RTS Re-fresh - Proposed updates and amendments to the strategy in response to consultation comments

Ref Number	Consultee	Comment	Proposed amendments to Main Issues Report and draft RTS refresh
1.1	Nigel Wunsch, Network Rail	Table 2 refers to rail patronage growth figures being higher than the national average and Freight has grown little since 2006 – please can Nestrans provide clarification on what these figures are based on?	Table 2 refers to results taken from the Nestrans Annual Monitoring Report – rail patronage growth in the north east grew by 34% between 2004/05 and 2009/10 compared to 20% for Scotland as a whole (extrapolated from Scottish Transport Statistics). Rail freight is estimated to have remained around 1% of total freight to, from and within Grampian (estimates provided for Nestrans' Freight Action Plan). Add reference or hyperlink to Monitoring Report and ensure text is clear.
1.2	Nigel Wunsch, Network Rail	The document does not contain details of the "Access for All" scheme planned for Dyce Station prior to the end of this Control Period.	Reference to Dyce station improvements project added to update under internal connections.
1.3	Nigel Wunsch, Network Rail	Action EC1 i) discusses reducing journey times to Edinburgh and Glasgow and then references the Aberdeen to Inverness GRIP 3 study – this reference should be removed.	EC1 amended to include all external links from the north east, including Aberdeen-Inverness line for which reference to GRIP 3 work is relevant and should be retained.
1.4	Nigel Wunsch, Network Rail	Action IC1 iv) includes proposals for new stations on Aberdeen to Inverness route (in addition to Kintore) –	Wording of IC1 iv) reviewed to ensure that the STAG principles

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		Network Rail is fully supportive of enhancing public transport options however we believe that the wording of this action should be amended to reflect the Scottish Transport Appraisal Guidance (i.e. to fully review and appraise the transport difficulty so that the appropriate transport solution is developed).	are emphasised.
2.1	Andrew Jarvis, Stagecoach Bluebird	To underline the importance of national coach to the Aberdeen economy, there are now 39 departures each day to points south of Dundee, principally Glasgow or Edinburgh, but 6 times a day to London. There are also two departures per week for Poland. The total daily available seats in each direction is 2,440 (the equivalent of 13 train services operated by 3-car class 158 trains).	Specific reference made to the growing importance of coach travel to external connections and will ensure that Monitoring Report picks up on this trend.
3.1	Duncan Hinchley, Insch	With continued increase in passenger numbers on the Aberdeen-Inverness line, one of the best ways to relieve congestion on the line and increase capacity is to start the process of restoring the line back to its former glory. Redoubling the line between Aberdeen and Keith would make a huge difference and could be done without major infrastructure work. This would allow a greater number of trains and more options for freight.	Transport Scotland has committed to an upgrade of the Aberdeen-Inverness line and has instructed Network Rail to develop detailed plans. A detailed report is expected around the beginning of 2013.
3.2	Duncan Hinchley, Insch	Resurrecting closed lines offer the potential to remove enormous amounts of traffic from the roads. Reopening Deeside to alleviate traffic from the A93, or the old Buchan & Formartine line to Newmachar, continuing a new line past Oldmeldrum to the old Macduff line at Fyvie and beyond.	The Rail Action Plan refresh will consider the long-term merits of reopening rail lines, but it is likely that current appraisal methodologies and pricing will rule these out as unaffordable.

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			However, former lines should be retained and protected as transport corridors in Local Development Plans to enable their future re-establishment if circumstances change. A new action has been added to explore the feasibility of such projects and to reflect the long term nature of the strategy.
4.1	Director of Strategic Planning and Quality Improvement, Scottish Ambulance Service	SAS fully support the draft proposals. As partners in the Grampian Health & Transport Action Plan, SAS play an integral role in the delivery of several of the initiatives in the strategy. We welcome the alignment of the RTS with SDP timelines and believe that this action will assist in ensuring that both sets of actions are now contained in a single plan.	Support welcomed.
4.2	Director of Strategic Planning and Quality Improvement, Scottish Ambulance Service	SAS will continue to monitor and assess the suitability of electric vehicles for Patient Transport and review emerging vehicle technology. SAS are committed to improving the efficiency of journey planning and improving our carbon footprint by reducing duplicate journeys.	Comments noted.
4.3	Director of Strategic Planning and Quality Improvement, Scottish Ambulance Service	SAS supports the Cycling Action Plan for Scotland and continue to support Cycle to Work Schemes with the provision of shower facilities at main premises.	Comments noted.
4.4	Director of Strategic Planning and Quality Improvement, Scottish Ambulance Service	SAS fully support the set of RTS Action Plans and are partners in HTAP and Joint Public Sector Group. In respect of Question 2, would welcome reference to the Healthcare Transport Framework and Audit Scotland's	These documents have been reviewed and reference made to them in an updated version of the main issues report.

