

Source	Summary of Comments	Summary of Points	Analysis	Action
6.16 Mr A Bradford, Kincardine Estate	In some instances it would be more appropriate to seek ways of making better use of existing motor car traffic - i.e. greater vehicle occupancy - rather than inventing alternatives which are less desirable than car ownership. Supporting and nurturing the more responsible use of cars is more likely to win support than policies which try to stifle society's desire (and need) to use them, because to be viable public transport must be convenient, that is frequent, and this is not possible in rural areas, even on principal routes, and empty double deckers running around the countryside just add to environmental problems.	1) How will we achieve fewer and shorter journeys when employment is concentrated in Aberdeen and the bigger towns and the workforce will continue to be drawn from smaller settlements? 2) Support given to Retail Policy 1 which should result in fewer trips to Aberdeen for convenience shopping. However, to achieve this distribution costs into the region and within towns need to be minimised.	A theme of the Structure Plan is to make settlements more 'self-sufficient'. In transport terms this is addressed in paragraph 5.2.3 of the draft Plan. Some housing development will be allowed in small settlements to meet specifically local needs, however most housing (and employment) will be directed to areas that already support services (such as shops) or could easily support services if they were to grow a little. This will mean that trip lengths will reduce with a greater chance of more by public transport or on foot and bicycle.	Policy 30 [former Transport Policy 2] has been strengthened to give further emphasis to the importance of links to areas outwith the North East. More emphasis will also be put on the consideration of deliveries.
14.4 Mr I McKessock, First Aberdeen	Support for discouraging single car use. Attractive alternatives need to be sought and provided and measures introduced to focus the mind of the single car occupant to using alternatives.	3) To enhance the vitality of rural centres we need to enhance road and public transport connections between them and with the City, and via the WPR to areas outwith the region.	It must be recognised that it will not be possible to provide public transport connections from everywhere to everywhere else, at a realistic cost to the public. Similarly it is not always possible to accommodate shift workers on public transport. However, it is necessary to identify the most important/frequent trips which people wish to make and to tailor public transport provision accordingly.	
61.1 Ms J Williams, Freight Transport Association	Council Policies should include the introduction of no-car-lanes where this is deemed appropriate; particularly on arterial routes that carry a high proportion of goods vehicles.	4) We need to emphasise the connections between communities (and make it cheaper to travel) or the less wealthy areas will become isolated.		
118.1 The Chairman, Tarves Community Council	People in the country don't have a choice: they must use cars and this must be recognised.	5) People in the countryside do not have a choice, they must use their cars.		
121.1 Ms F Clark, Sandhaven, Pitcullic & District Community Council	Does the Council have a policy on assistance to rural communities with regard to Travel to Work?	6) We must support and nurture the responsible use of cars rather than stifling society's need for them. This is because bus travel is never going to be convenient in rural areas, even on principal routes, and empty double deckers running around the countryside just add to environmental problems.	Some improvements will be required to roads in the North East, though the reasons for this must be based on accident reduction and other such objectives, and not on encouraging further car commuting. Former Transport Policy 2 addresses the importance of links to areas outwith the North East, however it is recognised that this Policy could be strengthened. The final version of the Plan will also strengthen the importance of considering deliveries to town centres and elsewhere.	
123.13 Ms A Harvie, Aberdeen Chamber of Commerce	The intent of Policy Retailing 1 on page 24 is supported in general. If attractive and cost-competitive convenience shopping is available in town centres this will tend to reduce the propensity to travel into Aberdeen City for convenience shopping only. However, for this policy to work it is essential that distribution costs into the region are minimised and rural town centres are readily accessible both to public and private transport. This will require implementation of an integrated transport strategy.	7) We must seek ways of making better use of cars - through greater vehicle occupancy - rather than		
123.19 Ms A Harvie, Aberdeen Chamber of Commerce	It is essential to improve the road and public transport connections between existing rural centres, Aberdeen City via the WPR, and outwith the region to enhance the vitality of these centres.			

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140.11 Mr K Newton, Formartine Partnership	While priority is given to fewer and shorter journeys, this is not a viable proposition while the emphasis on employment development is made in the big towns and in Aberdeen. As the business centres in the town grow, so will the employment base and inevitably many employees will be drawn from the smaller towns and rural communities, where no such opportunities exist. As it stands, public transport does not offer an economically viable alternative to the car, and it only offers a rigid time scale for routes which is often not conducive to those who work shifts, overtime, or have jobs which do not operate from 9-5.	<p>inventing alternatives which will be less desirable.</p> <p>8) Public transport does not always fit in with shift work and other non 9 - 5 working hours.</p> <p>9) Respondent agrees that discouraging single car occupancy is a good target to reduce the number of trips.</p>	<p>The draft Plan recognises that rural areas in particular do not have good alternatives to the car. However it would still be possible to reduce trips by encouraging car sharing and discouraging single car occupancy. The draft Plan makes the deliberate point that "there should always be an attractive alternatives, whenever measures are taken to reduce car use" (para 5.2.1). The Councils' are not trying to stifle society's need for the car, however, and they will make every effort to ensure that alternatives are provided and known about.</p>	
140.12 Mr K Newton, Formartine Partnership	The need to connect communities could be emphasised more, as Aberdeenshire is at risk of isolating the less wealthy parts of its community from the rest of the UK if transport links do not become cheaper.	<p>10) Does the Council assist rural communities with travel to work, fuel allowances and bus services?</p> <p>11) Policies should include no-car lanes, particularly where freight movement is significant.</p>	<p>Aberdeenshire Council provides subsidies for bus services, but can not provide fuel allowances.</p>	
140.21 Mr K Newton, Formartine Partnership	While considerable attention has been given to moving people around Aberdeenshire, little attention has been given to the actual road system currently in use. It appears at present, that roads leading to settlements within a 15 mile radius of Aberdeen have had the benefit of upgrades while those which extend further out have been ignored. The A947 needs attention in particular.	<p>12) Roads within 15 miles of aberdeen have been upgraded. Those further out need attention too, especially the A947.</p>	<p>No car lanes is too specific an issue for the Structure Plan, nevertheless that underlying Strategy and Policies provide a 'hook' for such measures to come forward in local transport strategies.</p>	
164.31 Dr R A MacDonald, Scottish Natural Heritage	The Transport Strategy makes reference to more opportunities to travel rather than reduce the need to travel. It changes the focus to promoting the peripheral/bypass route. This will encourage more to travel to park-and-ride sites and create potential pressure for development at the interchange. The impact this will have on natural heritage needs to be expanded.		<p>The Plan recognises the need for appropriate roads to be upgraded, especially principal routes, provided this fits with strategy objectives and does not run counter to the need to reduce travel.</p>	
164.32 Dr R A MacDonald, Scottish Natural Heritage	The Transport Strategy seeks to facilitate travel, and encourages movement out of Aberdeen to cheaper housing without providing additional employment.			
164.33 Dr R A MacDonald, Scottish Natural Heritage	The Transport Strategy seeks to facilitate travel rather than reduce the need for it, and focuses on providing links to new industrial estates.			

