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance on Union Street, including a number of listed buildings. Care will need to be taken during construction to ensure these assets are protected.</p>
<p><b>Climate Change</b></p> <p style="text-align: center;">✓✓</p>	<p>The removal of private vehicular traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p> <p>The introduction of some planting and street trees will improve environmental quality and climate resilience.</p>
<p><b>Health, Safety and Wellbeing</b></p> <p style="text-align: center;">✓</p>	<p>The removal of private traffic could reduce the potential for accidents on this section, making this a safer space for pedestrians. The reduced space for vehicles could improve pedestrian crossing opportunities and reduce speeds, further improving safety. However, the non-standard road layout, and the absence of any dedicated cycle facilities means that this could be perceived as an unsafe space for cyclists. Road lane widths are likely to be the minimum recommended for shared bus and cycle use, therefore may raise safety concerns amongst less confident cyclists.</p> <p>Migration of traffic to surrounding streets could see such streets becoming less safe, unless appropriate mitigations are put in place.</p> <p>The presence of some vehicles moving through the street at all time of the day provides passive surveillance, potentially improving perceptions of safety and security.</p>

# SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

<p><b>Economy</b></p> <p>✓</p>	<p>The development of more of a more people-focussed space with less general traffic may increase footfall in the area, improving the viability of commercial units.</p> <p>The removal of general traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.</p>
<p><b>Equality and Accessibility</b></p> <p>✓</p>	<p>The removal of general traffic, and rationalisation of traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways.</p> <p>The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space.</p> <p>Accessibility of Central Union Street by bus and taxi is retained.</p> <p>Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.</p> <p>Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.</p>

# SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓</p>	<p><b>Partnership Policy Statement</b></p> <p>By prioritising public transport, this option supports the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel. However, by failing to substantially improve walking and cycling facilities, there are potential conflicts with the following commitments identified in the Council's Partnership Policy Statement:</p> <ul style="list-style-type: none"> <li>• We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and</li> <li>• Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</li> </ul> <p><b>Local Outcome Improvement Plan</b></p> <p>This option contributes to the following Stretch Outcome and associated Key drivers:</p> <ul style="list-style-type: none"> <li>• SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</li> <li>• Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision &amp; Routemap.</li> </ul> <p>As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space.</p> <ul style="list-style-type: none"> <li>• SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</li> <li>• Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence.</li> </ul> <p>By removing general traffic from Union Street Central, this option has potential to encourage more walking and cycling journeys to, from and within the City Centre.</p> <p><b>Aberdeen City – Central Locality Plan</b></p> <p>This option supports the following priorities identified by those living in the Central Locality:</p> <ul style="list-style-type: none"> <li>• Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – the increase in pedestrian space will improve opportunities for interaction and physical activity;</li> <li>• Improve mental health &amp; wellbeing of the population – people should benefit from the reduction in traffic noise and emissions and the visual amenity of the improved streetscape and associated greenery, and may be encouraged to better use and enjoy the space.</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓</p>	<p><b>Regional Economic Strategy</b></p> <p>By prioritising walking, wheeling, cycling and public transport on Union Street Central, this option contributes positively to the following objectives and actions of the Regional Economic Strategy:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in;</li> <li>• To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and</li> </ul> <p>Action:</p> <ul style="list-style-type: none"> <li>• Informed by assessment of ‘cross-city connections’, prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact.</li> </ul> <p>However, by failing to significantly improve active travel facilities, this option potentially conflicts with the following objective and action of the Regional Economic Strategy:</p> <p>Objective:</p> <ul style="list-style-type: none"> <li>• To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and</li> </ul> <p>Action</p> <ul style="list-style-type: none"> <li>• Secure significant improvements in the city’s green / active travel (walking, cycling) network.</li> </ul> <p><b>Strategic and Local Development Plan</b></p> <p>This option supports the Strategic Development Plan’s aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic.</p> <p>It also supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre.</p>
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# SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓</p>	<p><b>National, Regional and Local Transport Strategy</b></p> <p>NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of the pedestrian first, this option aligns with the Sustainable Travel and Investment Hierarchies, although the lack of a dedicated cycle facility in preference to maintaining carriageway space for public transport potentially conflicts with the hierarchy.</p> <p>NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the ‘4 pillars’ of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option supports the NTS2 and RTS priorities of:</p> <ul style="list-style-type: none"> <li>• Equality - with a minor positive impact on the Equality and Accessibility criteria noted;</li> <li>• Climate - with a moderate positive impact on the Climate Change criteria noted;</li> <li>• Economic prosperity - with a minor positive impact on the Economy criteria noted; and</li> <li>• Health and Wellbeing - with a minor positive impact on the Health and Wellbeing criteria noted.</li> </ul> <p>Via its potential to encourage transport modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes identified in the Aberdeen Local Transport Strategy:</p> <p>Aims:</p> <ul style="list-style-type: none"> <li>• A transport system that enables the efficient movement of people and goods;</li> <li>• A safe and more secure transport system;</li> <li>• A cleaner, greener transport system;</li> <li>• An integrated, accessible and socially inclusive transport system;</li> <li>• A transport system that facilitates healthy and sustainable living; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Increased modal share for public transport and active travel;</li> <li>• Improved journey time reliability for all modes; and</li> <li>• Improved air quality and the environment.</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓</p>	<p><b>Sustainable Urban Mobility Plan and Roads Hierarchy</b></p> <p>Similarly, the option contributes to the objectives and outcomes of the SUMP:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre;</li> <li>• Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by 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;</li> <li>• Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change;</li> <li>• Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society;</li> <li>• Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure; and</li> <li>• Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• A city centre that is accessible to all;</li> <li>• A safer city centre;</li> <li>• Improved physical and mental health of the local population;</li> <li>• Improved air quality in the city centre;</li> <li>• A reduction in the volume of private vehicles passing through the city centre;</li> <li>• A more pedestrian- and cycle-friendly city centre;</li> <li>• A city centre that prioritises the movement of people over the movement of vehicles;</li> <li>• More journeys being undertaken within the city centre by low- or no-emission forms of transport;</li> <li>• Increased mode share for active travel to, from and within the city centre;</li> <li>• Increased mode share for public transport to, from and within the city centre; and</li> <li>• Shorter public transport journey times and improved journey time reliability through the city centre.</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 4F STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓✓</p>	<p>However, the lack of any dedicated cycling infrastructure associated with this option potentially conflicts with the following objectives and outcomes:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre;</li> <li>• Improve connectivity between key destinations in and around the city centre by sustainable modes of transport;</li> <li>• Improve opportunities for multimodal journeys to, from and within the city centre; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing; and</li> <li>• An improved National Cycle Network Route 1 (NCN1) through the city centre.</li> </ul> <p>This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Union Street Central (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes.</p> <p><b>Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy</b></p> <p>This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project which envisages: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand.</p> <p>The option does support elements of the Net Zero Routemap, however, specifically the Mobility theme, with its key outcomes of:</p> <ul style="list-style-type: none"> <li>• Reduction in traffic across the city;</li> <li>• Reduction in proportion of journeys by car drivers to less than 50% by 2030;</li> <li>• Increased number of people taking public transport;</li> <li>• Increased number of people walking and wheeling; and</li> <li>• Reduced emissions from transport.</li> </ul> <p><b>Aberdeen Low Emission Zone</b></p> <p>This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.</p>
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# SCORING MATRIX APPRAISAL: OPTION 5D

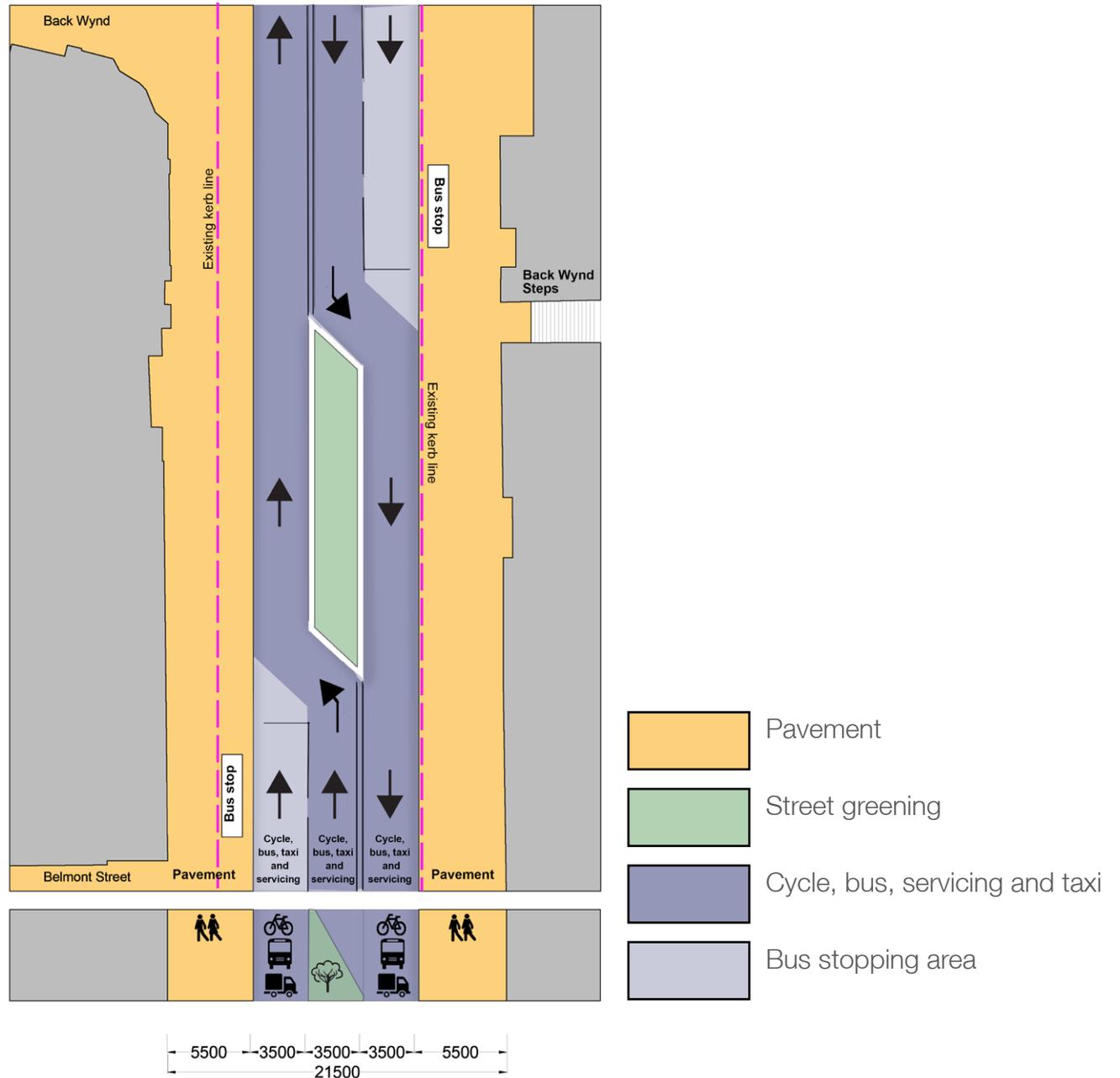
## Option 5D

Option 5D comprises of three lanes for cyclists, buses, taxis and service vehicles, where in addition to a standard two lane configuration, a third lane is introduced intermittently on either side of the street to allow for bus stops. The main carriageway diverts around the third lane allowing buses, service vehicles and taxis to overtake stationary vehicles.

When the third lane switches from one side of the carriageway to the other, a large central reservation is introduced, creating the opportunity for the introduction of some street greening and crossing points for pedestrians.

This option reduces the existing carriageway from four lanes to three, allowing for some pavement widening, particularly on the north side of the street.

Cycle, bus, service and taxi lanes are shown as 3.5 metres wide. In this option, the cyclists, buses, taxis and service vehicles will share the same space.



# SCORING MATRIX APPRAISAL: OPTION 5D CCMP OBJECTIVES APPRAISAL

## Option 5D: Bus / cycle / taxi only – 3 lanes, with bus stops, without segregated cycle facility

Appraisal Against CCMP Objectives	
<b>Objective 1:</b> <b>Maximise pedestrian space</b> 	Reducing the existing carriageway space to 3 lanes will enable footway widening and some additional space to be given over to pedestrians
<b>Objective 2:</b> <b>Ensure access for all</b> 	The removal of general traffic, and rationalisation of the space to 3 traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways.  The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space.  Accessibility of Central Union Street by bus and taxi is retained.  Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.  Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.
<b>Objective 3:</b> <b>Encourage active travel</b> 	The removal of general traffic increases the priority for people walking and cycling on Central Union Street, resulting in a safer and more welcoming environment for active travel, although the non-standard road layout and lack of dedicated cycle facilities could remain a barrier to cycling.
<b>Objective 4:</b> <b>Improve air quality</b> 	Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.
<b>Objective 5:</b> <b>Incorporate public transport</b> 	This option retains the ability to access Central Union Street by bus and provides additional priority to the bus via the removal of private vehicular traffic. By preserving three lanes of traffic, opportunities for buses to overtake one another will be available, although stopping locations will be restricted to sections where there is a third lane available
<b>Objective 6:</b> <b>Accommodate events, parades, marches etc.</b> 	The removal of private vehicles from Union Street makes this more of an 'event-ready' space although bus and taxi diversions will need to be considered as part of future events planning.

# SCORING MATRIX APPRAISAL: OPTION 5D CCMP OBJECTIVES APPRAISAL

<p><b>Objective 7: Include appropriate urban greenery</b></p> <p>✓</p>	<p>The additional pedestrian space and a central reservation in the carriageway introduce minor greening opportunities.</p>
<p><b>Objective 8: Maximise the potential of commercial units</b></p> <p>✓</p>	<p>The development of a more people-focussed space with less traffic may increase footfall in the area, improving the viability of commercial units.</p>
<p><b>Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading</b></p> <p>✓</p>	<p>The additional pedestrian space may increase opportunities for an increase in on-street activities.</p>
<p><b>Objective 10: Include space that facilitates appropriately controlled servicing</b></p> <p>✓</p>	<p>This option will include servicing laybys, although access and egress may be impeded by the volume of buses in the area.</p>
<p><b>Objective 11: Allow emergency service access to all areas</b></p> <p>✓✓✓</p>	<p>This option will allow for appropriate emergency service access.</p>

# SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

Appraisal Against STAG Criteria	
<p><b>Environment</b></p> <p>✓</p>	<p>Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction.</p> <p>Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p> <p>There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of private vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant.</p> <p>Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance on Union Street, including a number of listed buildings. Care will need to be taken during construction to ensure these assets are protected.</p>
<p><b>Climate Change</b></p> <p>✓✓</p>	<p>The removal of private vehicular traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ. There is also scope to encourage modal shift to and from the city centre via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p> <p>The introduction of some planting and street trees will improve environmental quality and climate resilience.</p>
<p><b>Health, Safety and Wellbeing</b></p> <p>×</p>	<p>The removal of private traffic could reduce the potential for accidents on this section, making this a safer space for pedestrians. The reduced space for vehicles could improve pedestrian crossing opportunities and reduce speeds, further improving safety.</p> <p>However, the non-standard road layout, with one central overtaking lane intermittently on either side of the street, could cause some confusion, especially in terms of who has priority on the central lane and when merging. There is also a risk of vehicles getting ‘stuck’ in the central lane, and having to undertake risky manoeuvres to get back to the main carriageway. These issues could see an increase in collisions, resulting in the feeling of an unsafe space for all users. The road layout, coupled with the absence of any dedicated cycle facilities, means that this could be perceived as an unsafe space for cyclists in particular.</p> <p>Migration of traffic to surrounding streets could see such streets becoming less safe, unless appropriate mitigations are put in place.</p> <p>The presence of some vehicles moving through the street at all time of the day provides passive surveillance, potentially improving perceptions of safety and security.</p>

# SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

<p><b>Economy</b></p> <p>✓</p>	<p>The development of a more people-focussed space with less general traffic may increase footfall in the area, improving the viability of commercial units.</p> <p>The removal of general traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.</p>
<p><b>Equality and Accessibility</b></p> <p>✓</p>	<p>The removal of general traffic, and rationalisation of the space to 3 traffic lanes, will allow pedestrians to use the space more freely and improve the ability to cross between footways.</p> <p>The non-standard road layout and lack of dedicated cycle facilities could raise safety concerns and be a barrier to cyclists using the space.</p> <p>Accessibility of Central Union Street by bus and taxi is retained.</p> <p>Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.</p> <p>Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.</p>

# SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p style="text-align: center;">✓</p>	<p><b>Partnership Policy Statement</b></p> <p>By prioritising public transport on Union Street, this option supports the Council’s vision of A good quality and environmentally friendly transport network where people have real choices about how to travel. By failing to substantially improve cycling facilities, however, there are potential conflicts with the following commitments identified in the Council’s Partnership Policy Statement:</p> <ul style="list-style-type: none"> <li>• We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and</li> <li>• Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</li> </ul> <p><b>Local Outcome Improvement Plan</b></p> <ul style="list-style-type: none"> <li>• This option contributes to the following Stretch Outcome and associated Key driver:</li> <li>• SO13 - Addressing climate change by reducing Aberdeen’s carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</li> <li>• Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen’s Net Zero Vision &amp; Routemap.</li> <li>• As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space.</li> </ul> <p>However, it potentially conflicts with the following, as a result of the safety concerns, especially for cyclists, noted during the appraisal:</p> <ul style="list-style-type: none"> <li>• SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</li> <li>• Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence.</li> </ul> <p><b>Aberdeen City – Central Locality Plan</b></p> <ul style="list-style-type: none"> <li>• This option supports the following priorities identified by those living in the Central Locality:</li> <li>• Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – the increase in pedestrian space will improve opportunities for interaction and physical activity;</li> <li>• Improve mental health &amp; wellbeing of the population – people should benefit from the visual amenity of the improved streetscape and associated greenery, and may be encouraged to better use and enjoy the space, given the reduction in motorised traffic.</li> </ul> <p><b>Regional Economic Strategy</b></p> <ul style="list-style-type: none"> <li>• By prioritising public transport on Union Street Central, this option contributes positively to the following objectives and actions of the Regional Economic Strategy:</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in;</li> <li>• To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and</li> </ul> <p>Action:</p> <ul style="list-style-type: none"> <li>• Informed by assessment of ‘cross-city connections’, prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact.</li> </ul> <p>However, by failing to significantly improve active travel facilities, this option potentially conflicts with the following objective and action of the Regional Economic Strategy:</p> <ul style="list-style-type: none"> <li>• Objective: To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and</li> <li>• Action: Secure significant improvements in the city’s green / active travel (walking, cycling) network.</li> </ul> <p><b>Strategic and Local Development Plan</b></p> <p>This option supports the Strategic Development Plan’s aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic.</p> <p>It also potentially supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre.</p> <p><b>National, Regional and Local Transport Strategy</b></p> <p>NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of the pedestrian first, this option aligns with the Sustainable Travel and Investment Hierarchies, although the lack of a dedicated cycle facility in preference to maintaining carriageway space for vehicles conflicts with the hierarchy.</p> <p>NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the ‘4 pillars’ of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option supports the NTS2 and RTS priorities of:</p> <ul style="list-style-type: none"> <li>• Equality - with a minor positive impact on the Equality and Accessibility criteria noted;</li> <li>• Climate - with a minor positive impact on the Climate Change criteria noted;</li> <li>• Economic prosperity - with a minor positive impact on the Economy criteria noted.</li> </ul> <p>However it may be in conflict with national and regional Health and Wellbeing priorities, with a minor negative impact on the Health, Safety and Wellbeing criteria noted.</p>
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# SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p>Via its potential to encourage transport modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes of the Aberdeen Local Transport Strategy:</p> <p>Aims:</p> <ul style="list-style-type: none"> <li>• A transport system that enables the efficient movement of people and goods;</li> <li>• A cleaner, greener transport system;</li> <li>• An integrated, accessible and socially inclusive transport system;</li> <li>• A transport system that facilitates healthy and sustainable living; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Increased modal share for public transport and active travel; and</li> <li>• Improved air quality and the environment.</li> </ul> <p>However, as a result of safety concerns noted during appraisal of this option, it potentially conflicts with the following aim and outcome:</p> <ul style="list-style-type: none"> <li>• Aim - A safe and more secure transport system; and</li> <li>• Outcome - Improved road safety within the City.</li> </ul> <p><b>Sustainable Urban Mobility Plan and Roads Hierarchy</b></p> <p>The option contributes to the following objectives and outcomes of the SUMP:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre;</li> <li>• Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by 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;</li> <li>• Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Improved air quality in the city centre;</li> <li>• A reduction in the volume of private vehicles passing through the city centre;</li> <li>• A city centre that prioritises the movement of people over the movement of vehicles;</li> <li>• More journeys being undertaken within the city centre by low- or no-emission forms of transport;</li> <li>• Increased mode share for active travel to, from and within the city centre;</li> <li>• Increased mode share for public transport to, from and within the city centre; and</li> <li>• Shorter public transport journey times and improved journey time reliability through the city centre.</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 5D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p>However, given the safety concerns noted during appraisal of this option, it potentially conflicts with the following objectives and outcomes:</p> <p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>• Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society;</li> <li>• Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure;</li> <li>• Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre;</li> <li>• Improve connectivity between key destinations in and around the city centre by sustainable modes of transport;</li> <li>• Improve opportunities for multimodal journeys to, from and within the city centre; and</li> </ul> <p><b>Outcomes</b></p> <ul style="list-style-type: none"> <li>• A city centre that is accessible to all;</li> <li>• A safer city centre;</li> <li>• Improved physical and mental health of the local population;</li> <li>• A more pedestrian- and cycle-friendly city centre;</li> <li>• Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing; and</li> <li>• An improved National Cycle Network Route 1 (NCN1) through the city centre.</li> </ul> <p>This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Union Street Central (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes.</p> <p><b>Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy</b></p> <p>This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand.</p> <p>The option supports elements of the Net Zero Routemap, however, specifically the Mobility theme, with its key outcomes of:</p> <ul style="list-style-type: none"> <li>• Reduction in traffic across the city;</li> <li>• Reduction in proportion of journeys by car drivers to less than 50% by 2030;</li> <li>• Increased number of people taking public transport;</li> <li>• Increased number of people walking and wheeling; and</li> <li>• Reduced emissions from transport.</li> </ul> <p><b>Aberdeen Low Emission Zone</b></p> <p>This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.</p>
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# SCORING MATRIX APPRAISAL: OPTION 6D

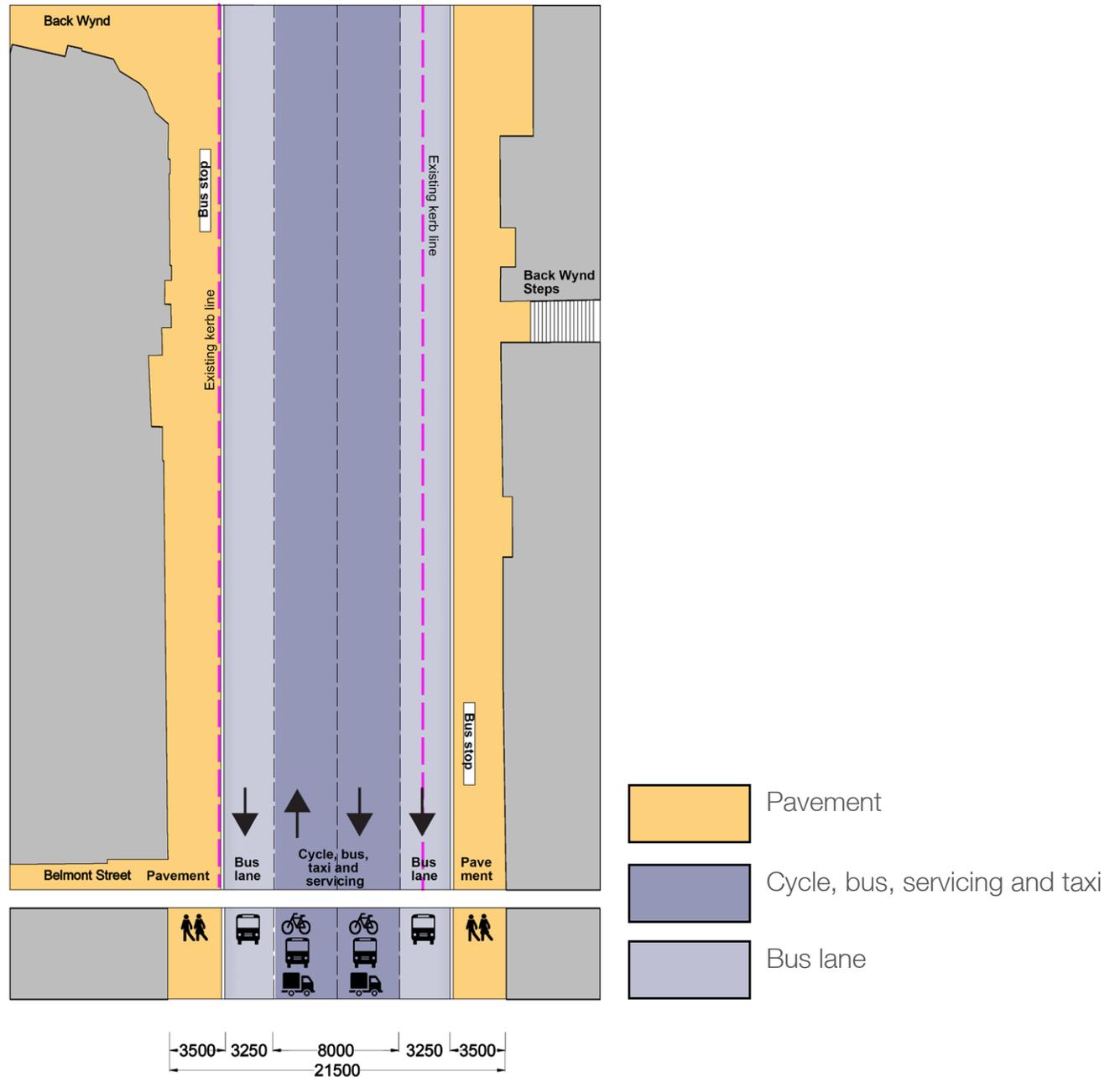
## Option 6D

Option 6D is similar in transport logistics to option 1, but with the removal of general traffic. The carriageway comprises of four lanes of traffic, 2 for cycling, buses, taxi's and servicing and 2 outer lanes for buses only.

The carriageway is widened to 14.5m to comply with modern road design guidance with the central lanes at 4m and bus lanes at 3.25m. This leads to a narrowing of the pavements to a minimum of 3m wide, reducing the amount of space for pedestrians and wheeled users.

Due to the narrow pavements in this option, there is no provision for street greening, play or seating along the length of Union Street Central and bus shelters are limited to areas where the pavement is wide enough to accommodate them.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.



# SCORING MATRIX APPRAISAL: OPTION 6D CCMP OBJECTIVES APPRAISAL

## Option 6D: Bus / cycle / taxi only – 4 lanes, with bus stops, without segregated cycle facility

Appraisal Against CCMP Objectives	
<b>Objective 1: Maximise pedestrian space</b>  xx	This option requires the loss of footway space in order to accommodate 4 traffic lanes of the required modern standard.
<b>Objective 2: Ensure access for all</b>  -	The space required to deliver 4 traffic lanes will restrict opportunities for any improvements to pedestrian and cycle accessibility, although the removal of private traffic from the space will have some minor benefits.  Accessibility of Central Union Street by bus and taxi is retained.  Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.
<b>Objective 3: Encourage active travel</b>  x	The space required to deliver 4 modern standard traffic lanes reduces the available pedestrian space on a traditionally crowded section of Union Street, potentially reducing the attractiveness of walking, although the removal of private traffic from the space will have some minor benefits. Road lane widths are likely to be the minimum recommended which could act as a barrier to cycling for the less confident.
<b>Objective 4: Improve air quality</b>  ✓	Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ.
<b>Objective 5: Incorporate public transport</b>  ✓✓✓	This option retains the ability to access Central Union Street by bus and provides additional priority to the bus via the removal of private vehicular traffic. Four vehicle lanes allows stopping of buses on Union Street without impacting on the progress of other services.
<b>Objective 6: Accommodate events, parades, marches etc.</b>  ✓	The removal of private vehicles from Union Street makes this more of an 'event-ready' space although bus and taxi diversions will need to be considered as part of future events planning.

# SCORING MATRIX APPRAISAL: OPTION 6D CCMP OBJECTIVES APPRAISAL

<p><b>Objective 7: Include appropriate urban greenery</b></p> <p>-</p>	<p>The space required to deliver 4 traffic lanes will restrict opportunities for any significant greening of the space.</p>
<p><b>Objective 8: Maximise the potential of commercial units</b></p> <p>✓</p>	<p>The removal of general traffic may increase footfall in the area, improving the viability of commercial units.</p>
<p><b>Objective 9: Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading</b></p> <p>-</p>	<p>The space required to deliver 4 traffic lanes will restrict opportunities for any increase in on-street activities.</p>
<p><b>Objective 10: Include space that facilitates appropriately controlled servicing</b></p> <p>✓✓✓</p>	<p>This option offers most scope for unhindered servicing.</p>
<p><b>Objective 11: Allow emergency service access to all areas</b></p> <p>✓✓✓</p>	<p>This option allows for emergency service access.</p>

# SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

Appraisal Against STAG Criteria	
<p><b>Environment</b></p> <p>✓</p>	<p>Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Improvements to drainage and flooding will be considered during detailed design and construction. Given this is the option that most closely mirrors the existing layout, the requirement for construction and associated negative environmental impacts will be minimised.</p> <p>Air quality will improve in the central section of Union Street via the removal of private vehicular traffic, creating a cleaner and more pleasant environment. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ.</p> <p>There may be an increase in noise during the construction period, however in the long term, Central Union Street will see a reduction in noise as a result of the removal of private vehicular traffic, creating a quieter and more pleasant environment. Any migration of traffic will be to existing urban traffic corridors so any increase in noise in other areas should not be significant.</p> <p>Union Street forms part of the City Centre Conservation Area, and there are a number of structures of historic importance on Union Street, including a number of listed buildings. Care will need to be taken during construction to ensure these assets are protected.</p>
<p><b>Climate Change</b></p> <p>✓</p>	<p>The removal of private vehicular traffic will see a reduction of greenhouse gas emissions on Central Union Street. Although some of this traffic will migrate to surrounding streets, the impacts of this will be mitigated by further restrictions around the central core and implementation of the LEZ.</p>
<p><b>Health, Safety and Wellbeing</b></p> <p>✓</p>	<p>The removal of private traffic could reduce the potential for accidents on this section, making this a safer space for pedestrians and cyclists, and reduce the volume of harmful emissions released in this area.</p> <p>Migration of traffic to surrounding streets could, however, see such streets becoming less safe, unless appropriate mitigations are put in place.</p> <p>Road lane widths are likely to be the minimum recommended for shared bus and cycle use, therefore may raise safety concerns amongst less confident cyclists.</p> <p>The presence of some vehicles moving through the street at all time of the day provides passive surveillance, potentially improving perceptions of safety and security.</p>

# SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

<p><b>Economy</b></p> <p>✓</p>	<p>The removal of general traffic may increase footfall in the area, improving the viability of commercial units, however this could be counteracted by the narrower pavements.</p> <p>The removal of general traffic from Central Union Street, coupled with traffic restrictions on surrounding streets, will see an increase in journey times for users of the private car, and increased volumes of traffic on streets around the city centre, potentially resulting in less reliable journey times. This will be mitigated by improvements to active travel and public transport networks to encourage and enable modal shift for private journeys, and by ensuring that appropriate servicing and delivery access is maintained for all properties, to ensure the impacts on economically important traffic is minimised.</p>
<p><b>Equality and Accessibility</b></p> <p>-</p>	<p>The removal of general traffic may allow pedestrians to move around the space more freely, although there will still be a large volume of buses in the space and there are no improvements to cycle accessibility.</p> <p>Accessibility of Central Union Street by bus and taxi is retained.</p> <p>Union Street no longer functions as a through-route for general traffic, although full accessibility to the majority of key city centre destinations, including car parks, is maintained for all.</p> <p>Detailed designs will give full cognisance to the implications on all users and aim to ensure that the final option detail is as accessible as possible to all users.</p>

# SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p><b>Partnership Policy Statement</b></p> <p>By prioritising public transport on Union Street, this option supports the Council's vision of A good quality and environmentally friendly transport network where people have real choices about how to travel. By failing to improve walking and cycling facilities, however, there are conflicts with the following commitments identified in the Council's Partnership Policy Statement:</p> <ul style="list-style-type: none"> <li>• We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; and</li> <li>• Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</li> </ul> <p><b>Local Outcome Improvement Plan</b></p> <p>This option contributes to the following Stretch Outcome and associated Key driver:</p> <ul style="list-style-type: none"> <li>• SO13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</li> <li>• Key driver 13.1 - Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision &amp; Routemap.</li> </ul> <p>As noted in the Climate Change section, this option is anticipated to bring emissions reduction as a result of reduced traffic and modal shift, and support climate improvement and resilience via opportunities for increased greening of the space.</p> <p>However, it potentially conflicts with the following:</p> <ul style="list-style-type: none"> <li>• SO14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</li> <li>• Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence.</li> </ul> <p>This option reduces the footway space for pedestrians and does not provide significant improvements to cycle facilities.</p> <p><b>Aberdeen City – Central Locality Plan</b></p> <p>This option conflicts with the following priorities identified by those living in the Central Locality:</p> <ul style="list-style-type: none"> <li>• Maximise use of spaces in communities to create opportunities for people to connect and increase physical activity – in that it reduces pedestrian space to accommodate 4 modern standard traffic lanes; and</li> <li>• Improve mental health &amp; wellbeing of the population – in that it maintains a traffic-dominated environment.</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p><b>Regional Economic Strategy</b></p> <p>By prioritising public transport on Union Street Central, this option potentially contributes positively to the following objectives and actions of the Regional Economic Strategy:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in;</li> <li>• To significantly improve the city centre and enhance leisure and recreation facilities and regenerate our town and communities, including a vibrant rural economy; and</li> </ul> <p>Action:</p> <p>Informed by assessment of ‘cross-city connections’, prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact.</p> <p>However, by failing to significantly improve active travel facilities, this option potentially conflicts with the following objective and action of the Regional Economic Strategy:</p> <ul style="list-style-type: none"> <li>• Objective: To improve deployment of low carbon transport in the city and urban areas, through active travel networks; and</li> <li>• Action: Secure significant improvements in the city’s green / active travel (walking, cycling) network.</li> </ul> <p><b>Strategic and Local Development Plan</b></p> <p>This option supports the Strategic Development Plan’s aspiration for a City Centre Transformation Zone which is promoted through excellent public transport links and by minimising the impact of traffic.</p> <p>It also potentially supports aspirations identified in the Proposed Aberdeen Local Development Plan 2022 to increase city centre footfall and living, and to improve the retail and tourism offering in the city centre.</p> <p><b>National, Regional and Local Transport Strategy</b></p> <p>NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy. By putting the needs of public transport users above the needs of people walking, wheeling and cycling, this option conflicts with the Sustainable Travel and Investment Hierarchies.</p>
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# SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p>NTS2 identifies 4 priorities: Reducing inequalities, Taking climate action, Helping deliver inclusive economic growth, and Improving our health and wellbeing. These are closely mirrored in the '4 pillars' of the RTS: Equality, Climate, Prosperity, and Wellbeing. Based on the above appraisal against the STAG criteria, this option supports the NTS2 and RTS priorities of:</p> <ul style="list-style-type: none"> <li>• Climate - with a minor positive impact on the Climate Change criteria noted;</li> <li>• Economic prosperity - with a minor positive impact on the Economy criteria noted; and</li> <li>• Health and wellbeing - with a minor positive impact on the Health, Safety and Wellbeing criteria noted.</li> </ul> <p>Via its potential to encourage transport modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes of the Aberdeen Local Transport Strategy:</p> <p>Aims:</p> <ul style="list-style-type: none"> <li>• A transport system that enables the efficient movement of people and goods;</li> <li>• A cleaner, greener transport system;</li> <li>• An integrated, accessible and socially inclusive transport system;</li> <li>• A transport system that facilitates healthy and sustainable living; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Increased modal share for public transport and active travel; and</li> <li>• Improved air quality and the environment.</li> </ul> <p><b>Sustainable Urban Mobility Plan and Roads Hierarchy</b></p> <p>This option contributes positively to the following objectives and outcomes of the SUMP.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre;</li> <li>• Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society;</li> <li>• Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times; and</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p>Outcomes:</p> <ul style="list-style-type: none"> <li>• A city centre that is accessible to all;</li> <li>• Improved air quality in the city centre;</li> <li>• A reduction in the volume of private vehicles passing through the city centre;</li> <li>• More journeys being undertaken within the city centre by low- or no-emission forms of transport;</li> <li>• Increased mode share for public transport to, from and within the city centre; and</li> <li>• Shorter public transport journey times and improved journey time reliability through the city centre.</li> </ul> <p>Given the limited impacts of this option, however, in enabling and encouraging more active travel journeys within Union Street Central, it potentially conflicts with the following SUMP objectives and outcomes:</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of place by 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;</li> <li>• Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change;</li> <li>• Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure;</li> <li>• Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre;</li> <li>• Improve connectivity between key destinations in and around the city centre by sustainable modes of transport;</li> <li>• Improve opportunities for multimodal journeys to, from and within the city centre; and</li> </ul> <p>Outcomes:</p> <ul style="list-style-type: none"> <li>• Improved physical and mental health of the local population;</li> <li>• A more pedestrian- and cycle-friendly city centre;</li> <li>• Coherent, safe and attractive cycle routes to and through the city centre connecting major areas of employment and housing;</li> <li>• An improved National Cycle Network Route 1 (NCN1) through the city centre;</li> <li>• A city centre that prioritises the movement of people over the movement of vehicles; and</li> <li>• Increased mode share for active travel to, from and within the city centre.</li> </ul>
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# SCORING MATRIX APPRAISAL: OPTION 6D STAG APPRAISAL

<p><b>Established Policy Directives</b></p> <p>✓</p>	<p>This option supports delivery of the revised North East Scotland Roads Hierarchy by removing the majority of traffic from Central Union Street (redesignated from an A-road to an unclassified road in 2020) and the surrounding area, and encouraging traffic (especially through-traffic which does not have an origin or destination in the city centre) onto more appropriate A- and B-class orbital routes).</p> <p><b>Net Zero Vision and Routemap for Aberdeen, and Mobility Strategy</b></p> <p>This option conflicts with the Net Zero vision for Aberdeen and supporting Strategic Infrastructure Plan, particularly the Sustainability Mobility goal which identifies full pedestrianisation of urban streets as a critical success factor, and the City Centre Regeneration high priority project: Traffic management measures and network improvements leading to pedestrianisation and cycling opportunities accompanied by a 20% reduction in traffic demand.</p> <p>The option does support elements of the Net Zero Routemap, however, specifically the Mobility theme, with its key outcomes of:</p> <ul style="list-style-type: none"><li>• Reduction in traffic across the city;</li><li>• Reduction in proportion of journeys by car drivers to less than 50% by 2030;</li><li>• Increased number of people taking public transport; and</li><li>• Reduced emissions from transport.</li></ul> <p><b>Aberdeen Low Emission Zone</b></p> <p>This option supports the approved LEZ which assumes the removal of general traffic from Union Street Central to achieve the maximum air quality benefits.</p>
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# SCORING MATRIX APPRAISAL SUMMARY

The following tables summarise the outcomes of the options appraisal process and highlights the performance of each option against the CCMP objectives and STAG criteria.

