



2020
CIVITAS
Cleaner and better transport in cities

PORTIS



Aberdeen Sustainable Urban Mobility Plan (SUMP) Executive Summary

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Executive Summary

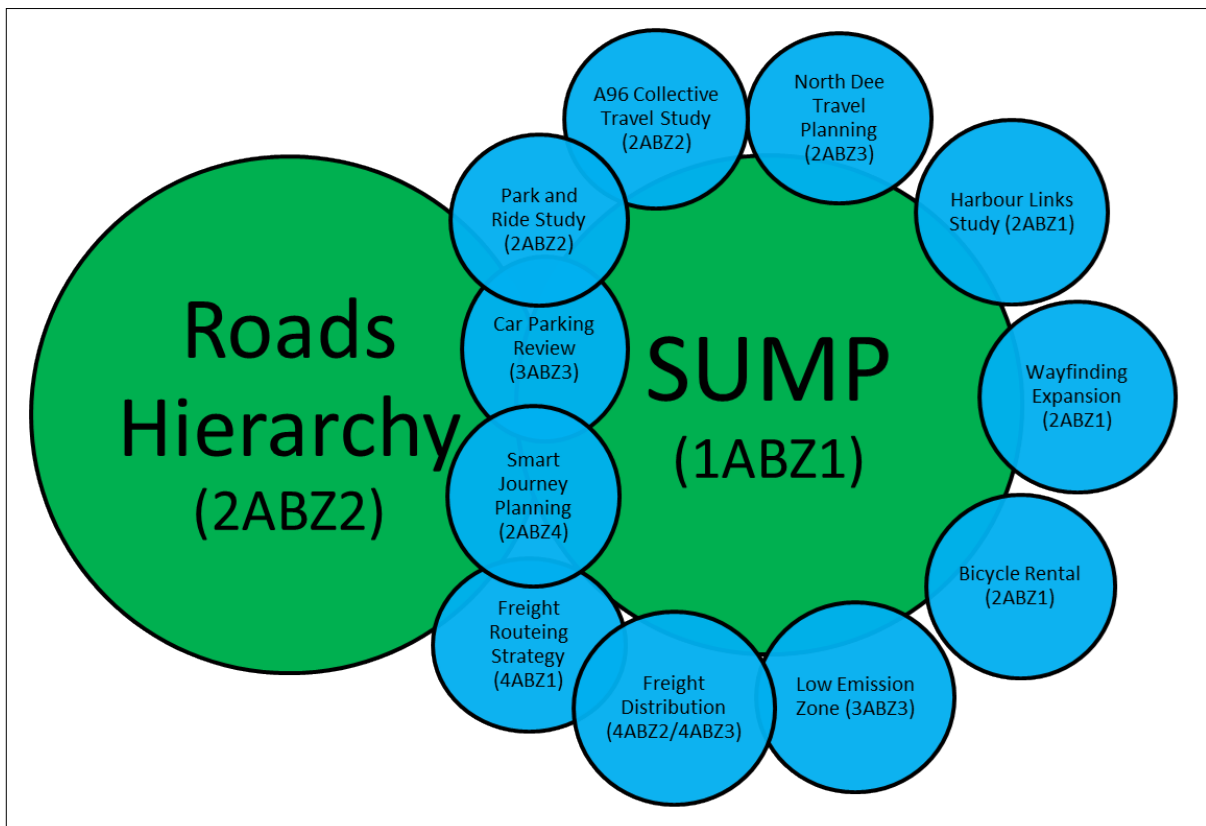
Introduction

This Sustainable Urban Mobility Plan (SUMP) has been developed as part of the EU CIVITAS PORTIS programme. PORTIS (**Port** Cities: **Innovation for Sustainability**) is a four-year project (2016-2020) testing innovative and sustainable urban mobility solutions in five European port cities (Aberdeen, Antwerp, Constanta, Klaipeda and Trieste) with Ningbo in China as a follower city. Aberdeen City Council (ACC) leads Aberdeen’s involvement in the project, supported by partners Nestrans, Aberdeenshire Council, Aberdeen Harbour Board, the University of Aberdeen and the Robert Gordon University.

Within 4 work packages, ACC is responsible for delivering 11 local measures as part of the PORTIS programme. SUMP and Port Optimisation is one of these measures (1ABZ1) with a revised SUMP for Aberdeen they key deliverable. This final SUMP therefore acts as the culmination of this PORTIS work package but is also a starting point for a programme of future city centre transport improvements, ensuring the legacy and influence of PORTIS is felt in the city for many years to come.

There is significant interconnectivity between the SUMP and other local measures delivered as part of CIVITAS PORTIS, and efforts have been made throughout the SUMP development process to ensure these workstreams complement one another and are working towards a shared vision for the future of urban mobility.