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41.5 Mr K McEwen	Vehicle exhausts may be the biggest cause of poor air quality at present, but this will sort itself out in years to come. There is a need to get things in perspective in view of the fact that pollution-free fuel cell cars are being tested now, and electricity generation produces 10.1 million tonnes of CO2 - which is the equivalent of 2.5 million cars and 60,000 HGVs.	1) Support for the references to National Air Quality Standards. 2) Transport Policy 3 should contain specific reference to CO2 emissions and climate change. It is not sufficient to consider just local effects. The balance between local impact and wider and longer-term detriment should not automatically be decided in favour of avoiding the immediate local loss.	Air pollution is a potentially serious problem and the Transport sector has been identified by many agencies including the Government, as one of the major contributors. It is not sufficient to ignore the problem and pass it on to the electricity generating sector. There has been a dramatic improvement/reduction in emissions, and these will continue, but the proposition that pollution free fuel cells will be available in the future is speculative. Much of the improvements in emissions over the past few years has been counterbalanced by an increase in traffic.	Global impacts have been addressed throughout the Plan (and Report of Survey), including within the Moving about the North East section.
54.8 Mr M Ford	Transport Policy 3 should contain a specific reference to CO2 emissions and climate change. It is not sufficient to simply consider local effects on air quality.			
54.12 Mr M Ford	The balance between local impact and wider and longer-term detriment should not automatically be decided in favour of avoiding the immediate local loss. The tension between local harm (pollution levels) and incremental contribution to a large scale problem (CO2 driven climate change) is a factor in Transport, and should be addressed in that section. It is especially unfortunate that there is no mention of this in the Environmental Concerns section on p86 of the Report of Survey, nor in the discussion on p83.	3) Reference to global impacts including CO2 emissions should be made in the report of survey. 4) In the future pollution-free fuel cells will sort out the problem of vehicle emissions.	It is agreed though that more needs to be said about global impacts, and this is something that needs to come through the underlying strategy.	
141.53 Ms R Rush, SEPA North Region	We support the reference to the National Air Quality Standards within both the Policy and the supporting text.			

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29.2 Mr P Thorn	Safe cycle routes should be a priority.	1) Safe cycle routes should be a priority. The national interest in cycle routes and footpaths means that they should be discussed in the Moving Forward topic. 2) Bye-laws should be changed to allow children to cycle to school on the pavement, and cycleways should be separate from bus lanes because they are otherwise dangerous. 3) The A96 needs a cycle path.	The draft plan recognises that "attention needs to be focused on making the alternatives such as walking, cycling and public transport more attractive in terms of their ease of use, convenience and cost." This provides a 'hook' for a much greater discussion of detailed issues such as cycle routes and footpaths in the local plan and local transport strategy.	Noted. No change.
29.8 Mr P Thorn	It is a disgrace that the new section of the A96 (Aberdeen-Inverurie) has no cycle path.			
44.25 Ms A E Woodward, Aberdeenshire Branch Scottish Wildlife Trust	Given the national interest in promoting cycle routes and footpaths, the subject should be discussed in Moving about the North East.			
160.2 Ms V Munro Stevens	Change in bye-laws should be made to allow children to cycle to and from school between 8 & 9 am and 3 & 4 pm on pavements. This would help reduce car journeys. Cycleways can be dangerous. There is a need to separate bus ways and cycleways			

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6.17 Mr A Bradford, Kincardine Estate	Of major importance to rural Aberdeenshire is the growth of timber traffic. Initial transport of timber out of the forest must be, in almost all circumstances, by road. The markets are outwith the area. Road fuel pricing is rapidly extinguishing the viability of thinning woods which will be to the longer term detriment of the timber producing ability (and therefore rural economy) of Aberdeenshire. Viable alternative timber transport options should be supported as a matter of urgency.	1) It is not clear what use is made of the current council's Transport Strategy. 2) The Transport Strategy makes reference to more opportunities to travel rather than reduce the need to travel, and (i) changes the focus to promoting the peripheral/bypass route which will encourage more people to travel and to park-and-ride sites creating potential pressure for development at the interchange; (ii) changes the focus to promoting the movement out of Aberdeen to cheaper housing, but not to changes in the location of employment, and, (iii) changes the focus to providing links for new industrial estates. It is felt that the impact that this will have on natural heritage needs to be expanded.	1) It is accepted that the rationale for the Transport policies may require clarification. The relationship between the local transport strategies and the Structure Plan will be clarified in the final version. The Structure Plan strategy and local transport strategies should compliment one another although the amount of detail will be considerably greater in the Transport Strategy documents. 2) We disagree with the commentator on a number of points. The strategy is very clear about the need to reduce travel, especially by car. The aim is not to provide more opportunities to travel, but to increase the choice of types of transport available, especially non-car choices. This is in line with Government policy. The western peripheral route is an integral part of the transport strategy. It is acknowledged that there are disbenefits from a road such as this, however studies, including one by the Scottish Executive, have shown that overall there will be more benefits than disbenefits. Pressure for development may increase as a result of the WPR, however a strong Green Belt policy will stop development from taking place outwith areas designated in local plans. The aim is to increase the self sufficiency of settlements in the north east by introducing a balance of housing, employment and community facilities into designated settlements. This should result in an overall reduction in travel because people will have the opportunity to	1) Text has been amended to clarify relationship between local Transport Strategies and the Structure Plan. 2) Text has been amended to show policy direction is aimed at minimising the impact of transport measures on the environment. Policy 32 has been introduced. 3) Noted. No change. 4) Noted. No change. 5) Noted. Policy 30 makes clear the policy direction covering the main communications network and the need for improvement. 6) Noted. No change. 7) Noted. No change. 8) Noted. No change. 9) The text has been amended giving recognition of importance inter - modal interchange, as has Policy 31 10) Noted. No change. 11) See 9) above. 12) Noted. No change. 13) Noted. No change. 14) Noted. No change. 15) Noted. No change. 16) Reference has been included to potential rail lines and light rail lines
38.6 Mr P Neaves, GL Hearn Planning, Carter Commerical Developments Ltd.	Transport Policies 1 & 3 should be replaced by one Policy reading: Development should be located so as to: (i) be well related to existing settlements and transport infrastructure; (ii) reduce the need to travel by car; (iii) be accessible, or capable of being made accessible, by a variety of means of transport.	3) Transport Policy 2 requires a land use allocation to be consistent with other Policies, namely, Housing and Employment. 4) Transport Policies 1 & 3 should be replaced by one policy reading: Development should be located so as to: (i) be well related to existing settlements and transport infrastructure; (ii) reduce the need to travel by car; (iii) be accessible, or capable of being made accessible, by a variety of means of transport.		
41.3 Mr K McEwen	Alternatives must be "attractive, safe and secure" to persuade people to leave their cars at home.			
47.3 Mr. M Wanless, The Moray council	The structure plan should specify more clearly the priorities for transport infrastructure improvements. In that respect improvement of the A96 and the Aberdeen - Inverness railway should be included within the policy.			
47.9 Mr. M Wanless, The Moray council	Transport policies should be articulated more clearly.			
54.4 Mr M Ford	The minerals section gives the best explanation of what can be done to move towards sustainable development. This section should serve as a model for rewriting other sections where poor or misleading explanations are given. This is especially relevant in relation to the use of finite resources in Transport.			
71.6 Mr P Neaves, GL Hearn Planning, Co-operative Wholesale Society Ltd (CWS)	Transport Policies 1 & 3 should be replaced by one Policy reading: Development should be located so as to: (i) be well related to existing settlements and transport infrastructure; (ii) reduce the need to travel by car, (iii) be accessible, or capable of being made accessible, by a variety of means of transport.	5) The Structure Plan should specify more clearly the priorities for transport infrastructure improvements. In this respect		

