

**Regional Transport Strategy 2021  
Report on Consultation**

**March 2007**

**Nestrans  
The Transport Partnership for Aberdeen City and Shire**



## **1 Introduction**

Nestrans believes that in producing a Regional Transport Strategy for the north east, it is important that the strategy is understood and supported by statutory consultees, local stakeholders and communities of interest within the region.

To this end, efforts have been made to ensure that the process has been inclusive in involving community and stakeholder groups throughout. Consultation has been conducted both formally and informally and views taken into account in preparing each stage of the RTS.

A North East Transport Consultative Forum (NETCF) was established in 2003 and consists of over 100 stakeholders with an interest in transport issues in the north east. The Forum was originally established to ensure a balance of economic, social and environmental interests and this has been maintained to ensure that sustainability principles are at the heart of policy development. The members therefore include community representatives, economic and environmental groups as well as transport operators and non-governmental bodies. Organisations include those representing minority groups and disability groups, thus ensuring inclusion in policy-making and that equality issues are given a high profile.

The Group Leaders or Transport Spokespersons from each of the political parties on the two Councils are also included on the invitation list to Forum meetings and NETCF circulations. Officials from the Scottish Executive's Transport Group receive circulations and minutes and attend the Forum when appropriate. The Cairngorms National Park Authority are also represented on the Forum.

Minutes of meetings of the Forum are available on Nestrans' website at <http://www.nestrans.org.uk/about/cf.asp>.

During the preparation of the RTS, two meetings of the Forum were held to progress the strategy. The first, on 21 September 2006, considered the options and alternative packages which could be taken forward, the second was held on 22 January 2007 during the public consultation period on the draft Strategy.

## **2 Progress and Status Reports**

In line with Scottish Executive Guidance, two Progress Reports and a Status Report were submitted to the Executive during the preparation of the Strategy. The first Progress/Assurance Report, dated 1 April 2006 announced the appointment of consultants and an indicative timetable for production of the RTS. A formal Status Report was submitted to the Executive on 30 June 2006, confirming that Nestrans were conforming to the Guidance and were anticipating submitting the Strategy to Ministers by 31 March 2007, as required. The second Progress/Assurance Report was submitted on 27 November 2006 and detailed the progress as well as providing detail on the process being followed. This explained the production of Issues and Objectives report, Option Generation and Appraisal and the contribution of the North East Transport Consultative Forum. The report also contained an outline of the draft RTS, an early draft of the Preferred Strategy Package and consultation proposals.

### **3 Issues and Objectives**

A Report on Issues and Objectives was distributed to members of NETCF in July 2006 for four weeks, seeking responses by 4 August. A copy is available at [http://www.nestrans.org.uk/db\\_docs/docs/Finalised%20Issues%20-%20Consultation%20Document.pdf](http://www.nestrans.org.uk/db_docs/docs/Finalised%20Issues%20-%20Consultation%20Document.pdf).

A total of 22 responses were received, reported to a Board Workshop and used in helping towards finalising the objectives contained in the draft RTS.

### **4 Options**

Taking account of the results of the consultation on the Issues Report, an Options Report was prepared and distributed for consultation with stakeholders through members of NETCF for four weeks in September 2006. A copy is available at [http://www.nestrans.org.uk/db\\_docs/docs/Options%20Paper,5%20Sept%2006-Final.pdf](http://www.nestrans.org.uk/db_docs/docs/Options%20Paper,5%20Sept%2006-Final.pdf).

A number of responses were received, reported to a Board Workshop and helped towards securing a preferred, optimum package for inclusion within the draft RTS.

### **5 Public Consultation on draft RTS**

The draft Regional Transport Strategy was released through a press launch on 13 December 2006, with a period of public consultation over eight weeks to 7 February 2007. The press launch was well supported by local media and resulted in radio, television and newspaper coverage for the strategy. Aberdeen's free weekly papers and the region's local weeklies also covered the launch of the strategy and directed interested people to the Nestrans' website to see the full strategy document and encouraged responses.

Some 1,500 copies of a six-page summary of the strategy (available at [http://www.nestrans.org.uk/db\\_docs/docs/RTS%20Consultation%20draft%20-%20Summary%20-%20Final%20\(4.48Mb\).pdf](http://www.nestrans.org.uk/db_docs/docs/RTS%20Consultation%20draft%20-%20Summary%20-%20Final%20(4.48Mb).pdf)) were distributed to contacts within the north east and further afield. These summaries were distributed to all Councillors within the area, to members of the Consultative Forum and to other known contacts, including all MSPs, MPs and MEPs covering the area. Copies were distributed through the region's major libraries and available from Council buildings.

A short questionnaire was included within the summary, asking respondents to focus on five key considerations (the issues and challenges, the objectives, the proposed measures and projects, priorities for implementation and other comments or suggested changes to the draft strategy).

A total of 194 responses have been received on the draft consultation. A complete list of respondents is included in Appendix 1. Responses on the draft RTS were received from one MEP, two MPs and two MSPs.

### **6 Statutory Consultees**

The Scottish Executive's Guidance on Regional Transport Strategies indicates that constituent Councils and health boards are statutory consultees in the process of preparing an RTS.

From the outset of the process, consultants working on developing the RTS have been managed by a Steering Group of officers from Nestrans and the two constituent local authorities. The Nestrans Board, who have directed the process and formally approved the documentation, has

cross-party representation from each of the Councils and a non-Councillor member who is a senior manager in NHS Grampian.

Additionally, Council officers and elected members and NHS board members are on the stakeholders' forum, the North East Transport Consultative Forum.

Formal consultation letters were sent to the Chief Executives of the constituent local authorities at the beginning of the public consultation period and to the Chairman of NHS Grampian along with hard copies of the RTS and Strategic Environmental Assessment. The appropriate Committees of the local authorities (Aberdeen City Council's Environment & Infrastructure Committee and Aberdeenshire Council's Infrastructure Services Committee) considered reports and agreed formal responses to the consultation. A presentation to a seminar of NHS Grampian Board was made by Nestrans officers on 16 January 2007, during the formal public consultation period, where NHS Board members had an opportunity to discuss the implications of the RTS and its relationship with health issues.

The responses from each of the statutory consultees on the draft Strategy is appended to this report as Appendix 2a, b and c.

## **7 Neighbouring Regional Transport Partnerships**

The Nestrans area has physical borders with two other Regional Transport Partnership areas – TACTRAN covering Tay & Central, and HITRANS covering the Highlands & Islands. The Shetland Partnership is also regarded as being a neighbouring partnership because of the strong historical links and the transport links between the areas.

All three of these partnerships are included on the NETCF as stakeholders in the region's transport infrastructure, so were fully consulted as described above. Copies of the draft RTS were also sent to these partnerships as part of the formal consultation.

Additionally, groupings of all RTPs across Scotland meet on a regular basis, so issues of common interest are discussed as and when necessary.

The issues of concern to neighbouring partnerships (and constituent Councils, some of whom also responded to the draft RTS) related predominantly to the External Links section of the draft.

A response was also received from SESTRAN, the Regional Transport partnership for the South East of Scotland and Strathclyde Partnership for Transport. Local authority responses (other than the statutory consultees), were received from Orkney Islands, Dundee City Council and Fife Council.

## **8 Stakeholders**

Some 29 NETCF member organisations have responded to the draft Strategy. A response was also received from the Head of Transport Group at the Scottish Executive.

A summary of the key points made by Forum members is included as a section within Appendix 3.

The seven Rural Partnerships in Aberdeenshire were commissioned to undertake limited consultation on behalf of Nestrans, seeking contributions from sometimes difficult to reach groups, particularly in the remotest parts of the region. Each of the partnerships undertook to distribute 25 copies of the summary document and collate responses for their area. Some were able to augment this consultation by including web links in newsletters or raising awareness at community

meetings. This consultation resulted in seven Partnerships providing collated responses on behalf of 61 organisations, bodies or individuals within their areas.

All Community Councils within the north east were sent summary documents and weblinks with a covering letter explaining the role of Nestrans and the Regional Transport Strategy. Aberdeenshire Council and Aberdeen City Council websites carried notices directing readers to the strategy and links to response forms. The business community were involved by links from the Aberdeen & Grampian Chamber of Commerce website and newsletter. A link was also available from Aberdeen Community Planning website (a service aimed at communities of interest within Aberdeen City) to direct users to the strategy.

In addition to the above, presentations were made to Aberdeen City's Youth Action Committee, Land Use Forum and Aberdeenshire's Rural Partnership co-ordinators.

A joint public meeting was called by the two Environmental Forums in the north east on 1 February 2007. Nestrans' officials made a presentation to an audience of over 60 and took part in a debate on the issues contained in the draft.

## **9 Equalities Impact**

To ensure that equalities issues have been to the forefront within the process of developing the RTS, a number of considerations have been undertaken.

Members of organisations representing groups of people with disabilities are included on NECTF and have been actively involved in all aspects of bringing forward the strategy. In particular, the local Disability Advisory Groups are both represented on the Forum, as are the Mobility and Access Committee for Scotland. Both Council areas have Youth Action Committees which are represented and other minority groups should receive feedback through representatives of Civic Forums and other groups who provide cascaded information to and from their respective organisations.

At NECTF meetings, papers are circulated in larger fonts or presentations printed in large format as required and reports, including the Consultation Draft of the RTS, were in large print format and translation services were available if required.

In this way, equalities issues have been mainstreamed throughout the development of the strategy, rather than being a specific analysis of the final package against a list of criteria. In addition to this, however, as part of the Transport and Health Action Plan, it is Nestrans' intention to undertake a Health Impact Assessment on the Strategy in conjunction with NHS Grampian and other partners. This assessment will include detailed consideration of the impacts of the strategy on key groups, including This analysis will look specifically at a number of transport scenarios and try to estimate the impact of these scenarios on the following groups of people,

- Young Families
- Working People
- Unemployed
- Women and Men
- Disabled people
- Older people
- Children
- Young people
- People with low income

- People with mental health problems or learning disabilities
- Seasonal or Temporary Residents
- Travelling people
- Ethnic minority and people whose first language is not English
- Lesbian, gay, bisexual and transgender people
- Homeless people
- People involved in criminal justice system
- People in religious/faith groups

And for each group, the impact of the scenarios will be measured against the following issues:

- Lifestyle (Diet and nutrition, Exercise and physical activity, Substance use: tobacco, alcohol or drugs, Risk taking behaviour and Education and learning, or skills);
- Social Environment (Social Status, Employment (paid or unpaid), Social/Family support, Stress, Income, Connectedness (how people and communities relate to each other), Community Severance);
- Equality (Discrimination, Equality of opportunity, Relationships between groups);
- Physical Environment (Living conditions, Working conditions, Pollution or Climate Change, Accidental injury or public safety, Transmission of infectious diseases); and
- Access to and quality of services (Health Care, Transport, Social Services, Housing Services, Education and Leisure).

It can be seen that the Health Impact Assessment will consider in detail many aspects of Equalities and will be able to give full cognisance to the needs of people in minority groups.

## 10 Reacting to the Responses

In addition to the role of consultation and involvement having shaped the development of the strategy in its early stages, the Nestrans Board considered a report at a workshop session on 21 February, which included a summary of all responses to the consultation draft. The summary table is included as Appendix 4 to this report.

The Scottish Executive's Guidance on Regional Transport Strategies suggests that final strategies should take full account of consultation. It was also necessary to consider the implications of relevant publications which had been produced during the development of the strategy. Most notably the National Transport Strategy (NTS) and its 'daughter' action plans and the Stern Review on the Economics of Climate Change. In particular the NTS specifies three strategic outcomes, which the Regional Strategies should contribute towards. These are to:

- Improve journey times and connections;
- Reduce emissions; and
- Improve quality, accessibility and affordability.

The following sets out the main areas on which changes have been made to the strategy to take account of changing circumstances and the public consultation. However it should be noted that this list is not exhaustive and other more minor changes were also made as part of the re-drafting process.

- ❖ Greenhouse gas emissions and Climate Change: In terms of volume, the largest number of responses on a single issue has related to Climate Change and criticisms that the draft made insufficient reference or taken full account of the seriousness of the threat of the

impact of climate change and the need to change behaviour to reduce carbon emissions. Many of these responses cited recent reports and publicity surrounding the issue, including the Stern Report published in October 2006, the Intergovernmental Panel on Climate Change and all local authorities in Scotland signing the Climate Change Declaration. Additionally, the joint meeting of Aberdeen and Aberdeenshire's Environmental Forums during the consultation period had generated a large number of responses.