Relationship with other PORTIS measures



Background

The Aberdeen City Region transport network is in a period of transformational change, underpinned by significant investment at local, regional and national level. Recent years have seen the successful completion and opening of the Diamond Bridge, Dyce Drive Link Road, Craibstone Park and Ride and, most significantly, the Aberdeen Western Peripheral Route (AWPR), while delivery of the transport elements of the Aberdeen City Centre Masterplan (CCMP) is underway with the removal of general traffic from Broad Street, public realm improvements on Schoolhill and the commencement of the regeneration of Union Terrace Gardens with enhanced walking and cycling facilities. The Aberdeen to Inverness Rail Improvement Project has seen the doubling of the rail track between Aberdeen and Inverurie in 2019, with the reopening of Kintore Station to follow in 2020, enabling a much-enhanced local rail service between Montrose and Inverurie. This transformation will continue over the coming years with the delivery of Berryden Corridor, South College Street and Haudagain Roundabout improvements. Investment in the transport system, therefore, is in a healthy state and, as ACC and partners deliver upon our remaining infrastructure commitments, the time is prudent to consider where Aberdeen's future priorities should lie.

Furthermore, there is a significant risk that the benefits of this investment will gradually erode should steps to 'lock in' the benefits not be taken, particularly in terms of encouraging people to use this new infrastructure in an appropriate way, and taking advantage of available road capacity afforded by the opening of the AWPR and other schemes to give more priority to sustainable modes of transport, particularly walking, cycling and public transport. If these opportunities are not grasped the likelihood is that traffic will grow to fill the space that has been created, resulting in continued congestion, potentially worsening air quality and rising carbon dioxide (CO₂) emissions.

Accordingly, ACC and regional partners Nestrans, Aberdeenshire Council and the Strategic Development Planning Authority (SDPA) commissioned a review of the city's roads hierarchy in 2018 to:

- Support the effective and efficient distribution and management of traffic around the city;
- Develop a network that makes best use of the AWPR by taking advantage of the newly freed-up road capacity within the city to lock in the benefits of investment by giving more priority to sustainable transport journeys;
- Facilitate delivery of the transport elements of the CCMP by providing a means of reducing through-traffic in the city centre, reflecting the role of the city centre as a destination rather than a through-route for traffic; and
- Form a basis for identifying future transport priorities for the region, supporting refreshes of the Regional Transport Strategy (RTS) and Local Transport Strategy (LTS) as well as the ongoing City Region Deal Strategic Transport Appraisal.

This review is now complete and the process underway to reclassify a number of streets within the city to reflect their role in the revised hierarchy. A series of physical improvements to the road network will then be identified and delivered, with a focus on the revised network of priority and secondary routes, to ensure that these are safe and desirable routes for all modes of transport to use, and with a particular focus on improving conditions for active travel and public transport. Within the city centre, proposals concentrate on removing a number of streets from the priority and secondary hierarchy to reflect that through-traffic should be discouraged from using this area in order to enable a more vibrant and people-focussed city centre to be realised, in accordance with the CCMP.

This Sustainable Urban Mobility Plan (SUMP) has therefore been developed to:

- Identify interventions that will help realise the city centre elements of the revised roads hierarchy, in particular the principles of reducing the volume of through-traffic and improving accessibility and permeability of the area for people walking, cycling and using public transport;
- Complement, and further develop, the transport principles and proposed projects identified in the CCMP;
- Identify some enabling infrastructure that may be required to support the success of other proposed projects such as a city centre Low Emission Zone and bike hire scheme; and
- Reflecting its status as a CIVITAS PORTIS project, consider opportunities for improved active travel connections between the city centre and the new Aberdeen South Harbour (ASH).

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

Vision, Objectives and Outcomes

In response to the key problems and opportunities identified, and in the context of these wider policy aspirations, the following vision for the SUMP has been developed:

A city centre that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling and using public transport and which contributes to wider aspirations to deliver a safe, sustainable and economically buoyant city centre with an enhanced sense of place.

The vision is supported by the following objectives:

1. Support delivery of the roads hierarchy strategy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre.
2. 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.
3. 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.
4. Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society.
5. Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure.
6. 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.
7. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times.
8. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport.
9. Improve opportunities for multimodal journeys to, from and within the city centre.
10. For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles.

