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## General -

### 6b Publications and Consultations

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- Purpose of Report

The purpose of this report is to inform members of a number of recent publications and consultation papers and to seek approval of draft responses as appropriate.

- Scottish Government Infrastructure & Capital Investment Committee: consultation on Community Transport

The Scottish Government's Infrastructure and Capital Investment Committee has issued a call for views on community transport under the heading of "**How can community transport systems be improved?**"

How people are travelling in their communities, outside of commercial public transport systems, is to be the focus for the inquiry. The Infrastructure and Capital Investment Committee inquiry will look at whether community transport services are able to better meet the needs of the people they serve. They indicate that more than 80% of people who currently use community transport are elderly and/or people with disabilities and with the older population ever increasing, the Committee are aware of how important community transport is to people's lives.

Previous studies have identified the following issues, on which the Committee Inquiry will build:

- A lack of a strategic approach to community transport and the impact which a lack of transport has on people's lives;
  - The growing demand for community transport provision;
  - A lack of a coordinated approach with NHS bodies and community transport providers;
  - Eligibility criteria for non-emergency patient transport and the cost to NHS of taxi use;
  - Replacing community transport vehicles and funding planning; and
  - Access to concessionary fares schemes.

The Committee is keen to hear from community transport users and providers on what they feel are the key issues, which may or may not be listed above. These views will shape the inquiry, and feed into oral evidence sessions with stakeholder representatives and Ministers.

A link to the Inquiry page is available below:

<http://www.scottish.parliament.uk/parliamentarybusiness/CurrentCommittees/60804.aspx>

The call for written views closes on **19 April 2013** after which the Committee will hold a number of oral evidence sessions with stakeholder representatives.

Nestrans works cooperatively with its constituent local authorities, who provide community transport schemes in some parts of the region. Nestrans has also been working through the

Health & Transport Action Plan to collectively address issues such as trying to ensure a coordinated approach with NHS and Scottish Ambulance Service to the question of access to healthcare.

However, it is felt that partners are in a better position to formally respond and contribute to the ICI Committee's Inquiry. It is therefore recommended that no further action is taken at this time.

- Aberdeen City and Shire Strategic Development Plan – Proposed Plan

Members may be aware that the Strategic Development Planning Authority (SDPA) published its Proposed Strategic Development Plan for a period of representation from 22<sup>nd</sup> February to 12<sup>th</sup> April 2013. While the plan will be the area's first official strategic development plan, the document retains a clear link with the current structure plan (approved by Scottish Ministers in 2009). It was informed by a consultation on a main issues report last year to which Nestrans responded. Nestrans staff have been fully engaged in the process, working closely with the SDPA. A formal response in support of the proposed plan has been prepared in the template provided by the SDPA and an extract from this form containing the response is provided below. Following the period of representation, the plan will be submitted to Scottish Ministers for examination and approval later this year.

**Response:** "Nestrans welcomes the proposed plan and supports the aims and policies that it sets out. In particular we welcome the recognition of the Regional Transport Strategy as an important influence on the SDP. The proposed plan supports many of the policies and actions identified within the RTS and vice versa. The RTS is currently being re-freshed to better align it with the SDP and there is a strong link between the two documents which is welcomed.

Nestrans supports the aims identified in the proposed plan to grow and diversify the region's economy and the recognition of sustainable development and climate change as urgent challenges.

The supporting aim "*to make the most efficient use of the transport network, reduce the need for people to travel and making sure that walking, cycling and public transport are attractive choices*" is entirely appropriate and consistent with the objectives of the RTS.

The Strategic Transport Fund is referenced in para 5.9 and this is welcomed. It should be noted that the Strategic Transport Fund has already been established and is operating successfully under non-statutory guidance to the current Structure Plan. Developers are already being required to pay into this fund to mitigate the cumulative impacts of development on the transport network.

Nestrans supports the creation of statutory supplementary guidance to the Strategic Development Plan in relation to mitigating the cumulative impacts of development through a strategic transport fund."

- Aberdeen City Draft Conservation Area Character Appraisals and Management Plan

Aberdeen City Council has published for consultation its Draft Conservation Area Character Appraisals and Management Plan. The plan will support the built heritage planning policies detailed in the Local Development Plan and covers six of eleven conservation areas in the city:

- Albyn Place and Rubislaw Conservation Area;

- Bon Accord and Crown Street Conservation Area;
- Cove Conservation Area;
- Ferryhill Conservation Area;
- Great Western Road Conservation Area; and
- Marine Terrace Conservation Area.

The character appraisals pick up a number of transport related issues, particularly the management of parking and the quality of roads and pedestrian links. A draft response to this consultation is provided in Appendix A for consideration.

