

3c Regional Transport Strategy Refresh

o Purpose of Report

To update Board members on the comments received on the RTS Refresh by the Scottish Government and the amendments made before submission to Scottish Ministers for final approval.

o Background

The final RTS Refresh was approved by the Board for submission to Scottish Ministers at its meeting on 28th August 2013. The final strategy was then submitted to the Minister for Transport and Veterans and copied to officers at the Transport Scotland.

o Comments from Scottish Government and amendments to the strategy

A response was received from Transport Scotland on 21st November 2013 highlighting that the RTS had been circulated internally within Transport Scotland for comment and that most policy areas had responded positively and had no significant comments to make. There were only a handful of minor comments made in response to which we have made some small wording changes to the RTS.

The letter from Transport Scotland is provided in Appendix A and the response to these changes is provided in Appendix B.

o Recommendation

The Board is recommended to:

- Approve the minor wording amendments and the resubmission of the final RTS back to Transport Scotland to put it forward for Ministerial approval.

KC/5 December 2013

Regional & Local Transport Policy Team
Transport Policy

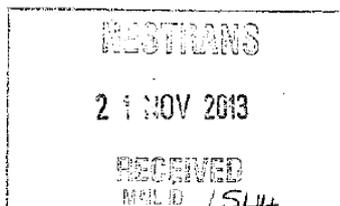
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Your ref:
KC/N14/2

Our ref:
RTS/NT/EM/2013

Date:
21 November 2013

Dear Derick

REFRESH OF NESTRANS REGIONAL TRANSPORT STRATEGY

Thank you for your letter of 10 September to the Minister for Transport and Veterans Keith Brown seeking approval of a refresh to the NESTRANS Regional Transport Strategy ("NRTS") which was first approved by the Scottish Ministers in 2008.

I mentioned when we met on 18 October that the NRTS had been circulated internally within Transport Scotland for comment. Most policy areas have responded positively and had no significant comments to make. There were only a handful of substantive comments which are discussed below. It will be helpful to know before we put the NRTS to the Minister to be approved whether the existing text could be adjusted to take account of the following:-

- **Planning** - The NRTS makes appropriate links to the National Planning Framework and emerging review of national and strategic infrastructure projects. We would welcome consideration of including an additional bullet or amending an existing bullet point in Strategic Objective 4 to include something along the lines of, "*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.*"
- **National Transport Strategy** – it would be helpful if the alignment of the NRTS with the National Transport Strategy, its objectives and outcomes could be more clearly signalled. Are there some simple amendments which could help draw this out?
- **Rail** - We understand that Inverurie Yard is no longer operational, therefore it may be advisable to remove reference to it as the paragraph assesses the current terminal capacity in the NESTRANS area.

Finally, I think I already mentioned in passing that the reference on page 39 at paragraph 2 under Walking and Cycling to the revised Cycling Action Plan should refer to a "vision" of a 10% increase in the proportion of journeys made by bike.

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I will be grateful if you could consider the comments set out above and let me know whether these can be taken into account in a revised draft of the NRTS. If it will help, I can put you in touch with the relevant policy leads who contributed to the various comments.

Once you have considered these comments, I will be grateful if you could let me have copies of any revised NRTS to put forward for Ministerial approval.

Kind regards.

Yours sincerely



EWEN MILLIGAN
Regional Transport Policy Team Leader

Changes following comments from Scottish Government

Proposed new wording in red and underlined.

Issue raised: Planning

Proposed change: to add the following sub-objective to objective 4

- “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.”

Comment: This exact wording already appears elsewhere in the RTS on page 58 IC6 V. It is therefore not a new policy but rather putting a greater emphasis on an existing policy.

Issue raised: reference to the National Transport Strategy

Amendment: Chapter 2 Summary of the review process

At a national level, the National Transport Strategy remains in place however new policies such as the adoption of more challenging climate change targets, the publication of the Scottish Government’s Economic Strategy, the Cycling Action Plan for Scotland and Infrastructure Investment Plan, among others, need to be reflected in the RTS.

A main issues report was produced in late 2012 which summarised the changes in policy at a national, regional and local level, identified likely future trends and reviewed the objectives and actions of the 2008 RTS.

A public and stakeholder consultation was carried out on the main issues report in November 2012 and the results of this have fed into this re-fresh.

Following consideration of comments on the main issues report a draft strategy was produced for a further period of consultation.

The Main Issues Report, a summary of both consultations and the comments received can be found on the Nestrans website at www.nestrans.org.uk

Amendment: Chapter 3 Vision and objectives

Our vision for transport underpins our objectives and actions and remains unchanged since 2008. Together with the objectives it supports the Scottish Government’s overall purpose to increase sustainable economic growth and the objectives of the National Transport Strategy.

Issues raised: Rail

Amendment: Page 43, 3rd paragraph remove reference to Inverurie rail yard.

Comment: the Inverurie rail yard is no longer operational.

Issues raised: CAPS 10% vision rather than target

Amendment: page 39, 2nd paragraph “Since 2008, the Scottish Government have also launched their Cycling Action Plan for Scotland with a [vision](#) to increase the proportion of journeys by bike to 10% by 2020”

Amendment: Page 58, IC6 iv – “Continued development of a connected network of strategic cycle routes on key routes within Aberdeenshire, across the boundary into Aberdeen and on routes through the City to work towards the [Cycling Action Plan for Scotland](#) 10% [vision](#) for cycling and lock in the benefits of other infrastructure improvements, including the AWPR”.

Other minor amendments

Page 11 – text immediately underneath the table should be in the table and relates to Kintore station.

Page 42 – typo in second paragraph ‘park and ride sites’