



PORTIS

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1ABZ1 – The Aberdeen Sustainable Urban Mobility Plan (SUMP)

Alan Simpson

Aberdeen City Council



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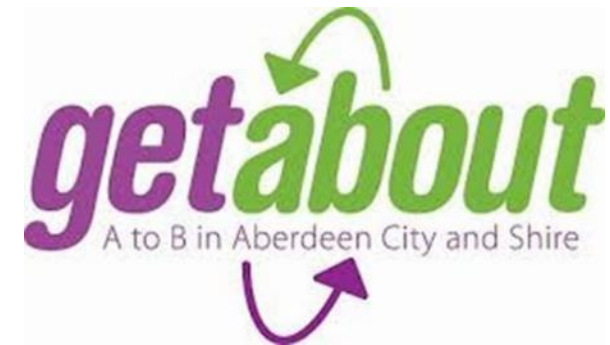
Transport Challenges for Aberdeen

- Third largest city in Scotland
- 95% of residents work in city and 30% of Aberdeenshire residents work in city
- Small rail network adds pressure to road
- Highest car ownership of Scotland's cities
- Parking and congestion
- 3 air quality management areas
- 30% of homes do not have access to a car
- Harbour, new harbour and international airport keep open for business to grow
- Want to attract people to live and work in city
- Falling budgets and maximising external funding
- COVID-19 Global pandemic



Transport Opportunities

- **Western Peripheral Route – takes through traffic away from city**
- **New harbour brings more people and goods to area and needs links**
- **Car no longer king – young people turning to smartphone**
- **Air quality and health far more in public conscience**
- **Scottish Government proposing an ambitious statutory target of net-zero emissions by 2045**
- **CIVITAS PORTIS**
- **COVID-19 global pandemic has created different working and lifestyle opportunities**
- **Getabout brand**
- **Other external funding sources**



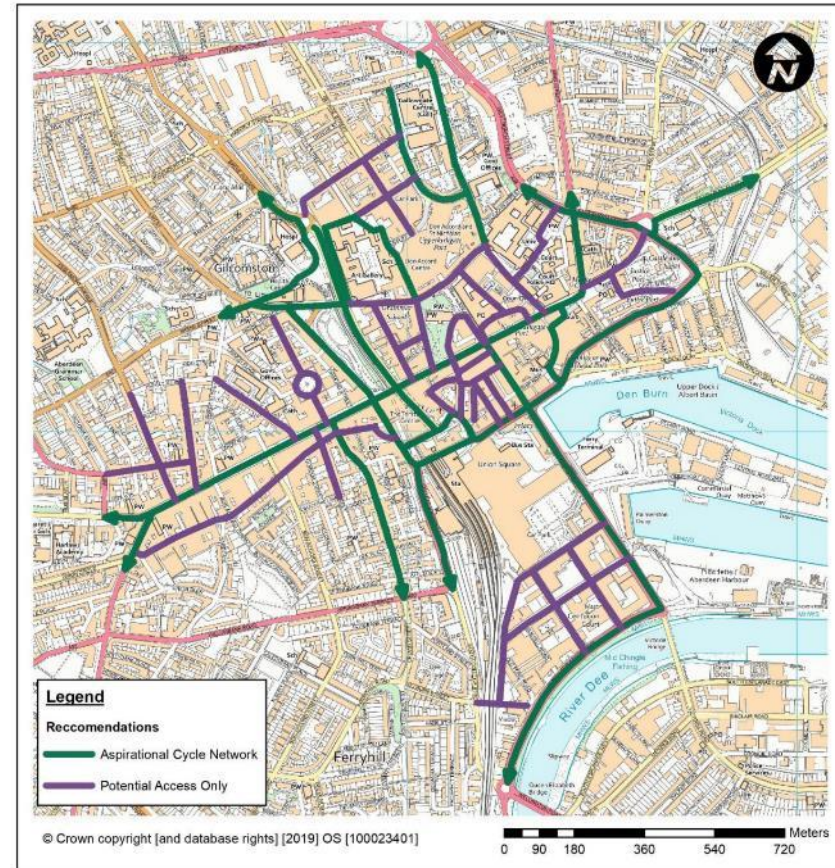
Why a SUMP?

