

5b Active Travel Action Plan: Analysis of Consultation

o Purpose of Report

The purpose of this report is to inform members of the outcome from consultation on the draft Active Travel Action Plan (AcTrAP).

o Background

The Nestrans Board on 18 June approved a draft AcTrAP for consultation. The consultation was opened with a wide circulation of an electronic copy to stakeholders on Monday 15 September with a closing date of Friday 31 October 2014. During the six-week consultation period Nestrans hosted a meeting of the North East Consultative Forum, which focused discussion on the draft and used press releases and social media to invite comments from the public.

o Consultation responses

There were a total of 33 respondents including both Council Partners, interest groups and individuals. A complete table of each individual comment and a response to it has been compiled and is available on the Nestrans' website. However, the table below groups together the major topics discussed and focuses the responses into common themes.

Grouped topics	No	Key remarks
Design, quality, access	28	Many of the routes already exist, they are by no means finished and cycle provision must be brought up to a higher standard. Cycle routes should be direct but separate and segregated from pedestrians and motorists. Would like to see the development of off road cycle ways, with a quality finish.
Strategic networks	28	A significant number mentioned the need to improve the Muchalls- Stonehaven link
Local Networks/ connections	12	Local network (infrastructure and routes) set up for all towns and villages to assess the requirements for short trips to amenities such as shops and schools. – Travel Audits
Support from senior figures, coordination between bodies	11	Take key policy and decision makers on a fact finding trip to a key cycling country such as Holland. Would like to see a less segmented approach to dealing with cycling policy and see it dealt with as a whole, with policy documents such as AcTrAP encompassing all these facets.
Safety, training, enforcement	8	Strategy should cover training and education of both

		<p>drivers and cyclists to encourage safe driving and riding.</p> <p>Identify a role for the police in the action plan/within the actions points for improving safety.</p>
Travel Plans, planning gain	8	<p>Travel plans are a good idea but would like to see them made more robust and monitored.</p> <p>Support for the action to encourage all schools to develop a school travel plan. Welcome support and assistance offered by Nestrans to do so and would welcome further details on this.</p>
Monitoring, audits	7	<p>Welcome the action to conduct active travel audits.</p>
Traffic Calming lower speeds	7	<p>All residential areas should be limited to 20mph, dropping to 10mph during high traffic hours around schools.</p>
Repairs and upgrading	5	<p>The Formartine & Buchan Way should be improved/upgraded as it is 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'</p>
Tourist networks	3	<p>Sustrans recommend referencing the report - the important role of leisure cycling in Scotland. "<i>The Value of Cycle Tourism; Opportunities for the Scottish Economy</i>" to further strengthen the case for developing a strategic active travel network.</p>
Communities and stakeholder involvement	3	<p>In order to develop and change infrastructure, there needs to be engagement with local communities and those businesses creating new developments.</p> <p>Key Stakeholders – this should be much broader and include all those involved in making policy, funding, planning, designing, constructing, using and maintaining infrastructure</p>
Integration with other modes	3	<p>Need to develop strategy for investment of cycle facilities on the rail network and see a holistic approach to commuting by train with a bike.</p>
Funding issues	3	<p>Would like to see included the amount of money invested in transport infrastructure for bikes versus that invested in the road network.</p>
Parking provision	2	<p>Park and Ride sites should include bike facilities.</p> <p>High quality cycle parking (Sheltered/Locked) should be provided at key locations</p>
Promotion of cycling	2	<p>Would like to see the evidence to support the continuation of the Getabout brand.</p>
Document, too big or small	2	<p>AcTrAP is too wordy and needs to make brief but clear statements.</p>
Health	1	<p>KPI's could included overall obesity levels</p>
Landownership issues	1	<p>Proactive dialogue with Landowners and Developers to secure direct links and desire lines</p>

o **Analysis**

The range and variety of contributions has informed a redraft of the document to take account of the comments made.

The most significant issues in terms of the number of responses related to the design quality and access. The two most frequent routes specifically mentioned were the Stonehaven to Muchalls link and the Formartine & Buchan Way which many respondents felt needed a significant upgrade including improvements to the access points. The next two topics in order of number of responses were connecting/prioritising local networks and connecting them to the strategic network.

o **Draft Final Active Travel Action Plan**

Following analysis of the comments received through the consultation process, a number of changes and updates have been made to the draft action plan and a draft final version of the plan is presented as Appendix A for approval. The points below provide a summary of the key changes that have been made in response to comments received through consultation:

- Stronger reference has been made to the importance of local active travel networks, in addition to the development of a strategic network. Aberdeenshire's Integrated Travel Towns are now also illustrated on the map provided as well as reference made to the Aberdeen City Centre Masterplan.
- Increased reference has been made to national guidance on design, including Transport Scotland's 'Cycling by Design' and Sustrans 'Handbook for Cycle Friendly Design'. The action plan incorporates they key principles set out in these documents.
- Greater emphasis has been placed on the needs of pedestrians and the need to conduct route audits that take into account the needs and abilities of all potential users.
- Additional detail has been provided on potential funding streams.
- The actions themselves have now been worked up in greater detail, including a timeframe and responsibility for each.
- Clearer monitoring indicators and targets have been incorporated.

Recommendation

It is recommended that the Board:

- note the summary of the comments received during consultation;
- Consider and approve the proposed targets set in the revised draft; and
- Approve the draft provided in Appendix A as the final Active Travel Action Plan for publication.

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