

Appendix 2: Responses Received to the Consultative Draft Local Transport Strategy

A total 29 responses were received, from individuals, the business community and other interested organisations on all aspects of the Consultative Draft. These have been summarised, and a response provided to each, in the tables below.

Comments have also been received in relation to the detailed actions however they will be considered as part of the Costed Action and Delivery Plan.

Comments on the Vision:

Comment	ACC Response
It would be a great opportunity missed if this vision did not include health. "A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy (promotes health) and minimises the (negative) impact on (health and) our environment"	Agree health, in terms of air quality, sustainable transport provision and obesity, is a key issue. Therefore the vision has been updated.
Include health and wellbeing in vision. Suggestion: "A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates and optimises healthy living and minimised the impact on our environment."	Agree health, in terms of air quality, sustainable transport provision and obesity, is a key issue. Therefore the vision has been updated.
I think this is a fantastic vision. However the point of a vision is that it drives all decisions that help an organisation realise the vision. In Aberdeen this is absolutely not the case. The transport system in Aberdeen is not fit for the 21st century, not accessible to all and does not support a vibrant economy nor minimise impact on the environment. Furthermore it is very difficult to see how any of the decisions being made at the moment support this vision. If this vision is to stand it must start driving the decision making process.	Noted.
A possible addition could be "efficient". I think one of the most important characteristics of a transport system should be the ability to travel from A to B as efficient as possible.	Agree efficiency is required for transport. Efficiency has been made explicit in the outcomes rather than the vision.
My answer would have been "Yes and No". Not convinced but would have liked a public consultation so we could hear other members of the public's views and suggestions.	This survey forms part of a public consultation to gain a wide variety of views of stakeholders and members of the public.
A noble sentiment if it can be carried off.	Noted.
This "vision" is perfectly worthy, but it will be undermined by all the proposed road-building and lack of any competent proposals for walking or cycling.	Specific improvements to the walking and cycling network will be identified in the forthcoming Aberdeen Active Travel Action Plan. Any road building proposals have been identified as part of other strategies, such as the Strategic Development Plan.
Major improvements to, and investment in, all existing	Agreed. As the Strategy makes clear,

public transport services will be required if the vision is to be achieved.	ACC is committed to continuing working with bus operators and other partners to improve and increase public transport services.
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Comments on the Aims:

Comment	ACC Response
Can you please have more bus lanes and cycle lanes? How can a sustainable transport system be created without giving priority to buses, bicycles and pedestrians? There should be car restrictions in areas and more bus lanes. This would entice people to travel to work on the bus instead of their cars because buses in their own lanes would take a shorter time to arrive to their destination.	As a result of the AWPR the LTS seeks to 'lock in' sustainable transport movements and thus promotes an increase in bicycle and bus lanes. The adopted Aberdeen City Centre Masterplan, which this LTS takes cognisance of and supports, promotes a series of pedestrianised and vehicle-restricted streets for implementation by the Council.
Please can you do something about the pricing of bus tickets. They are too expensive and so discourage many people from using the bus. If you could have something like an oyster card for people to use on all public transport, this would be more efficient and it would cut bus stopping times.	As most services in Aberdeen are operated commercially, the Council has no powers to set ticket prices. We are, however, working with partners to introduce new ticket types (such as the recently-launched Grasshopper multi-operator ticket) and to investigate and pilot smart ticketing initiatives.
In order to achieve these 5 aims Aberdeen must change the way it thinks about transport. It must create a hierarchy that prioritises walking, then cycling, then public transport, then commercial vehicles and the private motor vehicle should be last. For example an investment in cycling infrastructure would meet all of the above aims yet it currently receives little no funding from Aberdeen city council. Furthermore it is not recognised as a mode of transport in its on right. This needs to change for Aberdeen to move forward to meet its aims.	The LTS looks to prioritised transport movements in accordance with the recognised mode hierarchy. Aberdeen City Council is working with partners to invest over £2 million in cycling infrastructure in 2015/16.
People over goods. Safe and quiet living areas over speed and efficiency. Greener and cleaner city.	Noted. However the aims will not have a prioritised order.
Again I am not sure how this can be achieved. All modes of transport would have to be there to discuss their strategy on how they could be part of this. First Bus would have be involved as their bus service throughout the city is needing reviewed. It is not a public service anymore is al about making money.	Organisations representing all modes of transport were invited to participate in this consultation and many have chosen to do so.
The aims do not relate to the rest of the strategy, which has road construction as its primary consideration. This is incompatible with the aims for a greener and healthier transport system. It will also fail to deliver an efficient transport system - cars take up far more space on the	Any road building proposals have been identified as part of other strategies, such as the Strategic Development Plan. In terms of the road building the point of the LTS is to 'lock in' the road