Many of these responses opposed the Aberdeen Western Peripheral Route and to a lesser extent dualling of Balmedie-Tipperty and BAA's proposals for development of Aberdeen Airport. All of these schemes are included within the Reference Case in the strategy (i.e. they are at an advanced stage of development and are contained within the existing Modern Transport System to 2011) and are actively being proposed by third parties, namely Transport Scotland and BAA. Many of these responses supported focusing investment on public transport, particularly rail, and on bottlenecks on the existing road network.

Change: The strategy has been amended to make specific reference to the new documentation and to emphasise that Nestrans will ensure that the RTS takes appropriate account of the above-mentioned documents and reflects the importance of addressing the threat of climate change, whilst maintaining a balance between all of the strategy's objectives. The RTS has also been amended to be clearer in articulating the role that public transport investment and measures to change travel behaviour can play in meeting this challenge, while still emphasising the need for road improvements such as the AWPR to improve connectivity and facilitate other measures.

- ❖ Health and Transport: The Guidance recommends that RTSs integrate the needs of health and transport. The response from NHS Grampian as statutory consultees suggests that the linkage between transport strategy and health service planning needed to be strengthened and suggested closer working between Nestrans and NHS Grampian.

There are many diverse issues relating to Health and Transport, including access to health services, the promotion of active travel and the potential for walking and cycling for improving public health, casualty reduction through safety enhancements and the impact of traffic-related pollutants causing illness. Many respondents referred to the need to amplify the health issues and the opportunities afforded by improved awareness, particularly in relation to active travel.

Change: The text within the strategy has been amended to ensure that adequate linkages are referenced to the health agenda and that the RTS appropriately includes Health and Transport as a key consideration in its final form. The issue of access to health services is addressed by adding "Health and Transport" to the list of elements within the Internal Connections strategy and an element on encouraging "Active travel" has been added as a cross-cutting theme to the Strategic Policy Framework, allied to travel choice.

It is also intended that a number of "daughter documents" be produced to enable fuller policy documentation to develop policy statements for specific areas where complex issues require it. A daughter document on Health issues will be produced in conjunction with NHS Grampian and other stakeholders.

- ❖ Community Transport/Demand Responsive Transport: In January 2007, the Scottish Executive announced proposed changes to the funding of DRT services by establishing a specific budget for RTPs to administer from April 2008. The final RTS has been amended to reflect these changes and emphasise the importance of this sector of transport services, a comment made by a number of respondents to the consultation. It was also suggested by a number of stakeholders that it may be appropriate to combine these headings into a single element of the final plan.

Change: The strategy has been amended by re-drafting the section on DRT to reflect the Scottish Executive proposals, combining DRT and Community Transport, while emphasising the distinct role of Community Transport within the DRT heading. The DRT section has been moved to the Internal Connections strategy (rather than Strategic Policy Framework).

- ❖ Road safety: From workshop discussions at the North East Transport Consultative Forum, it became apparent that there needed to be a greater focus on road safety in the strategy.

Change: Safety was included in the strategic objective on “Accessibility and Social Inclusion”. However, this title has been expanded to explicitly refer to safety. A new element within the Strategic Policy Framework has also been added on road safety. This will encompass supporting education, enforcement and engineering measures. Specific measures are also already included under strategic roads and enforcement of speed limits.

- ❖ Community Planning: A number of respondents suggested that there was a need for greater emphasis on the role of Nestrans in community planning within the final RTS.

Change: Within Chapter 3 – Links to Other Plans and Strategies, a sub-heading on Community Plans has been included to emphasise the importance of these plans in policy development.

- ❖ Cairngorms National Park: The response from the National Park Authority seeks greater recognition of the role of the park authority, particularly in relation to transport links within the park boundaries, including the “Heather Hopper” service, its importance for visitors and the potential for tourism.

Change: Through the document, appropriate mention has been included to the National Park, the role of the Cairngorms National Park Authority and the importance of transport links within the park, not least in the promotion of tourism.

- ❖ Port Surface Connections: Some respondents (including Hitrans, Orkney and Aberdeen Harbour Board) have intimated that they felt higher priority should be given to issues relating to improving connections to the region’s ports.

Change: An element has been added on Port Surface Connections, emphasising the importance of ferry links and the potential for improving passenger connections. The strategy also contains proposals to improve road connections to the ports, which have been included within this heading.

- ❖ Intercity coach travel: It was suggested by some respondents, including at the NETCF event, that the draft RTS omitted to mention the role played by express coach travel.

Change: An element on supporting inter-city coach travel has been included in the External Connections Strategy within the preferred package.

- ❖ Powered Two Wheelers: It was suggested that motorcycles and other PTWs should be included as a separate element of the final strategy (proposed by respondents including Motorcycle Action Group and Aberdeen Cycle Forum).

Change: An additional element has been included in the final strategy with proposals for Powered Two Wheelers.

- ❖ Strategic Environmental Assessment Issues: A number of required amendments to the final strategy have arisen from the SEA and the formal consultation with the statutory

bodies. Although fairly minor in nature, these are important in ensuring that the final strategy conforms with the requirements of the statutory consultees on the SEA Gateway.

Changes: A section has been added indicating the intended mitigations (and responsibility) to ensure that any negative impacts of elements of the strategy are minimised and mitigated against.

Textual changes have been included to ensure appropriate references to local Biodiversity Action Plans, Access and Green Space strategies.

Further reference and appreciation of the importance of the need to ensure Air Quality objectives are met have been incorporated, particularly in relation to NOx and PM10 within Aberdeen City Centre.

Further reference to flooding and noise issues will be included within an amended SEA Statement, which will be a supporting document to the final RTS.

- ❖ Implementation Plan: Some respondents have suggested that the draft strategy should have contained a detailed implementation plan. The Guidance does suggest that the strategy should contain information on how the strategy will be implemented, lead authorities and timescales.

Change: Although Guidance requires a separate Delivery/Business Plan and Investment Plan, it is suggested that these would be best produced following Ministers' approval of the RTS. The final RTS contains an Implementation Section which has an indication of projects, including estimated costings and phasing, and proposals for a series of 'daughter' strategies/action plans (including freight, bus action plan and Health and Transport papers), policy development and future functions.

## Responsees to Draft Regional Transport Strategy, December 2006 – February 2007

### Statutory Consultees

Aberdeen City Council  
Aberdeenshire Council  
NHS Grampian

### Scottish Executive

### Individuals and Organisations

1 Superintendent HC Thorburn, <b>Grampian Police</b>	NETCF
2 Ian Chalmers, Banchory	Individual
3 Susan Lilly, Bridge of Don	Individual
4 Paul Kieniewicz, Kingwells	Individual
5 Jack Davidson	Individual
6 Ron Smith, Keith	Individual
7 Alasdair MacKenzie, Newtonhill	Individual
8 Dr E A Kay, Drumoak, Banchory	Individual
9 Dr Tyler, <b>Deeside Railway Co Ltd</b>	Other Organisation
10 Alastair Beveridge	Individual
11 Ms A Atkinson	Individual
12 <b>John Purvis MEP</b>	Elected Rep
13 Craig Mewha, Footdee	Individual
14 Mrs Donna Redford, Bridge of Don	Individual
15 <b>Strathclyde Partnership for Transport</b>	Other RTP
16 Alistair Maclean, Stonehaven	Individual
17 Diane Miller, Inverurie	Individual
18 David Leslie, <b>Banchory Community Council</b>	Comm Council
19 David Brown, Ellon	Individual
20 Dave du Feu, <b>Spokes</b>	Other Organisation
21 Peter Bellarby, <b>Stonehaven &amp; District Community Council</b>	Comm Council
22 Rachel Milne, <b>Buchan Dial-a-Community Bus</b>	NETCF
23 <b>Dundee City Council</b>	Local auth
24 John Yellowlees, <b>ScotRail</b>	NETCF
25 Paul Sales, <b>Salvation Army</b>	Other organisation
26 Roy Wilson	Individual
27 Dave Chesney	Individual
28 Mr & Mrs Rodgers	Individual
29 Mark Hagger, <b>Cyclists Touring Club</b>	NETCF
30 <b>SESTran</b>	Other RTP
31 <b>Cairngorms National Park Authority</b>	Local auth
32 Will Prince, Inverurie	Individual
33 <b>TACTRAN</b>	Neighbouring RTP
34 <b>Scottish Association for Public Transport</b>	Other organisation
35 David Tucker, Bielside	Individual
36 <b>Active Travel Scotland, Sustrans</b>	Other organisation
37 <b>Shiona Baird MSP</b>	Elected rep
38 Jack Moodie, Kirkwall	Individual
39 <b>Passenger Focus</b>	NETCF
40 Simon Richards, Glenbervie	Individual
41 Robert Wilson, Aberdeen	Individual
42 Bob Pringle, <b>Sustech Ltd</b>	Individual

43 Dave Cheseldine	Individual
44 Gordon McRuvie, Aberdeen	Individual
45 Heather Wood, Westhill	Individual
46 Martin Ford, Fintray	Individual
47 Dean Stringer, Aberdeen	Individual
48 Dr David Pearson, Milltimber	Individual
49 Barry Maycock, Alford	Individual
50 Ian Shanks, <b>British Telecom</b>	Other organisation
51 Jim Ferguson, Associate Facilities Director, <b>NHS Grampian</b>	Other organisation
52 Brian Strachan, Aberdeen	Individual
53 RJ Ardern, Inverness	Individual
54 <b>Cults, Bieldside and Milltimber Community Council</b>	Comm Council
55 Dr Jonathan Scott, Aberdeen	Individual
56 Katrina Brown, <b>Macaulay Institute</b>	Other organisation
57 <b>Fife Council</b>	Local auth
58 Clair Wright, Travel Plan Co-ordinator, <b>University of Aberdeen</b>	Other organisation
59 Alan Rees, <b>Scottish Accessible Transport Alliance (SATA)</b>	Other organisation
60 William Lindsay, Laurencekirk	Individual
61 <b>Aberdeen Cycle Forum</b>	NETCF
62 <b>Aberdeenshire Community Transport Forum</b>	NETCF
63 Jackie Cumberbirch	Individual
64 Elizabeth Lindsey	Individual
65 <b>Stonehaven &amp; District Community Council</b>	Comm Council
66 Donald Boyd	Individual
67 Nicholas Bedding	Individual
68 David Lindsey, <b>Cyclists Touring Club Grampian</b>	NETCF
69 Drew McLelland	Individual
70 Ernie Cowell	Individual
71 Kevin Brown, <b>BAA Aberdeen Airport</b>	NETCF
72 Rhonda Reekie, <b>Scottish Green Party, Aberdeen Branch</b>	Other organisation
73 Karen Allan	Individual
74 Angus Greig	Individual
75 Bill Maitland	Individual
76 Clive Kempe	Individual
77 <b>Scottish Council for Development and Industry</b>	NETCF
78 Joanna Greig	Individual
79 John Lauder, <b>Sustrans</b>	NETCF
80 Peter Dennis	Individual
81 Stuart Palmer	Individual
82 Sheona Warnock, <b>Road Sense</b>	Other organisation
83 Paul Bentley	Individual
84 Andrew Wilson	Individual
85 Paul Shanahan	Individual
86 Julia MacLeod	Individual
87 Nigel Wunsch, <b>Network Rail</b>	NETCF
88 Nigel Griffiths	Individual
89 <b>Mobility and Access Committee for Scotland</b>	Other organisation
90 Keith Dallard	Individual
91 Gregor McAbery, <b>Aberdeen Friends of the Earth</b>	NETCF
92 Chris Allsopp	Individual
93 <b>Community Transport Association Scotland</b>	NETCF
94 Paddy Imhof	Individual
95 Josephine Mill, <b>Woman's Royal Voluntary Service</b>	Other organisation
96 Andy Macleod	Individual
97 Jake Williams	Individual
98 George A Simpson	Individual