In order to meet the vision and objectives, a series of improvement measures are proposed, and these are anticipated to result in the following outcomes:

1. A city centre that is accessible to all;
2. A safer city centre;
3. Improved physical and mental health of the local population;
4. Improved air quality in the city centre;
5. A reduction in the volume of private vehicles passing through the city centre;
6. A more pedestrian- and cycle-friendly city centre;
7. Coherent, safe and attractive cycle route to and through the city centre connecting major areas of employment and housing;
8. An improved NCN1 through the city centre;
9. A city centre that prioritises the movement of people over the movement of vehicles;
10. More journeys being undertaken within the city centre by low- or no-emission forms of transport;
11. Increased mode share for active travel to, from and within the city centre;
12. Increased mode share for public transport to, from and within the city centre; and
13. Shorter public transport journey times and improved journey time reliability through the city centre.

Infrastructure Improvements and Supporting Measures

The following tables outline the infrastructure improvements and supporting measures proposed within the SUMP. Infrastructure measures are categorised into high, medium or low priority and short, medium or long-term. It is presumed that short-term measures can be delivered / progressed within 2 years of adoption of the SUMP, medium-term measures within 2-12 years and long-term measures beyond 12 years.

High Priority Measures

SHORT TERM	
Location	Project
Bridge Street	Reduce the speed limit along the entire street to 20mph.
Belmont Street	Explore opportunities to exempt cyclists from one-way and access restrictions.
MEDIUM TERM	
Location	Project
Union Street and King Street (East / West North Street to Castle Street)	Investigate the feasibility of installing segregated cycle facilities along this section and progress towards delivery. Deliver CCMP project to remove private vehicle traffic on Union Street between Castlegate and Bridge Street and make it a walking, cycling, public transport and local access only space with an enhanced sense of place. Investigate the feasibility of making the whole of this area a walking, cycling and public transport priority space (local access only for general traffic) and progress towards delivery, depending on the outcomes of the study. As part of this work, consider opportunities for resurfacing, widening and otherwise improving footways.

<p>Bridge Street, Market Street and Guild Street</p>	<p>Deliver CCMP project to:</p> <ul style="list-style-type: none"> remove car traffic and reduce bus traffic to one-way only on Guild Street while allowing local access only for taxis and deliveries. Investigate the need for, and feasibility of, implementing formal cycle provision as part of this work and progress towards delivery, depending on the outcomes of the study. Resurface footways between Union Square and Bridge Street; deliver one-way traffic system (bus, cycle and local access only) on Bridge Street between Union Street and Wapping Street and investigate the feasibility of implementing formal cycle provision, preferably segregated facilities. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work; deliver one-way traffic system (bus, cycle and local access only) on Market Street with segregated cycle facilities between Union Street and Guild Street; and Work with partners to look at options for improved connectivity between Union Square and Trinity Mall.
<p>Union Terrace</p>	<p>Investigate the feasibility of making Union Terrace a walking, cycling and bus priority space (local access only for general traffic). Progress towards delivery, depending on the outcomes of the study, and identify placemaking interventions to reinforce this.</p> <p>Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, and progress towards delivery, depending on the outcome of the study.</p>
<p>Rosemount Viaduct</p>	<p>Investigate the optimum level of cycle provision and progress towards delivery as part of east-west route development. Look at opportunities for footway resurfacing as part of this work.</p>
<p>Schoolhill and Upperkirkgate</p>	<p>Explore opportunities to make this a walking, cycling and bus priority space (local access only for general traffic). Investigate optimum level of cycle provision in the context of wider CCMP delivery and progress towards delivery, depending on the outcomes of the study.</p>
<p>Skene Street (Summer Street to Woolmanhill)</p>	<p>Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, as part of east-west route development, mindful of opportunities for continuing onward connections westwards. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.</p>
<p>Gallowgate</p>	<p>Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities as part of north-south route development, and giving consideration to onward connections northwards along the A96 and westwards along the A944. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.</p>
<p>Crown Street / Bon Accord Street</p>	<p>Explore opportunities to deliver CCMP project to implement segregated cycle lanes between Union Street and Springbank Terrace, as part of north-south route development and consider options for onward connections to South Crown Street. Look at opportunities for footway resurfacing as part of this work. If Crown Street proves to not be the optimal location for a cycle route, consider opportunities for provision on Bon Accord Street as an alternative.</p>
<p>College Street</p>	<p>Investigate the feasibility of implementing formal cycle provision in the context of the wider South College Street improvement scheme. Progress towards delivery, depending on the outcomes of the study.</p>

Beach Roundabout	Boulevard	Undertake a study to determine a preferred option or options for improving active travel connections between the city centre and the beachfront, including a consideration of potential pedestrian and cycle improvements at the Beach Boulevard roundabout. Work toward delivery of the recommended option(s) as part of east-west route development.
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Medium Priority Measures