streets than people walking or cycling.	capacity generated for sustainable transport.
Most disappointed that there is no additional aim referring to the timely provision of a transport system for new developments as suggested in our response of November 2013. This is a requirement that is high on the priority list of Aberdeen citizens and it deserves a high level aim rather than just be identified as a problem (page 12). Suggested wording: " A transport system that keeps pace with the movement demands created by new housing and employment developments"	The Strategic and Local Development Plans have formed part of the key document review informing this LTS. This has ensured that all schemes proposed by these policy documents are contained in the LTS. The LTS seeks to ensure that any developments brought forward meet the LTS aims and objectives, not the other way round.
We would suggest to include 'optimise' in aim 5: "A transport system that facilitates and optimises healthy and sustainable living."	Noted.

Comments on the Outcomes:

Comment	ACC Response
(The outcomes are) A bit naff.	Noted. No suggestion has been given for improvement.
Improving facilities for active travel including walking and cycling could be an additional objective.	Separate objectives are set for walking and cycling with actions for these modes developed further in the forthcoming Aberdeen Active Travel Action Plan.
All of the above are of critical importance to a cities transport system. An investment in cycling can again meet all of these priorities: Cycling infrastructure will improve the road safety within the city. Cycling infrastructure will improve the health of the cities residents. Cycling infrastructure will improve the environment within the city. Cycling infrastructure is socially inclusive. Cycling infrastructure will improve journey times. Why is this mode of transport continually ignored when it will clearly meet all of the priorities above? Please make cycling infrastructure a priority.	Cycling infrastructure is a priority for ACC and the Council and partners will be investing more than £2million in cycling infrastructure during 2015/15. Separate objectives are set for walking and cycling with actions for these modes developed further in the forthcoming Aberdeen Active Travel Action Plan.
I do agree with improving road safety. There are too many drivers in Aberdeen jumping red lights (very impatient) and moving in the box junction when their road is not clear. Elderly and sensory impairments are at risk here as drivers are driving in front of pedestrians or around them! When the green man is displayed and beeping so it is definitely something for Police Scotland to look at. I have seen it too many times in the City.	Noted. This corresponds to many of the comments received in relation to the Active Travel Action Plan so will be addressed as part of that action plan.
Definitely improving journey times and I need discussions need to be had with First Bus operator as they say one thing on their timetable but I think they deliberate miss bus services out. I remember waiting 6.45 in the morning for a bus to the Bridge of Don that	ACC continues to work with partners in the Local Authority Bus Operator Forum (LABOF) to improve the public transport experience for passengers, including measures to improve

<p>didn't appear until 7.30. There was supposed to be two bus services within this time. This is why people are reliant on cars, you can't trust the bus service. It is way too risky if you have an appointment, you need to leave at least two hours before to travel across the city because guaranteed the bus you want to catch at that time, will not appear then you have to catch "the one at the other time".</p>	<p>punctuality and reliability.</p>
<p>What is 'modal share'?</p>	<p>Modal share refers to the proportion of the population travelling by each form of transport.</p>
<p>What is active travel?</p>	<p>Active travel is travel that involves the traveller undertaking physical activity, such as walking and cycling.</p>
<p>Where are 'pedestrians'?</p>	<p>Pedestrians are those travelling on foot.</p>
<p>Improving availability to transport for all should include Street Bikes – rental bikes at public transport nodes.</p>	<p>During the lifetime of the previous LTS, the Council undertook a study into the feasibility of on-street bicycle rental in Aberdeen. This concluded that the urban environment was not conducive to the success of a bicycle rental scheme at present. However, this will be looked at again as part of the City Centre Masterplan and Sustainable Urban Mobility Plan proposals, as if these are implemented the Centre will be safer and friendlier for cyclists. Abellio, the new ScotRail franchisee, has also announced plans to roll out bicycle rental facilities at rail stations so the Council will work closely with Abellio on this.</p>
<p>Don't forget about the car in all the foamy public transport aspirations.</p>	<p>The LTS is intended to deliver improvements for all, but in accordance with the mode hierarchy. The reality is that if more people used walking, cycling and public transport then this would benefit all users of the network as there will be less cars on the road.</p>
<p>There is no reason to improve journey time reliability for the drivers of private cars. This will only encourage more use of cars.</p>	<p>The LTS is intended to deliver improvements for users of all transport modes, and this will occur if more people switch to walking, cycling and public transport as there will then be less cars on the transport network equating to improved journey times for car users.</p>
<p>Transport outcome 2 contains 2 separate issues and we have marked this as not a priority as it is unlikely that the</p>	<p>A greater uptake of home/remote/compressed/flexible</p>