99 <b>Richard Baker MSP</b>	Elected Rep
100 Genevive Jones	Individual
101 James Davies	Individual
102 Gavin Prise, <b>Expro North Sea Ltd</b>	Other organisation
103 Richard Johnson	Individual
104 Richard Gard	Individual
105 Carol Mcintosh	Individual
106 Craig Leuchars	Individual
107 Phil Flanders, <b>Road Haulage Association</b>	NETCF
108 <b>Malcolm Bruce MP</b>	Elected Rep
109 Ben Gilligan, <b>First</b>	NETCF
110 Colin Parker, <b>Aberdeen Harbour Board</b>	NETCF
111 Steve Wykes, <b>Motorcycle Action Group</b>	NETCF
112 Robin Payne, <b>Scottish Natural Heritage</b>	NETCF
113 <b>HITRANS</b>	Neighbouring RTP
114 Patricia Clarke	Individual
115 Marjory Roger, <b>Confederation of Passenger Transport UK</b>	NETCF
116 Robert Andrew, <b>Stagecoach Scotland</b>	NETCF
117 <b>ACSEF</b>	NETCF
118 Naomi Coleman, <b>Orkney Islands Council</b>	Local auth
119 <b>WWF</b>	Other organisation
120 <b>Transform Scotland</b>	NETCF
121 Pam Rose	Individual
122 Claire Johnston	Individual
123 <b>SEPA</b>	NETCF
124 Hilda Kerr	Individual
125 <b>Scottish Citylink</b>	Other organisation
126 <b>Alex Salmond, MP</b>	Elected Rep
127 <b>Aberdeen &amp; Grampian Chamber of Commerce</b>	NETCF
128 <b>GNER</b>	NETCF
129 <b>Institute of Logistics and Transport</b>	Other organisation

#### **Rural Partnerships**

Formartine	10
Buchan	10
Marr	8
Kincardine & Mearns	12
Banff	10
Royal Deeside	7
Garioch	<u>4</u>
	61

## Aberdeen City Council

Your Ref.  
 Our Ref. JLB/1/5/39  
 Contact Joanna Beveridge  
 Email [jbeveridge@aberdeencity.gov.uk](mailto:jbeveridge@aberdeencity.gov.uk)  
 Direct Dial 01224 522618  
 Direct Fax 01224 626301

7 February 2007

Peter Cockhead  
 Director  
 NESTRANS  
 Archibald Simpson House  
 27-29 King Street  
 Aberdeen  
 AB24 5AA

Planning and Infrastructure

**Strategic Leadership**  
 Aberdeen City Council  
 9<sup>th</sup> Floor  
 St Nicholas House  
 Broad Street  
 Aberdeen AB10 1BW

Tel 01224 523470  
 Minicom 01224 522381  
 DX 529452 Aberdeen 9  
[www.aberdeencity.gov.uk](http://www.aberdeencity.gov.uk)

Dear Mr Cockhead

### **Regional Transport Strategy 2021 Consultation Draft**

Thank you for your invitation to comment on the recently published draft Regional Transport Strategy. I am pleased to inform you that Aberdeen City Council welcomes the publication of the draft Regional Transport Strategy and has now had an opportunity to consider the contents.

Our response is as follows, structured in accordance with the key questions posed in the draft .

#### **Q1. Have we tackled the right issues? What do you think are the most important challenges?**

#### **RESPONSE:**

Aberdeen City Council considers that the range of issues are compatible with those being addressed through various Council policies and strategies to deal with social inclusion, accessibility, economy and environment. The most important challenge will be to develop detailed, balanced solutions to meet the needs of the whole community, including those that live in, work in and visit the City and make it an attractive place to be, both now and in the future. This Council also agrees that people living, working and travelling into, out of and within the North East should have genuine transportation choices, but the Council will not support any measures which would impact detrimentally on drivers.

**Q2. Have we got the right balance of objectives? Are some objectives more important than others?**

**RESPONSE:**

Again, the strategic objectives are compatible with the objectives of the City Council as defined in Aberdeen futures i.e. Prosperity and Jobs; Social Inclusion and Sustainability; Land Use and the Environment and Clean City; and Transport and Connections. The City Council does not consider one objective to be more important than another – all the objectives must form a comprehensive framework of delivery to ensure that the Vision of both NESTRANS and the City can be achieved, benefiting everyone.

**Q3. Do you agree with our proposed measures and projects? Are there any additional measures/projects that should be included?**

**RESPONSE:**

Aberdeen City Council agrees with the principle and range of the proposed measures and projects and would seek assurance of our involvement at every stage in the development of any projects that affect Aberdeen and require the approval of the City Council as Roads Authority and co-ordination with our own strategies and policies.

**Q4. Which measures/projects do you consider to be the most important priorities for implementation?**

**RESPONSE:**

Bearing in mind the RTS is a long term strategy for the period to 2021 building on the MTS, Aberdeen City Council considers the priorities for implementation are those which are already contained within the MTS but not yet at the advanced stage of delivery eg Haudagain Roundabout improvements, Park and Ride at A90 north and south and at A96 Chapelbrae, improvements to the southern corridor approaches particularly the Bridge of Dee, and Crossrail. These priorities would significantly benefit the community of Aberdeen and the wider area, including those travelling in to work, shop and visit from outwith Aberdeen, thereby easing congestion and enabling the delivery of other measures. The creation of 'Transport Interchange' measures at key urban/service centres and transport hubs will also be critical in the development of public transport and encouraging its greater usage. These priorities can be achieved in parallel with other measures such as those contained in the Strategic Policy Framework section.

**Q5: Do you have any other comments or suggested changes to our draft strategy?**

**RESPONSE:**

Aberdeen City Council welcomes the publication of the draft Regional Transport Strategy and acknowledges the significant amount of work undertaken by officers of NESTRANS, City and Shire and the NESTRANS Board Members in achieving this in a relatively short period of time. The City Council supports the objectives and the draft Regional Transport Strategy, subject to future consideration of the detail of the development of the various projects and measures. The Parking Strategy should be agreed by all three parties before proceeding with any implementation and this Council would only introduce parking controls in the City where, as at present, there was community support, there was a need to improve road safety or because of traffic management requirements. The Council would also recommend that, as the word 'peripherality' could have negative connotations, it be replaced by a more positive phrase such as 'increasing links'. The City Council looks forward to continuing to work closely with NESTRANS, Aberdeenshire Council and other transport agencies and providers in delivering and monitoring of the strategy over the coming years.

Subject to the above comments and suggestions, Aberdeen City Council is pleased to endorse the draft Regional Transport Strategy and support NESTRANS in the delivery of the Strategy over the coming years so long as the Strategy is in agreement with Aberdeen City Council's policies.

Yours sincerely

Dr Margaret Bochel  
Head of Planning and Infrastructure







Our ref IG/EWCW/MMH/H/4/20/1/3  
Your ref

Ask for Ewan Wallace  
Direct Dial 01224 664580

Transportation Service  
Woodhill House  
Westburn Road  
Aberdeen AB16 5GB  
Telephone 01467 620981  
Fax 01224 662005

Councillor Alison McInnes  
Chair of Nestrans  
27-29 King Street  
ABERDEEN  
AB24 5AA

5 February 2007

Dear Councillor McInnes

### **Regional Transport Strategy – Consultation Document**

Nestrans' consultation document on the Regional Transport Strategy was considered by Aberdeenshire Council's Infrastructure Services Committee at its meeting on 25 January 2007, and appended below is our response to the five questions:-

#### **Q1. Have we tackled the right issues? What do you think are the most important challenges?**

**RES:** Aberdeenshire Council considers that the range of issues (as identified in 4.4.5) are compatible with those being addressed through various Council policies and strategies to deal with social inclusion, accessibility, economy and environment. In particular, the issues are compatible with our own Local Transport Strategy Vision: "to develop an integrated transportation system for Aberdeenshire which contributes to the development of an inclusive and safe society, a sustainable economy and which reduces environmental damage caused by transport". The most important challenges will be to develop solutions to problems on our transport network which balance economic competitiveness with environmental impact, and that meet the needs of all of our communities.

#### **Q2. Have we got the right balance of objectives? Are some objectives more important than others?**

**RES:** Again, the strategic objectives (as identified in 4.4.7) are compatible with the 5 Objectives defined in our own Local Transport Strategy. The Council does not consider one objective to be more important than another, as all the objectives must form a comprehensive framework of delivery to ensure that the transport vision of Nestrans, Aberdeenshire Council and the Aberdeen City Council can be achieved.

**Q3. Do you agree with our proposed measures and projects? Are there any additional measures/projects that should be included?**

**RES:** Aberdeenshire Council agrees with the proposed measures and projects set out in the Draft RTS. They meet the objectives of the RTS and complement the commitment within Aberdeenshire Council's Local Transport Strategy to reduce the overall need to travel.

**Q4. Which measures/projects do you consider to be the most important priorities for implementation?**

**RES:** As the RTS is a long term strategy for the period to 2021 building on the MTS, Aberdeenshire Council considers the priorities for implementation should be those which are already contained within the MTS but not yet at the advanced stage of delivery e.g. Crossrail, Haudagain Roundabout improvements, Park and Ride at the A947, A90 north and south and at A96 Chapelbrae and improvements to the A90 (north and south) and A96 corridor approaches. Implementing these proposals will ensure that a full range of transport choices are available across our networks and this will link to the measures that we are promoting through our Local Transport Strategy.

**Q5: Do you have any other comments or suggested changes to our draft strategy?**

**RES:** Aberdeenshire Council welcomes the publication of the Draft Regional Transport Strategy and acknowledges the significant amount of work undertaken by officers of Nestrans, City and Shire and the Nestrans Board Members in achieving this in a relatively short period of time. The Council fully supports the objectives of the Draft Regional Transport Strategy, and looks forward to continuing to work closely with Nestrans, Aberdeen City Council and other transport agencies and providers in delivery the strategy over the coming years.

Aberdeenshire Council welcomes the acknowledgement that travel behaviour change is an important objective in developing a sustainable transport network for the future, which will allow the region to develop a sustainable economy.

Finally, Nestrans has a crucial role in representing the City and Shire at a National level. Aberdeenshire Council considers that there are potential improvements to be gained from effective lobbying in a number of key areas, and looks forward to working with Nestrans in this regard.

Yours sincerely

**Iain Gabriel**  
**Director of Transportation and Infrastructure**



## Chairman's Office

Summerfield House  
2 Eday Road  
Aberdeen  
AB15 6RE

Councillor Alison McInnes  
Chair  
NESTRANS  
27-29 King Street  
Aberdeen  
AB24 5AA

Date	7 <sup>th</sup> February 2007
Your Ref	
Our Ref	JR/lc
Enquiries to	Jim Royan
Extension	58538
Direct Line	01224 558538
Email	jim.royan@ghb.grampian.scot.nhs.uk

Dear Councillor McInnes

### Draft Regional Transport Strategy

I am writing to provide you with a formal response from NHS Grampian to the current consultation on the Draft Regional Transport Strategy. The NHS Grampian response is based on the comments made during an NHS Board Seminar held on 16 January 2007 at which there was a focus on transport including a presentation of the draft strategy by Peter Cockhead, Director, NESTRANS.

- NHS Grampian covers a broad area from South Aberdeenshire to West Moray and therefore directly spans three local authority boundaries and two Regional Transport Partnerships, NESTRANS and HITRANS. NHS Grampian also operates as a North East regional centre providing acute, secondary and tertiary services to NHS Orkney, NHS Shetland, NHS Highland and NHS Tayside. There is also an increasing emphasis on the development of national services/centres in the context of Delivering for Health. NHS Board members were anxious to see connections made between the various RTP's in the context of the strategy with a clear indication of how the interdependencies will be managed in order to reflect the flow of patients across the North East and throughout Scotland. Whilst our primary interest is in health this issue will be of wider significance and we believe needs further exploration within the strategy.
- In general Board members stressed the need for the Transport Strategy to be genuinely integrated with other plans and in particular the Community Planning Process and the existing Joint Public Sector Group in Grampian.
- Whilst there was a recognition that the model used to develop scenarios as part of the strategy development included a focus on social inclusion, Board members questioned whether the balance between supporting the local economy and the need to rigorously tackle inequalities and social inclusion, was effectively reflected in the draft strategy.
- It was suggested that the RTP consider commissioning a Health Impact Assessment of the Strategy which can be undertaken by NHS Grampian's Department of Public Health via Dr Lesley Wilkie the Director.

- The significance of the Foresterhill site in the context of transport within, and to, the City of Aberdeen was recognised and in particular the major, planned reconfiguration of the site over the next ten years. It was suggested that the RTP become involved in the current master-planning exercise being undertaken in conjunction with external consultants. The contact for this is Gerry Donald, Head of Physical Planning.
- NHS Grampian employs 16,000 people. The challenge and opportunity to address a number of transport issues by targeting the staff of a relatively small number of major employers in Grampian was raised.
- The emphasis on walking and cycling was welcomed both from the transport and health benefit perspectives.
- NHS Grampian has a very high level of expertise in the field of telehealth. We have for example been supporting the oil industry for some years. The Scottish Centre for Telehealth is also based in Aberdeen. There may be substantial benefit from exploring the effect of telinks and technology on access and to reduce travel in the context of the strategy. NHS Grampian would be particularly keen to participate in any initiatives which ensured that the North East remained at the forefront of this technology and its applications.
- Stronger links need to be made between the Scottish Ambulance Service, the RTP and strategy development/implementation. The contacts for this are David Sullivan and Nick Barr, General Manager, SAS.
- Finally, we agreed to organise a workshop to be jointly-hosted by NESTRANS, NHS Grampian and the Scottish Ambulance Service and which would focus on modelling the changing pattern of health care and the implications for transport in the spring.