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		review of Health & Social Care Transport.	
4.5	Director of Strategic Planning and Quality Improvement, Scottish Ambulance Service	SAS note the decline in bus patronage and highlight concern that if this continues, the viability of some services may be compromised with consequences for patients.	Comments noted and will be considered by the HTAP Steering Group.
4.6	Director of Strategic Planning and Quality Improvement, Scottish Ambulance Service	The cost of fuel is having a significant impact on the availability of both Ambulance Car Service and community car schemes, which are particularly helpful in providing a service in remote and rural locations.	Comments noted and should be considered by the HTAP Steering Group.
4.7	Director of Strategic Planning and Quality Improvement, Scottish Ambulance Service	Wish to record the particular benefits of ~ the Aberdeen Royal Infirmary Interchange Project, ~ IC4 the extension of Dial a Bus services to those unable to access conventional buses and ~ TB3 Improving Road Safety.	Noted.
5.1	David Spaven, Rail Freight Group	RFG has no major comments to make, but a couple of points: on page 6, reference is made to new freight terminals, which should read "new freight terminal (singular) at Waterloo Yard…."	Accepted – text amended for greater accuracy.
5.2	David Spaven, Rail Freight Group	On page 8, second bullet should be amended to read "Rail freight facilities opened at Craiginches, Raiths and Waterloo Yard."	Accepted – text amended for greater accuracy.
5.3	David Spaven, Rail Freight Group	Key reasons for rail freight failing to increase its market share should be addressed in the RTS – although major 'hard' issues have been addressed by three new terminals and gauge upgrade, route capacity to Waterloo/Raiths and the loss of three out of four paper mills is relevant.	Comments noted. Text expanded for clarity.

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5.4	David Spaven, Rail Freight Group	It is mainly the 'soft' issues which have not yet been resolved (price and quality relative to road haulage, fragmentation of the rail offer diluting potential frequency and capacity). Possibility of cooperation and coordination between northern hauliers and some form of aggregation may offer potential to encourage smaller road hauliers to take advantage of rail trunking. Such aspirations could be considered as an additional action for page 31.	Comments noted. North East Freight Forum will seek to facilitate a "Road to Rail" seminar and text to be amended to reflect these opportunities.
6.1	Derek Williams, Aberdeen Cycle Forum	ACF has welcomed the investment in cycling via Nestrans in recent years, which has contributed to an increase in the levels of cycling in Aberdeen. However, there is much more to do to reach the Scottish Government's target of a 10% cycling rate and for Aberdeen to reap the benefits of being an active, cycling city. The proposed "refresh" of the RTS is not up to this challenge.	Comments noted. 10% of trips by cycling is believed to be ambitious, but Nestrans will work towards increasing cycling numbers. Achieving the target will require support from local authorities, Transport Scotland and others.
6.2	Derek Williams, Aberdeen Cycle Forum	ACF believes that 10% of the Strategic Transport Fund should be allocated to cycle specific infrastructure. While supportive of the STF in principle, very concerned that cycling infrastructure is excluded from eligible funding. Disappointing that STF has already identified a long list of road capacity increases, but is vague on sustainable modes and excludes cycling altogether. STF seems to embody a "predict and provide" approach - the challenge is to prevent significant cumulative traffic growth and should be able to demonstrate that the primary beneficiaries are sustainable and space efficient modes.	The STF follows an open and transparent methodology, including allowance for encouraging mode shift towards sustainable travel. The resultant cumulative impact of traffic generated from new developments is then assessed and a contribution sought towards mitigating the impacts of traffic generated. A list of sites requiring mitigation has been identified along with possible mitigations, although these would require full

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			STAG assessment including options before implementation. Although the STF does not specifically contain cycling measures, all interventions will require to be designed to meet the needs of all road users. Cycling measures are also addressed elsewhere in the RTS and through local mitigation of development.
6.3	Derek Williams, Aberdeen Cycle Forum	The Strategic Development Plan projects a population increase of 7% by 2035, yet a 30% increase in vehicle kilometres and a 15% rise in carbon emissions is projected. This demonstrates that the RTS is failing and a step change in approach is needed. RTS should be seeking to change these projected outcomes onto a more sustainable trajectory.	Comments noted. The RTS seeks to minimise the impact of development against agreed criteria and contains proposals to address projected increases in demand for travel.
6.4	Derek Williams, Aberdeen Cycle Forum	The RTS should contain a commitment to the delivery of quality cycle routes along the key development and commuter corridors. This is vital in supporting sustainable corridors – we would wish to see an explicit commitment to these routes in the revised RTS within a timescale that reflects the urgency of meeting the 10% target for cycling.	The proposed Active Travel Action Plan should identify key corridors and outline a plan for developing and improving key cycle routes. This is also reflected in action IC6 iv.
6.5	Derek Williams, Aberdeen Cycle Forum	ACF believes there must be that there must be some commitment to specific schemes of demand management and road space reallocation, as informed by the Locking in the Benefits study. The RTS needs to start spelling out the schemes. It is difficult to see where the advantages to sustainable travel will be	A reference to the locking in the benefits schemes is made under action CR1 iii). The Active Travel Action Plan will identify specific proposals to enable sustainable travel options.

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		coming from.	
6.6	Derek Williams, Aberdeen Cycle Forum	The quality of cycle provision overseen by the city council is very mixed and poor design standards remain an issue. Poor design is hindering the full value of investment to be achieved. We would welcome Nestrans having much stronger expectations about the quality of cycle facilities provided with its funding.	This comment is noted and will be raised as part of the development of the active travel action plan identified in action TB2 i.
6.7	Derek Williams, Aberdeen Cycle Forum	The list of cycling infrastructure projects (para 2.23) is misleading giving the impression that all on the list have been delivered. Some projects are incomplete and some have yet to start and some have been poorly designed and executed. It is vital to acknowledge the reality of the present situation in order to have a clearer idea of what more needs to be done.	A revised paragraph 2.30 includes clarification that some schemes are under development.
6.8	Derek Williams, Aberdeen Cycle Forum	To date land use planning and cycle integration has been poor.	Noted
6.9	Derek Williams, Aberdeen Cycle Forum	ACF does not support the inclusion of the 3rd Don Crossing in the RTS. They believe it will make the RTS objectives of reducing traffic growth and tackling emissions even more difficult.	Comments noted. A Third Crossing of the River Don is current ACC policy and is therefore reflected in the RTS.
6.10	Derek Williams, Aberdeen Cycle Forum	In relation to objective 2 'particularly for disadvantaged and vulnerable members of society' risks making it seem marginal. Choice, accessibility and safety are applicable to all. ACF favours a re-wording that says '*to enhance choice, accessibility and safety of transport for all in the NE, including disadvantaged and vulnerable members of society.*	Agree to this change

