
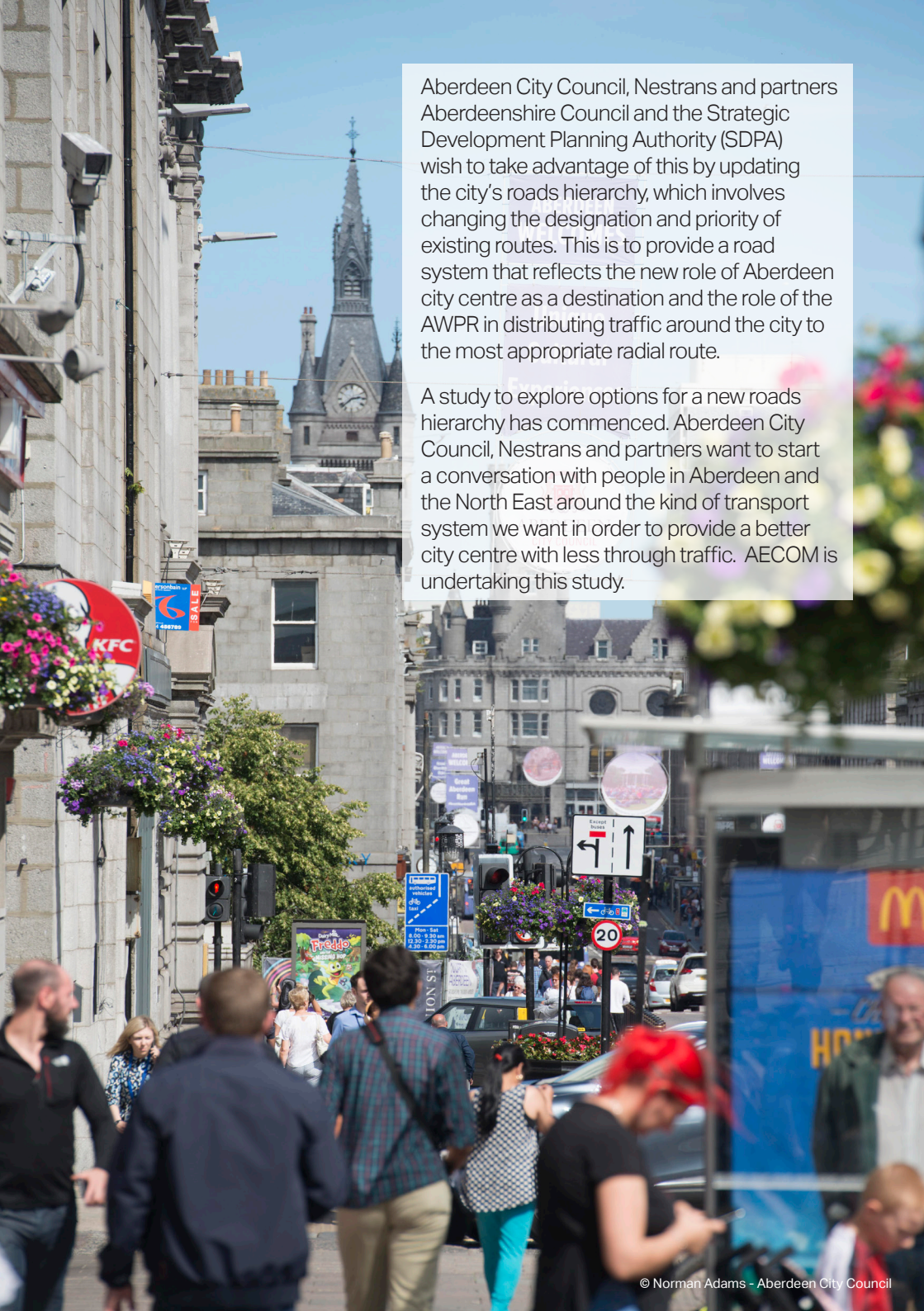


NORTH EAST SCOTLAND ROADS HIERARCHY STUDY

...Making best use of the city's road network



The Aberdeen City Centre Masterplan (CCMP), which was adopted in 2015, aims to create a vibrant city centre with an environment that encourages visits to, and lengthens stays within, the city centre.