I trust these comments offered on behalf of NHS Grampian will be of assistance in finalising the Regional Transport Strategy.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jim Royan', with a stylized flourish at the end.

Jim Royan OBE  
Chairman

## Responses to RTS consultation

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Statutory consultees</b>					
Aberdeen City Council	Issues compatible with those in various Council policies and strategies. Challenge to develop balanced solutions, but the Council will not support any measures which would impact detrimentally on car drivers.	Strategic objectives are compatible with City Council objectives as defined in Aberdeen futures. Do not consider one objective more important than another.	Agree with the principle and range of proposed measures and projects and seek assurance of involvement at every stage.	Priorities are schemes contained in the MTS to 2011 but not yet at the advanced stage of delivery eg Haudagain roundabout, Park & Ride proposals, southern approaches, Bridge of Dee and CrossRail.	Welcomes the publication. Supports the objectives and draft Regional Strategy, subject to detail. Parking Strategy should be agreed by all three parties and ACC will only introduce controls where there is community support, a road safety need or for traffic management.
Aberdeenshire Council	Compatible with LTS. Need to find solutions which balance economic competitiveness with environmental impact and meet the needs of all of our communities.	Compatible with LTS objectives. Do not consider one objective to be more important than others.	Agree with proposed actions. Complement LTS commitment to reduce the need to travel.	Focus on MTS projects which have not yet been delivered: Crossrail, Haudagain roundabout, A90 (North and South), A96, Park and Ride.	Welcome acknowledgement of important role of changing travel behaviour. Recognise importance of joint-working and lobbying for improvements.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Statutory consultees</b>					
NHS Grampian	Anxious to see connections between the various RTPs, with an indication of how interdependences will be managed across the north east and throughout Scotland.	Board members questioned whether the balance between supporting local economy and the need to rigorously tackle inequalities and social inclusion are effectively reflected in the draft.	Stress the need for strategy to be genuinely integrated with other plans, in particular Community Planning Process and Joint Public Sector Group.	Support for walking and cycling, both for transport and health benefits reasons. Significance of the Foresterhill site and invitation to contribute to masterplanning exercise.	Suggest considering a Health Impact assessment for the strategy. Stronger links are needed between Scottish Ambulance Service, Nestrans and strategy development/ implementation.
<b>Scottish Executive</b>	A reasonable analysis of the current position	A relatively clear pathway to the achievement of stated objectives, although Executive emphasise the importance of SMART initial objectives.	Initial categorisation of schemes into categories A,B,C or D depending on their contribution to national priorities.	Need for categorisation relating to contribution to national objectives.	Strategy should include a plan for monitoring, particularly against objectives, targets and performance indicators.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Other Regional Transport partnerships</b>					
HITRANS			Include A96 in EL1 and Aberdeen-Inverness link in EL2. Otherwise support for maritime proposals, airport improvements, road improvements (especially Haudagain and A96)	Interchange at Aberdeen Harbour, importance of Aberdeen airport not least for interlining. Need for good public transport links from harbour and airport to city centre and health services.	Need for close working, including health service provision. Links with Cairngorms National Park Authority.
SESTRAN	Sustainable travel. Balance between national and regional issues has been achieved.	Balance of objectives well thought out. Support improving external links	Support measures to improve links between areas, but concerns re reducing journey times. Should not reduce number of stations served.	Priority improving public transport and developing softer initiatives to reinforce this. Support for high speed rail service to London welcomed.	A good mix of road, rail, bus, air, sea and smarter measures.
SPT					Look forward to continuing dialogue and possible joint approaches on areas of common interest.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other Regional Transport partnerships</b>					
TACTRAN		Maintaining economic viability of regions north of the Central Belt, removing pinch points on strategic links, safety improvements, accessibility links	Welcome support for seeking improvements to A90 in and around Dundee and an additional crossing of the River Forth. Support rail improvements.	Support commitments to upgrade A90 south of Aberdeen, suggest adding A92 between Stonehaven and Arbroath be added to list of safety priorities.	Cross Boundary issues for public transport in the Mearns area should be the subject of joint consideration.
<b>Local Authorities and Planning Authorities</b>					
Cairngorms National Park Authority	Issue of bus fares, concession holders not sensitive to increases	National Park Plan's objectives include conserving natural and cultural heritage and promoting sustainable economic and social development.	Walking and cycling should be integrated within the RTS.	Filling rural transport gaps and promotion of non-automotive forms of transport should be a priority. Heather Hopper services are a high priority.	Most concerned that the draft lacks an Implementation Plan.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Local Authorities and Planning Authorities</b>					
Dundee City Council	Importance of the strategic road network in Dundee to the Nestrans area		Welcome support in pressing for measures to address congestion bottlenecks around Dundee. Support the intention to promote measures to cut rail journey times, including addressing pinch points in Angus and Fife.	Dundee City Council and TACTRAN support investigation of A90 outer by-pass and/or other options for reducing congestion and improving safety on Dundee's Kingsway.	
Fife Council	Perceptions of remoteness and peripherality.	Reassuring to note that Nestrans will lobby for improvements to external links.	SEStran, FETA and Fife Council all support the provision of a new Multi-Modal Crossing of the Forth. Wish then final RTS to make specific references of support for Multi-Modal Crossing of the Forth and A90/M90 HOV priority measures and Park & Choose facilities.	Would wish fast rail services to ensure continuation of calls at Kirkcaldy.	Re HOV trials, opportunity to share knowledge and experiences.
Orkney Islands Council	Poor surface access links at both Aberdeen Airport and Harbour		As part of City Centre interchange should be commitment to rail, bus, ferry integration as well as ferry and additional car parking.	Improvements to Surface Access at airport should be a precursor to developing air links.	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other NETCF members</b>					
Aberdeen and Grampian Chamber of Commerce	Notes and agrees with many of the issues but sense a desire to balance economy, sustainability and social inclusion.		Road user charging/congestion charging must feature in the basket of measures for consideration.		Need heading of "Innovation" with more emphasis on guided buses, superbuses, micro light trams, etc.
Aberdeen Cycle Forum	Concerns over carbon emissions, local air quality and a liveable urban environment.	Encourage modal shift. Reduce traffic (0.2% is unacceptable).	Welcome emphasis to rail and bus services, alongside travel planning and awareness.	Prioritise cycle schemes, training, promotion and signage. Only stick is parking strategy. Restricting free commuter parking is key to encouraging modal shift.	Failure to propose carrots and sticks, failure to reflect NTS such as road user charging and priority for walking and cycling. Need to lobby Executive to review restriction on workplace parking levies.
Aberdeen Friends of the Earth	Potentially catastrophic problems in the future.	Environmental objectives must be most important. Cutting emissions and protecting the environment.	Do not agree with AWPR.	CrossRail, transfer of road lanes to public transport. Congestion charging should also be looked into, without the assumption that AWPR will be built.	Need brave decisions. Concern that modelling all assumes AWPR will be built. Should have also modelled without.

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<b>Other NETCF members</b>					
Aberdeen Harbour Board		Generally support the vision and objectives. Environmental benefits of moving freight by sea.	Welcome measures to improve transport connections and interchange opportunities, as are initiatives to allow better connectivity between ferry, rail and bus. Like to see trialling of “non-car lanes” or freight access to bus lanes on arterial roads.	Railfreight – need for suitably located terminals. Disagree with statement in EL3 that the use of particular harbours is a purely commercial decision and would wish to see RTS support Aberdeen as the mainland port for lifeline ferry services.	Importance of good surface links to the port by both road and rail. Should be a top-down approach to transport planning and delivery (re National and local transport plans).
Aberdeenshire Community Transport Forum	Agree with issues, but land use planning should be less urban.	Objectives are all encompassing. Suggest change “public transport” to “passenger transport”. Add integration to connectivity.	Extremely pleased to note importance of Community Transport. Change wording to “Support and provide” to reflect new role of RTPs. Impressed with Bus partnerships subheading.	Suggest that Health should be an additional measure.	DRT is not the only measure to combat exclusion. Need also other innovative solutions to include integration and coordinated working of groups involved.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other NETCF members</b>					
ACSEF	Sustainable economic growth, effective connections strategy. Requirement for a significant increase in spending.	Reflect overall aims and objectives of ACSEF economic development strategy, where transport is fundamental to the principle of sustainable economic development	Little consideration of network reinforcement to deal with proposed strategic tourist development, especially Cairngorms National Park.	Maximising the interchange potential of Guild Street and link to Union Street as a priority	Importance of Next Generation, Business Beacons projects should be included in strategy
BAA Aberdeen Airport	Significant passenger growth at airport needs to be supported by infrastructure	Support the strategic objectives.	Fully support key proposals including CrossRail, new generation bus services, enhancing public transport to the airport, A90 and A96 improvements.	A96 important artery	
Buchan Dial-a-Community Bus	Agree with issues, although “Combating peripherality” does not emphasise the geographical remoteness of communities within the north east. Social inclusion is most important challenge.	Objectives are all encompassing. Suggest change “public transport” to “passenger transport”. Add integration to connectivity.	Extremely pleased to note importance of Community Transport. Change wording to “Support and provide” to reflect new role of RTPs. Impressed with Bus partnerships subheading.	Broad spectrum, each measure important but Strategic Policy Framework should be given priority.	DRT is not the only measure to combat exclusion. Need also other innovative solutions to include integration and coordinated working of groups involved.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other NETCF members</b>					
Community Transport Association Scotland	Draft strategy identify the most important issues. Economic growth, but not at the expense of the environment. Transport for all.	The right balance of objectives. No objective is more or less important than the others. Suggest including “encourage provision of Demand Responsive and flexibly routed service” to objectives.	Supportive of SubStrategy 3 (DRT and Community Transport) but would like to see reference to practical measures. Add an NC8 Non-Conventional transport.	Measures which support accessibility and social inclusion should have no less a priority than those which offer economic or environmental objectives.	Generally a good strategy. Would like to see measures to encourage accessible vehicles. Access to healthcare (inadequate funding and eligibility criteria). Welcome commitment to demand responsive and community transport.
Confederation of Passenger Transport	CPT agrees with key issues especially Changing Travel Behaviour and Increasing Public Transport Usage. No mention of external coach links.	Encourage methods to reduce congestion. Stronger enforcement	Benefits of AWPR must be locked in with Park & Ride supported by bus priority measures. Can only lever investment from transport operators where interventions are delivering significant improvements.	Bus improvements, improving the reliability of journey times, Super Bus should allow a stepped approach to bus priorities. Travel Plans (public sector should lead by example).	Concern about references to fares. Compare to full cost of motoring. Multiple occupancy or freight priority should not conflict with bus routes. Alarmed at wording “without causing undue penalty to other road users”.
Cyclists Touring Club Grampian	Focus should be on reducing the need for car travel and lorries.	Pious aspirations towards sustainable transport, but are not delivered in terms of policies.	No serious commitment to pedestrians and cyclists, no targets, no budget committed. Support rail and bus proposals but promotion of rail travel is unsustainable.	Prioritise cycling and walking, and include a commitment to support road pricing. Increase parking charges. Object to Powered Two Wheelers.	Disagree that walking and cycling will have only a weak impact on objectives.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Other NETCF members</b>					
First in Aberdeen	Need to link to NTS, especially Bus Action Plan. Need to achieve modal shift onto public transport. Ever increasing traffic problems	Broad aspirations of the RTS are endorsed. Generally support the principles and objectives.	Where roadspace is in short supply, concentrate on moving maximum number of people. Bus lanes and priority measures.	Improved reliability and reduced journey times are vital.	Very concerned at lack of commitment to only offer improved journey times and reliability, where this can be achieved without causing undue penalty to other road users. Unless this statement is removed or modified, difficult to support RTS. Concern at references to fares – prevalence of free workplace parking
GNER	Pleased that Nestrans recognises the importance of rail to ensure that relative peripherality of the region does not increase.	Support increased use of rail, but concerned re capacity of infrastructure if railfreight increases dramatically.	Caution before pressing ahead with additional terminal capacity to increase railfreight.		Reliability, punctuality, frequency and safety of rail services is a minimal requirement.
Grampian Police	No critical issues omitted.	Economic and social well being.	Proposals look promising	Road casualty reduction top priority.	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other NETCF members</b>					
Motorcycle Action Group	General support for objectives – notably Sustainable economic growth through connectivity and integration. Challenge is decoupling economic growth from environmental impact.	Agree objectives, key is sustainable economic growth. Safety	Support trial of car share/HOV lane – PTWs should also be permitted access. Support bus priority without undue penalty to other users, as effective alternatives to bus lanes without capacity constraints. Include PTWs in Travel Plans.	Economic measures and External connectivity is priority (although money earmarked for EARL would be better spent on Aberdeen-Edinburgh services). Maintenance of network. Fully support commitment to provide parking for PTWs	Against road user charges unless viable affordable alternatives exist. PTW access to bus lanes, Wheels2Work, tourism potential.
Network Rail			Welcome the positive and expanding role which railways can play in delivering the proposed strategy. Supportive of aspirations to reduce journey times from central belt.		Balance journey time improvements with appropriate stopping patterns for passengers.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other NETCF members</b>					
Passenger Focus	Issues cover all regional transport and all modes. Each challenge is important and resources should be targeted to addressing each strategic issue.	Balance of objectives complements LTSs and is compatible with NTS. Should demonstrate need for improving integration and ranking of importance of each objective.	Improve rail services between Aberdeen and Inverness, Central Belt and CrossRail.	Need for costings and deliverability consideration.	
Road Haulage Association	A good consideration of the importance of freight	Efficient movement of goods underpins the regional economy. Reduce congestion, more reliable journey times for hauliers.	Support the construction of AWPR and Internal Connections. Supportive of railfreight development.	Possible solution to reduce road freight journey times is to allow HGVs to occupy bus lanes or treat them as HOVs.	Goods vehicles emissions reduced 20-fold since 1990's