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SHORT TERM	
Location	Project
Various	Extend the existing 20mph zone in the city centre to include Rosemount Viaduct (west of Woolmanhill), Gallowgate, Loch Street, Berry Street, John Street, George Street (north of St. Andrew Street), St. Andrew Street (Charlotte Street to Loch Street), Charlotte Street, Palmerston Road, Raik Road, Stell Road, Poynerook Road and Regent Quay.
Various	Explore opportunities to exempt cyclists from access and one-way restrictions - George Street, Summer Street, Bon Accord Terrace, Palmerston Road, Raik Road, Poynerook Road, Langstane Place.
Palmerston Place	Ensure that attention is given to the needs of cyclists when devising the final South College Street improvements to ensure a consistent level of cycling provision within the area.
St. Fitticks Road	Implement signage to indicate that this is the recommended walking and cycling route between ASH and the city centre.
Victoria Road and Victoria Bridge	Implement signage to indicate that this is the recommended walking (and for certain sections, cycling) route between ASH and the city centre, until such a time as an improved route can be delivered as part of the City Region Deal project.
Abbey Road	Reduce the speed limit to 20mph.
Abbey Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre in the short term.
Abbey Road	Change priorities at the Baxter Street and Mansefield Road junctions to give priority to Abbey Road traffic.
Crombie Road	Implement signage to indicate that this is the recommended cycling route between ASH and the city centre in the short term.
Crombie Road	Reduce the speed limit to 20mph.
Greyhope Road	Reduce the speed limit to 20mph.
MEDIUM TERM	
Location	Project
Holburn Street (Union Grove to Union Street)	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, alongside a wider review of active travel facilities along Holburn Street. Progress towards delivery, depending on the outcomes of the study.
Alford Place	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities, giving consideration to onward connections along Albyn Place. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.
Market Street	Determine the feasibility of improved (preferably segregated) cycle facilities on the southern section of Market Street. Progress towards delivery, depending on the outcomes of the study. Resurface footways as part of any improvement works.
Gallowgate	Investigate the feasibility of making Gallowgate (or sections of Gallowgate) a walking, cycling and bus priority space (local access only for general traffic) in the context of wider CCMP delivery. Progress towards delivery, depending on the outcomes of the study, and identify placemaking interventions to reinforce this.

Woolmanhill	<p>Investigate the feasibility of implementing formal cycle provision on the approach to the city centre, in the context of wider Berryden corridor improvements and the opportunity for onward connections to the north. Progress towards delivery, depending on the outcomes of the study. Look at opportunities for footway resurfacing as part of this work.</p> <p>In recognition of the fact that roundabouts can act as a barrier to cycling, while simultaneously aiding the smooth flow of traffic and performing an important green space function, undertake an options appraisal to look at ways of improving the cycle experience at the roundabout while remaining mindful of wider considerations. Progress towards delivery, depending on the outcomes of the study.</p>
Denburn Road	Investigate the feasibility of implementing formal cycle provision and progress towards delivery, depending on the outcomes of the study.
Rose Street, Thistle Street and Chapel Street	Investigate the feasibility of making Rose Street (Huntly Street to Union Street), Thistle Street and Chapel Street a high-quality streetscape scheme with an enhanced sense of place, as per the CCMP, and a walking, cycling and bus priority space (local access only for general traffic). Progress towards delivery, depending on the outcomes of the study.
Palmerston Road, Raik Road, Stell Road and Poynerook Road	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic) and identify placemaking interventions to support this.
St. Andrew Street	Deliver CCMP project to make a walking, cycling and bus priority space (local access only for general traffic) between Loch Street and Charlotte Street. Determine optimal level of infrastructure west of Charlotte Street in the context of CCMP delivery. Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
John Street	Explore opportunities to make this a walking, cycling and bus priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.
Blackfriars Street	Determine the optimal cycle infrastructure in the context of wider CCMP and SUMP delivery. Progress towards delivery, depending on the outcomes of the study.
Harriet Street and Crooked Lane	Explore opportunities to exempt cyclists from access and one-way restrictions, with the addition of a contraflow cycle lane to improve safety.
Shoe Lane and Queen Street	Deliver an improved pedestrian and cycle experience with enhanced placemaking as part of the Queen Street redevelopment.
Shore Brae	Resurface the western footway and complete the 'soft segregated' network to ensure consistent provision on Shore Brae and Ship Row.
Wapping Street and Carmelite Street	<p>Investigate the feasibility of implementing formal cycle provision. Progress towards delivery, depending on the outcomes of the study.</p> <p>Reduce the speed limit to 20mph.</p>
Hadden Street, Stirling Street, Trinity Street, Carmelite Lane and Exchange Street	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic) as per CCMP and identify placemaking interventions to reinforce this.
South Silver Street	Make cycle and local access only as per the CCMP. Look at opportunities for footway resurfacing as part of this work
Golden Square	Depending on the anticipated timescale for the CCMP transformation project, make a walking and cycling priority space (local access only for general traffic) in advance of this.
Langstane Place, Justice Mill Lane and Windmill Brae / Bath Street	Explore opportunities to make this a walking and cycling priority space (local access only for general traffic). Look at opportunities for footway resurfacing as part of this work and identify placemaking interventions to reinforce this.

