



NESTRANS

Modern Transport System

The Outcome and Objectives

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The Scottish Transport Appraisal Guidance (STAG) review of the proposals for the Modern Transport System for the North East of Scotland, covering Aberdeen City and Aberdeenshire areas is to be carried out against the MTS Policy Hierarchy (figure 1). This paper is concerned with the top-level objectives for the MTS. Further papers will discuss policies and targets.

The STAG analysis starts with an outcome. The Outcome stated can be reached by the application of the objectives listed.

The Outcome and the Objectives, once agreed, will provide all interested parties with a clear indication of what is to be accomplished. They will allow accountability throughout the remainder of the process, both in planning and implementation by highlighting the criteria against which any proposals or options (groups of proposals) can be assessed. They will allow the final proposal to be evaluated, to ensure the needs of the area have been met.



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The Outcome

To deliver a Modern Transport System for the North East of Scotland which enables a more economically competitive, sustainable and socially inclusive society.

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The Objectives

The following report states the current Objective statements from all relevant and involved sources. For ease of reference the objectives from these sources are listed under the source titles at Appendix 1 on page 41. This will permit the reader to see the objectives relating to any particular document.

For the purposes of this report the objectives have been sorted into a table under five titles Safety, Economy, Environment, Accessibility and Integration and overall MTS Objectives are derived and stated under each of the criteria.

All objectives must be considered as being delivered within two overarching principles:

MTS Objective – Acceptability and Participation

AP1 The strategy will be developed through public participation and be endorsed by the Community.

MTS Objective – Deliverability

D1 The strategy will be achievable, both practically and financially, and demonstrate best value.

The documents used are listed on page 5. The categories to which the objectives are allocated are listed on page 8.

Appendix 2 on page 77 lists the MTS objectives separately.

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OBJECTIVES - SOURCES

The objectives for the MTS are taken from the stated and derived objectives within the following documents:

European

(TEN-EC) Trans-European Transport Network – European Commission (Page 41)

(CEC) European Transport Policy for 2010: Time to Decide – Commission of the European Communities – White Paper (Page 42)

(INSP) The Interreg North Sea Programme (Page 43)

National - UK

(TRSF) Tomorrow's Roads – Safer For Everyone – DETR, March 2000 (Page 44)

National - Scottish

(TCS) Scottish Integrated Transport White Paper – Travel Choices for Scotland, The Scottish Office, July 1998; (Page 45)

(STSA) Sustainable Transport Study for Aberdeen –The Scottish Office Central Research Unit 1998, (Page 47)

(NPPG8) NPPG 8 on Town Centres and Retailing, The Scottish Office, October 1998, (Page 48)

(NPPG17) NPPG17 on Transport and Planning, The Scottish Office, April 1999; (Page 49)

(PAN57) Transport and Planning, PAN 57, The Scottish Office, April 1999; (Page 50)

(SCCP) Scottish Climate Change Programme, November 2000, (Page 52)

(BBS) Building a Better, Scotland Spending Proposals 2003-2006, Transport

Regional - North East Scotland

(NEST) NEST North East Scotland together – Aberdeen and Aberdeenshire Structure Plan 2001-2016; (Page 53)

(DITS) Delivery of an Integrated Transport Strategy for North East Scotland – Stage 1 Interim Report (Halcrow Fox March 1999); (Page 55)

** See footnote on page 7*

(GES) Grampian Enterprise Strategy, 1999; (Page 56)

(NESEDP) NESEDP (North East Scotland Economic Development Partnership), February 1999, (Page 57)

(AGCC) Aberdeen and Grampian Chamber of Commerce Objectives, (AGCC) (Page 58)

(QPPT) Quality Partnership for Public Transport, (Page 59)

(NESFQP) North East Scotland Freight Quality Partnership, (Page 60)

(NESRFDG) North East Scotland Rail Freight Development Group, (Page 61)

Local - Aberdeen

(ACFLP) The Aberdeen City Finalised Local Plan, September 1999; (Page 62)

(LTSA) Local Transport Strategy for Aberdeen, December 2000; (Page 63)

(ACC-CS) Aberdeen City Council – Corporate Strategy, Aug 2001; (Page 64)

(ACRSP) Aberdeen City Road Safety Plan, (Page 67)

(CSA) A Cycling Strategy for Aberdeen, 1998, (Page 68)

(EH) Environmental Health – Aberdeen City Council, Environmental and Property Department, (Page 69)

Local - Aberdeenshire

(ALP) The Aberdeenshire Local Plan, Draft, June 2000; (Page 70)

(ACLTS) Aberdeenshire Council Local Transport Strategy, December 2000; (Page 71)

(ARSP) Aberdeenshire Road Safety Plan, (Page 72)

(AC-EC) Aberdeenshire Council – Environmental Charter, (Page 73)

Footnote:

The above listed Halcrow Fox report reviewed the following documents:

National

Scottish Integrated Transport White Paper – Travel Choices for Scotland, The Scottish Office, July 1998;

Strategic Review of the Trunk Road Network in Scotland – The Appraisal of Trunk Road Investment, The Scottish Office, August 1998;

NPPG8 on Retailing;

Transport and Planning, Planning Advice Note, The Scottish Office, 1998;

Local

Grampian Towards the Millennium, GEL, 1997; (superseded by Grampian Enterprise Strategy 1999)

Grampian Enterprise (Draft) Strategy – Grampian ‘The Leading Edge of Europe’, GEL, September 1998; (superseded by Grampian Enterprise Strategy 1999)

Aberdeen Industrial Land Review, GEL, May 1998;

Grampian Structure Plan, 1997; (superseded by NEST – Aberdeen and Aberdeenshire Structure Plan 2001-2016)

Aberdeenshire – Accessibility into the Millennium, Aberdeenshire Council (superseded by Aberdeenshire Council Local Transport Strategy, Dec 2000);

Aberdeen Local Plan, City of Aberdeen, and

A Draft Transportation Strategy for Aberdeen (now finalised), City of Aberdeen Council.

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ENVIRONMENT (Ev)

- INSP 2** promoting efficient and sustainable transport systems and improved access to the information society; **(EV2)**
- INSP 3** promoting the environment and good management of cultural heritage and of natural resources, particularly water; **(EV1)**
- TRSFE 1** Reducing speeds and managing traffic better helps wider environmental objectives as well as road safety, for example by cutting CO2 and other emissions and reducing noise. **(EV2)**
- TCS 1** Key parts of town and city centres are free of non-essential car and other road traffic, for the benefit of the people and businesses. **(EV1)**
- TCS 2** The practical first choice for personal travel, particularly within and to, centres of towns and cities, is by foot, by cycle or by accessible, affordable, efficient, safe and environmentally- clean public transport. **(EV2)**
- TCS 5** Freight movements are efficient and environmentally-clean, with a reduced dependence on road freight, particularly for longer journeys. **(EV2)**
- TCS 6** Traffic volumes are controlled tightly in particular locations, with optimum use made of technological innovation to reduce noise and air pollution. **(EV2)**
- TCS 10** The impact of roads on the countryside and environment is reduced. **(EV1)**
- STSA 6** Minimising greenhouse gas emissions. **(EV2)**
- STSA 7** Minimising consumption of energy and construction materials. **(EV2)**
- STSA 8** Minimising impact on the natural and cultural heritage. **(EV1)**
- STSA 9** Minimising impacts on local environmental quality. **(EV2)**
- NPPG8 1** the availability of development opportunities and the need to promote land assembly **(EV2)**
- NPPG17 2** The Government's transport policies seek to achieve better integration with environmental aims and policies, so that transport choices do not conflict with the achievement of environmental objectives. **(EV2)**