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other NETCF members</b>					
Scottish Council for Development and Industry	RTS acknowledges the major challenges, Connectivity is the key issue, combating peripherality, congestion. Underinvestment in past years	Encouraging economic prosperity as primary objective. Objective of SCDI's transport policy is high quality, cost effective and coordinated transport infrastructure based on sustainability principles.	SCDI welcomes improvements to the north east's road infrastructure (tackling constraints on A90, A96, Haudagain, Aberdeen from the south). Long term dualling A90 to Peterhead and A96 to Inverness. Welcome rail improvement plans and railfreight proposals (concern at adequacy of terminals however)	Support expansion of airport, and surface access proposals. Economic value of north east's ports.	Supportive of concept of national road charging scheme, provided it enhances economic competitiveness. Concern re Union Street pedestrianisation and displaced traffic in advance of AWPR opening. Lacking detail on dates and delivery mechanisms
Scottish Natural Heritage	Sustainable development, emissions reduction	Climate change is single greatest single threat; need to minimise local adverse impacts on natural heritage; transport enabling access to and enjoyment of natural heritage.	Objection - requirement to address impacts of RTS on Natura sites	RTS needs clear, quantified targets to deliver real carbon emission reductions.	SNH believes RTS is at odds with government policy, in terms of CO2 reduction and sustainable development.

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<b>Other NETCF members</b>					
ScotRail			Developing Laurencekirk railway station without significantly lengthening journey times to Glasgow and Edinburgh.	Will work with Transport Scotland and Nestrans on possible additional journeys to Inverurie and beyond. Until there is investment in additional infrastructure CrossRail will not complement AWPR.	Edinburgh Airport Rail Link will provide an opportunity for introduction of higher performance rolling stock.
Stagecoach Scotland	Agree with key issues especially Changing Travel Behaviour and Increasing Public Transport Usage. No mention of external coach links.	Best Value	Bus priority measures	Like to form Statutory Quality Partnership. Regard regional parking strategy as essential, including enforcement	Concern about references to fares. Compare to full cost of motoring. Multiple occupancy or freight priority should not conflict with bus routes. Alarmed at wording "without causing undue penalty to other road users".
Sustrans	Not tackled the right issues – reducing carbon is number one aim.		We recommend a complete moratorium on road building	Each child should have safe, active and sustainable travel option to school.	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other NETCF members</b>					
Transform Scotland	Strategy is inadequate, it fails to set out a convincing programme for reducing climate change emissions. Complacent, relies too heavily on action at government level.	Unacceptable not to plan for major emission reductions. Fundamentally unsustainable, founded on deeply misguided and grossly unsustainable MTS proposals. Objectives should include "Reductions in greenhouse gas emissions". Should stabilise traffic, not reduce growth.	Strategy fails to set out action to reduce road traffic levels. Strategy should state that it will lobby for UK-wide road user charging. Consider it dishonest to include CrossRail in the Reference Case. Implement HOV proposal, rather than trial.	No confidence that AWPR will alleviate congestion or journey time unreliability. No clarity in the document about "locking in" measures for the AWPR.	Walking receives a total of one paragraph in the whole document, yet most travel is local.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other Organisations</b>					
Active Travel Scotland, Sustrans	Reducing the number of short car journeys in order to reduce emissions and encourage healthy and sustainable travel.	Sustainable travel needs to be higher up agenda. Improving health, reducing inequalities and exclusion.	Expand and promote walking and cycling network. New development and redevelopment walking and cycling friendly.	Reducing dependence on private car.	Very little mention of health benefits of active travel.
British Telecom	Congestion, impact of commuters and cost to society. Opportunity for more flexible working.	Reducing congestion, more effective use of infrastructure.	Flexible working, opportunities for home and office working – reduce congestion by peak spreading.	ICT opportunities to enable flexible work practices.	Keen to work with RTPs to share experience and promote flexible working.
Deeside Railway Co Ltd		Tourism, aligned to providing an alternative mode of transport between Banchory and Aberdeen.		You omit to mention that we are in the process of re-opening part of the Deeside Railway. Although it is primarily to be targeted at tourists, we would be very keen to be involved in the discussions to provide a park and ride facility at Banchory	At present, the detailed plans for the AWPR would result in permanently severing both railway links despite RTS commitment to preserve these.

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<b>Other Organisations</b>					
Expro North Sea Ltd	Providing sustainable options to take cars off the road; preserving natural heritage and environment.	Reduction in peak time congestion at Dyce.	Against AWPR, a step backwards. Tunnel under airport runway with traveller.	Prioritise key junctions (Haudagain, Bridge of Dee).	Businesses should be forced/strongly encouraged to incentivise cycling and car sharing.
Institute of Logistics and Transport	Overall, a “business as usual” approach. Expect more vision and foresight in tackling the challenges of the transport future.			Expect to see a clear and transparent process that identifies strategic priorities.	Wish to see analysis of the pros and cons of transfer of functions to RTPs.
Associate Facilities Director, NHS Grampian	Generally back all of the principles contained in the draft. Covers all major challenges.	Access to health services on public transport network is a priority. Balances the need for service development with sustainability.	Park & Ride development is encouraging, as are planned rail developments. Bus improvements, cycling and walking proposals supported.	Potential for bus growth, opportunity through better integration, better value fares, improved service quality.	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other Organisations</b>					
Mobility and Access Committee for Scotland		<p>Welcome the objective to enhance choice, accessibility and vulnerable members of society and those living in areas where transport options are limited.</p> <p>Ensuring the needs of disabled people are addressed.</p> <p>Need for improved mobility for people with limited travel opportunities.</p>			Want to work with RTPs particularly in light of RCTI and DRT powers being managed by RTPs.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other Organisations</b>					
Road Sense and Aberdeen Friends of the Earth	Air pollution, sustainable development and climate change. Potential funding shortfall. Need to take account of the real cost of carbon and deliver on road traffic reduction targets.	Weak foundation as based on the principles of the MTS. Plan in an integrated way, live within our means. Cut traffic to reduce emissions. Reduce the energy and resource demands we place on our planet.	Note positive comments on national congestion charging, although contradictions. RTS model should include Road User Charging and tighter parking controls.	Statutory Quality Bus Partnership. CrossRail, public transport measures, walking and cycling options. Should be done in such a way as to attract car users, not simply “socially necessary” network. Car sharing should be encouraged, although only Auchmill Road is suitable.	RTS pulling in two directions. Cannot cut climate change emissions, reduce congestion or encourage cleaner transport, whilst expanding road space and reducing costs for motorists. Do not accept that road links lead to more jobs.
Scottish Accessible Transport Alliance	Right issues, including social inclusion and high quality of life. Should also recognise transport inequalities	Right balance of objectives, including accessibility and social inclusion. But more research needed on specific problems.	All proposals have implications for disabled people and potential benefits.		Would benefit from a SubStrategy and Action Plan specifically for people with disabilities.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Other Organisations</b>					
Scottish Association for Public Transport	Developing synergy between economic, environmental and social inclusion objectives.	Road Traffic stabilisation and cutting CO2 should be key objectives.	AWPR only acceptable if reduced in scale, linked with road pricing.	Multi-modal zone-based integrated ticketing, road demand management (inc parking policy) and enhanced funding for travel plans.	More precision on programmes in relation to objectives and available funding is required.
Scottish Citylink	Wish to be very supportive of strategy, but have a real concern over the deliverability of improvements that will result in modal shift to bus and coach services and result in passenger priorities. Agree with key issues, especially changing travel behaviour and increasing public transport usage.	Interventions should be properly assessed through STAG, ensuring best value (need reassurance eg CrossRail).	Concern at caveat "improved journey times and reliability, <i>where this can be achieved without causing penalty to other road users</i> ". Concern at references to fares, not compared to full cost of motoring – prevalence of free workplace parking. Essential need for Regional Parking Strategy.	Need to link to NTS, including Bus Action Plan. Recommend a similar daughter document covering buses. Wish to see a full audit of all bus services and resources, including DRT and taxis. Need for regional guidance on school transport. Need for adequate enforcement.	External Links section should include external coach links, including use of out of town park and ride sites by interurban coaches. Trialling multiple occupancy car lanes or HGV priority should not be on bus routes. Superbus should allow a stepped approach to priorities.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Other Organisations</b>					
Scottish Green Party, Aberdeen Branch	Getting drivers out of their cars and into public transport.	The objectives of the AWPR are wrong. Need to reduce pollution, change habits, increase public transport usage and maintain a strong healthy city centre.	AWPR unnecessary. Should be making public transport more affordable and reliable.	CrossRail, including smaller commuter city stations. Delete AWPR.	Stern and UN reports have to be taken seriously, not building more roads – roads increase traffic.
Spokes		To promote cycling as part of a sustainable transport and access strategy.	Propose a new policy that every intervention funded by the RTP will be audited to ensure that it incorporates relevant cycle and walk facilities and opportunities.	SPP 17 order of priority for personal travel, namely walking, cycling, public transport.	Opportunity for cycling/walking improvements integrated into all schemes.
Sustech Ltd	Climate Change and fossil fuel rationing. Economic incentive to use bus or move nearer to work.	Modal shift	More sticks, including restrictions on parking, congestion charging or road narrowing.	Encourage bus use, more continuous bus lanes	Need to be more radical – strategy does not anticipate the future.
University of Aberdeen	Supportive of the recognition that emissions from vehicles are a significant source of carbon contributing to climate change.	Support most of the principles in the draft.	Supportive of cutting rail journey times and developing local rail. On bus, low usage provides an opportunity for increase – need to address image and perception of poor value for money. Support walking and cycling measures.	Park & Ride, bus and rail proposals. Opportunity to lead in the development of new fuel and related technologies.	Support measures to promote realistic alternatives to the car. Marketing and promotion of alternatives should be more aggressive and widespread.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Other Organisations</b>					
Woman's Royal Voluntary Service	Demographic change, health issues, need to streamline funding	Improving access to essential services, particularly for those living in remote rural areas. Access to health services.	The strategy is to be commended with regard to the recognition made of the important role of Community Transport. Would like to see concessionary travel scheme extended to DRT.	Accessibility and Community Transport	
WWF	Insufficient priority to the need to tackle climate emissions. Climate change is biggest threat and is recognised in NTS.	Reducing emissions should not be caveated by economic objectives	AWPR likely to exacerbate traffic growth and emissions, undermine efforts to reduce car growth and tackle greenhouse gas emissions.		Add Climate Change Strategy to list of Other Strategies. Aviation proposals will outweigh minor reductions in vehicle miles.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Elected Representatives</b>					
Shiona Baird MSP	Invest in sustainable transport options to increase public transport usage, change travel behaviour and reduce greenhouse gas emissions.	Promote alternatives to the car and lorry, shift freight to rail/sea	Invest in public transport, reopening commuter stations CrossRail, car share, safe cycling routes, pinch point improvements to the road network – instead of AWPR.	AWPR should be abandoned in favour of more sustainable alternatives. CrossRail project should be given the utmost priority along with reopening of commuter rail stations throughout the north east.	Like to see a strategy which promotes sustainable transport rather than environmentally destructive projects such as AWPR and proposed Aberdeen airport expansion.
Richard Baker MSP	North east's geography represents a particular challenge.	Economic success linked to accessibility and attractiveness.	Welcome consultation on AWPR (contribution to reduced traffic and congestion, air quality in city centre, efficient flow of external traffic, especially freight), road upgrades and improvements (especially safety), CrossRail, new station at Kintore and other new stations.	External links and gateways, therefore importance of links to/from Aberdeen. CrossRail and extra stations. Airport access,	Integration and through ticketing needed to achieve modal shift.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Elected Representatives</b>					
Malcolm Bruce MP	Peripherality	Reducing peripherality, enhancing competitive advantage. Links to London (concern at government focus of East Coast Rail Line south of Edinburgh)		CrossRail	Need for detail and timetables for projects.
John Purvis MEP	External links, safety	Congestion and dangerous layouts need to be eliminated.	Strongly agree that the A90 needs a new by-pass north-west of Dundee.	AWPR is of the highest priority, even if routing is controversial. The most vital infrastructure project for the economic benefit of the area.	Safer grade-separated junctions are essential, especially at Laurencekirk.
Alex Salmond, MP		Very much share in the broad objectives. If any criticism, it would be that they do not go nearly far enough for a plan extending to 2021.	Welcome many of the developments proposed including CrossRail, runway extension and AWPR. Regret that greater aspirations are not demonstrated for dualling A96 and A90 into Buchan. Similarly disappointed that no mention of returning a rail link to Banff & Buchan.		Two of biggest fishing ports, St Fergus Gas Terminal and Boddam Power Station, potential for industrial-scale carbon capture plant and replacement prison at Peterhead – but transport infrastructure falls very far short of being acceptable for the 21 <sup>st</sup> Century