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75.3 Ms M Bochel, The Highland Council	The Highland Council would welcome any support for improvement of the Aberdeen to Inverness road and rail links to reinforce Recommendations in its own recently submitted Structure Plan.	improvement of the A96 and the Aberdeen - Inverness railway should be included within Transport Policy 2.	live and work etc in the same place. However, as designated settlements are on the main public transport corridors there will be opportunities to use bus and train to get between places when needed. We do agree that it is not clear how impacts on the natural heritage and the environment generally should be addressed and this will be clarified in the final version.	if ever identified. 17) See 9) above.
85.3 Ms J Innes, Banchory Community Council, Banchory Town Hall event 16/8/00	The Structure Plan gives priority to reducing travel. Why is Banchory to be a dormitory town for Aberdeen? It is 20 miles away.	6) The Highland Council would welcome any support for improvement of the Aberdeen to Inverness road and rail links to reinforce recommendations in its own recently submitted Structure Plan.		18) Noted. No change. 19) Noted. No change. 20) Noted.No change.
117.4 Mr W Thomson	Any increase in town size must be accompanied by better transport links.			21) Noted. No change.
121.2 Ms F Clark, Sandhaven, Pitcullic & District Community Council	Does the Council have a policy on assistance to rural communities with regard to Fuel Allowances?	7) The Structure Plan indicates as a priority to reduce travel. Why is Banchory to be a dormitory town for Aberdeen? It is 20 miles away.	3) Accepted. 4) This suggestion would exclude a policy 'hook' for local plans and local transport strategies relating to developer contributions, air quality, safety and security and safeguarding land.	22) Noted. No change. 23) Noted. No change. 24) Noted. No change.
123.15 Ms A Harvie, Aberdeen Chamber of Commerce	Although it is suggested that the Local Authorities will press the Transport Agencies for improvements (Paragraph 5.3.3.), the sense conveyed is that the transport network is expected to remain largely as at present and will constrain the existing economy and further development (Policy Transport 3 on p39). This is unacceptable. The policy emphasis should be inverted, and should envisage the modern transport network required to support the desired (socially and environmentally friendly) economic development, and then identify the planning, implementation and funding requirements to deliver it.	8) Any increase in town size must be accompanied by better transport links. 9) Concern is expressed over the current Transportation Policies; particularly the need for an integrated rail/bus/country bus/ town bus interchange in the centre of Aberdeen, and the perceived lack of data to back-up the traffic management and Park and Ride Polices.	5) The Structure Plan does not concern itself with specific improvements. 6) Noted. 7) The Structure Plan has to take account of existing infrastructure. We recognise that Banchory is a significant commuter settlement for Aberdeen. The aim is to make it more self-sufficient by allowing it to grow to a size capable of accommodating more community services and employment. In this way, in the long run, fewer trips should require to be made to Aberdeen, although we recognise that the total number of jobs in Aberdeen relative to Banchory even with the new allocations of proposed employment land will continue to make Aberdeen a draw for	25) Noted. No change.
123.20 Ms A Harvie, Aberdeen Chamber of Commerce	This section and the strategy section, rightly identify the Aberdeen Western Peripheral Road as a strategic transport measure, but also needs to highlight other measures which would result in a truly integrated Transport Strategy. The full-cost economic impact of selected rail system reinvestment in the region should be assessed. Innovative transport technologies (light rail, tram, and monorail) should be considered, especially along developed and developing corridors.	10) Alternatives must be "attractive, safe and secure" to persuade people to leave their cars at home. 11) Are the strategic transport nodes within the region currently sufficient to enable delivery of transport and wider economic development objectives? 12) More roses are needed on road verges and centres - very important for tourism in Aberdeen.		

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123.22 Ms A Harvie, Aberdeen Chamber of Commerce	Investment in transport infrastructure must ensure that resources are used to maximum effectiveness. An efficient all-modes passenger interchange is required at Aberdeen station. This is not allowed for in the existing plan for Guild Street and this omission must be addressed as a priority.	13) The promotion of environmentally friendly forms of transport, such as walking, cycling, and the use of buses and rail is supported. However, a successful transport system is one that does not need people to change modes of transport more than (about) once.	commuters. 8) Noted. 9) An integrated interchange in Aberdeen city centre is an essential part of the transport strategy. Visual evidence of congestion, comments from members of the public about problems in their areas, comments from councillors, and accident statistics all provide evidence or 'data.' park-and-ride statistics are available on request.	
123.23 Ms A Harvie, Aberdeen Chamber of Commerce	It is essential to preserve strategic planning options for the future. For example, even if new or widened river crossings cannot be justified at present, the planning system should ensure that preserved routes are maintained and future implementation of these crossings are not blocked by ad-hoc developments.	14) Alternatives to road should be considered for long distance timber transportation.		
142.7 Mr A Mackenzie	The essential requirement for car usage (for those living in isolated locations in the countryside) is contrary to Structure Plan strategy.	15) The sense is conveyed that the transport network is expected to remain largely as at present, and this will constrain the existing economy and further development. However, the policy emphasis should be inverted, and envisage the modern transport network required to support the desired (socially and environmentally friendly) economic development, and then identify the planning, implementation and funding requirements to deliver it.	10) Agreed.	
149.22 Mr E Gillespie, Scottish Enterprise Grampian	The commitment given in paragraph 5.3.3 and Transport Policy 2 to continue to press for improved infrastructure links is welcomed. However, as well as the Councils, NESEDP, SE Grampian and the Private Sector have an important role to play in influencing infrastructure improvements and this should be recognised by the Plan.	16) The WPR is rightly identified as a strategic transport measure, but other measures which would result in a truly integrated transport strategy should be highlighted. The full-cost economic impact of selected rail system reinvestment in the region should be assessed, and innovative transport technologies (such as light rail, tram, and monorail) considered; especially along developed and developing corridors.	11) Reference to transport nodes (or 'gateways') and their importance will be made clear in the final Structure Plan. 12) This is not a Structure Plan issue.	
149.23 Mr E Gillespie, Scottish Enterprise Grampian	One must question whether the strategic transport nodes within the region are currently sufficient to enable delivery of transport and wider economic development objectives. It could be argued that they are not and as a consequence one must wonder what role the plan will play in addressing this issue.	17) An efficient all-modes passenger interchange is required at	13) Most people would prefer to have no change at all, and it is very difficult to persuade people to transfer more than once. However, it has to be recognised that there are many journeys made by car that would require a change if they were made by public transport. It is important to ensure that those journeys which generate the most trips (e.g. to town centres) are served by direct public transport services.	
156.3 Mr D Fairlie	The promotion of environmentally friendly forms of transport, such as walking, cycling, and use of buses and rail is supported. However, a successful transport system is one that does not need people to change modes of transport more than (about) once. If, on a journey to work, it is essential to get in the car to drive to the station, get on a train and then catch a bus, then that transport system will fail because it involves too many changes of transport and is too complex.		14) Agreed. The facilities to encourage a transfer to rail need to be provided by rail companies, and support for infrastructure such as rail terminals is provided in the Structure Plan. Former Transport Policy 2	
160.3 Ms V Munro Stevens	More roses are needed on road verges and centres - very important for tourism			