<p>transport strategy will reduce the need to travel especially since people need to get to their work. Also while we agree that promoting a higher quality of life is an admirable outcome, we would argue that this is not likely to be achieved by the transport strategy alone.</p>	<p>working, as well as online shopping and use of home delivery services , can reduce the need to travel, at least on some days of the week, and ensure that the network is freed up for the benefit of those making essential journeys. It is agreed that transport alone cannot lead to an improved quality of life but can certainly contribute towards improving quality of life in combination with other factors. This outcome has now been removed.</p>
<p>Although we agree with the outcome of ‘reducing the dependence on the private car’ this should be achieved by creating a very efficient public transport system and a pedestrian-friendly city centre environment designed for Aberdeen weather conditions i.e. sheltered key walkways and comfortable bus stations. The intention to achieve this by simply reducing the need to travel is not realistic as modern people do not respond to being housed next to their workplace or corner shop. Freedom to travel has become an established human right rather than a necessity.</p>	<p>ACC agrees that improving the public transport network and improving conditions for pedestrians and cyclists are key to encouraging less car travel. ACC feels though that reducing the need to travel in the first place is a vital component of a layered transport strategy and can be achieved by the promotion of alternative working practices (such as home working or compressed working) and through the land use planning process (for example, redevelopment of brownfield sites, promotion of mixed use communities).</p>
<p>Including the outcome relating to the quality of life makes no sense as this can not be easily measured in relation to transport only. The text of the draft states that this outcome will be achieved if ALL other outcomes have been achieved. As this is unlikely to happen the quality of life outcome will probably not be achieved in this way and would be better left out.</p>	<p>It is agreed that transport alone cannot lead to an improved quality of life but can certainly contribute towards improving quality of life in combination with other factors, some of which are independent from transport. The outcome has now been removed.</p>

Comments on the Objectives:

Comment	ACC Response
<p>I think this needs to be separated out. I think footways and cycleways need a different type of maintenance and priority compared with the roads. Further more it would actually cost the council less in the long term to maintain footpaths and cycle networks. The maintenance of cycle networks is virtually non existent. In winter this is particularly noticeable with most paths becoming unusable for large parts of the winter. In Copenhagen there is only a small drop off in cycle use in the winter. This is because bike paths are maintained throughout the</p>	<p>The maintenance of walking and cycling routes, as well as roads are all included in the Winter Maintenance Plan and come from the same budget source and as such are considered together, rather than separately. It should be noted that many roads are included in the winter maintenance programme because they are bus routes, rather than car routes, per se.</p>

<p>winter and not ignored. I would question the prioritisation of funding towards maintaining roads for the benefit of private motor vehicles when in the cold light of day the use of the private motor vehicle does not meet the vision of the transport system nor the objectives set out above.</p>	
<p>No comment on the roads as I have found in Aberdeen ok as I am used to driving out to the Shire/ Moray a lot. Footway paths - please grit the paths when it is icy. There was that point in February where I had to walk less than a mile on Union Street and it was completely dangerous. I am a young person so I am not a high risk but the disabled and elderly are definitely are. I think this was complete laziness on your part and I don't appreciate the spokesman with the bag of grit in his car. How does that resolve a situation unless he is getting out of his car and actually doing it? I understand you cannot do every street but at least Union Street, Hospitals and Schools as you know you will get the highest footfall coming there. All these places are likely to have young children, pregnant mothers, elderly, disabled, etc. There needs to be consideration there and it was clear that you just did not bother and put the public especially those who are most vulnerable at risk.</p>	<p>Noted. Winter maintenance of footpaths is contained within the LTS and within the Winter Maintenance Plan. The footpaths within the City Centre are considered priority 1 in the Plan.</p>
<p>Most of the objectives are clear; however, it is very vague what the deliverable exactly is. In other words, it is not clear what the criteria for meeting the objectives are. In addition, only a few, such as the objective AWPR, have very concrete actions attached to it, suggesting that this topic is well thought out, whereas other objectives have a lot of talk "encouraging to" "seek to" etc., but it is not really clear how committed ACC is to deliver them.</p>	<p>The objectives have been revisited in the Final Draft with changes taking place and the actions have been moved into the Costed Action and Delivery Plan.</p>
<p>This is very opaque language I think, cycle networks and pedestrian paths should not be placed alongside roads.</p>	<p>All objectives have been revisited to ensure the language is clearer.</p>
<p>"To improve the perception of safety of public transport". This will require education to dispel the idea that only people who cannot afford a car would travel by public transport. A reliable and quick transport method would help this. People feel only poor people use buses and trains. However in fact they are the people who value their time and quality of life above all else.</p>	<p>Noted. Part of the approach will be to provide accessible public transport information to all members of the travelling public.</p>
<p>"To reduce the relative cost of using the City's public transport system" It must make economic sense. It must also be easy to get on and off public transport without fumbling for change . Make it cheap and people will hop on and off without a second thought</p>	<p>ACC is working with bus operators and other partners on a range of initiatives to reduce public transport costs and to make travel by public transport easier such as introducing the new Grasshopper multi-operator ticket and investigating and piloting smart ticketing initiatives.</p>
<p>"To improve the condition of the road, footway and cycle networks" How about putting effort into a real network ,</p>	<p>Revised Supplementary Guidance on Transport, Air Quality and Noise to the</p>