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Arbuthnott Community Council		Agree with objectives.	Support measures		
Ballater & Crathie Community Council	By and large, correct issues. Creating a working network to serve city and shire	Agree with objectives, Cycle ways could be more prominent in planning	Support measures, more dualling of main roads	Road improvements	Reverse decades of poor road planning and implementation
Banchory	Agree. Challenge is to provide alternatives to car commuting to encourage behaviour change.	High quality objectives.	Support for external rail links. Internal connections vital for progress. Support Strategic policy framework, but important to educate public about alternatives.	Transport integration – hubs to enable connections.	Better integration of bus and train services – particularly at Aberdeen station.
Benholm and Johnshaven Community Council	Issues relating to road maintenance, freight routes, ports		Roads Maintenance (BEAR/Aberdeenshire Council) scheduling	Improved public transport (quality of service)	
Birse and Ballogie Community Council	You have tackled the right issues. The aims of transport for all Public Transport and lowering of greenhouse gas are interlinked.	More about public transport	The Western Peripheral Route will provide little benefit for huge expense. Improve the existing lines i.e. Flyovers at Queens Road, Anderson Drive and Bridge of Don	Public transport and freight	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Buchan East Community Council		The balance seems to be right. Difficult to make some priorities higher than others because they are interlinked – eg reducing single journeys will also contribute to improving pollution emissions.	We would like to see routes to North Aberdeenshire e.g. Fraserburgh, Macduff, Peterhead included.	Strategic Roads and AWPR	
Cromar Community Council	This is a comprehensive strategy. Changing travel behaviour: it will require efficient public transport services and may need to be subsidised.	All the objectives are important	In principle support the measures, it is essential that the extension/expansion of Dyce Airport includes an integrated mainline station	For rural areas improved reliable bus and rail services are essential Passenger bus shelters should be increased Complaints addressed and remedied	The strategy must be put into action and properly managed

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Cults, Bieldside and Milltimber	<p>Improve public transport to achieve modal shift. Focus on improving existing road network rather than new roads in green belt. Frequency and reliability of public transport. Bus and train capacity and comfort. Interchange. Affordable fares.</p>	Support strategic objectives.	<p>Examine tunnel option instead of current Aberdeen Western Peripheral Route. Provide better opportunities for walking and cycling. Reservations about further expansion of the airport. Support major improvement in bus services to increase frequency, quality and reliability.</p>	Investment in public transport and existing road network.	<p>Concern that funding for AWPR will be at expense of funding for public transport. Detailed project plans with clear milestones. Ensure that projects are integrated.</p>

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Councils</b>					
Deer Community Council		In General agree with objectives. Continuous road development and improvement. Improvement of public transport in rural areas. Improving regulations for public transport. Vehicles accessing towns more quickly. Improvement of routes for HGV vehicles to increase reliability of journey times. Spatial planning.	Need the development of tramways or light railways in Aberdeen City. Road safety improvement for bus users in the countryside – it is not safe to wait on a road verge for a bus. Reduction of bus fares which are often uneconomic compared to car use. Promotion of car share schemes.	Better rural transport and better access to Aberdeen Airport from country areas. Improvement of access for Heavy Goods Vehicles.	Promote LPG Complete dualling of Aberdeen to Peterhead road. Development of better cross country rail services
Finzean Community Council	Generally agree that issues have been identified	Agree with objectives.	Extend cross rail to Laurencekirk At present there is a major lack of information on services and routes, wider dissemination re Dial a Bus Country buses should have up to 50% space given for freight – cycles etc as per Norway	Priorities are TC1, NC2, NC7	EL2 should include long-term objective of direct freight rail connection via channel tunnel.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Foveran Community Council	The Formartine area consists of small communities and remote dwellings where alternative transport forms are economically impossible.	Solutions proposed elsewhere (other than the Formartine area) are sensible but cost may be excessive in most cases.	Solution could be restoration of local rail network but much of the existing infrastructure has been destroyed and cost of reestablishment could be high.	Re-establishment of Rural Rail Network	
Fraserburgh Community Council	Sustainable economic growth	Not enough attention to Fraserburgh	NC1 – Strategic road capacity to be extended to Fraserburgh		

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Fyvie, Rothienorman & Monquhitter Community Council	The identified issues are correct. Most important of these are Sustainable Growth and Reduction of Greenhouse Gas Emissions. Attempts to alter travel behaviour have to be focused on individuals going to and from work. The possible benefits of the AWPR will only be realised if the design of that facility minimises 'stop/go' traffic at link points.	The objectives are right. Environment is the most significant element with Economy and Social inclusion share second place. In developing Spatial planning, care must be taken to ensure that all levels of ability are given equal consideration.	Need to move freight from road to rail or sea. Eliminate stop/go roundabouts in order to maintain traffic flows. Car share lanes and priority for multiple occupancy vehicles. Extend Cross Rail beyond Stonehaven and Inverurie in the future. Park and train ride at Stations. Buses frequently too large for rural roads use of smaller, more agile vehicles would encourage greater usage. Need to link Airport with Dyce station. Need to encourage safe driving among car drivers. 'Dial-a-bus' services are an important element in enabling access to services.		
Huntly Community Council	There should be more, cheaper and better rail travel. There used to be a double track line from Aberdeen to Inverness and Wick. It should be again.	Get as much goods traffic off the roads and back on to rail and reduce the large lorries off the roads, reducing congestion and break up of roads	Trains are not new but by getting rid of them we are now having problems.	Rail and Trains are the most important Dual carriage-way to Inverness Concern at lack of ability to get Public Transport right	The bypass for Aberdeen would not be needed if you got the rail going properly- this would take hundreds of lorries off the roads. Only make cars that cannot go over 70 -80 miles an hour Police areas where speed must be lowered.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Inverurie Community Council	Agree issues. Aberdeen Western Peripheral Route and reduced car use	Economy and environment most important.	Support measures	Strategic roads improvements, rail links and services.	
King Edward & Gamrie Community Council	Combating peripherality. Changing travel behaviour. Safety and security. New technologies	Economy - connectivity			
Longside Community Council		Agree with objectives, Economy most important.	Agree with measures		

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Mearns Community Council	It is imperative that people use public transport as much as possible. This will only happen if fares and services meet local needs	An integrated local transport system is essential	<p>Improve train capacity to cater for busy periods.</p> <p>Support for passenger and freight ferries to Europe.</p> <p>Support Aberdeen Airport runway extension and more direct flights (not just seasonal).</p> <p>Support A90/B937 grade separated junction and improved slip roads.</p> <p>Co-ordination of roadworks.</p> <p>Support re-opening of Laurencekirk station – suggest feeder buses to connect with trains.</p> <p>Integrate bus services.</p> <p>Direct bus service: Brechin-Laurencekirk-Aberdeen DRT should be properly promoted and explained.</p>	Support priorities	
New Pitsligo Community Council		Agree with objectives, Transport must be accessible and affordable	Support completely. Measures are good.	Public transport in rural areas to encourage reduced car use.	Need frequent buses and at affordable fares

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Newtonhill, Muchalls & Cammachmore Community Council	Correct issues tackled Most important challenge to reduce traffic congestion at “hotspots” – entering Aberdeen at Haudigan Junction and Bridge of Dee	Good balance of objectives, AWPR and road improvements most important – network capability	Additional measures reopen more rural railway stations, e.g. Newtonhill plus more trains to stop at Portlethen. At present people in Newtonhill and Portlethen forced to travel by car.	AWPR/road improvements	
Stonehaven and District Community Council	Climate change most important. Support in RTS for expanding air travel inconsistent with reducing car travel and modal shift. Do not support expansion of air services.		More detail required on how improved long distance rail links are to be achieved. Should not mean reduced service at Stonehaven. Support road safety improvements to A90 junctions. Support modal shift for freight and encouragement of walking/cycling.	Aberdeen Crossrail.	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Strathbogie Community Council	In the main agree with issues, but by focusing on Aberdeenshire towns and neglecting vibrant rural areas which have identical strengths to those identified in the document for towns the RTS is guilty of imposing the peripherality it claims to combat.	Probably objectives are about right	Urgent attention should be paid to strengthening the communications corridor between Aberdeen and Inverness. Seems no awareness that in the west of the shire Elgin and Inverness are preferred as shopping centres to Aberdeen.	Improving rail links to Huntly essential.	More detail required on how community transport initiatives are to be supported. Welcomed by our community council but considered to be rather stuck in the present and present ways of working rather than thinking ahead.
Whitehills & District Community Council			NC general – lobby for reduction in rural fuel costs to reduce need for more public transport NC general – provide free school transport for all children, to reduce extent of the ‘school run’ (town and country)		

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Councils</b>					
Ythan Community Council	Generally agree with the thrust of the transport policy, however rural transport remains difficult. Due to the nature of the thin spread of population, all with differing requirements – conventional busses will not work. A seven MPG bus carrying one passenger is environmentally and economically unviable. We still think there is a future for subsidised taxis.	The AWPR is the most important project for economic reasons. Improvements at Aberdeen Airport and new terminal to connect with the existing rail line.	Generally we agree with proposals, however – “changing travel behaviour is like pushing jelly up-hill”.	Priorities are dualling the Tipperty to Balmedie road, Aberdeen Western Peripheral Route and Aberdeen runway and terminal.	Forget ‘touchy, feely’ attempts to educate and improve public attitudes.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Groups</b>					
Aberchirder & District Community Association		Spatial planning - all	EL2 – coordination of timetables for rail/bus connections to/from Aberdeen and Aberdeenshire NC1 – A96 to be dualled to Inverness NC2/3 – Late public transport to give rural people access to evening leisure events in Aberdeen	Priorities are EL2 – reduced journey times to south, improved train capacity and train service Aberdeen - London, comfort, and reliability and EL4 generally. Also NC2, NC5 and NC7	
Aspects of Family in the Community, Mintlaw		Objectives seem very broad. More emphasis on what end results will look like and what they will mean for the individual.	What does road capacity improvement really mean? Again, rail links to Peterhead and Fraserburgh would be a huge advantage.	Getting Heavy Goods Vehicles off the Peterhead/Mintlaw/Aberdeen road in high traffic times.	
Auchenblae Community Association	Identified issues, but would like to see a strategy to remove lorries from main streets through villages. No depots should be given planning permission in villages, only on outskirts.	Make public transport more attractive to commuters. Ensure bus links to rail and air travel are improved	Make sure all agencies co-ordinate plans for future strategies	Make public transport more attractive, reducing the amount of cars using the area, improving of carbon emissions	No changes, but note that after intense lobbying Laurencekirk rail station is to re-open – may it be the first of many