- **Local Transport Strategy covers the whole of the city but needed something city centre specific**
- **Masterplan for land use in City Centre developed in 2010 – needed to be enabled by transport masterplan**
- **Started developing SUMP in 2012**
- **City Centre Masterplan approved by Council in 2015 with draft SUMP to support**
- **Revised Local Transport Strategy approved in 2016**
- **Roads Hierarchy agreed by Council committee in 2019**
- **Strategic car parking review (3ABZ3) completed 2018**
- **City Centre as destination accessed by priority corridors**
- **Aberdeen Western Peripheral Route open by Feb 2019**
- **Need to reduce City Centre traffic to allow this**



Developing the SUMP

- 20 year plan (to 2040)
- Robust self-assessment with SWOT analysis
- Review of previous engagement exercises relevant to city centre to help establish issues and opportunities
- Detailed assessment of current conditions on key transport corridors
- Generation of options
- Appraisal of options using Scottish Transport Appraisal Guidance (STAG)
- Consultation on draft SUMP (Summer 2019)
- Adoption in December 2019



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SUMP – Vision

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



SUMP 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.**

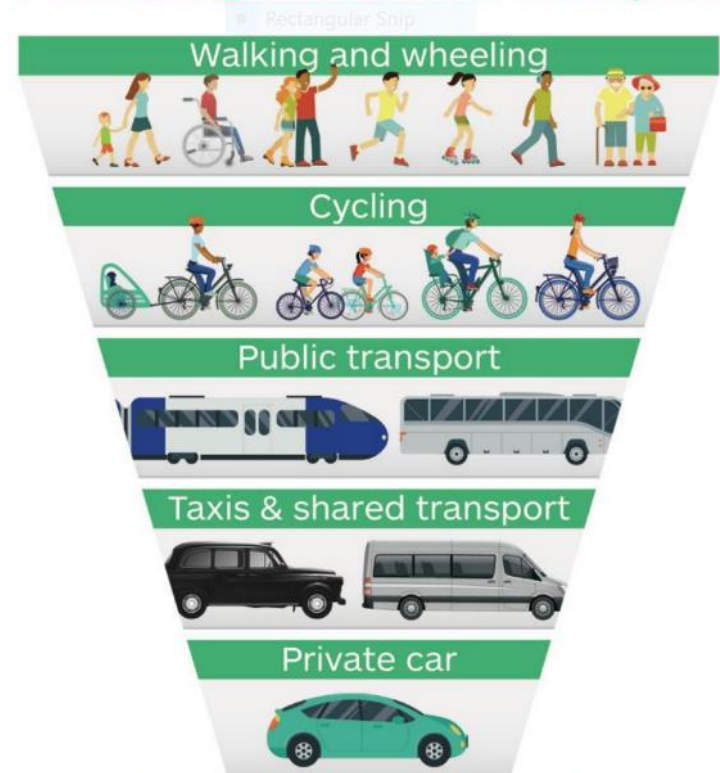
SUMP Objectives

- **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.**

SUMP Context

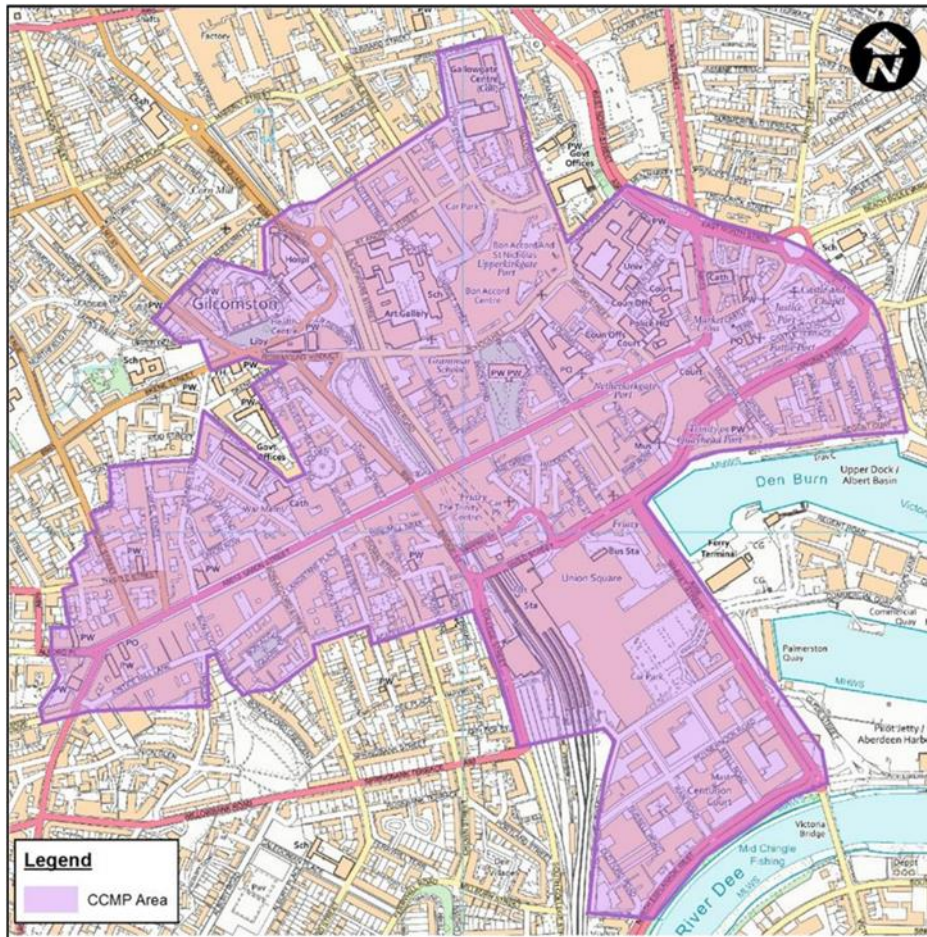
- SUMP to sit as daughter document to the Local Transport Strategy
- Area expanded to take in new harbour
- Split into short term (2 years), medium term (2-12 years) and long term (12+ years) infrastructure measures
- Identifies supporting measures
- Broken down to look at different modes prioritising the most sustainable first
- Monitored every 2 years and updated every 5