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161.8 Mr A Finlayson, The Community Councils Forum of the City of Abn.	Concern is expressed about the current transportation policies, particularly the need for an integrated rail/bus/country bus/town bus interchange in the centre of Aberdeen, and data to back-up the traffic management and park and ride policies.	Aberdeen station. This is not allowed for in the existing plan for Guild Street, and this omission must be addressed as a priority.	commits the Councils to encourage the use of alternative forms of transport to road for bulk commodities.	
164.4 Dr R A MacDonald, Scottish Natural Heritage	The transport strategy makes reference to more opportunities to travel rather than reducing the need to travel, and changes the focus to making Aberdeen more accessible. The impact this will have on natural heritage needs to be expanded.	18) It is essential that strategic planning options be preserved for the future. For example, even if the new or widened river crossings cannot be justified at present, the planning system should ensure that preserved routes are maintained and future implementation of these crossings are not blocked by ad hoc developments.	15) The network is not likely to change that significantly in the Plan period. Major expansion of infrastructure will be costly and will have major environmental consequences. Instead we have to make the best use of existing infrastructure whilst recognising the need for some strategic improvements such as the western peripheral route. The emphasis is on moving people rather than vehicles, hence the shift towards bus lanes etc., which make more efficient use of the existing road network.	
164.26 Dr R A MacDonald, Scottish Natural Heritage	Policy Transport 3 could form part of Policy Transport 1 or form part of a local plan policy identifying the detailed criteria that need to be considered when looking at development proposals which will have an impact on transport networks.	19) Transport Policy 3 could form part of Transport Policy 1 or form part of a local plan policy identifying the detailed criteria that need to be considered when looking at development proposals which will have an impact on transport networks.	16) Former Transport Policy 2 addresses this. Mention will be made of possible rail lines, but the Structure Plan will not be the place to detail costly economic impacts.	
164.27 Dr R A MacDonald, Scottish Natural Heritage	Policy Transport 2 requires a land use allocation to be consistent with other policies, namely, Housing and Employment.	20) The minerals section gives the best explanation of what can be done to move towards sustainable development. This section should serve as a model for rewriting other sections where poor or misleading explanations are given. This is especially relevant in relation to the use of finite resources in transport.	17) Former Transport Policy 1 commits the Councils to consider proposals of this nature. It is agreed that physical ('intermodal') interchange needs to be given more prominence in the final plan.	
164.28 Dr R A MacDonald, Scottish Natural Heritage	It is not clear what use is made of the current Councils' Transport Strategy.	21) A 20mph speed limit should be imposed on King Street from Bridge of Don in to the St. Machar Drive Roundabout. 22) Does the Council have a Policy on assistance to rural communities with regard to fuel allowances?	18) Land cannot be safeguarded for schemes which will not contribute to the integrated transport strategy. To be seen to be safeguarding such land would undermine the strategy as a whole. 19) Clarity is best served by keeping former Transport Policies 1 and 3 separate. Local Plans amplify the	

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		<p>23) The commitment given in Paragraph 5.3.3 and Transport Policy 2 to continue to press for improved infrastructure links is welcomed. However, as well as the Councils, NESEDP, SEG and the private sector have an important role to play in influencing infrastructure improvements and this should be recognised by the Plan.</p> <p>24) Alternatives to road transport should be considered for bulk commodities such as timber.</p> <p>25) The essential requirement for car usage (for those living in the countryside) is contrary to Structure Plan strategy</p>	<p>policies set out in Structure plans.</p> <p>20) Comment noted. The final version will aim to clarify the policies and supporting text.</p> <p>21) This is a detailed matter not relevant to the development plan.</p> <p>22) Aberdeenshire Council provides subsidies for bus services, but cannot provide fuel allowances.</p> <p>23) SEG and NESEDP can have an influence over transport infrastructure improvements. However, the Trunk Roads Authority and Railtrack are the main providers, and it is inappropriate to mention SEG and NESEDP at this point.</p> <p>24) Former Transport Policy 2 commits the Councils to "encourage Railtrack, Trunk Road Authorities and other relevant agencies to improve rail, road, port, pipeline and airport infrastructure both within and outside the Structure Plan area," but they cannot compel private ownership to make long distance rail or sea transport available at rates which bulk producers would find preferable to current road rates, and road is the only form of transport available for short distance bulk movements.</p> <p>25) Agreed, but steps such as car-sharing can lessen the disparity.</p>	

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41.1 Mr K McEwen	The Policy does not square with the approval given for the retail and leisure development at Guild street. This destroys any possibility of a direct link between the rail freight terminal and the harbour. Relocating the freight yard to Wellington Road will mean that freight for the harbour will increase city centre traffic as it must be transported by truck.	1) We should be increasing freight by rail and we should be protecting closed railway lines in case they could be reopened. 2) Aberdeen Harbour Board shares the concern with the Structure Plan that good links to the rest of the UK, Europe and worldwide are important to the north east economy. Distance and remoteness from the European market make efficient, cost-effective and integrated freight transport links essential. The port is a major component in the region's infrastructure and the Harbour Board is trying to encourage more short sea shipping.	The Structure Plan is quite clear that railfreight is to be encouraged. Local Plans will safeguard former rail lines, for example by designating them as open space areas, but it should be appreciated that in some places development has occurred that could make reopening difficult, if not impossible. One comment says that the Plan does not 'articulate how it will provide the strategic framework for local plans' to carry the policies. In keeping with the style of the rest of the Plan, it is not necessary to make statements along the lines that 'local plans will ...'. The Plan acknowledges the importance of Aberdeen Harbour. It is recognised that transfer between different types of transport (eg road to sea, sea to rail, as well as rail to the airport etc) should be an important component of integrated transport. Whilst the details of this would be more appropriately addressed at local plan and local transport strategy level, it is recognised that the Structure Plan should at least make clearer reference to physical (that is 'inter-modal') interchange.	Clearer reference has been made to the importance of physical (that is 'inter-modal') interchange. Reference has been made to rail/sea as well as road/sea interchange.
54.5 Mr M Ford	There should be a commitment to protect rail links to Aberdeen harbour.			
54.7 Mr M Ford	There should be a commitment to protect closed railway lines' track-bed.			
110.1 Mr I Jessiman, Aberdeen Harbour Board	Supports the main elements of the strategy and shares the view of the importance to the area's economy of developing good transport links within the UK and also with trading markets in Europe and worldwide. Given the peripherality of the region and the remoteness of local businesses from key European markets, the provision of efficient, cost-effective and integrated freight transport links is essential. The port is a significant contributor to the area's economy and a major component in the region's transport infrastructure. The Board expresses disappointment that the importance of freight transport is often not fully recognised. The Board is intent on increasing use of short sea shipping links and good road and rail access is essential to allow the free movement of freight to and from the harbour. The Board request that the introduction of freight priority corridors be investigated and suggests rewording at para 1.21 to include road/sea and rail/sea connections when referring to the transfer of freight.	3) It is good that rail and sea are highlighted as modes for the 21st Century, but the document makes no mention of the need for efficient direct rail/sea interchanges. This shows that freight transport needs are often not fully recognised. 4) Planning approval for retail and leisure at Guild Street does not square with Transport Policy 2. The development will destroy the possibility of a direct rail link to the harbour and relocating the freight yard to Wellington Road will increase truck movements and city centre congestion. 5) Proper integration is necessary if intermodal transfer is to take place. Freight corridors should be designated and paragraph 1.21 should include reference to rail/sea and road/sea connections as well as road/rail connections. The Plan	The Plan acknowledges the importance of Aberdeen Harbour. It is recognised that transfer between different types of transport (eg road to sea, sea to rail, as well as rail to the airport etc) should be an important component of integrated transport. Whilst the details of this would be more appropriately addressed at local plan and local transport strategy level, it is recognised that the Structure Plan should at least make clearer reference to physical (that is 'inter-modal') interchange. Several comments would be more appropriately dealt with at local plan and/or local transport strategy level, including: freight corridors (wherein it would be important to balance the needs of all travel modes as well as freight), expansion of the airport runway and the Stanstead link. Transport Policy 1 already states that land will be safeguarded for	

