

# Aberdeen Sustainable Urban Mobility Plan Public and Stakeholder Consultation Report

## 1 Introduction

In June 2019, Aberdeen City Council's City Growth and Resources Committee approved a draft Sustainable Urban Mobility Plan (SUMP) for public and stakeholder consultation.

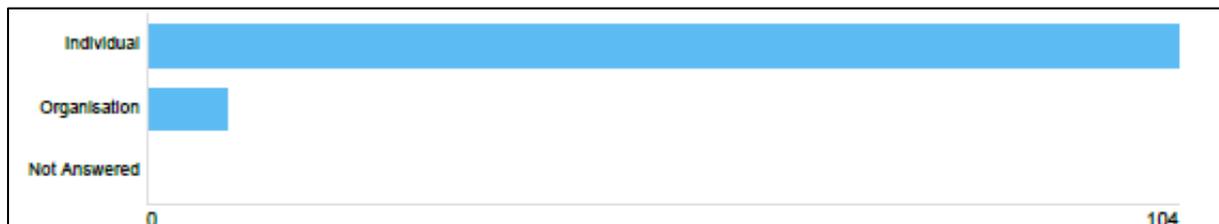
A consultation ran from 10<sup>th</sup> June to 26<sup>th</sup> July 2019 using Citizens Space, with hard copies of the survey available upon request. As well as the Council's usual communication channels, the survey was publicised via posters at libraries and community centres, and at the Aberdeen Evolution (low emission vehicle) event which took place in June. Emails and letters were sent to all key stakeholders to make them aware of the consultation and how they could take part.

In total, 118 responses to the consultation were received. 112 of these were submitted via Citizens Space, 6 were submitted directly to the Council's Transport Strategy and Programmes team via email. Of these 6, 1 respondent followed the Citizens Space survey methodology therefore any comments received within this response have been included within the analysis of Citizens Space responses in the following sections. The other 5 respondents provided more general comments on the SUMP and are therefore discussed later in the report.

## 2 Survey Results

### 2.1 Introduction

**Question 1: Are you answering this questionnaire as an individual or on behalf of an organisation?**



Of the 112 Citizens Space responses, 104 were from individuals (92.9%) and 8 (7.1%) from organisations. Of the remaining 6 responses, all were submitted by organisations.

**Question 2: What is your organisation (if applicable)?**

Organisations submitting responses were:

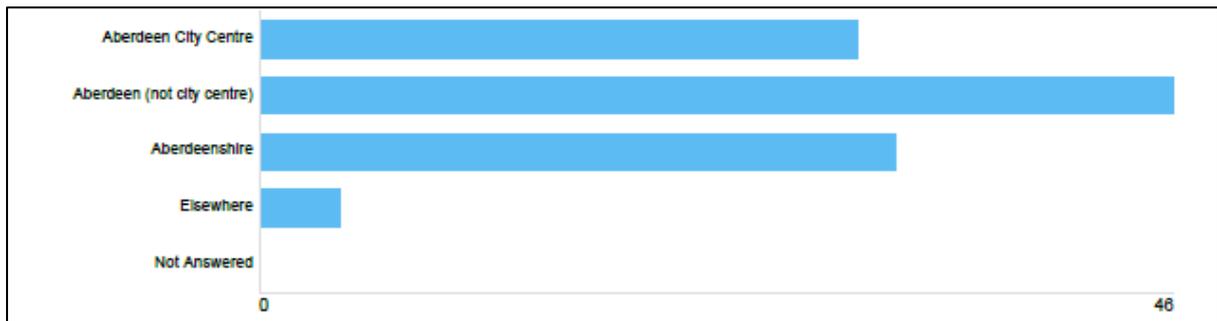
- Nestrans;
- CIVITAS Freight Implementation Group;
- Aberdeen Cycle Forum;
- Grampian Cycle Partnership;
- Sustrans Scotland;
- Paths for All;
- Living Streets Scotland;
- NHS Grampian (x2);

- University of Aberdeen (x2);
- The Robert Gordon University;
- Rosemount and Mile End Community Council; and
- Aberdeen City Health and Social Care Partnership.

It is assumed that duplicate responses are the result of different sections of the organisation responding to the questionnaire separately.

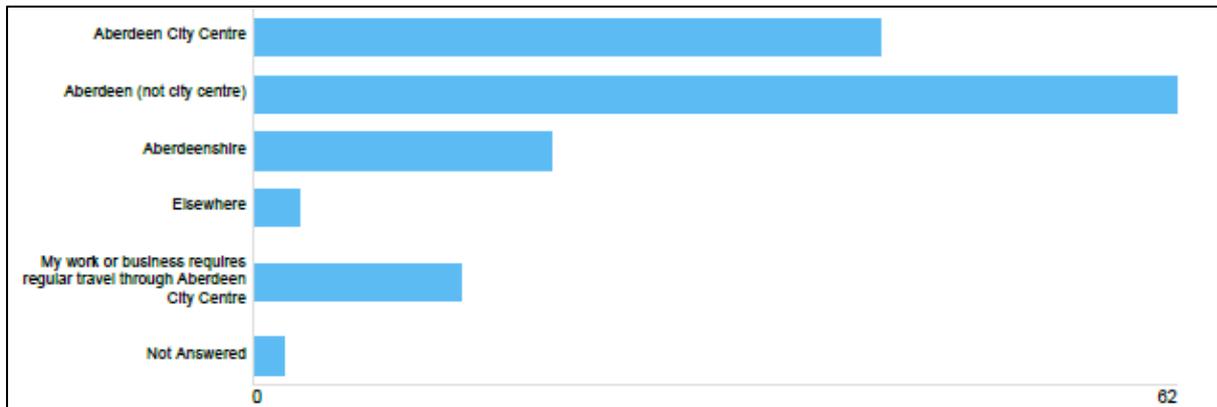
## 2.2 Your Travel Habits

### Question 3: Which of the below best describes where you live?



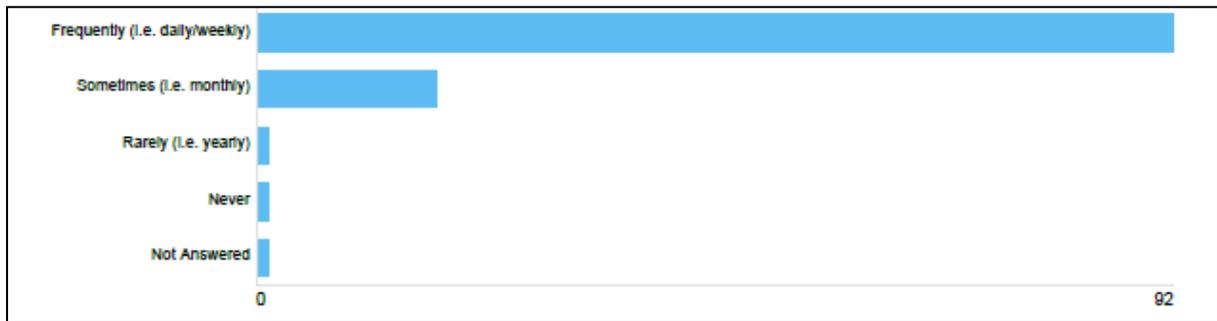
26.8% of respondents live in Aberdeen City Centre, 41.1% live in Aberdeen (not city centre), 28.6% live in Aberdeenshire and 3.6% live elsewhere. Within the region therefore there is a reasonable distribution amongst respondents living in the city centre, wider city and in Aberdeenshire.

### Question 4: Which of the below best describes where you work or do business? Please select all that apply.



In terms of where respondents work or do business, 37.5% do so in Aberdeen City Centre, 55.4% do so in Aberdeen (not the city centre), 20.9% do so in Aberdeenshire and 2.7% elsewhere. 12.5% answered that they regularly travel through the city centre for work or business.

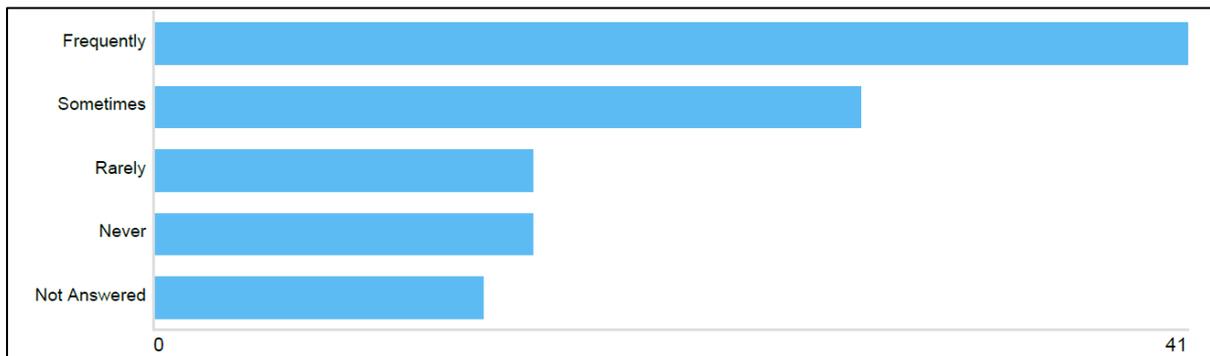
**Question 5: How often do you travel to, from or within Aberdeen City Centre?**



82.1% of respondents travel to, from or within the city centre frequently (i.e. daily/weekly). 16.1% do so sometimes, with only one respondent (0.9%) doing so rarely and another one stating that they never do. The survey has been successful therefore in capturing the views of regular users of the city centre who are most likely to be affected SUMP proposals.

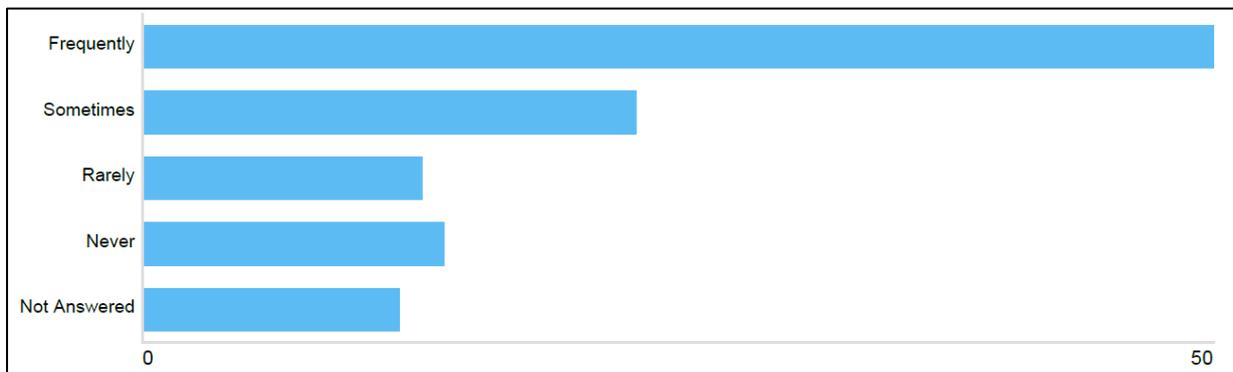
**Question 6: When you travel to, from or within the city centre, what modes of transport do you use?**

Walk



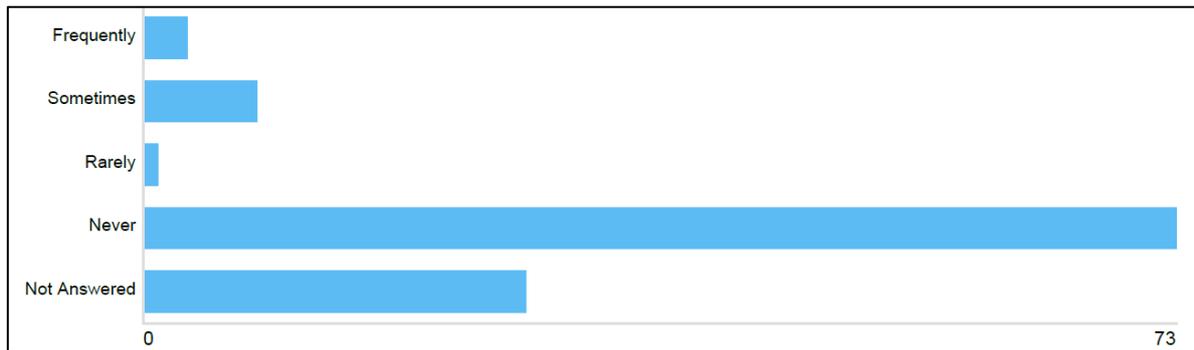
36.6% of respondents walk in the city centre frequently, 25% do so sometimes, 13.4% do so both rarely and never.

Standard Bicycle



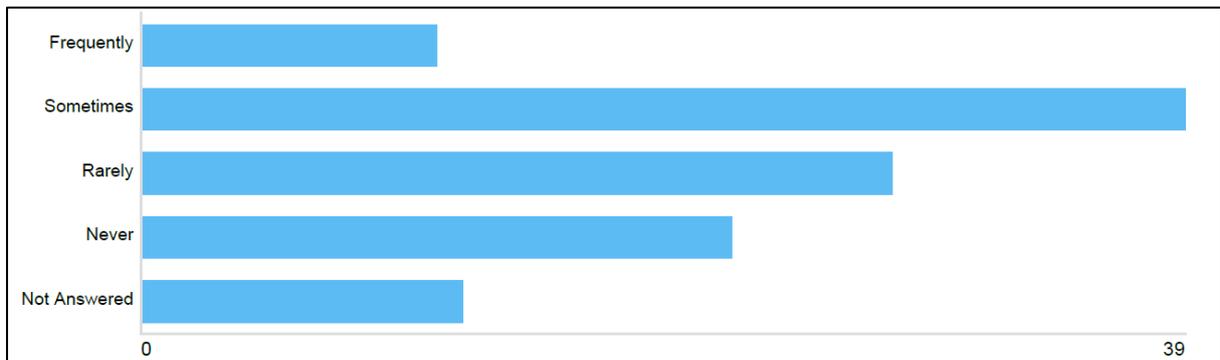
44.64% of respondents cycle with a standard bicycle in the city centre frequently, 20.5% do so sometimes, 11.6% do so rarely and 12.5% never do so.

### Electric Bicycle



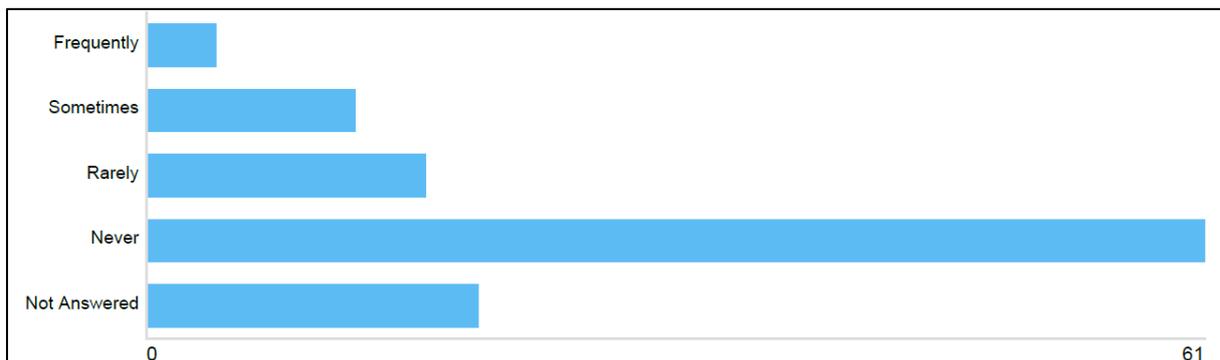
2.7% of respondents cycle with an electric bicycle in the city centre frequently, 7.1% do so sometimes, 0.9% do so rarely and 65.2% never do so.

### Bus / Park and Ride



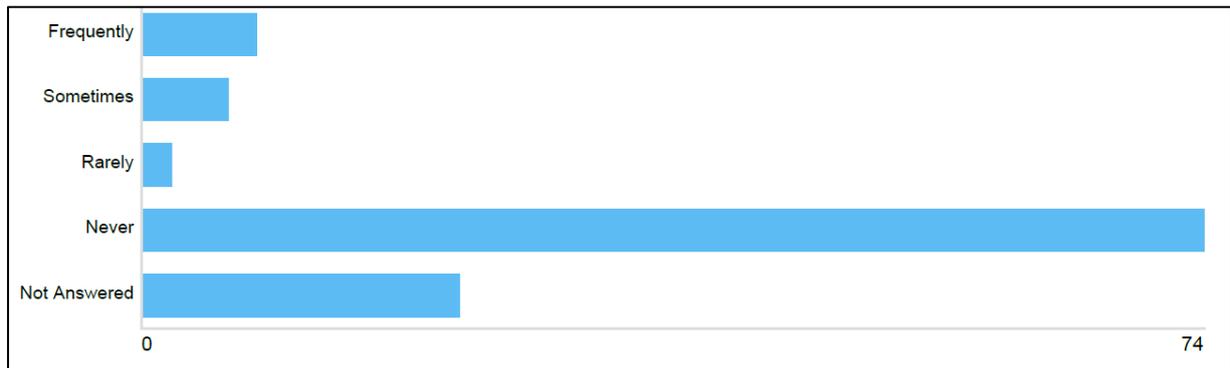
9.8% of respondents travel to, from or within the city centre using a standard bus or Park and Ride service frequently, 34.8% do so sometimes, 25% do so rarely and 19.6% never do so.

### Train



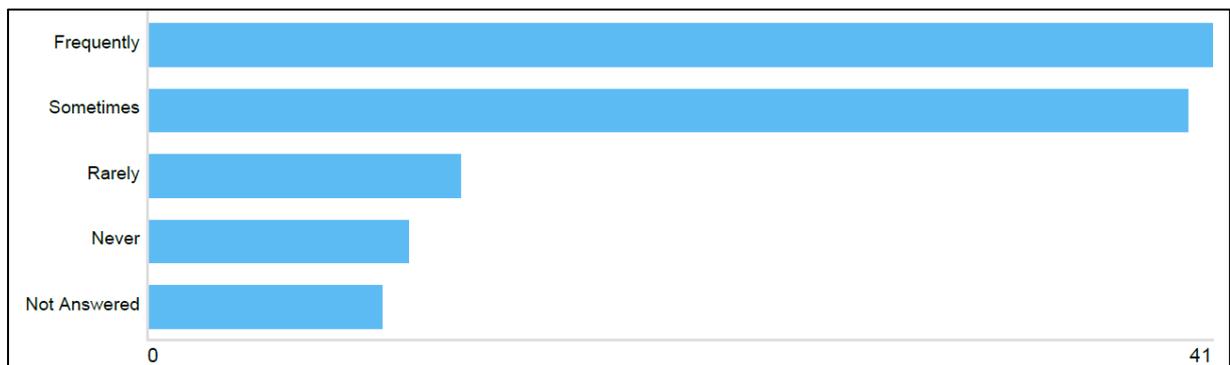
3.6% of respondents travel to or from the city centre by train frequently, 10.7% do so sometimes, 14.4% do so rarely, while the vast majority (54.5%) never do so.

Hybrid / Electric / Hydrogen Car / Van (driver or passenger)



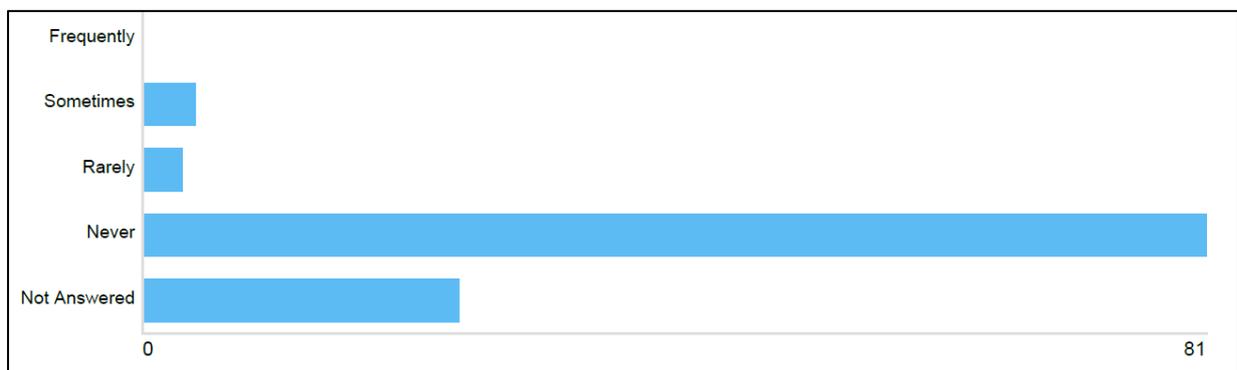
7.1% of respondents travel to, from or within the city centre by a low emission vehicle frequently, 5.4% do so sometimes, 1.8% do so rarely while 66.1% never do so.

Petrol or Diesel Car / Van (driver or passenger)



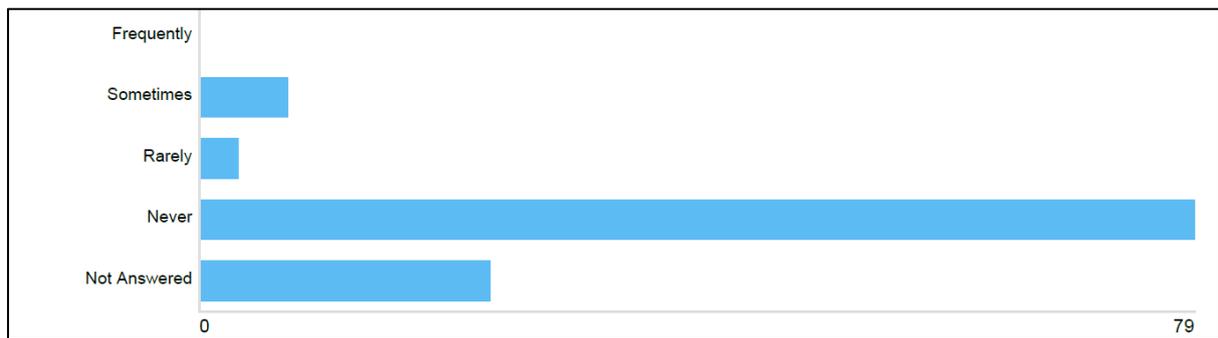
36.6% of respondents travel to, from or within the city centre by a conventionally fuelled vehicle frequently, 35.7% do so sometimes, 10.7% do so rarely while 8.9% never do so.

Car Club Car



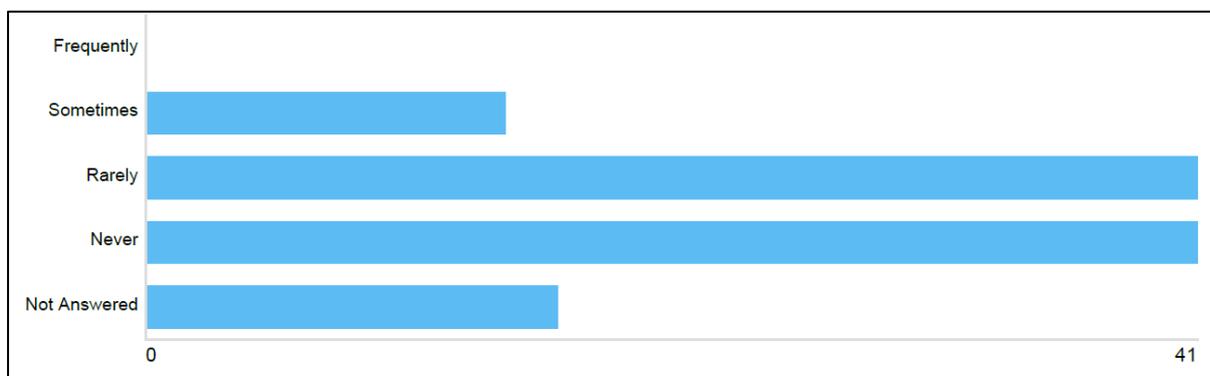
3.6% of respondents sometimes use a car club vehicle on the city centre sometimes, while 2.7% rarely do so. No respondents do so frequently, while the vast majority (72.3%) never do so.

## Motorcycle



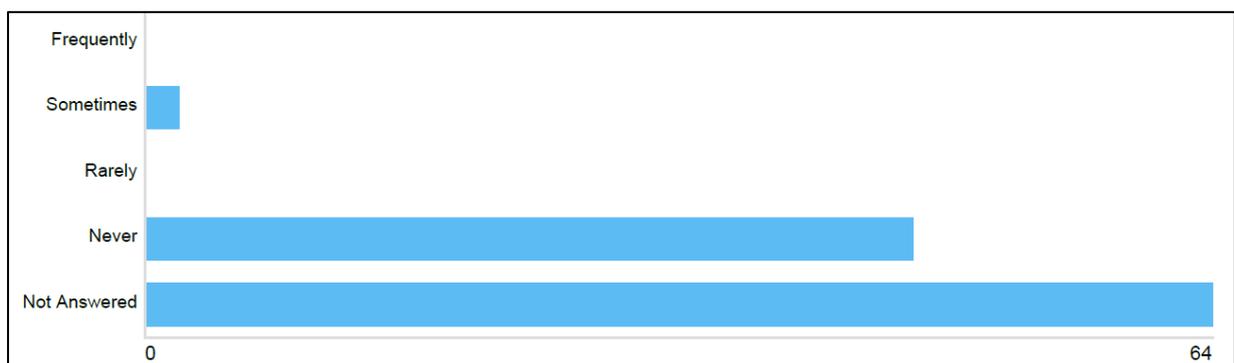
No respondents use a motorcycle in the city centre frequently. 6.3% do so sometimes, 2.7% do so rarely, and 70.5% never do so.

## Taxi



No respondents travel by taxi in the city centre frequently. 12.5% do so sometimes, 36.7% do so rarely, and 36.7% never do so.

## Other



Only 2 respondents (1.8%) stated that they used another mode of transport in the city centre. One respondent uses a folding bike while the other response was from an organisation representing individuals who use various modes

While the survey seems to have captured the views of a reasonable cross-section of transport users, bicycle users appear to be over-represented in the survey, given what is known about bicycle usage in

the city from recent mode share data, potentially reflecting the likelihood that the Plan is of particular interest to bicycle users given the proposals it contains, and/or the success of organisations such as Aberdeen Cycle Forum and Grampian Cycle Partnership in disseminating the survey amongst their members. This is not considered a problem as people cycling are likely to be most affected by proposals so the input of current and potential city centre cyclists will be vital in terms of successfully finalising a SUMP. Those motorcycling and using car club cars are potentially under-represented amongst respondents and this must be factored into the analysis of results.

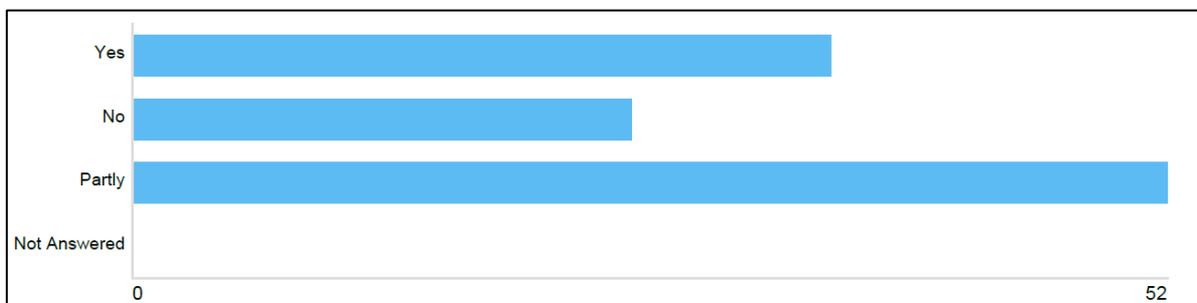
**Question 7: Do you have a car or van available for personal use?**



The majority of respondents have a car or van available for personal use, 79.5% a conventionally fuelled car and 11.6% a low-emission alternative. 10.7% of respondents do not have access to a vehicle. The views of car drivers are therefore well-represented amongst respondents.

**2.3 Problems and Opportunities**

**Question 8: Do you feel that the SUMP reflects all transport-related problems and opportunities in the city centre?**



The majority of respondents (46.4%) feel that the SUMP only partly reflects all transport-related problems and opportunities in the city centre. 31.3% respondents feel that it is an adequate reflection, 22.3% feel that it is not. Respondents were able to expand upon their response in the following questions.

**Question 9: Are there any problems / opportunities identified in the SUMP that you disagree with?**

This was an open question, with all responses are replicated below.

- There is no need for this at all. It’s another waste of money by the council. They should be using the money for community projects.
- First sentence of intro to Aberdeen Active travel action plan 17-21 goes: ‘Aberdeen is well suited to active travel’. It isn’t. Too much traffic with very poor cycle infrastructure and actually quite hilly.

The document looks to have been written by a cyclist. The number of segregation for cyclists does not allocate a fair portion of space to those who don't or can't use a bike.
Much more focus should be given to enhancing bus services in terms of speed and frequency and other forms of environmentally friendly transport.
Fail to understand why a cycle route was not included within AWPR.
Where we live in centre, above has caused a 10% increase in traffic in the area.
Need to extend the 20mph within city centre.
Don't disagree with SUMP but will there be a guarantee of safer walking and cycling paths and lanes.
Provision of putting bicycles on trains and buses needs to be improved, follow the model of countries like Norway, Denmark and Netherlands.
There needs to be far more pedestrianisation in the city centre.
Bike lanes need to provide routes to the centre, not around it. I like to think of this as "cycle and stride" with large, secure places to park bikes.
Cycling infrastructure could be improved. Too easy to prioritise cars over pedestrians and cycles.
Just seems to concentrate on the city centre, nothing seems to be included for north of the Don from what I can see. The problem would be from a cyclist's point of view is how to get from BoD to the city centre safely.
You have identified that some driver' attitude and sense of entitlement contributes to the perception that Aberdeen is unsafe for cycling but this has been proven to be the most dominant factor preventing people commuting by bike. There should be a corresponding 'opportunity' listed to re-educate drivers and enforce local/traffic laws so that drivers respect cyclist legal right to the road.
It's a start
We need segregated cycle infra, to encourage more people to safely travel. This puts off huge numbers I feel. The city is not a welcoming location. This makes it less desirable to visit.
We need pedestrianisation in part of Union Street. My family comment as we walk down it that cars and buses are always queuing spewing out fumes. Prioritise low carbon footprint travel, make our city a place where our young people want to remain. I own a car, but cycle to/from work in Tullos each day to avoid adding to the negative impact our city faces from all out car travel being the most important mode of travel. ACC need to make some hard choices akin the smoking ban in the 90s. Please change our city for the better.
There are not enuf safe cycle routes into city centre. The type of cycle track you would allow a child to cycle on, unsupervised.
Sump needs to ensure that the city centre has sufficient secure cycle parking to encourage people to cycle regularly into the city centre.
Walking & cycling as a way to commute is not being promoted high enough
If you provide facilities for residents to travel safely by bicycle then I and other residents would elect to use that mode of transport for the majority of our journeys to the city centre. To achieve same requires a major mind change in favour of pedestrians, cyclists and buses. For too long the car has been given the majority of resources and priority.
The Local Development Plan and Berryden Corridor Improvements don't entirely dovetail with the SUMP report. The part of Union Street between The Union Terrace junction and the Top of Market Street is shown as pedestrianised in the LDP and the Berryden Road improvements around the Station Hotel roundabout don't appear to be included (although the Bridge St and Upper Market Street public transport vehicles only is included). Is that because the development of the LDP, Berryden corridor and SUMP proposals are all put forward as phased activities?
A start has to be made soon to cut car use in the City, the sooner Sump is implemented the better, any problems can be addressed when all can see the benefits of a cleaner City.
Reducing the speed limits to 20mph is not the solution.
There is no enough incentive to buy an electric vehicle because the EV bays are often blocked by non EV (ICE) vehicles; they don't get any penalties of tickets unless a traffic warden is nearby...those vehicle are sometimes left there for hours because it's an easy and free parking spot.
There is no enough incentive to use bikes, some roads are not in good state, no lanes for cyclists
Cost and accessibility of public transport is another barrier to people using alternative methods to travel in and around Aberdeen city. It is also difficult to cycle in the city due to the attitudes of drivers and volume of traffic

The focus is on the city centre. Effort should also be made to getting people in/out of the city centre from the large housing areas to the north, west and south.
Excellent start.
Look forward to similar proposals for Aberdeenshire population centres, where the impact of AWPR on traffic density is possibly even greater.
Can the principles and main issues underpinning SUMP be adopted as priority in Local Development Planning processes in Aberdeen City and Aberdeenshire.
The bringing forward of the city centre masterplan is pivotal for improving the quality of the air in the city centre, however the part pedestrianisation of areas is not doing enough as there will still be public transport, with no requirement for only green fuel usage. Furthermore this will bring safety issues for pedestrians that will require very careful management and has the potential to confuse.
The Guild Street/Market Street areas of the city must remove the possibility of lorries continuing to use the city centre as opposed to the AWPR. Further to that consideration needs to be given to the fuel usage of boats at the harbour and electrification of trains.
There seems to be no provision for tradesmen to enter the city centre with a van to carry out work on commercial and residential properties within the city centre. It is difficult enough at the moment but if further restrictions are implemented it will become much worse. Many tradesmen use their van as a workshop and store to carry out their job when working in a property. It is not always feasible to drop off material at the property, remove the van to a designated parking area, return to the work area and continue with the job in hand. Sometimes the unexpected happens and the tradesman has to walk back to parked vehicle collect an additional piece of equipment or material, return to the work area. It is costly in time both to the tradesmen and customer. It is not good practice to be carrying heavy materials or equipment long distances. The plan as far as I can see has loading and unloading access but not access for tradesmen's van. It looks like you are not catering for this type of vehicle.
Why is it only 'perceived' that is a dominance of vehicular traffic yet it is not 'perceived' that buses lack infrastructure?
I strongly feel that public transport needs to be cheaper and more efficient. Creating good cycle lanes is the only way to get people out of cars - if people are afraid to even try a bike, there's no chance.
Cycle lanes deployment should be a short term action.
I think the SUMP has managed to cover all the important points without being overly ambitious. This is not the fault of the officials more of a lack of distinct and committed political will to encourage more active travel within, around and to the City itself.
City centre residents who REQUIRE to own/use/maintain a car for business/professional use are underrepresented.
Under "Traffic and Congestion", one of the opportunities is "Improve traffic flow". It should be made clear that the hierarchy in Figure 2 applies to this opportunity - that the flow of pedestrians is given the highest priority, and the flow of "other motor traffic" is given the lowest priority.
I agree with the key problems and opportunities although they are not very specific in how you achieve these, in particular developing a safer walking and cycling environment.
The plan should cover the whole city not just the city centre. Cars travel faster (more dangerously) in along arterial routes.
There should be a proper network of cycle paths across the city
Focusing on cycling in the city centre, how will people get there on bikes if there is little safe cycle lane provision around the SUMP area? It seems to assume that people will start and finish journeys in that area which wouldn't necessarily be the case. Lots of good ideas though. Should always go for segregated pedestrian, cycle and car routes as shared spaces, or cycle lanes in roads are incredibly dangerous for the most vulnerable user of the space and discourage use.
Bon accord centre is a block to cycling, George St -> Union St, transit by bicycle through is needed Same for St Nicolas and Union Square - cyclist are forced onto dangerous roads and or pavements to navigate around these centres. All these new developments should be shared spaces
If there are two forms of transport that should not come together it is bicycles and buses. Shared cycle and bus lanes are utterly ridiculous and will not encourage uptake of cycling. Segregated cycle lanes have to be considered if cycling journeys are to increase.
The AWPR has made cycling from Westhill into the city centre less attractive. We now have an additional four junctions to cross which slows the commute and makes it less enjoyable and safe. When cycling from Westhill

at the first junction, at the roundabout where the AWPR has a flyover, there are no traffic lights. Additionally, it is difficult to look back towards the traffic. Traffic is travelling at speed. The cyclist needs to dismount in order to cross. This junction is dangerous for cyclists and It is only a matter time until there is an accident between a car and a cyclist.

The next junction has traffic lights, but the button to press assumes the person who wants to cross is on foot. This should have been designed so that the lights were triggered to red with a sensor, sensing and approaching cyclist so that the cyclist does not have to stop and unclip from their pedals. The next junction is the same.

The fourth junction near this roundabout has no traffic lights again. There isn't much traffic using this roundabout exit and cyclists are currently crossing it without much regard to the traffic. However, it only takes one vehicle exiting the roundabout and a cyclist making the incorrect assumption that no cars use this exit for an accident to happen.

Additionally, at this roundabout, the cyclist route uses sharp corners. Those who have thicker tyres are crossing over the grass cutting off the sharp corners.

The cycle path has been poorly designed by those who clearly do not use bikes. I am shocked and dismayed. Additionally the new football pitch will add even more junctions and judging by what has currently been on offer with the new AWPR route, these junctions will be poorly designed too. As anybody done any research onto how the AWPR is affecting cyclists going from Westhill towards town and back again?

There are NO segregated cycle tracks. Has no one ever visited Holland before?

The reduction in speed limits to 20mph is welcomed "city centre" wide but Union Street has been 20mph for several years and vehicles still travel above this so I'd like to know what will be done to ensure that this is enforced?

I feel that all motorised traffic should be banned on Union Street from Bridge Street through to Market Street. It will open the space for city centre events to happen like the Christmas Market; local farmers markets; revive the city centre and our failings with our "main high street".

Are you going to consult with local groups in regards to the best (and most efficient) method of introducing the changes for pedestrians, cyclists, transport suppliers (First Bus; Stagecoach; taxi companies et al) ?

Not a disagreement. Although I agree with increasing the sense of security to cyclists and pedestrians, it would be best to have "conduits" crossing the city. This would permit people to travel from the Deeside Way or Formartine Way to a pedestrianised centre, say, Union Street.

Our strategic aim is to promote health and wellbeing and anything that increases physical activity is welcome however we would make a plea that the needs of those who have mobility problems are also considered and catered for. Some of our most vulnerable clients will still need to be transported from home to hospital, GP appointments, Day Care etc. and will require sometimes specially adapted vehicles to do so.

I think air pollution is not a widespread problem in Aberdeen. If it is a problem, it is localised. I disagree with the exclusion of car parking from the SUMP.

Not enough provision for road quality maintenance and cycling accommodation.