Prioritising Sustainable Transport

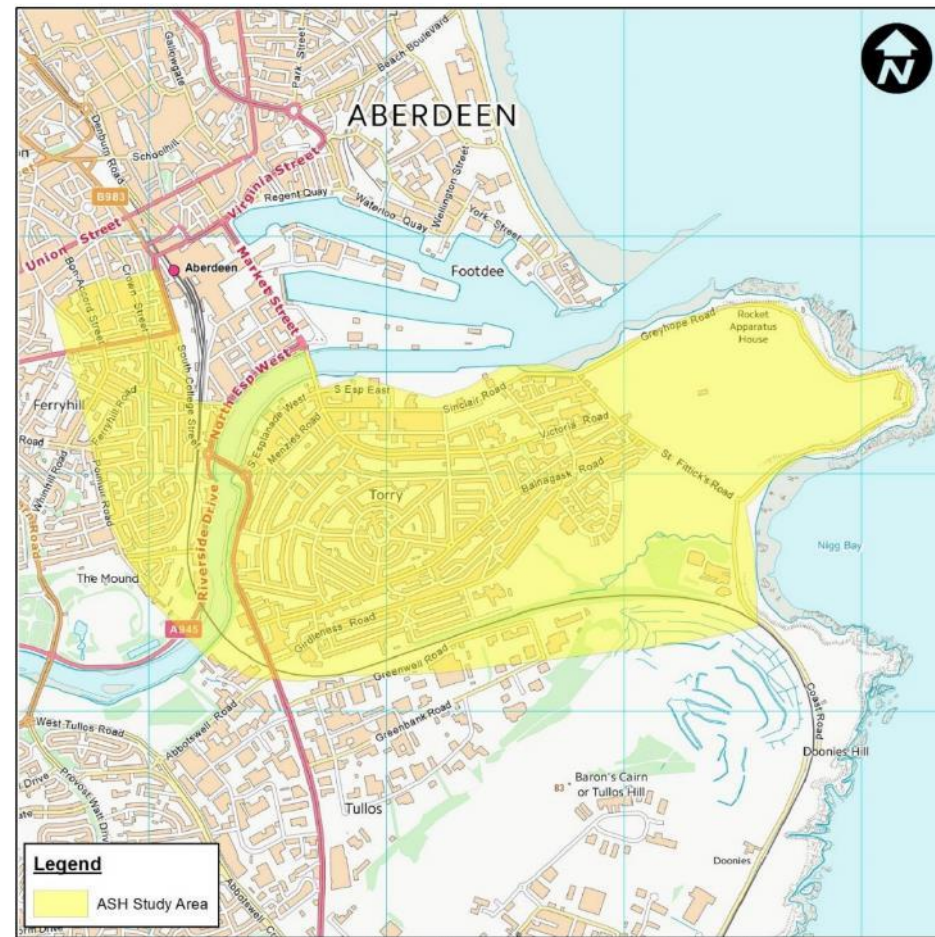


Source: National Transport Strategy Draft for Consultation

Area Covered



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CIVITAS PORTIS and Legacy

- **O&D study (undertaken in 2ABZ1) helped find priority movements**
- **Wayfinding study (2ABZ3) helps encourage movement on foot (and links to car parks)**
- **Bike Hire study (2ABZ3) recommends scheme for Aberdeen reducing car reliance**
- **Strategic Car Parking Review (3ABZ3) fits with providing for short stay and directing people to Park and Ride and Strategic car parks rather than through the city**
- **20 year lifespan goes well beyond CIVITAS PORTIS**
- **COVID-19 global pandemic has changed people's thinking and habits**



Thank you for listening!

Alan Simpson
Senior Planner
Transport Strategy & Programmes
Aberdeen City Council

AlanSimpson@aberdeencity.gov.uk



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