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Ballater (RD) Ltd	Correct issues, in general but economic growth should be very low priority Changing travel behaviour & increasing public transport usage are more important	Agree with objectives in general but AWPR will not reduce congestion.	EL2, NC2, NC3, TC2, & TC3 are most important		

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Barthol Chapel Community Association	<p>Broadly speaking, the right issues have been addressed, but pricing strategy should be included. This is important for sustainability and for social inclusion.</p> <p>Increased prices charged by First ScotRail are bound to have knock-on effect.</p> <p>Provision of public transport – rail and bus – is most important challenge for small rural community.</p> <p>Timetabling of services. A one-stop shop for information and ticketing.</p> <p>Interconnectivity of public transport.</p> <p>Congestion on the roads to</p>	<p>Balance is right. We feel that a sustainable, affordable public transport is important.</p>	<p>In order to ease congestion on both inward routes to Aberdeen and in Aberdeen itself, we feel that consideration should be given to establishing freight storage hubs on the outskirts of Aberdeen.</p> <p>Lorries allowed to use bus lanes at certain times.</p> <p>Interconnectivity for buses and trains. Information on all modes of public transport. Clean, comfortable, warm waiting areas in railway and bus stations.</p> <p>Encourage car-sharing, with incentives.</p> <p>A dial-a-bus service, perhaps based in Oldmeldrum or Tarves.</p> <p>Development of park-and-ride facilities in Oldmeldrum.</p> <p>Parking extended at Inverurie railway station.</p> <p>More trains to/from Inverurie connecting from/to the south in order to relieve congestion on the Dyce road.</p> <p>Developers to take on</p>	<p>Priority is the integration of public transport, provision of information, pricing</p>	<p>Goals should have established timetable and a budget set against the different measures.</p>

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Barthol Chapel Community Association (continued)	Aberdeen is a major factor for commuters.		responsibility for road improvements at major new developments these to be put in place before the development gets underway. Road-works – where the road has to be cut to one lane – carried out more quickly, even if longer working days are required for this to be achieved.		

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Groups</b>					
Banchory and District Initiative	<p>Mainly agree but highlight: Tackle serious constraints at Bridge of Dee - there is no capacity for bus/car share lane on western approaches to Aberdeen Strong belief that Park and Rides should be on locations at interchange with the Peripheral Route</p>	<p>Strongly support the policy of promoting choice but find reference to Financial sticks and carrots to change travel choice confusing and out of context. Strongly support use of alternative fuels in public transport vehicles- they need to take the lead.</p>	<p>Car sharing should be promoted and cars with passengers over a certain number should be allowed to travel in bus lanes.</p>		<p>More consideration of cross country links was required. Lack of parking spaces for business customers and town centre congestion. Encourage large employers, e.g. Oil companies, NHS, further education establishments to operate their own coach transport system from commuter towns. The location of the A93 Park &amp; Ride caused some concern. It is also suggested that the capacity of the Park &amp; Ride should be reduced, and the number of destinations/routes and frequency of buses increased. Accessibility and social inclusion particularly for the elderly or those with disabilities. A range of specific measures, e.g. low floor buses, wider access should be introduced to encourage accessibility to public transport.</p>

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Banff & Macduff Strategy Steering Group	Correct issues	Economy – general	Support measures		
Bonty Court Resource Centre, Aboyne	Issues are accepted	Agree with objectives	Support measures	Increasing public transport usage Accessibility & social inclusion	
Boyndie Trust Ltd	Reduce travel while encouraging tourism	Do not agree with objectives, – strategy looks City/South oriented	Support NC generally – Use of videoconferencing technology to reduce the need for travel (could be made available to businesses and public)		
BPL Transport, Boyndie, Banff	Social inclusion – access to jobs Increase public transport usage	Accessibility and social inclusion – particularly for disadvantaged and those living in areas where transport is limited. Serious partnership between NESTRANS and providers of DRT/CT/Dial-a-Bus services (including funding)	Who will NESTRANS work with to carry out these measures and projects TC3 – Work with health agencies to ease transport problems of visits to Aberdeen (and also local health centres), especially for older people and families with young children	Priorities are TC1, 2 and 3	

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Groups</b>					
Duke of Edinburgh Awards Schemes, Laurencekirk		Agree with objectives, Spatial planning objective very important	Support measures	Re-open Laurencekirk station Dedicated cycle lanes and walking routes Community Transport Initiatives AWPR	
Ellon Biodiversity Action Group	You have addressed the main issues. The most important issues are reducing the amount of traffic and reducing the amount of pollution. Cutting CO <sup>2</sup> and other pollutant emissions.	It appears that overall the emphasis is on expansion; more roads, more rail, more air traffic. What cost to the environment? As soon as the WPR is built it will fill with vehicles and they will not necessarily lessen other roads, just increase. Surely the MAJOR objective should be to <i>reduce</i> traffic?	There appears to be nothing that will <i>reduce</i> pollution in the measures. What about low emission busses, bio-fuel? Extending that to taxis? Nothing in the proposals outlined about new and innovative transport solutions. Smaller, much more efficient taxis in Aberdeen.	To conserve and <b>enhance</b> the North East natural and built environment and reduce the effects of transport on climate and air quality.	The emphasis is on an expansion, more travel, more transport, MORE POLLUTION! How can you balance proposals such as more air travel with reducing pollution and increasing air quality?

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Groups</b>					
Fettercairn Public Properties Committee	Getting a public transport system suitable and convenient to publics' needs	Probably Agree with objectives.	Better direct bus links between south Mearns and Aberdeen	AWPR , better junctions on A90 (Laurencekirk/Montrose) for example. Proper road/rail connections	
Formartine Partnership/ Fyvie Amenities Group	The identified issues are correct. Most important of these are Sustainable Growth and Reduction of Greenhouse Gas Emissions. Attempts to alter travel behaviour have to be focused on individuals going to and from work. The possible benefits of the AWPR will only be realised if the design of that facility minimises 'stop/go' traffic at link points.	The objectives are right. Environment is the most significant element with Economy and Social inclusion share second place. In developing Spatial planning, care must be taken to ensure that all levels of ability are given equal consideration.	Need to move freight from road to rail or sea. Eliminate stop/go roundabouts in order to maintain traffic flows. Car share lanes and priority for multiple occupancy vehicles. Extend Cross Rail beyond Stonehaven and Inverurie in the future. Park and train ride at Stations. Buses frequently too large for rural roads use of smaller, more agile vehicles would encourage greater usage. Need to link Airport with Dyce station. Need to encourage safe driving among car drivers. 'Dial-a-bus' services are an important element in enabling access to services.		

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Groups</b>					
Friends of Turriff Community Hospital					'Dial-a-Bus' and similar services - Turriff, do not have such a service at present.
Gordon Rural Action CVS	Improved public transport infrastructure is the most important challenge.	Objectives OK	Rail-price is often a barrier to rail journeys.	Rural areas need more public transport.	Some of the actions do not seem realistic.
Grampian Senior Citizens Forum, Whitehills		Environment		NC1 – A947 improvements	More effective publicity when individual measures and projects are to be implemented
The Grassic Gibbon Centre, Arbuthnott	Correct issues – Increasing public transport usage is the most important. This will only happen if there are suitable links (transport) from rural communities and suitable and ample parking at stations and airports.	Agree with objectives – Accessibility to public transport is the most important, the others are meaningless if you don't have a system available to all	Support for measures	Priorities are those in sub-strategy 3, especially TC 2 and TC3	Please deliver!
Hatton Residents Association		Agree with objectives,	Agree with measures	Road improvements to minimise congestion Improved public transport accessibility	More promotion of the use of public transport i.e. park and ride.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Kincardine & Mearns	Reduce need to travel. Demographics of much of Aberdeenshire re investment in transport infrastructure Social inclusion – older people in remote locations – children in remote locations Supporting vibrant Aberdeenshire towns		Support NC generally - Decentralisation of local government to reduce need for travel (leading by example)		

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Laurencekirk Villages in Control	By and large correct issues. Apart from providing the transport infrastructure considerable effort needed to persuade the public to use public transport rather than cars.	While brave new capital projects are commendable, a considerable amount could be achieved by integrating existing bus routes and timetables to coincide with trains. Bus routes should all interchange at rail stations and relocation of depots to stations should be reconsidered i.e. Aberdeen City buses do not all pass the station, Stonehavens bus stance is 1 mile from the station	Integration of existing rail and bus routes to service the rural communities Consider a light train system along the track of the Deeside railway The same to Peterhead and Fraserburgh where the trackbeds still exist Ensure all new housing developments have efficient walkways to public transport	Integration of bus and rail; formation of new stations form Laurencekirk to Huntly; increased dedicated cycle routes away from main roads Improvement of the A947/A90 junction at Laurencekirk with the formation of a grade integrated junction (flyover).	The formation of a fly-over and lights at the A947/A90 junction at Laurencekirk. The extension of a separated cycle path from Stonehaven to Laurencekirk along the A90 The introduction of an integrated public transport system that is a cheap and efficient alternative to the private car

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Maiden Stone Group, Garioch	You are tackling the right issues	Nothing in the coming year will be more important than the environment.	Some of the measures are not needed. Car share lanes are nonsense.	Any measures that reduce the amount of traffic on our roads will have our support, unfortunately this document seems to suggest an increase.	Without rail links from Stonehaven, Inverurie, Fraserburgh, Aberdeen the whole thing is pointless – all you can suggest is more road building.
Marr Area Partnership	The area of Marr has significant problems concerning rural access and would welcome a stronger emphasis on the issues surrounding internal links.	The solutions identified in spatial planning would seem to put too much reliance on 'public' transport.	A transport strategy covering a rural area in which 12 issues have been identified should consider having a broader policy framework regarding car transport than just the references FF3 'Parking' and one line in NC1 on Road Improvements 'car share lanes'.	Partnership should be forged with the communities the strategy seeks to serve.	In order that the Rural Transport Strategy addresses its commitment to Social Inclusion and wider consultation we would welcome the opportunities for all communities to engage in the process and believe the Strategic Policy Framework should include a policy statement on its consultation values.
Maud and Savoich Church		Agree with objectives, priority Accessibility and social inclusion.	Agree with measures	The dualling of the A90 Balmedie-Tipperty.	2021 long way away need action now to improve the road network in area of Buchan.
Maud Public Hall		Agree with objectives, Accessibility and social inclusion and enhancing economy.	Economy is vital	Priority is road between Ellon and Peterhead. Increase public transport to reduce private vehicles.	

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Groups</b>					
Mearns Area Partnership	Correct issues – need to address how the reopening of Laurencekirk railway station will mean a greater need for public transport links from the surrounding area.	Agree with objectives, must have access to public transport	Provision of a reliable transport system to rural villages essential	Priority is a good integrated bus and rail link essential	Ensure that road/rail services are integrated.
Mearns Community Centre		Accessibility and social inclusion Availability of rural transport		Priority is Laurencekirk station being reopened Improving safety and security	Pedestrians and cyclists – real cycle lanes, not just road markings that end!
Mid Deeside Ltd	Partly. No mention of rural transport links with main regional links	Countryside links are as important as town/ county links	Yes. Additional measures – transporting along rural corridors. Rural Transport	Bus lanes and Airport routing and rural transport	
New Deer Community Association		Agree with objectives, Economy is vital.	Need for rail link between Maud and Aberdeen	Community Transport, Road improvements – especially dualling Balmedie – Tippetty & AWPR. Airport expansion and connections.	Rail link between Maud and Aberdeen Rural areas of Aberdeenshire will never have comprehensive public transport there are going to be more cars in these areas.