St. Fitticks Road	Explore opportunities to install segregated pedestrian and cycle facilities between Coast Road and Abbey Road
North Esplanade West	Investigate the feasibility of implementing formal cycle provision, preferably segregated facilities. Progress towards delivery, depending on the outcomes of the study
LONG TERM	
Location	Project
North Esplanade West	Progress delivery of a new pedestrian and cycle bridge over the River Dee as part of CCMP delivery
Palmerston Road	Should a new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision between Raik Road and Market Street
Raik Road	Should the new pedestrian and cycle bridge across the Dee be delivered, implement more formal cycling provision.
Woolmanhill	Should public transport journey times be a concern following delivery of planned improvements, look at options for implementing public transport priority measures. Progress towards delivery, depending on the outcomes.

Low
Priority
Measures

SHORT TERM	
Location	Project
Little Belmont Street, Back Wynd, St. Nicholas Street and Correction Wynd	Explore opportunities to exempt cyclists from one-way and access restrictions.
Castle Terrace	Ensure the path linking to Commerce Street and Virginia Street is fully accessible to cyclists.
MEDIUM TERM	
Location	Project
Market Street	Investigate the feasibility of implementing a pedestrian crossing phase at Market Street / Guild Street signalised junction. Progress towards delivery, depending on the outcomes of the study.
Various	Footway resurfacing - Netherkirkgate, Bon Accord Terrace, Bon Accord Street, Littlejohn Street, Marischal Street, Justice Street, Blackfriars Street, Charlotte Street, James Street, Mearns Street, Ship Row, Bon Accord Lane, West / East Craibstone Street, Bon Accord Square, North Silver Street, Skene Terrace and Castlegate.
Various	Footway resurfacing and widening - Summer Street, Dee Street, Huntly Street and Little Chapel Street.
Netherkirkgate	Investigate potential for, and optimum form of, underpass improvements.
Langstane Place and Justice Mill Lane	Should cycle safety be a concern at this location following high- and medium-priority interventions, investigate the feasibility of formal cycle provision and move to implementation depending on the outcomes of this work.
LONG TERM	
Location	Project
West North Street and East North Street (Littlejohn Street to Beach Boulevard)	Investigate the requirement for formal cycle provision in the context of wider improvements and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.
Commerce Street, Virginia Street and Trinity Quay	Investigate the requirement for formal cycle provision in the context of wider improvements and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.
Loch Street and Berry Street	Investigate the requirement for formal cycle provision in the context of wider improvements and implement any review outcomes accordingly. Look at opportunities for footway resurfacing as part of this work.
	Should public transport journey times become a concern at this location even with planned improvements, look at options for implementing public transport priority measures at a suitable point in the future
ACC will work with partners to:	
WALKING AND CYCLING	
Continue to ensure that all new developments in the city centre are built around the needs of people walking and cycling and facilitate safe and direct active travel journeys to, from and within the development by requiring developers to ensure that comprehensive walking and cycling infrastructure is incorporated into new sites and that sites are well linked to the surrounding network.	
Continue to require developers to consider accessibility by walking and cycling before accessibility by private vehicles and demonstrate that sufficient measures have been taken to minimise vehicular traffic generation through Transport Assessments, Travel Plans and the provision of Residential Travel Packs.	
Support the implementation of Home Zones and low / no car housing where this will result in development that is safer and more welcoming to people walking and cycling.	
Require adequate cycle parking facilities to be installed at all new sites and encourage the installation of shower, changing and storage facilities at workplaces and other non-residential sites.	