	Option 1 Do minimum	Option 2 Full pedestrianisation	Option 4F 2 lanes with bus stop laybys	Option 5D 3 lanes	Option 6D 4 lanes
<b>Appraisal Against CCMP Objectives</b>					
<b>Objective 1:</b> Maximise pedestrian space	-	✓✓✓	✓	✓	xx
<b>Objective 2:</b> Ensure access for all	-	✓✓	✓	✓	-
<b>Objective 3:</b> Encourage active travel	-	✓✓✓	✓	✓	x
<b>Objective 4:</b> Improve air quality	-	✓✓	✓✓	✓✓	✓
<b>Objective 5:</b> Incorporate public transport	✓✓	-	✓✓	✓✓	✓✓✓
<b>Objective 6:</b> Accommodate events, parades, marches etc.	-	✓✓✓	✓	✓	✓
<b>Objective 7:</b> Include appropriate urban greenery	-	✓✓✓	✓	✓	-
<b>Objective 8:</b> Maximise the potential of commercial units	-	✓✓✓	✓	✓	✓
<b>Objective 9:</b> Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading	-	✓✓✓	✓	✓	-
<b>Objective 10:</b> Include space that facilitates appropriately controlled servicing	✓✓✓	✓	✓	✓	✓✓✓
<b>Objective 11:</b> Allow emergency service access to all areas.	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
<b>Appraisal Against STAG Criteria</b>					
<b>Environment</b>	-	✓✓✓	✓	✓	✓
<b>Climate Change</b>	-	✓✓	✓✓	✓✓	✓
<b>Health, Safety and Wellbeing</b>	-	✓✓✓	✓	x	✓
<b>Economy</b>	-	✓✓✓	✓	✓	✓
<b>Equality and Accessibility</b>	-	✓✓	✓	✓	-
<b>Established Policy Directives</b>	xx	✓✓✓	✓✓	✓	✓

# SCORING MATRIX APPRAISAL SUMMARY

There is therefore evidence from the high-level appraisal exercise to sift out:

- Option 5D as a result of safety concerns, suggesting a minor negative impact on the Health, Safety and Wellbeing criteria. This is explained further in the following section.

This results in the following remaining options proceeding to further appraisal:

- Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)
- Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)
- Option 4F: Bus / cycle / taxi only – 2 lanes, with bus stop laybys, without segregated cycle facility
- Option 6D: Bus / cycle / taxi only – 4 lanes, with bus stops, without segregated cycle facility

Hereafter, the shortlisted options will be renumbered in order to improve readability of the final sections of the document as follows;

- Option 1: Do Minimum (revert to pre-Spaces for People road layout; routine maintenance and improvements)
- Option 2: Full Pedestrianisation (with central cycle and servicing corridor and servicing laybys)
- Option 3: Bus / cycle / taxi only – 2 lanes, with bus stop laybys, without segregated cycle facility
- Option 4: Bus / cycle / taxi only – 4 lanes, with bus stops, without segregated cycle facility

# **06**

## **OPTIONS CONSIDERED NOT FEASIBLE**

# INTERVENTION 5D: 3 LANES WITH NO SEGREGATED CYCLEWAY & WITH BUS STOPS

## SUMMARY STATEMENT

Option 5D comprises of three lanes for cycling, buses, taxis and servicing, where in addition to a standard two lane configuration, a third lane is introduced intermittently on either side of the street to allow for bus stops. The main carriageway diverts around the third lane allowing buses, services and taxis to overtake stationary vehicles.

When the third lane switches from one side of the carriageway to the other, a large central reservation is introduced, creating the opportunity for the introduction of some street greening and crossing points for pedestrians.

This option reduces the existing carriageway from four lanes to three, allowing for some pavement widening, particularly on the north side of the street.

Cycle, bus, service and taxi lanes are shown as 3.5 metres wide. In this option, the cyclists, buses, taxis and service vehicles will share the same space.

## PROS

- Reduced carriageway allows for some widening of pavements to increase pedestrian user experience and augment likely commercial activity
- Central reservation provides opportunity for street greening and crossing islands
- Bus access allows drop off for pedestrians in Union Street Central at bus stops
- Restricted vehicular corridors create less space for vehicles, slowing them down, creating safer space for pedestrians
- Overtaking lane allows vehicles to overtake static buses
- Vehicles moving through the street provide passive surveillance
- Reduced levels of NO2 emissions improving place health and commercial residential context with closure to private vehicles – though this depends on bus quality

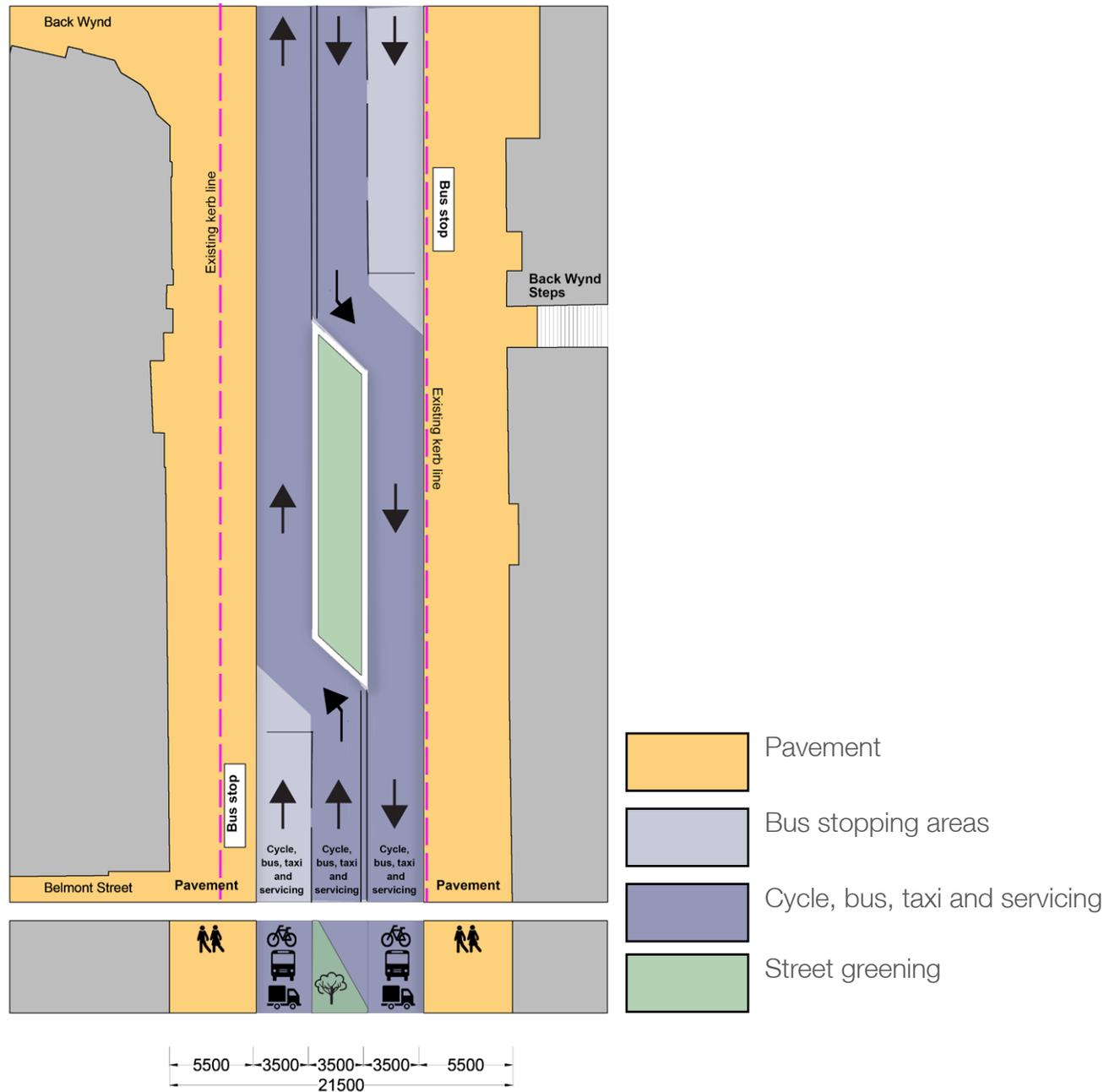
## CONS

- Non standard road layout, lane priority may be ambiguous to road users, particularly cyclists
- Service layby and taxi drop off may be impeded by quantum of buses
- Pedestrians will be restricted to crossing the streets at crossing points
- Safety concerns caused by lack of clarity regarding priority on the carriageway
- Conflict between cyclists, buses, and service vehicles
- Less flexibility for different types of events
- It is unlikely that vehicles would use the overtaking lane as this puts them at a disadvantage and may become stuck, introducing unnecessary scenarios which could compound gridlock
- Greenspace vertical and profile likely to introduce risk to/nullify events/parades
- It is not clear who has priority at the merge of 2 lanes down to one.
- It is not clear where service vehicles would stop.
- Limited opportunities for play and street greening
- Signalised crossings for pedestrians will further impact tailbacks and delays

## BASIS FOR DISCOUNTING

Option 5D has been discounted on the basis of road safety concerns regarding two lanes merging into one. A lack of understanding of priority could potentially lead to accidents, with a particular risk to cyclists.

The central reservations provides the opportunity for street greening, however this would generally be unusable space due to its proximity to traffic, meaning pedestrians gain limited benefit from the reduced carriageway.



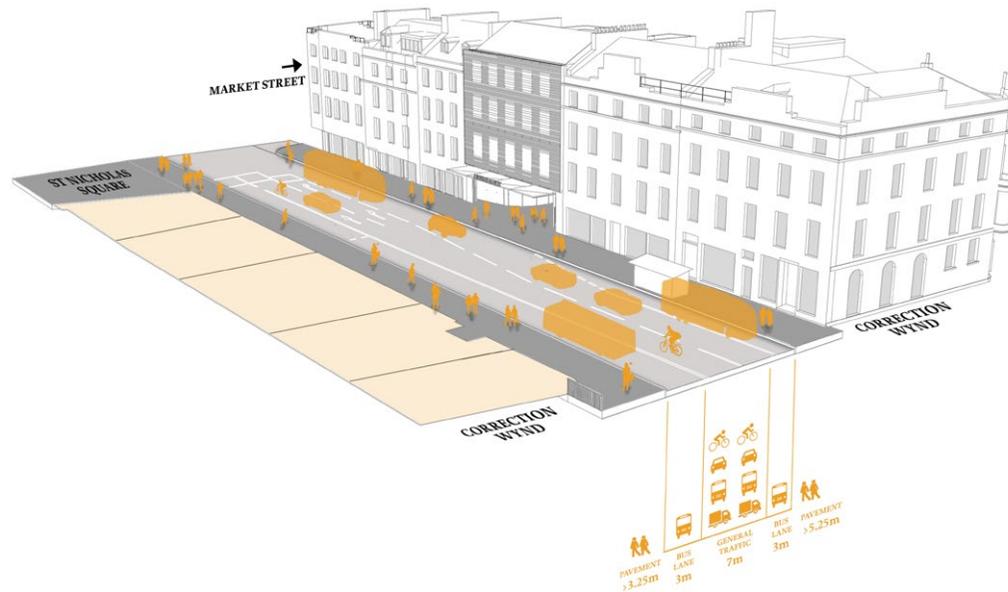
# 07

## OPTIONS SHORTLIST

# OPTIONS SHORTLIST

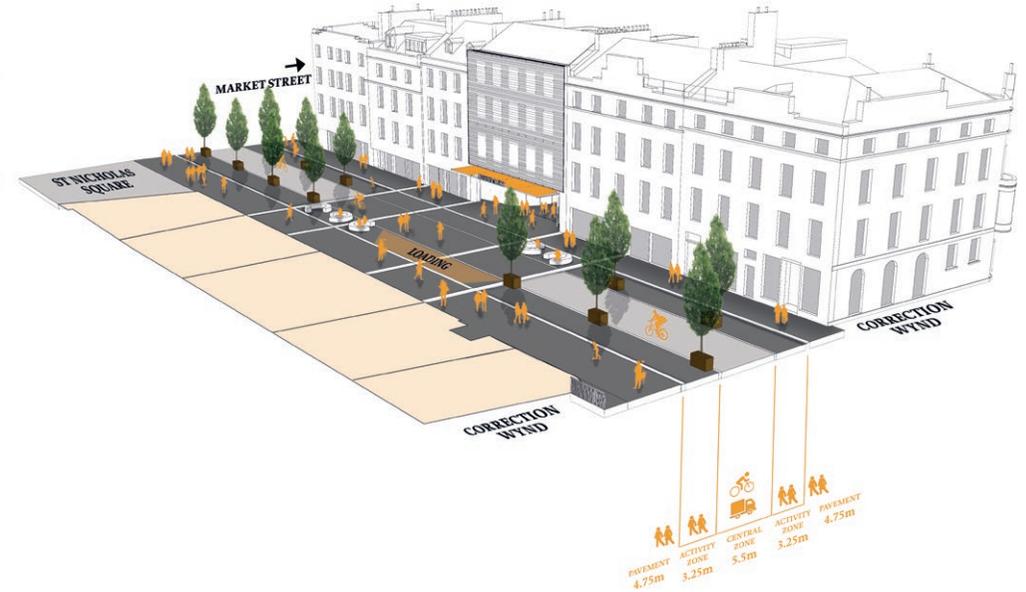
As stated previously, the 4 shortlisted options have been re-numbered from 1,2 4F and 6D to 1, 2, 3 and 4 in order to improve readability of the final sections of the document.

## Option 1: Do minimum



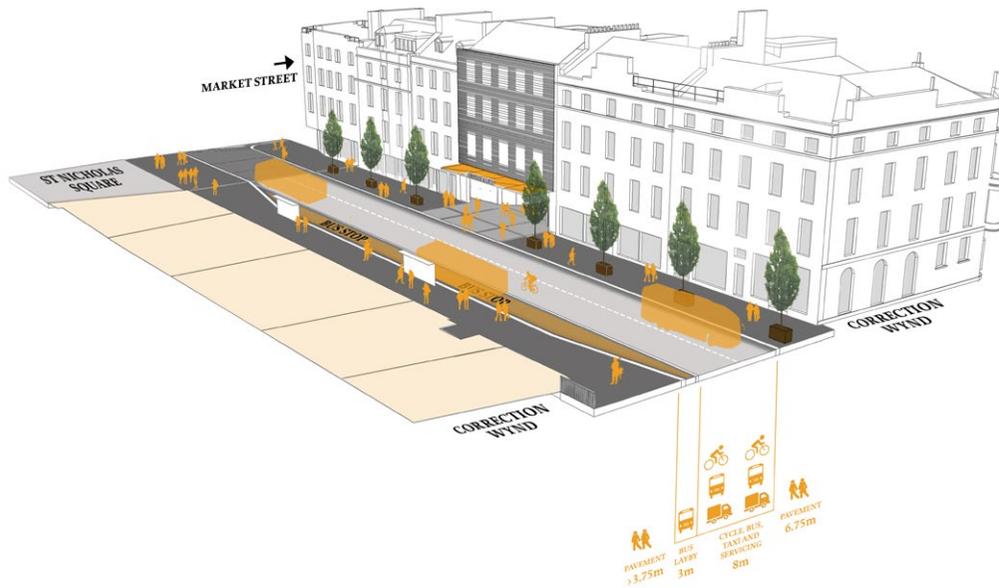
Street returns to pre-covid 19 conditions with general traffic, buses, cyclists and service vehicles using the existing 13m wide carriageway. There is no pavement widening and interventions are made in the form of resurfacing poor quality surface areas and reducing street clutter. This option presents the lowest cost implications due to the retention of existing kerb lines, however there is no additional space for pedestrians and vehicle traffic remains the dominating feature of the street. In this option there is no provision for street greening and furniture and pedestrians are limited to crossing at designated signalled crossing points.