Aberdeen City Council, Nestrans and partners Aberdeenshire Council and the Strategic Development Planning Authority (SDPA) wish to take advantage of this by updating the city's roads hierarchy, which involves changing the designation and priority of existing routes. This is to provide a road system that reflects the new role of Aberdeen city centre as a destination and the role of the AWPR in distributing traffic around the city to the most appropriate radial route.

A study to explore options for a new roads hierarchy has commenced. Aberdeen City Council, Nestrans and partners want to start a conversation with people in Aberdeen and the North East around the kind of transport system we want in order to provide a better city centre with less through traffic. AECOM is undertaking this study.

What has happened so far?

Aberdeen City Council considered reports in 2016 and 2017 where approval was granted to develop a new roads hierarchy in Aberdeen to reflect the changes being brought forward in the North East. The following principles are to be adopted:

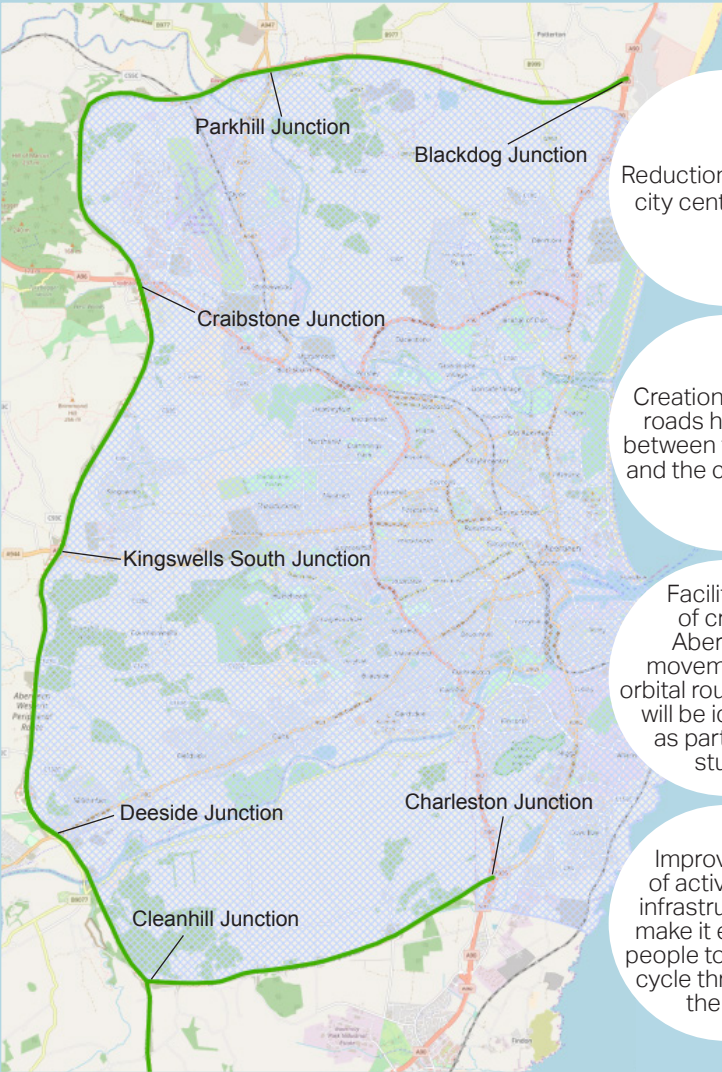
- Through traffic (where Aberdeen City is not the destination) is directed to the AWPR.
- Peripheral traffic (such as a cross-city journey of Bridge of Don to Altens) is directed to the AWPR.
- Traffic in Aberdeen with a destination away from Aberdeen is encouraged through signage to the AWPR at the earliest opportunity.
- Aberdeen city centre should be considered as a destination rather than a through route for vehicular traffic (as noted above).
- Crossing the city centre by car should be discouraged, while opportunities to do so by public transport and active travel will be enhanced.

- Accessing and exiting the city centre by car should, as far as possible, be by the same route.
- The benefits of the AWPR must be 'locked in' to prioritise the movement of active and sustainable travel.
- Bus reliability and punctuality should be improved through the provision of greater bus priority, while advantage is taken of improved local rail services due to arrive from December 2019.