- Night Time Flying restrictions at Heathrow, Gatwick & Stansted

The Department for Transport have issued a consultation on “Night Flying Restrictions at Heathrow, Gatwick and Stansted Stage 1 Consultation” This can be found at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/66837/consultation-document.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/66837/consultation-document.pdf)

Initial discussions in the north east of Scotland were concerned with two issues:

- Next day deliveries for mail and parcels
- Passengers from global destinations being able to transfer to the first flight to Aberdeen in the morning to permit a full days business to be conducted

The issue of next day deliveries is an important issue for business across the north east however the night flights conducting this business are centred on Aberdeen International and East Midlands Airports so do not fall into the scope of the consultation.

The issue of passengers transferring from an intercontinental flight to an Aberdeen flight has been raised by the airlines who believe they have a number of passengers who take advantage of this offer which brings the north east into closer contact with global destinations for business purposes.

Passengers taking advantage of this connection need to be in the transfer airport, generally Heathrow, in time for transfer to the first flight to Aberdeen which is currently scheduled for 07:15 arriving at 08:40 to permit a days business.

The extent to which this impacts on the current first landing times of 04:30 at Heathrow is a matter for the airport and the airlines to agree but given that Heathrow is generally operating at capacity any change in operating times without increasing landing capacity has the potential to impact on passengers’ ability to meet the connection.

It is proposed that the Board agree to respond to the consultation to ensure that this point is considered in the deliberations on the impacts of night time operating hours.

- Grandhome Development Framework

Following the decision by Aberdeen City Council’s Enterprise, Planning and Infrastructure Committee on 19<sup>th</sup> March 2013, the Grandhome Development Framework has been issued for consultation with a deadline of 22<sup>nd</sup> April 2013. The vision for Grandhome, in the north of the city, is for the creation of a mixed use urban extension providing 6,000 to 7,000 new homes and 5 hectares of employment land. Creation of safe and attractive walking and cycling routes features strongly and consideration has been given to public transport provision and the management of parking as well as the movement of vehicular traffic

accessing and within the site. A full Transport Assessment is being undertaken as part of the planning process which will deal with these issues in more detail.

The development will require to contribute to the Strategic Transport Fund and this is reflected in the development framework.

A draft response to the consultation is provided in Appendix B.

- Recommendation

It is recommended that the Board:

- a) note the content of this report and the documents referred to above.

RGM/RD/KC 08 March 2013

4<sup>th</sup> April 2013

Our Ref: **Appendix A**  
KC/N14/5

Masterplanning, Design and Conservation Team  
Planning and Sustainable Development  
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Dear Bridget

**Consultation on Draft Conservation Area Character Appraisals and Management Plan**

Thank you for the opportunity to comment on the draft Conservation Area Character Appraisals and Management Plan. We agree with the appraisals that have been made for each of the conservation areas and have no objections to the changes proposed regarding boundary alterations.

More generally, Nestrans would support any measures that improve the pedestrian environment in conservation areas, particularly in terms of pedestrian safety and the attractiveness of pedestrian routes. As recognised in the character appraisals, many of these areas provide key walking links within the city and we would support measures aimed at increasing the proportion of trips by walking and reducing the volume of car trips.

The character appraisals recognise the issue of parking in many of these areas and any changes in the provision of parking should have regard to the relevant policies contained within the Regional Parking Strategy which can be found on the Nestrans website at: <http://www.nestrans.org.uk/regional-transport-strategy.html>.

In line with the objectives of the Regional Transport Strategy, Nestrans supports measures which encourage a mode shift away from the private car to more sustainable modes of transport. Measures such as car free developments and appropriate restrictions on parking could help to meet the aims of conservation areas as well as wider Regional and Local Transport Strategy objectives, although it is recognised that the needs of local residents also need to be considered.

Yours sincerely

Kirsty Chalmers  
Transport Executive (Strategy & Delivery)

5<sup>th</sup> April 2013

Appendix B  
Our Ref: KM/N14/1

Laura Robertson  
Senior Planner  
Masterplanning, Design and Conservation Team  
Enterprise, Planning & Infrastructure  
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Dear Laura

### **Grandhome Development Framework – Consultation Response**

Thank you for the opportunity to comment on the Grandhome Development Framework. We welcome the publication of this development framework and in particular the emphasis it places on the creation of a sustainable mixed community designed to prioritise the movement of pedestrians and cyclists.

As well as walking and cycling, bus service provision makes up a key part of the access strategy and key to ensuring sustainable travel both within and to/from the site. It is welcomed that potential bus routes have been considered at this early stage and options identified for phased implementation. In order to positively influence the travel patterns of residents and those working within the site, these travel options need to be present from a very early stage of development, recognising that it will take time for demand to increase.

We welcome the inclusion of a parking strategy for the development and this should be developed in line with the principles and objectives set out in the North East's Regional Parking Strategy which can be found on the Nestrans website at <http://www.nestrans.org.uk/regional-transport-strategy.html>

We have no objection to the principles set out in the development framework and welcome the recognition of the requirements of the Strategic Transport Fund under the Access Strategy. As identified in the framework, contributions to the STF will be required in line with the policy set out in the supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund."

Thank you again for the opportunity to comment.

Yours sincerely

Kirsty Chalmers  
Transport Executive (Strategy & Delivery)