

Proposed updates and amendments to the strategy in response to consultation comments

Ref Number	Consultee	Comment	Response and proposed amendments to AcTrAP
1.0	Individual	Would like to see the aspirations of the document supported by both Councils and Nestrans.	The finalised document will be submitted to the Nestrans Board for approval and has involved the two Councils in its development and finalisation. Senior members from each of the two Councils sit on the Nestrans Board.
1.1		Safety as a key priority for cyclists	Noted. This is reflected in one of only two objectives of AcTrAP relating to improving safety.
1.2		Would like to see a more proactive dialogue with Landowners and Developers to secure direct links and desire lines	Noted
1.3		New cycle routes/ways should be of simple construction and minimal signage.	Noted.
1.4		Travel plans are a good idea but would like to see them made more robust and monitored.	Nestrans continue to work with employers and other partners to improve the travel planning process across the region.
2.0	Individual	Most routes built around Peterhead are fairly unusable for cyclists they are built with stop or give away at junctions for cyclists.	This will be reviewed as part of the route audits identified under Action 1.
3.0	Chairman, Ythan Cycle Club and Acting Chairman – Aberdeen & District Cycling Association	Local network (infrastructure and routes) set up for each town and villages to assess the requirements for short trips to amenities such as shops and schools. Travel Audits.	More emphasis has been placed on local networks, integrated travel towns and school catchment areas in the final version.
3.1		Cycle routes to be designed in a loop/circular route	Whilst the focus of this action plan is on travel and therefore connecting places marketing and promotion of potential loop / circular routes for leisure purposes will be considered under Action

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			38 of the plan.
3.2		Consideration given to linking major towns around the periphery of Aberdeen i.e.: Ellon to Inverurie	An orbital route around the periphery of Aberdeen is included in the plan as strategic route 1. This does not however extend as far out as Inverurie and Ellon which it is felt forms part of the local network.
3.3		Link Ellon to Aberdeen via the Energetica corridor path	This is included as strategic route 3.
3.4		Formartine and Buchan way should include cycle routes in a “loop” to variety of tourist locations. There should be the development of a network between tourist locations.	Agree that links to tourist destinations is important and many of the strategic routes identified will fulfil a tourism function.
3.5		Formartine and Buchan way main route through Ellon – number of issues with quality of the existing route. <ul style="list-style-type: none"> • Muddy • Does not link with riverside paths • Improved lighting • Proper pedestrian crossing needs to installed over station road. 	This issue will be considered as part of the route audit under Action 1 of the plan.
3.6		Bespoke cycle path at the side of the AWPR	Strategic Route 1 has been included to provide an orbital link around the city.
3.7		Strategies need to include all forms of cycling including commuting, leisure and sport – combined strategy needs to be developed.	As Nestrans is a transport partnership, the focus of the plan is on increasing cycling and walking as modes of transport. The priorities of the action plan have however been amended to cover leisure cycling as well as travel and commuting in recognition of the important role that leisure cycling plays in building confidence in cycling and the importance of providing safe routes for families, in turn leading to increased travel by bike

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			in the future.
3.8		Strategy should cover training and education of both drivers and cyclists to encourage safe driving and riding.	A new action has been added under safety in response to this comment.
3.9		Why the A90 north of Aberdeen is only prioritised to Blackdog? Why not prioritise it further north to encompass both Balmedie and Ellon.	The description under strategic route 3 highlights that the section from Aberdeen to Ellon would be a priority.
3.10		Cycling Development Officer should look at all aspects of cycling, including commuting, leisure, sports and include other forms of cycling including mountain biking and road cycling. Would the cycling development officer be Aberdeen or Aberdeenshire?	The Cycling Development Officer, in co-ordination with Sustrans, will work to deliver a comprehensive, coherent and high quality active travel network for the north east of Scotland. This will cover the development of all forms of cycling across the North East of Scotland. The Cycling Development Officer will cover both Aberdeen and Aberdeenshire and work with Local Transport Officers, Sustrans and Nestrans Partners in order to deliver the above.
4.0	Individual	Improvements to both the Formartine and Buchan Way and the B999 including more access points to the Formartine and Buchan Way and improvement of the junctions between the road and the path.	This will be considered as part of the route audits.
5.0	Individual	Infrastructure / quality of existing routes improved with reference to the Portlethen to Stonehaven route.	This will be considered as part of the route audits.
6.0	Individual	Improvements and linking infrastructure between growing hubs such Alford/Insch	This has not been identified as part of the strategic network however this comment will be forwarded to Aberdeenshire Council for consideration as part of their local network improvements.
6.1		Would like to see the inclusion of some of the established and new cycling groups as stakeholders in	There are a wide range of stakeholders relevant to this plan and who have fed back comments

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		the strategy.	through the consultation which was open to all interested parties. We have listed the key delivery partners however have added text to reflect the wider range of stakeholders that exist and who we will continue to involve.
6.2		Are there opportunities within the strategy to include cycling for leisure as it would benefit tourism as well as increase cycle awareness and safety?	As Nestrans is a transport partnership, the focus of the plan is on increasing cycling and walking as modes of transport. The priorities of the action plan have however been amended to cover leisure cycling as well as travel and commuting in recognition of the important role that leisure cycling plays in building confidence in cycling and the importance of providing safe routes for families, in turn leading to increased travel by bike in the future.
6.3		Would like to see the development of strategy for investment of cycle facilities on the rail network and see a holistic approach to commuting by train with a bike.	Nestrans will continue to work with Network Rail and Scotrail operators to improve integration with rail services.
6.4		To look for opportunities to link up existing tracks and trails to create mixed terrain routes to bypass traffic hot spots.	This will be explored through the route audits.
7.0	Individual	Would like to support the draft and its aims of improving cycling facilities across Aberdeen and Aberdeenshire.	Noted
7.1		Assessments of travel outside of peak time should be considered	This will become more feasible as more cycle counters are installed across the region which can monitor at all times. In the meantime, this will be considered on a route by route basis through the route audits.
7.2		Links between schools and catchment communities	A section on local networks, including travel to