- PAN57 5** To maintain and improve the...town centres: provide a clean, secure and attractive environment for the pedestrian. **(EV1)**
- PAN57 9** To maintain and improve the...town centres: reduce atmospheric pollution where appropriate by diverting through traffic to alternative routes and by reducing congestion. **(EV2)**
- SCCP 1** There should be more emphasis on reducing congestion. **(EV2)**
- SCCP 2** Promotion of cycling would be of benefit. **(EV2)**
- NEST 1** To create a long-term sustainable framework of settlements in a hierarchy, which focuses major development on the main settlements in the North East. **(EV1)**
- NEST 5** To protect, enhance and promote the natural, built and cultural heritage of the North East. **(EV1)**
- NEST 7** To secure a choice of location for a viable supply and adequate variety of land for housing (including affordable housing), employment, services and open space, which relates development to each settlement's ability to accommodate it without loss of amenity or identity; **(EV1)**
- NEST 8** To secure a choice of location for a viable supply and adequate variety of land for housing (including affordable housing), employment, services and open space, which ensures that the particular use or uses proposed for each site will maximise the overall sustainability of the community: **(EV2)**
- NEST 9** To secure a choice of location for a viable supply and adequate variety of land for housing (including affordable housing), employment, services and open space, which gives preference to the use and re-use of sites within existing settlements; **(EV1)**
- NEST 10** To secure a choice of location for a viable supply and adequate variety of land for housing (including affordable housing), employment, services and open space, which avoids development in areas liable to flood, or near other major hazards; **(EV1)**
- NEST 11** To secure a choice of location for a viable supply and adequate variety of land for housing (including affordable housing), employment, services and open space, which relates the density of development, when considered with adjoining land uses, to its proximity to services and the transport network; **(EV1)**

- NEST 12** To secure a choice of location for a viable supply and adequate variety of land for housing (including affordable housing), employment, services and open space, which will help to regenerate poorer communities and areas. **(EV1)**
- NEST 14** To confirm the function and role of Aberdeen's Green Belt. **(EV1)**
- NEST 15** To protect the countryside from development other than what is needed for the rural economy and settlement strategy. **(EV1)**
- NEST 16** To give special protection to international, national and locally designated sites of environmental importance, but also to foster the natural and built environment as a whole. **(EV1)**
- DITS 5** To promote and develop a healthy and safe environment. **(EV2)**
- QPPT 1** To recognise the benefits of bus travel in helping to combat the growth of car travel and in reducing the problems of congestion, pollution and road safety. **(EV2)**
- NESFQP 1** To develop constructive solutions and promote best practice that will aid the efficient and cost-effective movement of goods, taking account of the need to balance environmental and social issues and the need to sustain and generate economic activity. **(EV2)**
- ACFLP 1** managing a more sustainable pattern of development **(EV1)**
- ACFLP 4** making efficient use of resources **(EV2)**
- ACFLP 5** protecting and enhancing the natural and built environment **(EV1)**
- LTSA 1** To take full account of the environmental, social and economic implications of transport. **(EV2)**
- LTSA 5** To ensure the efficient use of resources in accordance with the strategy. **(EV2)**
- ACC-CS 1** We will work with Partners in the City to deliver social inclusion and sustainable development across all aspects of the life of the City through Community Planning. **(EV2)**
- ACC-CS 2** Everyone in Aberdeen and throughout the World has the right to social and economic stability which does not seriously harm the environment and the resources we depend on now and in the future. **(EV2)**

- ACC-CS 3** Everyone in Aberdeen has the right to enjoy a healthy environment where they live, work, attend school and participate in leisure activities. **(EV1)**
- ACC-CS 8** To develop the economy focusing on those sectors responding best to the challenge of sustainable development with diversification of business. **(EV2)**
- ACC-CS 13** To maintain an up to date and effective planning framework for City and region in order to foster sustainable development and to protect the environment of Aberdeen. **(EV1 and 2)**
- ACC-CS 15** An unpolluted environment – Air – Noise. Reduce exposure of those in Aberdeen to external noise. **(EV2)**
- ACC-CS 16** An unpolluted environment – Air – Emissions. Improve the quality of air in Aberdeen. **(EV2)**
- ACC-CS 17** An unpolluted environment –Land – Urban, built up areas – Minimise environmental damage from inappropriate parking. **(EV1)**
- ACC-CS 18** An unpolluted environment – Land - Roads – A road network that is suitable for the safe passage of pedestrians, cyclists and motorists. **(EV2)**
- ACC-CS 19** Physical Environment – Land Use – Urban Realm – Increase provision of public open space in the City Centre. **(EV1)**
- CSA 1** To maximise the role of cycling as a transport mode, available for a wide range of purposes, particularly for short City journeys to work. **(EV2)**
- CSA 3** To increase cycling’s role as a means of leisure, for tourism and recreation throughout the City and into Aberdeenshire. **(EV2)**
- EH 1** Improve the air quality within the city to comply with current Government Standards and Objectives documented in the Air Quality Scotland Regulations 2000. **(EV2)**
- ALP 1** To help promote and encourage sustainable development **(EV2)**
- ALP 2** To help sustain and enhance the natural environment. **(EV1)**
- ALP 3** To help sustain and enhance the built environment. **(EV1)**

- ALP 4** To help promote and encourage sustainable economic growth. **(EV2)**
- ALP 5** To help ensure the highest standards of location, siting, and design are achieved in all new developments. **(EV1)**
- ALP 7** To help to reduce the need to consume energy and resources. **(EV2)**
- ALP 8** To help sustain and enhance community wellbeing. **(EV1)**
- ACLTS 2** To promote a sustainable economy. **(EV2)**
- ACLTS 3** To understand how transport planning can help to reverse local degradation of the environment. **(EV1)**
- AC-EC 1** Develop the Local Agenda 21 programme to promote sustainability across Aberdeenshire. **(EV1 and 2)**
- AC-EC 2** Ensure that sustainable development is a key part of the development plan for Aberdeenshire. **(EV2)**
- AC-EC 3** Promote development that reduces the need to travel. **(EV2)**
- AC-EC 4** Support development which is sustainable. **(EV2)**
- AC-EC 5** Ensure that all new development has minimal environmental impact. **(EV2)**
- AC-EC 8** Seek to meet the terms of the UK National Air Quality Strategy. **(EV2)**
- AC-EC 9** Seek to meet the requirements of the Road Traffic Reduction Act. **(EV2)**
- BBS 3** To support sustainable development by promoting more efficient transport networks and more sustainable modes of transport, having regard to the overarching principles of minimising resources use, energy and travel. **(EV1)**

MTS Objective – Environment

EV1 To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.

EV2 To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.

SAFETY (S)

1) Accidents

- TRSF 1** Reducing speeds and managing traffic better helps wider environmental objectives as well as road safety, for example by cutting CO2 and other emissions and reducing noise. **(SA1)**
- TCS 9** The existing, and new, strategic roads are maintained to a high standard with the emphasis on improved safety and reliability of journey times **(SA1)**
- STSA 3** Maximising the safety of the transport system **(SA1)**
- DITS 5** To promote and develop a healthy and safe environment **(SA1)**
- QPPT 1** To recognise the benefits of bus travel in helping to combat the growth of car travel and in reducing the problems of congestion, pollution and road safety. **(SA1)**
- LTSA 4** To improve safety in transportation matters.**(SA1)**
- ACRSP 1** To inform individuals and organisations of the scale of the road safety problem in Aberdeen City, to outline the constant efforts being made to make the city's road safer, particularly to vulnerable road users such as children, the elderly and cyclists. **(SA1)**
- ACRSP 2** To reach the targets for accident reduction set by Aberdeen City Council, following the achievement of the national targets four years early. **(SA1)**
- ALP 9** To help protect the health and safety of the public. **(SA1)**
- ACLTS 5** To improve safety in transport. **(SA1)**
- ARSP 1** To further reduce the number of people injured on our roads, by taking a wider look at the problem. **(SA1)**
- BBS 4** To improve road safety and reduce road accident casualties. **(SA1)**

MTS Objective – Safety, Accidents

SA1 To reduce the number and severity of casualties involved in transport related accidents.