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6.11	Derek Williams, Aberdeen Cycle Forum	Would prefer 'traffic related injuries' and suggest splitting by mode as an overall decrease may mask any increase in cycling / pedestrian injuries.	Agree that changing the monitoring from accidents to injuries is sensible, as was outlined in the MIR. In terms of the monitoring, we will split this by mode but do not propose to alter the objective in this regard.
6.12	Derek Williams, Aberdeen Cycle Forum	Objective 4 – would suggest the addition of 'and active travel'	Active travel is covered through the mention of walking and cycling in objective 4a.
6.13	Derek Williams, Aberdeen Cycle Forum	Objective 4 (c) seems to repeat so suggest splitting it into two: a) to encourage integration of transport and land use planning, especially to ensure that PT and active travel opportunities are developed in phase with new developments. b) To improve connections between transport modes and services.	Feel that the objectives, as they stand cover the key issues and would like to maintain consistency as much as possible, therefore do not propose to change this.
6.14	Derek Williams, Aberdeen Cycle Forum	ACF would wish to see strategic road capacity improvements offer benefits to active travel, especially within the city.	Agree that strategic road improvements should be designed with the needs of cyclists and pedestrians in mind, particularly in terms of safety. A new action has been added to reflect this.
6.15	Derek Williams, Aberdeen Cycle Forum	ACF objects to new action IC2(vii) based on concerns about the current structure of the STF which is weighted too heavily towards road capacity improvements.	
6.16	Derek Williams, Aberdeen Cycle Forum	Believe that this action should be prefaced by '*mitigating the cumulative impact of developments will prioritise measures that benefit PT and active travel.*	The creation of the Strategic Transport Fund and its interventions does not remove the

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		Where new road capacity is to be provided, this will demonstrate clear benefits to sustainable and 'space efficient' modes and will demonstrate that the primary beneficiaries are not single occupancy commuters.	requirement of developers to assess and mitigate their impact on the transport network in line with the hierarchy of modes as set out in planning guidance. This requirement still remains and the STF is in addition to this. A new action has also been added in IC6 v) to ensure that all new developments and transport infrastructure improvements take consideration of and make provisions for pedestrians and cyclists as an integral part of the design process.
6.17	Derek Williams, Aberdeen Cycle Forum	ACF supports action IC3(vi) but believe it should be strengthened by adding in 'Mitigating the cumulative impact of developments will primarily be by measures that benefit PT and active travel'.	
6.18	Derek Williams, Aberdeen Cycle Forum	(IC5) Cycle parking at (Aberdeen) rail station is poor and cycle access is also problematic. Would like to add '*develop better cycle access and cycle parking to improve rail-cycle integration'.*	Include reference to improving interchange for cyclists as well as bus/rail interchange.
6.19	Derek Williams, Aberdeen Cycle Forum	Support an Aberdeen wide cycle promotion initiatives to boost awareness and uptake of cycling.	This role is fulfilled by the Getabout partnership and brand across the whole of the Nestrans area.
6.20	Derek Williams, Aberdeen Cycle Forum	Action CR1 (iii) ACF supports the principle of this action but believes the caveat of 'where it can be demonstrated that this will help the efficient movement of traffic' is too restrictive. Suggest amending the action to 'where it can be demonstrated that this will help the longer term efficient movement of traffic'.	Agree with this proposed change.
6.21	Derek Williams, Aberdeen Cycle Forum	Support the intention to produce an active travel action plan. There should be a short deadline (June 2013)	Noted.

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		and it should be to set out a clear strategy to achieve the step change required to achieve the Government's 10% cycling target.	
7.1	James C. Lyon, Westhill	Where appropriate construct bus stop lay-bys which would allow traffic to flow rather than stopping traffic.	This is a local action, but could be reflected as part of the Bus Action Plan which will be discussed through the Labof partnership.
7.2	James C. Lyon, Westhill	Remove the present siting of pedestrian refuges opposite bus stops which stop traffic and do not allow pedestrians to cross the road until the bus and waiting traffic has passed.	The safety of pedestrians is key and in order to encourage more people to walk and use the bus it is important that crossing points reflect pedestrian desire lines.
7.3	James C. Lyon, Westhill	Re-site pedestrian crossings further away from roundabouts as vehicles (particularly HGVs) can block roundabout when stopped.	
7.4	James C. Lyon, Westhill	Provide off-street parking on Muggiemoss Road by compulsory purchase of vacant ground opposite houses.	This is a local measure that would need consideration by the City Council in line with their Local Transport Strategy.
7.5	James C. Lyon, Westhill	Developers should be required to upgrade the main arterial route serving large developments.	It is already a requirement through the planning process that developers should mitigate their impact on both the local and strategic transport network. This is the purpose of Transport Assessments as part of the planning application and the Strategic Transport Fund.
7.6	James C. Lyon, Westhill	Sort out the confusing lane arrangements on the Lang Stracht and should be paid for by the two supermarket	This is a local issue for the City Council to consider. The RTS