## Option 2: Pedestrianisation



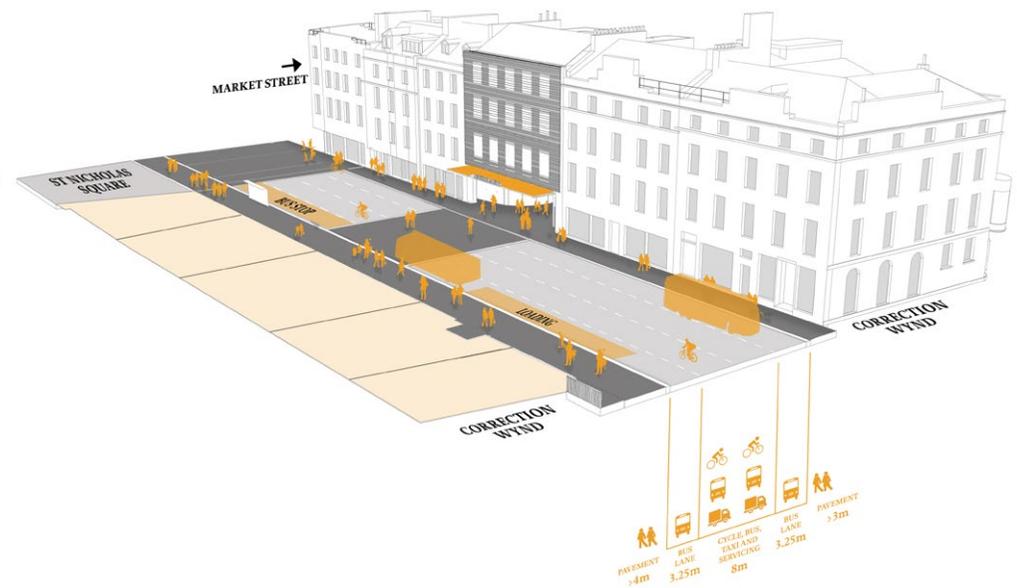
Pedestrianisation of Union Street Central which features removal of all general traffic and buses. A central 5.5m wide zone allows for cycling and one-way, eastbound service vehicle access at certain times of the day. Additional space is provided to pedestrians in the form of a 4m clear pavement and an activity zone which features street greening, play and furniture. Plaza spaces facilitate events and service laybys. This option puts pedestrians and cyclists first, however as buses are unable to access Union Street Central, accessibility is reduced for some. This option aims to make Union Street Central a key destination in the city, increasing visitors and encouraging economic investment.

### Option 3: 2 lanes with bus laybys and no cycle segregation



Option 3 retains bus, taxi and servicing access on Union Street Central. These vehicles share a 2 lane carriageway with cyclists and there are a number of laybys to facilitate passengers boarding and alighting buses. Outside of these laybys, there is pavement widening which allows for some street greening and furniture. This provides improvements to the public realm whilst still facilitating bus access to the street. Pedestrians may only cross the street at designated crossing points, however raised tables at either end of the street highlight a change in character along this section of Union Street.

### Option 4: 4 lanes with bus stops and no cycle segregation



As in 3 this option retains cycle, bus, taxi and service access. 6D proposes a 4 lane carriageway, the outer 2 lanes are for buses only. The carriageway in this option is wider than in option 1 so as to comply with modern guidance. There is no provision for pavement widening and pedestrians may only cross at designated crossings. Bus shelters are provided where the width of the pavement allows and visitors may board and alight bus services throughout Union Street Central. Raised tables at either end of the street highlight a change in character along this section of Union Street.

# Option 1

## Do Minimum

# OPTION 1: DO MINIMUM

## SUMMARY STATEMENT

This option involves minimal intervention on the central section of Union Street. Kerb lines are retained as existing and the street returns to pre Covid-19 pandemic conditions with access for general traffic, cyclists, buses and servicing on Union Street Central.

The carriageway remains at 13 metres wide with no widening of pavements on either side.

Key interventions for this option would involve public realm enhancements through resurfacing areas of poor quality paving and reduction of street clutter where possible.

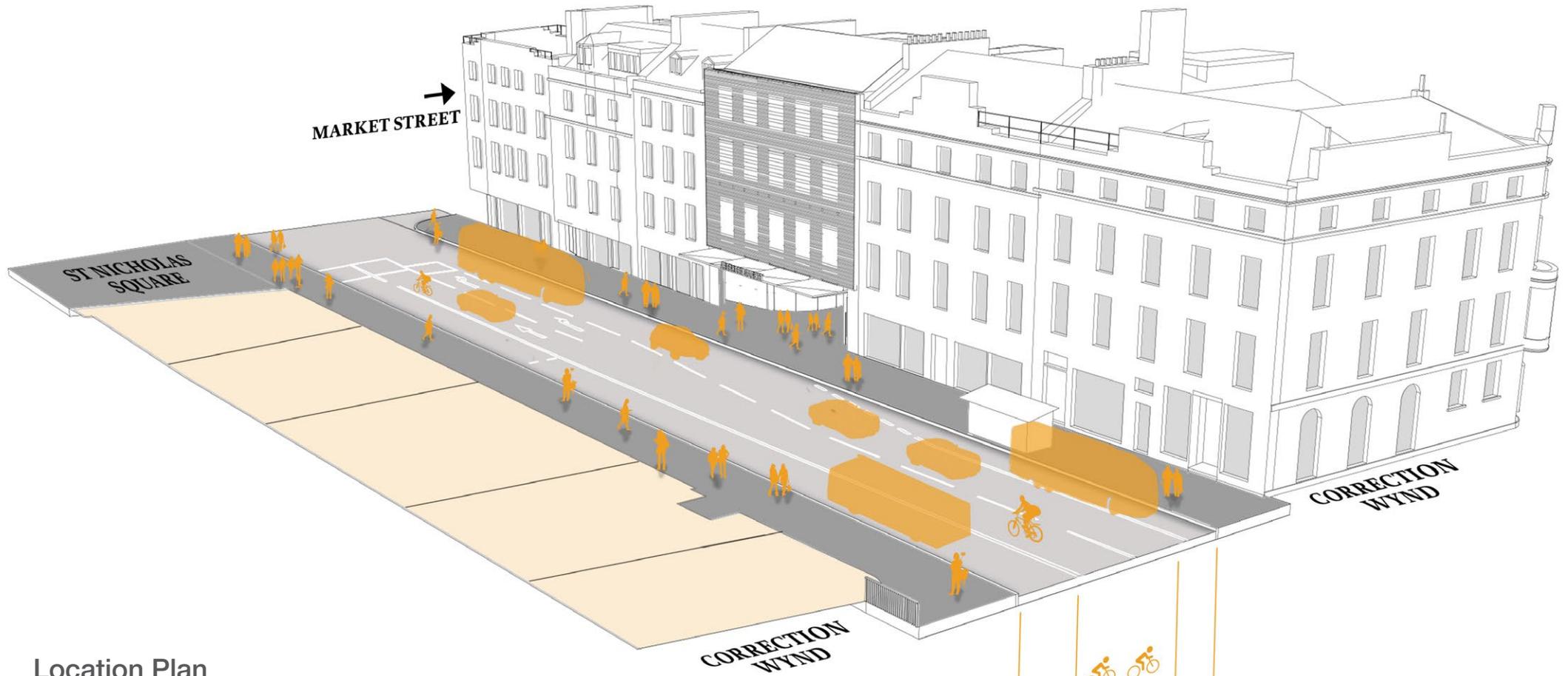
## PROS

- Minimal costs to implement
- Retaining general traffic access improves access to city centre via car.
- Bus access allows drop off for pedestrians in this section of Union Street at bus stops
- Clear place management of uses / functionality
- Greater operation of public transport network, with buses able to dwell or route without being impeded.
- Vehicles moving through the street provide passive surveillance.

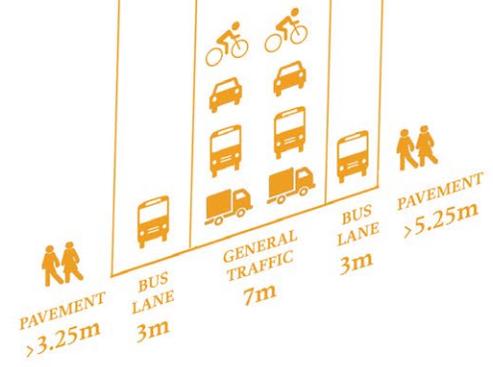
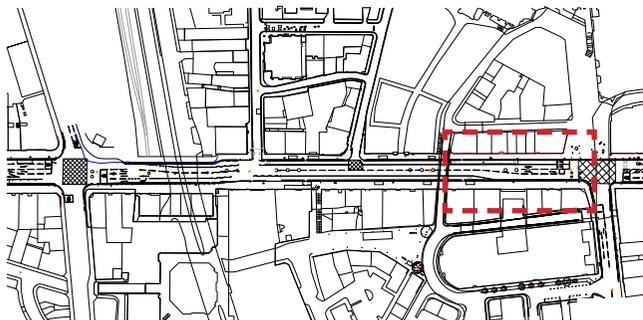
## CONS

- Large carriageway means wide distance for pedestrians to cross
- No space for widening pavements
- No space for street furniture or street greening
- Bus shelters reduce unobstructed pavement space
- Reintroduction of buses have inherent visual impact on the street
- Wide carriageway encourages vehicles to travel faster, reducing safety for pedestrians
- Almost no change from existing pre-covid conditions
- Limited opportunities to reduce air and noise pollution levels
- Pedestrians will be restricted to crossing the streets at crossing points
- No opportunity for play and child friendly spaces on this section of Union Street
- Safety issue for cyclists routing along a general traffic lane, with buses pulling in and out of bus lane.

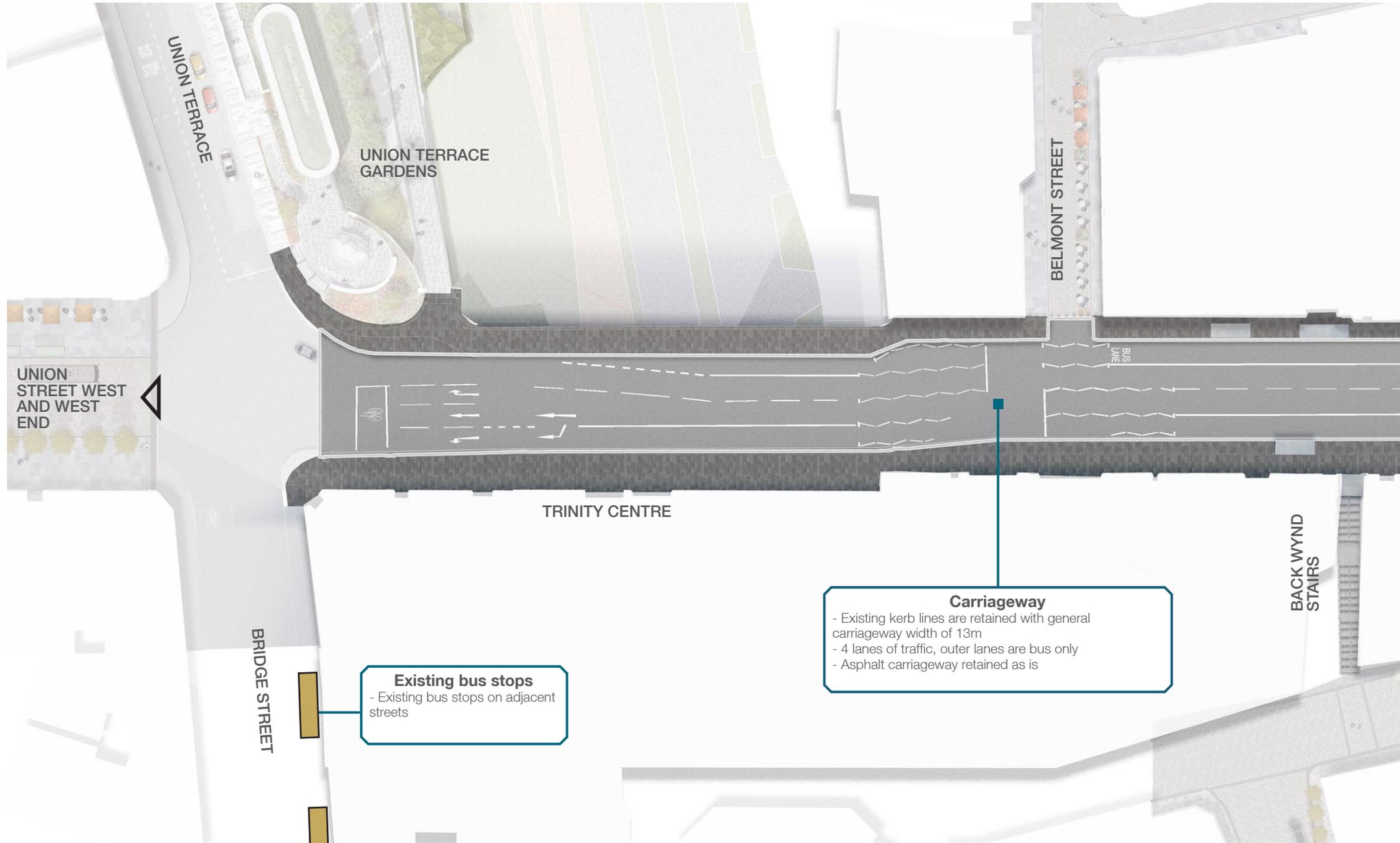
# OPTION 1: ILLUSTRATIVE ISOMETRIC



Location Plan



# OPTION 1: OVERALL PLAN



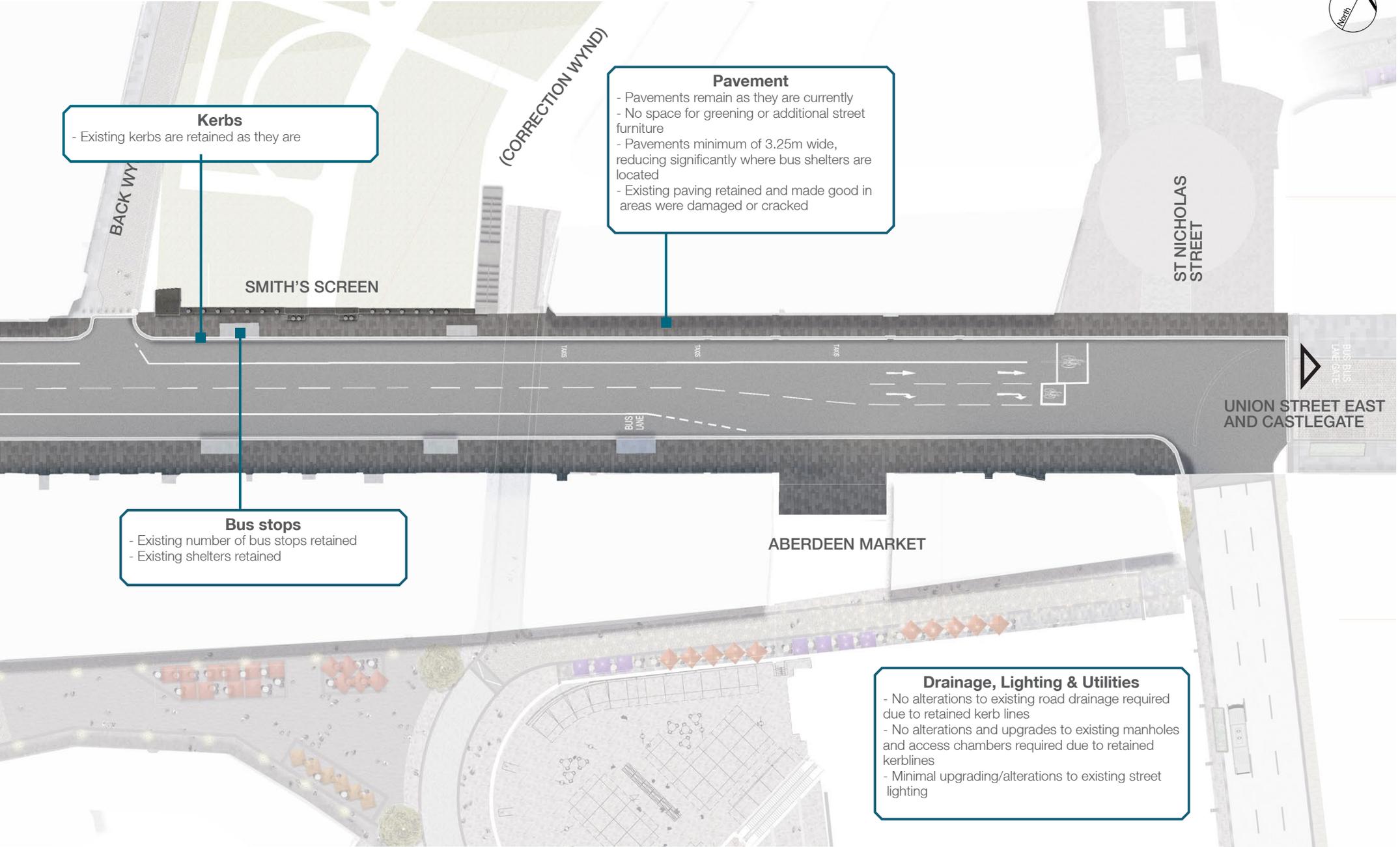


**Kerbs**  
- Existing kerbs are retained as they are

**Pavement**  
- Pavements remain as they are currently  
- No space for greening or additional street furniture  
- Pavements minimum of 3.25m wide, reducing significantly where bus shelters are located  
- Existing paving retained and made good in areas were damaged or cracked

**Bus stops**  
- Existing number of bus stops retained  
- Existing shelters retained

**Drainage, Lighting & Utilities**  
- No alterations to existing road drainage required due to retained kerb lines  
- No alterations and upgrades to existing manholes and access chambers required due to retained kerblines  
- Minimal upgrading/alterations to existing street lighting



# OPTION 1: PRE-COVID 19 CONDITIONS

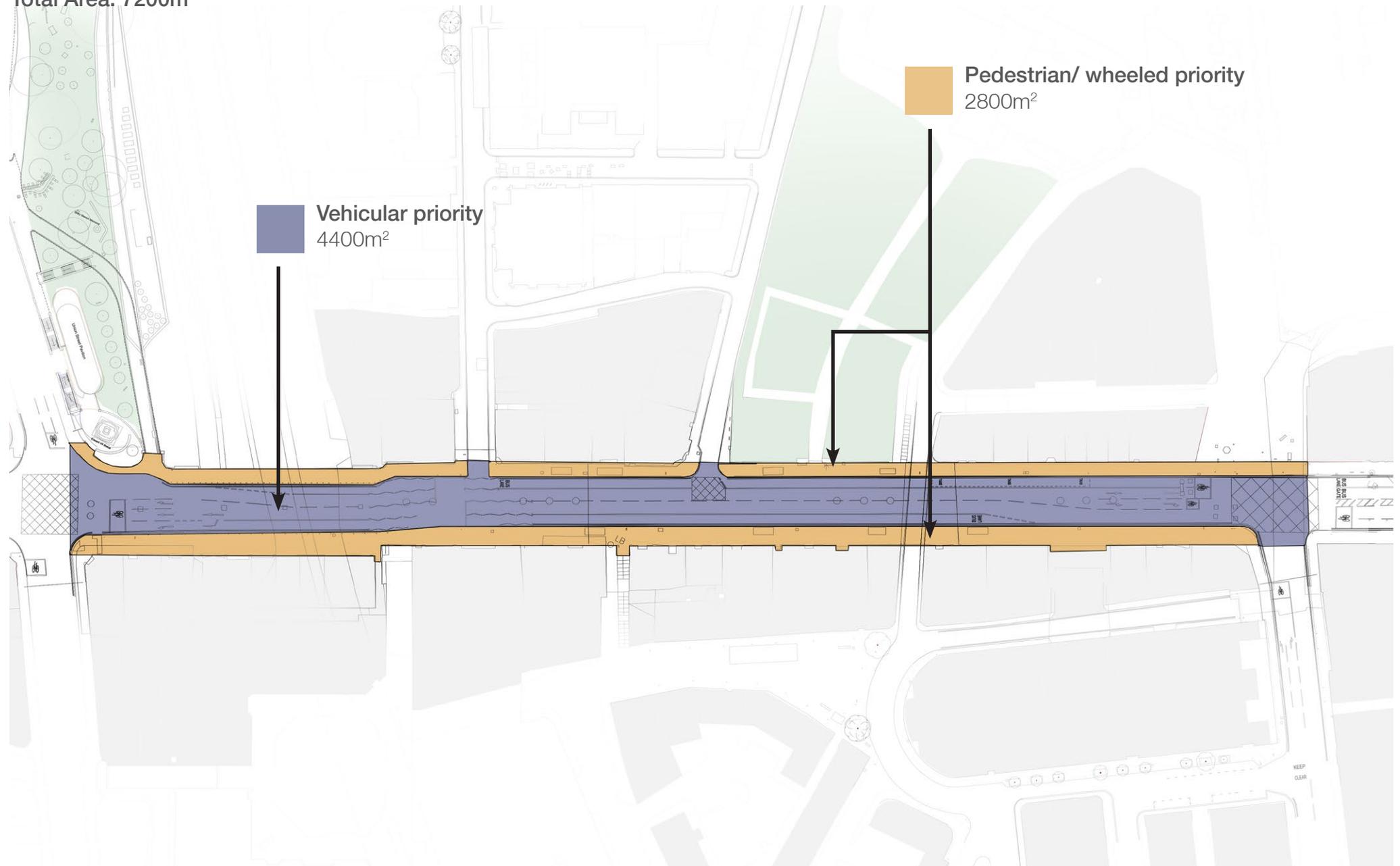
The adjacent images show the conditions on Union Street Central pre-Covid 19. This is representative of the proposal set out in option 1 with general traffic and buses reintroduced on the street, existing bus shelters retained and no pavement widening.