There should be a focus on segregated cycle paths. Painted cycle lanes on roads are ineffective at protecting cyclists and encouraging more people to cycle: see

<https://www.theguardian.com/politics/2019/jun/17/painted-bike-lanes-waste-money-cycling-commissioners> for example.

I applaud the aim to increase the proportion of journeys undertaken on foot, by bicycle and by public transport. This will help Aberdeen meet the aims of the Scottish government's Cycling Action Plan <https://www.transport.gov.scot/active-travel/about-walking-and-cycling-policy/> namely, that by 2020 10% of all everyday journeys should be by bike.

The SUMP notes opportunities arising from the AWPR. It would be good to have an acknowledgement that the reduction in traffic is likely to be short-lived, as multiple studies have shown that increasing road capacity results in increased traffic.

Where are:

Develop through routes for cycling linking current cycle routes / paths in city developing a clear cycle pedestrian core path network. Routes need to be priority for users, not broken by intersections priority for cars - cars give way, no parked vehicles, well surfaced not full of potholes, consistently wide enough, able to cater for ebikes, Escooters as well as bikes, pedestrians. Contra flow cycling on one way streets, Much wider 20mph limit across city, Boardman pedestrian crossings, prohibit all through vehicle traffic from wider city centre area, extend provision for on street cafe experience through wider pavements, designated open areas, re routing of buses from Union St. (now that is difficult in Aberdeen), end diesel buses, allow redesignation

of empty property for housing, higher rating for empty property - much more limited exemptions, should help reduce rents. Support a specific national tax on internet sales to be used to reduce retail business rates (create more equity in social contribution).

Aim must be a revitalised Aberdeen which over the past 30 years has become very run down. Dundee, our looked down on neighbour, is now FAR more attractive. Aberdeen must be the least attractive of all of Scotlands cities. Yet it remains a jewel hidden amidst itself. This seems like an opportunity only being half taken.

**Traffic and Congestion:**

Problems - We does not think it is correct to say that it is a perception that vehicle traffic dominates, and vehicle movements take precedence over people movements. Look at our city centre on most days, the motor vehicle (bus, car, van, HGV) clearly still does dominate. People movements are also very clearly still a secondary concern.

Opportunities - While improving the traffic flow has its place GCP believe this opportunity would have been better described as improving people flow. If Aberdeen City Council are genuine in their desire to improve our city and how we move around it; the SUMP, along with the City Centre Masterplan and the Roads Hierarchy Study must be bold and think of people first, not motor vehicles. One-way streets are mentioned but they are only part of the overarching structure required; there might be need for no motor vehicle access at all on some streets, there could be cycle contraflow lanes, there could be Dutch-style roundabouts (where people/bikes really do take precedence over and above the motor vehicle) or there could be pedestrian/bike priority at junctions. The last point, when currently many junctions are clunky at best and illogical/stop-start at worst for pedestrians/bikes is really important.

**Walking and Cycling:**

Problems - There is poor connectivity throughout, for pedestrians and cyclists. The pedestrian experience must be improved greatly, if we are serious on making the city centre a destination, not just at the bus/rail hub but all-around and on the approaches.

Opportunities - The points listed really do make it clear; do we want and need these in Aberdeen? Absolutely! Let's start actioning these now.

We do not believe that buses and cycles mix well. The 'bus lane' is not really the place where most cyclists would choose to be. Putting two vastly different forms of transport in such close proximity can be a recipe for disaster.

Motorcycling - Interestingly, there is no opportunities field completed for this category. Why not?

Freight - Delivery of a bold SUMP 'with teeth' is key for our city centre. Tightening the access arrangements, for loading/unloading for HGVs is a long overdue mechanism whereby road safety (for all groups) could benefit.

It is clear for all to see that what we currently have in the most part around the city centre needs freshening up, needs improvement and investment. A decisive SUMP, along with other robust processes, could be the beginning of real meaningful and lasting change. Let's seize these opportunities.

**Question 10: Do you think that any key problems or opportunities have been missed in the SUMP?**

Again, this was an open question, with responses reproduced below.

No concrete aspiration to reduce car use regardless of tailpipe emissions. Moving the problems out to the countryside is not the solution.

Proper cycle lanes for commuting into and of city such along A96 or to Westhill

It's all very well getting into the city centre on a bike but where are changing facilities or showering facilities. How does this mode of transport work on cold and/or wet days?

AWPR cycle route, why in hindsight do we have SUMP?

If Aberdeen City Council subscribes to the Scottish Government's declaration of a Climate Emergency, then it needs to apply more focus on the complete segregation of bicycles from cars/buses/trucks. I commute from Mannofield to Bridge of Don via the city centre on a bicycle, the provision for dedicated routes around the Harbour and on King Street are very poor.

In less than ideal weather conditions as the darkness of autumn comes, I feel it's too unsafe to cycle and I elect to use my car instead. If it were segregated I would consider taking my bicycle much more often.

There needs to be far more pedestrianisation in the city centre.

Bike lanes need to provide routes to the centre, not around it. I like to think of this as "cycle and stride" with large, secure places to park bikes.
There should be a corresponding 'opportunity' listed to re-educate drivers and enforce local/traffic laws so that drivers respect cyclist legal right to the road.
The problem of the path to Westhill and it's disruption around the AWPR.
SUMP also needs a driver education campaign because motorist can be very aggressive towards cyclists that they perceive to be on their roads.
See above, we need to triple and quadruple spending and prioritisation of active travel to reap the benefits of a better fairer society, healthier population, environmental change ... make Aberdeen a place people want to visit. Please. There are many schemes and suggestions out there too many to list here ... consult an organisation like Grampian Cycle Partnership.
We need better designed BUS STOPS. A cyclist should not be made to wait behind a bus every time it stops. Redesign of a substantial amount of kerb side drains to stop the intermittent dip at every drain. Use kerb drains or kick drain into pedestrian space and not the gutter, where cyclists cycle.
Need more focus on safer cycling infrastructure; get proper segregated space away from bus lanes and ensure cycle paths are linked, rather than the current fragmented system. Too dangerous to cycle comfortably
Very poor & patchy provision to cycle safely in Aberdeen & general lack of infrastructure to support cycling, cycle lanes that stop cars given priority at junctions poor marking of cycle lanes on roads
Not clear from the document - but feel that any cycle lanes that aren't segregated MUST have parking prohibition to be credible. E.g. current cycle lanes on King street and north deeside road frequently have cars parked in them. Enforcement of the parking restrictions (double yellows) also needed for this to be credible
The cost of public transport is often raised as a problem. Having two bus operators makes this more expensive if it is necessary to switch operators to complete a journey.
Public transport also has a stigma associated with it that as a regular bus user seems unjustified and could probably be changed through positive promotions.
Greater passenger use is needed to justify a more frequent service. The number 14 Sunday service to Kingswells currently needs subsidy from the City Council to remain open.
Clearly there is not much evidence of a change in the priority given cars over other forms of transport. You only need to look at comparable European cities to see how active reprioritisation can radically change the landscape and facilities for non-car modes of transport.
More detailed relationship with the LDP report and the Berryden corridor improvements.
I think that as always car users are being prioritized over other road users. Typically the most vulnerable road users who happen to be the users that contribute the least to harmful emissions (pedestrians, cyclists). All issues need to be approached from the point of view of the most vulnerable road users not the other way round.
Bike sharing, club renting is a reality in most EU cities, not in Aberdeen.
EV owners don't have "benefits" compared to ICE owners therefore EV are not pushed as they should if the Council wants to reduce the carbon footprint.
No, this is aspirational and if only half of it was implemented, it would be a major improvement.
Not putting energy into helping more people commute for journeys under 5miles
I realise that it's a City Centre initiative, however & unless I've missed it, there doesn't seem to be much reference to working with Aberdeenshire Council. The opportunity to link many major towns, routes and the city centre, by providing a walkway/cycle route parallel to the AWPR, would've complimented SUMP massively. We must find a way of looking at the bigger picture and the fact that much of Aberdeenshire's population lies out-with the city centre should make this as important as SUMP.
It is a great start. The issue of addressing 'presumed dominance' of vehicles and single occupant cars in Aberdeen and in 'shire towns underpins but is not brought out as a main strand.
Should be extended to Aberdeenshire, many routes.
I realise this is outside the scope of the SUMP but I would like to see a segregated bike path for King Street all the way from Union Street to the Bridge of Don. This would connect the University with the city centre in one direct and reasonably flat route. I would also like to see a segregated path for Market Street. Market Street has a high number of HGVs and these are particularly treacherous for cyclists. The bigger the difference in mass between the cyclist and the vehicle the more important it is to give them their own space. There's a large difference in mass between a

cyclist and a lorry and for this reason, they should not be sharing the same space. A segregated bike path on Market Street would also connect the train station with the city centre and if the path continued all the way down Union Street and King Street it could connect Torry with the Bridge of Don. Schoolhill is right beside a school and should have a segregated cycle path to make it safe for children to cycle to and from school.

Linking the city centre with key bike paths in the region, particularly the Deeside Way. I think that a segregated cycle path from Duthie Park to the city centre and the beach would be a great asset to the city and would enable families to come into the city centre safely by bike from that end of Aberdeen. If the route continued to the Beach, this would open additional possibilities for family friendly cycling to Seaton Park and towards the Bridge of Don area.

It would be great if SUMP were more proactive about the expanding the segregated cycle network. There is a great deal of investigating the possibilities ahead - which is promising, but how will we ensure active travel infrastructure will actually be implemented where it is found to be appropriate?

The issue of existing bus services and ease of use. Or lack of. I've just moved back to Aberdeen after a few years away and the first thing that struck me when I got back and wanted to get a bus somewhere was that - there are no route maps in bus stops?! It makes it impossible to figure out which bus goes where, and what bus you need. I'm somewhat familiar with Aberdeen but still completely struggled. Anyone visiting Aberdeen would be completely lost too. I had to use Google Maps to help me plan my route, but not everyone has access to a mobile with this capability - and they shouldn't have to in order to use the bus service in their own town. This one simple addition to every bus stop in the city would be an instant encouragement to use the buses more, and would help people join up their journeys. The TFL bus route maps are fantastic, simple and effective, and I'd suggest the same model for Aberdeen.

A problem of 'Traffic and Congestion' is increased concentrations of harmful emissions. Air pollution harming the health of residents, workers, and tourists.

The costs of public transport can be prohibitive particularly if, for example, a single parent is travelling with children. This should be captured in 'Public Transport: Problems'

Availability of bikes can be a problem within 'Walking and Cycling' that can be partially addressed by on-street cycle hire schemes.

No, it addresses key issues specifically in the short to long term.

The scope of the plan is somewhat limited. It focuses very much on the city centre without extending to major points of interest across the city (ARI, the University of Aberdeen, RGU, the airport, etc). We should include sustainable transport links to as many major employers and transport hubs as possible.

This may just be a personal opinion, but I have been very interested in using a bike as my primary mode of transport. However, one of the major 'blockers' for me is that I live in a communal building, with no facilities to park a bike nearby (no garage, garden, shared bike store etc), and I'm not allowed to store a bike in the hallway outside my flat for 'health and safety'. It's a pretty basic thing, but at the minute it's all that's stopping me.

From a personal perspective, I think it's great that you can pre-load single use tickets on the FirstBus app (for cheaper!)

I would also say, from a driver's perspective, there's a problem with people cycling in the city without highly visible clothing or even a helmet. This needs to be enforced better to make cycling safer for everyone.

Public transport is problematic from a professional point of view, particularly links to GP Practices.

An opportunity for providing better links between union square train & bus stations for those with visual impairments is the use of 'tactile maps' and floor guidance. I saw this recently in an airport, where a visual impaired person could read a tactile map, get used to the route & layout, then use tactile 'paths' (tactile ground surface indicators) on the floor of the airport to navigate themselves. These even went to the toilets. This would be simple to introduce in Union Square.

I believe that there should be a direct rail link between the city centre and airport and that the cost of transport is prohibitive; especially for those in the regeneration areas.

Effects of the Western Peripheral Bypass on the West entrance to the city now causes even more congestion driving into the city and even getting to the Kingswells Park and ride. In creating of the bypass, cyclists were disadvantages with more traffic controlled crossings and the issue of the horrors of cycling into the oncoming traffic when cycling west from Kingswells remaining unaddressed.

It takes me twice as long to use public transport from Kingswells P&R into town because of the lack of bus lanes on the way in.

The issue of a frequent service for travelling back to the Kingswells P&R from ARI does not seem to be addressed.

Can't see anything to make it safer for cyclists crossing the big roundabout at North Anderson Drive. Need to address specific issues of children being driven in to private schools in Aberdeen, especially at Robert Gordon's where four wheel drives regularly nearly mow me down when I am walking past the Art Gallery. However, there should perhaps be a case for encouraging these schools to provide school buses (as does the International School) at no extra cost to parents.

Apologies if I have brought up issues that have been addressed but that I missed.

I think there is a connectivity deficit in the Torry / Kincorth area in relation to access to green recreational space outside the city or close to the city boundaries; whereas areas in the west of the city have links to Hazelhead, Countesswells and beyond via cycle and pedestrian only tracks and paths, Torry and Kincorth lack this connectivity. In particular the A90 is a significant obstacle. The south Deeside hills and woods are a close by amenity which are increasingly linked through a network of trails that extend all the way to Ballater from Durris, and it would be relatively straightforward to link to these from the trails in the Gramps and Tullos woods. The health and well-being benefits of this are well-established.

I think perhaps that the SUMP has not taken the opportunity to maximise the gain for the city centre, and this may well be restricted by finance availability.

If you live in Aberdeenshire and travel to Aberdeen by public transport are you proposing cycle hire to use the cycle lanes?

There needs to be a change of mindset - less "Us and Them" (cyclists and drivers), more "People going somewhere, irrespective of transport mode". Again, providing a safe, efficient way to try buses / cycling is the only way to achieve such a shift.

The city centre is not the only area that would benefit from improved cycle infrastructure. The areas directly outside the city centre also need to be considered for cycle lane development. I would also tend to focus on busy commuting routes such as Skene road and Countesswells Road leading out to Kingswells/Westhills.

I think there should be priority for getting into the city by bike and to look at the bottlenecks for this (Bridge of Don etc). Also joining with shire work needs to be highlighted.

LEZ in city centre environments are currently impractical for city centre residents who require a car/van for business/professional use.

Tenement housing and shared on-street parking does not allow for private installation of electric charging points.

No mention in the SUMP of what support the council is making to provision on street electric charging in areas of communal on street parking.

I would probably like to see a commitment to more items being marked as being earmarked for delivery rather than for investigation. I appreciate why there is a need to investigate before delivery but it would have been more encouraging to see the investigation following up with a commitment to deliver a solution to the problem. I appreciate that funding is a key issue here but lack of political will is also surely a contributing factor. It feels as if the more palatable options are earmarked for delivery with the more radical ones on medium/long term timescales and marked for investigation.

Yes safe cycle routes across city. i.e. bielside to dyce.

Removal of all vehicles from city centre.

The opportunities for enhanced mobility for disabled users should be highlighted when discussing a connected, segregated cycle network. Disabled users, whether using wheelchairs, mobility scooters or adapted/electric bicycles or tricycles, should be welcome on such a network, and it should be designed in such a way as to not exclude them.

Lack of safe cycle spaces due to vehicles pulling over, parking and driving in them, thereby not giving cyclists enough space and often forcing cyclists to drive into main traffic. Opportunity: raised kerbs dividing cycle lanes and main traffic (this has been done in various cities throughout the UK and Europe). preventing vehicles driving in these lanes will also reduce wear and tear at the edges of roads and the associated costs with repairing these. P.s. shared cycle and bus lanes do not work.

Lack of cycle storage in workplaces and public places including shopping centres. Opportunity: I realise most of these are private sector buildings but this would encourage cycling.. Lack of buses to green spaces. Opportunity: more bus routes to green space areas e.g. Hazelhead Park.

Lack of pedestrian crossings in areas out-with the city centre. Opportunity: more pedestrian crossings at busy junctions, e.g. the roundabout outside the Duthie Park

More bus only streets like Broad Street please

Condition of the roads for cyclists.
All public transport should be required to be non-polluting ie all taxis\buses should be electric \ hydrogen etc The polluter should pay
High Cost of public transport for short journeys
Could there be a stronger aspiration for school access by bike or walking?
Cycle park provision, not just at tourist spots but in the city centre, Shopping centres and parks is generally lacking. Also active travel may mean more thirsty people. Could tie in with water refill points and help reduce single use plastic too. Be bold!
All the shopping squares - Union, Bon Accord, St Nicolas, trinity should accommodate cyclists. In transit through or visiting, and enable bicycle parking inside. They should no force cyclist to avoid by using dangerous roads to circum-navigate them
Once the city centre cycle lanes are in place the project must continue and extend out to the suburbs and surrounding towns villages otherwise people will continue to use cars. If bike hire schemes are being considered then they should only be implemented once the city centre cycle network is complete otherwise it is destined to fail.
In Aberdeen city next to the prime four business park in Kingswells, as you exit the business park and turn right heading towards Westhill there is a narrow path where it is dangerous for two cyclists to overtake each other. It is next to a dual carriageway with cars and lorries travelling at speed. There should be a one-metre separation between the cycle path the dual carriageway, however, there is not. Again approaching the five mile garage, cyclists are asked to dismount and walk on the pavement. As a regular cyclist along this route I have never seen this happen. Everybody enters the bus layby, which is now unused, and hops back onto the curb at the other end. The whole area here is dangerous for cyclists. I regularly see families with young children cycling along the cycle path at the weekend. It is shameful that nothing has been done to improve this path.
The most recent new cycling infrastructure through Tillydrone gives priory to cars at every junction and is therefore terrible for cycle commuting. It was a totally botched attempt at increasing cycle commuting. There is little mention of how junctions shall be controlled for segregated cycle routes.
Yes not any segregated Cycling tracks. 1£billion spent on AWRP and you guys manage to break one of the best cycle tracks in Europe. Disgrace, absolute Scandal. Disregard for What we inherited from the Victorians and you guys manage to destroy it, lost for words by your incompetence.
Could you look at introducing a 500 ~ 750m exclusion zone around schools, between 8:00 ~ 9:00 and 15:00 ~ 16:00, to encourage children to walk and cycle to school rather than being driven? The situation witnessed on several occasions at Robert Gordons and the issues caused by parents picking up their children is dangerous and unacceptable. This type of behaviour is repeated at several schools throughout the city
There's no mention of promoting motorcycles as a more sustainable mode of transport - use of bus lanes, more solo cycle parking spaces etc.
Implementation of ANY measures is a forward step. Any omissions should be corrected as they become clear.
Cycles and public transport are not the same kind of vehicle and should never be treated as such. The document mentions "cycle provisions", or "cycle and public transport lane" etc, many times. Cycling in the "company" of a bus is not only unpleasant. It is actually very dangerous. Also, what does cycle provision, or mandatory cycle lane actually mean? A double yellow line on a cycle lane? Or rather, as it is currently, an extended parking space for cars? I think that to make Aberdeen cleaner and more environmentally friendly the city has to do all it can to encourage people to use a bike rather than a car, or even public transport. To do so will require a relatively small investment in infrastructure for bicycles, and consulting with those who know how to do it right. For instance Aberdeen planners should have a look at cities such as Copenhagen and Stavanger.
Encouraging cycling requires primarily safer access routes into the city centre, not within the centre. Safe cycle routes are required from the outskirts along the routes of King St, Gt Northern Rd, Westburn Rd, Queen's Rd and Gt Southern Rd / Holburn St.
Improving bus times requires action on reducing boarding times per passenger though flat fares and contactless payments (compare boarding times in seconds per passenger in Aberdeen with London).
Improving bus use requires action on fares (compare bus fares in Aberdeen with £1.70 per trip in London and €1.00 per day in Vienna).

Improving bus usage in the evening requires more evening/late night services. Routing more buses via Denburn Rd, with lifts/escalators up to Union St/Trinity Centre would allow other streets to be pedestrianised.

A key area that has and continues to be ignored is parking for cyclists wishing to cycle to the city centre from a parking location out with the city. Some locations have been adopted (e.g. Kirkton of Skene, Banchory), but such locations are vulnerable to future parking restrictions and do not suit all cyclists. They may also conflict with pedestrians wishing to park and walk, who would typically be deemed higher priority due to their need to access local amenities, as opposed to cyclists accessing the city 10+ miles away. Clearly this provision reduces the number of cars in the city. The opportunity is to officially recognise this need, to identify and protect suitable parking locations and to provide secure car and cycle parking at these locations.

More attention needs to be given to a fully joined-up cycle network, rather than just focusing on the city centre. I would like to see plans for segregated cycle paths to and from the University of Aberdeen and Robert Gordon University, and between the Old Aberdeen and Foresterhill campuses. I strongly support the Aberdeen Cycle Forum proposal for a segregated cycle path along the full length of King St. Other key destinations are the railway station, the Deeside Way and the beach. There are some serious gaps in the cycle network: for instance, the cycle paths along the north side of Riverside Drive (the one on the footpath and its continuation on a separate path beside the river) can only be traversed by crossing large, dangerous intersections near busy roundabouts.

Signage for cyclists needs to be improved. (One example: it is not clear where the shared footpath along Powis Place starts and finishes.)

Maintenance of pedestrian/cycle ways needs to be improved. In winter they are not gritted and they become very treacherous. The cycle path under the Mounthooly roundabout regularly floods and is always littered with broken glass.

Real concern over what is meant: formal cycle provision, segregated, mandatory. The latest existing provision e.g. Tillydrone road, bridge cycle route is appalling. The existing cycle lanes anywhere in the city are not fit for purpose. Anything similar to any of these would be absolutely a waste, unsafe, discourage usage. Cycle lanes must be unobstructed, carry priority, be well surfaced. I could go on. Check elsewhere. Incidentally many countries happily mix cycling and pedestrians, allow cycling counter flow on one way streets.

There does not appear to be a vehicle master plan but a hotch potch of ideas. How about simply having two one way inner ring roads around the city centre. Not through traffic in these areas.  
1: Clock wise: Mounthooly, North St, Beach Boulevard, Market St, Esplanade, College St, Denburn, Mounthooly.  
2: anti clockwise: Skene St (prefer Hutcheon or Rosemount but..) Waverly Pl. Holburn, Willowbank, Springhill to College St with a left turn.

Exceptions where essential for buses. No right turns.  
No through traffic except buses, taxis, all 20 limit in enclosed area. No parking except one side on residential bits. Clear cycle lanes. Many one-way streets in area, cycle contra flows.  
Buses in area to be non-diesel by 2025.

Like CCMP, the SUMP is concentrated on a relatively small area of land. While this area of the city centre is hugely important to the city and to its residents and visitors, what this document misses is the need for much improved 'strategic' links in and out and across the city. We do not believe it makes sense to invest solely in the city centre. There seems little logic in improving a specific area such as this if there are no safe, coherent and reliable links for people to get to and from it.

Many responses to this question relate to wider issues than the question is specifically concerned with. These comments are not ignored but are considered at a later stage of the process, when all comments are grouped and themed for analysis. For the purposes of analysing responses to this specific question, however, only comments relevant to the question are considered here.

Some respondents raised concerns that the SUMP is too narrow in focus in only considering the city centre and does not adequately consider how people get to and from the city centre. It will therefore be made clearer in the final document why the SUMP focusses specifically on the city centre and that it forms part of a suite of documents and plans covering the whole city in order to reassure that the city centre is not being looked at in isolation.

Many of the points raised (such as those relating to the need for safer walking and cycling conditions and improved infrastructure, pedestrianisation, traffic volumes, the attitude of car drivers, bus frequencies and speeds, freight access, etc.) are already reflected in the problems and opportunities section of the draft SUMP.

However, a number of relevant omissions were highlighted here including the following problems:

- Perceived cost of public transport in comparison to alternatives;
- Emissions, pollution and air quality;
- Availability of bicycles to people who perhaps want to cycle;
- Maintenance of active travel routes;

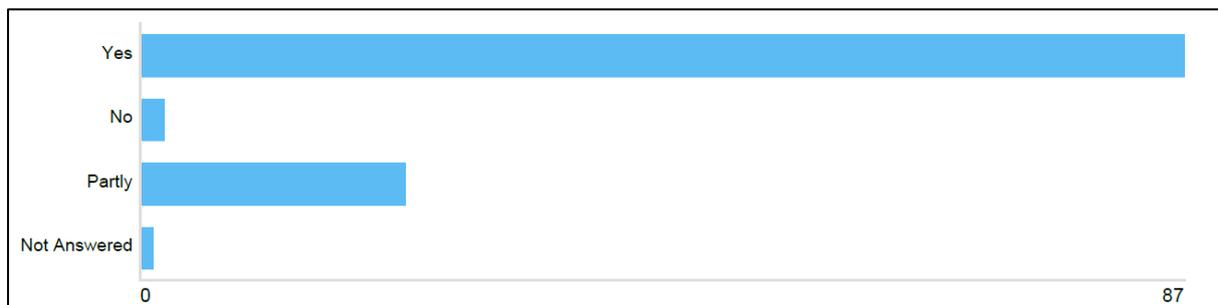
and opportunities to:

- Reduce car usage in the city centre;
- Make best use of the Aberdeen Western Peripheral Route (AWPR);
- Introduce more 20mph speed limits;
- Better educate drivers about the needs of vulnerable transport users;
- Better enforce traffic violations;
- Improve information at bus stops;
- Improve the environment for mobility impaired users; and
- Promote motorcycling as a sustainable mode of transport.

These will therefore be added to the consideration of problems and opportunities in the final SUMP.

## 2.4 Vision, Objectives and Outcomes

### Question 11: Do you agree with the above vision?



There appears to be strong support for the SUMP vision, with 77.7% of respondents agreeing and 19.6% of respondents partly agreeing. Only 2 respondents (1.8%) disagreed.

### Question 12: Is there anything not included within the vision that you think should be included?

Shouldn't be undertaken
Reduced motorised vehicles in the City is an excellent goal. Why miss this?
Great to have a pleasant city centre giving priority to cyclists and walkers but getting there from city periphery is the problem.
Reduction of HGV vehicles in city centre
What are the implications for persons who already live in the city centre, own a diesel vehicle, and are not in a financial position to change car?
Will there be restriction on how many cars a household can have?
Who will pay for the charging stations for electric cars and how will they be distributed throughout the city?
Once Union Terrace completed, how will the traffic flow work?

The focus on the city centre is understandable but cycling on key routes into the centre needs to be considered too. I would like to see a clear intent to provide a grid of segregated cycleways, initially perhaps a 1km Grid but eventually existing at the 250m/300m scale. That would mean almost any cycle trip in the city could be undertaken safely along a continuous networks.
Ban diesel emissions in city centres.
Lower the speed limit across the city centre to 20mph.
It is important to link to the city centre from workplaces and commuter areas like dyce kingswells and cove
Close some/all city centre car parks, if you can drive almost right into the city centre then people will always take the option. Try and move away from "encouraging" more cycling and walking, make it hard(er) for people to drive into the centre of town. As long as someone can drive somewhere relatively unhindered they will choose the car pretty much every time.
A commitment to the reduction of motorised vehicles, electric cars will be just as physically dangerous to cyclists and pedestrians.
Electric charging point roll out to domestic customers
The above while admirable is just words, we need to see a cross party commitment to the objectives of your charter, have watched for years as active travel is last priority on council budgets. We need some bold leadership to deliver.
Public transport between the city and the shire needs to be created
Bicycle theft is a major problem in Aberdeen that keeps numbers of people low. How can we ensure the security of an electric bike or an expensive bicycle whilst in city centre shopping?
Education awareness. Drivers who passed their tests decades ago have no idea of cyclist's rights
Lack of money & the councils will to deliver
Movement within the city centre is one thing, but also need to be able to get there safely
Commitment
Should aim to reduce the overall volume of traffic in the city centre.
What about emergency vehicles?
Parking free for EVs
Smart Bus location/follow the bus via App
Building an EV hub with 5-10 chargers and solar panels (following the success of Dundee EV infrastructure).
To make sure cycling routes are joined up and have full access to entering and leaving the cycle lanes. Also that road changes do not block existing cycle routes.
A ban on all cars and buses in the city centre.
What about the possibility of a raised walkway/cycle route as part of this vision. This would need to be 30ish miles as a very approximate estimate. This could also become a huge attraction to tourists especially when linked with the bike hire programme. It could take in the beach, Girdleness, part of the Dee, Don and sweep back across and over Anderson Drive. This would be a major, safe, continuous route with fantastic views of our City's skyline, rivers and coastline, providing people with great photo opportunities which they can share worldwide, whilst boosting tourism. Take a look at what they're away to complete at Lake Garda and that will be 120km long!
Negative effects to other users should be better acknowledged.
Should be extended to Aberdeenshire, many routes.
A more wheelchair-friendly city centre.
Explicitly addressing the SAFETY of walkers and cyclists on main routes in and out of the city. Some people live along these routes
No
The vision is absolutely fine, the prize however will be evidencing a strategy and programme of works that places the vision into reality.
Access for vehicles that are required to carry out work at premises both commercial and residential in the city centre.

Yes. Painting lines on a road instead of creating properly segregated cycling lanes demonstrably does not work. Without a physical barrier, even just a raised kerb, people will still park in cycle lanes. Fines can and should be used as a deterrent for such behaviour. Less carrot, more stick!
Cultural shift needs to be highlighted. This wont happen without bringing people along willingly.
How low emission vehicle ownership will be supported for city centre residents.
There needs to be a clear strategy designed and implemented for encouraging greater uptake of public transport. "Improving the experience" falls far short of this.
The public should not be encouraged to use any form of vehicle within the area contemplated by the SUMP, even if these are low emission vehicles as they do not solve the problem of prioritisation of vehicles over pedestrians and cyclists and do not encourage modal shift.
Remove all vehicles from city centre including busses. people use a bus to their nearest point and then then walk miles round shops.
"Whilst maintaining necessary and efficient access for business and industry" Businesses in the city centre should be assisted in moving away from lorries and vans for deliveries where possible, and towards electric cargo bicycles and tricycles that can use the proposed cycle infrastructure.
A totally pedestrian/cycle/bus city centre
More secure bicycle parking, cycle lanes outside city centre to centre need big improvements, routes to major towns - Stonehaven as an example, is very dangerous to cycle from to Aberdeen
"A city centre that is accessible to all;" More detail here. Something needs to be included about accessibility for disabled people. Often disabled people are left waiting for the next bus, as the one that has arrived is not accessible. Somebody in Westhill told me it was only when the third bus arrived that they were able to get on it.
When roadworks are being performed across a cycle path, proper adequate provision should be provided for the cyclists. For example temporary ramps going up curbs.
Traffic light sequences should be prioritised for cyclists.
Cost of bus transport in Aberdeen is approximately twice that of other cities like Dundee or Glasgow. Yet, buses and fuel cost the same so why the disparity. The high cost of public transport is a major factor in people not using it.
New cycle bridge to fix the Deeside line
Ban all motorised vehicles from Union Street between Bridge St & Market St as mentioned above.
You need to consider the layout of Aberdeen City itself. It is not convenient or easy for all people living in Aberdeen City to access public transport. As such the speeding up of public transport through the city centre to the deficit of others should not be the end target.
We should work with that and not get distracted by minutia.
"Encourage and enable more walking and cycling in the city centre, particularly through the provision of more and better infrastructure." Not enough! Encourage and enable is lip service. The provision for cycling in particular should be made always segregated on larger roads, to make it safe and attractive.
The city centre can only be pedestrian/cycle friendly if you can get people to it in that way. If it is quicker, cheaper and more reliable to get to the city centre by public transport then people will use that mode ... eventually. Please consider the quality and size of bus shelters for those frequent wet days. However, do not demonise the car. Good/free parking is essential. Parking wardens can be too militant. Parts of the city centre are dirty ... if you clean up the town and make it attractive ... it will attract people in. I cycle to work 4 days a week, on the Deeside line. I would not do this if it was on the roads. Consider bigger, consistent cycles lanes and enforcement of dangerous driving ... perhaps through CCTV in the town and suburbs.
Safe and accessible transport options for those with mobility issues.
Something about reducing delivery vehicles in the city centre - for example in Bordeaux, most deliveries with the pedestrianised area are by bicycle carts, not white vans and HGVs.
There should be a recognition of the additional infrastructure requirements of achieving high pedestrian and cycling participation given the climate in Aberdeen. There should be quantified targets for use, e.g. demand for cycle parking at union square exceeding 200 cycles at any one time.
It all sounds so wonderful. Just suspect end result and proposals insufficient.
We largely agree with what is being proposed. However, we believe there needs to be more of a connection made between what is being proposed and the significant mental and physical health benefits of active travel. The environmental aspects are covered to a degree but there is no real mention of the immense health

benefits, the huge resultant potential savings to the NHS and other services and the improvements to the overall health and wellbeing of citizens as a result of adopting a more active/healthy lifestyle.

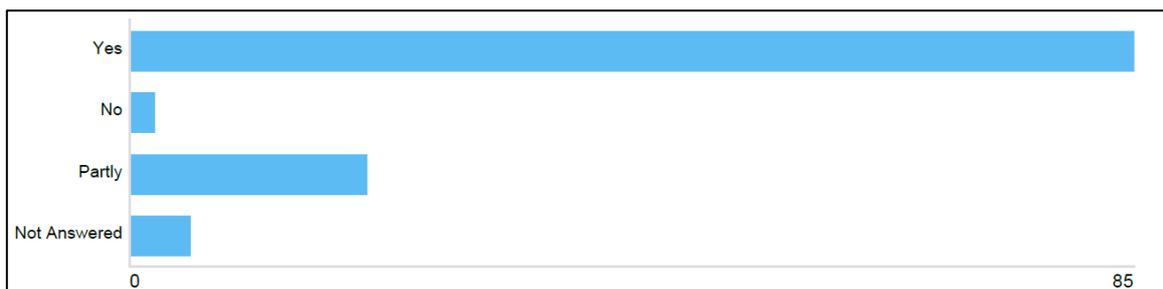
**Question 13: Are there any elements of the vision that you think should be changed or removed?**

All of it
Issue of public transport. Far too costly.
Accessibility for all means all and not just those who can walk or cycle. From the diagrams above there is far too much space allocated to the very small percentage of people who will use cycle lanes
It is well beyond the power of Aberdeen City Council, to make the City Centre "resilient to the effects of Climate Change." The statement just sounds ridiculous. As a coastal City, when sea levels rise, Aberdeen will flood.
When building segregated cycle lanes, design them in such a way that a cyclist isn't having to stop every few yards for a road junction, its time cyclists and pedestrians had priority over vehicles. Have a joined up network, its very disjointed at the moment in the BoD with off road sections starting and stopping its often easier to just stick to the road.
It does not explain the design of the cycle routes therefore a cycle route consisting of a broken narrow blue painted lane is not suitable on the contrary is dangerous
A reliance on 'public transport' is problematic when the transport companies are private companies. They are driven by profit and do not successfully meet the needs of the travelling public in the area. If we prioritise these modes of travel in Aberdeen (for example, by providing bus lanes and exclusive access to certain routes) we must demand that the service providers provide value for that investment. If they do not we should remove the facilities from them (ie. return routes to general use or use them as active travel routes).
Commitment
Infrastructure for charging.
Limiting the speed to 20mph, it's ridiculous.
While improvements to public transport are desirable the level of support for public transport is questionable as previous efforts in this area have not resulted in service improvements (for example, dedicated bus lanes). Any support given to private bus operators should be accompanied by strict performance criteria to ensure the city gets the best value from the road space.
Too much emphasis on removing vehicles. How do you expect people to carry home food from a large food shop or are you visualising that all food will be by supermarket delivery. lots of people like to use their car to go food shopping.
If cars are electric will there be charging points on the street next to their flats or will they be expected to charge their cars in a designated area and walk to and from their homes?
Until such time as practical solutions to city centre ownership of Low emission vehicles are implemented, remove: Improved air quality in the city centre; Reduced carbon dioxide (CO2) emissions;
Vehicular journeys of any form should not be encouraged within the City, even if by low emission vehicles. This still places the car above the needs of pedestrians and cyclists.
There is an awful lot of "Investigate the feasibility of....." which is not very specific
Greater use of electronic travel information.
Simpler Through ticketing for journeys to the city centre on e.g. train / different bus companies. In the Netherlands I have a chipkaart, I can touch in at one end of the country, take a journey by bus, train, tram and touch out at the other - no problems. In Aberdeen I have to pay stagecoach, scotrail and firstbus individually or mess round with some stupid grasshopper / plusbus ticket - it's less hassle to drive!
Better cycle parking
More expensive car parking
Free city centre business parking needs removed, make it chargeable. E.g. Magnus House, Market Exchange, hotel car parks etc
Sack anyone responsible for destroying the deeside line

In relation to public transport there should also be mention of making that an affordable/economically viable option - at present it's more often cheaper to take the car than a bus for short trips into the centre of town.
Arterial routes are always going to be necessary in a city. They should be done well for both IC (Internal combustion) and green transportation. Providing workable and affordable alternatives to ICE is a key. For example - when it snows everyone finds using the bus preferable to risking their car. As a result it's full miles out. It doesn't even bother going INTO Ellon, leaving people shivering at bus stops wondering if it's been delayed or not coming.
Please define low emissions vehicles. Not everyone has taken up the battery vehicle and to penalise petrol/diesel will drive people away from the city centre and do more shopping online ... further degrading the city centre. An ever decreasing circle. If I am to be charged to use a road, I won't use it and will find another way ... This pushes pollution away and does not reduce it and will increase it in other areas. So please think holistically.
I don't agree that public transport is an unqualified superior option for transport. The vision should recognise that all modes of transport have a place in accessing the city, and all forms of transport have disadvantages as well as advantages. Public transport, in particular, typically emits more CO2 per passenger than cars, is noisier and when densely operated, e.g. on Union Street, and for many journeys it is more expensive than car travel.
I would also like to see a vision of integrated transport that encourages (including via local government contracts / subsidy) the ability for cycles to be taken on buses.
More emphasis on cycling/walking, less emphasis on motor traffic.
While only illustrations, we feel it worth noting that the two cross-sections above show cyclists either fully segregated for them alone or in an area sufficiently wide and clearly marked for them. Sharing road space and sharing open spaces in the busy environment of a city centre sounds all well and good however the practical reality is that differing streams of user benefit from being separated to prevent them coming into conflict; e.g. fully segregate the main routes for cyclists, widen the pavements where most pedestrians are found and limit (narrow) the allocated/available space for some motor vehicles with other categories of vehicle being restricted or prohibited. We think that the desire to 'increase the proportion of vehicular journeys in the city centre undertaken by low-emission or emission-free vehicles' is at odds with prioritising pedestrians and cyclists over vehicular traffic. EV's/low emission vehicles do not free up road space, nor do they encourage modal shift.