Increase cycle parking provision, particularly around key destinations and attractions, including residential parking opportunities for those living in flats, tenements and high-rises.
Work with partners to implement the recommendations of the Bicycle Hire Scheme Options Appraisal in a sustainable manner.
Work to implement the recommendations of the pedestrian wayfinding review, including the provision of improved wayfinding at bus stops and other transport interchanges.
Increase and improve lighting provision in areas of high pedestrian and cycle activity, while pursuing low carbon lighting solutions to support emission reduction targets.
Look at opportunities for increasing green man time and reducing the wait for green man time at busy pedestrian crossing locations, to include consideration of sites where a default green man may be appropriate.
Continue with routine road, footway and path maintenance, including sweeping, surfacing treatments and filling in of potholes as required and as resources allow.
Ensure that roads and pavements are repaired promptly and to a high standard following utility works and other maintenance activities.
Continue to seek further funding sources for footpath and cycle path maintenance, particularly for new routes that are not accounted for in existing maintenance budgets.
Continue to lobby the Scottish Government for funding support for the maintenance of active travel routes to support the increased levels of capital funding available in recent years.
Continue to deliver activities, campaigns, promotions and events in the city centre (such as In Town Without My Car Day) to raise awareness of the benefits of, and opportunities for, walking and cycling in the area.
Engage with the City of Edinburgh Council on the impacts of their Open Streets events and consider whether this is a model that could be replicated in Aberdeen.
Continue to support, promote and participate in local and national safety and driver awareness campaigns such as Police Scotland's Operation Close Pass.
Reflect ongoing improvements in the city centre in future editions of the Aberdeen Cycle Map.
As per the Roads Hierarchy, continue with a programme of corridor improvement strategies to improve the safety and quality of walking and cycling facilities on key radial corridors to and from the city centre.
As individual infrastructure projects come forward to delivery, look at opportunities for implementing supporting infrastructure to enable and encourage use of the new facilities, such as public water stations and on-street maintenance stations, and green infrastructure.
PUBLIC TRANSPORT
Continue to work within the North East Bus Alliance to identify and implement measures to promote and encourage more bus and Park and Ride trips to the city centre, including bus priority measures and new ticketing arrangements.
As per the Roads Hierarchy, continue with a programme of corridor improvement strategies to improve reliability and journey times of bus services to and from the city centre, especially around the bus station.
Ensure that bus stops in the city centre offer a safe, accessible and high-quality waiting environment for passengers, and consider additional needs of passengers resulting from a changing climate.
Ensure that all bus stops in the city centre have clear, accurate and current timetable and route information on display.
Install maps at all key public transport stops in the city centre, as per the recommendations of the wayfinding review.
Continue to promote public transport as a sustainable and efficient method of travelling to and from Aberdeen city centre.
Widely promote the benefits of forthcoming rail improvements arising from the Revolution in Rail and the Aberdeen to Inverness Rail Improvement Project.
Work with partners to deliver the Station Gateway Development Brief to realise a more welcoming arrival experience into the city centre for those travelling by public transport.
Undertake an accessibility audit of the bus and rail stations, as part of Union Square redevelopment plans, incorporate recommendations into an Action Plan to sit beneath the SUMP and work with partners to deliver the Action Plan.
FREIGHT

Support Nestrans in the development, promotion and dissemination of revised freight maps to minimise unnecessary freight movements within the city centre.

Continue to work with regional partners and freight operators to trial and implement solutions to minimise the impact of necessary freight traffic in the city centre, including options for freight consolidation and the use of smaller, low-emission vehicles, especially for 'last mile deliveries'.

CAR CLUB AND CAR SHARING

Continue to work with partners to promote the car club and car sharing as a cheaper and more efficient alternative to private car use for those living in the city centre

Continue to work with car club operators to expand the car club fleet and the number of car club bays in the city centre.

Continue to work with partners to increase the number of electric, hydrogen and hybrid vehicles within the car club.

LOW EMISSION VEHICLES

Continue work to identify the optimum form and scope of a Low Emission Zone in Aberdeen and work towards its successful delivery.

Continue to promote the benefits of low emission vehicles over conventional petrol and diesel varieties.

Continue to grow the electric vehicle charging network in the city centre.

Work towards the delivery of the Aberdeen City Region Hydrogen Strategy to increase the proportion of hydrogen vehicles in the city centre.