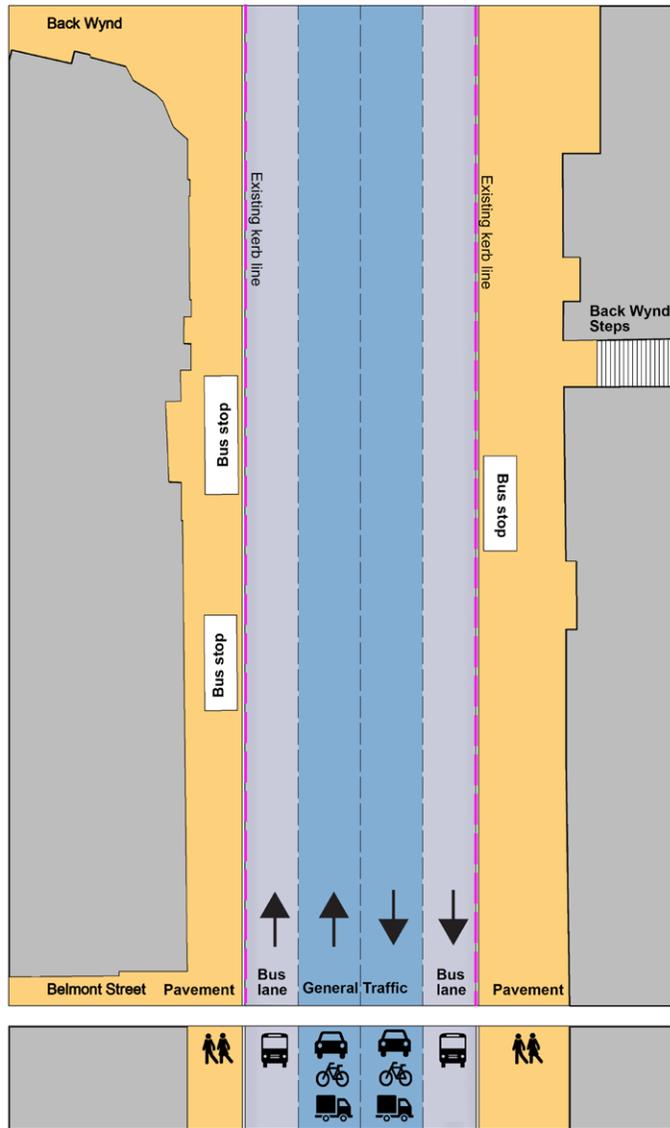


# OPTION 1: ALLOCATION OF PUBLIC REALM

Total Area: 7200m<sup>2</sup>



# OPTION 1: SPATIAL CONFIGURATION



- Pavement
- Cycle, bus, taxi and servicing
- Bus lane

## DESIGN GUIDANCE

In this option, the existing lane widths are retained. It should be noted that the existing lane sizes are not in alignment with modern standards and design guidance.

This option is also not compliant with pavement width guidance. In areas where there are bus shelters, pinch points in the pavement are created, at times leaving less than 1.2m free pavement space.

# **Option 2**

## **Pedestrianisation**

# OPTION 2: PEDESTRIANISATION

## SUMMARY STATEMENT

Option 2 comprises of the pedestrianisation option which has been developed as part of the Aberdeen City Vision. In this option, all motorised traffic except service and emergency vehicles are removed from the street. A central zone of 5.5 metres wide prioritises cyclists but allows one way servicing at restricted times. Pavements are widened to a minimum of 4 metres, providing a clutter free corridor for pedestrians.

In the remaining space, an activity zone is created which facilitates street greening, seating, play and other street furniture. The furniture is moveable to facilitate an 8m wide corridor for events or temporary planned emergency use by buses due to roadworks or breakdowns elsewhere in the city centre.

Key architectural moments on this section of Union Street are highlighted with plazas, which create breathing room within the street and facilitate outdoor markets and other events.

This option considers and accommodates for the likely future needs of the Aberdeen Rapid Transport (ART) proposals.

In this option, upstand kerbs provide segregation between the 4m clear pavement and the activity zones and plazas. The pavement and activity zone will be segregated with a 60mm upstand kerb. At the plazas, the segregation consists of a 20mm upstand kerb and tactile paving adjacent to the footway to ensure legibility of spaces.

## PROS

- Space allows for 4m of clutter free pavement for pedestrians
- Space for street furniture, play and art in activity zones, creating an enhanced public realm experience
- Introduction of planting and street trees improves environmental quality and improves climate resilience
- Central zone provides segregated cycle provision (significantly increasing cycle safety in the area) and promotes active travel
- Plaza spaces give more space to pedestrians and flexibility for different types of events, not shown on extract
- Moveable street furniture allows for 8m of clutter free extended central zone for events, emergencies or road closures elsewhere in the city
- Improvements in air quality and noise pollution levels
- Promotes walking and wheeling as transport modes by making the experience more enjoyable
- Potentially the safest option from a pedestrian and cycle point of view as this is the option with the least traffic
- Likely improvements in economic spend on Union Street
- Allows clear footways to be provided with all street furniture in the 'activity zone' improving pedestrian movement/comfort/enjoyment

- Improved Public Transport provision to transport interchange area (bus & rail station)

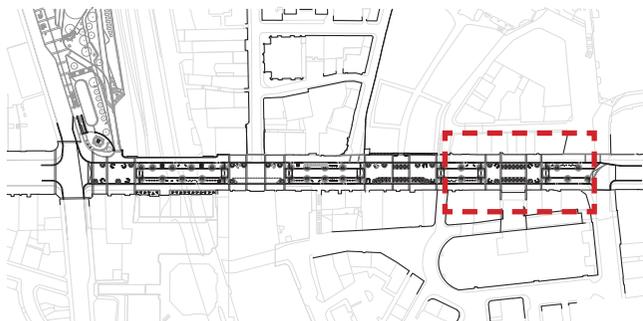
## CONS

- Buses and taxis removed from this section of Union Street
- Closest drop off for pedestrians would be from bus hubs at either Market Street or Bridge Street
- Potential for conflict between pedestrians, cyclists and service vehicles in central zone
- Time management for central zone required to facilitate servicing

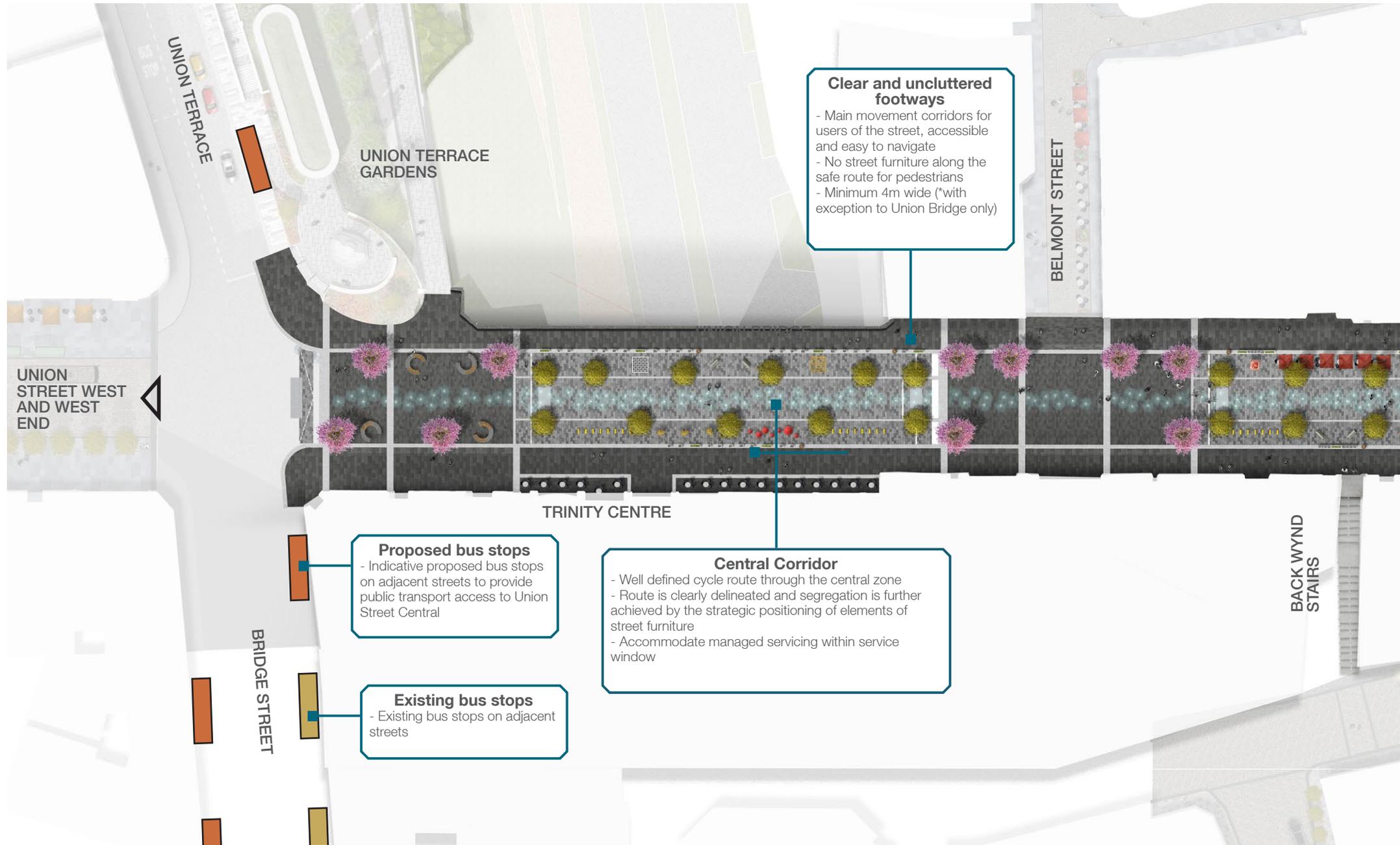
# OPTION 2: ILLUSTRATIVE ISOMETRIC



Location Plan



# OPTION 2: OVERALL PLAN



**Clear and uncluttered footways**

- Main movement corridors for users of the street, accessible and easy to navigate
- No street furniture along the safe route for pedestrians
- Minimum 4m wide (\*with exception to Union Bridge only)

**Central Corridor**

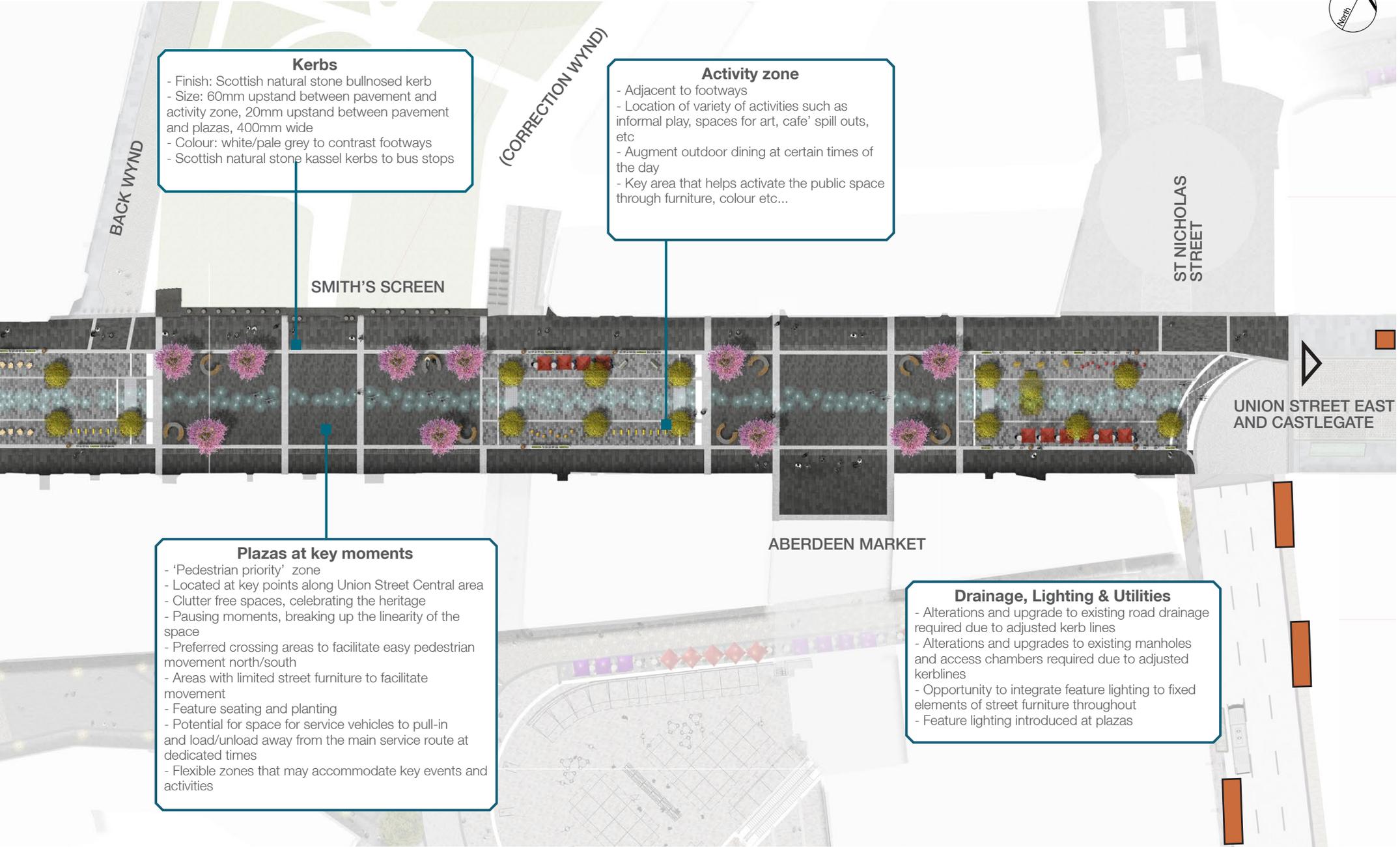
- Well defined cycle route through the central zone
- Route is clearly delineated and segregation is further achieved by the strategic positioning of elements of street furniture
- Accommodate managed servicing within service window

**Proposed bus stops**

- Indicative proposed bus stops on adjacent streets to provide public transport access to Union Street Central

**Existing bus stops**

- Existing bus stops on adjacent streets



**Kerbs**

- Finish: Scottish natural stone bullnosed kerb
- Size: 60mm upstand between pavement and activity zone, 20mm upstand between pavement and plazas, 400mm wide
- Colour: white/pale grey to contrast footways
- Scottish natural stone kassel kerbs to bus stops

**Activity zone**

- Adjacent to footways
- Location of variety of activities such as informal play, spaces for art, cafe' spill outs, etc
- Augment outdoor dining at certain times of the day
- Key area that helps activate the public space through furniture, colour etc...