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110.5 Mr I Jessiman, Aberdeen Harbour Board	Aberdeen harbour is experiencing increasing pressure from non port-related development, such as retailing and housing, utilising sites on the periphery of the estate. This is contrary to the statement in section 5.3.3 [page 38] which seeks to ". . . Protect and allocate land for the development of facilities needed to increase port, pipeline, and rail use . . ." and the desire of both Councils to see increased freight movements through Aberdeen harbour by allocating enough land for appropriate modern facilities. To reflect these points Transport Policy 2 : Connecting Communities to Places Further Afield should be expanded to state that - "Aberdeenshire and Aberdeen City Councils will, through land safeguarding and transportation policies, encourage Railtrack, Trunk Road Authorities and other relevant agencies to improve rail, road, port, pipeline and airport infrastructure both within and outside the Structure Plan area."	<p>should also say more about interchange and transfer between rail and the airport, at railway station "parkways" and to Scandanavian ferry crossings.</p> <p>6) Aberdeen harbour has been experiencing increased pressure for non-harbour related development. This goes contrary to the statement that land will be protected for port use etc. A rewording of Transport Policy 2 is suggested to 'safeguard' land for such uses.</p> <p>7) The Plan does not articulate how it will provide a strategic framework for local plans to protect and allocate land for port, pipelines etc.</p> <p>8) The plan should envisage expansion of the airport runway for longer haul flights and can we discuss with AirUK/KLM the loss of the Stanstead link?</p>	transport proposals that contribute to an integrated transport strategy, and this includes facilities required for the operation of the harbour. The Aberdeen Local Plan shows which areas are allocated for business and industry adjacent to the harbour. It is to be hoped that these businesses and industries will take advantage of their position and make use of shipping services provided by the port. However, this is not something that can be 'enforced' through the planning system.	
110.6 Mr I Jessiman, Aberdeen Harbour Board	Support for the initiatives to transfer freight from road to rail and sea, but consider that this has to be done in an integrated way . Full connectivity of the various transport modes will allow potential for proper intermodal transfer opportunities to be fully exploited. Fears are expressed about the strategic rail freight site adjacent to the harbour being given up to retail leisure use.			
123.21 Ms A Harvie, Aberdeen Chamber of Commerce	Rail and sea are rightly highlighted as 21st Century freight modes but no mention is made of the need for efficient direct rail/sea freight interchange. It is essential that this be provided at Aberdeen Harbour.			
137.1 Mr H McNab, The William Cowie Partnership, Dr & Mrs J W Dolman	The Plan should stress the need for a greater integration of land, sea and air transport by promoting a rail connection to the airport passenger terminal.			
137.2 Mr H McNab, The William Cowie Partnership, Dr & Mrs J W Dolman	Transport policy needs to sustain Aberdeen as a major hub. Extension of the Aberdeen Airport runway to accommodate longer haul flights would facilitate this.			
137.6 Mr H McNab, The William Cowie Partnership, Dr & Mrs J W Dolman	The Plan should stress the need for greater integration of land, sea and air transport by promoting a Scandinavian vehicle ferry crossing.			

Source	Summary of Comments	Summary of Points	Analysis	Action
149.26 Mr E Gillespie, Scottish Enterprise Grampian	The recognition of the importance of connections to areas outwith North East Scotland is critical. However, the draft Plan does not articulate how it will actually provide a strategic framework for local plans to protect and allocate land for the development of facilities needed to increase port, pipeline, rail use, air services improvements and the road network.			
160.5 Ms V Munro Stevens	Increase freight going by rail.			
160.21 Ms V Munro Stevens	We have lost the Air UK/KLM link to Stanstead. Can this be discussed with KLM?			

Source	Summary of Comments	Summary of Points	Analysis	Action
13.5 Mr CR Hunneyball, Kemnay Community Council	Need for public transport (new bus routes) for new housing developments.	1) Park and Ride schemes should be extended and conjoined with shuttle services and other public transport initiatives for remote areas.	1) To an extent the three Transport Policies address this, but this is a detailed matter not really relevant to the Development Plan.	A number of useful comments have been raised and lend support to the policy direction being followed. These have been noted. The text has been amended where action can be achieved through the Structure Plan. In other instances the matters can be more appropriately dealt with through Local Transport Strategies.
13.6 Mr CR Hunneyball, Kemnay Community Council	There is a lack of local public transport which will encourage private vehicle use, with resulting pollution.	2) Local bus and train services should be improved (cleanliness; provision for the disabled) to reduce car dependency.	2) Agreed. Former Transport Policies 2 & 3 address this, although this is a detailed matter not relevant to the Development Plan.	
14.3 Mr I McKessock, First Aberdeen	Support for the aim of improving access to town centres. It is vital that public transport be allowed access to areas, such as Union Street in Aberdeen, where people wish to travel.	3) New development (particularly housing projects) should integrate with public transport.	3) Accepted. Former Transport Policies 1 & 3 address this.	
14.6 Mr I McKessock, First Aberdeen	First Aberdeen endorses Transport Policy 1 in the strongest possible terms and are willing to co-operate fully in achieving it.	4) Lack of public transport encourages private vehicle use with concomitant pollution.	4) Accepted. Former Transport Policy 3 addresses this.	
14.7 Mr I McKessock, First Aberdeen	Fully supportive of section 5.4 (Sharing responsibility for transport and its impacts) with First Aberdeen already contributing to 5.4.3 (vehicle exhaust emissions).	5) Opportunities for use of the railway should be extended with the synchronisation of train and bus timetables. Stations should be reopened because rural stations are too far apart. There should be improved station parking and ticketing. Discussions should take place with ATOC regarding protection of family railcards etc.	5) Accepted. Transport policy 2 covers the land-use aspects of this comment, particularly station reopenings. The operational aspects to the comment (coordinating timetables for instance) are not relevant to the development plan.	
15.1 Ms D Archibald, Bucksburn Community Council	The respondent states that the bus services are unattractive, expensive and irregular, and that the area in which she lives is served by old dirty double-deckers. She further states that she has problems getting on and off due to her disability, and adds that a dramatic change in attitude towards passengers is needed before she will leave her car at home.	6) Do the Councils have a policy on assistance to rural communities with regard to bus services? Clarification is sought on the measures necessary to improve public transport, which is considered inadequate.	6) The Structure Plan's purpose is to identify requirements for housing, employment land, transportation etc., and to set out the policies under which these requirements should be met. Details of how public transport improvements should be implemented are considered in local transport strategies which must conform to the generality of the Structure Plan.	
29.1 Mr P Thorn	Closed railway stations should be opened, even only on an unmanned request stop basis.	7) The concept of public transport corridors is meaningless in the context of small rural communities such as Kirkton of Maryculter.	7) Agreed. We understand that many areas are not on public transport corridors, Kirkton of Maryculter is one such. This is why Kirkton is not seen as a growth point for new housing and business land in the Structure Plan. It is accepted that Kirkton and similar places will	
29.6 Mr P Thorn	Rural rail stations are too far apart.	8) Further development north of the Dee should be discouraged in		
29.7 Mr P Thorn	Train and bus timetables should be synchronised.			