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		should be improved	school catchment areas has been added.
7.3		Maintenance of existing routes: resurfacing, and lighting on off road routes	Noted. Improvement of existing routes is identified as a priority.
7.4		Training provided to both cyclists and car/lorry drivers – blindspot training similar to London	A new action has been added under safety in response to this and similar comments.
8.0	Individual	Encouraged to see that route south of Aberdeen (through various settlements to Stonehaven) has been identified as a key route on the AcTrAP document	Noted.
8.1		Would like to see the development of off road cycle ways, with a quality finish to cycle ways.	This will be considered on a route by route basis as part of the route audits
9.0	Individual	Fully support the Active Travel Plan	Welcomed.
9.1		Would like to see the development of a cycle way from Stonehaven to the north of the city.	Noted. This is reflected through the aspirations for the strategic network
10.0	Individual	Would like to see the Formartine & Buchan Way/Fraserburgh improved/upgraded as its inaccessible to people with physical disabilities, key issues include, rutted, wet/flood or stony sections of path, access points which prevent the entry of ‘all abilities cycles/tricycles and wheelchairs’.	The plan identifies the completion / improvement of existing routes as a priority and issues will be picked up through the route audits which will be carried out from the perspective of all users. Text has been added to enhance the emphasis on consideration for pedestrians as well as cyclists.
10.1		Traffic volume/speed issues around Fraserburgh the A90/A952 and into Fraserburgh.	
11.0	Individual	The cycle path along the A90 between Aberdeen and Charleston is in need of repair and improvement.	This will be considered as part of the route audit.
12.0	Individual	Supports the Stonehaven to Muchalls link.	Noted.
13.0	Individual	Supports aspirations for a creating a strategic active travel infrastructure for both Aberdeen and	Noted

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		Aberdeenshire.	
13.1		Supports a cycle route between Stonehaven and Muchalls.	Noted
14.0	Individual	Supports the proposed cycle routes within the draft AcTrAP document	Noted
15.0	Individual	Would like to see the upgrading and repairing of a number of cycle routes such as the Formartine and Buchan way.	Noted.
15.1		Would like to see the implementation of cycle paths along all major roads.	This will be considered as part of the route audit process
15.2		KPI's could included overall obesity levels	Although it is recognised as a key issue and one that is very much linked to active travel, it is felt to be too high level a target for this strategy and the preference is for this plan to focus on indicators that can more directly influenced by Nestrans and its partners. By achieving these targets, this in turn will feed in to improving progress towards achieving targets for obesity.
15.3		Schools should establish a target for kids to reduce car use.	Targets should be included in all school travel plans.
15.4		Dutch style roundabouts should be implemented and drivers prosecuted for not giving way to pedestrians.	A policy on the design of junctions has been included under the policy heading for new infrastructure.
15.5		All residential areas should be limited to 20mph, dropping to 10mph during high traffic hours around schools.	The issue of speed limits is addressed in the policies section under Safety.
15.6		Supports and welcomes AcTrAP as a document.	Noted.

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16.0	Individual	Impressed with the routes that have been identified through the AcTrAP actions	Noted.
16.1		Would like Aberdeenshire council and Nestrans to explore the possibility of a walking and cycling route between Inverurie and Kemnay and from Kemnay south to Sauchen or Dunecht. As it would open up opportunity for active travel between Inverurie and the A944 corridor to Westhill and into the Aberdeen centre.	This comment will be passed to Aberdeenshire Council for consideration as part of the development of local networks
17.0	Individual	Cycle routes should be direct but separate and segregated from pedestrians and motorists.	This will be considered as part of the route audits on a route by route basis.
17.1		Routes should be capable of allowing cyclists to travel at least 20mph and should not be subject to speed bumps, ramps, or kerbs up stands. Traffic lights and other crossing points should be visible to cyclists	This will be a consideration of the route audits.
17.2		AcTrAP is too wordy and needs to make brief but clear statements.	Noted.
18.0	Individual	Would like to see a dedicated cycle path or more defined route from Portlethen to Garthdee – with additional measures such as a 20mph limit from the Deeside line to Garthdee across to Howes Road in Northfield.	The precise routing of a strategic active travel route from the south will be considered as part of the route audit.
18.1		Would like to see an additional pedestrian / cycle crossing over the river Dee, upstream from the current road bridge which is currently tight and busy if you are commuting by bike or foot.	The needs of cyclists and pedestrians are being considered as part of a study to look at options for the Bridge of Dee. Options for additional crossings are being considered as part of this study.
18.0		Could you send me a more detailed map of the North East Strategic Active Travel Network route 9?	Was advised that this was indicative at the moment and more detail will be worked up as part of the delivery of the action plan, therefore at the moment I am unable to provide you with any more detail on this route.