2) Security

- TRSF E 2** Safer roads can help build stronger communities, so improving road safety should be included in measures to regenerate urban areas and marginalised communities. **(SS2)**
- TCS 1** Key parts of town and city centres are free of non-essential car and other road traffic, for the benefit of the people and businesses **(SS1)**
- TCS 2** The practical first choice for personal travel, particularly within and to, centres of towns and cities, is by foot, by cycle or by accessible, affordable, efficient, safe and environmentally- clean public transport **(SS1)**
- NPPG8 3** creating an attractive and safe town centre for pedestrians **(SS2)**
- PAN57 5** To maintain and improve the...town centres: provide a clean, secure and attractive environment for the pedestrian **(SS2)**
- ACC-CS 7** We will work to protect people's rights to live in confidence and without fear for their own or other people's safety. **(SS2)**
- ACC-CS 20** Perception, Experience – Safety, Security – A safe and secure environment. **(SS2)**
- CSA 1** To maximise the role of cycling as a transport mode, available for a wide range of purposes, particularly for short City journeys to work. **(SS1)**
- CSA 2** To develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates cycling and which minimises reliance on, and discourages unnecessary use of, private cars. **(SS2)**
- BBS 2** To promote social inclusion by improving access to public transport and by maintaining and enhancing the lifeline links. **(SS1)**

MTS Objective – Safety, Security

SS1 To provide a practical, healthy, safe and attractive transport system.

SS2 To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.

ECONOMY (Ec)

1) Economic Activity

- CEC 1** With the transport boom outstripping economic growth, the persistence and indeed the very size of a number of bottlenecks on the main international routes is posing a major problem for the transport system in Europe. Whether located on the outskirts of conurbations or at natural barriers or borders, those bottlenecks affect all modes of transport. Unless infrastructure is interconnected and free of bottlenecks, to allow the physical movement of goods and persons, the internal market and the territorial cohesion of the Union will not be fully realised. **(EA1 and 2)**
- TCS 1** Key parts of town and city centres are free of non-essential car and other road traffic, for the benefit of the people and businesses **(EA1)**
- TCS 4** The integrated transport network is geared to the needs of the Scottish economy **(EA1)**
- STSA 4** Facilitating economic development. **(EA1)**
- STSA 5** Maximising the economic performance of the city. **(EA1)**
- NPPG8 1** the availability of development opportunities and the need to promote land assembly **(EA1)**
- NPPG17 3** The Government's transport policies seek to achieve better integration with land-use planning at national and local level, so that the two work together to reduce the need to travel and support more sustainable travel choices. **(EA1)**
- NPPG17 4** The Government's transport policies seek to achieve better integration with Government policies on education, health, economic growth and the objective of a fairer, more inclusive society. **(EA1)**
- NEST 3** To foster and promote economic diversity and competitiveness, create new economic development opportunities and develop the natural strengths and growth sectors of the business economy, all in accord with sustainable principles. **(EA1)**
- NEST 4** To locate homes, jobs and services in scale with each other and with the role and function of each settlement. **(EA1)**

- NEST 13** To protect and enhance the vitality of town centres as preferred locations for retail, leisure, community and business functions. **(EA1)**
- DITS 1** To ensure that the neglected development of the transport infrastructure of the North East is rectified and sustainable infrastructure is put in place to ensure the role of the North East economy in the national and international marketplace is protected and enhanced. **(EA1 and 2)**
- DITS 3** To reduce peripherality and improve the status of the North East in Europe. **(EA2)**
- GES 1** The development of the North East as a competitive location in terms of land, transport, environment and business support. **(EA1)**
- GES 2** The ability of people who live and work here to adopt to changing needs in the workplace. **(EA1)**
- GES 3** The need for more and better partnerships providing better services. **(EA1)**
- NESEDP 1** 1. To develop the North East as a competitive location, nationally and internationally, in terms of land for development, transportation, information and communications technology, and the environment / quality of life. **(EA1 and 2)**
- NESEDP 2** 2. To continuously improve the range, quality and level of Skills available within the community, and to encourage the enterprise and flexibility on which the region's economic future depends. **(EA1)**
- NESEDP 3** 3. To develop a sustainable, highly competitive Business Base by providing a wide range of support to businesses, from start-ups to multinationals. **(EA1)**
- NESEDP 4** 4. To develop and promote a Strong Regional Identity for the North East of Scotland. **(EA1)**
- AGCC 1** Secure continued investment for Aberdeen and Grampian by providing an efficient, competitive and attractive environment to ensure existing business growth and to encourage hi-tech businesses to locate and operate here. **(EA1)**
- AGCC 3** Create access to employment opportunities across the region. **(EA1)**

- AGCC 4** Maintain and improve access for retail customers to a vibrant Aberdeen City centre and rural town centres. **(EA1)**
- AGCC 5** Provide businesses with effective communications with their distant markets requiring efficient rail, sea, air and road links. **(EA2)**
- NESRFDG 5** To identify and facilitate new rail freight needs that provide and develop services which are appropriate to the business needs of the customer and the customer's customer; **(EA2)**
- ACFLP 2** assisting economic development and encouraging regeneration **(EA1)**
- LTSA 3** To campaign for improved external links to Aberdeen by rail, sea, road and air. **(EA2)**
- ACC-CS 4** Ensure a stable and competitive local economy that supports the present and future economic wellbeing of the city. **(EA1)**
- ACC-CS 8** To develop the economy focusing on those sectors responding best to the challenge of sustainable development with diversification of business. **(EA1)**
- ACC-CS 9** To assist the business community to access global markets. (Internationalisation) **(EA2)**
- ACC-CS 10** To contribute to the creation of an environment in which individuals and organisations in all sectors are economically viable and therefore provide for their needs and ensure they are fully included in the life of the City. **(EA1)**
- ACC-CS 11** To increase the availability of industrial land for developments, minimising technology options to provide business accommodation of a standard demanded by the business community. **(EA1)**
- ACC-CS 14** To continue the regeneration, development and promotion of the City Centre of Aberdeen as the heart of one of the finest cities in Northern Europe. **(EA1)**
- ACLTS 2** To promote a sustainable economy. **(EA1)**
- BBS 1** To promote economic growth by enhancing the effectiveness of the transport network and reducing congestion. **(EA1)**

MTS Objective – Economic Activity

EA1 To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.

EA2 To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.

2) Economic Benefits

- TEN-EC 1** To concentrate efforts and funding on the trans-European network already decided, by targeting investment on the elimination of bottlenecks. **(EE1 & 2)**
- CEC 1** With the transport boom outstripping economic growth, the persistence and indeed the very size of a number of bottlenecks on the main international routes is posing a major problem for the transport system in Europe. Whether located on the outskirts of conurbations or at natural barriers or borders, those bottlenecks affect all modes of transport. Unless infrastructure is interconnected and free of bottlenecks, to allow the physical movement of goods and persons, the internal market and the territorial cohesion of the Union will not be fully realised.**(EE1)**
- TCS 1** Key parts of town and city centres are free of non-essential car and other road traffic, for the benefit of the people and businesses **(EE1)**
- TCS 2** The practical first choice for personal travel, particularly within and to, centres of towns and cities, is by foot, by cycle or by accessible, affordable, efficient, safe and environmentally- clean public transport **(EE1)**
- TCS 8** An accessible, sustainable and affordable rural transport system maintains and promotes the growth of our remote and rural communities **(EE1)**
- TCS 11** Charges can be applied for the use of urban and strategic inter-urban roads with the revenues being used initially for transport initiatives that deliver value for money **(EE2)**
- STSA 1** Maximising accessibility for the community, in particular maximising access to major employment opportunities **(EE1)**
- DITS 6** To secure 'best value'. **(EE2)**
- NESFQP 1** To develop constructive solutions and promote best practice that will aid the efficient and cost-effective movement of goods, taking account of the need to balance environmental and social issues and the need to sustain and generate economic activity. **(EE1)**
- NESRFDG 1** To provide a multimodal option for servicing the needs of the total supply chain, that is capable of integrating road, rail and

other modes, both domestic and international, and including utilised and non-utilised methods; **(EE1)**