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93.1 Prof R M Aspden	Despite the intention of encouraging new development north of the River Don, it is likely that the majority of people will still work in Aberdeen over the Plan period, and population increase will place further demand on roads and river crossings which are already overburdened. Such being the case further development north of the River Don should be discouraged, unless a major shift to public transport can be induced.	view of the increased pressure this would put on already overburdened roads and river crossings, unless a major shift to public transport can be induced. 9) It is impossible to relate to the WPR "releasing infrastructure capacity within the city for sustainable transport measures."	never have high levels of public transport, but nevertheless there are still ways in which car dependent communities can reduce car-use by, for example, car sharing wherever possible. 8) Former Transport Policies 1, 2 & 3 all address the need for the public to switch from private to public transport. The demand for new housing will continue, but the policy to direct it to areas with good public transport and opportunities to walk and cycle will contribute to a switch to sustainable transport. We cannot compel people to use public/sustainable transport, but we can encourage its use where available by making it as attractive as possible.	
121.3 Ms F Clark, Sandhaven, Pitcullie & District Community Council	Does the Council have a policy on assistance to rural communities with regard to Bus Services ?	10) How can the Plan "seek to maintain and enhance public transport services", when control lies with private organisations committed to the interests of shareholders? This makes it difficult, if not impossible, to have the social aspect of their services given any consideration without large public subsidy.		
122.2 Ms D May, Lumphanan Community Council	Clarification sought on what measures will be taken to improve Public Transport.			
122.4 Ms D May, Lumphanan Community Council	Objection that Public Transport is inadequate.			
137.5 Mr H McNab, The William Cowie Partnership, Dr & Mrs J W Dolman	The Plan should stress the need for greater integration of land sea and air transport by improving railway station car parking.	11) The Plan should stress the need for greater integration of land sea and air transport by improving railway station car parking.	9) The WPR would reduce City traffic to the extent that a number of currently unattainable sustainable transport policies would become realistic options. It would also, for example, reduce congestion at Bridge of Don.	
140.23 Mr K Newton, Formartine Partnership	More park and ride schemes should be operating in tandem with shuttle service. More should also be done to promote the use of local train services and "park and ride" schemes.	12) Concern is expressed that the connections envisaged for the proposed park-and-ride facility at Ellon would be overpriced, and inadequate for Collieston residents. Also, that there is no provision for non car-users to get from Collieston to use the buses to travel to aberdeen for work/pleasure.	10) The Plan must proceed on the basis of the situation as it exists. This is a market economy in which public transport is privately owned. It is acknowledged that there are limitations as to how far private sector bus companies will go in terms of providing a 'social service.' However, the common goal for local authorities and bus companies is to increase bus use and there are some measures which will help to achieve this, hence the comment that the Plan will "seek to maintain	
142.3 Mr A Mackenzie	The Plan stresses the importance of public transport corridors, but this is meaningless in the context of Kirkton of Maryculter, for example, where there is no public transport provision.			
145.1 Mr N Milton	The respondent states that there should be a bypass or third bridge for Bridge of Don. He feels that public transport is a waste of time, because he can only get to Dyce and back by car for lunch, and adds that a taxi would be too expensive. He further states that 26000 people held to ransom by private bridge operators just because politicians don't want to upset Tillydrone constituents.	13) Public transport should be allowed access to those areas where people really want to be eg. Union Street. 14) Buses are dirty, unattractive, difficult to board for people with		

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160.20 Ms V Munro Stevens	Negotiations should be entered into with ATOC (Association of Train Operating Companies) to protect family rail cards, as changes in costs of rail travel discourage people coming to Aberdeen.	disabilities, run at inconvenient times and do not run on routes that people necessary want (eg. Bridge of Don to Dyce). What is more not everyone wants to go through Aberdeen to get somewhere else.	and enhance public transport services." 11) The Plan stresses the need for greater integration of land, sea and air transport, and former Transport Policy 2 addresses this. Car parking provision at stations would also be covered by this policy. 12) The Structure Plan does not address specific situations such as that pertaining to Collieston. It is fully accepted that non-car users living in remote areas are disadvantaged, and the Transport Policies in the Structure Plan seek to resolve this, but there is no short-term solution. 13) In many places buses will be given priority over other vehicles. In some places though the volume of pedestrians, their safety and the environment of certain streets may mean that pedestrians should be given more street space, possibly to the exclusion of buses. 14) These are issues that can not be addressed in the Structure Plan. The plan, however, provides the framework for more detailed policies and strategy to come forward to address these points through local plans and local transport strategies.	
162.5 Mr G Ramsay, Braeside & Mannofield Community Council	Impossible to relate to the WPR "releasing infrastructure capacity within the city for sustainable transport measures".			
162.6 Mr G Ramsay, Braeside & Mannofield Community Council	How can the Plan "seek to maintain and enhance public transport services" when control lies with private organisations committed to interests of shareholders which make it difficult if not impossible to have social aspect of their services given any consideration without large public subsidy?			
170.1 Mrs Sheehan, Collieston Ameneties	Park and Ride (at Ellon) connections have to be efficient and an adequate number of services supplied at the busiest times for them to be useful and effective for Collieston residents. Pricing has to be favourable rather than no advantage/actual disadvantage.			
170.4 Mrs Sheehan, Collieston Ameneties	Proposed park and ride at Ellon - there is no means for non-car users to get from Collieston to use the buses to travel into Aberdeen for work/pleasure.			
171.1 Mr G Ingram	Better local transport systems are required throughout area. Not everyone wants to go via Aberdeen.			

Source	Summary of Comments	Summary of Points	Analysis	Action
20.5 Mr F Seymour	Road tolling should only be introduced once adequate, affordable public transport is available. The tolling points should be located to allow "escape" onto the Western Peripheral route, and Westhill for residents of Kingswells, Cults etc. Now that the Lang Stracht is closed there is a danger that Kingswells residents are "boxed in" and would have to pay to move out of Kingswells even if not travelling into Aberdeen centre.	1) One respondent is concerned that 'charging regimes' may mean road tolls. He feels that local authorities should be nurturing and encouraging competitiveness; not scaring business away.	The phrase 'charging regimes' could include road tolls, and it also includes parking charges. If at any time in the future either of the local authorities decide to take forward road tolls or other local revenue raising measures, consideration of the impact on businesses will be undertaken first. Neither local authority would wish to undermine the economy of the area.	Comments about Mastrick and Kingswells etc. are noted.
41.2 Mr K McEwen	If "should include charging regimes" includes road charging, then the respondent is totally opposed. Local authorities should be nurturing business and encouraging competitiveness. They should be inviting businesses, shoppers and visitors into the city, not discouraging them.	2) Road tolls should only be introduced when public transport is affordable. Mastrick/Sheddocksley should not be made a toll area as incomes are below the average and if the WPR is tolled there is a danger that Kingswells will be 'boxed' in and forced to pay a toll.		
49.3 Ms L Mauchline, Mastrick Sheddocksley & Summerhill C.C.	Mastrick, Sheddocksley & Summerhill's Community Council area should not be used as a "toll project" as there are large numbers of people in the area living well beneath the average wage level.			

Source	Summary of Comments	Summary of Points	Analysis	Action
14.2 Mr I McKessock, First Aberdeen	Developers should be expected to contribute to sustainable public transport.	1) It is unreasonable and unrealistic to expect development to deliver major improvements to public transport services which are operated by private sector operators outwith the control of land use developers (3 comments). 2) Contributions should only be required to alleviate a constraint which would otherwise prevent development from going ahead (3 comments). 3) Development should be complemented by developer contributions to sustainable transport.	We agree with summary point 1 and feel that the Plan reflects the concerns of the objector. Whilst public transport is operated by the private sector, this does not affect possible legal agreements which would secure necessary and reasonable provision. Development can only be complemented by developer contributions if there is a need to mitigate any adverse impacts that result from the development. There is no carte blanche to automatically extract contributions.	Noted. No change.
72.12 Mr B Wallace, GVA Grimley, Invervale Ltd	It is unreasonable and unrealistic to expect development proposals to deliver major improvements to public transport services. They are operated by private sector operators e.g. bus and rail, and consequently will be outwith the control of a land use developer.			
72.13 Mr B Wallace, GVA Grimley, Invervale Ltd	Reference is made to developer contributions being required to mitigate adverse effects. Such contributions are only required where they are necessary to alleviate a constraint which would otherwise prevent development going ahead.			
125.15 Mr B Wallace, GVA Grimley, Barratt Construction Ltd	It is unreasonable and unrealistic to expect development proposals to deliver major improvements to public transport services. These are operated by private sector operators e.g. bus and rail and consequently will be outwith the control of a land use developer.			
125.16 Mr B Wallace, GVA Grimley, Barratt Construction Ltd	Reference is made to developer contributions being required to mitigate adverse affects. Such contributions are only required where they are necessary to alleviate a constraint which would otherwise prevent a development going ahead.			
126.5 Mr B Wallace, GVA Grimley, G Gaffney	It is unreasonable and unrealistic to expect development proposals to deliver major improvements to public transport services. They are operated by private sector operators e.g. bus and rail, and consequently will be outwith the control of a land use developer.			
126.6 Mr B Wallace, GVA Grimley, G Gaffney	Reference is made to developer contributions being required to mitigate adverse effects. Such contributions are only required where they are necessary to alleviate a constraint which would otherwise prevent a development going ahead.			