CAR TRAVEL

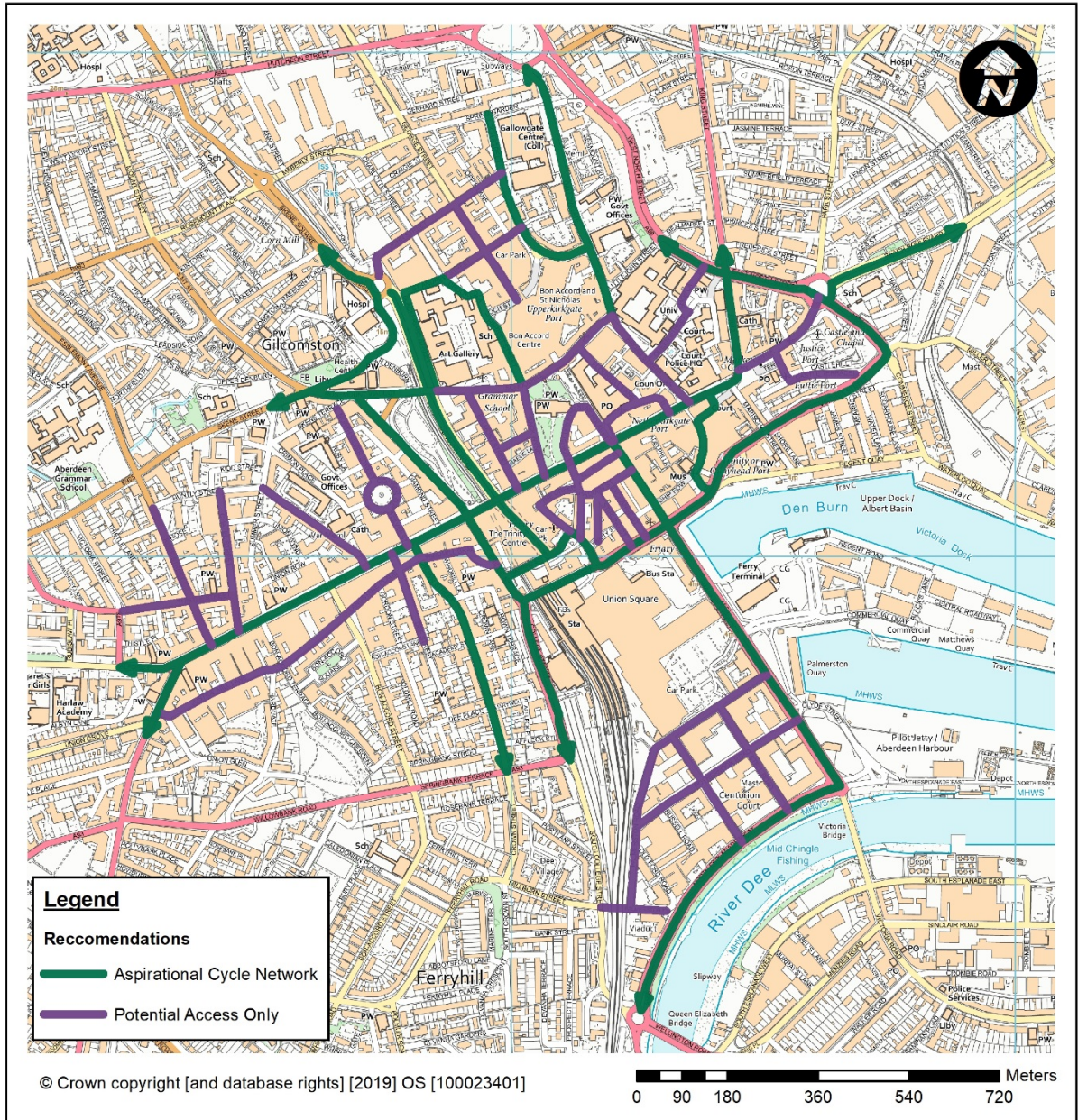
Develop a revised Car Parking Framework for Aberdeen, giving consideration to the recommendations of the Strategic Car Parking Review

Where SUMP projects result in the loss of on-street parking efforts will be made to minimise the impacts of this on local residents.

Engage with regional partners on an education campaign to inform drivers of the needs and vulnerabilities of people walking and cycling and how to behave safely and responsibly in mixed traffic situations.

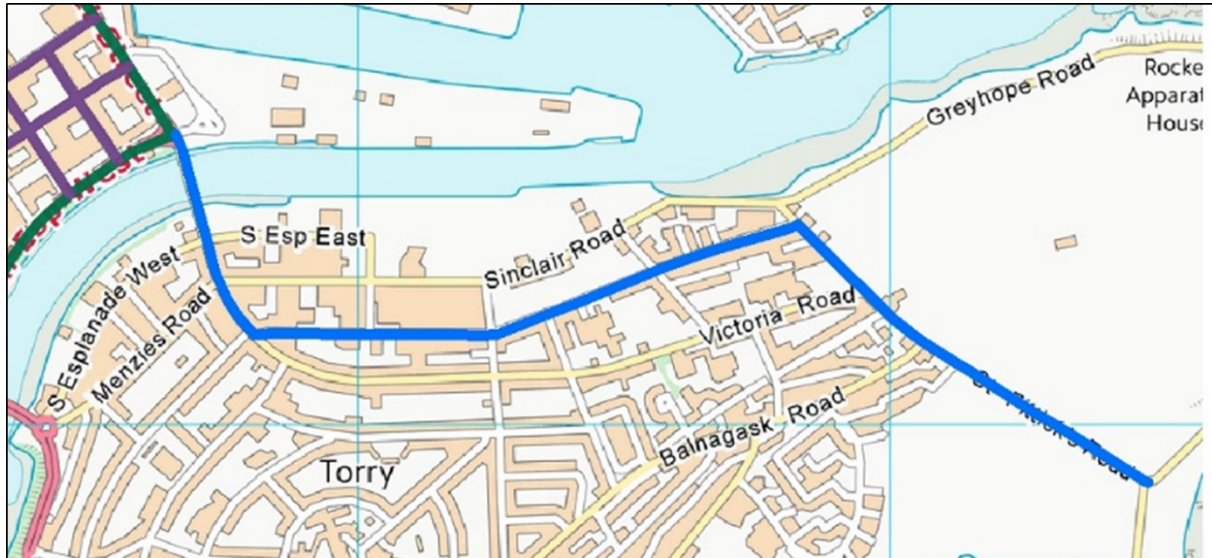
These measures are anticipated to realise the following networks.