NESRFDG 2 To develop cost-effective multimodal services, which are easy to use, easy to access and flexible to customers' different service and operational requirements. **(EE1)**

NESRFDG 3 To ensure that sufficient infrastructure of appropriate quality and capability exists ahead of demand for rail freight customers, by safeguarding existing infrastructure and capacity, optimising its use, removing bottlenecks and encouraging infrastructure developments such as gauge enhancements, within the North East, Scotland and the UK. **(EE1)**

NESRFDG 4 To help facilitate the ability to offer the customer a total transport solution, by bringing together railway operators and customers, for example hauliers and end users, without experiencing conflict. This will ensure that all parties accept full responsibility for the total supply chain within the North East, UK and across Europe, and that the customer is able to access the service through a single point of contact of his choice. **(EE1)**

NESRFDG 6 To ensure the service provided is reliable, flexible and competitive in terms of service performance and overall costs compared with the alternative modes of transport. **(EE2)**

ACFLP 3 improving accessibility and the efficiency of the transportation network **(EE1)**

ACFLP 4 making efficient use of resources **(EE2)**

LTSA 1 To take full account of the environmental, social and economic implications of transport. **(EE1 and 2)**

LTSA 2 To maximise accessibility for all to services and job opportunities; **(EE1)**

ACC-CS 12 To assist all sectors of the community with job creation and to develop and empower communities to thrive and become socially inclusive. **(EE1)**

BBS 3 To support sustainable development by promoting more efficient transport networks and more sustainable modes of transport, having regard to the overarching principles of minimising resource use, energy and travel. **(EE1)**

MTS Objective – Economic Benefits

EE1 To enhance the efficiency of the transport networks.

EE2 To ensure whole-life, long-term value of transport networks, in capital and running costs.

INTEGRATION (I)

1) Transport Integration

- TEN-EC 1** To concentrate efforts and funding on the trans-European network already decided, by targeting investment on the elimination of bottlenecks. **(IT2)**
- INSP 4** promoting the integration between maritime regions, and of insular regions; **(IT2)**
- INSP 5** promoting the integrated co-operation of the outermost regions. **(IT2)**
- TCS 2** The practical first choice for personal travel, particularly within and to, centres of towns and cities, is by foot, by cycle or by accessible, affordable, efficient, safe and environmentally- clean public transport. **(IT1)**
- TCS 7** Accessibility by public transport and existing road network is a key requirement determining the pattern of development. **(IT1)**
- NPPG17 1** The Government's transport policies seek to achieve better integration within and between different modes of transport, to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. **(IT1)**
- PAN57 4** The measures might include initiatives to encourage workers and customers to change their travel habits, such as **(IT1)**; provision of comprehensive information about local public transport, encouraging car sharing, and incentives to use public transport instead of cars.
- PAN57 8** To maintain and improve the...town centres: promote effective management of traffic demand. **(IT1)**
- NEST 2** To integrate land use and transportation and ensure that development is well related to public transport, especially on the main communication corridors. **(IT1)**
- NEST 6** To create a long-term framework for the communications network, giving preference to public and freight transport, cycling, walking and telecommunications. **(IT1)**
- DITS 2** To promote integrated transport. **(IT1 and 2)**

- AGCC 2** Adopt a balanced approach to transport provision catering efficiently for the movement of both people and goods. **(IT1)**
- AGCC 6** Provide businesses with full access to the long-distance rail system for both passengers and modern freight containers. **(IT2)**
- NESRFDG 4** To help facilitate the ability to offer the customer a total transport solution, by bringing together railway operators and customers, for example hauliers and end users, without experiencing conflict. This will ensure that all parties accept full responsibility for the total supply chain within the North East, UK and across Europe, and that the customer is able to access the service through a single point of contact of his choice. **(IT1 and 2)**
- LTSA 3** To campaign for improved external links to Aberdeen by rail, sea, road and air. **(IT2)**
- CSA 1** To maximise the role of cycling as a transport mode, available for a wide range of purposes, particularly for short City journeys to work. **(IT1)**
- BBS 2** To promote social inclusion by improving access to public transport and by maintaining and enhancing the lifeline links. **(IT1)**

MTS Objective – Transportation Integration

IT1 To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.

IT2 To ensure integration of the North East into international transport systems.

2) Land Use Integration

- TCS 7** Accessibility by public transport and existing road network is a key requirement determining the pattern of development. **(IL1)**
- NPPG17 3** with land-use planning at national, regional and local level, so that the two work together to reduce the need to travel and support more sustainable travel choices; **(IL1 and 2)**
- NEST 2** To integrate land use and transportation and ensure that development is well related to public transport, especially on the main communication corridors. **(IL1)**
- NEST 4** To locate homes, jobs and services in scale with each other and with the role and function of each settlement. **(IL2)**
- ALP 6** To help bring together complementary land uses. **(IL1)**

MTS Objective – Land Use Integration

IL1 To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.

IL2 To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.

3) Policy Integration

- INSP 1** developing spatial development strategies on a transnational scale, including co-operation among cities and between urban and rural areas, with the object of promoting polycentric and sustainable development; **(IP1)**
- TCS 12** Our vision requires not only a fuller use of existing legislation but also new legislation. It also requires co-ordinated action on a number of fronts. It is not a task for Government alone, but for a partnership involving local authorities and transport providers and users. **(IP1)**
- NPPG17 2** The Government's transport policies seek to achieve better integration with environmental aims and policies, so that transport choices do not conflict with the achievement of environmental objectives. **(IP1)**
- NPPG17 4** The Government's transport policies seek to achieve better integration with Government policies on education, health, economic growth and the objective of a fairer, more inclusive society. **(IP1)**
- GES 2** The ability of people who live and work here to adopt to changing needs in the workplace. **(IP1)**
- GES 3** The need for more and better partnerships providing better services. **(IP1)**
- AGCC 7** Engage closely with the Scottish Executive and NESTRANS partners to create an aspirational transport strategy for Aberdeen and Grampian through continuous review and improvement and benchmarking with competitor regions. **(IP1)**
- AGCC 8** Seek commitment of the Scottish Executive and NESTRANS partners to deliver a best in class transport system for the Aberdeen and Grampian region. **(IP1)**
- ACFLP 6** securing and developing partnerships with others to secure the greatest benefit from any development. **(IP1)**
- LTSA 1** To take full account of the environmental, social and economic implications of transport. **(IP1)**
- ACC-CS 6** Our planning, service delivery and resource allocations will be based on joint principles of the entitlements and responsibilities of all citizens and visitors of Aberdeen and be designed to

deliver social inclusion, equality and sustainability through Community Planning. **(IP1)**

- ACC-CS 21** We will work with partner organisations to develop technological solutions which contribute to minimise the level of traffic growth and to optimise the use of the existing transport network in line with the City's wider transport objectives.**(IP1)**
- ACC-CS 22** We will work with partner organisations to develop a sustainable transport system which provides for all users thereby contributing to a more socially inclusive society.**(IP1)**
- CSA 4** To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Structure Plan, Local Plan, transportation Policy Documents, the Road Safety Plan and in all complementary strategies. **(IP1)**
- EH 1** Improve the air quality within the city to comply with current Government Standards and Objectives documented in the Air Quality Scotland Regulations 2000. **(IP1)**
- ACLTS 3** To understand how transport planning can help to reverse local degradation of the environment. **(IP1)**
- ACLTS 4** To ensure that transport planning takes account of all other relevant policies and total journey considerations to further the integration of transport. **(IP1)**
- AC-EC 7** Co-ordinate policies for transport provision with those for land use and economic development. **(IP1)**

MTS Objective – Policy Integration

IP1 To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.