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19.0	Aberdeenshire Council	Recognises that coordinated measures are crucial to encourage active travel. Would like to raise a number of key issues, which may require further consideration if AcTrAP is to fully complement Aberdeenshire Councils Strategy for ITTs which is an essential element for the development of a comprehensive active travel network in Aberdeenshire.	Noted
19.1		The emphasis within the draft AcTrAP on long distance routes which is at the lower end of our hierarchy of interventions. Need to link to the outcomes which Aberdeenshire Council is trying to deliver and to be reflected in respective budgets, and work programmes in future years.	Further detail has been added on the importance of local networks and actions added in relation to this.
19.2		Policy Context – Figure 1: It should be noted that Aberdeenshire Council's cycling and walking action plan is currently being developed into an Active Travel Strategy which will be presented at a future Infrastructure Services Committee.	Noted and will be added to Figure 1
19.3		Recommends the inclusion of both the Nestrans Bus and Rail Action plans as referenced policy documents – as walking and cycling in conjunction with passenger transport can greatly expand the scope of travel at a reasonable cost.	These documents are referenced in the text under para 1.4.
19.4		Strategic Active Travel Routes Para 7.6 The list of Integrated Travel Towns (ITTS) is incomplete as Ellon is omitted.	Amended
19.5		Strategic Active Travel Routes Para 7.9 Aberdeenshire Council welcomes the offer by Nestrans to support both Councils to conduct active travel audits.	Noted. Nestrans will continue to liaise with both councils on the delivery of the AcTrAP.

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		Aberdeenshire Council would welcome further discussions around Nestrans conducting the audits.	
19.6		<p>Strategic Active Travel Routes Para 9 (i) ITTS are not highlighted on the map despite being referred to several times in the document.</p> <p>(ii) The Aberdeen to Laurencekirk development corridor is one of the 3 strategic growth corridors identified in the Aberdeen and Shire structure plan but there does not appear to be any recognition of this in the development of the routes.</p>	A sentence has been added to reflect this corridors status as a Strategic Growth Corridor. This has also been applied to the other two SGAs identified by the SDP.
19.7		<p>Strategic Active Travel Routes – Route 1 Para 7.11</p> <p>In strategic terms Aberdeenshire Council does not see this as a key.</p>	Noted however as a long term vision for the development of an active travel network we feel there is merit in retaining this.
19.8		<p>Strategic Active Travel Routes – Route 2 Para 7.12</p> <p>Link between Peterhead (CDT) and Fraserburgh (ITT) we would support joining up the two towns but according to the 3 –tier infrastructure hierarchy of the Aberdeenshire active travel strategy this would be low priority.</p>	Noted. As this is a long term strategy that looks to 2035, we feel there is merit in retaining this link.
19.9		<p>Strategic Active Travel Routes – Route 3 Para 7.13</p> <p>Existing link</p>	Agreed however it is of strategic importance and should therefore be included as part of the overall network.
19.10		<p>Strategic Active Travel Routes – Route 4 Para 7.14</p> <p>It would be worth developing this with route 3 to see if a single route could be developed.</p>	Routes 3 and 4 have been merged into one strategic route as there is significant overlap between the two previously proposed routes.
19.11		<p>Strategic Active Travel Routes – Route 5 Para 7.15</p> <p>(i) A96 link between Inverurie and Kintore is</p>	

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		<p>programmed for this/next financial year with support from Sustrans</p> <p>(ii) Aberdeenshire Council considers active travel links beyond Inverurie are also the responsibility of Transport Scotland as part of the long term duelling of the A96 Aberdeen to Inverness.</p>	<p>This has been referenced in the updated plan/</p> <p>Noted and reflected in the action table.</p>
19.12		<p>Strategic Active Travel Route – Route 6 Para 7.16</p> <p>This link is low priority to Aberdeenshire Council as none of the ITTs lies within the route corridor.</p>	<p>Noted, however Westhill is a key strategic destination with significant levels of employment and should be connected into the strategic active travel network.</p>
19.13		<p>Strategic Active Travel Route – Route 7 Para 7.17</p> <p>(i) Contrary to the statement there is a missing link between Aboyne and Dess.</p> <p>(ii) References to the aspirations to reinstate the old rail line to make a more continuous route. Aberdeenshire Council would welcome further information as to if the selected routes lie within the Aberdeen City Council boundary or if any of the sections lie within our own boundaries.</p> <p>(iii) “From Banchory to Braemar” we believe this should be changed to Ballater, beyond Ballater responsibility for path delivery lies within the Cairngorms National Park Authority.</p>	<p>Amended</p> <p>They predominantly fall within Aberdeenshire.</p> <p>This has been retained. The Nestrans region covers those areas of the Cairngorms National Park within Aberdeenshire and it is appropriate that we should work with them, as well as the Council, to seek improvements to the active travel network in their area.</p>
19.14		<p>Strategic Active Travel Routes – Route 8 Para 7.18</p> <p>(i) Design work for the Muchalls to Stonehaven link is programmed for this year – funded by</p>	<p>Noted and reflected in the action table.</p>

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		<p>Nestrans and Sustrans</p> <p>(ii) Aspirations for the Cove to Muchalls link remain unclear and require further clarification – with regard to active travel south of Stonehaven no reference is made</p>	Noted. A reference to links further south to Angus has been added.
19.15		<p>Actions – Action 3 – Para 9.2</p> <p>Supports Nestrans in their action to conduct active travel audits of communities. Aberdeenshire Council will be undertaking active travel audits for ITTs.</p> <p>Would welcome further discussions around Nestrans conducting audits.</p>	Noted. Nestrans will continue to work closely with Aberdeenshire Council in the delivery of AcTrAP and ITTs.
19.16		<p>Actions – Action 6- Para 9.2</p> <p>Works are programmed for this year.</p>	Noted and updated
19.17		<p>Actions – Action13 Para 9.2</p> <p>Cycle parking audits and subsequent installation of cycle parking at selected locations is programmed for this year. Work will be funded by Nestrans and Scottish Government through its smarter choices, smarter places programme.</p>	Noted and updated
19.18		<p>Actions – Action 18 Para 9.2</p> <p>Aberdeenshire Council supports Nestrans in their action to identify destinations across the region, that have potential to be leaders in cycling. Aberdeenshire Council believes that the ITTS will help deliver this action.</p>	Noted.
19.19		<p>Actions – Action 22 Para 9.2</p> <p>Aberdeenshire Council supports Nestrans in their action to encourage all schools to develop a school travel plan. We welcome support and assistance offered by</p>	Noted