<p>real cycle ways that I involve other traffic and crossing over driveways and roadways. The railway line is a true cycle way...ensure there are more and that developments must give due consideration to a true cycle way with good lighting etc. Do this at the planning stage. Make it part of the process, make the developers thing beyond the fast build and sell.</p>	<p>Aberdeen Local Development Plan 2016 strengthens the requirement for developers to ensure their sites are accessible by all transport modes, particularly walking and cycling. The comment here relating to the quality of cycleway that should be installed in Aberdeen is in accordance with many of the comments received in response to the Active Travel Action Plan. That document will outline the Council's vision for the future cycle network in Aberdeen.</p>
<p>We can speak about improving the roads and footways until the cows come home but the big problem is the council don't have the money to do it as the Roads Dept.'s. budget they have to work to isn't enough to do the job properly and until the council can get the money the condition of the aforesaid will remain the same. Do what the can when they can.</p>	<p>The Costed Action and Delivery Plan will provide a clear steer on available budgets for differing schemes. There is very often non-Council funding for walking, cycling and public transport improvements and by taking advantage of these sources it should be possible to reroute Council funding into improving maintenance, for instance.</p>
<p>Some of the objectives are rather meek and will not improve the transport system. For example the objective quoted above would be more challenging if it read: "To catch up with the maintenance of the road, footway and cycle networks" as the current maintenance situation is dire with many roads and footways in an extremely poor condition.</p>	<p>The objectives are intended to be aspirational without being impossible to achieve.</p>

Comments on delivering Vision, Aims, Outcomes and Objectives:

Comment	ACC Response
<p>I do not think the vision and objectives will be met if private motor vehicles are prioritised. I have only skim read the document and it took me until page 57 to find walking and cycling. To achieve the vision this document must set out I intention of the council to change the thought process behind the transportation system in Aberdeen. It must prioritise, walking, cycling, public transport, commercial vehicles then the private car. I would suggest the document layout needs to reflect this change in thinking placing active sustainable modes of transport at the very start of the document.</p>	<p>The LTS seeks to prioritise walking, cycling and public transport primarily and, for those journeys that have to be undertaken by car, encourages alternatives to car ownership and alternative fuel vehicles. This is clear from the beginning of the document in terms of 'locking in the benefits' for walking, cycling and public transport as well as the inclusion of outcomes.</p>
<p>Do not believe the actions for cycling will improve the conditions for cyclists in the city. My reason for this is that in order to improve cycling in the city a new thought process is required. The list of actions reflect old thinking. The bike must be prioritised over the private</p>	<p>Actions have now been transferred to the Active and Delivery Action Plan. The Active Travel Action Plan will expand upon the detail and be subject to its own consultation process.</p>