Proposed city centre active travel network



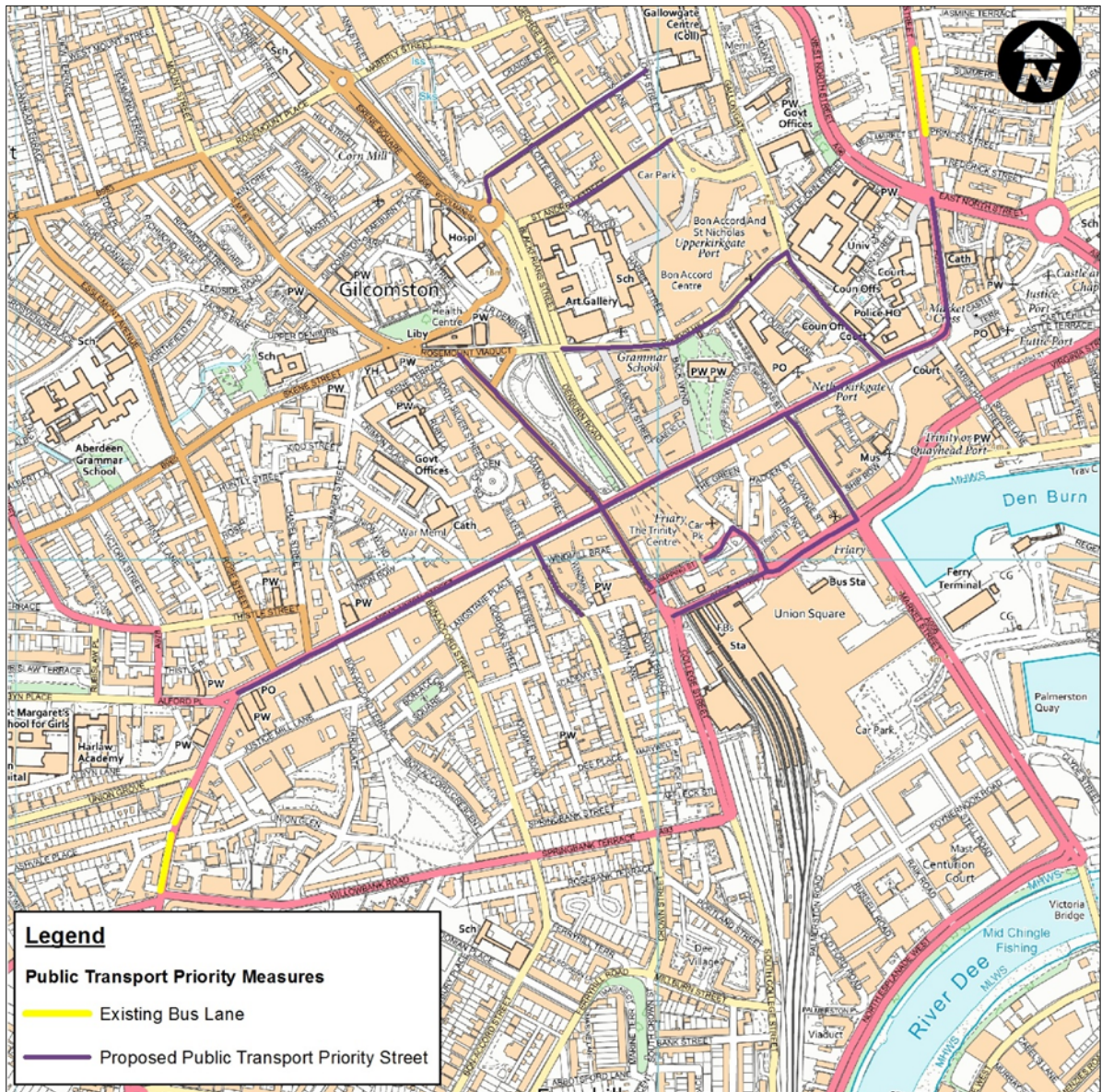
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Proposed City Centre to ASH Cycle Route



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Proposed city centre bus priority network



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