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		Nestrans to do so and would welcome further details on this.	
19.20		<p>Actions – Action 24 Para 9.2</p> <p>Aberdeenshire supports Nestrans in their action to appoint an i-bike officer to work with Primary and Secondary Schools and is seeking funding to contribute to the post.</p>	Noted
19.21		<p>Actions – Action 27 Para 9.2</p> <p>Aberdeenshire Council would welcome further details in relation to the review of the parks by – laws.</p>	Delivery of this action would be in full discussion and partnership with the two local authorities.
20.0	Individual	In order to develop and change infrastructure there needs to be engagement with local communities and those businesses creating new developments.	Noted. The role of new developments in developing appropriate infrastructure is recognised under policy 2.
20.1		<p>The objective of the strategic active travel network should be:</p> <p>i) Create transport infrastructure for active travel in a 1 to 2 mile radius around key places of interest with the engagement and help of local communities.</p> <p>ii) Identify areas within the city and create transport infrastructure for active travel in a 5 mile radius of an area to ensure connectivity between areas allowing access to local networks.</p> <p>iii) Identify regional centres and create a transport infrastructure for active travel in a 20 mile radius of a</p>	A more local network focus has been added to the final version to reflect the importance of Integrated Travel Towns in Aberdeenshire, Transport Interchange hubs and school catchment areas.

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		<p>centre to ensure regional connectivity.</p> <p>iii) to priorities both children and schools in order to develop a truly sustainable transport network.</p>	
20.2		Please hold a conference, invite all stakeholders, invite guest speakers who are experts on the subject and use this to form the vision and plan.	The purpose of this consultation exercise has been to consult with a wide range of stakeholders on the vision and objectives of the plan as well as the proposed policies and actions. It is not felt that a conference would be appropriate at this stage. There are a wide range of national conferences available on an annual basis specific to cycling and we make efforts to attend these. We also held a specific meeting on the development of the AcTrAP of the North East Transport Consultative Forum in October 2014, to which a range of stakeholders were invited and these discussions have been used to inform the vision and the plan.
20.3		Take key policy and decision makers on a fact finding trip to a key cycling country such as Holland.	Although we feel that this would no doubt be a useful trip, budgets are restricted. Nestrans and the two Councils do however participate in a number of European projects and work closely with European partners through these.
20.4		Be experimental – use temporary infrastructure to determine the success of projects.	This will be considered where appropriate through the route audits.
20.5		There is no section on funding – why is this?	This has been included in the final version of the plan.

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20.6		Sections 1-4 should contain and be called background information.	Noted however we feel that the headings used at present remain appropriate.
20.7		Policy Context 1.8 Key Stakeholders – this should be much broader and include all those involved in making policy, funding, planning, designing, constructing, using and maintaining infrastructure.	The role of a much wider range of stakeholders has been reflected in the final draft.
20.8		Would like to see a broader section of stakeholders included in the consultation process including but not limited too: Transport providers, children, the elderly and women, sports clubs, motorists, taxi drivers and haulage companies.	The draft plan has been made available to a wide range of stakeholders and the general public. This has included direct emails to a wide range of stakeholder organisations and press adverts to highlight the availability of the plan for comment.
20.9		Would like to see included the amount of money invested in transport infrastructure for bike v's that invested in the road network. Make the case to change this investment to transport infrastructure for the bike	Figures on Nestrans spend on cycling over the last 7 years.
20.10		Show what has happened in countries and cities that can demonstrate best practice investment and infrastructure.	Two case studies are included in the draft plan.
20.11		Show the trends in the use of bike transport v's spend on infrastructure.	Mode split trend information is provided under monitoring.
20.12		The case should be made that designing for people and the bike will make the urban environment better for all residents of Aberdeen City and Shire.	Agree with this statement and Nestrans will continue to make this case through its Regional Transport Strategy
20.13		6. Objectives Would like to see the inclusion of an objective aim which looks beyond the national vision of cycling. This could be through staged implementation of the plan to achieve 10% of all trips by bike by 2020, and 20% by 2030 and 25% by 2035.	Whilst we agree that the plan should be ambitious, we also need to be realistic. The plan will however be reviewed every five years giving the opportunity to review targets if appropriate.

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20.14		Strategic active travel network needs to join local areas and regional travel networks in order to ensure direct prioritised routes in a cohesive and robust travel network.	Noted
20.15		Supports the work that has gone into identifying key routes but believes a few have been missed.	The routes identified cover the key strategic corridors in the region and focus on connecting key settlements and destinations. The aim is to provide a focus for improvements.
20.16		Currently none of the routes prioritise the transport infrastructure for bikes ahead of other modes of transport and in this context are not fit for purpose.	This will be considered through the route audits.
20.17		Cycle networks in both the City and Shire lack visibility. It is not clear how these networks are being developed and in turn not clear how the strategic network overlaps the local network. Would like to see the AcTrAP document capture the strategy for developing local networks, area networks and regional networks.	Additions have been made to the final strategy to better cover the development of local networks.
20.18		Would like to see the towns around Aberdeen, i.e. Kintore, Blackburn, Ellon, Stonehaven etc. connect to the strategic network.	The aim of the strategic network is to better connect the towns along its routes, including those listed.
20.19		Areas of new development must be designed with alternative, sustainable modes of transport at the forefront of the design.	This is a key policy of the AcTrAP and something that we fully support.
20.20		Changing of speed limits – more 20mph limits in residential areas, 30mph on major city roads such as Anderson Drive. Lowering of speed limits to 40mph on country roads.	The issue of speed limits is addressed under the policy heading safety. Reviewing speed limits will be a matter for the two Councils.
20.21		Investment in segregated bike paths to connect a number of locations and strategic routes.	Opportunities for segregated routes will be considered as part of the route audit and option