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		developments.	reflects the strategic aims of ensuring efficient movement of people and goods however the detailed implementation is a matter for the Councils.
7.7	James C. Lyon, Westhill	Complete the unfinished 'Inner Ring Road'	Work is currently ongoing to look at options for improving the Bridge of Dee and Transport Scotland has committed to addressing the problems at the Haudagain roundabout once the AWPR is complete.
7.8	James C. Lyon, Westhill	The Union Square shopping centre is attracting business away from Union Street, leading to its slow demise, the bus station is poorly designed as is the arrival / departure to the railway station and no connecting link to the harbour.	Comments noted.
8.1	Aberdeenshire Council	Welcome the alignment of the RTS with the SDP.	Noted.
8.2	Aberdeenshire Council	Welcome the adoption of the STF and will work with Nestrans to explore opportunities for releasing some of the fund to support implementation of transport schemes in Aberdeenshire.	Noted, although the interventions identified for STF funding need to be identified through the cumulative impact appraisal process, as set out in the SPG for the STF.
8.3	Aberdeenshire Council	Following on from the AWPR decision, it is considered that there may be further opportunities in the future to evaluate the strategy and ensure that actions, policies and projects are best placed in order to "lock in" the benefits of the scheme.	Locking in the Benefits of the AWPR and other major infrastructure investment forms a key part of the strategy.

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8.4	Aberdeenshire Council	Agree that the objectives remain fit for purpose. Important to retain a structure and consistent policy hierarchy. Agree with the proposed wording change in objective 2b.	Noted
8.5	Aberdeenshire Council	The objectives should carry an equal weighting as together they are the collective framework for delivering the RTS however prioritisation of some of the actions may be appropriate.	Noted and this will be considered and as part of the delivery plan.
8.6	Aberdeenshire Council	EC2 i) – welcome the proposed amendment to include the A96 and support the relief of constraints at Inveramsay Bridge particularly for freight vehicles.	Noted
8.7	Aberdeenshire Council	EC4 i) – Support this change. Connections by sea and other sea freight transport issues should be given prominence on Freight Forum agendas as both Aberdeen and Peterhead harbours play a key role in the region's economy.	Noted.
8.8	Aberdeenshire Council	EC4 iii) – this proposal to develop freight and passenger sea services is appropriate	Noted
8.9	Aberdeenshire Council	EC4 iv) – the proposal to develop liaison arrangements with Northlink Ferries is worthwhile including in the RTS	Noted
8.10	Aberdeenshire Council	IC1 (i) – Aberdeenshire council will continue to work with Nestrans to increase opportunities for rail travel in Aberdeenshire	Noted.
8.11	Aberdeenshire Council	IC1 (iii) – supportive of the proposed new action to investigate opportunities for further stations.	Noted
8.12	Aberdeenshire Council	IC2 (i) – Welcome the prioritisation of strategic road	Noted

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		capacity improvements.	
8.13	Aberdeenshire Council	IC2 ii) – welcome prioritisation of strategic road safety improvements.	Noted
8.14	Aberdeenshire Council	IC2 vi) – the proposed amendment is appropriate to bring the RTS up to date.	Noted
8.15	Aberdeenshire Council	IC2 vii) – interventions to mitigate impacts on the strategic transport network are welcomed and should be regards as a key area to work towards.	Noted
8.16	Aberdeenshire Council	IC3 ii) – the proposal for amendment reflecting the current position on Bus Action Plan is appropriate	Noted
8.17	Aberdeenshire Council	IC3 iii) – this proposal is appropriate given the extended timeframe of the RTS.	Noted
8.18	Aberdeenshire Council	IC3 iv) – support expanded park and ride provision and would be keen to explore mini hub options going forward.	Noted
8.19	Aberdeenshire Council	IC3 vi) – supportive of measures that will make public transport more attractive.	Noted
8.20	Aberdeenshire Council	IC5 i) – welcome the updating of this action regarding integration opportunities in Aberdeen City Centre.	Noted
8.21	Aberdeenshire Council	IC5 ii) – welcome the updating of this action and continued support for further improvements in towns in Aberdeenshire	Noted
8.22	Aberdeenshire Council	IC5 iii) – proposed amendment on integrated ticketing is appropriate	Noted
8.23	Aberdeenshire Council	IC6 ii) – this is appropriate and noted. LTS is committed to creating towns that are attractive to	Noted

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		pedestrians and cyclists. Local congestion issues can be addressed by improving the public realm.	
8.24	Aberdeenshire Council	IC6 iii) – the changes proposed regarding low speed zones are appropriate	Noted
8.25	Aberdeenshire Council	IC6 iv) – The changes on cycle routes are appropriate and help to provide further support for Aberdeenshire Council's LTS and action plan.	Noted
8.26	Aberdeenshire Council	IC7 i) – it is appropriate to revise this action to take account of all modes of transport to Aberdeen International Airport.	Noted
8.27	Aberdeenshire Council	IC7 ii) – it is appropriate to amend this action to focus on the upgrade of and improved access to / from Dyce station.	Noted
8.28	Aberdeenshire Council	IC7 iii) – the proposed amendment to widen action to refer to high quality transport is considered appropriate.	Noted
8.29	Aberdeenshire Council	IC9 i) – considered appropriate. Going forward, Aberdeenshire Council will continue to be involved in the Freight Action Plan and Freight Forum and will look to identify further opportunities for rail terminal expansion.	Noted
8.30	Aberdeenshire Council	TB1 i) – support the refresh of this strategy in line with other action plans.	Noted
8.31	Aberdeenshire Council	TB1 iii) – the proposal to include car club schemes is appropriate and reflects recent developments in bringing the CoWheels scheme to Aberdeen City and Laurencekirk.	Noted