A vision by necessity must be high-level and succinct and cannot hope to encompass all of the many relevant comments received in relation to this question. However, some recurring themes emerge amongst the responses that require to be considered in a potential revision of the vision and objectives – the need to focus on accessibility for all (especially the most vulnerable members of society), the need to recognise the significant and multiple health benefits of active travel and a need to reduce the volume of cars entering the city centre. It is also clear, while not strictly relevant to the vision, that there is scepticism over Objective 7 (Support and encourage all vehicular journeys within the city centre to be undertaken in low emission vehicles), suggesting that this needs to be reviewed in the final SUMP. As mentioned previously all comments not strictly relevant to the vision will be taken on board when all comments are grouped, themed and analysed.

**Question 14: Do you agree with the objectives of the SUMP?**



As was the case with the vision, there appears to be strong support for the SUMP objectives with 75.9% of respondents agreeing and 17.9% of respondents partly agreeing with them. Again, only 2 respondents (1.8%) disagreed.

**Question 15: Is there anything not included within the objectives that you think should be included?**

Promotion of car sharing
See above - we urgently need a network of segregated cycleways across and into the city.
Lower speed limits for all traffic in the city centre.
Enforcement and education towards motorists that they do not own the road.
Workplace parking levies to fund this. Actively discourage car travel with policy.
Segregate cycle lanes
Education to cyclist and drivers
Real reliable public transport
Commitment
Reverse culture that presumes dominance of motor vehicles in city and 'shire towns.
Should be extended to Aberdeenshire, many routes.
I think it should include the goal to make the city safe enough for an unaccompanied 12-year-old to cycle. A city that's good for children is good for everyone.
Promote walking and cycling to encourage and incorporate exercise into everyday life) e.g. commuting)
Many people do not like or feel safe when using public transport. Many people find public transport dirty, uncomfortable and unpleasant. What are you going to include in the objectives to overcome this problem.
Better car parking areas are required or people will use out of town retail parks to shop.
Not just raise awareness of but actually increase the potential for multimodal journeys, e.g. carrying bicycles on buses and trains. This would also be greatly improved by (for example) bus tickets valid for one hour, allowing one to take two buses without buying two tickets or a day ticket.
I think there may need to be an emphasis on linkages. How we route people to tourist attractions safely. Eg theatre, football stadium, art gallery gordon museum, torry battery. Also how to get out of the city to the shire countryside (eg NE250 cycle route).
Roll out, provision, deploy, install, commission electric charging points across residential shared parking.
There needs to be a far greater and prominent emphasis on the physical and mental health benefits of walking and cycling and why this is of significant benefit to the general population.
Pedestrian education and signage to ensure they do not walk in the cycle lanes and that the check before crossing as they would a road otherwise there will be collisions. Education and speed limits for cyclists in the cycle lanes for the same reasons.
For this to work there needs to be buy in. Often the media do not buy into the vision and the general public read this opinion. There should be some medication given to the media within Aberdeen (press and Journal) in order to get everybody on board.
Making sure that the roads are of good quality with less potholes for the cyclists. It is dangerous cycling with potholes especially in the wet. When approaching a puddle the cyclists doesn't know if it is a gentle dip in the tarmac or a gigantic pothole. The cars do not give enough room as it is, and the cyclist has no option but to go through the puddle hoping for the best
Yes new cycle bridge on deeside line at Milltimber at the palce where the planners decided to not give a dam about the value that the deeside line has to cyclists :(
Look at rolling out the 20mph speed limit to all residential areas.
Trying to keep vehicles, whether IC or Green out the inner city makes good sense
Strengthen links between transport infrastructure improvements and placemaking for people spending time in the City centre. Specific inclusion in the numbered objectives of this would reinforce the mention of 'an enhanced sense of place' in the summary vision.

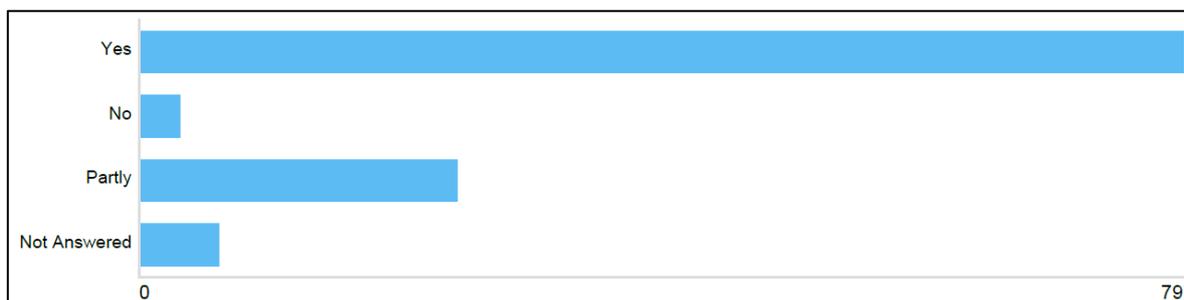
A wider vision for Aberdeen, an overall view by the Council, a vision. Then much better vision and aspiration over details. Perhaps admission that almost all existing cycle provision is awful. Just something to encourage me to trust that Aberdeen will do something worthwhile. for a change.

**Question 16: Are there any objectives you disagree with?**

Promotion of cycle access. Cycle access conflicts with public transport and walking access. Bus transport and ease of access to this coupled with speed of journey should be top priority
None. I'd argue they need to be more virulent in stopping car travel at every opportunity and only making essential car travel for the disabled etc. Make us walk more, cycle and use electric or hydrogen public transport.
Issues with public transport prioritisation as detailed above.
No 1 Support delivery of the CCMP by contributing to the regeneration of the city centre and developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry. People still have to live in the city centre and to carry out daily tasks vehicles have become a way of life and should not be penalised because they live city centre. People who come into a city centre to work, shop or for pleasure are the vehicles you really need to target. If you do not need your vehicle to carry out your activity then perhaps there should be a toll on those entering the city centre
Improved air quality in the city centre; Reduced carbon dioxide (CO2) emissions; Until such time as practical solutions to owning a low emission vehicle while resident in the city is scaled out to the wider population, there is no practical alternative to owning a fossil fuel vehicle.
Number 7 - Vehicular journeys of any form should not be encouraged within the City, even if by low emission vehicles. This still places the car above the needs of pedestrians and cyclists.
A lot of the medium term objectives begin with the words, "Investigate the feasibility of". It should be made clear that the medium term timescale of between 2 and 15 years includes the implementation of the outcome of the investigation. If that's not the case, then there's a serious lack of ambition in the objectives. Many of the objectives include mandatory on-road cycle lanes. While these would be an improvement on the current use of advisory cycle lanes, Paint Is Not Protection. Many roads with cycle lanes would be safer for cyclists if the cycle lanes were not there at all. In all cases where cycle lanes are considered, segregation should be investigated first.
List is quite long
Yes. Some aspects will make my life more difficult. I'll have to live with that
More emphasis on cycling/walking, less emphasis on motor traffic.
We does not disagree with any of them, however as said in previous sections of this consultation, we firmly believe that if we are all serious about achieving these, we must take some strong decisions and we need to take them quickly. Improvement and investment in our city centre is long, long overdue.

Similar to the responses to the 'vision' questions, a number of relevant points are raised which will encourage a refresh of the objectives in the finalised SUMP. These include: encouraging only essential car journeys into the city, referencing car sharing, enhancing safety, lowering speed limits, improving the sense of place in the city centre, and thinking about the optimum form of cycling infrastructure in the city centre, including a reference to an unaccompanied 12-year old cyclist being the minimum safety standard to aim for.

**Question 17: Do you agree with the outcomes that the SUMP seeks to achieve?**



Again, there is strong support for the outcomes, with 70.5% of respondents agreeing and 21.4% partly agreeing with them. Only 3 respondents (2.68%) do not agree.

**Question 18: Is there anything not included within the outcomes that you think should be included?**

Commitment from ACC to deliver the objectives.
How can we charge up e-bike batteries and maintain security of that £3000 electric bike? Electric transport is great for Scottish renewable energy as there will be let's say 1million electric transport batteries to be charged up with off-peak electricity, cycling network will help increase the likelihood of electrification of our transport system.....
Well the outcomes are a bit vague, I agree in principle, but there needs to be a clear transport plan, especially regarding the use of bikes as our current cycling infrastructure is atrocious.
Commitment
A target to reduce the number of school runs completed by car.
Bus and train services should facilitate cycle carriage.
Should be extended to Aberdeenshire, many routes.
I'd like to see some roads in the city centre closed completely to motor vehicles like Union Street from Union Terrace to King Street.
Numerical measurable targets, for instance regarding proportion of journeys undertaken by active transport, so that the success of the planned actions can be evaluated.
A further consultation on you will actually use the cycle lanes. I would not as I use the city centre for shopping and would not feel safe carrying bags of food on my bicycle. Where do you leave your bicycle when you are are work or in a shop, bank or office?
More tourism from cyclists to the area. Better mental and physical health for the people in Aberdeen (shire)
Supporting RESIDENTS of the city centre, to own/operate/maintain low emission vehicles in areas of shared communal parking.
Point 10 due to it conflicting with points 1, 2 and 6. The public should not be encouraged to use any form of vehicle within the area contemplated by the SUMP, even if these are low emission vehicles as they do not solve the problem of prioritisation of vehicles over pedestrians and cyclists and do not encourage modal shift. They also do nothing to reduce congestion or enhance bus journey times.
Joined up active travel with areas outside SUMP.
There should be double yellow lines along every cycle path on the roads, not parking areas as there is currently.
New cycle bridge on deeside line. At milltimber where the deeside line got severed
There's no mention of promoting motorcycles as a more sustainable mode of transport - use of bus lanes, more solo cycle parking spaces etc.
As I said earlier, we should work with what we've got and not get distracted by minutia. Any further improvement deemed generally acceptable can be adopted in the future.
Only regarding cycling. A "more cycle friendly city centre" says very little. Right now Aberdeen is cycle hostile. Making it more friendly could mean many things. I would like to see Aberdeen in particular (and Scotland in general) become truly cycle friendly. Examples exist in abundance. Only the will and the investment is missing.

Safe and accessible transport options for those with mobility issues.
In line with the Living Streets Pedestrian Pound' report <a href="https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf">https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf</a> - an outcome that points to economic benefits would strengthen the SUMP
More emphasis on cycling/walking, less emphasis on motor traffic.
Its being done in some fancy way as if it has all been thought through. Yet the perception remains all this guff is put in to convince people what a good job is being done. When it's not a good job being done: Like living in Morningside: all show and no knickers.

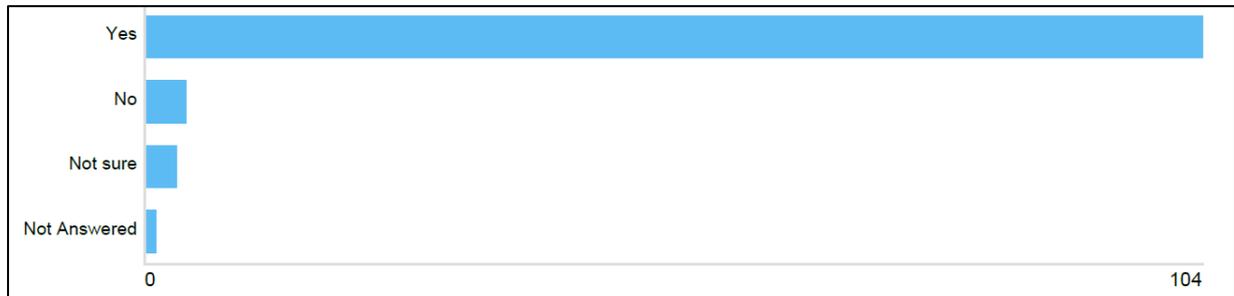
**Question 19: Are there any outcomes that you disagree with?**

Promotion of movement of people over movement of vehicles. The movement of people with priority cannot be regulated in the same way vehicle movement can be controlled with the resulting 'free for all' as vehicles dodge pedestrians
Don't think there should be a 20mph limit on dual carriageways (Market St, east-west North street etc.) as it serves little purpose and degrades the value of the 20mph limit of narrower residential streets. An example is Edinburgh where the George Street 20mph is disregarded by most drivers, an action which they then may carryover to other narrower residential streets. You have to keep the users onside for effective action.
No 2 A city centre that prioritises the movement of people over the movement of vehicles; It is all good and well to remove vehicles but you really need to think carefully the type of vehicle you are removing. Tradesmen require to earn a living but residents and commerce require work carried out on their properties and should not be expected to bear additional costs because of city centre life. We are in danger of pushing more commerce and business out of the city centre and further closures and empty high streets.
Improved air quality in the city centre; Reduced carbon dioxide (CO2) emissions; Until such time as practical solutions to own/operate/maintain a low emission vehicle are made available to city centre RESIDENTS, their is no practical alternative to ownership of a fossil fuel vehicle.
Point 10 due to it conflicting with points 1, 2 and 6. The public should not be encouraged to use any form of vehicle within the area contemplated by the SUMP, even if these are low emission vehicles as they do not solve the problem of prioritisation of vehicles over pedestrians and cyclists and do not encourage modal shift. They also do nothing to reduce congestion or enhance bus journey times.
Yes its a long list
"1. A more pedestrian- and cycle-friendly city centre" - should read "1. A pedestrian and cycle friendly city centre". Our objectives should surely be pedestrian and cycle focussed, incremental improvement is not an admirable objective.
This plan seems a good compromise of interests

Again, some relevant points are raised within the comments which will inform a refresh of the outcomes before finalisation of the SUMP. Additional outcomes suggested include: increasing the mode share of motorcycling, improving physical and mental health and increasing cycle tourism. It is also suggested that the SUMP be accompanied by clear and measurable targets.

## 2.5 SUMP Projects

### Question 20: Do you generally agree that more space should be given in the city centre to people walking, cycling and using public transport?



A clear majority of respondents (92.9%) agree with more space in the city centre being devoted to people walking, cycling and using public transport, with only 3.6% disagreeing and 2.7% not sure. This is reflected in the comments received in relation to this question, where respondents were permitted to expand upon their answers – while there are some notes of dissent, and some respondents less clear on the benefits of devoting more space to public transport, there is overwhelming support for more space for people walking and cycling.

There is plenty of this currently, complete waste of time and money
Passing traffic needs to be eradicated.
But make it safe to cycle. Segregated cycle lanes and cheaper public transport
There is adequate space for pedestrians as things stand. Provision of further space for cyclists will benefit a very small minority of the population to the detriment of the vast majority. More priority should be given to public transport
Safety, environmental benefits, health benefits
Cities should be for people, not cars.
Having a young family I never feel safe taking them into town with all the traffic on the roads, so we hardly go in shopping plus with most car parks within a short distance of the centre of town most people will continue to drive to get as close as possible to the shops/centre.
Mainly cycling and walking, consideration should also be given to the amount of unnecessary street furniture blocking lines of site, phone boxes, bin, planters etc
It is an aggressive environment of mixed and unpredictable provision for cyclists and walkers just now
People enjoy built environments when they feel safe and are not impacted by fear of injury, pollution and a toxic culture to prioritise cars. I don't leave Aberdeen to visit cities like it, I go to cities that are better than it in these respects...Amsterdam, Utrecht, Copenhagen...Edinburgh! Aberdeen is slipping away.
The city centre should be for people and not cars. So I agree 100%
Remove onstreet car parking to achieve a similar result to the Seville in Spain cycle network.
Yes, and more cycle friendly crossings, as cars never let you pass, behave aggressively, which in turn leads to cyclists breaking the law for personal safety. Additionally, if there is no space on a narrow road for a proper segregated bike path, then the pavement should be shared use, with suitable crossings to allow cyclists to reintegrate onto on-road paths. Cycle paths should not be fragmented, full of potholes and barely the width of a person.
I think currently there is far too much traffic coming through the city centre and any proposal that reduces that and encourages people to cycle is a good thing.
Yes, on active travel, no on public transport. I don't feel we get good value from the infrastructure already given up to public transport. If they do not improve their service level I think this space should be returned to general use or used for active travel.

Roads with more than 2 lanes create a significant barrier to the free movement of people on foot or bicycle and the trend for dualling within the city boundaries should in my opinion be reversed where possible. One way and access only roads will make for a much safer and pleasant experience.
Reducing the volume of traffic entering the city would greatly improve the urban environment. Other than the LEZ restrictions, the reduced volume should include electric and hybrid cars as a substantial part of road pollution is from tyres and the road surface, so all vehicles are involved.
Having been able to look how other countries operate we are way behind, the system we have is not respected by drivers in the City or Shire, no Policing of the present wrong doing going on day in day out, we have talked about the health benefits enough, we just need to get on and start. There is plenty of research been done already just read Bike Nation by Peter Walker.
Absolutely, although public transport should also directed away from the core of the city centre where possible to deliver a safe & vibrant city centre
I emphatically agree that more space should be given to vulnerable road users.
Make bus more accessible, it's too expensive and not always on time.
Currently there is too much emphasis given to road users. Walking or cycling in the city leaves you open to abuse
As long as buses don't share the cycle / pedestrian areas as is the case the marischal college
As a keen cyclist, I'm loathe to cycle in the city due to the volume of traffic, the attitudes of drivers who often shout abuse etc and the sheer volume of pollution that is given off by buses especially as they are often idling in the bus/cycle lane.
It's the only way to introduce a safe environment for pedestrians and cyclists, which will encourage more people to use them instead of motorised vehicles.
Current cycle lanes on many roads are narrow, used for parking, have potholes and hazards. Worst of a they give the impression that it is ok to close pass cyclists within a few inches. Time for change and give more of the usable space to sustainable transport.
It needs to be significant and ongoing development to really make a change.
Public transport needs to be cleaner, cheaper and more desirable to use. That means zero tolerance for those that abuse the public transport and make it less attractive for others.
Segregation between cars cycling and pedestrians with swept and maintained cycle lanes.
Very much agree. Cycling across the city by a reasonably direct route, e.g. from Kittybrewster to Torry, involves several notable obstructions to cyclists which seem unfair, e.g. one way on Harriet Street; no bike path on Market Street, or the speed of traffic on Denburn underpass. Aberdeen is a relatively flat city. Cycling could be excellent with fewer unreasonable obstructions, optimising the obvious bike routes.
Active travel benefits health, wellbeing and the environment, while private car travel impairs these. Active travel is also more equitable in the sense of requiring less income. I would love to see Aberdeen prioritise these values and goods.
This is completely essential to public health, climate change, and future investment in Aberdeen. Aberdeen is a city based around cars, that is dangerous and off-putting for walking and cycling; this is not a city fit for the 21st century.
One area of concern, where it seems vehicles, not people, are prioritised, is where Market Street meets Guild Street/Trinity Quay. There is no crossing here, only halfway up Market Street, which people don't use.
Pelican crossings around the city have been changed to show the 'red man' and 'green man' on the button panel, where it's very hard to view, rather than high up the pole, where it is easily visible to all. I don't understand this change and feel it's a needless annoyance to pedestrians.
Walking must be prioritised above all modes of transport, as the cleanest, healthiest, and most efficient transport. Designing cities for walking, cycling, and public transport means designing cities for a healthy, active, connected community.
Cycling infrastructure is poor and not joined up, with ASLs faded and lacking a central filter lane to the front. Shared pedestrian-cycle pavement signage should be accompanied by floor markings to avoid lack of awareness or conflict between users. All one-ways should be made two-ways for cyclists to incentivise commuting based on time-saving efficiency. There are currently no spots for cyclists in the city centre to shelter from inclement weather other than commercial entities/shopping centres once dismounting and locking down the bicycle: most cycle parking facilities are exposed to the weather, providing no shelter to someone who has just survived cycling in heavy rain (not so infrequent in northern climates) and needs

respite for a few minutes; sheltered bicycle parking would also allow cycles to dry out and the seat/grips not to collect water while the owner was away.

There are bad junctions designed as death-traps for cyclists, e.g. the one on the Crimon Place/Summer Street corner, or the Queen's Cross (Queen Victoria statue) roundabout, the two-lanes-for-going-straight-but-actually-merging junction where George Street crosses with Spring Garden, the wrist-battering cobbles of Spital and Old Aberdeen's High Street, with no clear rules about cycle access continuing from Chanonry, and so on

Cycling in Amsterdam and Copenhagen shows that Northern European climate is no barrier to cycling but it is the built infrastructure that makes every small train station feature parking facilities for the hundreds of cyclists using them, roads where separate cycle ways are respected by cars and pedestrians who do not interfere with cyclists, and generally strength in numbers. The experience in most UK cities for cyclists is one of 'the brave few' who dare to risk their lives: in Aberdeen this is acute, with the experience of being the only rider at the traffic lights as the norm, at any time of day or the week, even on Union Street and intersecting roads.

Priority should be given to active travel and this must extend beyond the city centre to major transport hubs and high use areas (universities, colleges, hospitals, retail parks, visitor attractions, parks, etc).

However, if you're going to restrict access for other forms of transport there should be suitable parking provision and an attractive package to entice drivers out of their cars - at present the cost of bus travel is extortionate. It may be that a scheme link in Holland where bikes can be hired for a euro to cycle into and around the city centre from strategically placed hubs would work.

AS previously stated, I'm pretty sick of being almost being mown down by people dropping off and collecting children (mainly from private) schools.

I notice in the photo above it is a warm sunny day in Aberdeen and all looks good. We live in northern Scotland and the weather is more often inclement. On a visit to Liverpool I noticed many streets were pedestrian only but were partly covered over to cope with weather.

Don't agree with more space for public transport aspect of the above

Priority routes, properly designed, into the city are required.

Remove public and vehicular transport.

More space to the above groups would encourage the above modes of travel and discourage car usage

It is currently too cheap to park in the city centre. compared to the cost of the bus. I have no incentive to leave the car behind

Its about time that cars become secondary to other forms of transport

Currently far too much provision is given to priority to cars, trucks & other vehicles over cyclists & pedestrians, to the extend vehicle drivers feel entitled & are less tolerant of vulnerable road users, cars should have less priority & more focus given over to healthy choices of travel

The current cycling provisions within the city are ill thought out and inadequate.

The public transport system within Aberdeen is not fit for purpose and needs to be addressed. If you want to make more space for people walking, cycling and using public transport you need to deliver your promises fully and ensure that the policies are adhered to.

But not so much for public transport. Make the city centre a walking / cycling friendly place to be and re-route public transport away.

Cycle lanes should be separated safely from road vehicles while giving sufficient space for pedestrians to walk without risk of collision. Drivers should feel confident driving in their lanes without concern or confusion on interactions with cyclists.

Powered vehicles and HPV / pedestrians should each be routed to their respective conduits for travel in and through the city.

Clean, healthy and safe. What's not to like?

Public transport can be dangerous and polluting ... drives these vehicles to be green and clean.

It's a good aspiration however not everyone is able to walk or cycle and not all public transport is accessible for those with mobility issues. Also need to consider those with mental health issues, dementia and autism.

Yes as it will never be a popular form of transport as it is. Proper infrastructure must be put in place and be given priority over motor vehicles.

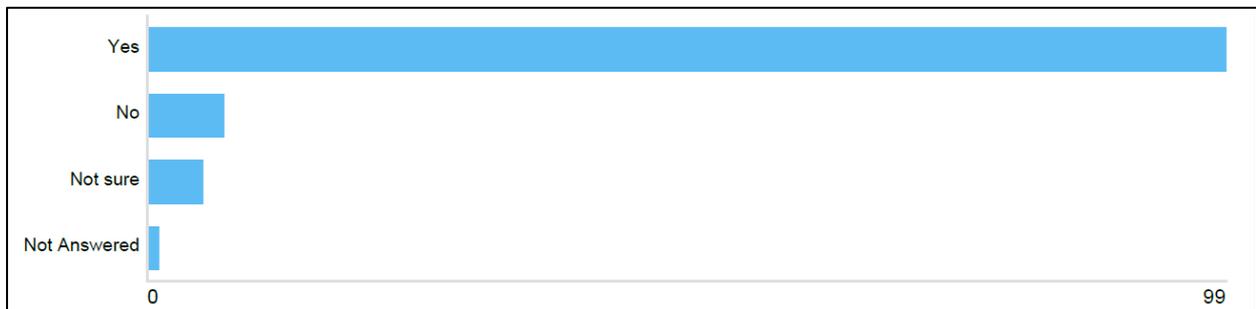
The aims are good but you may need to be 'more stick, less carrot', i.e. even if you provide better facilities you may need to make it less convenient/pleasant for people using unsustainable forms of transport to get them to leave their cars at home.

I don't agree that more space is required for public transport (i.e. bus lanes). I don't believe journey time is the deciding factor for bus users, and journey times could be improved by other means, such as using smaller buses (reducing loading and unloading times). It should also be recognised that increased bus provision generally negatively impacts pedestrians via increased street (pavement) furniture and pavement pinch points.

The vision needs to remain clear and bold for this to happen in a connected and impactful way at street level.

For many reasons - individual health, climate change - we need to reduce our reliance on motor traffic and increase the amount of walking and cycling (use of public transport is also worth encouraging, as it reduces reliance on private motor vehicles). This change will not happen without strong action from the city council: only if walking and cycling are made easier, and motor vehicle use harder, will people's behaviour change.

**Question 21: Do you agree with road traffic capacity being reduced on certain streets to give greater priority to people walking and cycling and to essential vehicles (buses, shop deliveries, etc.)?**



Similar to the previous question, a clear majority (88.4%) are in favour of reducing road traffic capacity on certain streets to give greater priority to people walking and cycling and to essential vehicles. 6.3% disagreed and 4.5% were not sure. This is reflected in the comments received, although some respondents did raise concerns about where displaced traffic might go.

Bicycles are traffic... the question should be rephrased to emphasise number of people that could travel by all modes rather suffocating with car only traffic.

I think buses going pass Marischall college a bit pointless

But needs to consider impact on alternative routes that drivers will "speed" and take short cuts.

Yes if the claims are correct that the AWPR has reduced traffic in the city by 50% (I dont agree) then is the need there then for such an extensive road network for vehicles. Surely if traffic has reduced then more of the road can be turned into cycle/walk ways?

Physical right of way priority should also favour pedestrians and cyclists

We need to start penalising car owners for the negative impact they have. If the LEZ comes into Union Street I'll not drive my car down it but I will still visit it.

The only way to increase the numbers of people walking and cycling is with infrastructure. It will not work any other way.

I live in Kincorth and it is easier for me to cycle into city centre. Once in the city centre a bicycle is best way to navigate from shop to shop just like it is in York city centre.

More adequate public transport provisions for those less mobile, but focus should be on walking/cycling as much as possible.

Some streets are no go areas for safe cycling currently so these measures are needed.

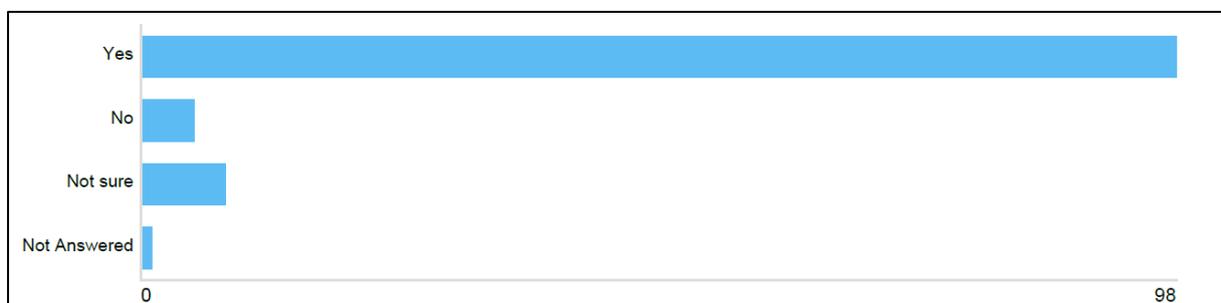
Restrictions on private car use will help drive the changes in mode shift required to support better infrastructure for public transport, cycling and pedestrians. The roads will also be less polluted, less noisy, safer and generally more pleasant.

It would make the city centre a more attractive environment.

A start would be the use of electric delivery vehicles.
This should include the increase in "delivery service" cars/vans which now litter some areas outside restaurants/take-aways including double parking, parking on pavements or double yellow lines and generally impede the flow of traffic or make it more unsafe. And also firm action on double yellow line parking - e.g. the cars parked outside businesses on Chapel Street which impede traffic flow.
Absolutely 100% agree.
Open them to EV, they are quiet and there is no pollution
Reducing Emissions is a must. Allowing people safe alternative options lets people leave the car at home or children to School safely
This works well on streets like Belmont Street, as long as there is access where needed then I agree with this idea
Restrict vehicle traffic to through routes except for access.
Less traffic make the roads safer, encourage more folk to walk/cycle/take public transport and will reduce pollution.
I support the full removal of motor vehicles from Union Street. It would be nice if buses were also removed because they are noisy and smelly and it's unpleasant to walk around the shops with so many buses going past. Perhaps the buses could go under Union Street in tunnels (could use the space under the bridge and next to Union Terrace Gardens as a bus depot) to clean the air and make it a more pleasant environment to spend time.
Suggest Denburn is reduced to one lane towards harbour, and a good bike lane put in place. There is seldom a long queue there requiring two lanes of traffic.
Although I worry about where the traffic will go. Do side streets have the capacity?
Absolutely yes, so long as provision is made for disabled drivers and delivery vehicles.
Dont agree with the buses aspect of the above transport measures.
Not only traffic capacity, on-street parking must also be reduced.
Private cars must be at the bottom of the pyramid, de-prioritised against sustainable modes of transport. In order to create the modal shift we need, for air pollution, greenhouse gases, public health, and liveability, it must be made harder to drive a private car and easier to travel by sustainable transport.
I think this would enhance the experience of those in the city centre.
Around schools we need to limit car access and have pupils and teachers having to walk/ cycle at least 500m to/ from schools.
How would such a system be policed?
Priority should be given to those walking, cycling and using public transport over the private vehicle owner. The physical and mental health benefits of active travel are too significant to be ignored and citizens should be afforded the opportunity, through appropriate encouragement by the Council to exploit these benefits to the maximum.
Broad Street works perfectly
Deliveries should be limited to out of hours as is done in many areas of London
Shop deliveries should be made within certain times - preferably outwith the traditional "rush hour"
But not necessarily for buses - if a limit is to be introduced make it to all 'motor' vehicles irrespective of what they are (bus, car van, motorcycle, electric, hybrid, diesel, hydrogen petrol). Leave a right of access only. Look at the city centre planning and organise suitable bus routes away from these 'certain city centre streets'
I presume this also includes taxis which stopping in the city centre causes increased congestion. I suggest more double red lines are utilised ESPECIALLY on market street.
I've kinda covered that in my rants about segregated routes through the city.
If road traffic capacity is reduced by half it will make little or no difference to cyclists and pedestrians. It will make a difference to public transport. Restricted access for private traffic, and segregated cycle lanes is what is needed.
Please do not demonise the car. We all have 1 or two of them and to drive the car away will be to drive away business to local shops etc.
Again, a good aspiration but consideration needs to be given re access to hospitals, health centres, GP practices, Social Care facilities etc.

There needs to be push as well as pull to get people out of their cars.
A minimum level of access should be defined and guaranteed. The authority should retain the ability to roll back changes if they do not meet the requirements. In some cases, cars are essential vehicles, e.g. for residents and visitors.
Yes, this is key to being able to deliver a more vibrant and people friendly City.
For many reasons - individual health, climate change - we need to reduce our reliance on motor traffic and increase the amount of walking and cycling (use of public transport is also worth encouraging, as it reduces reliance on private motor vehicles). This change will not happen without strong action from the city council: only if walking and cycling are made easier, and motor vehicle use harder, will people's behaviour change.
Just close them to through traffic, make others one way, close of one lane make other half cycling pedestrian. Just stop the half-hearted half-baked stuff done up to now.
We believe this is a crucial aspect of the entire SUMP. If we merely tinker with our city centre, more time, money and effort will be wasted, it will be like 'painting over the cracks'.

**Question 22: Do you agree with certain streets in the city centre becoming 'access only' for general traffic to improve the environment for people walking, cycling and using the bus?**

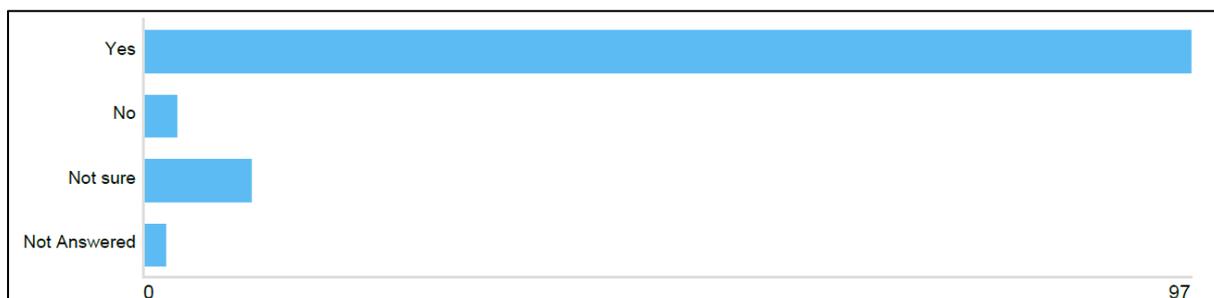


Similarly, a clear majority (87.5%) agree with certain city streets becoming access only, with 4.5% disagreeing and 7.1% unsure. This support is also evidenced in the supporting comments to this question, although again there is more support for walking and cycling improvements, with some respondents believing that buses should be treated the same as all other motor vehicles. A number of respondents are also concerned as to how this would be adequately enforced.

Cars and lorries disruption wrecks the environment.
This creates more traffic in other areas and increases traffic jams.
But why the bus? Remove all powered transport
People argue that by taking away parking or putting up the cost it drives people away but there are examples around the world where parking/cars have been banned and footfall has increased. Its maybe time shops started to be more innovative, why not offer a delivery service once you've purchased something if its too big/heavy to carry about. Then there's no need to take a car, you could cycle/walk or take the bus.
Plus access only routes can be ignored, as drivers just take a shortcut through that area
Every time you see an event like the Tour Series visit Aberdeen the streets and atmosphere improve where traffic has been removed.
Other than for access, there should be no reason for people to bring cars into city centre
King Street for example should not have any onstreet parking, it's basically blocking substantial parts of the Queens highway. What a cheek in industrial estates where car drivers are allowed to park car and reduce roadspace for 9hours per day because the business owner can't make off-street parking for their employees, John Clark, Arnold Clark in Tullos think it's ok to block off ancient rights of way Redmoss Circle eg the old prefab estate car show room blocking cyclist access is a disgrace.
This may be difficult to monitor and enforce. People unfamiliar with an area may find themselves driving through as they don't know how to find the address they're looking for. It may make deliveries more problematic.
At the moment some streets are used as rat runs, this has to stop.

This should include the increase in "delivery service" cars/vans which now litter some areas outside restaurants/take-aways including double parking, parking on pavements or double yellow lines and generally impede the flow of traffic or make it more unsafe. And also firm action on double yellow line parking - e.g. the cars parked outside businesses on Chapel Street which impede traffic flow.
YES I agree!
Good luck with that one. Most drivers in Aberdeen and Aberdeenshire don't think the rules of the road apply
Restrict vehicle traffic to through routes except for access.
Market street between union street and harbour could be reduced in this way
This will be difficult to achieve given the competing priorities but people will adjust to altered priorities.
I believe this could lead to a café type culture where people will spend time in the city centre rather than just go in and out for a specific task.
Don't agree with the bus aspect of the above
Needs to be enforced, either by physical barriers or technology.
Define access only? Can I still park outside my house?
Priority should be given to those walking, cycling and using public transport over the private vehicle owner. The physical and mental health benefits of active travel are too significant to be ignored and citizens should be afforded the opportunity, through appropriate encouragement by the Council to exploit these benefits to the maximum.
Good idea but not sure how you would enforce this
How will this be enforced?
But not for buses - why should they be any different? If a limit is to be introduced make it to all 'motor' vehicles irrespective of what they are (bus, car van, motorcycle, electric, hybrid, diesel, hydrogen petrol). Leave a right of access only. Look at the city centre planning and organise suitable bus routes away from these 'certain city centre streets'
This will only mean people take a longer route to get to their destination by car causing more CO2 emissions.
Depends on which streets.
It's so much more pleasant walking through the city when it's not noisy and smelly with traffic.
How would this be enforced? It doesn't seem to work too well on Belmont St.
In principle, this is a good idea, but residents' needs should be accounted for. There is a risk of driving residents out of the city centre.
Care must be taken not to disrupt key access areas for commuters and those needing access to the city centre who cannot walk or cycle and have little choice aside car.
For many reasons - individual health, climate change - we need to reduce our reliance on motor traffic and increase the amount of walking and cycling (use of public transport is also worth encouraging, as it reduces reliance on private motor vehicles). This change will not happen without strong action from the city council: only if walking and cycling are made easier, and motor vehicle use harder, will people's behaviour change.
Whole of city centre: Esplanade to North st, Skene St, Holburn St. No through traffic except bus, taxi.
We believe this to be a vital component of how the 'new' city centre could and should function. There is so much evidence, from throughout Scotland, the rest of the UK and the continent, on how city centres have been radically overhauled by bold, decisive actions and creative ways to make people and place the key not motor vehicles.

**Question 23: On the whole, do you agree with the list of projects in the SUMP?**



A significant majority of respondents (86.6%) approve of the projects listed in the SUMP, with only 2.7% disagreeing and 8.9% unsure.

