

13 DECEMBER 2011

DEVELOPMENT PLANNING CONSULTATIONS**REPORT BY STRATEGY MANAGER**

This report seeks the Partnership's endorsement of responses to consultation on the Cairngorms Draft National Park Plan, the Loch Lomond & the Trossachs Draft National Park Plan and Dundee City Council's Local Development Plan Main Issues Report, and updates on officer involvement in consultation on the Perth & Kinross Council and Stirling Council Local Development Plans.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) endorses the officer response to Cairngorms National Park consultation on a Draft National Park Plan, as detailed in Appendix A;
- (ii) endorses the officer response to the Loch Lomond & The Trossachs National Park consultation on a Draft National Park Plan, as detailed in Appendix B;
- (iii) endorses the officer response to Dundee City Council's Local Development Plan Main Issues Report consultation, as detailed in Appendix C, and
- (iv) notes officer involvement in ongoing consultation development of the Perth & Kinross Council and Stirling Council Local Development Plans.

2 BACKGROUND

- 2.1 Tactran has a "Key Agency" role in the Development Planning Process both for Strategic and Local Development Plans. This is a significant and growing area of work and officer commitment for the Partnership and during recent weeks there has been a significant amount of officer activity engaging in and responding to various Development Plans and related consultations.
- 2.2 Cairngorms National Park Authority has undertaken public consultation on the Local Development Plan Main Issues Report (MIR) and the National Park Plan; Loch Lomond & The Trossachs National Park Authority has consulted on their Draft National Park Plan; Dundee City Council has consulted on their MIR and Environmental Report; while Perth & Kinross Council and Stirling Council have consulted on their draft Proposed Local Development Plans.

3 DISCUSSION

Cairngorms National Park Consultations

- 3.1 Cairngorms National Park Authority published a Draft Local Development Plan (LDP) Main Issues Report (MIR) and associated documents together with a Draft National Park Plan for consultation on 16 September 2011. The consultation ended on 9 December 2011. The consultation documents are available for inspection at:
- <http://www.cairngorms.co.uk/park-authority/planning/local-plan/main-issues-report-consultation/> and
 - <http://www.cairngorms.co.uk/park-authority/national-park-plan/cairngorms-national-park-plan-2012-2017/>.
- 3.2 The Cairngorms National Park LDP will replace the Cairngorms National Park Local Plan 2010 and that part of the Perth & Kinross Council Highland Area Local Plan 2000 that falls within the National Park boundary. The Draft MIR has identified a series of issues including connectivity and communications. The MIR has at its core the principles of protecting the special qualities of the Park while promoting sustainable growth and development. It is proposed that individual development sites will be considered in regard to a number of tests including accessibility to local transport.
- 3.3 The MIR recognises that good connectivity is essential to the efficiency of the National Park's economy and that much travel undertaken in the Park is car-based. Nevertheless, there is an acceptance that development should be as accessible as possible and in doing so ways will be found to reduce the need to travel and to improve connectivity. The preferred approach is to identify weaknesses in the communications network, including broadband coverage and to focus on the hot spots of activity and key links/routes across the Park. Where key improvements are needed developments are to be required to make a contribution towards existing and new routes
- 3.4 The Draft National Park Plan builds on the current National Park Plan 2007-2012 that was approved by Scottish Ministers in 2007. It sets out a long-term vision and objectives and what the National Park Authority considers necessary to deliver the National Park's aims in a collective and coordinated way over the next five years. The Authority has identified the main issue and challenges for the next five years, these include developing an IT and communications infrastructure that provides high speed broadband and mobile communications to meet business, visitor and community needs.
- 3.5 A series of outcomes have been developed, these include the following:
- **Outcome 6** - the economy of the Park will have grown and diversified, drawing on the Park's special qualities. Delivery of this Outcome includes improving IT and communications infrastructure to the highest possible standards

- **Outcome 8** - business and communities will be successfully adapting to a low carbon economy. Delivery of this Outcome includes increasing the functional use of paths for transport by foot/cycle, etc; public transport will be lower carbon; and increase support for demand responsive low carbon public transport. Indicators suggested include increasing the number of journeys to work in the Park made by foot or cycle.
- **Outcome 10** - the Park's recreation opportunities will have improved the health and enjoyment of residents and visitors. Delivery of this Outcome includes promoting the core paths network and other key routes for health walks and active transport; and increasing the number of people using paths for active travel.