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			generation process. A policy on segregation has been added under priorities.
20.22		Strategic plans must take account of natural paths/ desire lines and desired routes to locations, when developing cycle paths / lanes.	This will be considered as part of route audits and consideration of options for improvement.
20.23		Would like to see the development and reallocation of space to cyclists on Anderson Drive as part of the development of the AWPR.	This will be considered through the Locking in the Benefits of the AWPR work being carried out by the City Council. A policy on the promotion of cycle friendly roads to complement and expand the regional network is also included.
20.24		Pedestrianise Union Street / part of Union Street – temporary experiment would allow the results to be measured.	The pedestrianisation of Union Street is being taken forward by Aberdeen City Council. Nestrans is also contributing to the development of the City Centre Masterplan and additional text has been provided on this under a new local network heading.
20.25		Why has the AWPR not had transport infrastructure for bikes built in?	This is a matter for the AWPR delivery team.
20.26		Park and ride your bike facilities at park and rides.	Facilities for bikes are already in place at existing park and ride sites and are being incorporated into the design of new sites. A policy has however been added on local networks, including access to transport interchange hubs, including park and ride sites.
20.27		Priority lanes for shared/ sustainable transport.	The potential for this will be considered as part of route audits and emerging options for improvements.
20.28		Advanced stop lines are being phased out in Holland- Why are we trying to introduce them here?	We have been unable to confirm this however all new infrastructure will comply with national

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			guidelines and design specifications.
21.0	Individual	The focus should be on providing safe routes from urban areas to the main Aberdeen business areas such as: Westhill, Dyce and Countesswells.	A key aim of strategic route 1 is to connect areas of significant new development with employment destinations and to link these into the radial corridors.
21.1		The plan should have less emphasis on recreational or longer distance routes.	The final draft includes more detail on plans for improving local networks and emphasises that the priorities are for those areas likely to generate the most demand. The issue of recreational cycling is also clarified further under the heading 'priorities'.
22.0	Individual	Would like to see more focus on segregated cycle pathways around schools.	New infrastructure will be considered in line with the Hierarchy of Measures identified in Figure 5.
22.1		Adding South College street to the strategic routes as the current layout is not accommodating for cyclists as Bridge Street is narrow.	This will be considered as part of the route audits.
22.2		Would like to propose the idea of a central social cycle hub this facility could provide lead rides and have the facilities to lend bikes to individuals.	We feel that this is covered by action 44.
22.3		Would like to see traffic free days being held on Union Street.	This has been pursued by the Getabout Partnership in the past and a large Car Free event has been held on Schoolhill in September for the last two years. Getabout will continue to lead on and develop such initiatives.
22.4		Would like to see the development of the Stonehaven to Aberdeen route.	Noted.
23.0	Aberdeen & Grampian Chamber of	Aberdeen & Grampian Chamber of Commerce welcomes the development of the active travel plan.	Noted.
23.1		6. Objective 1. Amend objective one to include a	Performance measures have been included as

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	Commerce	performance measurement.	indicators and targets.
23.2		Actions – Action 3 Ensure that travel audits are carried out as soon as possible once the action plan is approved.	A timeframe for delivery has been added to the action table.
23.3		Actions – Information, Marketing and Publicity Section. Include a programme which promotes safe active travel within the “Information, Marketing and Publicity” action heading.	A new action has been added.
23.4		Recognition that travel patterns of people in the region mean active travel is not always acceptable for whole journeys and consider how active travel can play a role in multi-mode travel within the active travel plan.	Additions have been made to the strategy to better cover local active travel networks, including routes to transport interchange hubs.
23.5		Actions: Identify a role for the police in the action plan/within the actions points for improving safety.	This is covered under the new action 37 to develop a campaign focussing on safety.
24.0	Road Haulage Association Ltd.	Supportive of plans to encourage walking and cycling and that wherever possible to segregate pedestrians and cyclists from vehicular traffic on the public roads.	Noted.
25.0	Paths for all	Strategic Travel Network: 7.9 - Audits should be carried out from the point of view from the most vulnerable/all abilities users- i.e. what are their needs?	This has been incorporated into action 1.
25.1		Policies - New Infrastructure a) When providing for pedestrians, the 5C’s is useful guide to the determinants of quality walking environment – some overlap with the Sustrans list but the needs of are different to that of a cyclists.	This has been incorporated as a new policy under ‘New Infrastructure’.
25.2		Policies - New Infrastructure c) As well as considering the numbers of walkers when looking to develop and implement shared paths,	Audits will be undertaken from the perspective of all users and this has been added into action 1.