**Question 24: Which of the projects in the SUMP do you think should be immediate priorities?**

Pedestrianise Union Street, Holburn and King Streets.
Westhill cycle path upgrade
Improving speed and frequency of public transport
Improve existing cycle lanes, speed limits, speed cameras, improved traffic monitoring, repair potholes, educate drivers.
Those that most contribute to the development of a basic grid of smooth connected routes across the city.
Segregation of cycles from motor traffic
Safe cycle routes from suburbs/outer Aberdeen into the city.
Improving cycling/walking infrastructure and have more emphasis on public transport
Replacement of existing cycle 'infrastructure' around the city that offers to enhanced convenience or safety for cyclists, for example, painted cycle lane on king Street.
Pedestrian and cycle priority on Union Street
Anything that adds segregated cycle infra from traffic. Not painted lines shared with cars and buses.
Improvement of public transport
Segregated cycle ways.
Safer for cyclists and pedestrians
Being less environmentally impactful
Redesign of bus stops to make cycling easier.
Tar tracks through some portions of LNR.
Produce more segregated cycle tracks
Introduce more double yellow lines to free up road space for electric bikes and the removal of carport on roadside.
Cycle infrastructure
Making Union Street a walking cycling and bus priority space.
Better provision & joining up of walking & cycle lanes. Its currently a patchwork mess
Segregate cycle lanes King Street
Market Street is particularly poor for cycling and warrants urgent investigation into potential improvements.
The ones detailed.
Proper cycle lanes severe penalty for drivers entering cycle safe areas, start now with box at traffic lights, parking in cycle lanes.
Reconfiguring pedestrian crossings for shrtter waits from pressing button to "green man" activation - and this should be city wide.

Making a positive and determined start on making some streets OR sections of streets traffic free or minimal access at least - start with shorter stretches of street e.g St Andrew Street Westbound, Thistle Street from Rose St Eastbound
Reducing the speed limits.
Building appropriate infrastructure.
As a cyclist, I am very interested in having safe roads to travel on. The reduction of speed limits will allow this as a safer mode of travel while other infrastructure is put in place. Also limiting the pass-thru traffic onto the AWPR will also help with this...
Fully connecting cycle routes.
Reducing cars in city centre.
Cycling and walking zones in the city
Reducing emissions, making public transport more economical for commuters and students and putting better cycling infrastructure in to ensure the safety of cyclists
Segregation of cycle ways and roads
Pedestrianisation...more of it
Segregated vehicles/pedestrian & cyclist options
Big visible difference needed to signify step change. Pursue all short term items with immediate effect and in follow up to failing to meet the targets of the 2009 Walking and Cycling action plan as reported this month in the Press and Journal.
Reducing speed limits
Implementing the city centre plans ASAP
Reduced the traffic in the city centre.
Union Street
Market Street
King Street
Holburn Street
Guild Street
To be honest, all sound very sensible. Agree with market street speed restriction, and Belmont street exemption of cyclists
Happy with priorities on the whole, but believe that safe segregated cycling provision should in general be very high priority, as the danger and stress of cycling alongside traffic prevents many people and families from using bikes in the city centre. Bikes are a key part of the solution because unlike walking, they enable medium distance travel for example 5 to 10km journeys, thus replacing cars travelling into the centre from the suburbs.
Resurfacing footways
King Street cycle lanes.
20mph speed limits.
Pedestrianisation (restricted vehicle access) for Union Street.
Expanding the network of segregated cycle lanes.
Making roads such as King Street and Union Street able to offer discreet cycle lanes.
Restrict access to certain roads within the city centre.
cycle access routes to Union Street from residential areas
Union Street, Market Street and Bridge Street
More one way systems to improve the flow of traffic.
Smaller more frequent buses for hop on off services
Improved destinations and links to key hubs by public transport
Good, useable, safe cycle lanes is an obvious place to start.
Cycling

Segregated cycle provision on main city centre streets: King Street, Union Street and links to station and Union Square.
Cycle lanes on both city centre and outer roads.
Linking city centre with cycle route at BOD and northwards.
Linking city centre with cycle route southwards - all the way to Stonehaven
Segregated cycle path all up Queens road.
Limit cars around schools
Safety.
Enforce and police the current traffic rules.
Improves traffic flow, reduces pollution, saves lives.
Anything that has been identified as "Short Term" within the report should be immediate priorities to demonstrate the appropriate commitment to fostering active travel within the city, with particular reference to those seeking to reduce speed limits. Union Street should be more of a priority - it is a difficult street to use as a pedestrian or cyclist. However, there needs to be active engagement with First/Stagecoach about their fleet. It should be wholly unacceptable to run X and Y registered buses in the City. The reduction in cars would do nothing to change the air quality issues generated by buses. Many of the medium term policies looking to create bus/cycle/pedestrian priority areas need to move up the agenda too. Creating a walkable and cyclable City Centre is the only way to achieve many of the overall ideas the SUMP seeks to implement. Implementing all projects that seek to remove private vehicles from the core of the City should be a priority.
Reducing the speed limit to 20 mph on most streets is an easy win. The council should lobby the Scottish Government to adopt the Scottish Greens proposal to make 20 mph the default speed limit in urban areas. This changes the question from "which streets should be 20 mph?" to "which streets should be 30 mph?".
Changing traffic light signal timings to allow two pedestrian crossing phases per cycle instead of just one would increase pedestrian traffic flow, reduce motor traffic flow, and discourage motorists from using the streets where this has been implemented.
Allowing cyclists to travel both ways on otherwise one-way streets is also an easy win. I'm encouraged to see that two streets in Old Aberdeen have been re-signed in this manner recently. However, this must be done from the perspective of a cyclist. The signage in Old Aberdeen has been put in place for the motorist's benefit - to warn of oncoming cycle traffic. No consideration has been given to cyclists using these contraflow streets.
Cycle segregation.
All opportunities under walking and cycling
Becoming a more cycle friendly city, creating or repairing and maintaining current cycle paths, ideally segregated from traffic to allow the public to feel safer and thus, most likely cycling more often
Low Emission Zone for the city centre
Segregated cycle lanes and reduction in city centre traffic.
Cycle lanes
The cycle path next to Prime 4 business park and heading past the trees. It is not wide enough, next to a busy dual carriageway. There is not enough room for two cyclists overtake each other safely.
Making access into the city more walking & cycling friendly, as currently use of fast & dual carriageway roads are still the blockage to actually get into the city to walk or cycle
Reduction in speed limits.
Resurface pathways.
Resurface cyclepaths.
Holburn Street and Union Street segregated cycle lanes
Congestion charge needs to be implemented!
Improved cycle infrastructure to encourage women and children in particular to consider cycling to work/school a safe and efficient mode of transport.
Prioritise the immediately achievable. Go on from there

Union street
Improving cycle paths & reducing HGV vehicles in these areas
Cycle lanes! Restricted access to private vehicles in the city centre.
Cycling infrastructure.
Making waiting times for the green man shorter.
Improve the connection between Union Sq & Union Street: make the access quicker (i.e. no long wait at ped crossing) and less unpleasant (no standing next to a very noisy busy road).
Reduce the priority for motor vehicles and reduce the space for them.
Cycle provision.
Cycle lane improvements and road quality improvements
Implementation of active travel/bus priority network from Union Street outwards
The first five projects listed under "Medium term", involving the creation of segregated cycle paths. This is urgent, and the necessary feasibility studies should be carried out as quickly as possible. It may seem difficult to create these paths in the face of practical obstacles and local opposition, but the experience in multiple cities around the world is that these obstacles can be overcome with careful planning. See, for example, <a href="https://en.wikipedia.org/wiki/Cycling_in_Portland,_Oregon">https://en.wikipedia.org/wiki/Cycling_in_Portland,_Oregon</a>
We believe the SUMP should start with a 'bang', to make a clear and positive statement to the many sceptics out there and prove that the commitment to deliver these plans are genuine. Rather than focus on a specific example, we would be keen to support the implementation of properly reallocating road space, changing vehicle/pedestrian priorities towards the latter having precedence than the former. Fully segregated cycling infrastructure is absent from the city centre. Introducing linked sections would be a huge step towards 'encouraging, promoting and supporting cycling'.... the main reason that GCP exists.

Improving walking and cycling infrastructure (the latter via safe and segregated facilities), improved maintenance of walking and cycling facilities, reducing vehicle speeds and reducing pedestrian wait times at crossings, all come across as immediate priorities in the consultation. In terms of specific streets to be addressed as a matter of priority, Union Street, King Street, Holburn Street and Market Street are repeatedly mentioned and should therefore be high priority. The above points will be considered therefore when determining priority projects in the final SUMP.

**Question 25: Are there any projects listed in the SUMP that you disagree with?**

Restriction of cars to access only and promotion of cycling
Be bold and deliver active travel infra we see in the cities named earlier. We should also have bans of cars outside schools. Enable travel for socio economic challenged areas rather than create more car owners ... debt, pollution and degradation of where people live to enable single occupancy particulate spewing metal boxes to clog up our city.
None except for linking SUMP to the LDP and Berryden corridor improvements and not applying 20mph restrictions on dual carriageways.
Not that I wholly disagree as such but reducing the speed limit on some streets - e.g. Market St and around Poyrnook/Stell/Raik is a technicality as it's not practical to exceed 20mph on many occasions.
I'd also like vehicular travel to be streamlined. People should be able to get to their destination as smoothly as possible with as little delay as possible. All too often Aberdeen gets snarled up with poorly thought out junctions and traffic lights which just leads to more emissions. We should be planning our infrastructure to be smarter and more efficient rather than just making it awkward to use the car. There are times that using a car is the only way for example those with disabilities, carrying heavy goods, etc.
Too much exclusion of vans and delivery services
Priority for big loud dangerous buses and generally very polluting buses.
LEZ, not practical to implement until city centre RESIDENTS have reasonable alternatives to continue to live their lives.

Not disagree but it is not always appropriate for pedestrians and cyclists to share the same space. There either needs to be reassessment of where segregation can be achieved or a far greater awareness campaign of advising pedestrians and cyclists of their rights and responsibilities in relation to the shared spaces.

Bus priority in certain areas could be open to abuse when it comes to pedestrians and cyclists.....bus drivers already feel that they "own" the bus lanes even though they are shared with cyclists.

Although some reservations are expressed with certain aspects of the SUMP, there are no specific SUMP projects mentioned by respondents that they actually disagree with.

**Question 26: Are there any important projects that the draft SUMP does not include and which should be included in the final version?**

Cycling across Haudigan roundabout
Cycle routes on radial routes to/from city centre. Cycle routes along entire length of Anderson Drive/Parkway. If the reported traffic drops are correct, now is the time to introduce measures.
Westhill cycle lane.
Making Anderson drive roundabouts safer for cyclists. Its currently a ring of steel
I think there needs to be a way to connect up the beach with Torry and Kincorth that involves segregated cycle paths and tracks for walking thru Market Street. A bold statement of how we want people to connect with the best parts of our city ... Deeside Way ... FMB railway lines improved for active travel.
New cycle friendly kerb side drains.
Engage with Aberdeenshire & link safe walking cycling to outlying villages rather than these vulnerable groups having to use a dual carriageway to access the city
My cycle involves crossing the roundabout on Anderson Drive / Queen's Road and this daunting for an experienced cyclist. I would like to see improvements made here.
The current list is good. It should be regularly reviewed as progress is made. Lets have a similar plan for Aberdeenshire please.
Harriet Street cycle access from George street end. i.e. Cycle traffic allowed against the flow of cars
As per my earlier answer, linking the city centre and beach to the Deeside Way via a segregated cycle path would be a huge boost to the city, for families, commuters and tourists.
Direct rail link from city centre to airport.
Bus lanes from west of city.
Address the queuing from the WPR Bypass to Kingswells P&R
Cycle lanes
Full pedestrianisation of Union Street, between bridge street and market street
Car parking
Better park and ride facilities
Dedicated segregated smooth Cycling lanes that give cyclists priority over cars
Add blue shared space signs to all new pavements built to this standard, even if discontinuous.
Rezone Broad Street to reduce conflict: buses and cyclists in the centre, pedestrians at either side, with painted crossings at several points.
Remove some signal controlled crossings and replace with painted crossings at which pedestrians have priority.
Improve phasing of crossings with lights. Make 'green man' the default state, with traffic waiting at red lights until its phase
A lot of the projects are "investigate". I think we should be more proactive and start with days where the city centre is limited for cars and lorries.
Roll out of electrification/charging points WIDELY, through the city centre.
The cost of going on public transport is too high. Travelling from Westhill to King's Wells is £4.30. Travelling from Westhill to city centre is £5.60 return. This is too high.

Affordable public transport would be a better option. At one point I started hitchhiking because I'm unemployed and cannot afford to go anywhere.
New bridge on deeside line
School exclusion zones
Probably contained in some of the high level project statement but improve the cycling facilities in the city centre - secure place to leave bikes, secure place to leave equipment such as helmets, somewhere to change out of cycling clothing - particularly if raining
Consider projects to make pavements more welcoming in bad weather, for example canopies out from buildings to provide shelter from rain.
See earlier answers: a comprehensive and coherent network of segregated cycle paths extending beyond the city centre and linking key destinations around Aberdeen.

While a number of projects above merit consideration, they are outwith the scope of the SUMP which has a city centre focus. Relevant projects listed (including those relating to improved pedestrian priority at crossings) will be reviewed when finalising the SUMP.

**Question 27: Do you have any other comments on the list of projects identified in the draft SUMP?**

Need for noise restrictions of certain cars, motorbikes.
When building segregated infrastructure, give pedestrians and cyclists priority over side roads as you do for cars.
All pie in the sky aberdeen & aberdeenshire have a poor record of putting real effort into walking & cycling provision over cars & other vehicles in the city
Just that they should relate more closely to the LDP and Berryden corridor improvements. Also the roads hierarchy study once it's finalised.
What cost??
Walking improvements can, in a way, be achieved "relatively" easily as the basic infrastructure (a pavement) is generally in place anyway. Making it appear appealing enough. Cycling improvements are tougher as there needs to be a positive & determined effort to make these happen in the face of opposition from road users and pedestrians. It's no good expecting people using bikes to share spaces with pedestrians when the speed difference is potentially significant but expect people using bikes to share spaces with motor vehicles is equally significant.
A great start. Ensure loss of European funding post brexit is not allowed to derail this important initiative.
Resurfacing of footways would be fantastic! My father now uses a wheelchair and I'm far more aware of the difficulty and discomfort wheelchair users around the city. Any efforts to make the city more wheelchair-friendly are sincerely welcomed.
Bottom up list. Also needs 'top down' goals: e.g. "a continuous segregated cycle route from Alford Place to Union Square". Use an evidence-based approach from experience in other cities: New York, Seville, or indeed anywhere in Denmark and The Netherlands.
In general we should be implementing more and less consultation / investigating. Leaders need to take a grip of this and push it through.
When designing segregated cycle routes, it's important to get the design right. It's encouraging that a mostly segregated cycle route was built on the Diamond Bridge route, but a number of mistakes were made during the design that must not be repeated in a city centre segregated network. Experts, ideally from the Netherlands or Denmark and with experience in building cycle infrastructure, should be hired to build out any city centre segregated network. It should not be left to British road engineers who only have experience in building motorist-priority roads.
Another year another consultation, ho hum...
Need the get more competitive bus fares, integrate with train fares. Still expensive compared to cars and parking. E.g Family ticket,
Why wasn't there a better plan for cyclists travelling from Westhill to the city centre when designing the AWPR? Where is the investigation and feedback from the cyclists since the AWPR has been built?

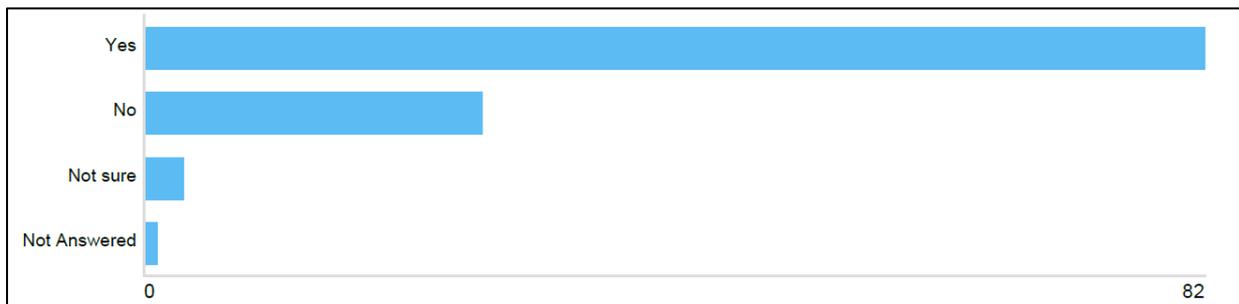
All cycle lanes, etc need to be planned in consultation with cyclists to avoid past mistakes such as cycle lanes that allow parking, unnecessary "cyclist dismount" signs, lack of clarity as to where you can start and stop cycling on pavements, etc.

While reducing speed limits is clearly beneficial, there must be much more to the practical delivery of the SUMP than simply changing the roads signs. There needs to be a structured plan of improvements for years to come that will change habits, behaviours and increase the numbers of people choosing to travel around on foot or by bike.

As can be seen a range of disparate comments were received which will be considered at the theming and grouping stage.

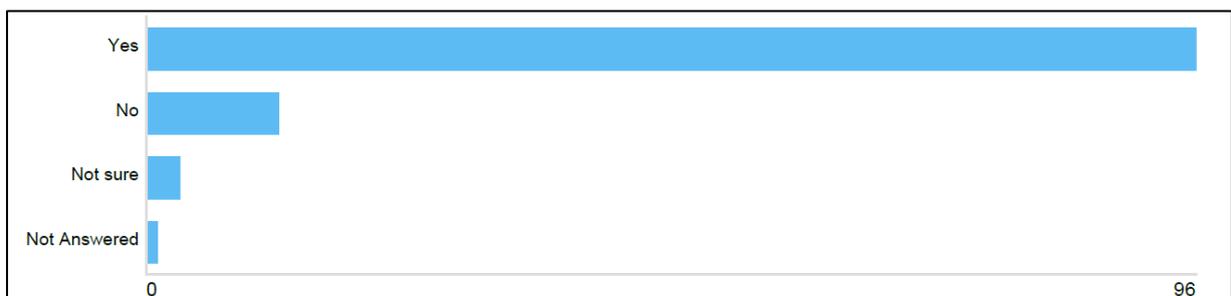
## **2.6 Low Emission Zones**

**Question 28: Were you aware that there are areas of Aberdeen where air pollution can be higher than legal limits?**



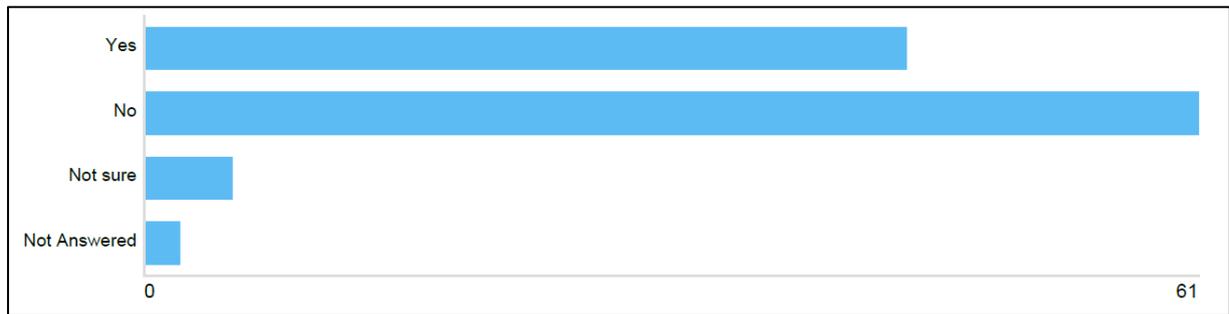
The majority of respondents (73.2%) are aware of issues of poor air quality in Aberdeen, while 23.2% are not aware and 2.7% are unsure.

**Question 29: Before today, had you heard of LEZs or similar schemes elsewhere?**



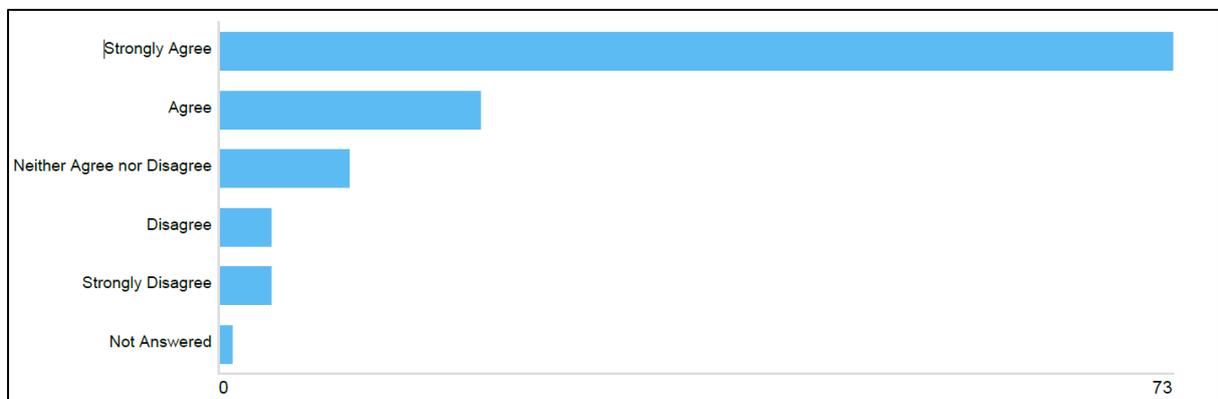
The majority of respondents (85.7%) are aware of LEZs, while 10.7% are not and 2.7% are unsure.

**Question 30: Were you aware before today that Aberdeen was considering a LEZ?**



39.3% of respondents are aware that Aberdeen is considering a LEZ, while 54.5% were unaware and 4.5% not sure.

**Question 31: Do you agree with the introduction of LEZs to address problems of poor air quality in Aberdeen?**



Support for a LEZ in Aberdeen is strong amongst respondents with 83% of respondents strongly agreeing (65.2%) or agreeing (17.9%). 7.14% of respondents disagree or strongly disagree, while 8.9% neither agree nor disagree.

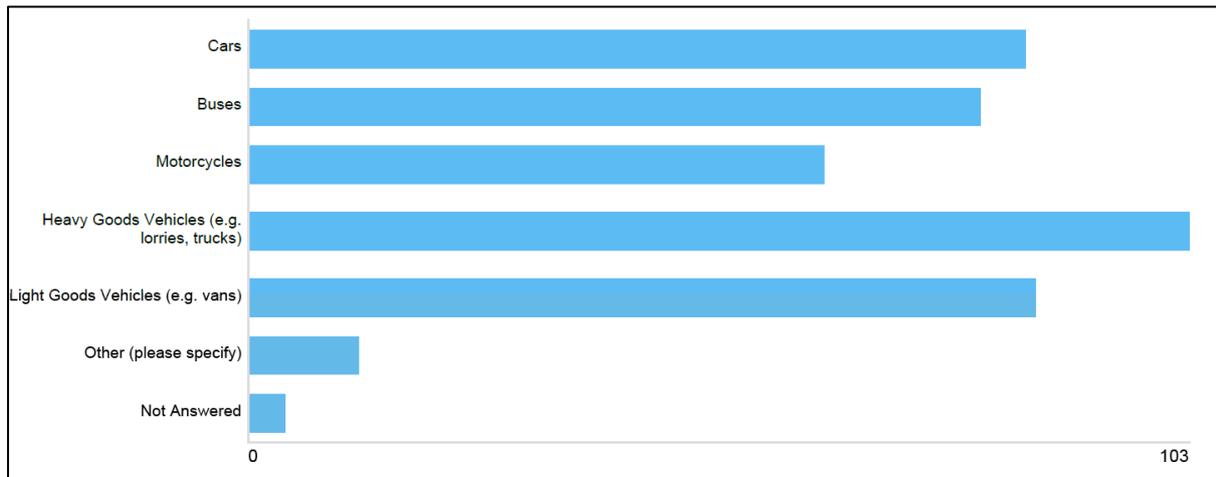
This is reflected in the comments received in response to this question where there is general support for a LEZ and acting quickly to address problems of air pollution. There are, however, some more cautious comments about the accessibility impacts of LEZs and the risks around displacement (i.e. pushing the problem elsewhere), as well as scepticism over the need for LEZs now that the AWPR is open.

This is a stopgap not a solution to the issue. Money could be spent in better areas elsewhere
Air pollution kills. We need to deal with it properly.
I cycle along Wellington rd and Market st
These should not be used to penalise people with older or 'dirtier' cars. This is a policy that is exclusive and will discourage people from entering the city.
This can only be done by traffic flowing, reducing congestion, improving health, fresher air quality.
Ban diesels
As long as vehicles travel to and from the city the problem of harmful emissions will always be there, despite the AWPR there are still bottlenecks in the centre of town and it's too easy to just jump in a car and drive. People won't be "encouraged" to try other forms of transport as long as it's easier to drive.
Needed now like WPP levy!

Aberdeen harbour needs to be looked at. That's some big diesel engines on some of the most powerful ships in world that visit Aberdeen daily. Can we power them electrically whilst in port.
LEZ enhances the experience of people getting to town on foot and by bike so should be encouraged
Reducing emissions in these areas can occur in one of two way; 1) reduce the number of emitting vehicles on that route, 2) reduce the emissions of vehicles using that route. A LEZ can be used to limit high emitting vehicles while minimising the economic impact. Any LEZ should be phased, constantly reviewed, and become more strict as vehicle emissions drop until air quality is at an acceptable level.
Low emissions zones would bring health benefits and dissuade freight from traveling through the city.
It could possibly be avoided if the LDP and Berryden Road improvements are implemented in the short term, reducing the volume of traffic entering the city centre.
The emission study was completed before the AWPR was opened, which will probably reduce emissions on Wellington road, Market street and King Street.
Buses and taxis are substantial contributors to air pollution in the city as they start and stop all day long, against private cars which generally only drive in, park and drive out again. Buses and taxis can be dealt with before or in lieu of introducing the LEZ.
Note that Glasgow has not actually implemented their LEZ yet as they have taken the maximum grace period. Their buses are being dealt with separately.
Also note that the Guidance Notes to the legislation haven't yet been published, which rather detracts from the immediacy of the proposals.
Not only a ban on heavy goods vehicles, what about marine born pollution on Market St ??
The practical alternatives or "rat-runs", if you like (at present) for many vehicles using Wellington Rd and Anderson Dve/Auchmill Rd (even allowing for the AWPR being fully open) would be side streets which would in many cases be residential areas, so the problem would be shifted elsewhere and therefore negate the benefits to free flowing traffic on Anderson Dve especially of the AWPR.
As Union Street is still perceived as Aberdeen's "main shopping street" with no particularly strong reason why many vehicles should use it as a through route, it would be a good starting point
Poor air quality leads to poor health and discourages walking and cycling
While reducing traffic to improve air quality is generally a good idea, the vehicles that give off the most heat and exhaust fumes are the buses, particularly on Holburn Street. They also cause congestion due to parked cars so there are bottle necks where cars are idling thus reducing the air quality
Pollution levels are at an all-time high. Our children need cleaner air.
Critical for people's health despite the inconvenience.
Better for everyone
I've seen news articles about the very high levels of air pollution in parts of Aberdeen and am familiar with the research showing how bad that pollution is for people's health, even leading to premature death. I feel sorry for the people who live and work in those areas, esp kids whose lung development is affected.
Poor air quality kills. It should be tackled seriously and actively, not just complained about.
Air pollution on Scottish streets causes 2,500 early deaths each year. Toxic air from traffic in Aberdeen particularly endangers children, the elderly and those who are already suffering ill health. Air pollution where people live and work is causing damage to health every day and the Council needs to act swiftly to cut illegal pollution levels. Low Emission Zones are common in European cities, and keep the most polluting vehicles out of the most polluted places to protect the public's health.
These are natural routes to and from the city centre and although this may be contradictory to my previous statement; I believe that there will have to be adequate provision of parking and transportation into the city centre if LEZs are to be implemented otherwise you will only succeed in dispersing vehicles to other residential streets.
The nature if the city means we have to endure a good number of large lorries and vans. Most if the industrial estates are involved in oilfield supply one way or another. More important to get leisure drivers / shoppers / commuters out of their cars.
Aberdeen needs a low emissions zone. Pollution particularly in winter is terrible.
Until practical solutions are implemented to allow RESIDENTS of the city to own/operate/maintain (ie, charge!) LE vehicles on shared, communal parking streets, it is not practical to own a LE vehicle.

Remove all vehicles and this will lower emissions and pollution
The large ships in Aberdeen harbour contribute to a large proportion of the pollution
If the City Centre is to be regenerated (as such) with the introduction of items covered in the CCMP and SUMP then it has to be made as attractive as possible. The reduction in harmful exhaust gases can help that and also benefit the health of the city in general.
Are you sure these areas still exist after the opening of the AWPR?
Implement this now! Include a higher charge for diesel and petrol vehicles. Promote hybrid, electric and solo motorcycles.
I agree in relation to HGVs, perhaps vans, however unless public transport infrastructure and cycle infrastructure is significantly improved in the city it is inappropriate to ban certain vehicles from areas of the city. People must have viable alternatives if their current mode of transport is to be limited access to areas of Aberdeen.
I live in a house in the country on top of a hill. Lichen grows on every rock. I wish everyone could have air like this, and was able to appreciate it. Any person who holds the opinion that others should put up with unhealthy air so they can drive IC vehicles to within feet of their destination should know that his or her name and address will be posted publicly ;-)
poor air quality is a very big concern everyone should have
Emission in city is one of the worst problems the world is facing. Aberdeen has a history of being progressive in many aspects of public life and particularly transport. It will do well to become a green city again.
Cars will still use the roads and pollution will be pushed elsewhere. Every action has a reaction ... have you considered the different reactions?
Happy for these to be created but not to the detriment of those with health and social care needs who need to access support around the city.
Not really sure of the point of a LEZ. It will just mean that ICE vehicles will be replaced by electric/hybrid vehicles. This only addresses some forms of air pollution, does not address particulates caused by brake dust & other mechanical processes, does not address road noise and does not prioritise walking/cycling. It just kicks the can down the road a bit.
This fix will move traffic elsewhere, generating longer journey times, overall increase in emissions and potentially congestion in other locations. The focus should be on preventing emission via road design and improved support for alternative transport. LEZ is potentially expensive to administer and for drivers. There is significant potential for drivers from out of town to be surprised and caught out by this, reducing the perceived accessibility and welcoming nature of the city and changing the city's character.
Linking the development of LEZs with the SUMP will provide key indicators and measurable targets towards many of the shared objectives.
Though presents a real issue for those living in the area who already own vehicles. Needs to be some exemption but also perhaps restriction combined. Depends how its implemented. Also issue for disabled. LEZ should allow vehicles to circulate without going through the city centre.

**Question 32: What type of vehicles do you think LEZs should apply to? Please tick as many options as you like.**



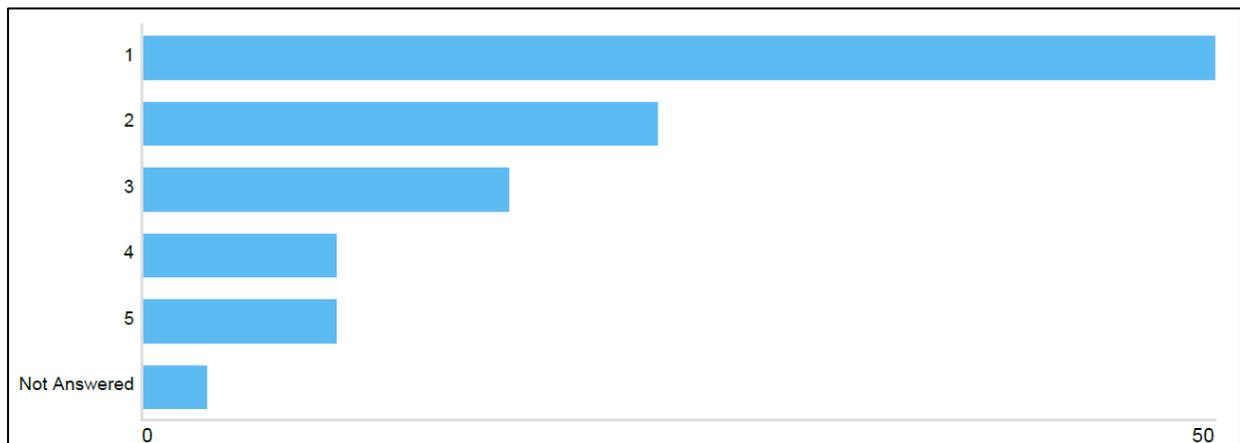
The majority of respondents (92%) think a LEZ should apply to Heavy Goods Vehicles (HGVs); 76.8% think they should apply to Light Goods Vehicles (LGVs); 75.9% think they should apply to cars; 71.4% to buses and 56.3% to motorcycles.

Respondents were also able to specify an ‘other’ – comments in relation to this are provided below, although these tend to be general comments about LEZs rather than relating to groups of vehicles that should be addressed by LEZs. Additional groups suggested for inclusion within a LEZ are taxis and ships.

None
There should not be LEZs
Buses are low emission mostly. How practical, affordable and efficient would it be for a car user to cease using car, use public transport, get to work on time, collect kids from school. Acknowledge this is a new culture we need to adopt, but need very good incentives to be seen as advantageous
All vehicles with an internal combustion engine.
All petrol/diesel engines are harmful for the environment so limiting their access is only going to be a good thing.
Exclude motorcycles as their ability to filter traffic means they are not sitting idling in traffic
Anything with an exhaust spewing CO2 particulates. Tax and discourage use of in certain routes.
Anything that's not electrically powered.
Most hgv traffic should have little need to come through the city centre
Heavy goods vehicles exempt only on a single delivery to place within lez. E.g. shop stock delivery once per day. Couriers only allowed if low emission vehicle e.g. electric
No vehicles should be exempt. We need to ensure that high emitting vehicles from any category are prevented from, or penalised for, entering the LEZ.
All vehicles with high pollution figures should be included.
They will be listed in the Guidance Notes. The likely proposal is all petrol and diesel powered vehicles only excluding vintage vehicles.
All the above and Marine.
If a vehicle can't meet a certain emissions level, then it could be excluded or required to pay a levy.
Allow only EV, or low emission vehicle. There are plenty of EV vans nowadays for deliveries

While making it more complex to manage, electric and hydrogen powered vehicles should be considered in this as they are naturally lower emission vehicles anyway.
I think it should give priority to low emissions vehicles such as hybrids, e bikes etc
Unless the vehicle is using an environmentally friendlier fuel. ie low emission petrol/diesel, electric, hydrogen
Difficult to envisage hgv compliance. Handle by exception maybe eg restricted access only.
Whichever has the biggest impact on pollution...
All cars, HGVs and LGVs that are delivering goods to shops etc should be exempt but LEZ should apply to all other private motorised vehicles and be proportional to their emission.
For me the key factor is the pollution emitted rather than the type of vehicle.
It should apply to all vehicles.
Higher-emission cars should be charged, especially when driving by schools. My local school (Ferryhill Primary) is swarming with SUVs every morning and afternoon. It's upsetting that primary schools should be emission hotspots. Anything that could be done to deter this I would welcome strongly.
I don't think you can ban all types of vehicle - it may be that consideration could be given to how green a vehicle is rather than its type?
Can allow necessary heavy goods vehicles access at night perhaps?
ITS PRETTY OBVIOUS .....ANY VEHICLE THAT BREACHES THE POLLUTION LIMITS SET....(except emergency vehicles obsv)
If buses are exempt we will have polluting busses from other cities, that have banned them, heading up here.
Vehicles ENTERING the city should be required to have suitable emission levels. RESIDENTS of the city, until such time as practical solutions are implemented to allow charging of LE vehicles are supported, installed, on a WIDE scale, there is no practical alternative to ownership of the fossil fuel vehicle currently.
There should be no exemptions to the LEZ. The most polluting vehicles need to be removed from the City. However, this needs to be complemented by a wider range of demand management and freight specific measures to avoid creating a problem elsewhere. The LEZ cannot be viewed in isolation as a single solution.
Any metal monster including tanks
Cars and buses should be included unless they are low emission e.g. electric, hybrid
All of the above but it should be based on the type of fuel they use and the pollution emitted
All except low emissions vehicles.
Ships in harbour
Cars that are not mixed fuel should pay to enter zone, same with heavy goods and light goods. I've included buses, but these should be limited to private hire buses. Buses for public transport, support disabled travel etc. should be exempt.
Exceptions just mean people aim for them.
Obviously if the buses / cars were to be electric then they would be granted access to LEZ but to reduce poor air quality I think all combustible engines should be banned from these areas. I've omitted motorcycles as I think the volume of these and the emissions produced are much lower than the other vehicles, but I would leave that to the experts to advise!
In Low emission zones only fully electric or hybrid vehicles of all kinds should be allowed.
Social Care Transport should be exempt at least initially until changeover to greener vehicles can be achieved.
Taxis.
Prioritise the vehicles that drive the most in the city centre - buses and taxis.
Buses could be phased in to enable time for fleet replacement
All motorised vehicles.
All though need to find ways to avoid punishing to severely those we rely on. Care needed over introduction.
LEZs can only be truly be successful when in conjunction with a series of measures. The shift from a city centre that is dominated by motor vehicles (and the resulting noise and emissions) to a place that is actually attractive to be in will be worth it for all our sakes.