ACCESSIBILITY (A)

1) Base Accessibility

- TEN-EC 1** To concentrate efforts and funding on the trans-European network already decided, by targeting investment on the elimination of bottlenecks. **(AB1)**
- CEC 1** With the transport boom outstripping economic growth, the persistence and indeed the very size of a number of bottlenecks on the main international routes is posing a major problem for the transport system in Europe. Whether located on the outskirts of conurbations or at natural barriers or borders, those bottlenecks affect all modes of transport. Unless infrastructure is interconnected and free of bottlenecks, to allow the physical movement of goods and persons, the internal market and the territorial cohesion of the Union will not be fully realised. **(AB1)**
- TCS 2** The practical first choice for personal travel, particularly within and to, centres of towns and cities, is by foot, by cycle or by accessible, affordable, efficient, safe and environmentally- clean public transport. **(AB2)**
- TCS 3** Social exclusion is reduced through increased accessibility to public transport for those without a car. **(AB2)**
- TCS 7** Accessibility by public transport and existing road network is a key requirement determining the pattern of development. **(AB2)**
- TCS 8** An accessible, sustainable and affordable rural transport system maintains and promotes the growth of our remote and rural communities. **(AB2)**
- TCS 9** The existing, and new, strategic roads are maintained to a high standard with the emphasis on improved safety and reliability of journey times. **(AB2)**
- STSA 1** Maximising accessibility for the community, in particular maximising access to major employment opportunities. **(AB2)**
- NPPG8 2** ensuring accessibility by a range of transport types, including reviewing the car parking strategy **(AB2)**
- NPPG8 3** creating an attractive and safe town centre for pedestrians **(AB2)**
- NPPG8 4** provide convenient and well-managed access for shoppers and other users (to town centres and retailing) **(AB2)**

- NPPG8 5** improve links between transport interchanges, car parks and the town centre **(AB2)**
- NPPG17 1** The Government's transport policies seek to achieve better integration within and between different modes of transport, to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. **(AB2)**
- PAN57 1** The measures might include reductions in the level of parking on site, consistent with maximum parking standards once set. **(AB2)**
- PAN57 2** The measures might include improvements at and surrounding the site to encourage walking and cycling. **(AB2)**
- PAN57 3** The measures might include improvements to public transport and access to it. **(AB2)**
- PAN57 6** To maintain and improve the...town centres: provide a good high quality direct access and parking for cyclists. **(AB2)**
- PAN57 7** To maintain and improve the...town centres: work with public transport operators to provide high quality access for those who use public transport, including in larger centres internal public transport shuttles linking edge of centre developments to the centre and main public transport nodes, possibly with retailers and developers contributing to the costs. **(AB2)**
- PAN57 9** To maintain and improve the...town centres: reduce atmospheric pollution where appropriate by diverting through traffic to alternative routes and by reducing congestion. **(AB2)**
- PAN57 10** To maintain and improve the...town centres: provide and enforce clear parking policies which reflect the need to provide adequate, well located short stay parking for visitors to the town centre and reduced the long stay parking. **(AB2)**
- NEST 2** To integrate land use and transportation and ensure that development is well related to public transport, especially on the main communication corridors. **(AB2)**
- NEST 6** To create a long-term framework for the communications network, giving preference to public and freight transport, cycling, walking and telecommunications. **(AB1 and 2)**

- NEST 13** To protect and enhance the vitality of town centres as preferred locations for retail, leisure, community and business functions. **(AB2 and 3)**
- DITS 3** To reduce peripherality and improve the status of the North East in Europe. **(AB1)**
- DITS 4** To promote social inclusion. **(AB2)**
- GES 2** The ability of people who live and work here to adapt to changing needs in the workplace. **(AB3)**
- AGCC 2** Adopt a balanced approach to transport provision catering efficiently for the movement of both people and goods. **(AB1 and 2)**
- AGCC 3** Create access to employment opportunities across the region. **(AB3)**
- AGCC 4** Maintain and improve access for retail customers to a vibrant Aberdeen City centre and rural town centres. **(AB2)**
- AGCC 5** Provide businesses with effective communications with their distant markets requiring efficient rail, sea, air and road links. **(AB1)**
- AGCC 6** Provide businesses with full access to the long-distance rail system for both passengers and modern freight containers. **(AB1)**
- NESRFDG 1** To provide a multimodal option for servicing the needs of the total supply chain, that is capable of integrating road, rail and other modes, both domestic and international, and including utilised and non-utilised methods; **(AB1)**
- ACFLP 3** improving accessibility and the efficiency of the transportation network **(AB2)**
- LTSA 2** To maximise accessibility for all to services and job opportunities. **(AB1 and 2)**
- LSTA 3** To campaign for improved external links to Aberdeen by rail, sea, road and air. **(AB1)**
- ACC-CS 1** We will work with Partners in the City to deliver social inclusion and sustainable development across all aspects of the life of the City through Community Planning. **(AB2)**

- ACC-CS 5** Seek to empower the individual as a user and to create knowledge from information. **(AB2)**
- ACC-CS 9** To assist the business community to access global markets. (Internationalisation) **(AB1)**
- ACC-CS 10** To contribute to the creation of an environment in which individuals and organisations in all sectors are economically viable and therefore provide for their needs and ensure they are fully included in the life of the City. **(AB2)**
- ACC-CS 12** To assist all sectors of the community with job creation and to develop and empower communities to thrive and become socially inclusive. **(AB3)**
- ACC-CS 17** An unpolluted environment –Land – Urban, built up areas – Minimise environmental damage from inappropriate parking. **(AB2)**
- ACC-CS 22** We will work with partner organisations to develop a sustainable transport system which provides for all users thereby contributing to a more socially inclusive society. **(AB2)**
- ACC-CS 23** We will develop and observe, in all service activity, a citizen focused culture. **(AB2)**
- CSA 1** To maximise the role of cycling as a transport mode, available for a wide range of purposes, particularly for short City journeys to work. **(AB3)**
- ACLTS 1** To combat social exclusion by improving accessibility to services and employment opportunities. **(AB2 and 3)**
- AC-EC 6** Implement the Aberdeenshire Council Transportation Strategy which seeks to reduce the need to travel and promote sustainable forms of transport such as cycling, walking and public transport. **(AB2)**
- BBS 2** To promote social inclusion by improving access to public transport and by maintaining and enhancing the lifeline links. **(AB2)**

MTS Objective – Base Accessibility

AB1 To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.

AB2 To provide communities with a choice of means of travel.

AB3 To improve peoples access to jobs and employment.

2) Change in Severance

- TRSFE 2** Safer roads can help build stronger communities, so improving road safety should be included in measures to regenerate urban areas and marginalised communities. **(AC1)**
- STSA 2** Minimising traffic induced severance and intimidation in the community. **(AC1)**

MTS Objective – Change in Severance

AC1 To minimise traffic induced severance on communities.



NESTRANS

Modern Transport System

Objectives

Appendix 1

Trans-European Transport Network – European Commission

TEN-EC 1 To concentrate efforts and funding on the trans-European network already decided, by targeting investment on the elimination of bottlenecks. **(EE, AB, IT)**

European Transport Policy for 2010 : Time to Decide - Commission of the European Communities – White Paper

CEC 1 With the transport boom outstripping economic growth, the persistence and indeed the very size of a number of bottlenecks on the main international routes is posing a major problem for the transport system in Europe. Whether located on the outskirts of conurbations or at natural barriers or borders, those bottlenecks affect all modes of transport. Unless infrastructure is interconnected and free of bottlenecks, to allow the physical movement of goods and persons, the internal market and the territorial cohesion of the Union will not be fully realised. **(EE, EA, AB)**

The Interreg North Sea Programme- The relevance of INTERREG IIIB for the UK regions

The availability of funding is limited and therefore support will be focused on the following areas

- INSP 1** developing spatial development strategies on a transnational scale, including co-operation among cities and between urban and rural areas, with the object of promoting polycentric and sustainable development; **(IP)**

- INSP 2** promoting efficient and sustainable transport systems and improved access to the information society; **(EV)**

- INSP 3** promoting the environment and good management of cultural heritage and of natural resources, particularly water; **(EV)**

- INSP 4** promoting the integration between maritime regions, and of insular regions; **(IT)**

- INSP 5** promoting the integrated co-operation of the outermost regions. **(IT)**

Tomorrow's Road: Safer for Everyone.