An online survey was launched in spring 2017 to ask people for their opinion on how everyone will move around the city's roads, cycle routes and pavement networks before and after the AWPR opens. The survey concluded that, from a wide range of views, there was strong support for an improved environment for pedestrians and cyclists in Aberdeen city centre.

**ABERDEEN CITY COUNCIL
TRAVELLING AROUND ABERDEEN CITY
AFTER THE AWPR OPENS**





Roads Hierarchy Study Area

Reduction in cross-city centre traffic

Promotion of the city centre as a destination

Creation of a new roads hierarchy between the AWPR and the city centre

Prioritisation of radial routes to transport people to and from city centre destinations

Facilitation of cross-Aberdeen movements by orbital routes, which will be identified as part of the study

Appropriate road classification

Improvement of active travel infrastructure to make it easier for people to walk and cycle throughout the city

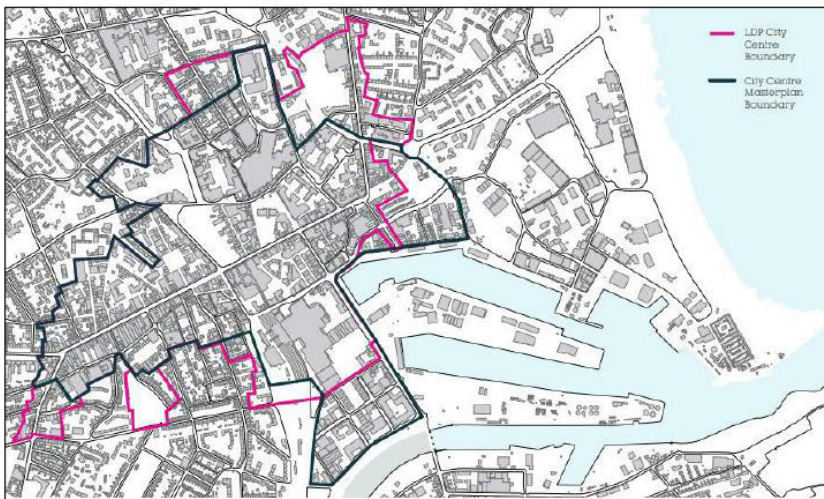
Improved bus access to the city centre

What do we want to achieve?

The 2018 study will provide the mechanism for delivering the above roads hierarchy principles, and builds on the foundations laid by the 2017 public survey.

To support this, the Roads Hierarchy Study will build on the principles above to support the key drivers shown.

The study area for the project is bounded by the Charleston to Blackdog section of the AWPR. In the city centre, the study will adopt the City Centre Masterplan boundary as its focus.



What will this mean?

The development of a new roads hierarchy in Aberdeen will encourage people who choose to access Aberdeen city centre by car to think about taking alternative routes to reach their destination as per the agreed hierarchy. In addition, potential future changes to junctions that intersect priority (radial) routes to and from the city centre could support "local traffic only" zones and reduce the volume of traffic using residential streets as a through route. A key aim is to provide the means to support travel to the city centre via public transport and active travel improvements.

What else will we be thinking about?

The outcomes of the study will also support consideration of:

- How to continue growing the economy of Aberdeen and the North East without increasing traffic levels in the city centre.
- Enhancing safety for pedestrians and cyclists.
- Improving the walking and cycling experience in the city centre and on approaches to the city centre.
- The role of future technology (e.g. remote working, sat navs and automated vehicles etc.) in reducing the need for travel.

How can you get involved?

In the coming weeks, a consultation exercise will be starting to get input from members of the public and stakeholders to help Aberdeen City Council, Nestrans and partners shape the future of our city.

There will be opportunities to get involved via your local Community Council, and other means – please watch out for news releases and social media announcements on how to have your say, or alternatively leave your comments on the next page and post to the address below or hand in at Marischal College reception.

Transport Strategy and Programmes

Business Hub 4, Ground Floor North,
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB
transportstrategy@aberdeencity.gov.uk

Contacts

Media enquiries should be directed to

Karen Allan

Aberdeen City Council Media Team

01224 522099

KaAllan@aberdeencity.gov.uk

media@aberdeencity.gov.uk

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