**Question 33: Based on your current travel habits and any vehicle(s) you use, how easy do you think it would be for you to comply with a LEZ in Aberdeen City Centre (on a scale of 1-5 where 1 = very easy and 5 = very difficult)?**



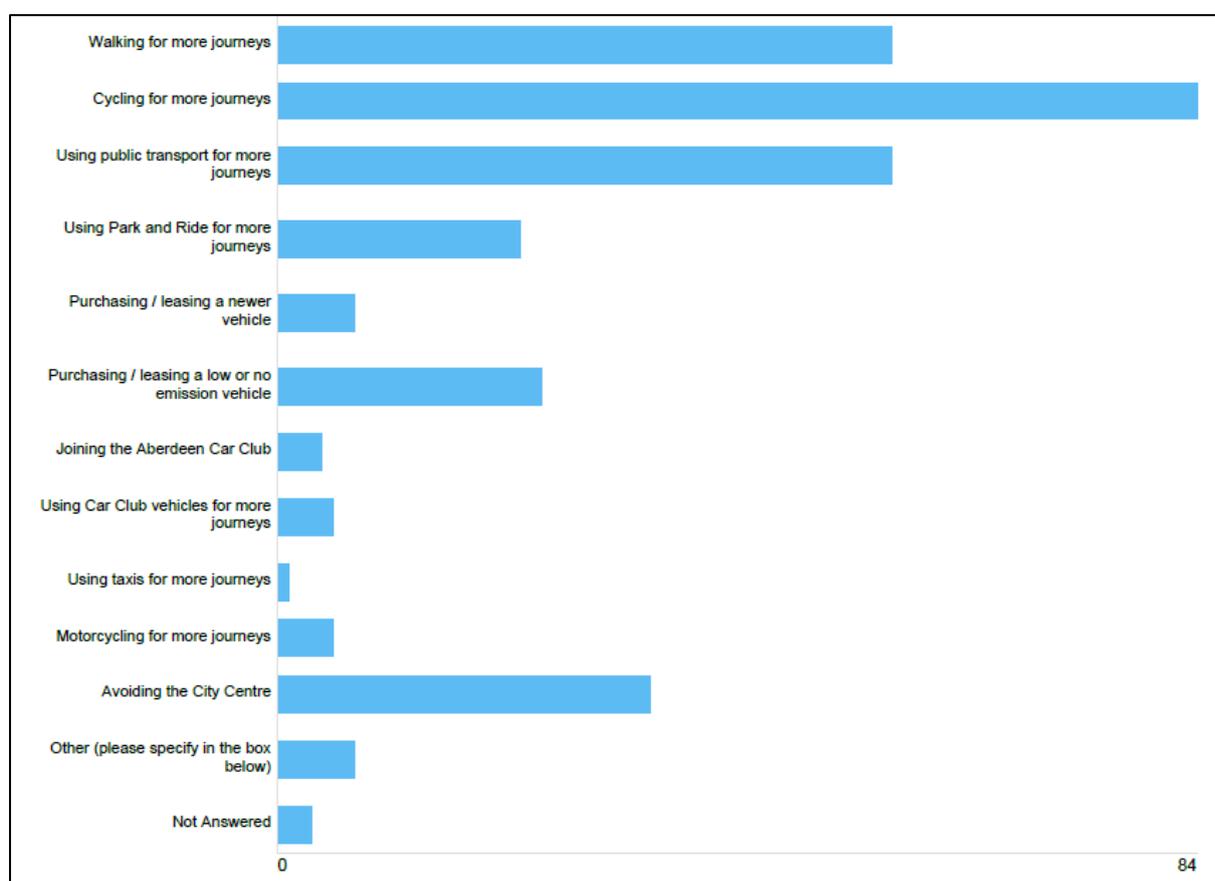
The majority of respondents believe they will find it very easy (44.6%) or easy (21.4%) to comply with a LEZ in the city centre while 8% will find this difficult and 8% very difficult. 15.2% will find this neither easy nor difficult. Comments in relation to this are compiled below and present a mixed picture with some respondents stating that they will easily comply with a LEZ (perhaps on account of the high proportion of regular cyclists answering the survey) while others envisage difficulties. A number of respondents state that, without further information on what/where a LEZ is it is impossible to say with certainty.

On street safe secured by design cycle parking does not exist. This needs to be implemented. Cycle racks need to be located where a person overlooks them rather than tucked away so thieves can get busy. Union Square is an egregious example of this.
As far as I am aware my vehicle would qualify to enter an LEZ
We live in city centre where there are supermarkets, schools, malls. How do we shift heavy items (particularly as ACC about to impose a garden bin charge and more person will take theirso recycling areas.
If LEZs are set up with charges applied, does this mean it's ok to "pollute if you pay"
Although I have access to a diesel car, with a LEZ, I'd just need to use bus or bike more as I seek to do anyway.
Commuting on a cycle through city centre is no problem, for the car I rarely go into the centre and commute via Anderson Drive instead
I generally cycle or walk into town.
I mainly travel by bike into town
Impose LEZ in worst Streets from measurement devices ... Wellington Road, add speed cameras on these routes too to force speed reductions. Watching people run red lights on Wellington Road each day speeding.
I cycle most of the time if I need to drive I will park elsewhere and walk
I never bring my car into the city
There is no bus route from my home to my work and it is too far to cycle. I also need to use wellington rd to access my work.
Easy to cycle into town. I use my defender 90 to get to supermarket and go offroading as part of my hobby. I cycle to work.
I walk, used to and attempt to cycle. Public transport when the journey is further so no problem for myself personally.
Generally most of my visits to the city centre are for leisure at the weekend so I prefer to use public transport
Encourages park and walk or public transport/multipart journeys which are easily accommodated
Difficult as there is no safe route to walk or cycle into the city from the north & once in the city vehicles still have priority & cycle lane provision is poor

It depends on the criteria set for the LEZ.
I predominantly travel by bicycle or public transport when coming into the city centre. Journeys by car to other destinations could easily be made using alternative routes.
I don't normally drive into the city centre.
At the moment we only use our small car for planned multi use journeys, walk or cycle the rest.
My main methods of transport for recreation are walking/cycling/buses so any exclusion or levy would only affect me if a bus operator chose to raise fares. If I need to use a car, then I'd adapt my route depending on destination - which isn't what you want to hear - as my main destinations at present are nearer (but not in) city centre or involve partial use of Auchmill Rd/North Anderson Dve.
I own an EV.
I either walk or cycle in the city most of the time. I also own a hybrid car which is ran on battery power for short journeys in the city.
I walk, cycle and use the bus for most of my city journeys.
Difficult but necessary.
Would preferably cycle, happy to park and ride on the bus and happy not to drive.
We have an electric car. I also sometimes cycle into the city centre, or catch the bus, which I appreciate might be affected.
If you made it easier for me to cycle to work every day I would do. At present my route is dangerous in parts.
It depends if and how my vehicle would be affected. I live in the city centre and own a small, low-emission car, which I use weekly rather than daily.
This would depend on the levels introduced and the progression over time (as it would be necessary to make limits lower over time to continue progress towards zero emissions).
It would be easy but I'd be, like most others, changing my route via residential areas, which defeats the purpose.
I have no bus route from Midmar to Aberdeen so need to go to Westhill to get a bus but there is no parking there so then need to go to Kingswells. The time taken for me to do this because of the queuing I need to do at peak times means that it's just faster and easier and safer (in case I need to get back for family responsibilities at home) to drive my car. I'd love to be able to take the bus even part of the way!
I need to use a car for my work at least one day in the week. As a business it would force us to invest in electric which we have been thinking about for a long time, ditto personal use.
Because I have an old Diesel engine but I don't drive into town very often.
People will moan but adapt.
I have two diesel vehicles. But i would get over it, pay my fees until we change to more economical vehicles. If it was safer i would take my bike more often.
I can NOT charge a LE vehicle while a resident of the city centre. LEZ would punish residents of the city, while allowing commuters from housing estates with parking/charging to still enter the city.
Living in Aberdeenshire, I generally use public transport to travel into the centre of the city. I also drive a vehicle with EURO6 engine so don't believe I would be impacted to any great extent.
I no longer drive a car. The above answer assumes that all Co-Wheels cars will meet the requirements for the LEZ.
I think air quality should be priority when discussing transport. I drive a hybrid and generally avoid these areas anyway due to traffic. In addition if the other projects within the SUMP were put in place I would cycle more anyway.
Can use public transport, cycle or walk.
I have a hybrid so can drive in electric mode in city centre. Would not be able to take public transport as have a fairly round about journey to drop kids then get to work. Same in the evening.
Cycle.
I believe my vehicle would comply with CO2 emission levels.
I drive a plug-in hybrid car and ride an electric bike. It would be great if I could pack the e-bike on a bus or train to use in town, but that's difficult, I know. I have a folding bike, but I've never tried it on public transport.
I have an electric car and also like to cycle.

I almost always either cycle or walk while in the city. I am a 0 emission individual.
Not sure.
I don't travel by car in the city every day but maybe once a week. The amount I use my car does not justify purchasing an electric one, but if more electric car club vehicles were available & easier to use it may be easier to use them.
No idea which vehicles would meet LEZ requirements. Also it is probably more environmentally friendly to continue to use an existing vehicle rather than prematurely scrap it to buy a greener one.
I have relatively modern diesel and petrol cars. I do have a classic car, but do not drive that frequently and have alternatives.
I travel by bicycle and on foot.
This would depend on the levels introduced and the progression over time (as it would be necessary to make limits lower over time to continue progress towards zero emissions).

**Question 34: Which of the following would you consider if a LEZ was introduced in Aberdeen City Centre?**



If a LEZ is introduced in the city centre:

- 50% of respondents would walk for more journeys;
- 75% would cycle for more journeys;
- 50% would use public transport for more journeys;
- 19.6% would use Park and Ride for more journeys;
- 6.3% would purchase / lease a newer vehicle;
- 21.4% would purchase / lease a low or no emission vehicle;
- 3.6% would join the Aberdeen Car Club;
- 4.5% would use Car Club vehicles for more journeys;
- 0.9% (only 1 respondent) would use taxis for more journeys;

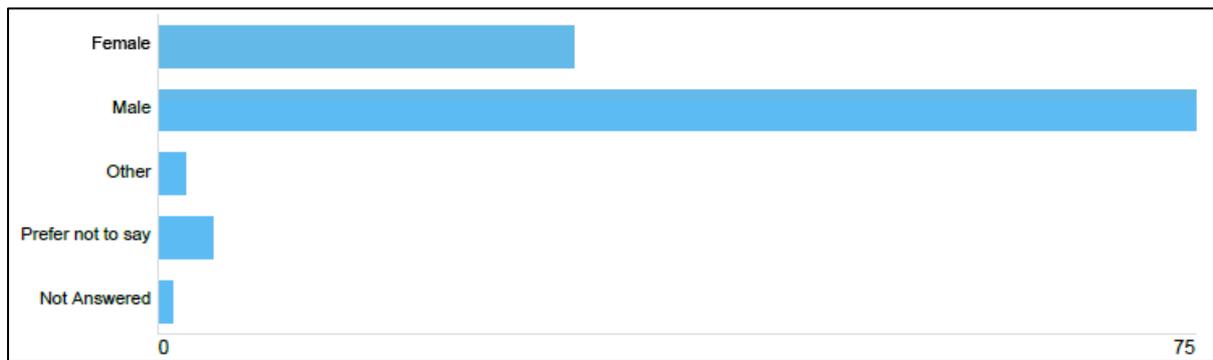
- 4.5% would motorcycle for more journeys; and
- 30.4% would avoid the City Centre.

6.3% of respondents selected an 'Other' category with comments in the table below. Again, these are fairly general comments, although one respondent did say they would car share more.

Park and ride good if cheaper.
Another layer of complication on top of parking availability, traffic considerations etc.
Sharing car journeys with family and friends.
Why would taxis help a LEZ?
Live in Cults we are a family of 4 drivers and have 2 cars. I cycle every opportunity or take the bus. I don't use taxis and I avoid taking car as much as possible.
Too scared to cycle because of the roads and drivers' attitudes
I have on a number of occasions contacted Co-Wheels to request a vehicle in Kingswells they have so far responded negatively saying there is no demand and it would not be economically viable. I feel they ought to be doing more given the support they receive from the Council in the city centre.
Rosemount and Mile end is within easy walking distance of the City Centre and has a reasonable bus service.
We do all the right things, but we could do better, others need to get a grip on the way they go about!!
This fits in with my general pattern of transportation already.
P&R involves driving further out of town to get a bus that I can already get within 50m of my home.
I don't have sufficient funds/inclination to buy/lease a new/newer vehicle for the mileage we cover in Aberdeen – we mostly need our car for visiting family further away or when we need to shop for items which can't practically be done by public transport due to distance/location or size – e.g weekly shop.
Taxis don't solve any problems – non mass-transit, not especially cheap.
I've only briefly looked at Car-Club (Co-Wheels??) but I can't see that locations and availability are adequate for short notice journeys rather than pre-planned journeys.
If motorbikes were part of the LEZ, then you would still have to look at whatever criteria are applied to it to see if using a motorcycle would be effective, presuming you have a motorbike licence.
Given Aberdeenshire distance, hybrid vehicle for essential longer journeys not serviced by bus seems best option.
The major issue with public transport (and buses in particular) is the cost.
LEAVE THE CITY
For personal trips I would bus or cycle but for work I use a van and would struggle.
Bus pass.
Not sure.
No change in behaviour needed.
The LEZ could be a much- needed tool to remind us all that long-lasting habits and behaviours that are not ideal for our environment, or for us personally, could change for the better.

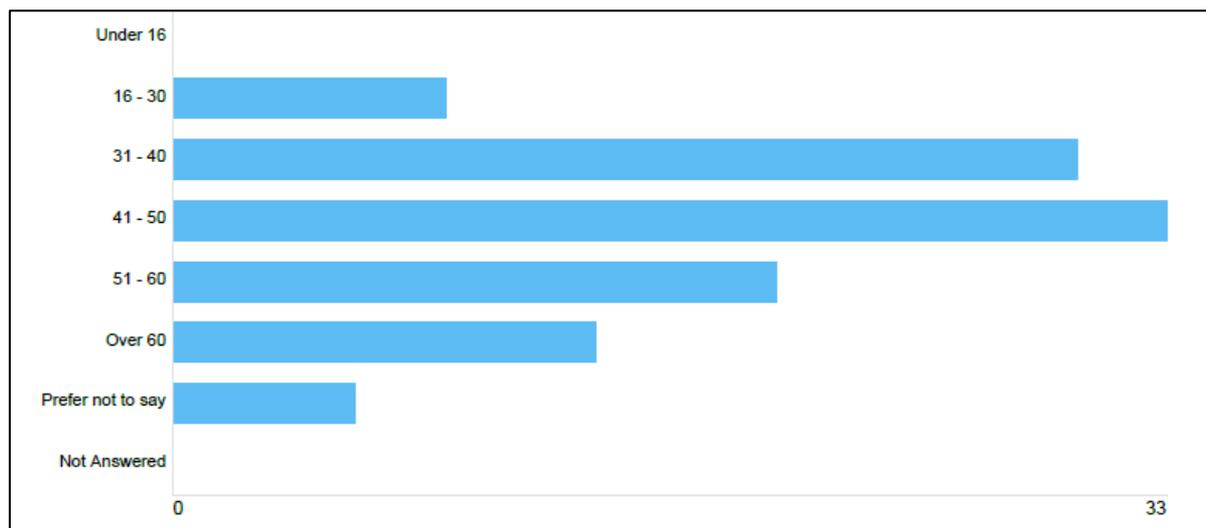
## 2.7 Your Details

### Question 35: What is your gender?



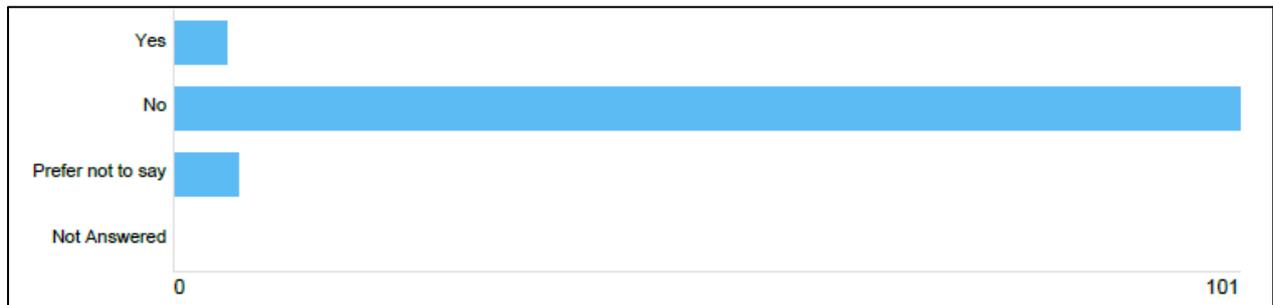
The majority of respondents (67%) were male, suggesting that there may be a slight gender bias which needs to be taken into account when interpreting the results. 26.8% were female, with 1.8% not identifying as male or female and 3.6% preferring not to say.

### Question 36: What is your age?



No under 16s participated in the survey and only 8% of respondents were aged 16-30, suggesting that the results could be skewed somewhat towards the opinions and beliefs of working age adults. Within this age bracket, respondents are fairly evenly spread with 26.8% aged 31 – 40; 29.5% aged 41 – 50 and 17.9% aged 51 – 60. 12.5% were over 60 while 5.4% preferred not to answer.

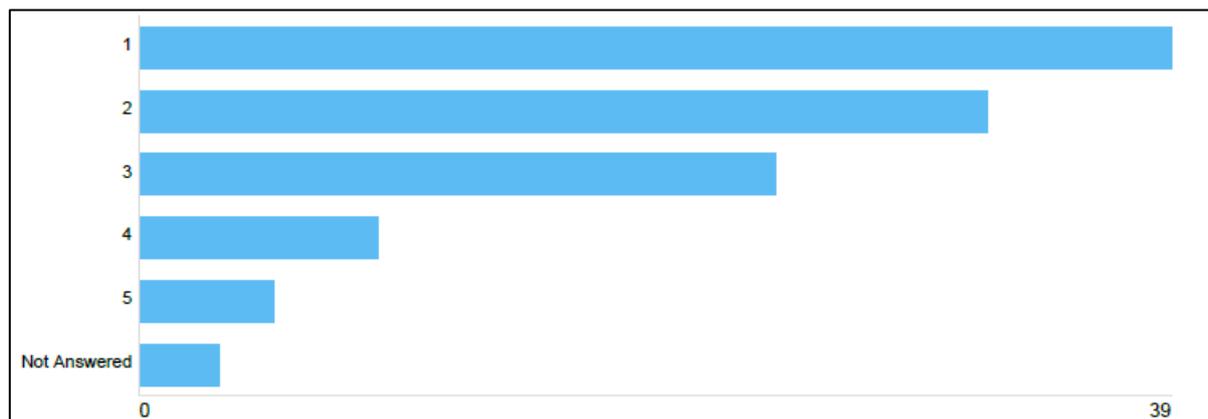
**Question 37: Do you have a disability that affects your travel arrangements?**



Only 5 respondents (4.5%) stated that they have a disability while the vast majority (90.2%) do not and 5.4% prefer not to say. Care must be taken therefore to ensure that the findings are not skewed towards those who do not experience difficulty getting to and around the city centre.

**2.8 This Questionnaire**

**Question 38: How easy did you find it to fill in this questionnaire (on a scale of 1 to 5 where 1 = very easy and 5 =very difficult)?**



Responses suggest that most respondents found it very easy (34.8%) or easy (28.6%) to fill in the questionnaire. 21.4% found it neither easy nor difficult, while 8.0% found it difficult and 4.5% very difficult. Comments in relation to this question are provided below. These will be taken on board when devising further surveys in the future, especially the suggestion of having two concurrent surveys – one to capture general information and another aimed at those with the time and inclination to properly review the consultation documentation.

It is a bit too long.
More clarity about plans, as they seem pretty vague. More publicity so more people are aware and can advise the council.
A few too many additional comment boxes.
It was quite lengthy.
Needs hyper links to sections of the sump it is asking for commentary on. I have a terrible memory.
This was a VERY long questionnaire.
There's a lot of information to retain when answering the questions. Perhaps each section of the plan could have been followed by pertinent questions?
I am not familiar with the topic or terminology. I found the questionnaire too long and got completely confused about what to write where ... at one point I felt I was being asked the same questions all over again

.... I know it's difficult to design these things .... some real campaigners would have loved this as there was lots of opportunity to write opinion but to engage a wider audience, could there perhaps be a shorter questionnaire?
Many of the questions seem repetitive.
Had to keep going back to look at the outlines.
These surveys are ridiculous. The answers available just corral you into suggesting the answer the council want you to give. they require way too much time, involving reading several documents of length (one of which is 54 pages or so!!). They are not easy to use on mobile phone. The only thing you need to know is are you generally for or against reducing vehicles / pollution in the city and do u want a better infra for walking cycling. The rest is your job as a councillor to implement. This survey will bore to death the average citizen who has neither the time or inclination to fill it in / read it. Twitter survey would simpler & gain way more responses.
Had to flip back and forth between the questionnaire and the plan itself. Could include links in the questionnaire to the relevant sections (vision, objectives, projects etc.)
I had to do a lot of cross referencing.
Far too many questions, repetitive questions.
I had trouble distinguishing between opportunities, objectives and outcomes, so some of my answers might be muddled up.
A lot of open questions and repetitive questions.
I would like to congratulate the creators of the questionnaire as I am able to access it hands-free using my voice. I have a disability which prevents me from using the computer using my hands. Continue continue.
Some of the questions seemed like they were duplicated.
I'm not used to thinking.
Not clear where to add which comments.
Too many questions. Upcoming questions weren't predictable, so I answered things in the wrong place. It is not so easy to flick back and forth to the draft SUMP to answer the questions.
The whole study has been produced to look good in how wonderful it is and structured. This does not fit for ordinary folk wanting straight talk. Its full of guff. What my sociology prof would quite rightly put a red pen through. Framing the questionnaire around a flawed paper produces a flawed questionnaire.

**Question 39: Do you feel this questionnaire allowed you to make your key points heard?**



The questionnaire appears to have been successful in letting people make their key points heard with 92.0% of respondents saying they could do so, and only 3.6% (4 respondents) disagreeing. Comments in response to this follow, a number of which express scepticism that consultation will influence the final outcome or that the plans expressed will come to fruition.

I answered as an individual but am involved with GCP. One reason I joined GCP was to see initiatives like SUMP enabled. Good luck guys please make the step I'd imagine many in ACC want too.
I do not what would happen with my answers because my final purpose is not only to be heard but to influence the outcome.
Somewhat, depends if points are actually considered.
As long as it is of some use, i have been concerned about these issues for a long time, but still we talk, fill in things and nothing changes!

Thank you for the opportunity.
I'm by no means certain that anyone will read any of the comments!
I think union street should be pedestrianised. I think safe, smooth , segregated cycle lanes that give cyclists right of way the majority of the time should be introduced. I think polluting cars should be banned from city centre and electric vehicles encouraged. Pavement parking should be banned and addressed. I think smarter traffic lights should be used, waiting time for everyone is inefficient.
Hopefully this is a consultation that leads somewhere rather than being a "tick box exercise".
Lots of free text input boxes! This allowed me to rant a little. However, there wasn't anywhere for me to make my usual point about how these plans are all very well, but I'll Believe It When I See It.
It does not matter what this survey says you guys will just please yourselves.
Was made aware of it too late. This consultation should be sent to everyone homeowner in Aberdeen by email or letter.
Partly.
But I tried to make them anyway. BUT it did not encourage a broader view and perception. No comparison with what other cities in Britain and Europe are doing. Restricts imagination. Pretty sad really and suggests such thinking has not been done.

**Question 40: Do you have any suggestions as to how this questionnaire could be improved or how similar questionnaires could be improved in the future?**

It was a little long winded.
More graphics.
Less leading questions.
Fewer narrative answers required.
More detail on plans, more accessible and more knowledge of this. If I wasn't a member of Facebook pages for cycling, I never would have heard about this, and the council need to publicise this further.
Include more concise details of the plan in the questionnaire.
Less text fill box answers they are really hard to collate.
Try and link it more closely with other proposals like the LDP, Berryden Corridor improvements and the Road Hierarchy study.
A big TV campaign get people to get their heads out of the sand on this.
Shorter. Or have 2 options (so you can give more detailed feedback if you've the time/inclination).
Think about whether you'd answer something if you knew it was 40 questions long ...oh, no ... I see there is more .....
Twitter quick survey....just one question.
Links in questionnaire to relevant sections of plan.
Create 'chapters' so people can focus their time on responding to the sections that apply to them, or they have more interest in. Summary page of order/topics of questions ahead. How many questions!
Don't ask "What do you think about the SUMP". Ask about specific proposals. It's hard to keep track of what all these abstract acronyms refer to.
Socialise it more.
This has not been widely promoted and I only saw this because of pro-cycling groups on Facebook.
Employ more intelligent planners and council leaders, more people like Donald Trump.
More specific questions on individual projects.
Make it clear that opinions expressed will be read and recognised irrespective of where they are made in the questionnaire.
Slightly less scroll down please - I'd prefer multi pages to fewer very long ones
No. Thank you for the chance to contribute my views.

The main points were in relation to the length of the survey and whether there are opportunities for shorter, more targeted surveys in the future. Again, these points will be taken on board when developing any similar questionnaires in the future.

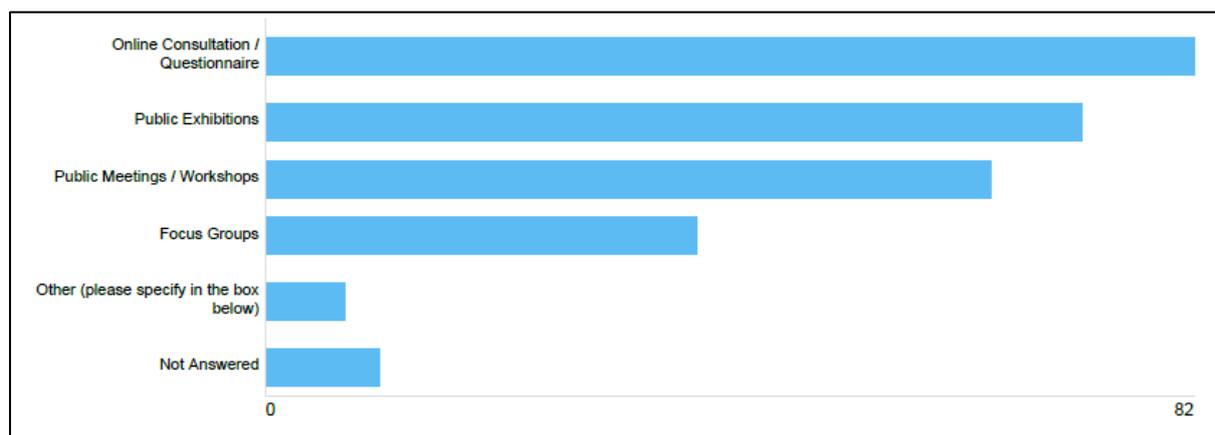
**Question 41: In relation to the SUMP, are there other means by which you feel the public should be engaged?**

A number of methods of engagement are suggested by respondents which will be considered for further consultations, and as the SUMP moves towards delivery phase.

The silent majority need to be given adequate consideration and the impact on their current methods of transport reviewed. These should be given priority over a vocal minority who get a disproportionate level of input
News articles on TV or a documentary that can be watched online to explain many of the benefits.
Yes, get someone with information boards in the city centre. This is the first I'd heard of it.
Round table discussions with GCP?
Through universities.
Facebook.
Postal notifications for those that may not be so IT literate, and possibly in other languages too.
Open evenings where people can see plans blown up.
I don't know how widely this consultation was publicised? I came across it by chance whilst looking for something else.
Public meetings to discuss the proposals.
A copy of Peter Walkers book Bike Nation posted to all in the City.
I think residents should be consulted regularly face to face and even through letter surveys.
Engage with children in schools. Large organisations e.g. BP, SHELL, large retailers such as Tesco, Co-OP who use large vehicles for deliveries etc to get environmental msg across.
Continue to consult with local people & businesses.
What consultations/ surveys are/aren't being carried out with tourist/travel agents?
Town hall presentation /discussion sessions with the general public.... In a similar way to engagement by Aberdeenshire with Local Development Plan.
It might be worth engaging with employers to make people aware of the consultation.
Probably but no idea how.
More funding and effort should be put into improving cycle routes.
Workshops and drop-in events that are open to anyone and contain clear information about what is being proposed. Street stalls on busy days and at key public events. Councillors and other public figures should be promoting the SUMP.
Face to face with people who are frequent users of the transport modes you want to support.
Radio phone ins? Would need a very specific topic so it didn't become a moaning ground.
Please do not leave any major issues out of the consultation - eg last consultation on city centre planning made no mention of Union Square....
Other than this email to the organisation as a member of public I was unaware that this process had commenced.
More public awareness in the city centre shopping malls. Not everyone uses online facilities.
Yes. Get proposals on to social media and ask various SIGs to circulate it amongst their members.
We need meetings where these things can be debated open forum. Also Twitter.
More visualizations of how the city could look, or images from other cities which have adopted similar measures.

Tv and facebook / social media about positive aspects of what is being done. Also knowing timescales for project would also help.
Public meetings where plans for projects are displayed and there are opportunities to speak with individuals about concerns/queries. Participation, not endless consultation which can result in disengagement with the process.
Run a pilot phase of some of the proposals, and then ask for feedback before expanding or making permanent. Most people don't know about this stuff until they see it on the ground.
I only heard about the SUMP through my employer (public sector), I don't think the public in general are well informed or engaged. Greater use of social media, local radio and TV or posters at bus stops and train station may have increased engagement.
Pop up booths in city centre.
Radio adverts, social media campaign, schools so kids can take info home to parents.
Don't know.
Definitely - I only heard of this through a work colleague. as far as I am aware this has not been publicised at all.
Well - is Aberdeen willing to involve rural communities? Here in Udney we've undertaken a huge consultation to determine local views and wishes, and this morning I sat through a Formartine Planning meeting listening to a Council Planning - let's say "Officer", at my wife's insistence - explaining why they couldn't possibly allow local views to influence their distinctly Ineffable Plans for their own community. (It's also in writing, believe it or not). It's possible to be awfully sceptical about "consultation", in that it only seems relevant when the Great Unwashed say the right thing.
Was made aware of it too late. This consultation should be sent to everyone homeowner in Aberdeen by email or letter.
Direct communication to all residents. You can do it with Council Tax demands and voter registration - why not with regular mailings/e-mails?
Signage on key transport routes to indicate that a consultation is underway. Active engagement of transport users on the street.
As in options for the LEZ Q42

**Question 42: In relation to a LEZ, how would you like to see members of the public engaged as proposals develop? Please select as many options as you like.**



In terms of future engagement on LEZ proposals, 73.2% of respondents would like to see an online consultation or questionnaire, 64.3% would like to see public exhibitions, 57.1% would like public meetings and workshop, while 33.9% are in favour of focus groups. In terms of 'other' options, the following comments were received, some of which are more general points about LEZs.

Please consider the impact of the majority who won't engage but will be affected.
Cycling groups need to be engaged and heard.

Engage with the folk who are building and installing air quality monitors across the city at the minute through Code the City and 57 degrees North Hacklab.
Advertise on streets subject to LEZ for public to find out more.
Business initiative.
It's a bit late in the day, it's supposed to be implemented this year, but as the Guidance Notes have yet to be published, there is probably still an opportunity for a wider public engagement.
You have got to put things to the public in their faces.
Postal information to immediately affected premises - e.g. Auchmill Rd.
Use the new exhibition centre for a public meeting to share the vision and to welcome feedback/suggestions via an online link
Tapping into existing communities of interest - go to cycle shops, sports club etc...
Twitter.
Just tell them what is happening, and when.
Get on and do it!!
Need to ensure surrounding areas are also included in any consultation, ie those who may have less commuting options from rural areas.
Include information in regular communications to all residents (e.g. Council tax bills).
Public meetings should be held in the city and in surrounding towns.

These views will therefore be considered as Aberdeen City Council moves towards engaging on a possible LEZ later in 2019 and into 2020.

### **3 Other Responses**

The remaining response took the form of general comments rather than answers to the survey questions. These are replicated below, with attempts made to anonymise responses where possible.

#### **Response 1**

*Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland. Active Travel is about improving quality of life and quality of place... We therefore support the Vision and Objectives of the SUMP.*

*Walking is key to getting more people choosing to not use the car as it is ideal for shorter trips and walking forms part of much public transport use – walking to and from buses and trains.*

*People walking and cycling tend to spend more money locally than drivers. Increasing walking and cycling can stimulate economic growth in urban areas and benefit local shops. Investing in infrastructure and support for walking and cycling can increase economic growth and vibrancy.*

*Infrastructure is important, but people also need encouragement to take up active travel.*

#### **Response 2**

*First of all, we are pleased to see a direct reference to maintaining access for business and industry in objective 1. However, we would like to further highlight the need to ensure that access is maintained for deliveries and to the harbour, despite the number of proposals for pedestrianisation or restriction of general traffic. The document notes that the restrictions will be 'except for local access' but just want to ensure that necessary freight movements, especially last mile deliveries, are considered within that, particularly given the role freight plays in the economic vitality of Aberdeen and Aberdeen businesses.*

*Regarding the references to green vehicles and climate change, we fully support this objective but would like to note the potential for conflict as targets concerning air quality and greenhouse gas emissions can be*

*contradictory, particularly for HGVs, where diversions to avoid a LEZ or Air Quality Management Area, may burn additional fuel and increase emissions. Regarding any LEZ we would also like to highlight that this should be treated as one of the measures for traffic management in the city centre to ensure that any LEZ standards do not inadvertently reduce the current restrictions for freight access (currently by weight).*

*Additionally, there is a need to consider whether any of the proposed access restrictions and/or speed restrictions may encourage freight onto inappropriate routes. An example could be the potential for increased use of Golf Road/Park Road following a speed limit reduction to 20mph on East North Street/West North Street.*

### Response 3

*Thank you for the opportunity to comment on the proposed SUMP as part of the consultation. We are emailing our response rather than using the online form, as the online form appeared to be more appropriate for individuals rather than organisation responses.*

*Overall we welcome and agree with the SUMP and its objectives and believe that it will make a huge difference to Aberdeen City Centre.*

*We have a few comments and suggested amendments which are outlined below.*

- An action to look at the traffic signals on Market Street and Guild Street should be included as a short-term priority, specifically to look at ways to improve bus journey times and reliability. The bus operators continue to report difficulties in accessing and exiting the bus station in a timely and reliable manner which affects their ability to run punctual and reliable services. This action would link to the work of the Bus Alliance which has identified this as one of the biggest issues for buses in the city centre.*
- Although there is reference to the prospects for Park & Ride, more could be done to strengthen this opportunity and emphasise the potential role of P&R in helping achieve the objectives of the SUMP and CCMP.*
- In the Executive Summary it makes reference to medium term measures within 2-15 years and long term measures beyond 10 years. I suspect this is a typo and should be 2-10 years for medium term measures?*
- The need to encourage mode shift through demand management will be key to being able to deliver much of SUMP and should be identified as a priority for action.*
- There will be potential issues of conflict between the needs of bus users, cyclists and pedestrians in many of the proposals, particularly if looking at segregated cycle lanes and how these interact with bus stops and boarding and alighting bus passengers. We fully support the proposals but caution will be needed in the design. These issues are currently being dealt with in Edinburgh with some of their 'floating bus stop' proposals and lessons should be learned from best practice elsewhere.*
- There are clear links between SUMP and the City Centre Masterplan proposals and also the Roads Hierarchy, so we would just also like to highlight the work of the Bus Alliance which is working on a corridor approach to bus improvements (linked to the Roads Hierarchy). These corridors will all start / end in the city centre and regional partners are identifying hotspots and improvements that can be delivered to benefit bus users. The intention is to identify infrastructure and service improvements that all partners can sign up to in the form of a Bus Improvement Partnership.*
- The plans for Union Street and King St to Castlegate which are currently in the medium terms priorities, should be moved up to short term priorities. These are key elements of the overall SUMP, Masterplan and are important enablers for many other aspects of the development of the City Centre. Progressing these at an early stage will facilitate the step change which the City needs.*
- Bus priority and promotion of park and ride on the radial routes from the AWPR into the City Centre need to be a priority to allow for better public transport and walking and cycling opportunities to happen in the SUMP area and move away from reliance on private cars to get into the city centre. Encouraging public transport journeys into the city centre will be about the quality and attractiveness of the whole journey and journey times need to be competitive.*
- In regard to the potential for a Low Emissions Zone (LEZ), we think it is important to provide early indication of the likely geographical extent of the zone and that restrictions should not be on the type of vehicle, bus, HGV, car etc but on the emissions that vehicle produces. So restrictions should be placed on any vehicle whose emissions are higher than the set levels for the LEZ. The LEZ should be seen as one*

*aspect of overall traffic management, but is unlikely to be sufficient without supporting measures (as set out in the SUMP and City Centre Masterplan) to achieve all of the objectives identified.*

*I hope you are able to take account of these comments as you move towards finalisation and implementation of the SUMP.*

#### Response 4

*We have a climate crisis, an obesity crisis, and a pollution crisis and bicycles can help solve them all. But to realise the full benefits of cycling, quality infrastructure must be provided to tempt car drivers away from their current mode of transport. The most important factor in a person's decision to ride a bike or not is having a safe space to cycle. Safe space means segregated paths that are separated from traffic by a physical barrier. It has been shown elsewhere that for every £1 spent on cycling infrastructure, £5.5 is returned in benefits for the community.*

*Having high quality, safe cycling infrastructure opens up new transport opportunities to groups of people who wouldn't otherwise use it such as children, women, the elderly, and even people on disability scooters.*

*With this in mind, we support the Aberdeen City Council's Sustainable Urban Mobility Plan and in particular, we support the installation of segregated cycle facilities throughout the city centre. In addition to all the roads mentioned on the SUMP with respect to segregation, we'd also like to see greater priority and urgency for segregated facilities on Market Street and Schoolhill. Market Street is very busy and gets a lot of large heavy goods vehicles which makes it particularly dangerous for cyclists. Schoolhill is a key east-west corridor. It is also adjacent to a large secondary school which makes it important for a segregated cycle path to encourage active travel in the younger generation.*

*We also supports a fully segregated bike path on King Street from Union Street all the way to the Bridge of Don. This would connect the University of Aberdeen with the city centre and provide safe transport for staff and some 14,000 students. Safe cycling infrastructure will help to attract students to the city which will provide an economic boost to the region.*

*We'd also like to see included in the objectives for the SUMP something to indicate that new infrastructure should be designed to be safe enough for an unaccompanied 12-year-old – a standard now widely recognised by Sustrans.*

*The SUMP has been limited to the CCMP area and this has implications in that the walking and cycling improvements which are proposed fall short in two respects. Firstly, they fail to connect many of the city's key destinations. For example the beach esplanade (included only as long term and low priority), Duthie Park, the University campuses (Kings College, Foresterhill and Garthdee), or connect with existing off-road cycle routes such as the Deeside Way or Riverside Drive. Secondly, one of the most common criticisms we hear of current cycle route provision is that it is piece-meal and does not connect. A cycle path which only covers part of a journey and requires a cyclist to mix with traffic for the remainder may still be off-putting to many and so not deliver full benefits.*

*Given the various crises mentioned in our opening paragraph, the timescale for implementation of the measures set out in the SUMP is in our view too long. Medium term measures are referred to as being in a 2 – 15 year period. Hopefully this is an error and should read 2 – 5 years.*

*Many of the measures set out in the SUMP rely on implementation of 20 mph speed limits. Noting the lack of any effective speed enforcement in the existing 20mph city centre zone, we would ask how the new speed limits will be enforced? Without meaningful enforcement, traffic calming or other physical measures, 20mph limits provide an improved walking and cycling environment that is theoretical only. This becomes less of an issue if fully segregated cycle routes are provided. Similarly, we note the proposal for many new 'access only' restrictions. Our observation of existing restrictions of this type (for example, Belmont St, Little Belmont St, Loch St, George St) is that they are widely ignored by drivers and there is a significant level of non-compliance, again with what appears to be very little active enforcement. Therefore although we welcome such traffic restrictions in principle we would want to see physical measures such as rise/fall bollards, bus gates, or ANPR (such as used in Broad St) to ensure*

that the restrictions are effective and meaningful. Improved signage may help but is probably insufficient by itself.