**Plazas at key moments**

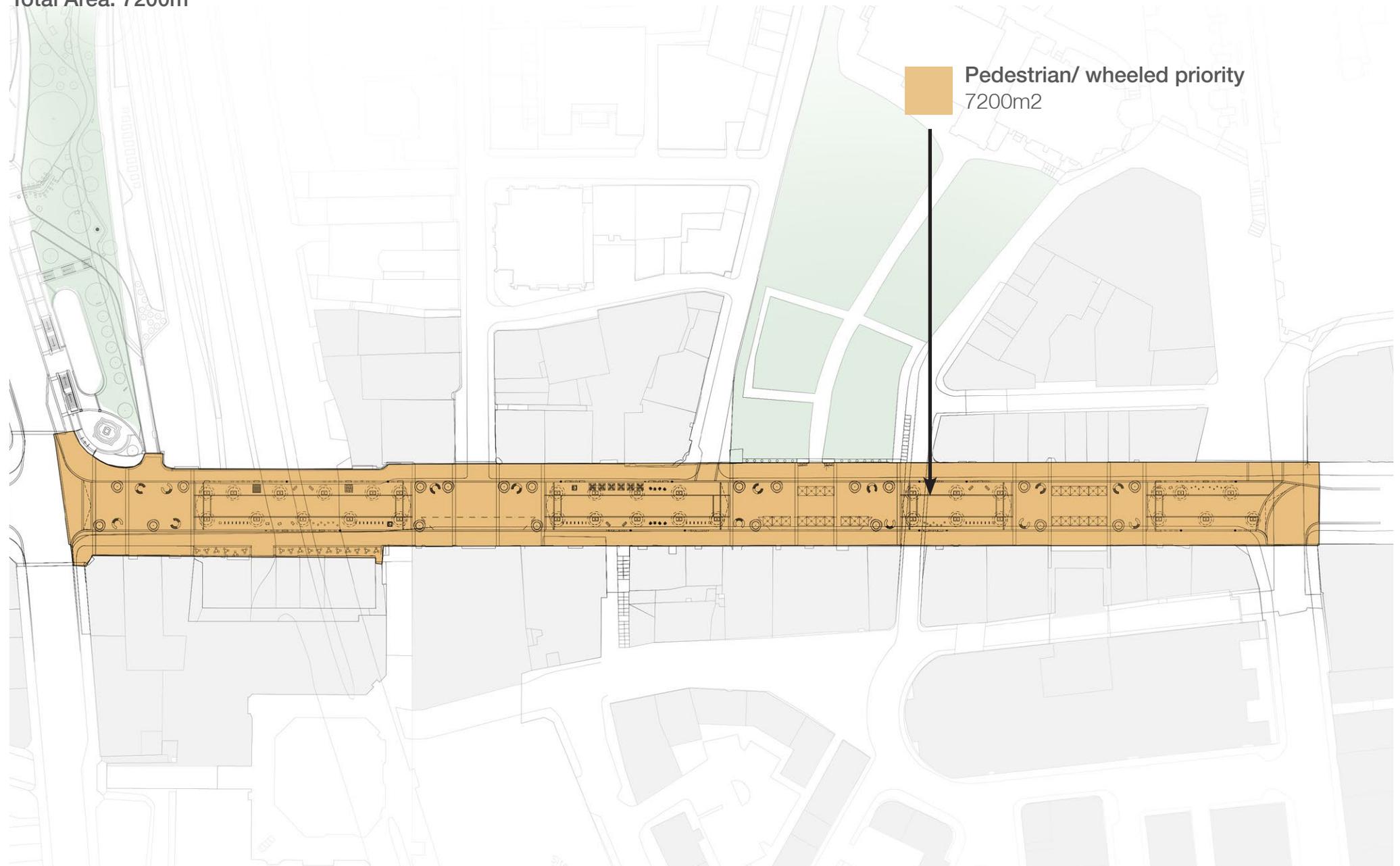
- 'Pedestrian priority' zone
- Located at key points along Union Street Central area
- Clutter free spaces, celebrating the heritage
- Pausing moments, breaking up the linearity of the space
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Areas with limited street furniture to facilitate movement
- Feature seating and planting
- Potential for space for service vehicles to pull-in and load/unload away from the main service route at dedicated times
- Flexible zones that may accommodate key events and activities

**Drainage, Lighting & Utilities**

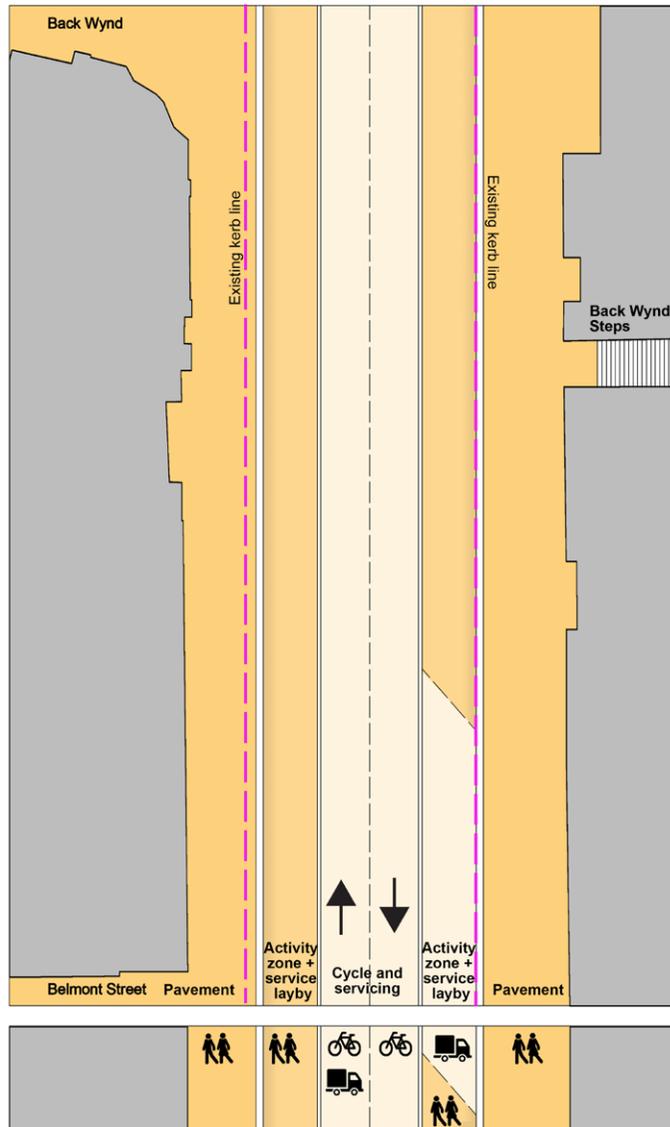
- Alterations and upgrade to existing road drainage required due to adjusted kerb lines
- Alterations and upgrades to existing manholes and access chambers required due to adjusted kerblines
- Opportunity to integrate feature lighting to fixed elements of street furniture throughout
- Feature lighting introduced at plazas

# OPTION 2: ALLOCATION OF PUBLIC REALM

Total Area: 7200m<sup>2</sup>



# OPTION 2: SPATIAL CONFIGURATION



- Pavement + Activity zone
- Bidirectional cycle way and one way, eastbound service access with service laybys

## DESIGN GUIDANCE

- Pedestrian priority street with segregated central zone for cyclists. There is no provision for buses in this option
- Servicing is allowed in the central cycle zone during restricted times with service laybys in the plazas to minimise disruption to the central route
- Central zone for cycling is segregated with upstand kerb from main pedestrian areas
- Central zone is 5.5m wide to allow for one way servicing on Union Street Central

# **Option 3**

**2 lanes with bus stop laybys, with no segregated cycling**

# OPTION 3: 2 LANES WITH BUS LAYBYS & BUS STOPS

## SUMMARY STATEMENT

Option 3 is comprised of two lanes for cycle, bus, taxi and servicing with intermittent pull off laybys for buses in order to facilitate boarding and alighting.

This would allow for significant pavement widening as the carriageway ranges from 8 metres - 11 metres in width, leaving minimum 10.5 metres for pedestrians, split between both sides of the street.

The layout shows a large pull off bus layby. In the full layout, there will be provision for three laybys, one on the east bound lane and two on the west bound lane, where the street width allows the placement of bus shelters.

Two of the bus laybys are indicated as 80 metres long, allowing a straightening distance of 45 metres which would allow 3 buses to stop. The third layby is 53m long, providing a straightening distance of 18m, which would allow 1 bus to stop. Two 16m long service laybys have also been incorporated into the full length layout.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.

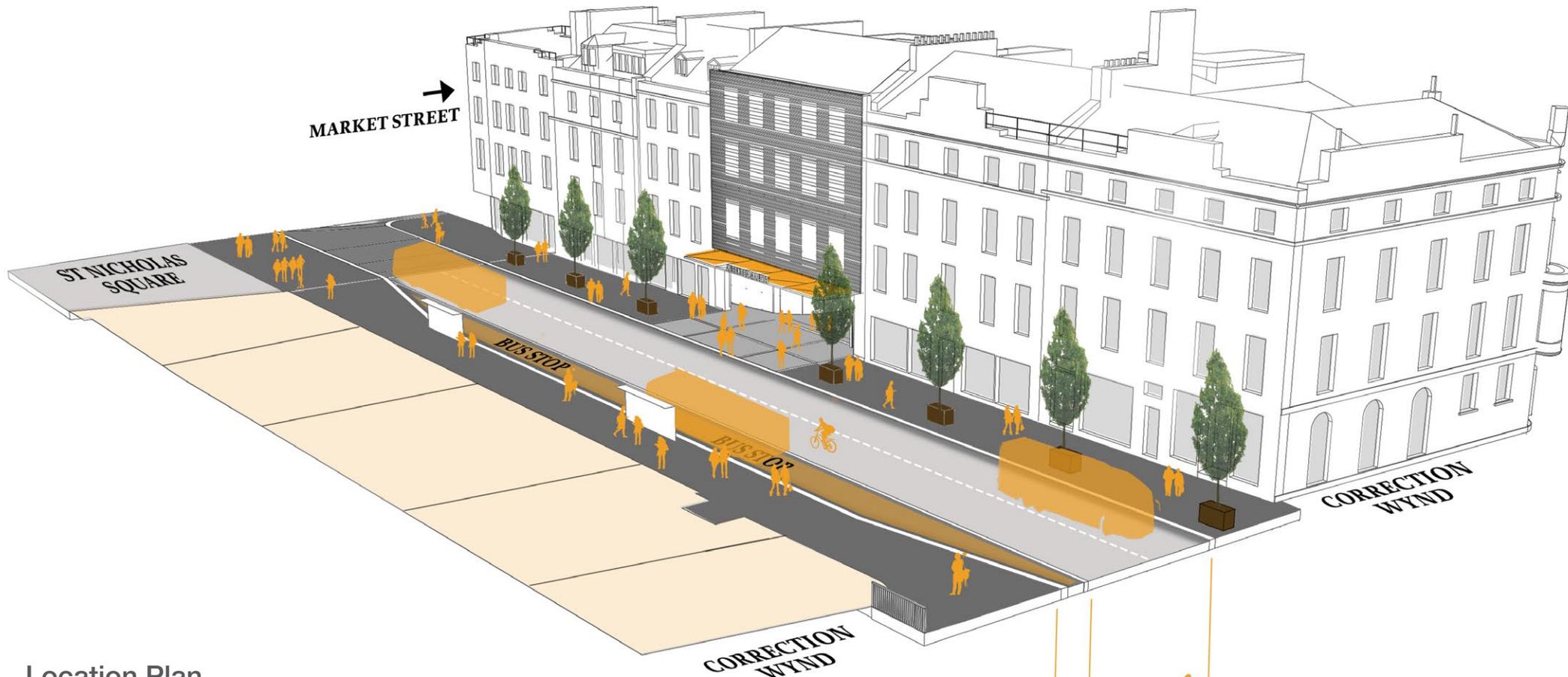
## PROS

- Intermittent laybys in key areas allow buses to pull off to drop off passengers
- In areas without bus laybys, there is space to significantly widen the pavement
- Potential for street greening and street furniture on widened pavements
- Crossing points out with layby areas means shorter distance for pedestrians to cross the street
- Bus access allows drop off for pedestrians in this section of Union Street at bus stops
- Vehicles moving through the street provide passive surveillance
- Carefully designed laybys could act as loading bays and reduce the servicing conflict
- Reduced levels of NO2 emissions improving place health and commercial residential context with closure to private vehicles
- Potential to improve economic activity
- Laybys allow service vehicles or emergency service vehicles to pull off carriageway, minimising grid lock

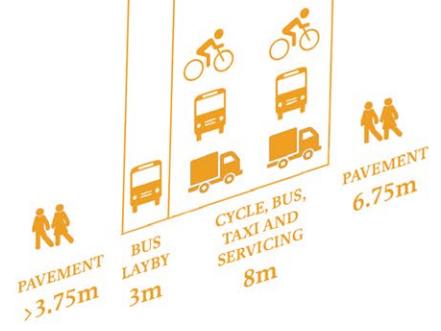
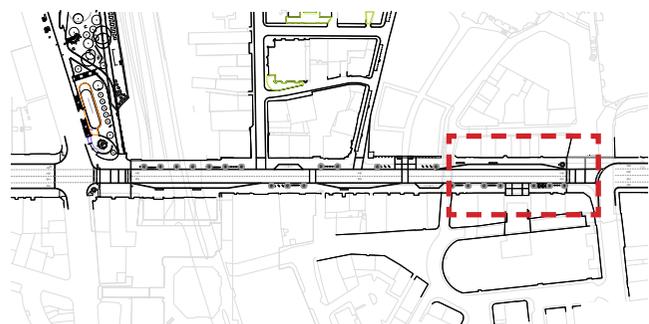
## CONS

- Only possible to position bus shelters where pavement width permits
- Bus stops could be at less desirable locations along the street (e.g at either end rather than the centre) due to width constraints.
- Potential conflict between cyclists and buses pulling out of laybys
- Bus shelters reduce unobstructed pavement space
- Service layby and taxi drop off may be impeded by quantum of buses
- Pedestrians will be restricted to crossing the streets at crossing points
- Crossing the street at Market and Trinity Centre is potentially impeded by bus laybys and waiting buses
- Specialist maintenance equipment may be required to remove snow from bus laybys during winter months

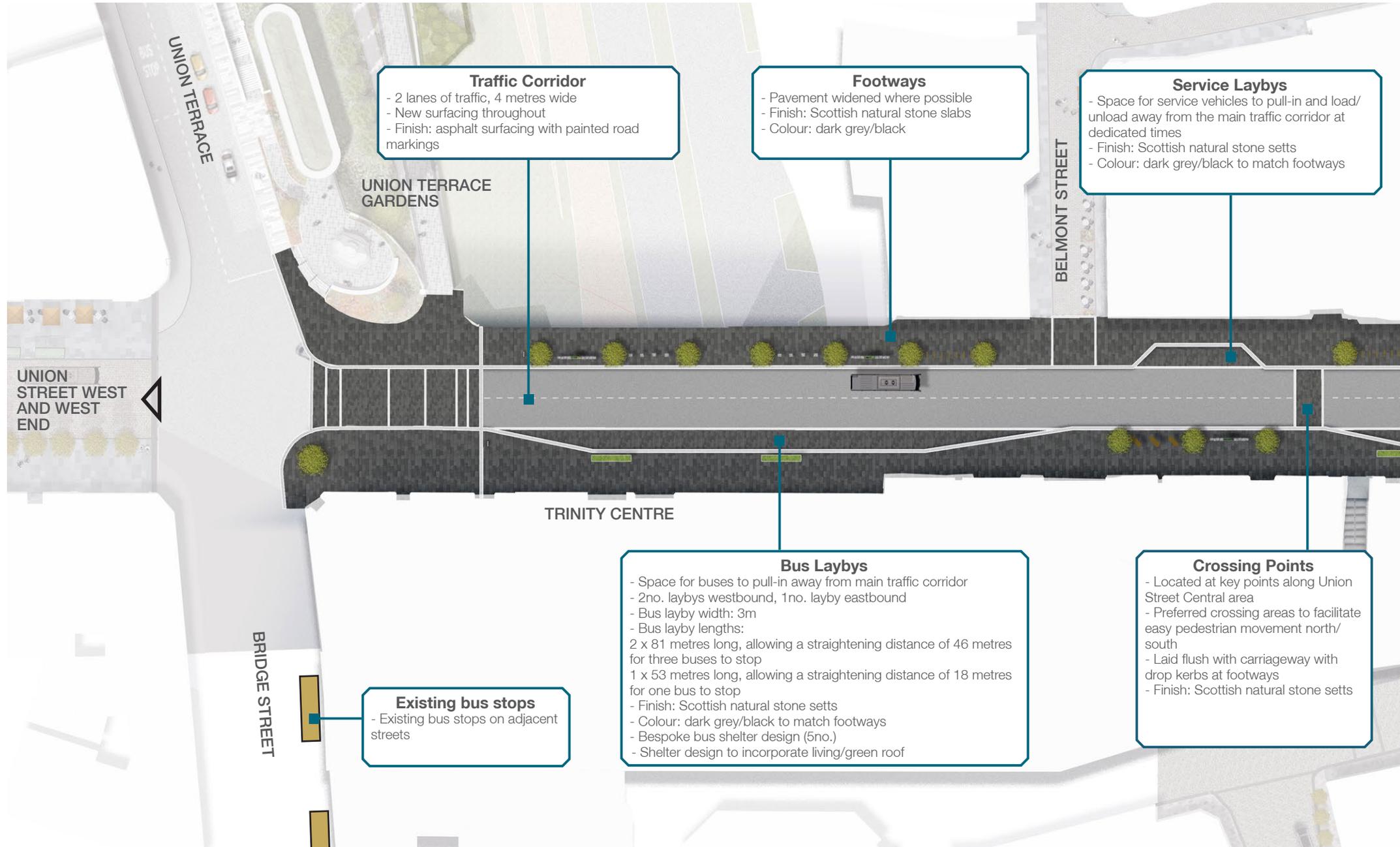
# OPTION 3: ILLUSTRATIVE ISOMETRIC



Location Plan



# OPTION 3: OVERALL PLAN





### Kerbs

- Finish: Scottish natural stone bullnosed kerb
- Size: 120mm upstand, 400mm wide
- Colour: white/pale grey to contrast footways
- Scottish natural stone kassel kerbs to bus stops

### Street Furniture

- Areas with limited street furniture
- Adjacent to kerb to maintain clutter free, safe movement corridor for pedestrian / wheeled users
- Seating, litter bins, cycle stands and wayfinding signs

### Raised Table on Entering & Exiting

- Located at Market Street and Bridge Street junctions
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Laid flush with adjacent footways

BACK WYND

SMITH'S SCREEN

(CORRECTION WYND)

ST NICHOLAS STREET

UNION STREET EAST AND CASTLEGATE

BACK WYND STAIRS

ABERDEEN MARKET

### Street Greening

- Street trees within planters (due to below ground constraints)

### Feature Paving at Key Locations

- Feature paving to highlight key architectural elements and buildings
- Finish: Scottish natural stone slabs and feature trims in contrasting colours and finishes

### Proposed bus stops

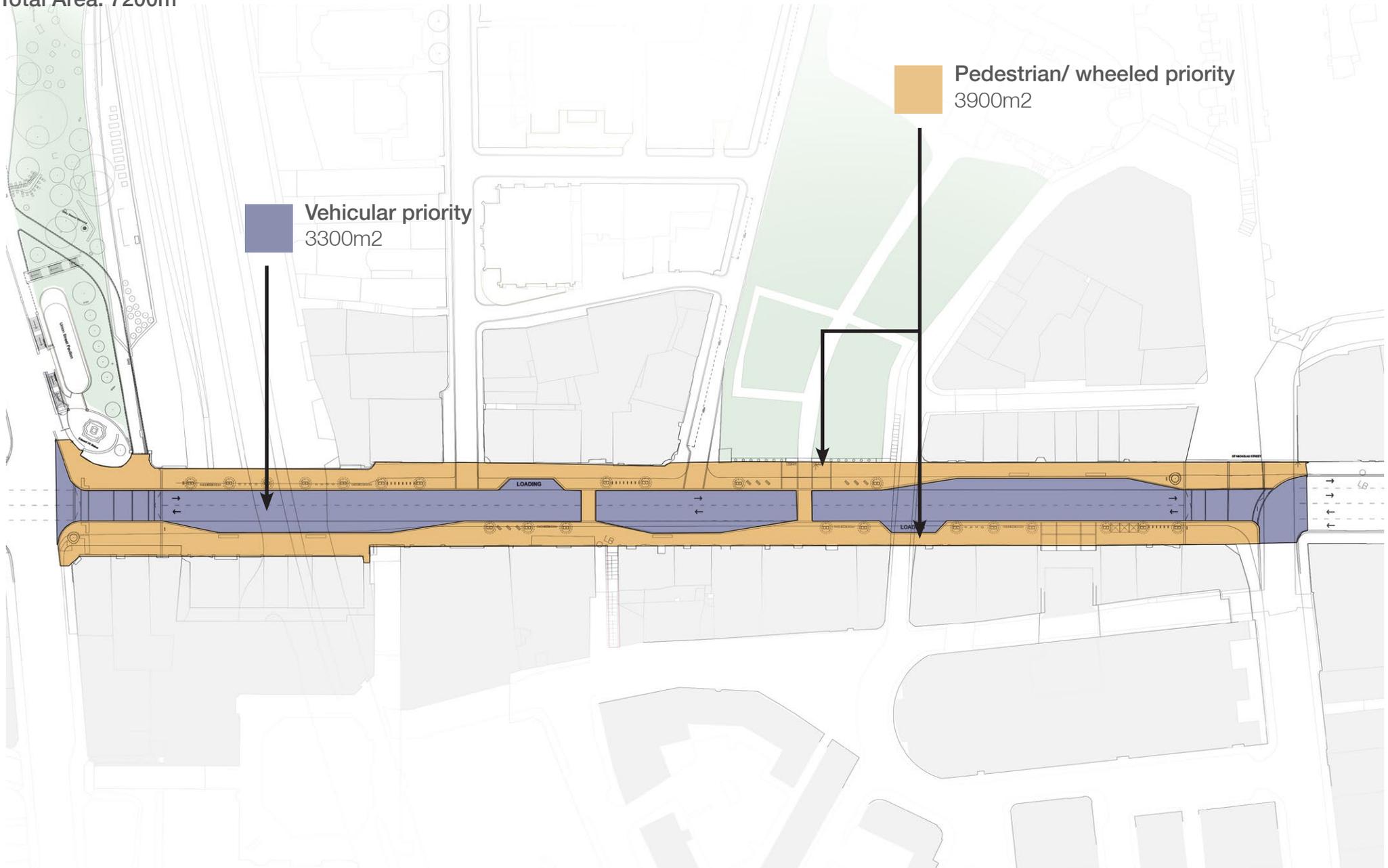
- Indicative proposed bus stops on adjacent streets to provide public transport access to Union Street Central