- TRSFE 1** Reducing speeds and managing traffic better helps wider environmental objectives as well as road safety, for example by cutting CO2 and other emissions and reducing noise. **(SA, EV)**
- TRSFE 2** Safer roads can help build stronger communities, so improving road safety should be included in measures to regenerate urban areas and marginalised communities. **(SS, AC)**

Travel Choices for Scotland – The Scottish Integrated Transport White Paper

Section 3.4 Our Vision

Our long term vision is a Scotland where:

- TCS 1** key parts of town and city centres are free of non-essential car and other road traffic, for the benefit of the people and businesses **(EE, SS, EA, EV)**
- TCS 2** the practical first choice for personal travel, particularly within, and to, centres of towns and cities, is by foot, by cycle or by accessible, affordable, efficient, safe and environmentally-clean public transport **(SS, EE, EV, AB, IT)**
- TCS 3** social exclusion is reduced through increased accessibility to public transport for those without a car **(AB)**
- TCS 4** the integrated transport network is geared to the needs of the Scottish economy **(EA)**
- TCS 5** freight movements are efficient and environmentally-clean, with a reduced dependence on road freight, particularly for longer journeys **(EV)**
- TCS 6** traffic volumes are controlled tightly in particular locations, with optimum use made of technological innovation to reduce noise and air pollution **(EV)**
- TCS 7** accessibility by public transport and the existing road network is a key requirement determining the pattern of development **(AB, IT, IL)**
- TCS 8** an accessible, sustainable and affordable rural transport system maintains and promotes the growth of our remote and rural communities **(EE, AB)**
- TCS 9** the existing, and new, strategic roads are maintained to a high standard with the emphasis on improved safety and reliability of journey times **(SA, AB)**
- TCS 10** the impact of roads on the countryside and environment is reduced **(EV)**

- TCS 11** charges can be applied for the use of urban and strategic inter-urban roads with the revenues being used initially for transport initiatives that deliver value for money **(EE)**
- TCS 12** our vision requires not only a fuller use of existing legislation but also new legislation. It also requires co-ordinated action on a number of fronts. It is not a task for Government alone, but for a partnership involving local authorities and transport providers and users. **(IP)**

Sustainable Transport Study for Aberdeen
The Scottish Office Central Research Unit 1998

Community objectives

- STSA 1** Maximising accessibility for the community, in particular maximising access to major employment opportunities **(EE, AB)**
- STSA 2** Minimising traffic induced severance and intimidation in the community **(AC)**
- STSA 3** Maximising the safety of the transport system **(SA)**

Economic objectives

- STSA 4** Facilitating economic development **(EA)**
- STSA 5** Maximising the economic performance of the city **(EA)**

Environmental objectives

- STSA 6** Minimising greenhouse gas emissions **(EV)**
- STSA 7** Minimising consumption of energy and construction materials **(EV)**
- STSA 8** Minimising impact on the natural and cultural heritage **(EV)**
- STSA 9** Minimising impacts on local environmental quality **(EV)**

NPPG 8 – Town Centres and Retailing

Particular attention should be paid to:

- NPPG8 1** the availability of development opportunities and the need to promote land assembly **(EA, EV)**
- NPPG8 2** ensuring accessibility by a range of transport types, including reviewing the car parking strategy **(AB)**
- NPPG8 3** creating an attractive and safe town centre for pedestrians **(SS, AB)**

Local Authorities should:

- NPPG8 4** provide convenient and well-managed access for shoppers and other users (to town centres and retailing) **(AB)**
- NPPG8 5** improve links between transport interchanges, car parks and the town centre **(AB)**

NPPG17 on Transport and Planning

The Government's transport policies seek to achieve better integration:

- NPPG17 1** within and between different modes of transport, to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes; **(AB, IT)**
- NPPG17 2** with environmental aims and policies, so that transport choices do not conflict with the achievement of environmental objectives; **(EV, IP)**
- NPPG17 3** with land-use planning at national, regional and local level, so that the two work together to reduce the need to travel and support more sustainable travel choices; **(EA, IL)**
- NPPG17 4** with Government policies on education, health, economic growth and the objective of a fairer, more inclusive society. **(EA, IP)**

Transport and Planning, Planning Advice Note 57 – The Scottish Office

Local Transport Impacts

9. Transport Assessments should set out the likely effect of the developer's proposals, particularly on reducing the level of car use, and should indicate how these measures relate to any specific targets in the development plan, or in the Local Transport Strategy, including those for road traffic reduction. The measures might include;

- PAN57 1** reductions in the level of parking on site, consistent with maximum parking standards once set; **(AB)**
- PAN57 2** improvements at and surrounding the site to encourage walking and cycling; **(AB)**
- PAN57 3** improvements to public transport and access to it; **(AB)**
- PAN57 4** initiatives to encourage workers and customers to change their travel habits, such as;
 - provision of comprehensive information about local public transport, **(IT)**
 - encouraging car sharing, **(IT)** and
 - incentives to use public transport instead of cars. **(IT)**

Town Centres and Retailing

15. Local authorities will wish to consider the following transport actions to maintain and improve the overall attractiveness and vitality of town centres:

- PAN57 5** provide a clean, secure and attractive environment for the pedestrian;
(SS, EV)
- PAN57 6** provide good high quality direct access and parking for cyclists;
(AB)
- PAN57 7** work with public transport operators to provide high quality access for those who use public transport, including in larger centres internal public transport shuttles linking edge of centre developments to the centre and main public transport nodes, possibly with retailers and developers contributing to the costs;
(AB)

- PAN57 8** promote effective management of traffic demand; **(IT)**
- PAN57 9** reduce atmospheric pollution where appropriate by diverting through traffic to alternative routes and by reducing congestion; **(EV, AB)** and
- PAN57 10** provide and enforce clear parking policies which reflect the need to provide adequate, well located short stay parking for visitors to the town centre and reduced the amount of long stay parking.**(AB)**

Scottish Climate Change Programme

SCCP 1 There should be more emphasis on reducing congestion. **(EV)**

SCCP 2 Promotion of cycling would be of benefit. **(EV)**

NEST (North East Scotland together – Aberdeen and Aberdeenshire Structure Plan 2001-2016)

Core Strategic Land Use Objectives

- NEST 1** Objective 1 - To create a long-term sustainable framework of settlements in a hierarchy, which focuses major development on the main settlements in the North East. **(EV)**
- NEST 2** Objective 2 - To integrate land use and transportation and ensure that development is well related to public transport, especially on the main communication corridors. **(AB, IT, IL)**
- NEST 3** Objective 3 - To foster and promote economic diversity and competitiveness, create new economic development opportunities and develop the natural strengths and growth sectors of the business economy, all in accord with sustainable principles. **(EA)**
- NEST 4** Objective 4 - To locate homes, jobs and services in scale with each other and with the role and function of each settlement. **(EA, IL)**
- NEST 5** Objective 5 - To protect, enhance and promote the natural, built and cultural heritage of the North East. **(EV)**
- NEST 6** Objective 6 - To create a long-term framework for the communications network, giving preference to public and freight transport, cycling, walking and telecommunications. **(AB, IT)**

Locational Objectives

Objective 7 - To secure a choice of location for a viable supply and adequate variety of land for housing (including affordable housing), employment, services and open space, which:

- NEST 7** relates development to each settlement's ability to accommodate it without loss of amenity or identity; **(EV)**
- NEST 8** ensures that the particular use or uses proposed for each site will maximise the overall sustainability of the community: **(EV)**
- NEST 9** gives preference to the use and re-use of sites within existing settlements; **(EV)**
- NEST 10** avoids development in areas liable to flood, or near other major hazards; **(EV)**

- NEST 11** relates the density of development, when considered with adjoining land uses, to its proximity to services and the transport network; **(EV)**
- NEST 12** will help to regenerate poorer communities and areas. **(EV)**
- NEST 13** Objective 8 - To protect and enhance the vitality of town centres as preferred locations for retail, leisure, community and business functions. **(EA, AB)**
- NEST 14** Objective 9 - To confirm the function and role of Aberdeen's Green Belt. **(EV)**
- NEST 15** Objective 10 - To protect the countryside from development other than what is needed for the rural economy and settlement strategy. **(EV)**
- NEST 16** Objective 11 - To give special protection to international, national and locally designated sites of environmental importance, but also to foster the natural and built environment as a whole.**(EV)**

**Delivery of an Integrated Transport Strategy for North East Scotland –
Stage 1 Interim Report - NESEDP (Halcrow Fox March 1999)**

Strategic Objectives (on shown on page 9 of the above document)

- DITS 1** 1. To ensure that the neglected development of the transport infrastructure of the North East is rectified and a sustainable infrastructure is put in place to ensure the role of the North East economy in the national and international marketplace is protected and enhanced. **(EA)**
- DITS 2** 2. To promote integrated transport **(IT)**
- DITS 3** 3. To reduce peripherality and improve the status of the North East in Europe **(AB, EA)**
- DITS 4** 4. To promote social inclusion **(AB)**
- DITS 5** 5. To promote and develop a healthy and safe environment **(SA, EV)**
- DITS 6** 6. To secure 'best value' **(EE)**

Grampian Enterprise Strategy- Summary

(as shown on page 9 of the GES)

There are three major issues here:

- GES 1** 1. The development of the North East as a competitive location in terms of land, transport, environment and business support. **(EA)**

- GES 2** 2. The ability of people who live and work here to adopt to changing needs in the workplace. **(EA, AB, IP)**

- GES 3** 3. The need for more and better partnerships providing better services. **(EA, IP)**

NESEDP (North East Scotland Economic Development Partnership)

NESEDP has adopted an economic framework for North East Scotland, whose main elements are:

- NESEDP 1** 1. To develop the North East as a competitive location, nationally and internationally, in terms of land for development, transportation, information and communications technology, and the environment / quality of life. **(EA)**

- NESEDP 2** 2. To continuously improve the range, quality and level of Skills available within the community, and to encourage the enterprise and flexibility on which the region's economic future depends. **(EA)**

- NESEDP 3** 3. To develop a sustainable, highly competitive Business Base by providing a wide range of support to businesses, from start-ups to multinationals. **(EA)**

- NESEDP 4** 4. To develop and promote a Strong Regional Identity for the North East of Scotland. **(EA)**

Aberdeen and Grampian Chamber of Commerce Objectives for NESTRANS Modern Transport System

The following objectives have been endorsed by the Board of Aberdeen and Grampian Chamber of Commerce and encompass our requirements on behalf of business for the NESTRANS Modern Transport System.

- AGCC 1** Secure continued investment for Aberdeen and Grampian by providing an efficient, competitive and attractive environment to ensure existing business growth and to encourage hi-tech businesses to locate and operate here. **(EA)**
- AGCC 2** Adopt a balanced approach to transport provision catering efficiently for the movement of both people and goods. **(AB, IT)**
- AGCC 3** Create access to employment opportunities across the region. **(AB, EA)**
- AGCC 4** Maintain and improve access for retail customers to a vibrant Aberdeen City centre and rural town centres. **(AB, EA)**
- AGCC 5** Provide businesses with effective communications with their distant markets requiring efficient rail, sea, air and road links. **(AB, EA)**
- AGCC 6** Provide businesses with full access to the long-distance rail system for both passengers and modern freight containers. **(AB, IT)**
- AGCC 7** Engage closely with the Scottish Executive and NESTRANS partners to create an aspirational transport strategy for Aberdeen and Grampian through continuous review and improvement and benchmarking with competitor regions. **(IP, D)**
- AGCC 8** Seek commitment to the Scottish Executive and NESTRANS partners to deliver a best in class transport system for the Aberdeen and Grampian region. **(IP, AP)**

Quality Partnership for Public Transport

QPPT 1 To recognise the benefits of bus travel in helping to combat the growth of car travel and in reducing the problems of congestion, pollution and road safety. **(SA, EV)**

North East Scotland Freight Quality Partnership

NESFQP 1 To develop constructive solutions and promote best practice that will aid the efficient and cost-effective movement of goods, taking account of the need to balance environmental and social issues and the need to sustain and generate economic activity.
(EE, EV)

The North East Scotland Rail Freight Development Group

Multimodal

- NESRFDG 1** To provide a multimodal option for servicing the needs of the total supply chain, that is capable of integrating road, rail and other modes, both domestic and international, and including utilised and non-utilised methods; **(AB, EE)**
- NESRFDG 2** To develop cost-effective multimodal services, which are easy to use, easy to access and flexible to customers' different service and operational requirements. **(EE)**

Infrastructure

- NESRFDG 3** To ensure that sufficient infrastructure of appropriate quality and capability exists ahead of demand for rail freight customers, by safeguarding existing infrastructure and capacity, optimising its use, removing bottlenecks and encouraging infrastructure developments such as gauge enhancements, within the North East, Scotland and the UK. **(EE)**

One Stop Shop

- NESRFDG 4** To help facilitate the ability to offer the customer a total transport solution, by bringing together railway operators and customers, for example hauliers and end users, without experiencing conflict. This will ensure that all parties accept full responsibility for the total supply chain within the North East, UK and across Europe, and that the customer is able to access the service through a single point of contact of his choice. **(IT, EE)**

Service

- NESRFDG 5** To identify and facilitate new rail freight needs that provide and develop services which are appropriate to the business needs of the customer and the customer's customer; **(EA)**
- NESRFDG 6** To ensure the service provided is reliable, flexible and competitive in terms of service performance and overall costs compared with the alternative modes of transport. **(EE)**

The Aberdeen City Finalised Local Plan.

The Local Plan strategy

- ACFLP 1** managing a more sustainable pattern of development **(EV)**
- ACFLP 2** assisting economic development and encouraging regeneration **(EA)**
- ACFLP 3** improving accessibility and the efficiency of the transportation network **(AB, EE)**
- ACFLP 4** making efficient use of resources **(EV, EE)**
- ACFLP 5** protecting and enhancing the natural and built environment **(EV)**
- ACFLP 6** securing and developing partnerships with others to secure the greatest benefit from any development. **(IP)**

Local Transport Strategy for Aberdeen

Strategy Objectives (as detailed on page 13 of the LTS)

The City Council's Interim Transport Strategy contained five key objectives. These are:

- LTSA 1** To take full account of the environmental, social and economic implications of transport; **(EE, EV, IP)**
- LTSA 2** To maximise accessibility for all to services and job opportunities; **(AB and EE)**
- LTSA 3** To campaign for improved external links to Aberdeen by rail, sea, road and air; **(EA, AB, IT)**
- LTSA 4** To improve safety in transportation matters; **(SA)** and
- LTSA 5** To ensure the efficient use of resources in accordance with the strategy. **(EV)**

Aberdeen City Council - Corporate Strategy

Social Inclusion and Sustainable Development

- ACC-CS 1** We will work with Partners in the City to deliver social inclusion and sustainable development across all aspects of the life of the City through Community Planning. **(EV, AB)**
- ACC-CS 2** Everyone in Aberdeen and throughout the World has the right to enjoy social and economic stability which does not seriously harm the environment and the resources we depend on now and in the future. **(EV)**
- ACC-CS 3** Every one in Aberdeen has the right to enjoy a healthy environment where they live, work, attend school and participate in leisure activities. **(EV)**
- ACC-CS 4** Ensure a stable and competitive local economy that supports the present and future economic wellbeing of the city. **(EA)**
- ACC-CS 5** Seek to empower the individual as a user and to create knowledge from information. **(AB)**