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8.32	Aberdeenshire Council	TB1 iv) – This new action is appropriate and serves to ensure that Getabout continues to be given prominence in the North East.	Noted
8.33	Aberdeenshire Council	TB2 i) – Through the LTS the Council has committed to developing active travel plans for towns and would be keen to identify where these plans could be linked to ensure a co-ordinated approach.	Noted. A coordinated approach would be welcomed.
8.34	Aberdeenshire Council	TB2 ii) – this ensures a co-ordinated approach.	Noted
8.35	Aberdeenshire Council	IE1 ii) – Continued monitoring of the BPIP is supported by the Council with a view to achieving improvements in bus provision and increased levels of bus use.	Noted
8.36	Aberdeenshire Council	IE2 iii) – this is an appropriate amendment to focus on partnership working to reduce casualties.	Noted
8.37	Aberdeenshire Council	IE2 iv) – While this does not directly apply to Aberdeenshire, it is considered that by helping to move people more easily through Aberdeen City, this in turn could have wider benefits for Aberdeenshire travellers.	Noted
8.38	Aberdeenshire Council	IE3 i) – The Council supports this proposed amendment on the Regional Parking Strategy.	Noted
8.39	Aberdeenshire Council	CR1 i) – The new carbon reduction & air quality heading is appropriate. It is also considered that the incorporation of old action IE1 iii) relating to alternative fuels, into the new carbon reduction heading is appropriate and helps group these together.	Noted
8.40	Aberdeenshire Council	CR1 ii) – Support this amendment to promote technological advancements which complements the ethos of Aberdeenshire Council LTS.	Noted

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8.41	Aberdeenshire Council	CR1 iii) – as above	Noted
8.42	Aberdeenshire Council	E1 i) – the proposed new action should be welcomed at all levels to ensure that all users of the transport network in the north east have the chance to feedback and inform the process.	Noted
9.1	Mobility Advisory Committee Scotland	Section 2 – no mention has been made of the Equality Act 2010. MACS proposes that the implications of the Act on the strategy be considered.	Agree that this should be added.
9.2	Mobility Advisory Committee Scotland	Section 3 – Have the future demographics of the area been taken into account; notably the increase in the elderly population and their mobility and accessibility needs?	Yes, this has been considered as part of the trends forecast to 2035.
9.3	Mobility Advisory Committee Scotland	E1 – an active and inclusive approach to engagement and consultation with communities – do these groups include the disabled and elderly communities?	Yes, these groups are included however consideration will be given to making this more explicit.
10.1	Civic Forum	There should be greater transparency with regard to delivery of infrastructure.	The RTS provides a long-term vision to enable complete transparency on future transport developments. All of Nestrans reports and Board meetings are publicly available.
10.2	Civic Forum	The focus should be on delivery in the short term, in more manageable 5 year blocks rather than over the period to 2035. There should be public confidence that projects will be delivered to meet specific goals, on time and to budget. Currently we have little other than a wish list of good intent.	This is reflected in the delivery plan.
10.3	Civic Forum	There should be more cycle paths to encourage	Agreed. We believe this is

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		cycling and make it safer.	reflected in the RTS.
10.4	Civic Forum	Main roads should be converted to dual carriageways wherever possible.	The RTS will be amended to reflect Transport Scotland's proposals to dual the A96 and the A90 Balmedie-Tipperty. However, it would not be appropriate to have a policy to dual all main roads.
10.5	Civic Forum	High speed rail links should be introduced.	This is reflected under action EC1 iii which outlines the RTS support for High Speed Rail connections to London that benefit the North East.
10.6	Civic Forum	More bus lanes should be introduced.	This is addressed under action IC3 ii.
10.7	Civic Forum	There should be greater competition in the provision of bus services in Aberdeen. We need a strategy from Nestrans to give more competition in the market place and to encourage smaller operators to set up bus services across the city. Nestrans role should be proactive rather than passive with the aim to change legislation and develop a range of alternative providers.	The Transport Act 1985 deregulated bus services and allows for competition. It would not be appropriate for Nestrans (or a local authority) to actively get involved in anti-competitive or promotional aspects of public transport provision.
10.8	Civic Forum	Sponsored core paths should be encouraged. Progress on core paths has been disappointing, not least because one of the criteria for getting into the project phase was an expectation of delivery within 2 years. The project needs to be revitalised. Nestrans should work proactively with the community to see if sponsorship can be put in place.	The Core Paths Plans are local strategies and this would be an issue for local consideration. We will however put this comment to the two Councils.

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10.9	Civic Forum	The new western peripheral route should be free of junctions, buildings and developments along its route to create an expressway.	The design for the Western Peripheral Route, including the number and layout of junctions, has already been agreed. The number of junctions is minimal to allow the route to function as a strategic route.
10.10	Civic Forum	Nestrans doesn't appear to have a rail strategy. Cross rail has gone and new station at Kintore is not definitive. We have seen no progress on smart ticketing and get-about has very poor publicity.	The Rail Action Plan sets out Nestrans strategy for Rail. This will be updated in line with the RTS refresh. Although the term Crossrail is no longer used, the elements of this project are still being taken forward, the first being a new station at Kintore.
11.1	Aberdeen & Grampian Chamber of Commerce	The Scottish Government has announced a review of Scottish Planning Policy and has also begun consulting on NPF3. The SDPA is also progressing a new Strategic Development Plan and it is important that the RTS takes into consideration these new policy documents.	Noted, the review of policy will be updated to reflect this.
11.2	Aberdeen & Grampian Chamber of Commerce	The 3rd Don Crossing remains a priority for Chamber members. AGCC supports Nestrans' efforts to ensure that there is no unnecessary delay to plans for the crossing which have been previously agreed after substantial prior delay.	Noted.
11.3	Aberdeen & Grampian Chamber of Commerce	It should be recognised that better rail links relies on improvements to the tracks being delivered. Capacity issues, especially on the rail track between Aberdeen	As stated above, Network Rail are currently undertaking a study into options for upgrading the