### Drainage, Lighting & Utilities

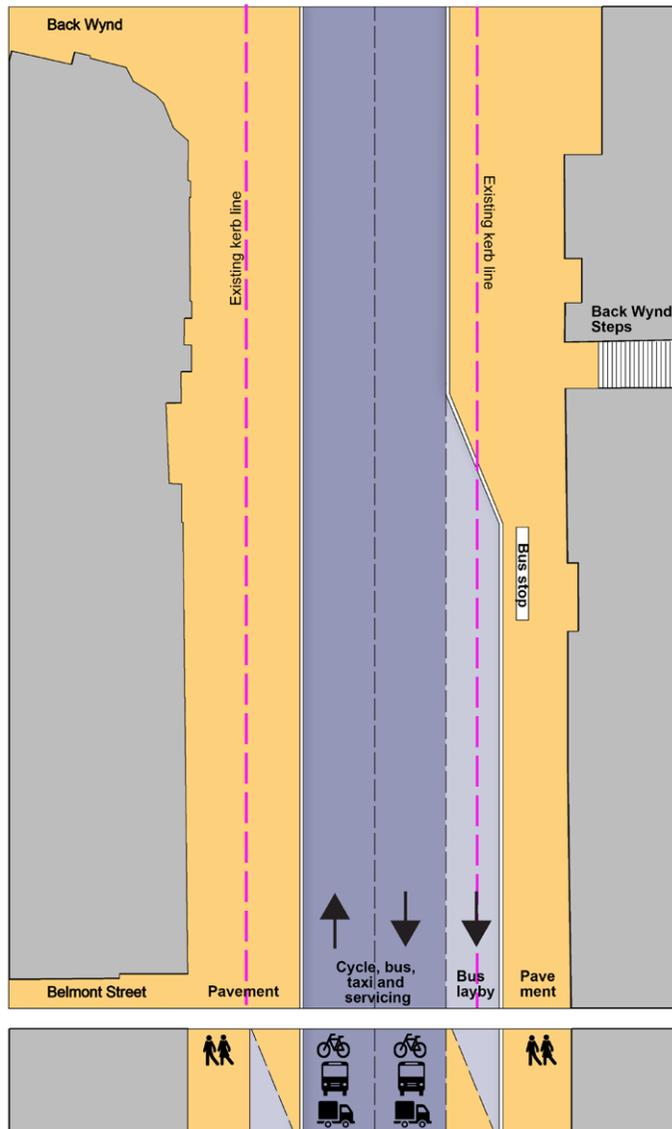
- Alterations and upgrade to existing road drainage required due to adjusted kerb lines
- Alterations and upgrades to existing manholes and access chambers required due to adjusted kerblines
- Opportunity to integrate feature lighting to fixed elements of street furniture throughout

# OPTION 3: ALLOCATION OF PUBLIC REALM

Total Area: 7200m<sup>2</sup>



# OPTION 3: SPATIAL CONFIGURATION



## DESIGN GUIDANCE

- Cycle by Design ‘Mixed Use Street’ which allows for medium level of service assuming 200-400 pcu<sup>1</sup> flow of vehicles and speed limit of 20mph.
- In the NRDG (National Road Development Guide) on the minimum road widths includes consideration for buses to overtake cyclists on a road width of 4m minimum, as cyclists, buses, taxis and service vehicles will share the centre 2 lanes, we have followed this guidance in the width of the central 2 lanes. This is also backed by Cycle by Design which states that 4m lanes allows buses to safely overtake cyclists.
- Bus stop laybys are introduced at 3m wide as suggested in Traffic Sign Regs and General Directions
- Minimum pavement width: 3.75m, therefore narrow bus shelters will need to be introduced rather than full width shelters to ensure sufficient pavement width is available beside shelters.

<sup>1</sup> PCU: Passenger car unit (PCU) is a metric used in transportation engineering, to assess traffic-flow rate on a highway. Essentially it compares the impact that a mode of transport has on traffic variables compared to a single car.

Typical values of PCU are:  
Private car: 1, bicycle: 0.5, bus: 3

# Option 4

**4 lanes with bus stops, with no segregated cycle**

# OPTION 4: 4 LANES OF TRAFFIC WITH NO SEGREGATED CYCLEWAYS

## SUMMARY STATEMENT

Option 4 is similar in transport logistics to option 1, but with the removal of general traffic. The carriageway comprises of four lanes of traffic, 2 for cycling, buses, taxi's and servicing and 2 outer lanes for buses only.

The carriageway is widened to 14.5m to comply with modern road design guidance with the central lanes at 4m and bus lanes at 3.25m. This leads to a narrowing of the pavements to a minimum of 3m wide, reducing the amount of space for pedestrians and wheeled users.

Due to the narrow pavements in this option, there is no provision for street greening, play or seating along the length of Union Street Central and bus shelters are limited to areas where the pavement is wide enough to accommodate them.

In this option, the cyclists, buses, taxis and service vehicles will share the same space.

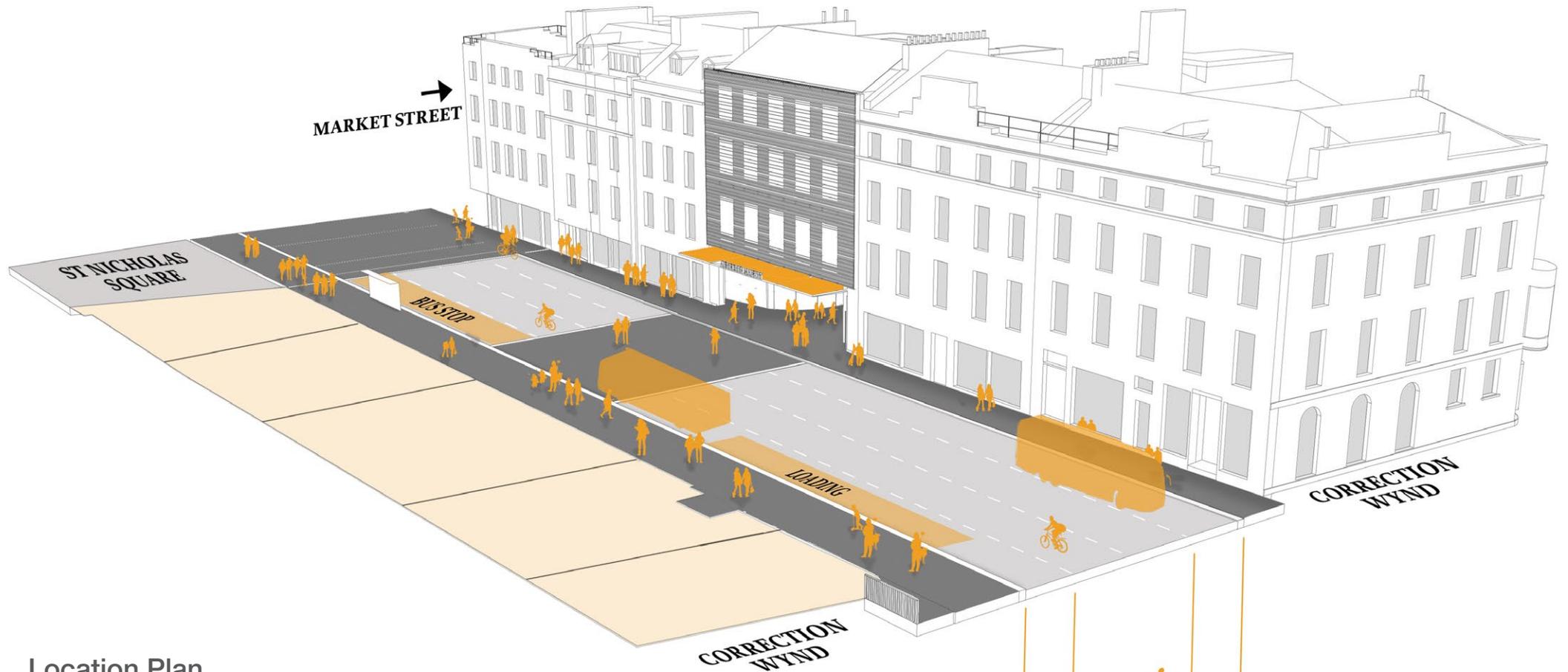
## PROS

- Space for cyclists and buses to overtake static buses
- Bus access allows drop off for pedestrians in this section of Union Street at bus stops
- Vehicles moving through the street provide passive surveillance
- Presents betterment to Union Street Central pre Spaces for People in place/movement functionality with reduced number of vehicles
- Reduced levels of NO2 emissions improving place health and commercial residential context with closure to private vehicles
- Clear place management of uses / functionality
- More efficient operation of public transport network, with buses able to dwell or route without being impeded.

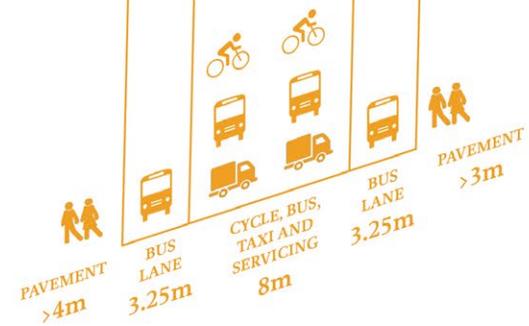
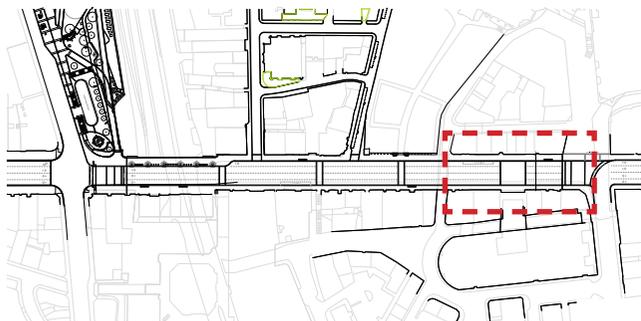
## CONS

- Large carriageway means wide distance for pedestrians to cross
- Narrowing of pavements reduces space for pedestrians and wheeled users.
- Limited space for street furniture or street greening
- Bus shelters reduce unobstructed pavement space
- Reintroduction of buses has inherent visual impact on the street
- Wide carriageway encourages vehicles to travel faster, reducing safety for pedestrians
- Almost no change from existing pre-covid conditions
- Pedestrians will be restricted to crossing the streets at crossing points
- No opportunity for play, events and child friendly spaces on this section of Union Street
- Safety issue for cyclists routing along a general traffic lane, with buses pulling in and out of bus lane

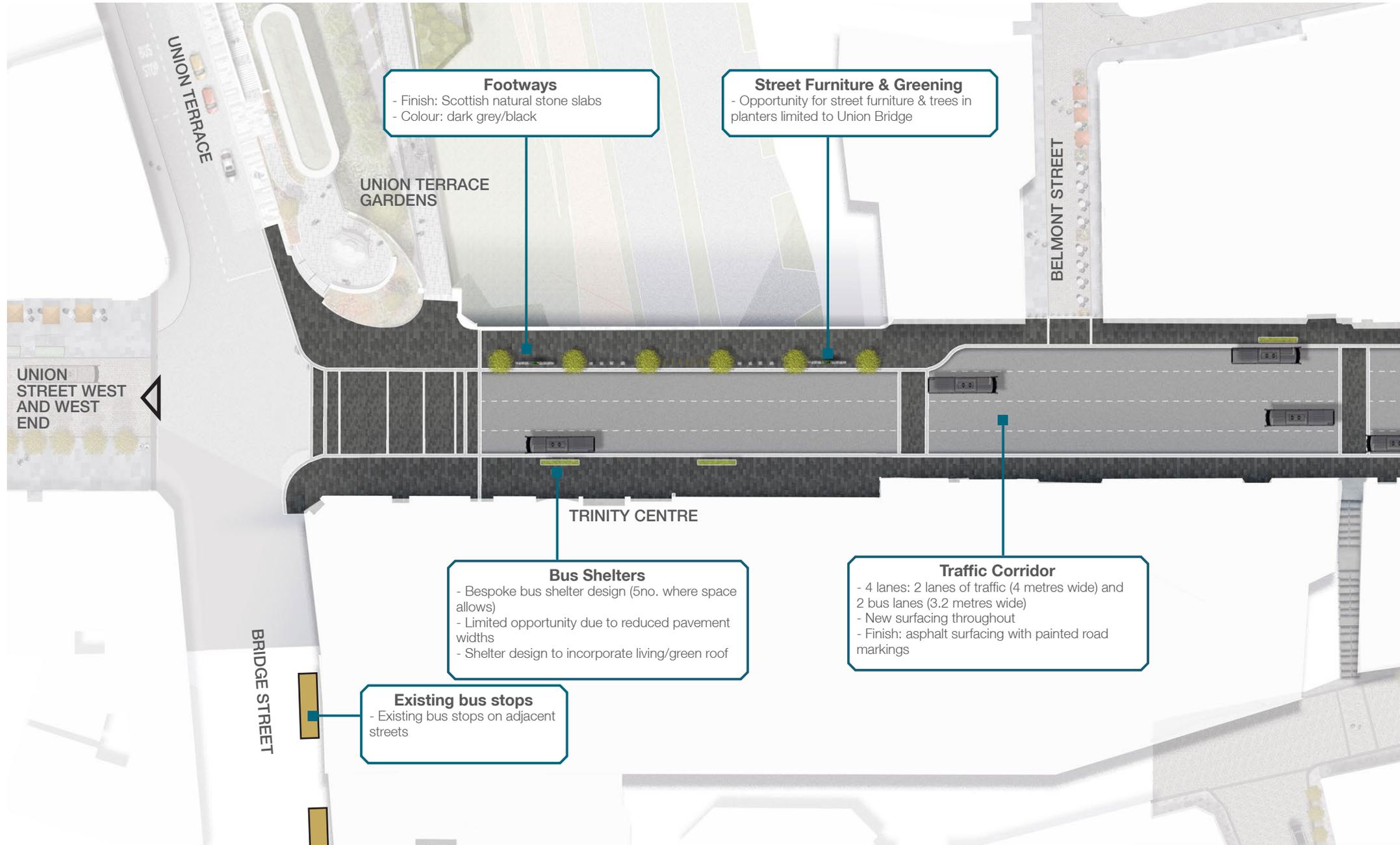
# OPTION 4: ILLUSTRATIVE ISOMETRIC



Location Plan



# OPTION 4: OVERALL PLAN



**Footways**  
- Finish: Scottish natural stone slabs  
- Colour: dark grey/black

**Street Furniture & Greening**  
- Opportunity for street furniture & trees in planters limited to Union Bridge

**Bus Shelters**  
- Bespoke bus shelter design (5no. where space allows)  
- Limited opportunity due to reduced pavement widths  
- Shelter design to incorporate living/green roof

**Existing bus stops**  
- Existing bus stops on adjacent streets

**Traffic Corridor**  
- 4 lanes: 2 lanes of traffic (4 metres wide) and 2 bus lanes (3.2 metres wide)  
- New surfacing throughout  
- Finish: asphalt surfacing with painted road markings



### Kerbs

- Finish: Scottish natural stone bullnosed kerb
- Size: 120mm upstand, 400mm wide
- Colour: white/pale grey to contrast footways
- Scottish natural stone kassel kerbs to bus stops

### Raised Table on Entering & Exiting

- Located at Market Street and Bridge Street junctions
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Laid flush with adjacent footways

SMITH'S SCREEN

ST NICHOLAS STREET

UNION STREET EAST AND CASTLEGATE

ABERDEEN MARKET

### Crossing Points

- Located at key points along Union Street Central area
- Preferred crossing areas to facilitate easy pedestrian movement north/south
- Laid flush with carriageway with drop kerbs at footways
- Finish: Scottish natural stone setts

### Proposed bus stops

- Indicative proposed bus stops on adjacent streets to provide public transport access to Union Street Central