*We welcome the ambition to provide segregated cycle routes in several key locations, but note that in others the SUMP appears to be less committed, stating that cycle lane provision may be on-road or only provided if space permits or if safety concerns persist. This does not appear to reflect the hierarchy set out in Figure 2 (page 20).*

*Note that the map on p13 appears to be in error as it shows the cycle route following Victoria Road rather than Abbey Road as referred to in the text.*

*In Section 8 “Supporting Measures” we would like to see the Council commit to appointing named individuals as ‘Cycle Champions’, (at both Officer and Elected Member), to be first point of contact for stakeholders such as ourselves.*

*In Table 4, “High Priority Measures”:*

- Exempting cyclists from access restrictions on Belmont St is a peculiar choice as most cyclists would not be aware that they are currently restricted. Therefore although this may be correcting a legal or procedural anomaly, we would not agree that it is a high priority. As we have noted above in this response a higher priority might be providing meaningful enforcement of the restriction which prohibits vehicular traffic but appears to be widely flouted.*
- Of the medium term actions, 9 of 14 are only to “investigate” which will by itself deliver no improvement on the ground until also implemented. We recognise of course that proper preparation is an essential prerequisite to measures being implemented but without a timetable for implementation, the risk is that delivery will slip and actual benefits will not accrue;*
- As noted elsewhere we particularly welcome the reference to “segregated facilities” which we believe are the only way that modal shift will be possible.*

*Table 5 “Medium Priority Measures”:*

- See our comments elsewhere on the effectiveness of 20mph limits are the need for traffic calming or effective enforcement.*
- Note our comment elsewhere with reference to St Fitticks Road, Abbey Road and Crombie Road, and the route being incorrectly shown on the plan within the SUMP document. We welcome the action to provide segregated pedestrian facility here too which is currently notable by its absence. In providing a route from the South Harbour to City Centre, Victoria Bridge also needs to be addressed as it is currently not well suited to cycling.*
- We welcome the commitment to deliver the CCMP actions for Schoolhill and Gallowgate, which we understand to be a segregated two-way cycle lane, with that reallocation of space leading to a one-way only restriction for vehicular traffic.*
- We welcome the proposed improvement for Guild St but given the importance of this route for access to the railway station, we would prefer that it be considered as high priority. Again the action (segregated cycle way) is only to “investigate” which is disappointing given the importance of this location.*
- With regard to Crown St we note the reiteration of the CCMP proposals. We have some concerns about the gradient of Crown St as a preferred cycle route, but nevertheless would like to see a more firm commitment to providing a segregated route unless an alternative route (such as on College St) can be provided. Again we’d reference Figure 2 in terms of setting priorities.*
- Woolmanhill roundabout: we welcome the recognition that busy roundabouts such as this can be barriers to cycling which need to be addressed. The proposed action deserves more than being considered in the ‘long term’*

*Table 6: Low Priority Measures:*

- Castle Terrace path: we would also like to see the Castlehill pedestrian over-bridge recognised and investigated as a potential means of providing a link between the city centre and the beach.*
- As noted elsewhere, we consider it disappointing that measures which could provide a link between the City Centre and the beach (one of Aberdeen’s greatest assets) are only considered as low priority and long term. This is a missed opportunity not just for cyclists but for the cultural and economic benefit of*

*the city as a whole. Noting that actions are proposed for Virginia St and Trinity Quay, we would suggest an easier and more deliverable route towards Footdee and the beach could be by linking Shiprow to a new cycle contra-flow on Regent's Quay (and thereafter Waterloo Quay).*

*We hope you find these comments to be constructive and helpful. We would of course be pleased to meet with you to discuss these or any other points relating to the SUMP should that be of further help.*

#### Response 5

*We welcome the proposals of Aberdeen City Council's Sustainable Urban Mobility Plan (SUMP).*

*This response contains some recommendations for amendments and additions, and expresses our view that there is an urgent need to accelerate the delivery of active travel infrastructure in Aberdeen.*

*It is important that the proposals are acted upon promptly in order to capitalise on any traffic reduction as a consequence of the Aberdeen Western Peripheral Road (AWPR). We hope to be able to assist Aberdeen City Council from an early stage in the design and delivery of measures contained within the SUMP.*

#### *Prompt and continuous traffic reduction:*

- *There is an urgent need to make Aberdeen city centre a more welcoming space for walking and cycling as soon as practical.*
- *The SUMP notes that there has been "significant traffic reduction" in central Aberdeen, but also that "benefits...will gradually erode should traffic be allowed to continue to grow to fill the space that has been created". It is important that this has been noted and should inform the timeline for action.*
- *We have previously supported the Aberdeen Active Travel Action Plan and the City Centre Masterplan. Both contained proposals to reduce the dominance of traffic and improve the environment for walking and cycling. However, these have not led to significant improvement and there is a danger that the current opportunity created by traffic reduction will be missed.*
- *As the AWPR was opened, space in the city should have been reallocated from vehicles to more space for walking and cycling from day one. The list of projects contained within the SUMP should have been implemented at the same time as the AWPR, and we recommend that their delivery is prioritised, even if this means temporary infrastructure.*
- *We recommend that the SUMP includes and Aberdeen City Council adopt a meaningful and ambitious target for traffic reduction. This should be accompanied by a robust monitoring & evaluation plan. Present proposals appear ambiguous and do not appear to indicate ongoing data collection.*
- *Behavioural change can contribute to traffic reduction. The proposed "In Town Without My Car" day is of limited ambition in its scope and objectives and should be held more than once a year. A strength of Edinburgh's monthly Open Streets is that residents and visitors can rely on it as a regular occurrence and plan to attend and travel accordingly.*

#### *Infrastructure recommendations:*

- *We agree with the list of high priority short-term measures contained within the SUMP. In particular, proposals for Union Street and Market Street should be the highest priority to be addressed. Both are routinely cited as a barrier to cycling in the city centre by Aberdeen Cycle Forum.*
- *In addition to these high priority projects, we would recommend consideration of intermodal connections/transport hubs to link bus stops and railway stations effectively with bicycle parking/hire and active travel routes.*
- *Projects are heavily focussed on the city centre, which is understandable in the context of capitalising on the AWPR. However, active journeys to the city centre require connections on arterial routes with outer parts of Aberdeen. Opportunities should be found to improve provision for walking and cycling on trunk roads and other arterial routes that lack safe cycling infrastructure or space for other non-motorised users (such as A96, A944 [especially Lang Stracht & Westburn Road], A92 [Anderson Drive], A956 [Wellington Road]).*
- *We recommend that the SUMP make explicit reference to improving and joining up to the National Cycle Network (NCN). Sustrans' Places for Everyone report has highlighted the challenges for the NCN and Sustrans Scotland are open to changes to its current alignment in order to route via the best cycle infrastructure.*

- In particular, we support the Neustrans proposal for Strategic Route 6 (Deeside corridor) which include re-allocation of road space for cyclists to extend the route into the city centre and to address safety concerns at junctions, particularly at roundabouts. In the medium-long term it may not continue to meet demand and more capacity will be needed into the city from the south west. Therefore we suggest that within the city, a segregated cycle route is developed parallel to the Deeside Way along the A93. This would be primarily for functional journeys, leaving the Deeside Way primarily as a resource for leisure and recreation.
- Overall it is likely the measures in the SUMP will improve active travel in the city centre and the NCN. There is an urgent need for the delivery of a high quality, traffic free, NCN route through the city centre.

We are supportive of the proposals contained within the SUMP, but there is a need for urgency in delivery.

Delivering the proposals within this SUMP would be a strong step in the right direction for walking and cycling in Aberdeen.

## **4 Dominant Themes**

All comments received in response to the SUMP questionnaire were grouped together to identify the key themes emerging that to be addressed need addressed within the SUMP.

### **4.1 Support for the SUMP**

On a positive note, it is reassuring to see that there is significant support for the SUMP and its aims and objectives expressed in a number of responses.

<b>Theme 1: Support for the SUMP</b>
A start has to be made soon to cut car use in the City, the sooner Sump is implemented the better, any problems can be addressed when all can see the benefits of a cleaner City.
Excellent start.
It's a start.
No, this is aspirational and if only half of it was implemented, it would be a major improvement.
It is a great start. The issue of addressing 'presumed dominance' of vehicles and single occupant cars in Aberdeen and in 'shire towns underpins but is not brought out as a main strand.
Reverse culture that presumes dominance of motor vehicles in city and 'shire towns.
Safety, environmental benefits, health benefits.
A great start. Ensure loss of European funding post brexit is not allowed to derail this important initiative.
I think the SUMP has managed to cover all the important points without being overly ambitious.
I applaud the aim to increase the proportion of journeys undertaken on foot, by bicycle and by public transport. This will help Aberdeen meet the aims of the Scottish government's Cycling Action Plan <a href="https://www.transport.gov.scot/active-travel/about-walking-and-cycling-policy/">https://www.transport.gov.scot/active-travel/about-walking-and-cycling-policy/</a> namely, that by 2020 10% of all everyday journeys should be by bike.
Implementation of ANY measures is a forward step. Any omissions should be corrected as they become clear.
This is completely essential to public health, climate change, and future investment in Aberdeen. Aberdeen is a city based around cars, that is dangerous and off-putting for walking and cycling; this is not a city fit for the 21st century.
It is clear for all to see that what we currently have in the most part around the city centre needs freshening up, needs improvement and investment. A decisive SUMP, along with other robust processes, could be the beginning of real meaningful and lasting change. Let's seize these opportunities.
Delivering the proposals within this SUMP would be a strong step in the right direction for walking and cycling in Aberdeen.
We are supportive of the proposals contained within the SUMP, but there is a need for urgency in delivery.
We welcome the proposals of Aberdeen City Council's Sustainable Urban Mobility Plan (SUMP).
There is an urgent need to make Aberdeen city centre a more welcoming space for walking and cycling as soon as practical.

The SUMP notes that there has been “significant traffic reduction” in central Aberdeen, but also that “benefits...will gradually erode should traffic be allowed to continue to grow to fill the space that has been created”. It is important that this has been noted and should inform the timeline for action.
We firmly believe that if we are all serious about achieving these, we must take some strong decisions and we need to take them quickly. Improvement and investment in our city centre is long, long overdue.
For many reasons - individual health, climate change - we need to reduce our reliance on motor traffic and increase the amount of walking and cycling (use of public transport is also worth encouraging, as it reduces reliance on private motor vehicles). This change will not happen without strong action from the city council: only if walking and cycling are made easier, and motor vehicle use harder, will people's behaviour change.
Clean, healthy and safe. What's not to like?
Walking is key to getting more people choosing to not use the car as it is ideal for shorter trips and walking forms part of much public transport use – walking to and from buses and trains.
People walking and cycling tend to spend more money locally than drivers. Increasing walking and cycling can stimulate economic growth in urban areas and benefit local shops. Investing in infrastructure and support for walking and cycling can increase economic growth and vibrancy.
Overall we welcome and agree with the SUMP and its objectives and believe that it will make a huge difference to Aberdeen City Centre.
We have a climate crisis, an obesity crisis, and a pollution crisis and bicycles can help solve them all. But to realise the full benefits of cycling, quality infrastructure must be provided to tempt car drivers away from their current mode of transport. The most important factor in a person's decision to ride a bike or not is having a safe space to cycle. Safe space means segregated paths that are separated from traffic by a physical barrier. It has been shown elsewhere that for every £1 spent on cycling infrastructure, £5.5 is returned in benefits for the community. Having high quality, safe cycling infrastructure opens up new transport opportunities to groups of people who wouldn't otherwise use it such as children, women, the elderly, and even people on disability scooters. With this in mind, we support the Aberdeen City Council's Sustainable Urban Mobility Plan and in particular, we support the installation of segregated cycle facilities throughout the city centre.
As noted elsewhere we particularly welcome the reference to “segregated facilities” which we believe are the only way that modal shift will be possible.
As the AWPR was opened, space in the city should have been reallocated from vehicles to more space for walking and cycling from day one. The list of projects contained within the SUMP should have been implemented at the same time as the AWPR, and we recommend that their delivery is prioritised, even if this means temporary infrastructure.
Active travel benefits health, wellbeing and the environment, while private car travel impairs these. Active travel is also more equitable in the sense of requiring less income. I would love to see Aberdeen prioritise these values and goods.
<b>Commentary:</b> Aberdeen City Council (ACC) accepts that, while there is significant support for the SUMP and its objectives, there is a strong desire for urgency in terms of delivery and a need for the Council to act now to ensure opportunities can be taken advantage of and that current problems are not allowed to worsen. The Council is already therefore taking steps to ‘lock in the benefits’ of the Aberdeen Western Peripheral Route (AWPR) through delivery of the Roads Hierarchy review and associated projects, of which the SUMP is one, and will be looking to commence delivery of the SUMP upon approval of a final Plan.

## 4.2 Scepticism about the SUMP

At the same time, there were many comments sceptical about the need for a SUMP and, more prominently, the Council’s willingness and ability to deliver the aspirations within the SUMP.

<b>Theme 2A: Lack of need for a SUMP</b>
There is no need for this at all. It’s another waste of money by the council. They should be using the money for community projects.
Shouldn’t be undertaken.
There is plenty of this (space for active travel and public transport) currently, complete waste of time and money.

There does not appear to be a vehicle master plan but a hotch potch of ideas. How about simply having two one-way inner ring roads around the city centre. Not through traffic in these areas.  
1: Clock wise: Mounthooly, North St, Beach Boulevard, Market St, Esplanade, College St, Denburn, Mounthooly.

2: anti clockwise: Skene St (prefer Hutcheon or Rosemount but..) Waverly Pl. Holburn, Willowbank, Springhill to College St with a left turn.

**Commentary:** ACC does believe there is a need to improve the active travel and public transport environment in the city centre for a host of reasons (economic, environmental, health, accessibility, etc.), and this is supported by the high volume of responses to the SUMP consultation agreeing that this is vital and needs to be prioritised. Various surveys and consultation exercises undertaken in recent years provide the Council with a strong message that people do not believe active travel and public transport are sufficiently prioritised and action is needed to address this. The SUMP is not intended to be a vehicle masterplan but is a framework for future city centre transport projects to develop a more people-focussed city centre in the coming years.

### **Theme 2B: Scepticism about the Council's commitment to and ability to deliver the SUMP**

The above while admirable is just words, we need to see a cross party commitment to the objectives of your charter, have watched for years as active travel is last priority on council budgets. We need some bold leadership to deliver.

Lack of money & the councils will to deliver.

Commitment.

Commitment from ACC to deliver the objectives.

All pie in the sky aberdeen & aberdeenshire have a poor record of putting real effort into walking & cycling provision over cars & other vehicles in the city.

It needs to be significant and ongoing development to really make a change.

What cost??

The vision is absolutely fine, the prize however will be evidencing a strategy and programme of works that places the vision into reality.

There is an awful lot of "Investigate the feasibility of....." which is not very specific.

A lot of the projects are "investigate". I think we should be more proactive and start with days where the city centre is limited for cars and lorries.

It all sounds so wonderful. Just suspect end result and proposals insufficient.

I would probably like to see a commitment to more items being marked as being earmarked for delivery rather than for investigation. I appreciate why there is a need to investigate before delivery but it would have been more encouraging to see the investigation following up with a commitment to deliver a solution to the problem. I appreciate that funding is a key issue here but lack of political will is also surely a contributing factor. It feels as if the more palatable options are earmarked for delivery with the more radical ones on medium/long term timescales and marked for investigation.

I think perhaps that the SUMP has not taken the opportunity to maximise the gain for the city centre, and this may well be restricted by finance availability.

A lot of the medium-term objectives begin with the words, "Investigate the feasibility of". It should be made clear that the medium-term timescale of between 2 and 15 years includes the implementation of the outcome of the investigation. If that's not the case, then there's a serious lack of ambition in the objectives.

The timescale for implementation of the measures set out in the SUMP is in our view too long. Medium term measures are referred to as being in a 2 – 15 year period. Hopefully this is an error and should read 2 – 5 years.

Of the medium term actions, 9 of 14 are only to "investigate" which will by itself deliver no improvement on the ground until also implemented. We recognise of course that proper preparation is an essential prerequisite to measures being implemented but without a timetable for implementation, the risk is that delivery will slip and actual benefits will not accrue.

A wider vision for Aberdeen, an overall view by the Council, a vision. Then much better vision and aspiration over details. Perhaps admission that almost all existing cycle provision is awful. Just something to encourage me to trust that Aberdeen will do something worthwhile. for a change.

Another year another consultation, ho hum...

Its being done in some fancy way as if it has all been thought through. Yet the perception remains all this guff is put in to convince people what a good job is being done. When it's not a good job being done.

There is a great deal of investigating the possibilities ahead - which is promising, but how will we ensure active travel infrastructure will actually be implemented where it is found to be appropriate?

**Commentary:** The SUMP has been designed to be aspirational but hopefully deliverable. There are obvious funding constraints in terms of delivering the plan but recent evidence has shown that having a coherent and long-term infrastructure plan in place, with clear and demonstrable benefits, is vital to successfully attracting funding for transport projects. While ACC accepts that terms like 'investigate' do not give comfort that infrastructure will be delivered, it is the case that each of the larger projects identified in the SUMP will have to go through a process of feasibility and design to ensure that what is proposed is ultimately deliverable and the optimum piece of infrastructure for that particular area. SUMP projects also have to be complementary to wider proposals contained within the Aberdeen City Centre Masterplan (CCMP) which, in some cases, are not fully developed yet. While the SUMP suggests a need for segregated cycle facilities on Union Street, for example, should the Council ultimately decide to pedestrianise a section of the road, formal cycle provision on this stretch would be unnecessary. It should nevertheless be assumed that investigations will result in project delivery once an adequate solution has been identified and this point will be made clearer in the final SUMP to prevent ambiguity.

### 4.3 Need for better active travel infrastructure

Unsurprisingly, responses communicated loudly that active travel infrastructure in the city centre needs improvement. In particular, there is a feeling that the implementation of high quality and segregated cycle infrastructure is key to making people feel safe and secure cycling in a city centre environment.

#### **Theme 3A: Need for better and safer cycling infrastructure**

There are not enough safe cycle routes into city centre. The type of cycle track you would allow a child to cycle on, unsupervised.

First sentence of intro to Aberdeen Active travel action plan 17-21 goes: 'Aberdeen is well suited to active travel'. It isn't. Too much traffic with very poor cycle infrastructure and actually quite hilly.

New cycle friendly kerb side drains.

Cycling infrastructure could be improved. Too easy to prioritise cars over pedestrians and cycles.

Too scared to cycle because of the roads and drivers' attitudes.

There is no enough incentive to use bikes, some roads are not in good state, no lanes for cyclists.

If you provide facilities for residents to travel safely by bicycle then I and other residents would elect to use that mode of transport for the majority of our journeys to the city centre. To achieve same requires a major mind change in favour of pedestrians, cyclists and buses. For too long the car has been given the majority of resources and priority.

Don't disagree with SUMP but will there be a guarantee of safer walking and cycling paths and lanes.

Very poor & patchy provision to cycle safely in Aberdeen & general lack of infrastructure to support cycling, cycle lanes that stop cars given priority at junctions poor marking of cycle lanes on roads.

Not clear from the document - but feel that any cycle lanes that aren't segregated MUST have parking prohibition to be credible. E.g. current cycle lanes on King street and north deeside road frequently have cars parked in them. Enforcement of the parking restrictions (double yellows) also needed for this to be credible.

It does not explain the design of the cycle routes therefore a cycle route consisting of a broken narrow blue painted lane is not suitable on the contrary is dangerous.

I think it should include the goal to make the city safe enough for an unaccompanied 12-year-old to cycle. A city that's good for children is good for everyone.

Well the outcomes are a bit vague, I agree in principle, but there needs to be a clear transport plan, especially regarding the use of bikes as our current cycling infrastructure is atrocious.

Not putting energy into helping more people commute for journeys under 5miles.

To make sure cycling routes are joined up and have full access to entering and leaving the cycle lanes. Also that road changes do not block existing cycle routes.

What about the possibility of a raised walkway/cycle route as part of this vision. This would need to be 30ish miles as a very approximate estimate. This could also become a huge attraction to tourists especially when linked with the bike hire programme. It could take in the beach, Girdleness, part of the Dee, Don and sweep back across and over Anderson Drive. This would be a major, safe, continuous route with fantastic views of

our City's skyline, rivers and coastline, providing people with great photo opportunities which they can share worldwide, whilst boosting tourism. Take a look at what they're away to complete at Lake Garda and that will be 120km long!

Yes, and more cycle friendly crossings, as cars never let you pass, behave aggressively, which in turn leads to cyclists breaking the law for personal safety. Additionally, if there is no space on a narrow road for a proper segregated bike path, then the pavement should be shared use, with suitable crossings to allow cyclists to reintegrate onto on-road paths. Cycle paths should not be fragmented, full of pot holes and barely the width of a person.

Mainly cycling and walking, consideration should also be given to the amount of unnecessary street furniture blocking lines of site, phone boxes, bin, planters etc

It is an aggressive environment of mixed and unpredictable provision for cyclists and walkers just now.

Some streets are no go areas for safe cycling currently so these measures are needed.

Be bold and deliver active travel infra we see in the cities named earlier.

The only way to increase the numbers of people walking and cycling is with infrastructure. It will not work any other way.

Physical right of way priority should also favour pedestrians and cyclists.

Current cycle lanes on many roads are narrow, used for parking, have potholes and hazards. Worst of a they give the impression that it is ok to close pass cyclists within a few inches. Time for change and give more of the usable space to sustainable transport.

Cycling across the city by a reasonably direct route, e.g. from Kittybrewster to Torry, involves several notable obstructions to cyclists which seem unfair, e.g. one way on Harriet Street; no bike path on Market Street, or the speed of traffic on Denburn underpass. Aberdeen is a relatively flat city. Cycling could be excellent with fewer unreasonable obstructions, optimising the obvious bike routes.

Cycling improvements are tougher as there needs to be a positive & determined effort to make these happen in the face of opposition from road users and pedestrians. It's no good expecting people using bikes to share spaces with pedestrians when the speed difference is potentially significant but expect people using bikes to share spaces with motor vehicles is equally significant.

Consider bigger, consistent cycles lanes and enforcement of dangerous driving ... perhaps through CCTV in the town and suburbs.

Lack of safe cycle spaces due to vehicles pulling over, parking and driving in them, thereby not giving cyclists enough space and often forcing cyclists to drive into main traffic. Opportunity: raised kerbs dividing cycle lanes and main traffic (this has been done in various cities throughout the UK and Europe). preventing vehicles driving in these lanes will also reduce wear and tear at the edges of roads and the associated costs with repairing these. P.s. shared cycle and bus lanes do not work.

Maintenance of pedestrian/cycle ways needs to be improved. In winter they are not gritted and they become very treacherous. The cycle path under the Mounthooly roundabout regularly floods and is always littered with broken glass.

Traffic light sequences should be prioritised for cyclists.

A "more cycle friendly city centre" says very little. Right now Aberdeen is cycle hostile. Making it more friendly could mean many things. I would like to see Aberdeen in particular (and Scotland in general) become truly cycle friendly. Examples exist in abundance. Only the will and the investment is missing.

Cycle lanes deployment should be a short term action.

Develop through routes for cycling linking current cycle routes / paths in city developing a clear cycle pedestrian core path network. Routes need to be priority for users, not broken by intersections priority for cars - cars give way, no parked vehicles, well surfaced not full of potholes, consistently wide enough, able to cater for ebikes, Escooters as well as bikes, pedestrians. Contra flow cycling on one way streets, Much wider 20mph limit across city, Boardman pedestrian crossings, prohibit all through vehicle traffic from wider city centre area, extend provision for on street cafe experience through wider pavements, designated open areas, re routing of buses from Union St. (now that is difficult in Aberdeen), end diesel buses, allow redesignation of empty property for housing, higher rating for empty property - much more limited exemptions, should help reduce rents. Support a specific national tax on internet sales to be used to reduce retail business rates (create more equity in social contribution).

Creating good cycle lanes is the only way to get people out of cars - if people are afraid to even try a bike, there's no chance.

Although I agree with increasing the sense of security to cyclists and pedestrians, it would be best to have "conduits" crossing the city. This would permit people to travel from the Deeside Way or Formartine Way to a pedestrianised centre, say, Union Street.
Condition of the roads for cyclists.
There should be double yellow lines along every cycle path on the roads, not parking areas as there is currently.
Clear cycle lanes. Many one-way streets in area, cycle contra flows.
When roadworks are being performed across a cycle path, proper adequate provision should be provided for the cyclists. For example temporary ramps going up curbs.
All the shopping squares - Union, Bon Accord, St Nicolas, trinity should accommodate cyclists. In transit through or visiting, and enable bicycle parking inside. They should no force cyclist to avoid by using dangerous roads to circum-navigate them.
Reducing Emissions is a must. Allowing people safe alternative options lets people leave the car at home or children to School safely.
Making sure that the roads are of good quality with less potholes for the cyclists. It is dangerous cycling with potholes especially in the wet. When approaching a puddle the cyclists doesn't know if it is a gentle dip in the tarmac or a gigantic pothole. The cars do not give enough room as it is, and the cyclist has no option but to go through the puddle hoping for the best.
Strengthen links between transport infrastructure improvements and placemaking for people spending time in the City centre. Specific inclusion in the numbered objectives of this would reinforce the mention of 'an enhanced sense of place' in the summary vision.
Not disagree but it is not always appropriate for pedestrians and cyclists to share the same space.
There are NO segregated cycle tracks. Has no one ever visited Holland before?
Not enough provision for road quality maintenance and cycling accommodation.
There either needs to be reassessment of where segregation can be achieved or a far greater awareness campaign of advising pedestrians and cyclists of their rights and responsibilities in relation to the shared spaces.
Cycling in Amsterdam and Copenhagen shows that Northern European climate is no barrier to cycling but it is the built infrastructure that makes every small train station feature parking facilities for the hundreds of cyclists using them, roads where separate cycle ways are respected by cars and pedestrians who do not interfere with cyclists, and generally strength in numbers. The experience in most UK cities for cyclists is one of 'the brave few' who dare to risk their lives: in Aberdeen this is acute, with the experience of being the only rider at the traffic lights as the norm, at any time of day or the week, even on Union Street and intersecting roads.
The current cycling provisions within the city are ill thought out and inadequate.
Cycle lanes should be separated safely from road vehicles while giving sufficient space for pedestrians to walk without risk of collision. Drivers should feel confident driving in their lanes without concern or confusion on interactions with cyclists.
All cycle lanes, etc need to be planned in consultation with cyclists to avoid past mistakes such as cycle lanes that allow parking, unnecessary "cyclist dismount" signs, lack of clarity as to where you can start and stop cycling on pavements, etc.
Cycling infrastructure is poor and not joined up, with ASLs faded and lacking a central filter lane to the front. Shared pedestrian-cycle pavement signage should be accompanied by floor markings to avoid lack of awareness or conflict between users. All one-ways should be made two-ways for cyclists to incentivise commuting based on time-saving efficiency. There are currently no spots for cyclists in the city centre to shelter from inclement weather other than commercial entities/shopping centres once dismounting and locking down the bicycle: most cycle parking facilities are exposed to the weather, providing no shelter to someone who has just survived cycling in heavy rain (not so infrequent in northern climates) and needs respite for a few minutes; sheltered bicycle parking would also allow cycles to dry out and the seat/grips not to collect water while the owner was away.
We'd also like to see included in the objectives for the SUMP something to indicate that new infrastructure should be designed to be safe enough for an unaccompanied 12-year-old – a standard now widely recognised by Sustrans.
While reducing speed limits is clearly beneficial, there must be much more to the practical delivery of the SUMP than simply changing the roads signs. There needs to be a structured plan of improvements for years

to come that will change habits, behaviours and increase the numbers of people choosing to travel around on foot or by bike.

There should be a recognition of the additional infrastructure requirements of achieving high pedestrian and cycling participation given the climate in Aberdeen. There should be quantified targets for use, e.g. demand for cycle parking at union square exceeding 200 cycles at any one time.

A further consultation on you will actually use the cycle lanes. I would not as I use the city centre for shopping and would not feel safe carrying bags of food on my bicycle.

There needs to be a change of mindset - less "Us and Them" (cyclists and drivers ), more "People going somewhere, irrespective of transport mode". Again, providing a safe, efficient way to try buses / cycling is the only way to achieve such a shift.

**Commentary:** ACC agrees that high-quality active travel infrastructure (especially cycling facilities) is lacking in the city centre and that there is significant room for improvement, hence development of a SUMP to identify priority projects for investigation and delivery. ACC agrees that cycle routes should be safe and continuous, with the SUMP aiming for segregated routes wherever possible. ACC accepts the need for cycle routes to continue across junctions, for there to be a ban on car parking in on-road cycle lanes and these issues will be clarified in the development of the final SUMP. It is clear that a number of respondents feel that the Council should aim for infrastructure that can be used safely by an unaccompanied 12-year old cyclist and we will therefore ensure this is reflected into the objectives and outcomes of the final SUMP.

### Theme 3B: Need for segregated cycle infrastructure

We urgently need a network of segregated cycleways across and into the city.

Segregate cycle lanes.

Yes. Painting lines on a road instead of creating properly segregated cycling lanes demonstrably does not work. Without a physical barrier, even just a raised kerb, people will still park in cycle lanes. Fines can and should be used as a deterrent for such behaviour. Less carrot, more stick!

We need segregated cycle infra, to encourage more people to safely travel. This puts off huge numbers I feel. The city is not a welcoming location. This makes it less desirable to visit.

If there are two forms of transport that should not come together it is bicycles and buses. Shared cycle and bus lanes are utterly ridiculous and will not encourage uptake of cycling. Segregated cycle lanes have to be considered if cycling journeys are to increase.

I would like to see a clear intent to provide a grid of segregated cycleways, initially perhaps a 1km Grid but eventually existing at the 250m/300m scale. That would mean almost any cycle trip in the city could be undertaken safely along a continuous networks.

If Aberdeen City Council subscribes to the Scottish Government's declaration of a Climate Emergency, then it needs to apply more focus on the complete segregation of bicycles from cars/buses/trucks.

I commute from Mannofield to Bridge of Don via the city centre on a bicycle, the provision for dedicated routes around the Harbour and on King Street are very poor.

In less than ideal weather conditions as the darkness of autumn comes, I feel it's too unsafe to cycle and I elect to use my car instead. If it were segregated I would consider taking my bicycle much more often.

Need more focus on safer cycling infrastructure; get proper segregated space away from bus lanes and ensure cycle paths are linked, rather than the current fragmented system. Too dangerous to cycle comfortably.

It would be great if SUMP were more proactive about the expanding the segregated cycle network.

When building segregated cycle lanes, design them in such a way that a cyclist isn't having to stop every few yards for a road junction, its time cyclists and pedestrians had priority over vehicles. Have a joined up network, its very disjointed at the moment in the BoD with off road sections starting and stopping its often easier to just stick to the road.

Segregation between cars cycling and pedestrians with swept and maintained cycle lanes.

When building segregated infrastructure, give pedestrians and cyclists priority over side roads as you do for cars.

It seems to assume that people will start and finish journeys in that area which wouldn't necessarily be the case. Lots of good ideas though. Should always go for segregated pedestrian, cycle and car routes as shared spaces, or cycle lanes in roads are incredibly dangerous for the most vulnerable user of the space and discourage use.

There should be a focus on segregated cycle paths. Painted cycle lanes on roads are ineffective at protecting cyclists and encouraging more people to cycle: see

<https://www.theguardian.com/politics/2019/jun/17/painted-bike-lanes-waste-money-cycling-commissioners> for example.

The most recent new cycling infrastructure through Tillydrone gives priority to cars at every junction and is therefore terrible for cycle commuting. It was a totally botched attempt at increasing cycle commuting. There is little mention of how junctions shall be controlled for segregated cycle routes.

Real concern over what is meant: formal cycle provision, segregated, mandatory. The latest existing provision e.g. Tillydrone road, bridge cycle route is appalling. The existing cycle lanes anywhere in the city are not fit for purpose. Anything similar to any of these would be absolutely a waste, unsafe, discourage usage. Cycle lanes must be unobstructed, carry priority, be well surfaced. I could go on. Check elsewhere. Incidentally many countries happily mix cycling and pedestrians, allow cycling counter flow on one way streets.

"Encourage and enable more walking and cycling in the city centre, particularly through the provision of more and better infrastructure." Not enough! Encourage and enable is lip service. The provision for cycling in particular should be made always segregated on larger roads, to make it safe and attractive.

While only illustrations, we feel it worth noting that the two cross-sections above show cyclists either fully segregated for them alone or in an area sufficiently wide and clearly marked for them. Sharing road space and sharing open spaces in the busy environment of a city centre sounds all well and good however the practical reality is that differing streams of user benefit from being separated to prevent them coming into conflict; e.g. fully segregate the main routes for cyclists, widen the pavements where most pedestrians are found and limit (narrow) the allocated/available space for some motor vehicles with other categories of vehicle being restricted or prohibited.

When designing segregated cycle routes, it's important to get the design right. It's encouraging that a mostly segregated cycle route was built on the Diamond Bridge route, but a number of mistakes were made during the design that must not be repeated in a city centre segregated network.

Experts, ideally from the Netherlands or Denmark and with experience in building cycle infrastructure, should be hired to build out any city centre segregated network. It should not be left to British road engineers who only have experience in building motorist-priority roads.

Dedicated segregated smooth Cycling lanes that give cyclists priority over cars.

Many of the objectives include mandatory on-road cycle lanes. While these would be an improvement on the current use of advisory cycle lanes, Paint Is Not Protection. Many roads with cycle lanes would be safer for cyclists if the cycle lanes were not there at all.

In all cases where cycle lanes are considered, segregation should be investigated first.

The document looks to have been written by a cyclist. The number of segregation for cyclists does not allocate a fair portion of space to those who don't or can't use a bike.

We welcome the ambition to provide segregated cycle routes in several key locations, but note that in others the SUMP appears to be less committed, stating that cycle lane provision may be on-road or only provided if space permits or if safety concerns persist. This does not appear to reflect the hierarchy set out in Figure 2 (page 20).

Bottom up list. Also needs 'top down' goals: e.g. "a continuous segregated cycle route from Alford Place to Union Square". Use an evidence-based approach from experience in other cities: New York, Seville, or indeed anywhere in Denmark and The Netherlands.

But make it safe to cycle. Segregated cycle lanes

**Commentary:** ACC agrees that a network of safe and segregated cycle routes is key to encouraging modal shift towards cycling and to make cyclists of all ages and abilities feel safe and secure at all times. There is therefore a focus on segregated cycle routes within the SUMP, although it is recognised that not all streets will require or accommodate segregated infrastructure due to traffic levels being low enough to enable on-road cycling, or not justifying the costs of segregated infrastructure in such areas compared to perhaps more deserving locations, and in some cases streets not being wide enough to accommodate segregated facilities.

### Theme 3C: Improvements to the walking environment

There needs to be far more pedestrianisation in the city centre.

We need pedestrianisation in part of Union Street. My family comment as we walk down it that cars and buses are always queuing spewing out fumes. Prioritise low carbon footprint travel, make our city a place where our young people want to remain. I own a car, but cycle to/from work in Tullis each day to avoid adding to the negative impact our city faces from all out car travel being the most important mode of travel. ACC need to make some hard choices akin the smoking ban in the 90s. Please change our city for the better.

There needs to be far more pedestrianisation in the city centre.

Walking improvements can, in a way, be achieved "relatively" easily as the basic infrastructure (a pavement) is generally in place anyway. Making it appear appealing enough.

There is poor connectivity throughout, for pedestrians and cyclists. The pedestrian experience must be improved greatly, if we are serious on making the city centre a destination, not just at the bus/rail hub but all-around and on the approaches.

Consider projects to make pavements more welcoming in bad weather, for example canopies out from buildings to provide shelter from rain.

We live in northern Scotland and the weather is more often inclement. On a visit to Liverpool I noticed many streets were pedestrian only but were partly covered over to cope with weather.

Routing more buses via Denburn Rd, with lifts/escalators up to Union St/Trinity Centre would allow other streets to be pedestrianised.

Pelican crossings around the city have been changed to show the 'red man' and 'green man' on the button panel, where it's very hard to view, rather than high up the pole, where it is easily visible to all. I don't understand this change and feel it's a needless annoyance to pedestrians.

One area of concern, where it seems vehicles, not people, are prioritised, is where Market Street meets Guild Street/Trinity Quay. There is no crossing here, only halfway up Market Street, which people don't use.

**Commentary:** The SUMP recognises the need for a more walking-friendly city centre – while the basic infrastructure (pavements) is there, the quality of these is not always at an optimum standard hence a programme of footway widening and resurfacing is advocated in the SUMP. While not averse to pedestrianisation, the SUMP recognises that public transport penetration in the city centre is vital to achieving a number of our aspirations, while shops, restaurants and other facilities require to receive deliveries and other services and a balance is therefore required between ensuring a safe walking and cycling environment and enabling accessibility for all and supporting local shops and services (which is after all the reason for people coming into the city centre in the first place) flourish.

### Theme 3D: Cycle parking

Sump needs to ensure that the city centre has sufficient secure cycle parking to encourage people to cycle regularly into the city centre.

Bicycle theft is a major problem in Aberdeen that keeps numbers of people low. How can we ensure the security of an electric bike or an expensive bicycle whilst in city centre shopping?

This may just be a personal opinion, but I have been very interested in using a bike as my primary mode of transport. However, one of the major 'blockers' for me is that I live in a communal building, with no facilities to park a bike nearby (no garage, garden, shared bike store etc), and I'm not allowed to store a bike in the hallway outside my flat for 'health and safety'. It's a pretty basic thing, but at the minute it's all that's stopping me.