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		and Inverness and Stonehaven and Arbroath, must be resolved.	Aberdeen-Inverness line in line with Scottish Government commitments to enhance services.
11.4	Aberdeen & Grampian Chamber of Commerce	AGCC supports the proposed new action of strategic road improvements to mitigate the cumulative impact of development at Bridge of Don by upgrading capacity at the Parkway, Persley Bridge and Parkhill junction. However, with upgrades to the Haudagain not expected to commence until 2018 at the very earliest, it may be worth considering the delivery of these projects at the same time.	Noted. The delivery of the STF projects however will be dependent on the rate of developer contributions into the fund and the prioritisation of interventions.
11.5	Aberdeen & Grampian Chamber of Commerce	The provision of taxis at Aberdeen remains a problem, with people arriving in Aberdeen often facing a significant wait for taxis. AGCC would suggest that further work is done to improve taxi waiting areas, and for continued efforts to increase the provision of taxis at the airport.	Add reference to taxis under action IC5 i and ii which relate to interchanges.
12.1	Mark Hagger, Cyclists Touring Club	Urgent publication of the Strategic Cycling Plan is vital in order to pursue the 10% by 2020 target.	Noted. Proposal to produce an Active Travel Action Plan.
12.2	Mark Hagger, Cyclists Touring Club	In relation to the 10% target, the sentence '*this is a very ambitious target and there is uncertainty over whether it can be achieved'* should be removed and replaces with '*In order to achieve this ambitious target, roadspace will be reallocated to cycling and quality cycling infrastructure developed through commitment of 5% of the roads budget to cycle specific infrastructure, in accordance with best practice elsewhere in Scotland, Britain and abroad.*	Agreed that the strategy should aim to achieve this target and should include actions that proactively work towards it. This sentence will be amended and the actions reviewed to identify if they are ambitious enough.
12.3	Mark Hagger, Cyclists Touring	A key element of the cycling action plan is the	The proportion of Nestrans funding

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	Club	development of an array of quality fast cycle routes radiating from the city which should enable rapid and efficient cycle transit. It is vital that this strategy is set down before the imminent development of the intervening ground progresses further. There should be explicit commitment to at least 5% of Nestrans' funding for cycling infrastructure and the prioritisation of rapid cycle routes.	spent on cycling interventions in recent years has been significantly over 5%. However, perhaps a commitment to continue funding at least at this level, articulated in the delivery plan would assure others and provide a framework for developing cycling infrastructure.
12.4	Mark Hagger, Cyclists Touring Club	The list of cycling and pedestrian projects at 2.23 demonstrates the weakness of the strategy over the past 4 years.	The list of schemes (now para 2.30) demonstrates the breadth of investment in cycling and pedestrian projects across the region.
12.5	Mark Hagger, Cyclists Touring Club	In section 3 there is no mention of the commitment to carbon reduction, or the stimulation of alternative modes. The list of projects in section 3.9 will contribute to neither of these crucial objectives.	This section is focussed on predicted trends rather than policy commitment which is covered under section 2, including the issue of carbon reduction.
12.6	Mark Hagger, Cyclists Touring Club	All roads developments should include high quality cycling infrastructure, including Transport Scotland projects on the A90 and AWPR. The STF should have 5% of its budget earmarked for cycling infrastructure particularly focussed on delivering the radial routes.	The proportion of Nestrans funding spent on cycling interventions in recent years has been significantly over 5%, however the STF fund is specifically set up to fund interventions identified to mitigate the cumulative impacts of development. It is however recognised that the needs and safety of cyclists should be incorporated into the design of all STF interventions and

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			infrastructure schemes (a new action has been added to this effect IC6 v). Improving cycling infrastructure on radial routes is addressed under action IC6 iv.
12.7	Mark Hagger, Cyclists Touring Club	Objective 2b, would prefer to use the term traffic related injuries.	Noted and agreed.
12.8	Mark Hagger, Cyclists Touring Club	IC2 viii new action: ▪ To build a strategic cycle path network to quality commuting standards between Aberdeen and the principal commuter towns of Stonehaven, Banchory, Inverurie, Ellon. ▪ To develop and implement a strategy to traffic calm the roads that will be relieved by the construction of the AWPR and A90 Balmedie dualling. ▪ To construct a cycle path along the route of the AWPR and A90 Balmedie.	IC2 deals with road improvements. The issue of strategic cross boundary cycle routes is covered under action IC6 iv). Action IC6 iii) also promotes low speed zones for the benefit of cyclists and pedestrians. In response to this comment however a change will be made to this action to link it to the 10% target for cycling and locking in the benefits of AWPR and associated projects.
12.9	Mark Hagger, Cyclists Touring Club	IC3 New Action: ▪ To provide for intermodal travel by installing cycle lockers at all park and ride car parks and ensuring that all P&R buses are able to carry at least 4 cycles. ▪ To ensure that buses in all longer routes are able to carry at least 4 cycles.	Action IC5 i) and ii) have been amended to include specific reference to provision for the needs of pedestrians and cyclists at interchanges. The detail of how this is delivered will be dealt with through the active travel and bus action plans.
12.10	Mark Hagger, Cyclists Touring Club	IC6 iv amend to: ▪ *Allocate 5% of Nestrans funds to the continued*	The proportion of Nestrans funding spent on cycling interventions in recent years has been significantly