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		consideration should also be given to who is using the pathways i.e. older people.	
25.3		Policies – Safety b) Consider perceptions/confidence in use of signalised crossings by older and all abilities – people prefer far side visual cues.	Design and implementation of signalised junctions at specific locations will comply with national guidelines and design specifications.
25.4		Policies – Safety d) Pedestrianisation not always the best option – can result in “dead areas” after dark that deter use. Pedestrian friendly areas a better approach.	This has been amended.
25.5		Actions – New Developments, Point 17 /20 All new developments should be applying the principles within Designing Streets. This should include both walking an cycling.	A statement on this has been added to policy 2b.
25.6		Actions – Safety. 20mph in all residential, shopping and streets with high w/c use has a big role to play in reducing levels and severity of casualties.	Further detail has been added under policies and actions on safety. Setting speed limits will remain a matter for the two Councils as roads authorities.
25.7		Actions – Other, Point 36 As well as the appointment would like a walkability officer to be appointed/ considered to ensure that the needs of pedestrians of all abilities are considered and shared.	The appointment of a Cycle Development Officer has been enabled by the provision of match funding from Sustrans. Similar posts have been created across Scotland in the other Regional Transport Partnerships. Unfortunately there are currently no such proposals for a walkability officer within RTPs.
25.8		Monitoring- Indicator 3 pg. 22 Would like to see the inclusion of numbers on walking on strategic routes – this will help inform resource	Unfortunately we do not have this data at present but would hope to improve monitoring as part of the delivery of the action plan.

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		prioritization.	
26.0	Aberdeen Cycle Forum	Policy Context AcTrAP does not mention the City Centre Masterplan (CCM) and would like to see it mentioned in the AcTrAP document if it is not included in another scheme already mentioned within the document.	Reference to this has been made under a new heading 'Local Active Travel Networks'
26.1		Clarification on the term 'everyday journeys' to include utility journeys as well as commuter journeys.	The use of the phrase 'everyday journeys' includes trips for all purposes including commuting and is consistent with the terminology of the recently published national Active Travel Vision (published by the Minister on 20/11/14)
26.2		Strategic Active Travel Network. Would like to emphasise that many of the routes already exist, they are no means finished and cycle provision must be brought up to a higher standard.	Agreed. The stated priority of the plan is to focus on the completion and improvement of existing routes.
26.3		Strategic Active Travel Network Would like to see a push for cycle lanes where possible and lower speed limits where creating cycling space is not possible.	Reference has been added to the Hierarchy of Measures, as provided in Transport Scotland's guidance 'Cycling by Design'.
26.4		Strategic Active Travel Network Agree that existing routes should be head of the queue for improvements but would like to see in place a more coherent infrastructure as many safety concerns come from its fragmented nature.	Safety considerations will form a key part of the route audits.
26.5		Would like to lend its support to Bikeability and active transport in Schools as set out in AcTrAP.	Noted
26.6		Welcomes promotion of the benefits of cycling and will continue to support those efforts.	Noted and welcomed.

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27.0	Individual	Supports AcTrAP but would like to see have more <i>“teeth”</i>	Further context has been added on funding and delivery timescales and responsibilities added as part of the actions list.
27.1		Like to endorse the route leading to Stonehaven and would like to see this as a priority route – segregated from the A90	Noted. Design work for the Muchalls to Stonehaven section of the route is programmed for this financial year funded by Nestrans and Sustrans.
28.0	Individual	Strategic Active Travel Network Section 7.7 (Would like to see Nestrans through AcTrAP actively challenge the <i>“not feasible”</i> attitude held by commercial organisations when it comes to the promotion and take up of sustainable travel.	Noted
28.1		Strategic Active Travel Network Section 7.13 Would like to see the Formartine and Buchan way stay open during construction of the AWPR.	This comment will be forwarded to the AWPR Managing Agents.
28.2		Strategic Active Travel Network Section 7.13 Any development of the Formartine and Buchan way needs to take into account of all road users and additionally could carry more commuter traffic if it was surfaced better and had lighting.	This will be considered as part of the route audits.
28.3		Strategic Active Travel Network Section 7.13 Apart from the Dyce – Newmachar and Dyce – Udney Station the route isn't very direct and on road routes are faster and more attractive to competent cyclists.	Noted. However to encourage those new to cycling to take up cycling routes such as the F&B Way play an important role and provide a suitable route to allow people to build confidence before moving towards routes which are on road. It is also an important recreational route.
28.4		Strategic Active Travel Network Section 7.15 Would like to see the Bucksburn – City centre route	This will be looked at as part of the route audits.

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		turned into a dedicated cycle corridor.	
28.5		Strategic Active Travel Network Section 7.16 Would like to see Westhill Cycle route receive further investment and better cross border working between the Aberdeen City Council and Aberdeenshire.	The purpose of developing a regional strategy is to ensure better cross border working.
28.6		Strategic Active Travel Network Section 7.19 Would like to see the following wording in this section changed from <i>“the impact that the future expansion of Aberdeen Harbour will have on this route”</i> to <i>“the impact of the proposed future expansion of Aberdeen Harbour might have on this route”</i> .	This has been amended.
28.7		Policies – Infrastructure 8.2 1g) Would like to see Toucans correctly implemented within infrastructure – need to link routes, have entry points from the route and have a central island (when needed) which is large enough to accommodate a bike, pram or wheelchair.	Design and implementation of signalised junctions and crossing points will comply with national guidelines and design specifications.
28.8		Policies – Infrastructure 8.2 1j) Agrees with statement but adds that a suitable direct route for all users needs to be maintained in the construction of the AWPR.	This comment will be passed to the AWPR managing agents team
28.9		Policies – Schools and Cycle Training, 3a &b) Suggests a change of wording in both a) and b) sections from <i>“a travel plan to including active travel opportunities and targets”</i> to <i>“a travel plan including active travel opportunities and targets for pupils and staff”</i> .	Noted and amended.