Cycle park provision, not just at tourist spots but in the city centre. Shopping centres and parks is generally lacking.

Better cycle parking.

More secure bicycle parking.

Lack of cycle storage in workplaces and public places including shopping centres. Opportunity: I realise most of these are private sector buildings but this would encourage cycling.

Where do you leave your bicycle when you are at work or in a shop, bank or office?

Probably contained in some of the high level project statement but improve the cycling facilities in the city centre - secure place to leave bikes, secure place to leave equipment such as helmets, somewhere to change out of cycling clothing - particularly if raining.

**Commentary:** ACC recognises that safe and secure cycle parking is a key concern for people deciding whether or not to take a bicycle into the city centre and the SUMP contains an action to improve and expand cycle parking facilities. ACC continues to require new developments to include high quality cycle parking provision as part of the planning application process. The issue of residential cycle parking for those in the city centre is recognised as a barrier to cycle ownership and use and how to address this will be considered within the SUMP as it moves towards finalisation.

### Other Comments

Provision of putting bicycles on trains and buses needs to be improved, follow the model of countries like Norway, Denmark and Netherlands.

We need to triple and quadruple spending and prioritisation of active travel to reap the benefits of a better fairer society, healthier population, environmental change ... make Aberdeen a place people want to visit. Please. There are many schemes and suggestions out there too many to list here ... consult an organisation like Grampian Cycle Partnership.
Bike sharing, club renting is a reality in most EU cities, not in Aberdeen.
Bus and train services should facilitate cycle carriage.
Also active travel may mean more thirsty people. Could tie in with water refill points and help reduce single use plastic too.
I would also like to see a vision of integrated transport that encourages (including via local government contracts / subsidy) the ability for cycles to be taken on buses.
<b>Commentary:</b> An action will be included within the SUMP to engage with bus and train operators to improve and expand opportunities for bicycle carriage on public transport. The SUMP already contains an action to look at supporting infrastructure, such as on-street water refill points, while ACC is currently looking at options for a bicycle rental scheme in the city which would obviously support the objectives of the SUMP.

#### 4.4 Need for improved bus services and infrastructure

Many respondents felt that improvements to the public transport experience are required in order to encourage more people to travel by bus into the city centre.

<b>Theme 4A: Need for more reliable and efficient public transport</b>
If it is quicker, cheaper and more reliable to get to the city centre by public transport then people will use that mode ... eventually.
More bus only streets like Broad Street please
Real reliable public transport
Why is it only 'perceived' that is a dominance of vehicular traffic yet it is not 'perceived' that buses lack infrastructure?
Much more focus should be given to enhancing bus services in terms of speed and frequency and other forms of environmentally friendly transport.
I strongly feel that public transport needs to be cheaper and more efficient.
Exceptions where essential for buses. No right turns.
Bus priority in certain areas could be open to abuse when it comes to pedestrians and cyclists.....bus drivers already feel that they "own" the bus lanes even though they are shared with cyclists.
If we prioritise these modes of travel in Aberdeen (for example, by providing bus lanes and exclusive access to certain routes) we must demand that the service providers provide value for that investment. If they do not we should remove the facilities from them (ie. return routes to general use or use them as active travel routes).
You need to consider the layout of Aberdeen City itself. It is not convenient or easy for all people living in Aberdeen City to access public transport. As such the speeding up of public transport through the city centre to the deficit of others should not be the end target.
Make bus more accessible, it's too expensive and not always on time.
<b>Commentary:</b> A number of issues were raised regarding the frequency, reliability and speed of buses. While it is not within the scope of the SUMP to directly address bus services in the city, ACC can contribute towards making the bus an attractive mode of transport by helping to speed up journey times to, from and within the city centre by providing more bus priority and looking to reduce the dominance of private traffic, which is a key focus of the SUMP. While some respondents do not agree with prioritising buses over other forms of transport, ACC considers this key in terms of realising CCMP and SUMP proposals and for addressing issues of climate change, sustainability, congestion, health and accessibility.

<b>Theme 4B: Need for improved bus stops and waiting facilities</b>
We need better designed BUS STOPS. A cyclist should not be made to wait behind a bus every time it stops. Redesign of a substantial amount of kerb side drains to stop the intermittent dip at every drain. Use kerb drains or kick drain into pedestrian space and not the gutter, where cyclists cycle.
Please consider the quality and size of bus shelters for those frequent wet days.

**Commentary:** When redesigning facilities, consideration will be given to the interaction between cyclists and buses and how this can be improved for all road users. Given projections for significantly increased rainfall in future years arising from a changing climate, an action will be added to the SUMP to ensure adequate waiting facilities are provided at key city centre stops and interchanges to reflect this.

**Theme 4C: Need for improved bus information**

The issue of existing bus services and ease of use. Or lack of. I've just moved back to Aberdeen after a few years away and the first thing that struck me when I got back and wanted to get a bus somewhere was that - there are no route maps in bus stops?! It makes it impossible to figure out which bus goes where, and what bus you need. I'm somewhat familiar with Aberdeen but still completely struggled. Anyone visiting Aberdeen would be completely lost too. I had to use Google Maps to help me plan my route, but not everyone has access to a mobile with this capability - and they shouldn't have to in order to use the bus service in their own town. This one simple addition to every bus stop in the city would be an instant encouragement to use the buses more, and would help people join up their journeys. The TFL bus route maps are fantastic, simple and effective, and I'd suggest the same model for Aberdeen.

Smart Bus location/follow the bus via App.

Greater use of electronic travel information.

**Commentary:** An action will be added to the final SUMP to consider how information and wayfinding can be improved at key city centre bus stops. A wayfinding project is already underway which may address this issue to some extent.

**4.5 Conflict between the needs of different users**

There was tension evident in the responses over which modes of transport should be prioritised over others, while a number of comments were submitted from respondents who felt that cyclists and buses are an unsafe mix on urban roads.

**Theme 5A: Who should have priority?**

Yes, on active travel, no on public transport. I don't feel we get good value from the infrastructure already given up to public transport. If they do not improve their service level I think this space should be returned to general use or used for active travel.

There will be potential issues of conflict between the needs of bus users, cyclists and pedestrians in many of the proposals, particularly if looking at segregated cycle lanes and how these interact with bus stops and boarding and alighting bus passengers. We fully support the proposals but caution will be needed in the design. These issues are currently being dealt with in Edinburgh with some of their 'floating bus stop' proposals and lessons should be learned from best practice elsewhere.

Cycle access conflicts with public transport and walking access. Bus transport and ease of access to this coupled with speed of journey should be top priority.

More adequate public transport provisions for those less mobile, but focus should be on walking/cycling as much as possible.

There is adequate space for pedestrians as things stand. Provision of further space for cyclists will benefit a very small minority of the population to the detriment of the vast majority. More priority should be given to public transport.

But why the bus? Remove all powered transport.

Walking must be prioritised above all modes of transport, as the cleanest, healthiest, and most efficient transport. Designing cities for walking, cycling, and public transport means designing cities for a healthy, active, connected community.

Priority should be given to active travel and this must extend beyond the city centre to major transport hubs and high use areas (universities, colleges, hospitals, retail parks, visitor attractions, parks, etc).

Don't agree with more space for public transport aspect of the above.

But not so much for public transport. Make the city centre a walking / cycling friendly place to be and re-route public transport away.

Dont agree with the buses aspect of the above transport measures.

I don't agree that more space is required for public transport (i.e. bus lanes). I don't believe journey time is the deciding factor for bus users, and journey times could be improved by other means, such as using smaller

buses (reducing loading and unloading times). It should also be recognised that increased bus provision generally negatively impacts pedestrians via increased street (pavement) furniture and pavement pinch points.

**Commentary:** ACC accepts that a delicate balance will be required within each individual project to ensure the benefits can be maximised for all sustainable transport users, and these issues will be considered as each project moves towards design and delivery. ACC believes the transport network should be safe and accessible for all people and all modes of transport but recognises that people walking and cycling are particularly vulnerable and sit at the top of the transport mode hierarchy therefore should at times have their needs prioritised over others.

#### **Theme 5B: Conflict between buses and bicycles**

Cycles and public transport are not the same kind of vehicle and should never be treated as such.

We do not believe that buses and cycles mix well. The 'bus lane' is not really the place where most cyclists would choose to be. Putting two vastly different forms of transport in such close proximity can be a recipe for disaster.

The document mentions "cycle provisions", or "cycle and public transport lane" etc, many times. Cycling in the "company" of a bus is not only unpleasant. It is actually very dangerous. Also, what does cycle provision, or mandatory cycle lane actually mean? A double yellow line on a cycle lane? Or rather, as it is currently, an extended parking space for cars? I think that to make Aberdeen cleaner and more environmentally friendly the city has to do all it can to encourage people to use a bike rather than a car, or even public transport. To do so will require a relatively small investment in infrastructure for bicycles, and consulting with those who know how to do it right. For instance Aberdeen planners should have a look at cities such as Copenhagen and Stavanger.

As long as buses don't share the cycle / pedestrian areas as is the case the Marischal College.

**Commentary:** ACC recognises that a traditional bus/cycle/taxi lane is not the optimum level of infrastructure to encourage more cycling hence none are recommended in the SUMP. Where a walking, cycling and bus priority space is recommended, the presumption is that the street will be local access only for general traffic hence far less busy, enabling buses and cyclists to mingle safely (where not a busy bus route). Formal cycle facilities are recommended for busier routes.

## **4.6 Need to reduce car use and dominance**

Another dominant theme to emerge was the issue of car use in the city centre and whether the SUMP should be more explicit in identifying this amongst its aims and objectives.

#### **Theme 6: Need to reduce car use and dominance**

Try and move away from "encouraging" more cycling and walking, make it hard(er) for people to drive into the centre of town. As long as someone can drive somewhere relatively unhindered they will choose the car pretty much every time.

Should aim to reduce the overall volume of traffic in the city centre.

It is also difficult to cycle in the city due to the attitudes of drivers and volume of traffic.

I'd argue they (the objectives) need to be more virulent in stopping car travel at every opportunity and only making essential car travel for the disabled etc. Make us walk more, cycle and use electric or hydrogen public transport.

Clearly there is not much evidence of a change in the priority given cars over other forms of transport. You only need to look at comparable European cities to see how active reprioritisation can radically change the landscape and facilities for non-car modes of transport.

I think that as always car users are being prioritized over other road users. Typically the most vulnerable road users who happen to be the users that contribute the least to harmful emissions (pedestrians, cyclists). All issues need to be approached from the point of view of the most vulnerable road users not the other way round.

A commitment to the reduction of motorised vehicles, electric cars will be just as physically dangerous to cyclists and pedestrians.

Passing traffic needs to be eradicated.

Providing workable and affordable alternatives to ICE is a key.

Cities should be for people, not cars.
The city centre should be for people and not cars. So I agree 100%.
Having a young family I never feel safe taking them into town with all the traffic on the roads, so we hardly go in shopping plus with most car parks within a short distance of the centre of town most people will continue to drive to get as close as possible to the shops/centre.
I think currently there is far too much traffic coming through the city centre and any proposal that reduces that and encourages people to cycle is a good thing.
Currently there is too much emphasis given to road users. Walking or cycling in the city leaves you open to abuse.
People enjoy built environments when they feel safe and are not impacted by fear of injury, pollution and a toxic culture to prioritise cars. I don't leave Aberdeen to visit cities like it, I go to cities that are better than it in these respects...Amsterdam, Utrecht, Copenhagen...Edinburgh! Aberdeen is slipping away.
As a keen cyclist, I'm loathe to cycle in the city due to the volume of traffic, the attitudes of drivers who often shout abuse etc and the sheer volume of pollution that is given off by buses especially as they are often idling in the bus/cycle lane.
Absolutely, although public transport should also directed away from the core of the city centre where possible to deliver a safe & vibrant city centre.
Less traffic make the roads safer, encourage more folk to walk/cycle/take public transport and will reduce pollution.
It would make the city centre a more attractive environment.
Restrictions on private car use will help drive the changes in mode shift required to support better infrastructure for public transport, cycling and pedestrians. The roads will also be less polluted, less noisy, safer and generally more pleasant.
Cars and lorries disruption wrecks the environment.
AS previously stated, I'm pretty sick of being almost being mown down by people dropping off and collecting children (mainly from private) schools.
We should also have bans of cars outside schools. Enable travel for socio economic challenged areas rather than create more car owners ... debt, pollution and degradation of where people live to enable single occupancy particulate spewing metal boxes to clog up our city.
Its about time that cars become secondary to other forms of transport.
Currently far too much provision is given to priority to cars, trucks & other vehicles over cyclists & pedestrians, to the extend vehicle drivers feel entitled & are less tolerant of vulnerable road users, cars should have less priority & more focus given over to healthy choices of travel.
Private cars must be at the bottom of the pyramid, de-prioritised against sustainable modes of transport. In order to create the modal shift we need, for air pollution, greenhouse gases, public health, and liveability, it must be made harder to drive a private car and easier to travel by sustainable transport.
No concrete aspiration to reduce car use regardless of tailpipe emissions. Moving the problems out to the countryside is not the solution.
We do not think it is correct to say that it is a perception that vehicle traffic dominates, and vehicle movements take precedence over people movements. Look at our city centre on most days, the motor vehicle (bus, car, van, HGV) clearly still does dominate. People movements are also very clearly still a secondary concern.
Reduced motorised vehicles in the City is an excellent goal. Why miss this?
<b>Commentary:</b> The SUMP is one of only a number of initiatives being pursued by the Council to reduce city centre traffic and sits in the context of the CCMP, Roads Hierarchy, LEZ and Car Parking Strategy all of which have a safe and sustainable city centre as an aim. ACC agrees that the volume of through-traffic in the city centre should reduce and is looking to achieve this through Roads Hierarchy and SUMP improvements. Reducing city centre traffic will therefore be strengthened within the objectives and outcomes of the SUMP. However, it is important to maintain access to the city centre for all modes of transport in order to support the local economy and to maintain accessibility for those reliant on a car and/or unable to use other forms of transport.

#### 4.7 Roadspace Reallocation and Access Only Treatments

The questionnaire asked respondents whether they agreed with roadspace reallocation and certain streets becoming access only in order to give priority to sustainable modes of transport and to improve safety and the city centre ambience for those walking and cycling. On the whole, respondents were supportive of the concepts, with some reservations expressed about the impacts and enforceability of proposals.

<b>Theme 7A: Support for roadspace reallocation / access only streets</b>
Yes if the claims are correct that the AWPR has reduced traffic in the city by 50% (I dont agree) then is the need there then for such an extensive road network for vehicles. Surely if traffic has reduced then more of the road can be turned into cycle/walk ways?
But not for buses - why should they be any different? If a limit is to be introduced make it to all 'motor' vehicles irrespective of what they are (bus, car van, motorcycle, electric, hybrid, diesel, hydrogen petrol). Leave a right of access only. Look at the city centre planning and organise suitable bus routes away from these 'certain city centre streets'.
More emphasis on cycling/walking, less emphasis on motor traffic.
Broad Street works perfectly.
A ban on all cars and buses in the city centre.
But not necessarily for buses - if a limit is to be introduced make it to all 'motor' vehicles irrespective of what they are (bus, car van, motorcycle, electric, hybrid, diesel, hydrogen petrol). Leave a right of access only. Look at the city centre planning and organise suitable bus routes away from these 'certain city centre streets'.
People argue that by taking away parking or putting up the cost it drives people away but there are examples around the world where parking/cars have been banned and footfall has increased. Its maybe time shops started to be more innovative, why not offer a delivery service once you've purchased something if its too big/heavy to carry about. Then there's no need to take a car, you could cycle/walk or take the bus.
Every time you see an event like the Tour Series visit Aberdeen the streets and atmosphere improve where traffic has been removed.
Other than for access, there should be no reason for people to bring cars into city centre.
Restrict vehicle traffic to through routes except for access.
Roads with more than 2 lanes create a significant barrier to the free movement of people on foot or bicycle and the trend for dualling within the city boundaries should in my opinion be reversed where possible. One way and access only roads will make for a much safer and pleasant experience.
This works well on streets like Belmont Street, as long as there is access where needed then I agree with this idea.
I support the full removal of motor vehicles from Union Street. It would be nice if buses were also removed because they are noisy and smelly and it's unpleasant to walk around the shops with so many buses going past. Perhaps the buses could go under Union Street in tunnels (could use the space under the bridge and next to Union Terrace Gardens as a bus depot) to clean the air and make it a more pleasant environment to spend time.
Restriction of cars to access only and promotion of cycling.
At the moment some streets are used as rat runs, this has to stop.
This should include the increase in "delivery service" cars/vans which now litter some areas outside restaurants/take-aways including double parking, parking on pavements or double yellow lines and generally impede the flow of traffic or make it more unsafe. And also firm action on double yellow line parking - e.g. the cars parked outside businesses on Chapel Street which impede traffic flow.
Priority should be given to those walking, cycling and using public transport over the private vehicle owner. The physical and mental health benefits of active travel are too significant to be ignored and citizens should be afforded the opportunity, through appropriate encouragement by the Council to exploit these benefits to the maximum.
More space to the above groups would encourage the above modes of travel and discourage car usage.
Yes as it will never be a popular form of transport as it is. Proper infrastructure must be put in place and be given priority over motor vehicles.

The aims are good but you may need to be 'more stick, less carrot', i.e. even if you provide better facilities you may need to make it less convenient/pleasant for people using unsustainable forms of transport to get them to leave their cars at home.
I think this would enhance the experience of those in the city centre.
Not only traffic capacity, on-street parking must also be reduced.
Absolutely yes, so long as provision is made for disabled drivers and delivery vehicles.
This is key to being able to deliver a more vibrant and people friendly City.
There needs to be push as well as pull to get people out of their cars.
We believe this is a crucial aspect of the entire SUMP. If we merely tinker with our city centre, more time, money and effort will be wasted, it will be like 'painting over the cracks'.
Vehicular journeys of any form should not be encouraged within the City, even if by low emission vehicles. This still places the car above the needs of pedestrians and cyclists.
Ban all motorised vehicles from Union Street between Bridge St & Market St as mentioned above.
The public should not be encouraged to use any form of vehicle within the area contemplated by the SUMP, even if these are low emission vehicles as they do not solve the problem of prioritisation of vehicles over pedestrians and cyclists and do not encourage modal shift.
No through traffic except buses, taxis, all 20 limit in enclosed area. No parking except one side on residential bits.
A totally pedestrian/cycle/bus city centre.
Removal of all vehicles from city centre.
Remove all vehicles from city centre including busses.
Just close them to through traffic, make others one way, close of one lane make other half cycling pedestrian. Just stop the half-hearted half-baked stuff done up to now.
For many reasons - individual health, climate change - we need to reduce our reliance on motor traffic and increase the amount of walking and cycling (use of public transport is also worth encouraging, as it reduces reliance on private motor vehicles). This change will not happen without strong action from the city council: only if walking and cycling are made easier, and motor vehicle use harder, will people's behaviour change.
While improving the traffic flow has its place we believe this opportunity would have been better described as improving people flow. If Aberdeen City Council are genuine in their desire to improve our city and how we move around it; the SUMP, along with the City Centre Masterplan and the Roads Hierarchy Study must be bold and think of people first, not motor vehicles. One-way streets are mentioned but they are only part of the overarching structure required; there might be need for no motor vehicle access at all on some streets, there could be cycle contraflow lanes, there could be Dutch-style roundabouts (where people/bikes really do take precedence over and above the motor vehicle) or there could be pedestrian/bike priority at junctions. The last point, when currently many junctions are clunky at best and illogical/stop-start at worst for pedestrians/bikes is really important.
If road traffic capacity is reduced by half it will make little or no difference to cyclists and pedestrians. It will make a difference to public transport. Restricted access for private traffic, and segregated cycle lanes is what is needed.
I'd like to see some roads in the city centre closed completely to motor vehicles like Union Street from Union Terrace to King Street.
This will be difficult to achieve given the competing priorities but people will adjust to altered priorities.
I believe this could lead to a café type culture where people will spend time in the city centre rather than just go in and out for a specific task.
It's so much more pleasant walking through the city when it's not noisy and smelly with traffic.
Whole of city centre: Esplanade to North st, Skene St, Holburn St. No through traffic except bus, taxi. We believe this to be a vital component of how the 'new' city centre could and should function. There is so much evidence, from throughout Scotland, the rest of the UK and the continent, on how city centres have been radically overhauled by bold, decisive actions and creative ways to make people and place the key not motor vehicles.
People who come into a city centre to work, shop or for pleasure are the vehicles you really need to target. If you do not need your vehicle to carry out your activity then perhaps there should be a toll on those entering the city centre.
It's the only way to introduce a safe environment for pedestrians and cyclists, which will encourage more people to use them instead of motorised vehicles.
I emphatically agree that more space should be given to vulnerable road users.

Remove onstreet car parking to achieve a similar result to the Seville in Spain cycle network.
I presume this also includes taxis which stopping in the city centre causes increased congestion. I suggest more double red lines are utilised ESPECIALLY on market street.
More emphasis on cycling/walking, less emphasis on motor traffic.
Trying to keep vehicles, whether IC or Green out the inner city makes good sense.
This should include the increase in "delivery service" cars/vans which now litter some areas outside restaurants/take-aways including double parking, parking on pavements or double yellow lines and generally impede the flow of traffic or make it more unsafe. And also firm action on double yellow line parking - e.g. the cars parked outside businesses on Chapel Street which impede traffic flow.
King Street for example should not have any onstreet parking, it's basically blocking substantial parts of the Queens highway. What a cheek in industrial estates where car drivers are allowed to park car and reduce roadspace for 9hours per day because the business owner can't make off-street parking for their employees, John Clark, Arnold Clark in Tullos think it's ok to block off ancient rights of way Redmoss Circle eg the old prefab estate car show room blocking cyclist access is a disgrace.
<b>Commentary:</b> An 'access only' city centre with more space devoted to walking, cycling and public transport is the ultimate aspiration of the Council and will be enacted over time in a phased manner through delivery of the Roads Hierarchy strategy and SUMP proposals. In some cases, this may see removal of on-street parking and /or additional loading /waiting restrictions – specific proposals will become clearer as projects move towards design and delivery. ACC believes that buses flowing within the city centre is vital to maintaining a vibrant city centre that is accessible to all and economically flourishing, therefore there are no proposals at present to re-route buses away from the city centre.

<b>Theme 7B: Concern about the impacts of roadspace reallocation / access only streets</b>
Once Union Terrace completed, how will the traffic flow work?
But needs to consider impact on alternative routes that drivers will "speed " and take short cuts.
Although I worry about where the traffic will go. Do side streets have the capacity?
This creates more traffic in other areas and increases traffic jams.
In principle, this is a good idea, but residents' needs should be accounted for. There is a risk of driving residents out of the city centre.
Depends on which streets.
This will only mean people take a longer route to get to their destination by car causing more CO2 emissions.
Define access only? Can I still park outside my house?
Too much emphasis on removing vehicles. How do you expect people to carry home food from a large food shop or are you visualising that all food will be by supermarket delivery. lots of people like to use their car to go food shopping.
Please do not demonise the car. We all have 1 or two of them and to drive the car away will be to drive away business to local shops etc.
It is all good and well to remove vehicles but you really need to think carefully the type of vehicle you are removing. Tradesmen require to earn a living but residents and commerce require work carried out on their properties and should not be expected to bear additional costs because of city centre life. We are in danger of pushing more commerce and business out of the city centre and further closures and empty high streets.
City centre residents who REQUIRE to own/use/maintain a car for business/professional use are underrepresented.
A minimum level of access should be defined and guaranteed. The authority should retain the ability to roll back changes if they do not meet the requirements. In some cases, cars are essential vehicles, e.g. for residents and visitors.
Care must be taken not to disrupt key access areas for commuters and those needing access to the city centre who cannot walk or cycle and have little choice aside car.
People still have to live in the city centre and to carry out daily tasks vehicles have become a way of life and should not be penalised because they live city centre.
<b>Commentary:</b> ACC accepts that cars are essential to the lives of many people. An access only city centre would still see full accessibility for all vehicles – it is through trips (those not starting, finishing or stopping in the city centre) that the SUMP seeks to discourage. ACC is aware that there may be displacement effects (vehicles using alternative, inappropriate routes) arising from certain projects and will seek to understand the impacts of these, and possible mitigation measures, as the SUMP moves towards design and delivery.

<b>Theme 7C: Enforcement</b>
Plus access only routes can be ignored, as drivers just take a shortcut through that area.
This may be difficult to monitor and enforce. People unfamiliar with an area may find themselves driving through as they don't know how to find the address they're looking for. It may make deliveries more problematic.
How will this be enforced?
Good idea but not sure how you would enforce this.
Needs to be enforced, either by physical barriers or technology.
How would such a system be policed?
How would this be enforced? It doesn't seem to work too well on Belmont St.
<b>Commentary:</b> ACC recognises that enforcement may be an issue and will consider options for this as schemes move to design and delivery.

#### **4.8 Accessibility**

Keeping the city centre accessible was a key concern amongst respondents, both in terms of ensuring that access is maintained for 'essential' vehicles and in terms of ensuring the area is fully accessible to the mobility impaired.

<b>Theme 8A: A city centre that is accessible to all</b>
A more wheelchair-friendly city centre.
Our strategic aim is to promote health and wellbeing and anything that increases physical activity is welcome however we would make a plea that the needs of those who have mobility problems are also considered and catered for. Some of our most vulnerable clients will still need to be transported from home to hospital, GP appointments, Day Care etc. and will require sometimes specially adapted vehicles to do so.
The opportunities for enhanced mobility for disabled users should be highlighted when discussing a connected, segregated cycle network. Disabled users, whether using wheelchairs, mobility scooters or adapted/electric bicycles or tricycles, should be welcome on such a network, and it should be designed in such a way as to not exclude them.
"A city centre that is accessible to all" - More detail here. Something needs to be included about accessibility for disabled people. Often disabled people are left waiting for the next bus, as the one that has arrived is not accessible. Somebody in Westhill told me it was only when the third bus arrived that they were able to get on it. Safe and accessible transport options for those with mobility issues.
It's a good aspiration however not everyone is able to walk or cycle and not all public transport is accessible for those with mobility issues. Also need to consider those with mental health issues, dementia and autism.
Resurfacing of footways would be fantastic! My father now uses a wheelchair and I'm far more aware of the difficulty and discomfort wheelchair users around the city. Any efforts to make the city more wheelchair-friendly are sincerely welcomed.
Again, a good aspiration but consideration needs to be given re access to hospitals, health centres, GP practices, Social Care facilities etc.
<b>Commentary:</b> ACC accepts that the draft SUMP was perhaps not as strong as it should be on the theme of accessibility for all, particularly the mobility impaired, and opportunities to strengthen this theme and commitments in this regard will be taken when finalising the SUMP.

<b>Theme 8B: Concerns over accessibility for essential vehicles</b>
What about emergency vehicles?
There are times that using a car is the only way for example those with disabilities, carrying heavy goods, etc.
However, do not demonise the car. Good/free parking is essential. Parking wardens can be too militant.
Access for vehicles that are required to carry out work at premises both commercial and residential in the city centre.
There seems to be no provision for tradesmen to enter the city centre with a van to carry out work on commercial and residential properties within the city centre. It is difficult enough at the moment but if further restrictions are implemented it will become much worse. Many tradesmen use their van as a workshop and store to carry out their job when working in a property. It is not always feasible to drop off material at the property, remove the van to a designated parking area, return to the work area and continue with the job in

hand. Sometimes the unexpected happens and the tradesman has to walk back to parked vehicle collect an additional piece of equipment or material, return to the work area. It is costly in time both to the tradesmen and customer. It is not good practice to be carrying heavy materials or equipment long distances. The plan as far as I can see has loading and unloading access but not access for tradesmen's van. It looks like you are not catering for this type of vehicle.

**Commentary:** The SUMP does not propose to restrict access to the city centre for any vehicles; it is a reduction in through-traffic (i.e. traffic not stopping in the city centre) that is aspired to. Access to all properties will be maintained at all times for all vehicles, including emergency service vehicles.

#### 4.9 Vehicle Speeds

The draft SUMP contains a number of proposals to reduce vehicle speeds in the city centre in order to develop an environment that is safer and more pleasant for walking and cycling. Respondents were split on whether they felt that this is a good idea or not.

##### Theme 9A: Support for 20mph speed limits

Need to extend the 20mph within city centre.

Lower speed limits for all traffic in the city centre.

Look at rolling out the 20mph speed limit to all residential areas.

Lower the speed limit across the city centre to 20mph.

##### Theme 9B: Disagreement with 20mph speed limits

Reducing the speed limits to 20mph is not the solution.

Limiting the speed to 20mph, it's ridiculous.

Don't think there should be a 20mph limit on dual carriageways (Market St, east-west North street etc.) as it serves little purpose and degrades the value of the 20mph limit of narrower residential streets.

Not that I wholly disagree as such but reducing the speed limit on some streets - e.g. Market St and around Poyrnook/Stell/Raik is a technicality as it's not practical to exceed 20mph on many occasions.

**Commentary:** Lower speed limits can increase feelings of safety for people walking and cycling. In a city centre environment, people of all ages and abilities deserve to be able to travel and move around safely and securely and reducing vehicle speeds can contribute to this.

##### Theme 9C: Enforceability of speed limits

An example is Edinburgh where the George Street 20mph is disregarded by most drivers, an action which they then may carryover to other narrower residential streets. You have to keep the users onside for effective action.

The reduction in speed limits to 20mph is welcomed "city centre" wide but Union Street has been 20mph for several years and vehicles still travel above this so I'd like to know what will be done to ensure that this is enforced?

Many of the measures set out in the SUMP rely on implementation of 20 mph speed limits. Noting the lack of any effective speed enforcement in the existing 20mph city centre zone, we would ask how the new speed limits will be enforced? Without meaningful enforcement, traffic calming or other physical measures, 20mph limits provide an improved walking and cycling environment that is theoretical only. This becomes less of an issue if fully segregated cycle routes are provided. Similarly, we note the proposal for many new 'access only' restrictions. Our observation of existing restrictions of this type (for example, Belmont St, Little Belmont St, Loch St, George St) is that they are widely ignored by drivers and there is a significant level of non-compliance, again with what appears to be very little active enforcement. Therefore although we welcome such traffic restrictions in principle we would want to see physical measures such as rise/fall bollards, bus gates, or ANPR (such as used in Broad St) to ensure that the restrictions are effective and meaningful. Improved signage may help but is probably insufficient by itself.

**Commentary:** The Council's powers are limited in terms of enforcing speed limit compliance, although part of what the SUMP seeks to achieve is a change of perception within the city centre so that, when drivers enter the area, they are aware that they are entering a 'people-focussed' place where vehicles do not have priority. As individual schemes are delivered, it is anticipated that gateway features, public realm enhancements and both natural and imposed traffic calming and traffic management measures will contribute to this feeling of

entering a different kind of place and these will require and / or encourage drivers to lower their speeds accordingly to reflect the prevailing environment.

#### 4.10 Low Emission Zones (LEZs)

Although the SUMP itself does not propose a city centre LEZ, options for a LEZ are being investigated by ACC in accordance with the Scottish Government commitment that Scotland's four major cities should have a LEZ in place by the end of 2020. Although most respondents were supportive of LEZs, some scepticism was evident, as well as some concern about the implications of LEZs on individuals and businesses.

Theme 10A: Support for LEZs
Air pollution kills. We need to deal with it properly.
Needed now like WPP levy!
Get on and do it!!
We need to start penalising car owners for the negative impact they have. If the LEZ comes into Union Street I'll not drive my car down it but I will still visit it.
I think air quality should be priority when discussing transport. I drive a hybrid and generally avoid these areas anyway due to traffic. In addition if the other projects within the SUMP were put in place I would cycle more anyway.
Low emissions zones would bring health benefits and dissuade freight from traveling through the city.
As long as vehicles travel to and from the city the problem of harmful emissions will always be there, despite the AWPR there are still bottlenecks in the centre of town and it's too easy to just jump in a car and drive. People won't be "encouraged" to try other forms of transport as long as it's easier to drive.
I think polluting cars should be banned from city centre and electric vehicles encouraged.
LEZ enhances the experience of people getting to town on foot and by bike so should be encouraged.
Reducing emissions in these areas can occur in one of two way; 1) reduce the number of emitting vehicles on that route, 2) reduce the emissions of vehicles using that route. A LEZ can be used to limit high emitting vehicles while minimising the economic impact. Any LEZ should be phased, constantly reviewed, and become more strict as vehicle emissions drop until air quality is at an acceptable level.
Critical for people's health despite the inconvenience.
As Union Street is still perceived as Aberdeen's "main shopping street" with no particularly strong reason why many vehicles should use it as a through route, it would be a good starting point. Poor air quality leads to poor health and discourages walking and cycling.
Pollution levels are at an all-time high. Our children need cleaner air.
Better for everyone.
I've seen news articles about the very high levels of air pollution in parts of Aberdeen and am familiar with the research showing how bad that pollution is for people's health, even leading to premature death. I feel sorry for the people who live and work in those areas, esp kids whose lung development is affected.
Poor air quality kills. It should be tackled seriously and actively, not just complained about.
Air pollution on Scottish streets causes 2,500 early deaths each year. Toxic air from traffic in Aberdeen particularly endangers children, the elderly and those who are already suffering ill health. Air pollution where people live and work is causing damage to health every day and the Council needs to act swiftly to cut illegal pollution levels. Low Emission Zones are common in European cities, and keep the most polluting vehicles out of the most polluted places to protect the public's health.
Aberdeen needs a low emissions zone. Pollution particularly in winter is terrible.
All petrol/diesel engines are harmful for the environment so limiting their access is only going to be a good thing.
Remove all vehicles and this will lower emissions and pollution.
If a vehicle can't meet a certain emissions level, then it could be excluded or required to pay a levy.
Linking the development of LEZs with the SUMP will provide key indicators and measurable targets towards many of the shared objectives.
Acknowledge this is a new culture we need to adopt, but need very good incentives to be seen as advantageous.
This can only be done by traffic flowing, reducing congestion, improving health, fresher air quality.

Impose LEZ in worst Streets from measurement devices ... Wellington Road, add speed cameras on these routes too to force speed reductions. Watching people run red lights on Wellington Road each day speeding.
Implement this now! Include a higher charge for diesel and petrol vehicles. Promote hybrid, electric and solo motorcycles.
I live in a house in the country on top of a hill. Lichen grows on every rock. I wish everyone could have air like this, and was able to appreciate it. Any person who holds the opinion that others should put up with unhealthy air so they can drive IC vehicles to within feet of their destination should know that his or her name and address will be posted publicly ;-)
Emission in city is one of the worst problems the world is facing. Aberdeen has a history of being progressive in many aspects of public life and particularly transport. It will do well to become a green city again.
The LEZ could be a much- needed tool to remind us all that long-lasting habits and behaviours that are not ideal for our environment, or for us personally, could change for the better.
Ban diesel emissions in city centres.
If the City Centre is to be regenerated (as such) with the introduction of items covered in the CCMP and SUMP then it has to be made as attractive as possible. The reduction in harmful exhaust gases can help that and also benefit the health of the city in general.
Poor air quality is a very big concern everyone should have.
Happy for these to be created but not to the detriment of those with health and social care needs who need to access support around the city.
<b>Commentary:</b> ACC agrees that the issue of harmful air pollution in the city needs addressed and will continue working with Transport Scotland and regional partners to identify and appraise options for a LEZ in Aberdeen.

<b>Theme 10B: Scepticism about LEZs</b>
The emission study was completed before the AWPR was opened, which will probably reduce emissions on Wellington road, Market street and King Street.
Buses and taxis can be dealt with before or in lieu of introducing the LEZ.
Are you sure these areas still exist after the opening of the AWPR?
It could possibly be avoided if the LDP and Berryden Road improvements are implemented in the short term, reducing the volume of traffic entering the city centre.
I think air pollution is not a widespread problem in Aberdeen. If it is a problem, it is localised.
There should not be LEZs.
This is a stopgap not a solution to the issue. Money could be spent in better areas elsewhere.
Also note that the Guidance Notes to the legislation haven't yet been published, which rather detracts from the immediacy of the proposals.
LEZ in city centre environments are currently impractical for city centre residents who require a car/van for business/professional use.
LEZ, not practical to implement until city centre RESIDENTS have reasonable alternatives to continue to live their lives.
LEZs can only be truly be successful when in conjunction with a series of measures. The shift from a city centre that is dominated by motor vehicles (and the resulting noise and emissions) to a place that is actually attractive to be in will be worth it for all our sakes.
These should not be used to penalise people with older or 'dirtier' cars. This is a policy that is exclusive and will discourage people from entering the city.
Not really sure of the point of a LEZ. It will just mean that ICE vehicles will be replaced by electric/hybrid vehicles. This only addresses some forms of air pollution, does not address particulates caused by brake dust & other mechanical processes, does not address road noise and does not prioritise walking/cycling. It just kicks the can down the road a bit.
Cars will still use the roads and pollution will be pushed elsewhere. Every action has a reaction ... have you considered the different reactions?
The practical alternatives or "rat-runs", if you like (at present) for many vehicles using Wellington Rd and Anderson Dve/Auchmill Rd (even allowing for the AWPR being fully open) would be side streets which would in many cases be residential areas, so the problem would be shifted elsewhere and therefore negate the benefits to free flowing traffic on Anderson Dve especially of the AWPR.
Please define low emissions vehicles. Not everyone has taken up the battery vehicle and to penalise petrol/diesel will drive people away from the city centre and do more shopping online ... further degrading

the city centre. An ever decreasing circle. If I am to be charged to use a road, I won't use it and will find another way ... This pushes pollution away and does not reduce it and will increase it in other areas. So please think holistically.
No idea which vehicles would meet LEZ requirements. Also it is probably more environmentally friendly to continue to use an existing vehicle rather than prematurely scrap it to buy a greener one.
This fix will move traffic elsewhere, generating longer journey times, overall increase in emissions and potentially congestion in other locations. The focus should be on preventing emission via road design and improved support for alternative transport. LEZ is potentially expensive to administer and for drivers. There is significant potential for drivers from out of town to be surprised and caught out by this, reducing the perceived accessibility and welcoming nature of the city and changing the city's character.
How practical, affordable and efficient would it be for a car user to cease using car, use public transport, get to work on time, collect kids from school.
These are natural routes to and from the city centre and although this may be contradictory to my previous statement; I believe that there will have to be adequate provision of parking and transportation into the city centre if LEZs are to be implemented otherwise you will only succeed in dispersing vehicles to other residential streets.
It would be easy but I'd be, like most others, changing my route via residential areas, which defeats the purpose.
In regard to the potential for a Low Emissions Zone (LEZ), we think it is important to provide early indication of the likely geographical extent of the zone and that restrictions should not be on the type of vehicle, bus, HGV, car etc but on the emissions that vehicle produces. So restrictions should be placed on any vehicle whose emissions are higher than the set levels for the LEZ. The LEZ should be seen as one aspect of overall traffic management, but is unlikely to be sufficient without supporting measures (as set out in the SUMP and City Centre Masterplan) to achieve all of the objectives identified.
Unless public transport infrastructure and cycle infrastructure is significantly improved in the city it is inappropriate to ban certain vehicles from areas of the city. People must have viable alternatives if their current mode of transport is to be limited access to areas of Aberdeen.
<b>Commentary:</b> Aberdeen currently has three Air Quality Management Areas where levels of air pollution regularly exceed European and national limits, therefore action is needed to address this. Recent data suggests that, in the city centre especially, exceedances will continue even with the delivery of recent and planned improvement such as the AWPR and CCMP transport projects, so there is still a need to identify and deliver solutions to improve air quality. Any LEZ implemented will be appropriately phased to allow time for residents and businesses to consider how to comply, with funding support likely to be available for those unlikely to be able to comply within the required timescale. ACC agrees that a LEZ must form only one element of a package of measures to encourage and enable more active travel, public transport and low emission vehicle use in the city centre, and any Aberdeen LEZ will be delivered in conjunction with, amongst other things, the SUMP, a Car Parking Strategy, bicycle rental scheme, car club expansion and expansion of electric vehicle charging infrastructure. LEZ options are being extensively modelled to understand any displacement effects likely to result (in terms of shifting traffic and emissions elsewhere) and to consider how best to mitigate or prevent these so a LEZ does not simply shift congestion and air quality problems elsewhere.