<p>motor car and as such the space that currently exists requires redistribution prioritising allocation to bikes. The space transferred to bikes needs to be protected and prioritised. The success criteria for bike infrastructure is that it can be used safely by people from the age of 5 until such time as a person can no longer ride a bike. This criteria must drive bike infrastructure improvements and until such time as it does there will be little improvement.</p>	
<p>More competition in Aberdeen City in relation to bus service providers. First Bus seems to have the monopoly here and want to charge excessive prices for very short distances. Customers and visitors need to give a better service and options for transportation. If not, we all just going to keep getting our cars as we can't afford the buses price or the buses taking us to work late every day.</p>	<p>There are two primary bus operators in Aberdeen, with many smaller operators offering commercial services. Any operator or potential operator has the power to register a new bus service in the City if they so choose.</p> <p>Although Aberdeen City Council has no powers to set bus costs, we are working with bus operators and other partners on a range of initiatives to reduce public transport costs and to make travel by public transport easier such as introducing the new Grasshopper multi-operator ticket and investigating and piloting smart ticketing initiatives.</p>
<p>There are few concrete actions. E.g. regarding car-clubs: is there an aim for growth? 10% more members by 2020? 50%? What will happen when air quality targets are not met? From one perspective, Aberdeen is failing to ensure the health and well-being of their inhabitants by not meeting these targets. I read a lot of "seek to" and "encourage" and "lobby for" which can mean anything</p>	<p>The Action and Delivery Plan will clarify the actions, especially where the action relies on partners to assist in delivery.</p>
<p>I find the actions regarding to cycling lacking in ambition, especially for meeting the 10% target in 2020. How would you ensure that the needs of cyclists are prioritised during all new road construction? What will that entail? "Improve and increase on-road cycling facilities in the urban area, including facilities on all key corridors where this is safe and practical." – this is the other way around, safety will benefit from good cycle facilities. Research shows that segregated cycle facilities are the best way to improve road safety for cycling. Is ACC considering such facilities? If so, where? From Dutch and Danish experiences, we know that modal share of cycling will not increase significantly without proper cycling infrastructure. So you have to talk the talk, but also walk the walk. So far, I am not sure about the latter.</p>	<p>Actions have now been transferred to the Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and will be subject to its own consultation process.</p>
<p>Not sure that the actions SUP SR3 and SUP SR4 cover National rail network , "new stations at Kintore and</p>	<p>Noted. This will be explored further in the Action and Delivery Plan.</p>

<p>Aberdeen South as well as considering potential locations for a 'destination' station for Aberdeen North " need to be considered with additional shuttle buses to allow easy access to the rail line.</p>	
<p>"Bottlenecks around the Bridge of Dee" and "Haudagain Roundabout" need to be addressed as SUP TR3 with additional thought given to how to remove the volume of cars on the move through these points.</p>	<p>Haudagain Roundabout improvements are being taken forward by Transport Scotland as trunk road authority. The Bridge of Dee is subject to an ongoing Scottish Transport Appraisal Guidance (STAG) assessment. Reducing the number of vehicles requiring to use the network by provision of realistic public transport and active travel alternatives would achieve this.</p>
<p>Community transport "The key to the success of Community Transport is that it is community led, by the people who it is intended to benefit" However this community transport should be supported financially by the city to help them achieve the system that works best for them.</p>	<p>Aberdeen City Council would look to assist any Community Transport scheme that manifested by providing staff support and identifying any appropriate funding sources.</p>
<p>While the parking actions outlined by MAN CP1 thru MAN CP8 are required Care needs to be taken to find the balance between enforcing rules that help the residents live and businesses to survive.</p>	<p>Noted. This will be thoroughly investigated through the Car Parking Management Plans.</p>
<p>I have already said the main problem in achieving this is MONEY. If they haven't got it how can it be achieved I still say there should be an all or half day public consultation with all the stakeholders present and the Council members so everyone can ask questions in the hope of getting a satisfactory answer which would be A FIRST.</p>	<p>The Costed Action and Delivery Plan will provide a clear steer on available budgets for differing schemes. There is very often non-Council funding for walking, cycling and public transport improvements and by taking advantage of these sources it should be possible to maximise available Council funding.</p>
<p>The section on walking turns my stomach. "Raising awareness" of walking is a fatuous and pointless ambition. I am sure that everyone by now is aware that exercise is good for them. The low levels of walking you're wringing your hands about are the result, not of low "awareness", but of anti-walking transport and land use planning - and, as such, are entirely your fault. There is not a word under the Actions heading about increasing green man time, or replacing multi-stage staggered crossings with single-stage direct crossings, or introducing zebra crossings, or stamping out pavement parking.</p>	<p>Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.</p>
<p>The strategy displays no understanding or cycling whatsoever. It proposes nothing more than a collection of quack remedies that have failed in the past and that will inevitably fail in the future. The primary requirement for mass cycling is a complete network of segregated cycleways. Shared pavements, toucan crossings, and</p>	<p>Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.</p>