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28.10		<p>Policies – Cycle Parking 4 Would like to see where possible the investment of covered and secure cycle racks.</p>	<p>Further text has been added under the policy on cycle parking to ensure that cycle parking is designed to meet the needs of the intended user in order to take account of a wide range of locations.</p>
28.11		<p>Policies – Safety 5a) c) Where they currently exist most advanced stop lines (ASL) are ignored by motorists. – would like to see the enforcement of this by the Police.</p> <p>Would like to see these ASL's marked correctly and with suitable entry cycle lanes.</p> <p>Questions as to why Aberdeen City Council has removed some ASL's recently: George St/John St and the right turn at the end of Union Terrace near the central library.</p> <p>Would like to see enforcement of 20mph zones by the Police</p>	<p>An action has been added to develop, in partnership with others, a safety campaign aimed at improving road user behaviour. This will include use of advanced stop lines and we will liaise with Police Scotland on this issue.</p> <p>Additional reference has also been made to the role that design can play in influencing driver behaviour and speeds.</p>
28.12		<p>Monitoring – Indicator 2 When describing targets, City and shire should have the same baseline. Also is the intent to double the 2008 figures by 2021?</p>	<p>Unfortunately the baseline set is dependent on the data available and this can vary from area to area. Every effort is however made to provide measures that are comparable across the region.</p>
29.0	Individual	<p>Policy Context Diagram, Para 1.7 Diagram shows that there are ample existing plans and strategies in support of cycling – with low cycling numbers does this mean that they are wrong/not being implemented?</p>	<p>Annual cycle counts show that the number of people cycling on key routes in the city is increasing (see Nestrans annual monitoring report). As a percentage of overall trips however,</p>

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		Suggests changing the stakeholders from individual organisations to “everyone” so everyone as everyone is going to benefit from active travel.	it is recognised that as a proportion of overall trips, this remains low. Stakeholders in this sense are the people who can help to deliver improvements and influence behaviour change. Additional reference has however been made to the wide range of other interested users and organisations.
29.1		<p>Strategic Active Travel Network Section 7.9 – Nine strategic routes.</p> <p>Priority should be given to routes where there is most demand and thus greatest return in investment. Focus should be on journeys of 1-3miles.</p> <p>The focus on Alford or Peterhead/suggested route on the Banffshire coast are misconceived, unless the intention is to promote recreational and tourism cycling which is a point already countered in para 7.24</p>	<p>This is identified under the heading ‘Priorities’ in the draft final plan.</p> <p>Although priorities are identified, this is a long term strategy to 2035. It is therefore felt appropriate to retain longer term aspirations in terms of development of the network. Cycling for leisure is a key part of the plan.</p>
29.2		<p>Strategic Active Travel Network Section 7.11</p> <p>Doesn’t agree that Buchan Coast – Fraserburgh to Banff/Macduff and Moray route as a priority.</p>	Noted however as a long term vision for the development of an active travel network we feel there is merit in retaining this.
29.3		<p>Strategic Active Travel Network Section 7.12</p> <p>Doesn’t agree that Fraserburgh to Peterhead should be a priority strategic route.</p>	Noted. As this is a long term strategy that looks to 2035, we feel there is merit in retaining this link.
29.4		<p>Strategic Active Travel Network Section 7.17</p> <p>Would like to see the inclusion of maintenance/ winter maintenance and lighting in the strategic outline of the Deeside way.</p>	Issues such as the need for maintenance and lighting will be identified through route audits. Winter maintenance is an issue for the two Councils and should be addressed through local

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			plans.
29.5		<p>Strategic Active Travel Network Section 7.18/7.19 Believes that the current NCN route 1 from Cove to Torry is totally unsuitable for cycling.</p> <p>NCN route 1 from the south of Aberdeen towards Wellington bridge is poor in terms of connections as well as round market street and infrastructure needs to be improved.</p>	These issues will be considered as part of the route audit.
29.6		<p>Policies, Information, Marketing and Publicity. 6a Would like to see the evidence to support the continuation of the Getabout brand?</p> <p>Would suggest a switch of resources to a “bike hub” and other successful projects such as Velocity (Inverness) or the Stirling Cycle Hub.</p>	<p>Getabout is now a well established brand and forms a key mechanism for the delivery of the wider Regional Transport Strategy.</p> <p>An action to explore the opportunities to develop a Bike Station, similar to the Stirling Cycle Hub, is identified as an action in the plan.</p>
30.0	Sustrans	<p>Strategic Active Travel Network Section 7.1 Clarification – NCN Routes 1 and 95 run through the Nestrans area. In addition to this Sustrans are only responsible for the maintenance of the NCN when it runs through Sustrans owned land – this is not the case for the NCN routes through the Nestrans area.</p> <p>Suggested Text: “<i>Sustrans promotes develops and co-ordinates the national cycle network which, in the North East, currently consists of National Cycle Network routes 1 & 95.</i>”</p>	Text amended as suggested.

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30.1		<p>Strategic Active Travel Network Section 7.11</p> <p>Reference that the existing alignment of the NCN1 currently runs between Macduff, Buckie and onward to Moray.</p>	Noted and text updated.
30.2		<p>Strategic Active Travel Network Section 7.13</p> <p>Reference that only part of this proposed route is on the existing alignment of NCN 1, i.e. between Dyce and Maud.</p>	Noted and text updated
30.3		<p>Strategic Active Travel Network Section 7.17</p> <p>Reference that the existing “high-quality cycle route” is NCN route 195</p>	Noted and text updated
30.4		<p>Strategic Active Travel Network Section 7.18</p> <p>Reference that the NCN1 continues south beyond Portlethen to Stonehaven and Angus.</p>	Noted and text updated
30.5		<p>Sustrans strongly supports the development of a strategic active travel network in the Nestrans regional area.</p> <p>Sustrans strongly supports the proposed active travel audits and are happy for you to name Sustrans as a key stakeholder under point 7.9</p> <p>Sustrans recommend referencing the report carried out by Transform Scotland (commissioned by Sustrans Scotland) into the important role of leisure cycling in Scotland. “<i>The Value of Cycle Tourism; Opportunities for the Scottish Economy</i>” to further the strengthen the case for developing a strategic active travel network.</p>	<p>Noted.</p> <p>Noted</p>