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4.1 Mr&Mrs B&R Baxter, Citizens of Aberdeen	Support Western Peripheral Route though it should be provided by Central Government.	Around a third of transport comments were about the Western Peripheral Route. Roughly half were in favour of it and half were against. Looking at those in favour first:	Both Councils support the Western Peripheral Route. It is a key component in the Integrated Transport Strategy for the North East of Scotland. The Councils' view is that it will help sustain the economy and it will have spin off effects for improved social inclusion and overall environmental benefits particularly in the urban part of Aberdeen. Here it will reduce congestion, improve safety and air quality. The road will help links to the north of Aberdeen and be particularly helpful for vulnerable economic areas there.	Comments have been noted and a new policy has been introduced which aims to minimise the impact of transport proposals on the environment. Specific issues raised concerning the implementation of the WPR are outwith the remit of the Structure Plan and are more appropriately considered within the framework of the Local Plan and Local Transport Strategy.
14.5 Mr I McKessock, First Aberdeen	The Western Peripheral Route should free-up road space in the city, but the investment would be wasted if it gets clogged again. There is a need to designate road space for EXCLUSIVE use of public transport, cyclists or pedestrians.	1) Some support it because it will reduce congestion in the city (3 comments), with current routes frustrating and time consuming. The city will be safer and less polluted with the WPR. There is support for safeguarding land for the road (2).	The Councils' view was supported by the Scottish Executive's Sustainable Transport Study (1998) which showed that for 8 out of 11 key indicators, an integrated transport strategy including the WPR came out the best. The strategy was also more recently supported by a study carried out for the North East Scotland Economic Development Partnership (NESEDP).	
20.4 Mr F Seymour	Western Peripheral Route should be funded by the National Authorities, not by the local community/ Local Authority.	2) It will help protect the interests of the North East, contribute to its economy and provide more opportunities for business (2) and economic development. Some companies deliver goods by large lorries to warehouses south of Aberdeen for onward distribution by smaller vehicles. This is time consuming and adversely affects rural businesses but with a by-pass companies might be more confident about taking goods further north in the same vehicle.	It is estimated that the WPR would cost £80 million out of a total £247 million for all integrated transport measures. The large cost would, however, bring even larger benefits within the package as a whole.	
41.4 Mr K McEwen	Support is expressed for the WPR, and the need to increase pressure on government to fund it and resolve the existing trunk road problems is emphasised. The respondent states that it is ludicrous that a 473 year old bridge provides the trunk road gateway to Aberdeen.	3) The route will serve inter-urban traffic and provide more efficient bus links north and south of the city. Once it is put in place some roads in the city should be given over exclusively to public transport, pedestrian and cyclists use to get the full benefit. And it is ludicrous that the Bridge of Dee should be part of the present trunk route.	As the Sustainable Transport Study showed, the road will help reduce the total amount of travel by car and result in greater use of environmentally friendly forms of transport. The WPR will link together the park and ride sites as well as free up roadspace in the City which could be used for more bus priorities.	
44.26 Ms A E Woodward, Aberdeenshire Branch Scottish Wildlife Trust	The Western Peripheral Route is not supported. The unsubstantiated claims made for it improving accessibility in the North East are not supported.	4) Some people felt that whilst it is needed, the line must be further out from the city. It could still link to the Airport and avoid Aberdeen if it was		
49.2 Ms L Mauchline, Mastrick Sheddocksley & Summerhill C.C.	Support is expressed for a safe Western Route to connect communities within the new Aberdeen 20 mile radius area, which the respondent sees as protecting the interests of the North East and giving its people safer routes as they commute to work.			
65.9 Mr P Allan, PPCA LTD, Cala Homes (Scotland) Ltd	Much more precise definition is requested. For example, the Western Peripheral Route should be a specific proposal with a programme and implementation techniques indicated.			
72.11 Mr B Wallace, GVA Grimley, Invervale Ltd	Paragraph 5.2.2 refers to the significance of the Western Peripheral Route, yet the Plan provides no basis for securing its implementation.			

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89.1 Mr H Irvine-Forteswe	The 1998 Sustainable Transport Study (page 80) says that the effect of WPR would be almost nil in reducing car use. There should be no further promotion until it is proved conclusively that the WPR is absolutely necessary rather than merely desirable. The respondent is against the WPR until clear evidence produced in favour of the proposal.	located further out beyond Maryculter. It must not run through the historic Camphill-Newton Dee estate, and it should not lead to more housing. If the WPR is being considered, then why not Balmedie-Tipperty?	Traffic will transfer from 'rat runs' to more appropriate distributor routes thereby allowing more effective traffic management and traffic calming particularly in residential streets. Here it will become more acceptable to walk and cycle. As traffic moves to more appropriate roads, space is also freed up for pedestrians in Aberdeen City centre.	
112.12 Mr P Clarke, Barton Willmore Partnership, The Countesswells Consortium	As an essential component of sustainable integrated transportation strategy, the safeguarding of land for the Western Peripheral Route under Policy Transport 1 is supported. However the WPR should also be given maximum priority to accelerate its implementation and completion in order both to ease traffic pressures within Aberdeen and to serve a significant inter-urban role. Linking land use and transportation proposals such as WPR would be beneficial in balancing economic, environmental and community needs.	5) It must be paid for by Central Government (3), not from local charges. The Structure Plan needs to be more precise about the definition and implementation of the scheme (7). One objector suggested using the timescale in the NESEDP report. We need to highlight the potential for developer contributions, and remember that a contribution would be available from Banchory Devenick. The Plan should show land for development that could contribute to the road. And those against:	The line of the road (and possibly an indication of the timetable for implementation) will be shown in Local Plans which are the appropriate level for such detailed considerations. Whether it is located closer to or further from the city will depend on two important and opposing factors. These are the attractiveness of the route as an alternative to existing routes (whereby it would be nearer the city) as against the intrusive effects of the route on the environment and existing residential areas etc. (which would tend to push it further out). It is agreed that the Bridge of Dee is a highly inappropriate trunk route.	
113.12 Mr P Clarke, Barton Willmore Partnership, Stewart Milne Group	As an essential component of sustainable integrated transportation strategy the safeguarding of land for the Western Peripheral Route under Policy Transport 1 is supported. However, the WPR should also be given maximum priority to accelerate its implementation and completion in order both to ease traffic pressures within Aberdeen and to serve a significant inter urban role. Linking land use and transportation proposals such as the WPR would be beneficial in balancing economic, environmental and community needs. A major contribution to the WPR would be forthcoming from the Banchory Devenick new settlement proposal, as confirmed at the public local inquiry.	6) It is not clear how the WPR relates to 'sustainability' and it plays no part in a sustainable transport strategy (2). How can it help to meet objectives relating to traffic generation, existing road alternatives and other mode alternatives? It is unclear how it links with the strategy for buses and rail services. It is a waste of money, vast sums will have to be raised locally and there are environmental implications. It conflicts with reducing the need to travel and promoting the use of environmentally friendly forms of transport.	Both Councils would agree that the WPR should be paid for by the Scottish Executive, and will continue to lobby the Executive towards this end. Neither Council has given any commitment to introduce local road charges. NEST recognises that developer contributions may be available from new development near the WPR.	
116.1 Mr R Keeler, North Kincardine Rural Community Council	Some parties feel that the WPR is a waste of time, that there is no evidence to prove that it will bring environmental benefits, and that it is unlikely that the WPR will reduce congestion. Such being the case any evidence that it will ease traffic flow should be provided to support it.	7) It also conflicts with the Green Belt (2) and the erosion of land for		
116.7 Mr R Keeler, North Kincardine Rural Community Council	The WPR goes right through the Green Belt, which conflicts with the Green Belt's purpose of safeguarding the City's setting.		Both Councils are as keen to maintain the Green Belt around Aberdeen as they are to implement	