<b>Theme 10C: Concern over the implications of a LEZ</b>
What are the implications for persons who already live in the city centre, own a diesel vehicle, and are not in a financial position to change car?
Though presents a real issue for those living in the area who already own vehicles. Needs to be some exemption but also perhaps restriction combined. Depends how its implemented. Also issue for disabled. LEZ should allow vehicles to circulate without going through the city centre.
Will there be restriction on how many cars a household can have?
We live in city centre where there are supermarkets, schools, malls. How do we shift heavy items (particularly as ACC about to impose a garden bin charge and more person will take theirs to recycling areas).
If LEZs are set up with charges applied, does this mean it's ok to "pollute if you pay".
There is no bus route from my home to my work and it is too far to cycle. I also need to use wellington rd to access my work.
Difficult as there is no safe route to walk or cycle into the city from the north & once in the city vehicles still have priority & cycle lane provision is poor.
If you made it easier for me to cycle to work every day I would do. At present my route is dangerous in parts.

Another layer of complication on top of parking availability, traffic considerations etc.
All though need to find ways to avoid punishing to severely those we rely on. Care needed over introduction.
I have no bus route from Midmar to Aberdeen so need to go to Westhill to get a bus but there is no parking there so then need to go to Kingswells. The time taken for me to do this because of the queuing I need to do at peak times means that it's just faster and easier and safer (in case I need to get back for family responsibilities at home) to drive my car. I'd love to be able to take the bus even part of the way!
I need to use a car for my work at least one day in the week. As a business it would force us to invest in electric which we have been thinking about for a long time, ditto personal use
I can NOT charge a LE vehicle while a resident of the city centre. LEZ would punish residents of the city, while allowing commuters from housing estates with parking/charging to still enter the city.
For personal trips I would bus or cycle but for work I use a van and would struggle.
Regarding the references to green vehicles and climate change, we fully support this objective but would like to note the potential for conflict as targets concerning air quality and greenhouse gas emissions can be contradictory, particularly for HGVs, where diversions to avoid a LEZ or Air Quality Management Area, may burn additional fuel and increase emissions.
Regarding any LEZ we would also like to highlight that this should be treated as one of the measures for traffic management in the city centre to ensure that any LEZ standards do not inadvertently reduce the current restrictions for freight access (currently by weight).
I don't have sufficient funds/inclination to buy/lease a new/newer vehicle for the mileage we cover in Aberdeen - we mostly need our car for visiting family further away or when we need to shop for items which can't practically be done by public transport due to distance/location or size - e.g weekly shop.
<b>Commentary:</b> ACC recognises that there is some concern over LEZs and the possible impacts on local residents, businesses and city centre users. All likely implications will be considered fully during option appraisal and testing processes, which will also be informed by widespread public and stakeholder consultation, in order to ensure that any scheme ultimately recommended for implementation meets air quality objectives (which are essential for protecting public health) while minimising the negative impacts on residents and business.

<b>Theme 10D: Lack of concern over LEZs</b>
I have a hybrid so can drive in electric mode in city centre. Would not be able to take public transport as have a fairly round about journey to drop kids then get to work. Same in the evening.
Live in Cults we are a family of 4 drivers and have 2 cars. I cycle every opportunity or take the bus. I don't use taxis and I avoid taking car as much as possible.
People will moan but adapt.
I no longer drive a car.
I have two diesel vehicles. But i would get over it, pay my fees until we change to more economical vehicles. If it was safer i would take my bike more often.
Because I have an old Diesel engine but I don't drive into town very often.
Living in Aberdeenshire, I generally use public transport to travel into the centre of the city. I also drive a vehicle with EURO6 engine so don't believe I would be impacted to any great extent.
I have an electric car and also like to cycle.
I almost always either cycle or walk while in the city. I am a 0 emission individual.
Can use public transport, cycle or walk.
I believe my vehicle would comply with CO2 emission levels.
I drive a plug-in hybrid car and ride an electric bike. It would be great if I could pack the e-bike on a bus or train to use in town, but that's difficult, I know. I have a folding bike, but I've never tried it on public transport.
It depends if and how my vehicle would be affected. I live in the city centre and own a small, low-emission car, which I use weekly rather than daily.
As far as I am aware my vehicle would qualify to enter an LEZ.
Although I have access to a diesel car, with a LEZ, I'd just need to use bus or bike more as I seek to do anyway.
Commuting on a cycle through city centre is no problem, for the car I rarely go in to the centre and commute via Anderson Drive instead.
I mainly travel by bike into town.
I cycle most of the time if I need to drive I will park elsewhere and walk.
I generally cycle or walk into town.

I never bring my car into the city.
I own an EV.
Easy to cycle into town. I use my defender 90 to get to supermarket and go offroading as part of my hobby. I cycle to work.
I walk, used to and attempt to cycle. Public transport when the journey is further so no problem for myself personally.
Generally most of my visits to the city centre are for leisure at the weekend so I prefer to use public transport.
Encourages park and walk or public transport/multipart journeys which are easily accommodated.
I predominantly travel by bicycle or public transport when coming into the city centre. Journeys by car to other destinations could easily be made using alternative routes.
I don't normally drive into the city centre.
At the moment we only use our small car for planned multi use journeys, walk or cycle the rest.
If I need to use a car, then I'd adapt my route depending on destination - which isn't what you want to hear - as my main destinations at present are nearer (but not in) city centre or involve partial use of Auchmill Rd/North Anderson Dve.
My main methods of transport for recreation are walking/cycling/buses so any exclusion or levy would only affect me if a bus operator chose to raise fares.
We do all the right things, but we could do better, others need to get a grip on the way they go about!!
I either walk or cycle in the city most of the time. I also own a hybrid car which is ran on battery power for short journeys in the city.
I walk, cycle and use the bus for most of my city journeys.
Difficult but necessary.
Would preferably cycle, happy to park and ride on the bus and happy not to drive.
We have an electric car. I also sometimes cycle into the city centre, or catch the bus, which I appreciate might be affected.
Rosemount and Mile end is within easy walking distance of the City Centre and has a reasonable bus service.
No change in behaviour needed.
This fits in with my general pattern of transportation already.
I don't travel by car in the city every day but maybe once a week. The amount I use my car does not justify purchasing an electric one, but if more electric car club vehicles were available & easier to use it may be easier to use them.
I have relatively modern diesel and petrol cars. I do have a classic car, but do not drive that frequently and have alternatives.
I travel by bicycle and on foot.
Given Aberdeenshire distance, hybrid vehicle for essential longer journeys not serviced by bus seems best option.
<b>Commentary:</b> As above, the aim would be to develop a LEZ that meets air quality objective while minimising disruption to the travelling public so it is pleasing to see so many respondents expressing a lack of concern about any impending LEZ.

<b>Theme 10E: Concern about impact of shipping</b>
Aberdeen harbour needs to be looked at. That's some big diesel engines on some of the most powerful ships in world that visit Aberdeen daily. Can we power them electrically whilst in port.
Ships in harbour.
The large ships in Aberdeen harbour contribute to a large proportion of the pollution.
Not only a ban on heavy goods vehicles, what about marine born pollution on Market St??
<b>Commentary:</b> While marine-borne pollution is certainly an issue, it is not a focus of attention in terms of a LEZ as emissions tend to disperse quickly and have minimal impact on people's health at street level.

#### **4.11 Low Emission Vehicles**

Respondents raised concerns about the lack of charging opportunities in the city centre, especially for residents at a time when the Council is encouraging low emission vehicle use. Concerns was also raised in relation to a SUMP commitment to encourage low emission vehicle use in the city centre.

**Theme 11A: Lack of charging opportunities**

No mention in the SUMP of what support the council is making to provision on street electric charging in areas of communal on street parking.

How low emission vehicle ownership will be supported for city centre residents.

There is no enough incentive to buy an electric vehicle because the EV bays are often blocked by non EV (ICE) vehicles; they don't get any penalties of tickets unless a traffic warden is nearby...those vehicle are sometimes left there for hours because it's an easy and free parking spot.

Who will pay for the charging stations for electric cars and how will they be distributed throughout the city?

Electric charging point roll out to domestic customers.

Tenement housing and shared on-street parking does not allow for private installation of electric charging points.

Supporting RESIDENTS of the city centre, to own/operate/maintain low emission vehicles in areas of shared communal parking.

Building an EV hub with 5-10 chargers and solar panels (following the success of Dundee EV infrastructure).

Until practical solutions are implemented to allow RESIDENTS of the city to own/operate/maintain (ie, charge!) LE vehicles on shared, communal parking streets, it is not practical to own a LE vehicle.

If cars are electric will there be charging points on the street next to their flats or will they be expected to charge their cars in a designated area and walk to and from their homes?

Roll out, provision, deploy, install, commission electric charging points across residential shared parking.

EV owners don't have "benefits" compared to ICE owners therefore EV are not pushed as they should if the Council wants to reduce the carbon footprint.

Parking free for EVs.

Infrastructure for charging.

How can we charge up e-bike batteries and maintain security of that £3000 electric bike? Electric transport is great for Scottish renewable energy as there will be let's say 1million electric transport batteries to be charged up with off-peak electricity, cycling network will help increase the likelihood of electrification of our transport system.....

**Commentary:** ACC recognises that, in order to achieve a significant uptake of low emission vehicle use, the roll out of charging infrastructure needs to continue apace and this must include consideration of how city centre residents can be encouraged to switch to low emission vehicles. These issues will be considered in detail during development of a Car Parking Strategy and Low Emission Vehicle Strategy which will follow the SUMP's finalisation.

**Theme 11B: Concern over references to encouraging low emission vehicle use**

We think that the desire to 'increase the proportion of vehicular journeys in the city centre undertaken by low-emission or emission-free vehicles' is at odds with prioritising pedestrians and cyclists over vehicular traffic. EV's/low emission vehicles do not free up road space, nor do they encourage modal shift.

The public should not be encouraged to use any form of vehicle within the area contemplated by the SUMP, even if these are low emission vehicles as they do not solve the problem of prioritisation of vehicles over pedestrians and cyclists and do not encourage modal shift. They also do nothing to reduce congestion or enhance bus journey times.

Vehicular journeys of any form should not be encouraged within the City, even if by low emission vehicles. This still places the car above the needs of pedestrians and cyclists.

**Commentary:** Clarification will be made in the final SUMP that vehicle use in the city centre is not encouraged, but for those necessary journeys, a switch to low emission vehicles in preference to petrol or diesel vehicles will be encouraged.

**4.12 Heavy Goods Vehicles**

A number of comments were received in relation to introducing access restrictions in the city centre for HGVs, both supportive and opposing such an initiative. There were also calls for a switch to smaller and more sustainable delivery vehicles in the city centre.

**Theme 12: Access restrictions for HGVs**

Reduction of HGV vehicles in city centre.

Freight - Delivery of a bold SUMP 'with teeth' is key for our city centre. Tightening the access arrangements, for loading/unloading for HGVs is a long overdue mechanism whereby road safety (for all groups) could benefit.

First of all, we are pleased to see a direct reference to maintaining access for business and industry in objective 1. However, we would like to further highlight the need to ensure that access is maintained for deliveries and to the harbour, despite the number of proposals for pedestrianisation or restriction of general traffic. The document notes that the restrictions will be 'except for local access' but just want to ensure that necessary freight movements, especially last mile deliveries, are considered within that, particularly given the role freight plays in the economic vitality of Aberdeen and Aberdeen businesses.

Deliveries should be limited to out of hours as is done in many areas of London.

Shop deliveries should be made within certain times - preferably outwith the traditional "rush hour."

Additionally, there is a need to consider whether any of the proposed access restrictions and/or speed restrictions may encourage freight onto inappropriate routes. An example could be the potential for increased use of Golf Road/Park Road following a speed limit reduction to 20mph on East North Street/West North Street.

Too much exclusion of vans and delivery services.

Businesses in the city centre should be assisted in moving away from lorries and vans for deliveries where possible, and towards electric cargo bicycles and tricycles that can use the proposed cycle infrastructure.

Something about reducing delivery vehicles in the city centre - for example in Bordeaux, most deliveries with the pedestrianised area are by bicycle carts, not white vans and HGVs.

A start would be the use of electric delivery vehicles.

**Commentary:** The SUMP currently proposes no access restrictions for delivery vehicles or HGVs. It is hoped that delivery of the Roads Hierarchy, SUMP and City Centre Masterplan delivery will reduce the volume of through-freight traffic in the city centre (i.e. delivery vehicles that do not have a destination in the city centre). While it is appreciated that the presence of large vehicles in the city centre can be disconcerting for some people, as Aberdeen is a relatively peripheral location, it is not always possible to dictate to large organisations and retailers how and when they accept deliveries, especially with the proliferation of the next day delivery market, and the impact of this on customer expectations, in recent years. In a worst case scenario, making deliveries harder and more inconvenient for companies could result in such companies choosing to abandon the Aberdeen market or not to relocate in Aberdeen at all, further accelerating the decline of the city centre as a quality retail destination which would directly contradict the aspirations of the SUMP and CCMP. While the issue of time restrictions on deliveries has been considered, it may not be practical or even desirable within the current, somewhat precarious, retail environment. ACC is however supportive of trials and initiatives to encourage freight consolidation and the use of smaller and cleaner vehicles for 'last mile' deliveries especially in the city centre and will continue to work with local and regional partners and businesses to trial and deliver such projects.

#### **4.13 Health**

A number of comments were received suggesting that the SUMP should make stronger links between health and transport.

##### **Theme 13: Connections between health and transport**

We largely agree with what is being proposed. However, we believe there needs to be more of a connection made between what is being proposed and the significant mental and physical health benefits of active travel. The environmental aspects are covered to a degree but there is no real mention of the immense health benefits, the huge resultant potential savings to the NHS and other services and the improvements to the overall health and wellbeing of citizens as a result of adopting a more active/healthy lifestyle.

There needs to be a far greater and prominent emphasis on the physical and mental health benefits of walking and cycling and why this is of significant benefit to the general population.

Better mental and physical health for the people in Aberdeen (shire).

**Commentary:** Consideration will be given to how best to strengthen and improve the linkages between health and transport in the final SUMP.

#### 4.14 Motorcycling

A couple of respondents felt that the SUMP was particularly light on the issue of motorcycling.

<b>Theme 14: Motorcycling</b>
Motorcycling - Interestingly, there is no opportunities field completed for this category. Why not?
There's no mention of promoting motorcycles as a more sustainable mode of transport - use of bus lanes, more solo cycle parking spaces etc.
<b>Commentary:</b> Although ACC has recently rejected calls to allow motorcyclists access to bus lanes, the final SUMP will consider how the city centre environment can also be improved for motorcyclists.

#### 4.15 Outwith Scope of the SUMP

A number of other points were raised by respondents which, although valid concerns, are outwith the scope of the SUMP, and are in most cases being addressed by other channels. These are summarised in the table below.

<b>Theme 15: Too much of a city centre focus / suggestions for infrastructure elsewhere</b>
The focus is on the city centre. Effort should also be made to getting people in/out of the city centre from the large housing areas to the north, west and south.
Just seems to concentrate on the city centre, nothing seems to be included for north of the Don from what I can see. The problem would be from a cyclist's point of view is how to get from BoD to the city centre safely.
AWPR cycle route, why in hindsight do we have SUMP.
The problem of the path to Westhill and it's disruption around the AWPR.
The opportunity to link many major towns, routes and the city centre, by providing a walkway/cycle route parallel to the AWPR, would've complimented SUMP massively. We must find a way of looking at the bigger picture and the fact that much of Aberdeenshire's population lies out-with the city centre should make this as important as SUMP.
I realise this is outside the scope of the SUMP but I would like to see a segregated bike path for King Street all the way from Union Street to the Bridge of Don. This would connect the University with the city centre in one direct and reasonably flat route.
Should be extended to Aberdeenshire, many routes.
Linking the city centre with key bike paths in the region, particularly the Deeside Way. I think that a segregated cycle path from Duthie Park to the city centre and the beach would be a great asset to the city and would enable families to come into the city centre safely by bike from that end of Aberdeen. If the route continued to the Beach, this would open additional possibilities for family friendly cycling to Seaton Park and towards the Bridge of Don area.
Great to have a pleasant city centre giving priority to cyclists and walkers but getting there from city periphery is the problem
The focus on the city centre is understandable but cycling on key routes into the centre needs to be considered too.
It is important to link to the city centre from workplaces and commuter areas like dyce kingswells and cove.
Look forward to similar proposals for Aberdeenshire population centres, where the impact of AWPR on traffic density is possibly even greater.
Proper cycle lanes for commuting into and of city such along A96 or to Westhill.
Fail to understand why a cycle route was not included within AWPR.
Where we live in centre, above has caused a 10% increase in traffic in the area (Rosemount) ACC figures.
Movement within the city centre is one thing, but also need to be able to get there safely.
Public transport between the city and the shire needs to be created.
Westhill cycle path upgrade.
Safe cycle routes from suburbs/outer Aberdeen into the city.
Cycling across Haudigan roundabout.
Cycle routes on radial routes to/from city centre. Cycle routes along entire length of Anderson Drive/Parkway. If the reported traffic drops are correct, now is the time to introduce measures

Westhill cycle lane.
Making Anderson drive roundabouts safer for cyclists. Its currently a ring of steel.
I think there needs to be a way to connect up the beach with Torry and Kincorth that involves segregated cycle paths and tracks for walking thru Market Street. A bold statement of how we want people to connect with the best parts of our city ... Deeside Way ... FMB railway lines improved for active travel.
The current list is good. It should be regularly reviewed as progress is made. Lets have a similar plan for Aberdeenshire please
Engage with Aberdeenshire & link safe walking cycling to outlying villages rather than these vulnerable groups having to use a dual carriageway to access the city.
As per my earlier answer, linking the city centre and beach to the Deeside Way via a segregated cycle path would be a huge boost to the city, for families, commuters and tourists.
The plan should cover the whole city not just the city centre. Cars travel faster (more dangerously) in along arterial routes.
There should be a proper network of cycle paths across the city.
Focusing on cycling in the city centre, how will people get there on bikes if there is little safe cycle lane provision around the SUMP area?
<p>The AWPR has made cycling from Westhill into the city centre less attractive. We now have an additional four junctions to cross which slows the commute and makes it less enjoyable and safe. When cycling from Westhill at the first junction, at the roundabout where the AWPR has a flyover, there are no traffic lights. Additionally, it is difficult to look back towards the traffic. Traffic is travelling at speed. The cyclist needs to dismount in order to cross. This junction is dangerous for cyclists and It is only a matter time until there is an accident between a car and a cyclist.</p> <p>The next junction has traffic lights, but the button to press assumes the person who wants to cross is on foot. This should have been designed so that the lights were triggered to red with a sensor, sensing and approaching cyclist so that the cyclist does not have to stop and unclip from their pedals. The next junction is the same.</p> <p>The fourth junction near this roundabout has no traffic lights again. There isn't much traffic using this roundabout exit and cyclists are currently crossing it without much regard to the traffic. However, it only takes one vehicle exiting the roundabout and a cyclist making the incorrect assumption that no cars use this exit for an accident to happen.</p> <p>Additionally, at this roundabout, the cyclist route uses sharp corners. Those who have thicker tyres are crossing over the grass cutting off the sharp corners.</p> <p>The cycle path has been poorly designed by those who clearly do not use bikes. I am shocked and dismayed. Additionally the new football pitch will add even more junctions and judging by what has currently been on offer with the new AWPR route, these junctions will be poorly designed too. As anybody done any research onto how the AWPR is affecting cyclists going from Westhill towards town and back again?</p>
Effects of the Western Peripheral Bypass on the West entrance to the city now causes even more congestion driving into the city and even getting to the Kingswells Park and ride. In creating of the bypass, cyclists were disadvantages with more traffic controlled crossings and the issue of the horrors of cycling into the oncoming traffic when cycling west from Kingswells remaining unaddressed.
<p>In Aberdeen city next to the prime four business park in Kingswells, as you exit the business park and turn right heading towards Westhill there is a narrow path where it is dangerous for two cyclists to overtake each other. It is next to a dual carriageway with cars and lorries travelling at speed. There should be a one-metre separation between the cycle path the dual carriageway, however, there is not.</p> <p>Again approaching the five mile garage, cyclists are asked to dismount and walk on the pavement. As a regular cyclist along this route I have never seen this happen. Everybody enters the bus layby, which is now unused, and hops back onto the curb at the other end. The whole area here is dangerous for cyclists.</p> <p>I regularly see families with young children cycling along the cycle path at the weekend. It is shameful that nothing has been done to improve this path.</p>
Yes not any segregated Cycling tracks. 1£billion spent on AWRP and you guys manage to break one of the best cycle tracks in Europe. Disgrace, absolute Scandal. Disregard for What we inherited from the Victorians and you guys manage to destroy it, lost for words by your incompetence.
The issue of a frequent service for travelling back to the Kingswells P&R from ARI does not seem to be addressed.
It takes me twice as long to use public transport from Kingswells P&R into town because of the lack of bus lanes on the way in.

Can't see anything to make it safer for cyclists crossing the big roundabout at North Anderson Drive.
The city centre is not the only area that would benefit from improved cycle infrastructure.
I think there is a connectivity deficit in the Torry / Kincorth area in relation to access to green recreational space outside the city or close to the city boundaries; whereas areas in the west of the city have links to Hazelhead, Countesswells and beyond via cycle and pedestrian only tracks and paths, Torry and Kincorth lack this connectivity. In particular the A90 is a significant obstacle. The south Deeside hills and woods are a close by amenity which are increasingly linked through a network of trails that extend all the way to Ballater from Durris, and it would be relatively straightforward to link to these from the trails in the Gramps and Tullos woods. The health and well-being benefits of this are well-established.
The areas directly outside the city centre also need to be considered for cycle lane development. I would also tend to focus on busy commuting routes such as Skene road and Countesswells Road leading out to Kingswells/Westhills.
The scope of the plan is somewhat limited. It focuses very much on the city centre without extending to major points of interest across the city (ARI, the University of Aberdeen, RGU, the airport, etc). We should include sustainable transport links to as many major employers and transport hubs as possible.
Yes safe cycle routes across city. i.e bielside to dyce.
Lack of pedestrian crossings in areas out-with the city centre. Opportunity: more pedestrian crossings at busy junctions, e.g. the roundabout outside the Duthie Park.
Bike lanes need to provide routes to the centre, not around it. I like to think of. this as "cycle and stride" with large, secure places to park bikes.
I believe that there should be a direct rail link between the city centre and airport and that the cost of transport is prohibitive; especially for those in the regeneration areas.
It's all very well getting into the city centre on a bike but where are changing facilities or showering facilities. How does this mode of transport work on cold and/or wet days?
My cycle involves crossing the roundabout on Anderson Drive / Queen's Road and this daunting for an experienced cyclist. I would like to see improvements made here.
Once the city centre cycle lanes are in place the project must continue and extend out to the suburbs and surrounding towns villages otherwise people will continue to use cars. If bike hire schemes are being considered then they should only be implemented once the city centre cycle network is complete otherwise it is destined to fail.
Encouraging cycling requires primarily safer access routes into the city centre, not within the centre.
Safe cycle routes are required from the outskirts along the routes of King St, Gt Northern Rd, Westburn Rd, Queen's Rd and Gt Southern Rd / Holburn St.
Cycle lanes outside city centre to centre need big improvements, routes to major towns - Stonehaven as an example, is very dangerous to cycle from to Aberdeen.
In particular, we support the Nestrans proposal for Strategic Route 6 (Deeside corridor) which include re-allocation of road space for cyclists to extend the route into the city centre and to address safety concerns at junctions, particularly at roundabouts. In the medium-long term it may not continue to meet demand and more capacity will be needed into the city from the south west. Therefore we suggest that within the city, a segregated cycle route is developed parallel to the Deeside Way along the A93. This would be primarily for functional journeys, leaving the Deeside Way primarily as a resource for leisure and recreation.
The SUMP has been limited to the CCMP area and this has implications in that the walking and cycling improvements which are proposed fall short in two respects. Firstly, they fail to connect many of the city's key destinations. For example the beach esplanade (included only as long term and low priority), Duthie Park, the University campuses (Kings College, Foresterhill and Garthdee), or connect with existing off-road cycle routes such as the Deeside Way or Riverside Drive. Secondly, one of the most common criticisms we hear of current cycle route provision is that it is piece-meal and does not connect. A cycle path which only covers part of a journey and requires a cyclist to mix with traffic for the remainder may still be off-putting to many and so not deliver full benefits.
We also support a fully segregated bike path on King Street from Union Street all the way to the Bridge of Don. This would connect the University of Aberdeen with the city centre and provide safe transport for staff and some 14,000 students. Safe cycling infrastructure will help to attract students to the city which will provide an economic boost to the region.
There are clear links between SUMP and the City Centre Masterplan proposals and also the Roads Hierarchy, so we would just also like to highlight the work of the Bus Alliance which is working on a corridor approach to bus improvements (linked to the Roads Hierarchy). These corridors will all start / end in the city centre

and regional partners are identifying hotspots and improvements that can be delivered to benefit bus users. The intention is to identify infrastructure and service improvements that all partners can sign up to in the form of a Bus Improvement Partnership.
Projects are heavily focussed on the city centre, which is understandable in the context of capitalising on the AWPR. However, active journeys to the city centre require connections on arterial routes with outer parts of Aberdeen. Opportunities should be found to improve provision for walking and cycling on trunk roads and other arterial routes that lack safe cycling infrastructure or space for other non-motorised users (such as A96, A944 [especially Lang Stracht & Westburn Road], A92 [Anderson Drive], A956 [Wellington Road]).
Priority routes, properly designed, into the city are required.
I think there should be priority for getting into the city by bike and to look at the bottlenecks for this (Bridge of Don etc). Also joining with shire work needs to be highlighted.
There are bad junctions designed as death-traps for cyclists, e.g. the one on the Crimon Place/Summer Street corner, or the Queen's Cross (Queen Victoria statue) roundabout, the two-lanes-for-going-straight-but-actually-merging junction where George Street crosses with Spring Garden, the wrist-battering cobbles of Spital and Old Aberdeen's High Street, with no clear rules about cycle access continuing from Chanonry, and so on.
I think there may need to be an emphasis on linkages. How we route people to tourist attractions safely. Eg theatre, football stadium, art gallery gordon museum, torry battery. Also how to get out of the city to the shire countryside (eg NE250 cycle route).
Yes new cycle bridge on deeside line at Milltimber at the place where the planners decided to not give a dam about the value that the deeside line has to cyclists :(
Better car parking areas are required or people will use out of town retail parks to shop.
A comprehensive and coherent network of segregated cycle paths extending beyond the city centre and linking key destinations around Aberdeen.
Joined up active travel with areas outside SUMP.
New cycle bridge on deeside line. At milltimber where the deeside line got severed.
Direct rail link from city centre to airport.
Bus lanes from west of city.
More attention needs to be given to a fully joined-up cycle network, rather than just focusing on the city centre. I would like to see plans for segregated cycle paths to and from the University of Aberdeen and Robert Gordon University, and between the Old Aberdeen and Foresterhill campuses. I strongly support the Aberdeen Cycle Forum proposal for a segregated cycle path along the full length of King St. Other key destinations are the railway station, the Deeside Way and the beach. There are some serious gaps in the cycle network: for instance, the cycle paths along the north side of Riverside Drive (the one on the footpath and its continuation on a separate path beside the river) can only be traversed by crossing large, dangerous intersections near busy roundabouts.
Signage for cyclists needs to be improved. (One example: it is not clear where the shared footpath along Powis Place starts and finishes.)
Like CCMP, the SUMP is concentrated on a relatively small area of land. While this area of the city centre is hugely important to the city and to its residents and visitors, what this document misses is the need for much improved 'strategic' links in and out and across the city. We do not believe it makes sense to invest solely in the city centre. There seems little logic in improving a specific area such as this if there are no safe, coherent and reliable links for people to get to and from it.
New cycle bridge to fix the Deeside line.
Sack anyone responsible for destroying the 88Deeside line.
New bridge on 88Deeside line.
Address the queuing from the WPR Bypass to Kingswells P&R.
Why wasn't there a better plan for cyclists travelling from Westhill to the city centre when designing the AWPR? Where is the investigation and feedback from the cyclists since the AWPR has been built?
Arterial routes are always going to be necessary in a city.
I would also say, from a driver's perspective, there's a problem with people cycling in the city without highly visible clothing or even a helmet. This needs to be enforced better to make cycling safer for everyone.
<b>Commentary:</b> The SUMP is a city-centre specific document as its main objective is to expand upon the transport elements of the CCMP and consider how the city centre elements of the Roads Hierarchy review can be delivered. ACC appreciates, however, that the city centre cannot be considered in isolation and that it is equally important to consider how to get travellers to and from the area in as safe and sustainable a manner

as possible. There are therefore a number of pieces of work ongoing, concurrent with and complementing the SUMP, looking at radial connections between the City Centre and AWPR including the ongoing Wellington Road corridor appraisal and the recently commenced A944/B9119 and Bridge of Don to City Centre corridor studies. With the completion of the Roads Hierarchy review, this corridor approach to identifying improvements will continue on a prioritised basis. Also, ACC is in the early process of revising its city-wide Active Travel Action Plan which will consider priority areas for improvement outwith the city centre. Comments received on the need for improvements outwith the city centre will therefore be retained and used to inform the development of this plan.

**Theme 16: Need for improved bus and park and ride services (including frequency, routes and cost)**

Park and ride good if cheaper.

P&R involves driving further out of town to get a bus that I can already get within 50m of my home.

There needs to be a clear strategy designed and implemented for encouraging greater uptake of public transport. "Improving the experience" falls far short of this.

Many people do not like or feel safe when using public transport. Many people find public transport dirty, uncomfortable and unpleasant. What are you going to include in the objectives to overcome this problem.

Bus priority and promotion of park and ride on the radial routes from the AWPR into the City Centre need to be a priority to allow for better public transport and walking and cycling opportunities to happen in the SUMP area and move away from reliance on private cars to get into the city centre. Encouraging public transport journeys into the city centre will be about the quality and attractiveness of the whole journey and journey times need to be competitive.

Need the get more competitive bus fares, integrate with train fares. Still expensive compared to cars and parking. E.g Family ticket.

Better park and ride facilities.

Cost of bus transport in Aberdeen is approximately twice that of other cities like Dundee or Glasgow. Yet, buses and fuel cost the same so why the disparity. The high cost of public transport is a major factor in people not using it.

When it snows everyone finds using the bus preferable to risking their car. As a result it's full miles out. It doesn't even bother going INTO Ellon, leaving people shivering at bus stops wondering if it's been delayed or not coming.

High Cost of public transport for short journeys.

The cost of going on public transport is too high. Travelling from Westhill to King's Wells is £4.30. Travelling from Westhill to city centre is £5.60 return. This is too high.

Affordable public transport would be a better option. At one point I started hitchhiking because I'm unemployed and cannot afford to go anywhere.

Simpler Through ticketing for journeys to the city centre on e.g. train / different bus companies. In the Netherlands I have a chipkaart, I can touch in at one end of the country, take a journey by bus, train, tram and touch out at the other – no problems.

In Aberdeen I have to pay stagecoach, scotrail and firstbus individually or mess round with some stupid grasshopper / plusbus ticket – it's less hassle to drive!

In relation to public transport there should also be mention of making that an affordable/economically viable option – at present it's more often cheaper to take the car than a bus for short trips into the centre of town.

Cost and accessibility of public transport is another barrier to people using alternative methods to travel in and around Aberdeen city.

Public transport needs to be cleaner, cheaper and more desirable to use. That means zero tolerance for those that abuse the public transport and make it less attractive for others.

The major issue with public transport (and buses in particular) is the cost.

Lack of buses to green spaces. Opportunity: more bus routes to green space areas e.g. Hazelhead Park.

Issue of public transport. Far too costly.

The cost of public transport is often raised as a problem. Having two bus operators makes this more expensive if it is necessary to switch operators to complete a journey.

Public transport also has a stigma associated with it that as a regular bus user seems unjustified and could probably be changed through positive promotions.

Greater passenger use is needed to justify a more frequent service. The number 14 Sunday service to Kingswells currently needs subsidy from the City Council to remain open.

Public transport is problematic from a professional point of view, particularly links to GP Practices.

From a personal perspective, I think it's great that you can pre-load single use tickets on the FirstBus app (for cheaper!).
A reliance on 'public transport' is problematic when the transport companies are private companies. They are driven by profit and do not successfully meet the needs of the travelling public in the area.
I don't agree that public transport is an unqualified superior option for transport. The vision should recognise that all modes of transport have a place in accessing the city, and all forms of transport have disadvantages as well as advantages. Public transport, in particular, typically emits more CO2 per passenger than cars, is noisier and when densely operated, e.g. on Union Street, and for many journeys it is more expensive than car travel.
However, if you're going to restrict access for other forms of transport there should be suitable parking provision and an attractive package to entice drivers out of their cars – at present the cost of bus travel is extortionate. It may be that a scheme link in Holland where bikes can be hired for a euro to cycle into and around the city centre from strategically placed hubs would work.
Improving bus times requires action on reducing boarding times per passenger though flat fares and contactless payments (compare boarding times in seconds per passenger in Aberdeen with London).
Improving bus use requires action on fares (compare bus fares in Aberdeen with £1.70 per trip in London and €1.00 per day in Vienna).
Improving bus usage in the evening requires more evening/late night services.
Raise awareness of but actually increase the potential for multimodal journeys, e.g. carrying bicycles on buses and trains. This would also be greatly improved by (for example) bus tickets valid for one hour, allowing one to take two buses without buying two tickets or a day ticket.
In addition to these high priority projects, we would recommend consideration of intermodal connections/transport hubs to link bus stops and railway stations effectively with bicycle parking/hire and active travel routes.
<b>Commentary:</b> While ACC accepts that there are a number of issues that need to be addressed in order to improve the public transport experience in the city, within the remit of the SUMP only bus priority can be addressed. Other issues highlighted above are, of course, equally important in encouraging more bus use and these are being addressed by the Council and partners elsewhere, largely through work being delivered by the North East Bus Alliance, including identifying corridor-specific bus improvements.
<b>Theme 17: Tackling the school run</b>
A target to reduce the number of school runs completed by car.
Need to address specific issues of children being driven in to private schools in Aberdeen, especially at Robert Gordon's where four wheel drives regularly nearly mow me down when I am walking past the Art Gallery. However, there should perhaps be a case for encouraging these schools to provide school buses (as does the International School) at no extra cost to parents. Apologies if I have brought up issues that have been addressed but that I missed.
Could you look at introducing a 500 ~ 750m exclusion zone around schools, between 8:00 ~ 9:00 and 15:00 ~ 16:00, to encourage children to walk and cycle to school rather than being driven? The situation witnessed on several occasions at Robert Gordons and the issues caused by parents picking up their children is dangerous and unacceptable. This type of behaviour is repeated at several schools throughout the city.
Could there be a stronger aspiration for school access by bike or walking?
School exclusion zones.
Around schools we need to limit car access and have pupils and teachers having to walk/ cycle at least 500m to/ from schools.
<b>Commentary:</b> There are relatively few schools in the city centre hence why the school run is not a key focus of the SUMP.
<b>Theme 18: Car parking</b>
A key area that has and continues to be ignored is parking for cyclists wishing to cycle to the city centre from a parking location out with the city. Some locations have been adopted (e.g. Kirkton of Skene, Banchory), but such locations are vulnerable to future parking restrictions and do not suit all cyclists. They may also conflict with pedestrians wishing to park and walk, who would typically be deemed higher priority due to their need to access local amenities, as opposed to cyclists accessing the city 10+ miles away. Clearly this provision reduces the number of cars in the city. The opportunity is to officially recognise this need, to identify and protect suitable parking locations and to provide secure car and cycle parking at these locations.
Free city centre business parking needs removed, make it chargeable. E.g. Magnus House, Market Exchange, hotel car parks etc.

Workplace parking levies to fund this. Actively discourage car travel with policy.

Close some/all city centre car parks, if you can drive almost right into the city centre then people will always take the option.

It is currently too cheap to park in the city centre. compared to the cost of the bus. I have no incentive to leave the car behind.

I disagree with the exclusion of car parking from the SUMP.

More expensive car parking.

**Commentary:** ACC fully accepts that addressing car parking is key to a successful SUMP. The reason that car parking was scoped out of the SUMP was that a separate Strategic Car Parking Review was underway as the SUMP was being developed and the findings of this are currently being developed into a Car Parking Strategy. This will fully complement the SUMP and reflect the aspirations for the city centre reflected in the SUMP, CCMP and Roads Hierarchy review.