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30.6		<p>Policy Context 1.5</p> <p>Change “<i>Cycling Scotland’s cycling action plan for Scotland</i>” Caps to “<i>Transport Scotland’s cycling action plan for Scotland</i>” Caps</p>	Text updated
30.7		<p>Objectives 6.1</p> <p>Sustrans suggest that objective two should refer to reducing the pedestrian and cycle casualty rates. Casualties per kilometre walked/cycled, rather than total number of casualties.</p>	Casualty rates per 1000 population has been added to the objective as we do not have the data to monitor casualties per kilometre.
30.8		<p>Policies 8.2</p> <p>Sustrans suggest changing the referencing from “<i>The NCN – Guidelines and Practical Details Issue 2</i>” to most recent and up to date edition entitled “<i>Handbook for cycle friendly design</i>”.</p> <p>Contains up to date design guidance and best practice that have been issued since “<i>Guidelines and Practical Details Issue 2</i>”</p>	Text updated
30.9		<p>Actions – Development of a Strategic Network – 4</p> <p>Sustrans suggest rewording point 4 to read “<i>Work with Sustrans to ensure the National Cycle Network is developed and improved throughout the region.</i>”</p>	Text updated.
30.10		<p>Actions – Schools and Cycle Training</p> <p>Please refer to I Bike as a Sustrans project suggested wording: “<i>Appoint a Sustrans I Bike Officer to work with secondary and primary schools in promoting safe cycling in schools.</i>”</p>	Text updated
31.0	Health &	Could be more in the document on behaviour change	Additional references to behaviour change have

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	Transport Action Plan Programme Manager: On behalf of HTAP partners/document	around active travel. Would like to see better integration and best practice with and between public bodies currently investing in such work. This could be done through the linking of the two HTAP sub-group actions. Thought the referencing of Getabout was overgeneralised and that it would benefit from some expansion given the range of expenditure and projects currently being undertaken by partners.	been incorporated. Text added to reflect better integration and sharing of best practice under Policy Context and in the actions table. Also covered under policy 6d. Noted
32.0	Tactran	Policy Context 1.5 As mentioned by Sustrans change reference from “ <i>Cycling Scotland’s cycling action plan for Scotland</i> ” Caps to “ <i>Transport Scotland’s cycling action plan for Scotland</i> ” Caps	Text updated
32.1		Trends – 3.4 (Footnote 1) Is there no Nestrans figure available based on Scottish Household Survey (SHS)	The regional figure has been included.
32.2		Policies – New Infrastructure 8.1 a) Comment Segregation by default is likely to be more expensive. Where possible working with psychological tools, which reduce cost but increase the perception of safety might be more favourable.	Text has been amended to reflect this.
32.3		Policies – New Infrastructure 8.1 c) Comment:	The plan supports the use of shared paths.

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		Why is it a problem if shared paths are built even if a cycle:walking ratio were e.g. 30:70? In fact where safety/space allows building shared space ways could be actively encouraged as a principle to make the network more attractive.	
32.4		Policies – Cycle Parking 4 a) Change section to read: High quality cycle parking (Sheltered/Locked) should be provided at key locations.....	This has been considered and a sentence added to fully consider the intended use of the cycle parking and to consider the most appropriate type dependent on expected need.
32.5		Policies – Safety 5 b) There are situations where roundabout solutions can be successfully implemented. Creating a safe roundabout might be more challenging during the design process but installing signal junctions by default is likely to increase costs and maintenance.	Noted and text amended to reflect this under policy 1f.
32.6		Policies – Safety 5 c) 20mph limits should be encouraged particularly in residential areas to improve safety... this would be inline with CAPs action 9.	Text amended.
33.0	Ride the North	Actions – All The list of actions outlined in the draft plan is not easily assessed as it's very hard to piece them together to see the bigger picture.	Further detail has been added to this table in terms of delivery. The headings are intended to align with the policy headings in section 9 of the plan.
33.1		Cycling has benefits across a wide range of subject topics including but not limited to: sport, transport, health, tourism – would like to see a less segmented	As Nestrans is a Regional Transport Partnership the primary role of the plan is facilitating every day journeys by cycling and walking. We recognise

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		<p>approach to dealing with cycling policy and see it dealt with as a whole with policy documents such as AcTrAP encompassing all these facets.</p>	<p>however the strong links to other policy areas including sport, tourism and health and aim to align with objectives in these areas.</p>
33.2		<p>Suggested additional Actions</p> <ul style="list-style-type: none"> • Creation of an umbrella cycling project/identity. • Creation/development of a network of recreational cycling routes in Aberdeenshire. • The creation of a flagship cycling route for the NE of Scotland. • Targeted day to day cycling improvements. <p>Implement key improvements in Aberdeenshire towns to encourage local cycling trips... which would displace car journeys to a greater extent then linking towns.</p> <ul style="list-style-type: none"> • Develop a plan for the private sector. • Creation of a coordinated calendar of cycling events across the region. 	<p>The Getabout brand fulfils this role</p> <p>The strategic network would serve a wide range of trip purposes, including recreational cycling.</p> <p>This can be considered during the audit and prioritisation process as to whether a route could be developed as a flagship route.</p> <p>Nestrans aims to work with and support the private sector, however our influence in this area is limited.</p> <p>A calendar of events supported by the Getabout partnership on an annual basis is already developed.</p>