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		development of a connected network of quality strategic cycle routes on key routes within Aberdeenshire, across the boundary into Aberdeen and on routes through the city.	over 5%. However, perhaps a commitment to continue funding at least at this level, articulated in the delivery plan would assure others and provide a framework for developing cycling infrastructure.
13.1	Barton Willmore on behalf of the Harbour Board	Reference should be made to the review of SPP and NPF2 both of which are currently underway. The emerging scope and content should inform the RTS.	Noted. This has been added and taken into consideration.
13.2	Barton Willmore on behalf of the Harbour Board	The National Renewables Infrastructure Plan identifies Aberdeen and Peterhead Harbours as having capacity to contribute towards Distributed Manufacturing and Operation/Maintenance. This will have implications for the transport network and should be factored into the RTS.	Noted. This has been considered in the final version.
13.3	Barton Willmore on behalf of the Harbour Board	Aberdeen and Peterhead Harbours and A96 dualling have been put forward for national developments as part of NPF3 and if identified as such must be referenced and responded to within the RTS. Notwithstanding this, it is still a consideration for the RTS. It is vital that the implications of future harbour operations and how these might evolve and feature in the various tiers of development plan are properly referenced in the revised RTS.	Noted. Reference is made to national developments in section 2 and these will be considered in the development of the final strategy.
13.4	Barton Willmore on behalf of the Harbour Board	The statement regarding the volume of goods through Aberdeen and Peterhead harbours decreasing is misleading as any dip in volume of goods and cargo experienced in 2009 was short lived and swiftly recovered. The Case for Growth document confirms the current position with regard recent and forecast	Noted. The reference to this trend going in the wrong direction has been removed from this table.

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		harbour activity.	
14.1	Rita Stephen, ACSEF	The re-fresh mentions the SDP, two LDPs and Scottish Government's Economic Strategy, however it does not mention the ACSEF Action Plan 2008-13 and the updated action plan 2013-18 where transport and connectivity remains a key priority with specific actions related to road infrastructure, air links, enhanced rail services and digital connectivity.	Reference to the ACSEF Action Plan has been included in Section 2 of the report.
14.2	Rita Stephen, ACSEF	In relation to Q2, employers continue to report the difficulties they have in attracting staff to the area due to perceived poor transport infrastructure in the region. Cross City travel is a particular problem with Dyce and Altens based employers reporting problems of attracting workers who live in the south of the city. This problem, by and large remains unresolved and recent research suggests projects are being delayed or even cancelled due to the inability to attract staff.	Noted.
14.3	Rita Stephen, ACSEF	ACSEF will continue to work with Nestrans and other partners to improve the region's transport infrastructure to make the region more attractive to current and future employers.	This comment is noted and welcomed.
14.4	Rita Stephen, ACSEF	Q3 – ACSEF is keen to work with Nestrans to help to achieve the 10% target for cycling and has included the creation of a cycling path along the length of the Energetica Corridor as part of the Lifestyle and Leisure strand of Energetica.	This is welcomed and the action fits well with the proposed amended action IC6 iv of the RTS.
14.5	Rita Stephen, ACSEF	Agree that the objectives are still valid and fit for purpose, particularly objectives 1 and 3 on the economy and environment which fit well with the	Noted.

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		ACSEF Economic Manifesto and Action Plan.	
14.6	Rita Stephen, ACSEF	Agree with the proposed changes to the wording of objective 2b focussing on casualties.	Noted.
14.7	Rita Stephen, ACSEF	The objectives should all carry an equal weighting.	Noted.
14.8	Rita Stephen, ACSEF	ACSEF fully supports all the proposed amendments outlined in the RTS re-fresh particularly the following amendments and new actions: EC4 Connections by sea. To enhance new freight and passenger services and to continue dialogue with Scottish Enterprise and Northern Isles Ferry Service Operators to ensure continued service from Aberdeen. EC5- Connections by air. To support expansion of direct destinations from Aberdeen and protection of slots at Heathrow. IC1-Rail connections. Re-opening of further stations to complement the opening of Laurencekirk and Kintore. IC2 –Road improvements/ IC3 Bus Improvements . ACSEF fully supports the proposed new actions to mitigate the cumulative impact of the implementation of the SDP on the region's transport network and so ease congestion at employment centres. CR1 Carbon reduction and air quality. ACSEF fully supports the development and trial of technology to reduce the region's carbon footprint and is keen to continue to work in partnership with Nestrans and other agencies to employ hydrogen technology to	Noted.

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		expand the region's reputation as a global energy hub.	
15.1	Tillydrone Community Council	Para 2.5 itemises the measures drawn up to meet the challenges of the Climate Change Delivery Plan – we consider the measure of modal shift the only viable measure, mainly as it is, with sufficient political will, achievable.	This comment is noted, however this section quotes the National Climate Change delivery plan and therefore we would not propose to change this.
15.2	Tillydrone Community Council	Para 2.6 & 2.7 – consider the 6 strategic priorities do reflect the changes.	These points are quoted in the Scottish Government Economic Strategy
15.3	Tillydrone Community Council	Para 2.8 – the figure for cycling in Scotland is 1% of journeys but in Aberdeen it is 0.43 for 2011. We differ from Nestrans and consider the 10% target to be achievable with sufficient will.	This is noted and the strategy will be amended to strive towards the 10% target (see action IC6 iv)
15.4	Tillydrone Community Council	Extending road provision detracts from modal shift and only serves to displace congestion, encourage cars, decrease air quality and restricts active travel. The 3rd Don crossing is referenced in this context. Over £600m to potentially £1b has been made available for the AWPR which will encourage the continued use of road traffic.	The intention is that the RTS provides a balanced strategy that address objectives of sustainability and economic growth among other things. Investment in the road infrastructure is a necessary part of achieving the objectives.
15.5	Tillydrone Community Council	Don't understand para 2.16	Will seek to clarify this in revised wording now para 2.21.
15.6	Tillydrone Community Council	Poor air quality is a pressing issue just now and can demonstrate is having a devastating effect on the health of Aberdeen communities.	It is recognised that air quality is a key issue as recognised by ACC's designation of three Air Quality management Areas and we will review how this is addressed in the final strategy.