Integrated Service Planning and Delivery

- ACC-CS 6** Our planning, service delivery and resource allocations will be based on joint principles of the entitlements and responsibilities of all citizens and visitors to Aberdeen and be designed to deliver social inclusion, equality and sustainability through Community Planning. **(IP)**

Safety

- ACC-CS 7** We will work to protect people's rights to live in confidence and without fear for their own or other people's safety. **(SS)**

Prosperity and Jobs

- ACC-CS 8** To develop the economy focusing on those sectors responding best to the challenge of sustainable development with diversification of business. **(EA, EV)**
- ACC-CS 9** To assist the business community to access global markets. (Internationalisation). **(EA, AB)**
- ACC-CS 10** To contribute to the creation of an environment in which individuals and organisations in all sectors are economically

viable and therefore provide for their needs and ensure they are fully included in the life of the City. **(EA, AB)**

ACC-CS 11 To increase the availability of industrial land for developments, maximising technology options to provide business accommodation of a standard demanded by the business community. **(EA)**

ACC-CS 12 To assist all sectors of the community with job creation and to develop and empower communities to thrive and become socially inclusive. **(EE, AB)**

Clean City and Healthy Environment

ACC-CS 13 To maintain an up to date and effective planning framework for City and Region in order to foster sustainable development and to protect the environment of Aberdeen. **(EV)**

ACC-CS 14 To continue the regeneration, development and promotion of the City Centre of Aberdeen as the heart of one of the finest cities in Northern Europe. **(EA)**

Land Use and Environment

ACC-CS 15 An unpolluted environment – Air – Noise. Reduce exposure of those in Aberdeen to external noise. **(EV)**

ACC-CS 16 An unpolluted environment – Air – Emissions. Improve the quality of air in Aberdeen. **(EV)**

ACC-CS 17 An unpolluted environment – Land – Urban, built up areas – Minimise environmental damage from inappropriate parking. **(EV, AB)**

ACC-CS 18 An unpolluted environment – Land – Roads – A road network that is suitable for the safe passage of pedestrians, cyclists and motorists. **(EV)**

ACC-CS 19 Physical Environment – Land Use – Urban Realm – Increase provision of public open space in the City Centre. **(EV)**

ACC-CS 20 Perception, Experience – Safety, Security – A safe and secure environment. **(SS)**

Transport and Connections

ACC-CS 21 We will work with partner organisations to develop technological solutions which contribute to minimise the level of traffic growth and to optimise the use of the existing transport network in line with the City's wider transport objectives. **(IP)**

ACC-CS 22 We will work with partner organisations to develop a sustainable transport system which provides for all users thereby contributing to a more socially inclusive society. **(IP and AB)**

A Customer Orientated Culture

ACC-CS 23 We will develop and observe, in all service activity, a citizen focused culture. **(AB)**

Aberdeen City Road Safety Plan

- ACRSP 1** To inform individuals and organisations of the scale of the road safety problem in Aberdeen City, to outline the constant efforts being made to make the city's road safer, particularly to vulnerable road users such as children, the elderly and cyclists. **(SA)**
- ACRSP 2** To reach the targets for accident reduction set by Aberdeen City Council, following the achievement of the national targets four years early. **(SA)**

A Cycling Strategy for Aberdeen

- CSA 1** To maximise the role of cycling as a transport mode, available for a wide range of purposes, particularly for short City journeys to work. **(AB, SS, EV, IT)**
- CSA 2** To develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates cycling and which minimises reliance on, and discourages unnecessary use of, private cars. **(SS)**
- CSA 3** To increase cycling's role as a means of leisure, for tourism and recreation throughout the City and into Aberdeenshire. **(EV)**
- CSA 4** To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Structure Plan, Local Plan, transportation Policy Documents, the Road Safety Plan and in all complementary strategies. **(IP)**

Environmental Health – Aberdeen City Council, Environmental and Property Department

In accordance with national legislation and current reports produced by Aberdeen City Council, the Council is heading towards, by implementation of an Air Quality Action Plan, achieving the following objective.

- EH 1** Improve the air quality within the city to comply with current Government Standards and Objectives documented in the Air Quality Scotland Regulations 2000. **(EV, IP)**

The Aberdeenshire Local Plan - Draft

- ALP 1** To help promote and encourage sustainable development **(EV)**
- ALP 2** To help sustain and enhance the natural environment. **(EV)**
- ALP 3** To help sustain and enhance the built environment. **(EV)**
- ALP 4** To help promote and encourage sustainable economic growth. **(EV)**
- ALP 5** To help ensure the highest standards of location, siting, and design are achieved in all new developments. **(EV)**
- ALP 6** To help bring together complementary land uses. **(IL)**
- ALP 7** To help to reduce the need to consume energy and resources. **(EV)**
- ALP 8** To help sustain and enhance community wellbeing. **(EV)**
- ALP 9** To help protect the health and safety of the public. **(SA)**

Aberdeenshire Council Local Transport Strategy

(as shown on page 4 of the LTS)

Aberdeenshire Council recognises the need for a modern transport infrastructure in the North East. This Strategy is the outcome of new thinking on transportation matters. The objectives are:

- ACLTS 1** To combat social exclusion by improving accessibility to services and employment opportunities. **(AB)**
- ACLTS 2** To promote a sustainable economy. **(EA, EV)**
- ACLTS 3** To understand how transport planning can help to reverse local degradation of the environment. **(IP, EV)**
- ACLTS 4** To ensure that transport planning takes account of all other relevant policies and total journey considerations to further the integration of transport. **(IP)**
- ACLTS 5** To improve safety in transport. **(SA)**

Aberdeenshire Road Safety Plan

ARSP 1 To further reduce the number of people injured on our roads, by taking a wider look at the problem. **(SA)**

Aberdeenshire Council – Environmental Charter

The following are a selection of the objectives set out by Aberdeenshire Council.

- AC-EC 1** Develop the Local Agenda 21 programme to promote sustainability across Aberdeenshire. **(EV)**

- AC-EC 2** Ensure that sustainable development is a key part of the development plan for Aberdeenshire. **(EV)**

- AC-EC 3** Promote development that reduces the need to travel. **(EV)**

- AC-EC 4** Support development which is sustainable. **(EV)**

- AC-EC 5** Ensure that all new development has minimal environmental impact. **(EV)**

- AC-EC 6** Implement the Aberdeenshire Council Transportation Strategy which seeks to reduce the need to travel and promote sustainable forms of transport such as cycling, walking and public transport. **(AB)**

- AC-EC 7** Co-ordinate policies for transport provision with those for land use and economic development. **(IP)**

- AC-EC 8** Seek to meet the terms of the UK National Air Quality Strategy. **(EV)**

- AC-EC 9** Seek to meet the requirements of the Road Traffic Reduction Act. **(EV)**

Building a Better Scotland: Spending Proposals 2003-2006 – Transport

- BBS 1** To promote economic growth by enhancing the effectiveness of the transport network and reducing congestion. **(EA1)**
- BBS 2** To promote social inclusion by improving access to public transport and by maintaining and enhancing the lifeline links. **(SS1) (IT1) (AB2)**
- BBS 3** To support sustainable development by promoting more efficient transport networks and more sustainable modes of transport, having regard to the overarching principles of minimising resource use, energy and travel. **(EV1) (EE1)**
- BBS 4** To improve road safety and reduce road accident casualties. **(SA1)**

Amendments to document

- 18.09.02 Building a Better Scotland: Spending Proposals 2003-2006 –
Transport
Report objectives added to the document and related to MTS
objectives.