### Drainage, Lighting & Utilities

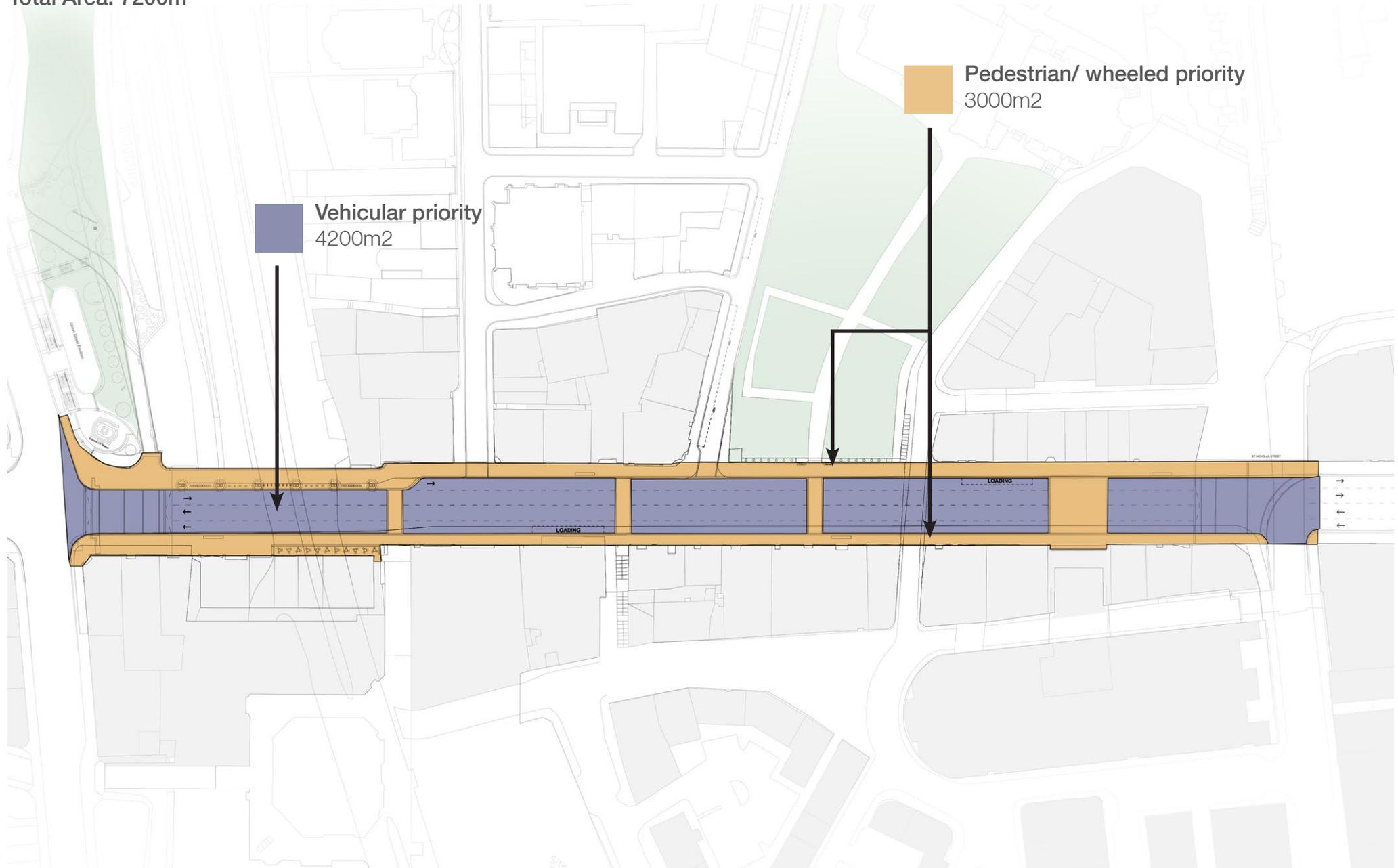
- Alterations and upgrade to existing road drainage required due to adjusted kerb lines
- Alterations and upgrades to existing manholes and access chambers required due to adjusted kerblines
- Limited opportunity to integrate feature lighting to fixed elements of street furniture at Union Bridge

BACK WYND

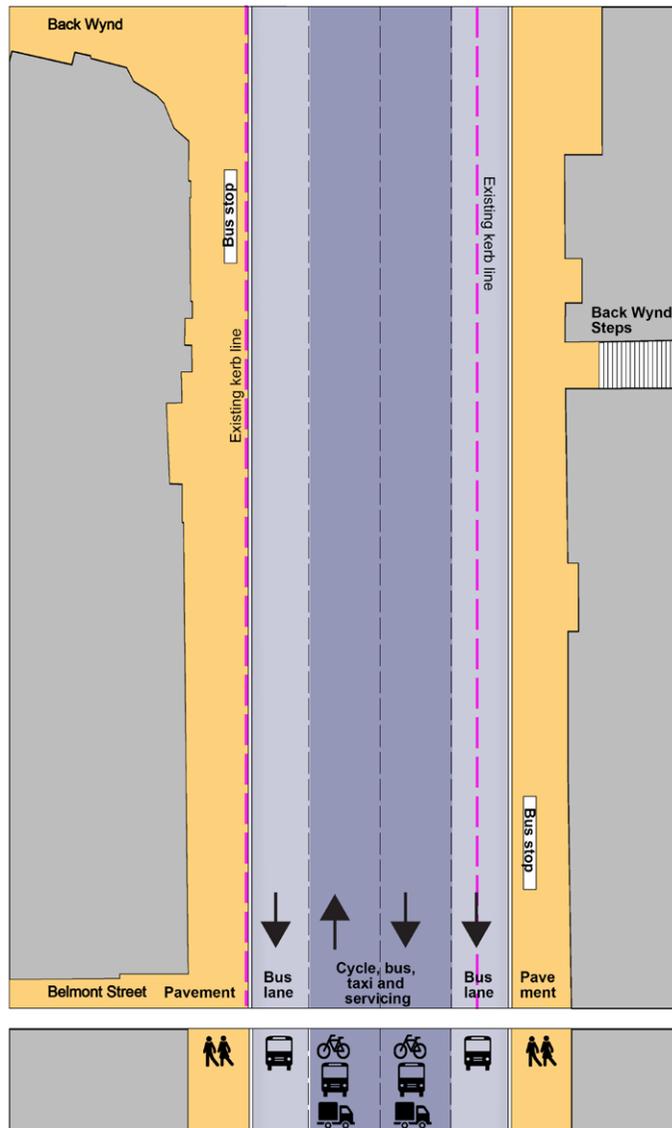
BACK WYND STAIRS

# OPTION 4: ALLOCATION OF PUBLIC REALM

Total Area: 7200m<sup>2</sup>



# OPTION 4: SPATIAL CONFIGURATION



## DESIGN GUIDANCE

- Cycle by Design ‘Mixed Use Street’ which allows for medium level of service assuming 200-400 pcu flow of vehicles and speed limit of 20mph.
- In the NRDG (National Roads Development Guide) on the minimum road widths includes consideration for buses to overtake cyclists on a road width of 4m minimum, as cyclists, buses, taxis and service vehicles will share the centre 2 lanes, we have followed this guidance in the width of the central 2 lanes. This is also backed by Cycle by Design which states that 4m lanes allows buses to safely overtake cyclists.
- The bus lanes are 3.2m wide to comply with Cycle by Design
- Minimum pavement width: 3.55m, therefore narrow bus shelters will need to be introduced rather than full width shelters to ensure sufficient pavement width is available beside shelters.
- As noted in option 1, this option proposes a wider carriageway than the existing 4 lane configuration, this is because the existing conditions does not comply with modern standards.

<sup>1</sup> PCU: Passenger car unit (PCU) is a metric used in transportation engineering, to assess traffic-flow rate on a highway. Essentially it compares the impact that a mode of transport has on traffic variables compared to a single car.

Typical values of PCU are:

Private car: 1, bicycle: 0.5, bus: 3

# 08

## PRECEDENTS

# PRECEDENTS

## BUCHANAN STREET, GLASGOW (Option 2)

Before



After



## SLOVENSKA BOULEVARD, SLOVENIA (Option 3)

Before



After



# PRECEDENTS

## MARIAHILFERSTRASSE, VIENNA (Option 2)

Before



After



## DONEGALL PLACE, BELFAST (Option 3)

Before



After



# 09

## ECONOMIC IMPACT

# ECONOMIC IMPACT NOTE

## INTRODUCTION

1.1.1 This section provides a summary of the key findings from Stantec UK Ltd's high-level assessment of the anticipated economic impacts of the four shortlisted options for Union Street Central, including an assessment of:

- Active travel benefits: the economic benefits associated with additional pedestrian and cycle journeys under each option
- Employment, turnover & GVA: additional jobs, sales and gross value added (GVA) arising from increased footfall in retail & hospitality businesses in the Union Street Central area<sup>1</sup>

## OPTION 1: DO MINIMUM

1.1.2 Under the do minimum option the number of pedestrian and cycle visits to Union Street Central, and business turnover, employment and GVA figures are all expected to revert back to the levels that they were at prior to the implementation of the Spaces for People measures.

1.1.3 These have been estimated as follows:

- **Pedestrian numbers:** figures provided by Aberdeen City Council<sup>2</sup> indicate that Union Street received approximately 50,000 pedestrian visits per week (2.6 million per annum) in the latter half of 2019, prior to the start of the Covid-19 pandemic and the introduction of the Spaces for People measures.
- **Cyclist numbers:** while no comparable 2019 data is available for cyclist numbers on Union Street, figures provided by Aberdeen City Council<sup>3</sup> indicate that, in 2020, the number of peak daily cyclist using the street (c.180), was equivalent to approximately 2% of the number of peak daily pedestrians using the street (c. 9,000). Applying this 2% rule of thumb, the number of annual cyclists using the street is estimated at 52,000.
- **Full time equivalent employment:** figures from the Business Register and Employment Survey indicate that, in 2020, there were 1,275 people employed full time and 1,725 people employed part time in the retail and food & beverage sectors in the Union Street Central area, equivalent to a full time equivalent (FTE) employment of 2,138<sup>4</sup>.
- **Turnover and GVA:** this FTE employment contributes an estimates £176 million turnover and £49 million GVA to the national economy, based on turnover-employment and GVA-employment ratios from Scottish Annual Business Statistics.

<sup>1</sup> The Union Street Central area has been defined for the purpose of this analysis as the combined S01000107 and S01000109 datazone areas

<sup>2</sup> <https://committees.aberdeencity.gov.uk/documents/s117501/SFP%20-%20Appendix%201%20Intervention%20Areas.pdf>

<sup>3</sup> Ibid.

<sup>4</sup> This assessment equates each full time role to 1 FTE job and each part time role to 0.5 FTE jobs.

## OPTION 2: FULL PEDESTRIANISATION (WITH CENTRAL CYCLE AND SERVICING CORRIDOR AND SERVICING LAYBYS)

- 1.1.4 We have assumed an 30% uplift in footfall and retail sales under this option. This is equivalent to the increase in footfall and sales experienced by the similar pedestrianisation of Piccadilly in Stoke-on-Trent<sup>5,6</sup>.
- 1.1.5 Based on these assumptions, we estimate that the 30-year discounted economic impact of this option will be £292 million. It has also been assumed that the option will create 641 full time equivalent jobs and will contribute £53 million per year to business turnover in the Union Street area. This is shown in the table below.

### Estimated Gross Direct Economic Impact of Option 2

Area of impact	Value of impact
<b>Figures included in the economic impact calculation</b>	
Active travel benefit <sup>7</sup>	£14m
Contribution to retail & food & drink GVA	£278m
<b>Total economic impact</b>	<b>£292m</b>
<b>Figures provided for information only</b>	
FTE employment in the Union Street area	641
Contribution to turnover of businesses in the Union Street area per year	£53m

Source: Stantec 2022

<sup>5</sup> Source: The Pedestrian Pound, Living Streets, 2019.

<sup>6</sup> The Stoke on Trent project took place in 2021, and was similar, though not identical, in scale and ambition to ACC's proposals for Union Street, namely to take an important city centre retail street with few access restrictions, to reduce access to bikes and servicing vehicles only, and to introduce street furniture all in an attempt to make the street more appealing to shoppers.

<sup>7</sup> Includes impacts on reducing congestion, reducing infrastructure maintenance costs, reducing accidents, improving local air quality, reducing noise and greenhouse gas emissions, improved health, reduced absenteeism and improved journey ambience, adjusted to account for adverse impact on Government fuel duty receipts.

### OPTION 3: BUS / CYCLE / TAXI ONLY – 2 LANES, WITH BUS STOP LAYBYS, WITHOUT SEGREGATED CYCLE FACILITY

1.1.6 We have assumed an 7.5% uplift in footfall and retail sales under this option. This is based on a pro-rate assumption related to the amount of extra pedestrian space created relative to Option 2<sup>8</sup>.

1.1.7 Based on these assumptions, we estimate that the 30-year discounted economic impact of this option will be £74 million. It has also been assumed that the option will create 160 full time equivalent jobs, and will contribute £13 million per year to business turnover in the Union Street area. This is shown in the table below.

#### Estimated Gross Direct Economic Impact of Option 3

Area of impact	Value of impact
<b>Figures included in the economic impact calculation</b>	
Active travel benefits	£4m
Contribution to retail & food & drink GVA	£70m
<b>Total economic impact</b>	<b>£74m</b>
<b>Figures provided for information only</b>	
FTE employment in the Union Street area	160
Contribution to turnover of businesses in the Union Street area per year	£13m

Source: Stantec 2022

<sup>8</sup> Option 4F produces ¼ of the additional pedestrian space, therefore ¼ of the additional footfall impact was assumed.

## OPTION 4: BUS / CYCLE / TAXI ONLY – 4 LANES, WITH BUS STOPS, WITHOUT SEGREGATED CYCLE FACILITY

- 1.1.8 We have assumed an 5% uplift in footfall and retail sales under this option. This is equivalent to the increase in footfall and sales experienced by the Brighton Old Town improvement scheme (a combination of removable bollard installations and trial closures) which was considered to be broadly comparable in scale<sup>9</sup>.
- 1.1.9 Based on these assumptions, we estimate that the 30-year discounted economic impact of this option will be £49 million. It has also been assumed that the option will create 107 full time equivalent jobs, and will contribute £9 million per year to business turnover in the Union Street area. This is shown in the table below.

### Estimated Gross Direct Economic Impact of Option 4

Area of impact	Value of impact
<b>Figures included in the economic impact calculation</b>	
Active travel benefits	£3m
Contribution to retail & food & drink GVA	£46m
<b>Total economic impact</b>	<b>£49m</b>
<b>Figures provided for information only</b>	
FTE employment in the Union Street area	107
Contribution to turnover of businesses in the Union Street area per year	£9m

Source: Stantec 2022

<sup>9</sup> Source: The Pedestrian Pound, Living Streets, 2019

## SUMMARY

1.1.10 Based on the above analysis, Option 2 is expected to generate both the highest level of gross economic impact at £292 million, and the greatest gross economic impact per £ of investment

### Summary of Economic Impacts

Option	Additional Total Gross Direct Economic Impact (£m, 30 year present value)	Total Project Costs (£m)	Additional gross direct benefit per £ invested
Option 1: Do Minimum	0	0	0
Option 2: Full Pedestrianisation	292	15,554	£18.79
Option 3: Bus / cycle / taxi only – 2 lanes	74	8,518	£8.69
Option 4: Bus / cycle / taxi only – 4 lanes	49	6,955	£7.05

Source: Stantec 2022

# 10

## SUMMARY AND RECOMMENDATION

# OPTION APPRAISAL SUMMARY

Table 1 provides a summary of how each option performs against the CCMP objectives and the STAG criteria, whilst table 2 sets out the economic impact of each option.

## Options

Option 1 - Do minimum

Option 2 - Full pedestrianisation

Option 3 - 2 lanes with bus stop laybys, with no segregated cycling

Option 4 - 4 lanes with bus stops, without segregated cycle facility

## CCMP Objectives

1. Maximise pedestrian space
2. Ensure access for all
3. Encourage active travel
4. Improve air quality
5. Incorporate public transport
6. Accommodate events, parades, marches etc.
7. Include appropriate urban greenery
8. Maximise the potential of commercial units
9. Create permanent space for on street activities such as occasional licensed premises, pop-up shops, markets, street trading
10. Include space that facilitates appropriately controlled servicing
11. Allow emergency service access to all areas.

Table 1: CCMP Objectives and STAG appraisal summary table

	Option 1	Option 2	Option 3	Option 4
<b>Appraisal Against CCMP Objectives</b>				
Objective 1	-	✓✓✓	✓	xx
Objective 2	-	✓✓	✓	-
Objective 3	-	✓✓✓	✓	x
Objective 4	-	✓✓	✓✓	✓
Objective 5	✓✓	-	✓✓	✓✓✓
Objective 6	-	✓✓✓	✓	✓
Objective 7	-	✓✓✓	✓	-
Objective 8	-	✓✓✓	✓	✓
Objective 9	-	✓✓✓	✓	-
Objective 10	✓✓✓	✓	✓	✓✓✓
Objective 11	✓✓✓	✓✓✓	✓✓✓	✓✓✓
<b>Appraisal Against STAG Criteria</b>				
Environment	-	✓✓✓	✓	✓
Climate Change	-	✓✓	✓✓	✓
Health, Safety and Wellbeing	-	✓✓✓	✓	✓
Economy	-	✓✓✓	✓	✓
Equality and Accessibility	-	✓✓	✓	-
Established Policy Directives	xx	✓✓✓	✓✓	✓

Table 2: Economic impact summary table

Option	Additional Total Gross Direct Economic Impact (£m, 30 year present value)	Total Project Costs (£m)	Additional gross direct benefit per £ invested
Option 1	0	0	0
Option 2	292	15,554	£18.79
Option 3	74	8,518	£8.69
Option 4	49	6,955	£7.05

# RECOMMENDATION

This report has set out a comprehensive exploration and review of potential options for Union Street Central regarding the integration of public transport. It is clear from the preceding tables that option 2, pedestrianisation of Union Street Central provides the greatest benefits in terms of place-making, movement, accessibility and economic gain.

In terms of the CCMP objectives and STAG appraisal, option 2 scores significantly better than the alternative options in the majority of objectives, this is because;

- Removal of traffic allows for more space to be given to pedestrians and wheeled users, it also facilitates street greening, furniture and play.
- Flexible plaza spaces and street furniture create a future-proofed space that can host events and allows for service vehicle access.
- Creation of a designated central zone for cyclists promotes active travel and aligns with current policy and guidance. It also allows for emergency planned traffic use and any future Aberdeen Rapid Transit (ART) system to be accommodated
- The reduction of vehicular traffic improves air quality and provides an accessible, safe and more pleasant environment for people to spend time.
- The proposed bus priority measures on

Market Street, Guild Street and Bridge street will allow people to access Union Street Central by bus, via stops at either end of Union Street Central.

As can be seen on table 2, despite having a project cost which is higher than that of the next highest option (3), option 2 will have a gross direct economic impact of £292m meaning the benefit per £ invested is greater than the other options. This figure is based upon the increase in footfall on Union Street Central, job creation and subsequent increased business turnover. These factors are highest in option 2 due to a number of reasons;

- Option 2 encourages Union Street Central to become a key destination within the city, increasing the number of visitors and expenditure at shops, restaurants and café's along the length of the street.
- Increased accessibility, and the improved environment will encourage more Aberdeen residents to shop on Union Street Central as well as indoor shopping centres, injecting life and activity back into the street.
- Improving active travel facilities encourages those who want to cycle to come to Union Street Central
- With additional traffic free space on Union Street Central, there is a potential for economic investment from hosting events, further boosting visitor footfall and expenditure.

Therefore, the Appraisal concludes that the greatest positive effect on the city centre would be achieved by introducing pedestrianisation proposals with cycle provision and timed service access (Option 2). This approach to Union Street Central will, combined with the bus priority measures to be implemented in Market Street, Guild Street and Bridge Street, provide benefits in terms of improved air quality, accessibility and active travel. This maximises pedestrian space, creating clear passage on pavements of a minimum of 4 metres, providing clutter free routes for pedestrians.

**END.**