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15.7	Tillydrone Community Council	The need for 67,000 homes appears to be an overestimate. The Structure Plan contradicts the objective to "encourage people to use public transport". Do not understand the logic behind plans to allow the construction of this number. An explanation would be welcome as settlement growth to the north of the city has been given to justify the construction of a new traffic corridor through our community.	This is an issue for the Strategic Development Plan and Local Development Plans rather than the RTS.
15.8	Tillydrone Community Council	In relation to the 3rd Don Crossing, it is not correct to state "public local enquiry concluded". There was no public inquiry for the planning application, only a hearing and this was limited to the issue of Compulsory Purchase Orders.	This is noted and will be amended.
15.9	Tillydrone Community Council	Monitoring trends that are going in the wrong direction highlight the disconnect that exists between the policy for mode shift and the transport strategy in practice, which attempts to maintain a failing roads based transport system. The inclusion of the 3rd Don in the RTS is an example of this failure.	As indicated in the main Issues Report, of 45 indicators 20 are seeing good progress, another 16 some success and just five moving in the wrong direction.
15.10	Tillydrone Community Council	Para 2.29 – the methodology for measuring progress is highly questionable. Example of the park and ride indicator, stating that it is not ambitious, given it is a flagship for modal shift and stating some success when there is no way 3 additional sites will be up and running by 2015. Suggest the indicators are changed to measures more reflective of achievements and that the measures are green - on target; yellow – possible to achieve target; red – unable to achieve target. The success of the BOD park and ride is important to	The indicators and targets contained within the monitoring report will be reviewed at the next publication in May 2013 and this comment will be considered as part of this.

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		Tillydrone residents as it would reduce demand for an additional crossing.	
15.11	Tillydrone Community Council	Consultation Q 2 – we advocate greater use of road pricing to reduce congestion and plough the revenues into public transport projects.	This is noted, however road pricing in not a mechanism that is being considered at present.
15.12	Tillydrone Community Council	Consultation Q3 – The document only touches on air quality affecting health, however there is much evidence on the effects of traffic emissions on health. There is an ever increasing growth in 'modern lifestyle' illnesses especially affecting children. It is for this reason that road traffic must be kept out of residential areas and it is highly irresponsible to sanction the development of the 3rd Don crossing without first conducting a health impact assessment.	The issue of air quality and its impact on health has been recognised and in fact strengthened in the RTS re-fresh through the creation of a new action heading 'Carbon reduction & air quality'
15.13	Tillydrone Community Council	Aberdeen is the most stratified city in Scotland with inner areas becoming more deprived. There is much evidence to show that inadequate and expensive public transport and hostile walking and cycling environments are forcing people into debt and social exclusion. Increasing congestion will reduce the reliability of public transport and encourage people towards car thus decreasing the patronage of public transport further.	Agree with this point and actions are identified within the strategy to try to address these issues.
15.14	Tillydrone Community Council	Cumulative Transport Impact – cannot make sense of the figures	The figures are sourced directly from the Cumulative Transport Appraisal report and are the result of modelling work to predict the likely impact on traffic levels as a result of development.

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15.15	Tillydrone Community Council	Do not believe that the objectives are valid and fit for purpose because there is a failure of the strategy to provide the means to achieve the high level aims of decarbonising transport, reducing pollution and fair travel for all by means of modal shift. Agree with the proposed wording change to 2b though.	These themes are all reflected in the current objectives.
15.16	Tillydrone Community Council	In practice the objectives do not carry an equal weighting e.g. the 3rd Don report stated that economic benefits to be derived from the bridge overrides all reasons for objection including noise, air quality, health, environment, active travel, rat running and reduced accessibility.	This is noted, however as the 3rd Don Crossing is a city project and a committed scheme it is not appropriate for Nestrans to comment on the specifics of this here.
16.1	Aberdeen City Council	Consultation Qu 1 – Yes, the document fairly reflects changes in policy, funding and trends since publication in 2008. Increased emphasis on improving air quality, carbon reduction and sustainable travel are particularly welcome. Actions appear to reflect local, national and international planning.	Noted
16.2	Aberdeen City Council	The re-fresh document could mention the best practice and other benefits to be gained from partnership working, such as European Partnerships which are delivering benefits.	Noted. To be added as appropriate.
16.3	Aberdeen City Council	The importance of active travel and air quality is clear in relation to public health. Is it worth including some trends analysis on the health of the region's population?	Noted. This has been to section 2 of the report.
16.4	Aberdeen City Council	Yes the objectives remain fit for purpose and agree the proposed change to objective 2b.	Noted

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16.4	Aberdeen City Council	The objectives should carry an equal weighting however the resulting delivery plan should be considered for prioritisation to ensure the most cost effective delivery of actions and to ensure optimum ability to meet objectives.	This will be considered as part of the delivery plan.