ASLs are a joke, form no part of the Dutch cycling success story, and will not in a million years achieve the 10% modal share target. Everyone who contributed to this section is incompetent and should be sacked.	
Within promoting walking and cycling an additional action could be to promote and encourage participation in national campaigns and activities e.g. Cycle to Work Day, Walk to Work week.	Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.
Under 'Freight' page 21/22, we suggest the following additional action: "Seek to minimise HGV use of minor roads where drivers seek to avoid congestion on the trunk roads by restricting B and C class roads to HGV local delivery only, thereby reducing wear and road damage and risk of accidents".	Agreed. This will be added to the actions (now moved to the Costed Action and Delivery Plan).
Under 'AWPR' page 24, we note the intention to create a circumferential bus route travelling the length of Anderson Drive. This would be an impractical feature as it would require two bus changes for all travellers who need to shift to another radial bus entry route. The practical bus routing solution would be to let radial bus routes travel part of the Anderson Drive so that their route overlaps other similarly designed radial bus routes thus allowing most travellers to reach their destination with not more than a single bus change.	Noted. Projects of this nature would first be subject to feasibility studies to assess their likely uptake by and benefit to passengers before implementation.
Under 'Contingency Planning and Utilities' pages 32/33, we suggest to amend the first action to say "Ensure that roads and pavements are repaired promptly and appropriately as part of utilities works; impose requirement for 24 hr working to complete work which runs beyond the approved work period and possibly financial penalties." Also include an additional action : "Ensure that, where possible, utilities works are coordinated to avoid repetitive roadworks on the same stretch of highway"	Noted. These will be considered further as part of the Action and Delivery Plan.
Under 'Car Parking' pages 33/36, there is no mention of the essential requirement that an efficient public transport system and a pedestrian-friendly city centre environment has to be established before a number of actions can be implemented. We also suggest that the declared strategy to promote the use of electric and other low emission vehicles - which we support - would demand special concessions for these vehicles i.e low cost parking and unrestricted city centre access	Noted. These will be considered further as part of the Action and Delivery Plan.
Under 'Traffic Management and Road Safety' page 38 we suggest the following additional action point: "To consider alternative solutions for all cycle lanes marked as strips on main roads as these are inherently dangerous".	Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.
Under 'Land Use Planning' page 46, we strongly recommend that the word 'timely' is introduced in all	Noted. This will be considered further as part of the Costed Action and

actions that require provision of transport infrastructure.	Delivery Plan.
Under 'Bus' pages 59/61, we suggest that an additional action is included to seek to reduce or at least to cap the bus fares. High bus fares have been recognised as a problem during the pre MIR consultation under the headings Economy and Accessibility and this is probably the main reason for the observed reduction of bus usage	Bus fares are set commercially by operators. The Council does not have any powers to set fares.
Additional action for objective Aberdeen Western Peripheral Route: explore impact on local housing facilities, quality and protection.	The AWPR is a Scottish Government scheme and is already under construction, having undertaken the assessments necessary to achieve planning permission and to overcome various legal challenges.
Traffic Management and Road Safety: additional action could be taken to enforce vehicles to be moved from cycle lanes or walk paths when causing an obstruction. Vehicles parked on cycle lanes significantly increase risk of being killed or seriously injured. This should not be possible.	Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.
Objective Air Quality: More information on why these 3 Air Quality Management Areas in particular were declared AQMAs would be helpful. For example, those 3 areas have highest emission of PM2.5? What about Market Street?	The detail of this is contained within the Air Quality Action Plan and it is not possible to provide all information in the LTS. The City Centre AQMA covers Market Street and all have been declared because the national air quality objectives and statutory European air quality limit values that are currently being exceeded or at risk of being exceeded in the area. This covers the NO2 annual and hourly mean and PM10 annual and daily mean.
Objective Travel Plans: Who is assessing the quality and content of the Travel Plans? How will existing sites be encouraged to improve health and wellbeing of those using the site? Where does the responsibility for Health Impact Assessment lie?	The Council's Planning & Sustainable Development Service considers the quality and content of Travel Plans via the Development Management process. Additional travel planning activities such as promoting the health aspects of active travel is part of this Refresh. A Health Impact Assessment has been undertaken as part of this LTS. There is not expectation on employers/ developers to produce this as part of their application.
Objective Car Clubs: How is this benefitting the most deprived communities or in Aberdeen?	Car Clubs offer those on low incomes easy access to a car when necessary, without those individuals having to take on the financial implications of owning and maintaining their own cars. The roll out of the Car Club has started in the City Centre but is

	gradually reaching other areas of the City, including areas within deprived communities.
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General Comments:

Comment	Response
Please do what you say in your aims and objectives that you will do.	Noted.
We need a network of dedicated cycle lanes, protected by kerbs and bollards, to combat pollution, dangerous traffic, and to bring our transport network into the 20 th century.	Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.
Within promoting walking and cycling an additional action could be to promote and encourage participation in national campaigns and activities e.g. Cycle to Work Day, Walk to Work week.	Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.
There is a section on increasing active travel levels for schools, but what about workplaces, NHS facilities, city centre, community centres - the places the majority of people visit.	Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.
The cost of transportation is way too expensive (First Bus only). It is only affordable to the elite in oil and gas who tend to drive their cars anyway. The elderly and the Disabled have their bus passes but younger people are in detriment as the prices are too expensive and creates an inequality there. It is definitely not fit for purpose within the city of Aberdeen. To give an example, I was cheaper to travel Aberdeen to Inverurie day ticket (Stagecoach) than a day ticket in Aberdeen City (First Bus). Things need to change to ensure that transport is accessible to all. It not the rich people who use the bus services, it is those who are in other sectors such as voluntary and public who are reliant on them and the prices just can't be set to the oil and gas. I was cheaper to insure, tax and maintain my car than I was buying tickets for First Bus - big issue here. I am always shocked at other cities like Edinburgh where you are charged £1.50 for a single, regardless of where you go. I am only two miles from my work and I am charged £2.10 single. I feel there is a big inequality in Aberdeen where things are tailored to those who are on higher salaries but it the other people who don't work in that sector are having to pay more for transportation on much less salaries. There becomes the breaking point where it is cheaper to have a car.	ACC does, and will continue to, work with local partners, including bus operators, to implement and trial a range of measures to reduce the cost of using the bus. These include launching the Grasshopper multi-operator ticket. and trialling smart ticketing initiatives. Fares are, however, set commercially by operators and the Council has no powers over these.
Bus Drivers - I have noticed are good to allow disabled and elderly seated before they take off which is an	ACC does, and will continue to, work with local partners, including bus

<p>improvement. I do avoid the bus at all costs as it is way too expensive and never turns up. I had to start walking to work which is healthier but not really safe in the dark nights for young women. I end up taking taxis as there is no way I could rely on the First Bus network to get me home after six o'clock if I am working late.</p>	<p>operators, to implement measures to improve the punctuality and reliability of buses, including bus lane enforcement, extensions to the operating hours of bus lanes and introducing new bus priority measures.</p>
<p>Aberdeen City is a city where they should be more options for people to travel public transport but it just does not exist. I remember train tickets from Huntly to Aberdeen when £6.00 and now they are almost £12.00! Bus prices have been going up and up to the point, I can't afford to travel in the City and need to get my car back in the City as the amount of times I have also been late to work waiting for a bus to appear. First Bus are not delivering and that's why there are issues on the road where so many more people have to take their cars.</p>	<p>Fares are set commercially by operators and the Council has no powers over these. The Council tendered for provision of on-street car club vehicles which were rentable by the hour. This provides an alternative to owning a car.</p>
<p>My main point of feedback is that the vision is ambitious, but the proposed actions are incremental and vague. I don't think the vision will be realised by the proposed actions, so I would like to encourage ACC to show political leadership and learn from other cities. To realise the vision, we need better alternatives to the car. That means segregated cycle lanes, a much more efficient bus system, and smarter parking fees. It does not, for instance, make sense to have a large parking space in the heart of the city centre, because this attracts all the cars to the centre. And most importantly, these have to be implemented together. Only increasing parking fees will lead to frustration, but in the context of a more efficient PT, it will be logical. This is challenging, but Aberdeen's infrastructure is not fit for the 21st century, so it should be a priority.</p>	<p>Car parking is an important demand management tool; the price and availability of parking has an impact on the uptake of other modes. The roll out of Controlled Parking Zones into additional areas of the City Centre will help to discourage non-priority users (residents, businesses, visitors and shoppers rather than commuters). Actions have now been transferred to the Costed Action and Delivery Plan.</p>
<p>Aberdeen roads are congested and very dangerous for cyclists</p>	<p>Noted. ACC and partners are implementing or examining a range of measures to reduce car movements within the City. These include the AWPR, due to open in 2017, which should remove significant volumes of traffic from City Roads and the City Centre masterplan which proposes a network of vehicle-restricted streets. Actions have now been transferred to the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.</p>
<p>Buses are over-priced.</p>	<p>Fares are set commercially by operators and the Council has no powers over these.</p>
<p>Often bike lanes just stop behind parked cars or</p>	<p>Actions have now been transferred to</p>