	Issues	Objectives	Actions	Priorities	Any other comments
<b>Community Groups</b>					
Portlethen Moss Conservation Group	Biggest issue – AWPR v Opposition	Agree with objectives.	Support measures	More freight movements by rail and sea construction of AWPR asap more cycle lanes or routes separate from traffic for safety reasons, this would also encourage more people to cycle	Smaller, more fuel efficient buses should run at off peak times. Double decker high Polluting buses run in and around the city all day and have very few – sometimes no – passengers on board. Educate parents on the benefits of walking kids to school
Scottish Traditional Boat Festival, Portsoy		Agree with objectives.		Priorities are AWPR, A96 improvement, Haudagain roundabout, Improved train service Aberdeen–Inverness	
St Combs Community Association		Agree with objectives, only time will tell	Find a solution to the heavy numbers of ASCO lorries which slow down the Peterhead to Aberdeen road. They also seem to drive in convoy – can they not travel from port to port?	Priority is public transport but improving by competition and not a monopoly of Stagecoach	Need for promoting use of cycle paths and increasing them.
St Cyrus Village Hall Committee	Correct issues – Increasing public transport use Affordable fares, frequent services by rail and road.	Agree with objectives, – Economy and accessibility	Required measures are mostly covered	Priorities are mostly covered	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Strathdon Silver Circle	The right issues are identified but the provision of rural transport is not given the importance it should have.	Accessibility and social inclusion is the most important objective for most of Aberdeenshire	The proposed measures and projects are laudable but will not benefit those in the rural areas unless rural transport is provided.	Providing more demand responsive transport services	Investigation should be undertaken as to why the Dial a Bus Service in the Alford area doesn't work
Thursday Group Banchory			Increased disabled parking. Level accessible public transport. Wheelchair friendly taxis. Pavement maintenance & more dropped kerb provision		
Rotary Club of Turriff & District	You have tackled the correct issues. The perceived "peripherality" must be tackled in an environmentally sustainable way. The perception and reality of public transport must be improved both to and within the North East.	Your balance of objectives is broadly correct. Improved, efficient and reasonably priced public transport provides the key to many of these objectives.	We agree with the proposed measures and objectives. Access to Aberdeen Airport by public transport from all parts of the shire must be improved. The poor rail-air and bus-air connections are a disgrace when the use of cars is being discouraged! The approval of large scale housing developments (e.g. in Turriff and Ellon) must be linked with transport and safety improvements for travel to work.	Any measure/projects which improve the efficiency and use of public transport must be the most important for implementation.	Improve the integration of the various methods of public transport through ticketing and time-tabling.

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Rotary International, Dinnet	Must secure funding particularly for isolated rural communities	The balance is right and vision and objectives both relevant and ambitious	Support measures. Difficult to think of any more useful additional measures. Very comprehensive.	NC3 Bus Improvements – many infirm people cannot access public transport as steps too high. Only Community Bus transport is totally inclusive.	TC3 The support of Community Transport is essential
The Silver Circle, Alford	Mostly. Rural transport needs more emphasis w.r.t. links to Edinburgh and Glasgow		Encourage “express” commuter services from outlying towns (e.g. Alford) at price that are competitive with fuel cost of daily car commuting	A96, A944 improvements are essential	Any strategy should involve eliminating the ‘school run’
Tenants & Residents Association, North Garioch	Agree all issues	Agree with some objectives.	Do not support measures	All are priority	

	<b>Issues</b>	<b>Objectives</b>	<b>Actions</b>	<b>Priorities</b>	<b>Any other comments</b>
<b>Community Groups</b>					
Woodhead and Windyhills Community Trust Ltd	Changing travel behaviour and increasing public transport usage are intrinsically linked. The vehicles currently in use for public transport in this area are not particularly suitable. Smaller units with greater frequency would, persuade more people to use the bus rather than the car.	While all objectives are interlinked, the environment is the most important element. While economy and social inclusion improvements are needed, without maintaining environmental quality, improvement is unlikely to be successful.	The only mention of improved safety relates to two-wheeled transport. Greater emphasis needed on general safety and, perhaps, restricting the engine capacity permitted for inexperienced drivers (similar to motorcycle users).	Safety of road users Improve frequency, comfort and efficiency of bus transport in rural areas.	Greater emphasis on environmental aspects affecting long term quality of life.

<p><b>Individuals</b></p>	<p><b>Modal shift</b></p> <ul style="list-style-type: none"> <li>• Encouraging car drivers to use public transport</li> <li>• Encourage freight to shift from road to rail.</li> <li>• Encouraging children to walk to school.</li> <li>• Need 'stick' measures as well as 'carrots'.</li> <li>• Need to reduce car parking availability and increase price.</li> </ul>	<p><b>Balance</b></p> <ul style="list-style-type: none"> <li>• Modal shift most important – encouraging cycling, walking, public transport and rail freight.</li> <li>• Over-emphasis on facilitating road transport</li> <li>• The RTS should aim to reduce travel, particularly by private motorists – instead it seeks to accommodate growth.</li> <li>• Movement of goods and people within region a higher priority than external links.</li> </ul>	<p><b>Buses</b></p> <ul style="list-style-type: none"> <li>• Subsidise buses, including free buses for school children.</li> <li>• Support for bus link between Aberdeen Airport and Dyce.</li> <li>• Road system cannot handle 'super buses'</li> <li>• Direct bus service Laurencekirk – Aberdeen.</li> <li>• Marketing of public transport.</li> </ul>	<p><b>Public transport</b></p> <ul style="list-style-type: none"> <li>• Reducing the cost of public transport.</li> <li>• Transport Interchange in Aberdeen City centre.</li> <li>• Reduce cost of public transport relative to private car.</li> <li>• Implement bus measures within 2 years.</li> </ul>	<p><b>Future scenarios</b></p> <ul style="list-style-type: none"> <li>• Important to face up to the need to switch to alternative fuels.</li> <li>• As oil declines, the future will be similar to the situation up to 1950 when air and private road transport was limited.</li> <li>• Need to think differently and find our competitive advantage.</li> <li>• Disconnect between the diagnosis of climate change and actions proposed.</li> <li>• System Dynamics Modelling only considers Business as Usual scenario. This is least likely scenario for future.</li> <li>• Present proposals insufficient and do not face up to challenge of climate change.</li> </ul>	
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	<p><b>Energy / Climate change</b></p> <ul style="list-style-type: none"> <li>• Importance of climate change – this is not reflected strongly enough in the RTS.</li> <li>• Dependence on oil. The RTS fails to devise an alternative energy strategy for transport.</li> <li>• Refer to findings of North East Global Footprint Project</li> <li>• RTS has not tackled the right issues.</li> <li>• RTS is too concerned with the short term. Does not appreciate the urgency of tackling climate change.</li> <li>• As ‘energy capital of Europe’ need to show how we can use energy wisely</li> <li>• Peak oil and climate change mean that Business as Usual is not an option.</li> </ul>	<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Do not support maximising benefits of AWPR as believe it to be unnecessary.</li> <li>• Stern shows that there is an economic benefit of reducing emissions rather than a cost over the longer term.</li> <li>• Reduce greenhouse gases is of over-riding importance.</li> </ul>	<p><b>Rail</b></p> <ul style="list-style-type: none"> <li>• Support for rail link to Aberdeen airport.</li> <li>• Should focus on re-opening former railways – including to Peterhead</li> <li>• Rail connection to Aberdeen Harbour.</li> <li>• Include investment in Aberdeen-Inverness rail line in external links.</li> <li>• Re-open Banchory and Peterhead rail lines</li> </ul>	<p><b>Rail</b></p> <ul style="list-style-type: none"> <li>• Progress Crossrail, linked to transport interchange.</li> <li>• Progress rail electrification and expansion – divert funds from road projects to fund this.</li> <li>• Prioritise investment in Aberdeen-Inverness rail line.</li> <li>• Rail link to the airport.</li> <li>• Rail is a competitive option to London.</li> <li>• Rail improvements most important measures – especially increasing rail freight.</li> </ul>	<p><b>Appraisal and Monitoring</b></p> <ul style="list-style-type: none"> <li>• Need to consider ‘social cost’ of carbon in transport scheme appraisal.</li> <li>• Global footprint should be used to test alternative measures.</li> <li>• Weighting of proposals towards road projects doesn’t follow national guidance.</li> <li>• Achieving modal shift from cars to public transport is main measure of success.</li> <li>• Global footprint should be used as a performance measure.</li> </ul>	
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	<p><b>Ambition</b></p> <ul style="list-style-type: none"> <li>• Road and rail network not being addressed radically enough.</li> <li>• Missing an opportunity to make bold changes and move to a more sustainable future.</li> <li>• Knowledge acquisition and management – a cross cutting issue. Learn from European examples</li> </ul>		<p><b>Trams</b></p> <ul style="list-style-type: none"> <li>• Trams should be a feasible option for Aberdeen – they are in similar sized European cities.</li> <li>• Support for trams / trolley-buses in Aberdeen - guided buses and ‘tram buses’ in adequate solution</li> <li>• Re-open Deeside line for trams.</li> </ul>	<p><b>Cycling</b></p> <ul style="list-style-type: none"> <li>• Improved cycle ways and road surfaces.</li> </ul>	<p><b>AWPR</b></p> <ul style="list-style-type: none"> <li>• AWPR unnecessary</li> <li>• Concern that AWPR will divert funding from public transport.</li> <li>• Cannot build our way out of congestion.</li> <li>• Concern that AWPR will not make Aberdeen a more attractive place to live.</li> </ul>	
	<p><b>Public transport network</b></p> <ul style="list-style-type: none"> <li>• Most bus links are radial and do not cater well for travel to work journeys.</li> </ul>		<p><b>Strategic roads</b></p> <ul style="list-style-type: none"> <li>• AWPR is unnecessary and incompatible with RTS objectives</li> <li>• Focus on smaller scale improvements rather than AWPR/Balmedie-Tipperty.</li> <li>• Tackle the A96 Dyce Drive roundabout – peak traffic lights?</li> <li>• Support for car share lanes.</li> </ul>	<p><b>Strategic roads</b></p> <ul style="list-style-type: none"> <li>• Strategic Roads capacity improvements.</li> <li>• Finish the Skene Square/Gt Northern Road dual carriageway and South College St.</li> <li>• A96 bottlenecks – Haudagain, Dyce Drive</li> <li>• Resolve bottlenecks on Anderson Drive – particularly Bridge of Dee.</li> </ul>	<p><b>Link with land use planning</b></p> <ul style="list-style-type: none"> <li>• Link housing developments to transport upgrades. Developer contributions should be sought.</li> <li>• Relationship between land use planning and transport. What are the plans for population growth and what are the implications for land and car-use?</li> </ul>	

	<p><b>Quality of public transport</b></p> <ul style="list-style-type: none"> <li>• Passenger comfort and safety using public transport.</li> <li>• Reliability of real time information</li> </ul>		<p><b>Cycling</b></p> <ul style="list-style-type: none"> <li>• Cycle routes don't justify the expense.</li> <li>• Need to overcome pinch points on roads which make walking and cycling dangerous.</li> <li>• Support for Inverurie – Aberdeen off-road cycle route.</li> <li>• Suggest bike hire facilities at stations</li> <li>• Support high profile cycle commuter routes.</li> </ul>	<p><b>Demand management</b></p> <ul style="list-style-type: none"> <li>• Support higher fuel costs and road user charging (although recognise these are beyond Nestrans' power)</li> <li>• Remove car parking opportunities.</li> <li>• Road reallocation to bus lanes.</li> </ul>		
	<p><b>Cycling</b></p> <p>Improve road surfaces to encourage more cyclists.</p>		<p><b>Interchange</b></p> <ul style="list-style-type: none"> <li>• Improve pedestrian links between Northlink terminal and bus and rail station.</li> </ul>			

	<p><b>Reducing the need to travel</b></p> <ul style="list-style-type: none"> <li>• Encourage housing close to employment to reduce the need to travel.</li> </ul> <p>Reduce travel demand.</p> <ul style="list-style-type: none"> <li>○ Encourage higher density living where people live and work close by in order to reduce reliance on travel and declining oil supplies.</li> </ul>		<p><b>Alternative fuels</b></p> <ul style="list-style-type: none"> <li>• Need to consider alternative fuels: hydrogen and electricity.</li> </ul> <p>Rail electrification.</p> <ul style="list-style-type: none"> <li>• Alternative fuels should not involve peat destruction or palm oil from rainforests.</li> </ul>			
	<p><b>Balance</b></p> <ul style="list-style-type: none"> <li>• Strategy places too much weight on road transport.</li> <li>• Need to define what is meant by 'sustainable'.</li> </ul>		<p><b>Demand management</b></p> <ul style="list-style-type: none"> <li>• Road pricing should be introduced – this would also provide funding for transport improvements.</li> <li>• More sticks required.</li> <li>• Cheaper bus and rail fares.</li> </ul>			

			<p><b>Maritime</b></p> <ul style="list-style-type: none"> <li>○ Integrate Aberdeen Harbour with transport interchange at Guild St. Pedestrian footbridge?</li> </ul>			
			<p><b>Aviation</b></p> <ul style="list-style-type: none"> <li>● Concern that airport expansion will lead to increased carbon emissions.</li> <li>● Support for runway extension if this enables more efficient, cleaner aircraft.</li> </ul>			
			<p><b>Speed enforcement</b></p> <ul style="list-style-type: none"> <li>● Support for average speed cameras.</li> </ul>			
			<p><b>Travel behaviour</b></p> <ul style="list-style-type: none"> <li>● More weight needs to be given to the importance of changing travel behaviour rather than projects as such.</li> </ul>			