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116.8 Mr R Keeler, North Kincardine Rural Community Council	Priority should be given to a proper public transport system, and not the WPR.	industry and houses is not in the long term interests of the City. If it is built then the Green Belt should be extended either side of the route.	<p>the WPR. The impact of the road on the landscape will have to be minimised as a result of policies in the Local Plan. The Councils do not believe this will be any different for land not earmarked for development in Local Plans, after the WPR is constructed. To make it clear that the environmental impact of this and other transport schemes is minimised, The Policy on impacts will be strengthened.</p> <p>Detailed evaluations have been carried out which have examined around two dozen route options. Improvements to Balmedie / Tipperty are being considered and are covered by reference to the A90 in paragraph 5.3.3 of the draft Structure Plan.</p> <p>Details of how public transport improvements should be implemented are considered in local transport strategies which must conform to the generality of the Structure Plan.</p>	
118.2 The Chairman, Tarves Community Council	Strong support for WPR.	8) The Sustainable Transport Study said it was not needed (3). We need more evidence that it is required. The claims that it will improve accessibility are unsubstantiated. In fact it conflicts with improving accessibility into and around the City.		
125.14 Mr B Wallace, GVA Grimley, Barratt Construction Ltd	The Plan provides no basis for securing implementation of the Western Peripheral Route.	9) It will ultimately lead to more congestion and pollution. Currently congestion is a disincentive to work north of Aberdeen and live in the south, but the WPR would open up new commuting options and allow more people to live further from their work.		
126.4 Mr B Wallace, GVA Grimley, G Gaffney	This paragraph refers to the significance of the Western Peripheral Route yet the Plan provides no basis for securing its implementation.	10) The WPR should be evaluated in detail prior to Structure Plan adoption, in particular the implications for other policies.		
140.22 Mr K Newton, Formartine Partnership	Support is expressed for the Western Peripheral Route because it would incline companies to deliver goods direct to their destination, which would in turn improve the efficiency of the receiving businesses. It would offer more freedom of movement for traffic, and therefore less congestion and less pollution, and would offer more efficient bus links with the north and south of the city.	11) There should be a bypass or third bridge at Bridge of Don to reduce congestion.		
141.52 Ms R Rush, SEPA North Region	It is unclear how the Western Peripheral Route fits in with the theme of sustainability that this document is promoting, or how it links in with existing Council transportation strategies, bus and rail services, and the proposed housing and land allocations.			
149.4 Mr E Gillespie, Scottish Enterprise Grampian	Recognition of the importance attached to the Western Peripheral Route in paragraph 1.22 is welcomed. Implementation of the route could act as a catalyst for economic development as well as the key to the integration of land use and transportation. Work previously undertaken by SE Grampian in partnership with both Councils demonstrated the potential for development arising as a result of its implementation and the scope for this development to contribute to funding construction of the route. This potential should be recognised in the Plan and appropriate provision made to achieve its implementation.			

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149.21 Mr E Gillespie, Scottish Enterprise Grampian	Paragraph 5.2.2 recognises the importance of the Western Peripheral Route and this is endorsed by SE Grampian. However, its realisation should perhaps be given greater prominence in the Plan with a firm commitment being given to achieving the routes implementation within the timescale identified in the NESEDP Report on Delivery of the Integrated Transport Strategy. The strategic importance of the route in promoting economic development and achieving transport sustainability should be highlighted as well as its contribution to the long term viability of the North East economy. The Plan should also recognise that the funding of the Western Peripheral Route may require, at least in part, developer contributions to sustain its feasibility. Specific locations on the line of the Western Peripheral Route should therefore be acknowledged as a potential focus for development in the period 2006-2016.			
149.25 Mr E Gillespie, Scottish Enterprise Grampian	The recognition and safeguarding of the WPR route is welcomed, but this should be articulated as an integral element of the overall vision and aspiration for Transport in North East Scotland.			
156.4 Mr D Fairlie	The Western Peripheral Route is not supported. It will ultimately lead to increased traffic congestion. The problem with the Western Peripheral Route is that for people living, say, north of the City, there is currently a disincentive to them to work south of the City. This is partly due to congestion. Installing the Western Peripheral Route will only encourage people to live further away from their work. Ultimately this will lead to further traffic congestion and pollution.			
160.1 Ms V Munro Stevens	The western peripheral route should be routed further out, beyond Maryculter. It must not go over Camphill-Newton Dee as this is an historic site (the Camphill movement started here in the 1930's) and has tourist potential. Its economy is important. The Oscar Faber Sustainable Transport Study did not support the WPR close to Aberdeen. Better to preserve the Green Belt close to Aberdeen and construct the WPR further out to the benefit of peripheral towns. A new Dee bridge is needed west of Maryculter bridge, and the WPR would provide this.			

Source	Summary of Comments	Summary of Points	Analysis	Action
160.6 Ms V Munro Stevens	The WPR would link in with the airport and avoid Aberdeen if it was located further out, ie beyond Maryculter.			
162.1 Mr G Ramsay, Braeside & Mannofield Community Council	The respondent has reservations about the WPR. Vast sums of money would have to be raised locally and could perhaps be better used to improve the existing network.			
162.2 Mr G Ramsay, Braeside & Mannofield Community Council	The respondent states that "developments should be close to transport corridors" and "greenfield land in particular should be used responsibly and as a last resort where there are no alternatives". The WPR will result in the use of greenfield land for industry and residential development. This is not in the long term interest of the City.			
163.2 Mr C Howden, Transform Scotland	Objects to statement "a key element of the Structure Plan's approach is... the western peripheral route". Implementation would seriously undermine commitments to "a strong Green Belt policy" (1.17), "reduc(ing) the need to travel" (1.21), "promot(ing) the use of environmentally friendly forms of transport" (1.21) and "improving accessibility into and around the city" (1.23).			
163.4 Mr C Howden, Transform Scotland	Objects to statement that "adjustments are necessary to allow for other plan policies to be accommodated such as park and ride sites and the WPR". The WPR would do massive damage to the Green Belt around the city in terms of its physical impact on the landscape and the environment, and its role in generating demand for out-of-town developments.			
163.5 Mr C Howden, Transform Scotland	Objects to the statement that "providing a road around the western and northern side of Aberdeen.. will be an important means to meet these objectives within the City for sustainable transport measures." Because of traffic-generating impact, environmental impact, existing road alternatives, feasibility of other mode alternatives and the financial cost of the project vis-a-vis other suitable policy interventions, a WPR plays no part in a sustainable policy for the area.			

Source	Summary of Comments	Summary of Points	Analysis	Action
163.6 Mr C Howden, Transform Scotland	Object to part of policy "Land will be safeguarded for... the Western peripheral Route." The Sustainable Transport Study did not support proposals for an Aberdeen western bypass as making a contribution to a sustainable transport system for the city.			
164.34 Dr R A MacDonald, Scottish Natural Heritage	Serious concern is expressed over the environmental implications of the Western Peripheral Route, and its role as an integral part of a sustainable transport system is questioned. The pros and cons of this route should be evaluated in detail prior to the Structure Plan adopting this proposal. In particular the Council should look at the implications of the Western Peripheral Route on the implementation of all other relevant Plan policies.			
168.3 Mr&Mrs H & K Roche	As far as major transport routes are concerned there must be a western peripheral route built for Aberdeen as soon as possible, but only to relieve conditions as they are and not to encourage more housing which simply re-creates the problem.			
170.3 Mrs Sheehan, Collieston Ameneties	If the WPR is being considered why is the dualling of Balmedie to Tippetty not?			