<p>disappear as roads narrow. I have been disabled while cycling in Aberdeen by a car that pulled out of a road without looking and drove into the side of me on my bicycle. Cycling is more dangerous today. Cyclists will die, unless drastic something is done. Have you seen what they have done to Seville? You should take a look.</p>	<p>the Costed Action and Delivery Plan. The Active Travel Action Plan will expand upon the detail and subject to its own consultation process.</p>
<p>Aberdeen's Transport system needs to allow for movement of the workforce to and from their workplace, without the use of the car. It must have shuttle buses that allow people quick connections to main parking facilities. New business parks should be encouraged to contribute to the movement of their workforce to and from their workplace. Consideration given to tax breaks / property tax breaks if an effective transport shuttle is provided. Large new housing developments should have facilities for shuttles to and from main hubs. How about allowing offset of fares / local shuttle passes against council tax. Use parking charges to provide cheap and easy transport links.</p>	<p>Buses will play a key part in reducing reliance on the private car to get to work. Monetary contributions towards provision of bus services in new developments where they aren't currently served by public transport is a requirement and conditioned and implemented as part of the development management process.</p>
<p>Aberdeen is not a place that is attractive to live in long term. its clogged with traffic and horrible derelict sites. With all the new development planned its will require a lot of hard work to attract people who want to stay here rather than just pass through. Who wants to have to sit in traffic to get through the last mile or so to work because of poor placement of offices and business parks. Dont just fall into the trap of giving over every green piece of land to more roads. Reducing the dependence on the car and providing excellent transport allowing ease of movement will go a long way in giving Aberdeen the edge over other cities.</p>	<p>The LTS does not promote the introduction of more roads in Aberdeen City. Its primary focus is on ensuring that the road projects being delivered (AWPR) are 'locked in' and the capacity/ road space created is given to active and public transport.</p>
<p>Plus the council can't afford to employ enough staff to do the work required, why back to the main problem of MONEY.</p>	<p>The Costed Action and Delivery Plan will provide a clear steer on available budgets for differing schemes. There is very often non-Council funding for walking, cycling and public transport improvements and potentially the staff members required to deliver these projects, and by taking advantage of these sources it should be possible to maximise available Council funding.</p>
<p>The strategy is overlong, crammed as it is with well-worn platitudes and weasel words. It could, without loss, be replaced by a single sheet of A4 with the words "MOAR ROADS" scrawled across the front. That would be an honest expression of the values and priorities of Aberdeen council.</p>	<p>The LTS does not promote the introduction of more roads in Aberdeen City. Its primary focus is on ensuring that the road projects being delivered (AWPR) are 'locked in' and the capacity/ road space created is given to active and public transport.</p>
<p>There needs to be a recognition that until there is an adequate public transport system people will continue to</p>	<p>This is a contradictory argument; a plentiful supply of cheap parking will</p>

<p>drive their cars into town and this needs to be supported - not resisted. Inadequate and expensive parking is likely to have a detrimental long term impact on the city centre as it will drive people to shop in suburban shopping centres and encourage businesses to relocate to outside the City. An excellent public transport system on the other hand will help to attract people into the city centre.</p>	<p>undermine bus services, not assist them. However agree that ensuring that there is an adequate public transport system will result in more people using the bus.</p>
<p>In the Executive Summary, page 3, the Council's intention to produce annual progress reports is mentioned. This intention is also included in the current LTS 2008-2012 but only one report was ever produced in March 2009. Without any acknowledgement of the reasons for five year lack of reporting, the new intention lacks credibility which may reflect on all other planned actions included in the new strategy.</p>	<p>There have been a number of issues in relation to reliability of data for monitoring purposes (Scottish Household Survey has been highly problematic). Discussions are ongoing as to how to monitor the LTS with the Community Planning Partnership. At the very least a qualitative report will be produced annually on the Action and Delivery Programme.</p>
<p>We do not recall having been involved in a consultation on the Main Issues Report produced in late 2013 (page 4).</p>	<p>Reference is made elsewhere in the response to comments made in November 2013, suggesting this stakeholder was involved in the Main Issues consultation.</p>
<p>The analysis of actions in the current LTS (page 8 and appendix B) is limited to a record of achievements or non-achievements as the case may be. Without a proper analysis showing the reasons why certain objectives were not achieved nothing will be learnt. For instance: Why was the reduction of traffic levels on local and trunk roads only partly met and the cycling target not met at all?? Which actions that would have expected to achieve results were not completed or successful and why not?</p>	<p>Noted. This will be clearer with the production of Annual Progress Reports and an annual Costed Action & Delivery Programme. This will demonstrate where funding is being committed and the impact that it is having.</p>
<p>We would expect to see the items of 'New Roads' and 'New Transport Systems' to be shown in the diagram of figure 3 on page 18.</p>	<p>'Road Improvements' is already contained within the figure.</p>
<p>In Appendix B page 80 under Petrol and Diesel Consumption, the term 'CO2 consumption' should probably read 'CO2 production'.</p>	<p>Noted.</p>