While supporting these Outcomes it is believed that they could be made more effective. Delivery for Outcome 8 should make reference to promotion of car sharing and rural car clubs. In terms of indicators it is suggested that accessibility modelling is used to measure improved accessibility by non-car modes. Outcome 10 is intended to make the most of the recreation opportunities of the Park by helping more people who do not exercise regularly to start to do so; by shifting more travel from vehicles to foot or cycle; and increasing awareness of the benefits and components of healthy lifestyles. This fits well with the regional Health and Transport Framework.

3.6 The Draft Plan contains a number of proposed policy directions, which include;

- **Policy direction 6** - provide high quality recreation opportunities. This policy approach includes using core paths as the basis for promoting paths and ensuring access for all.
- **Policy direction 8** - develop sustainable patterns of settlement growth, infrastructure and communications. This policy approach includes retaining the settlement strategy of the current Local Plan that reinforces the existing pattern of settlement by supporting greater growth in the main settlements and incremental growth to meet community needs in other smaller settlement. This would best accommodate growth in a sustainable way. It also supports “well planned improvements to the A9 road and main railway line as an integral part of enhancing the connectivity of the Highlands. Ensure effective planning of improvements to safeguard natural heritage while maximising the views and enjoyment for visitors to be had from these routes”. This would be in line with the RTS though it is considered that driver safety on the A9 needs to be paramount when maximising views from the route. The final policy area is to “support and promote improvements to IT communications” which will assist in reducing the need to travel and improve connectivity.

3.7 Both the MIR and the National Park Plan pose a series of questions. As most of these concern areas such as nature conservation, habitat, etc on which the Partnership would not offer views it is proposed only to respond on issues of relevance to the Partnership. It is suggested that the preferred options outlined in the MIR are supported. The proposed response for the National Park Plan's on-line consultation is shown in Appendix A.

3.8 Supporting documentation has also been published, comprising Equalities Impact Assessments and Environmental Reports. No significant issues were identified in these documents.

Loch Lomond & The Trossachs Draft Park Plan

- 3.9 Loch Lomond & The Trossachs National Park Authority published a Draft National Park Plan for consultation on 25 August 2011. The consultation ended on 16 November 2011. The consultation document is available for inspection at <http://www.lochlomond-trossachs.org/nationalparkplan/>. As the Partnership's officers were only made aware of this consultation a few days before the 16 November deadline for comments, a late response was submitted on 25 November, with the agreement of the National Park Chief Executive.
- 3.10 The Draft Park Plan focuses on delivering the next phase of development of the National Park. The Plan aims to deliver the Scottish Government's core purpose of sustainable economic growth while conserving the environment. It sets out long-term principles that are common to both the Loch Lomond & The Trossachs and the Cairngorms National Parks. The Plan focuses on three main themes: Conservation, Visitor Experience and Rural Development. Each theme lists a series of policies; priorities for action for the period 2012-17; targets for 2017; and identifies relevant organisations to support delivery of the actions. A series of 20 questions are posed in the consultation.
- 3.11 The comments submitted by officers, which the Partnership is asked to endorse, are shown in Appendix B. These are broadly supportive of the National Park Plan while highlighting the need to consider accessibility within the Park by non-car modes for both residents and visitors. The potential of www.tactranconnect.com to support the Park Authority's aims in providing comprehensive travel information is outlined, together with Partnership's general support for delivery of the Draft Plan's actions.

Dundee City Council LDP Consultation

- 3.12 Dundee City Council published an LDP MIR and Environmental Report for consultation on 10 October 2011. The consultation ended on 2 December 2011. The consultation documents are available for inspection at: <http://www.dundee.gov.uk/localdevplan/>
- 3.13 The MIR sets out the proposed spatial strategy to be followed for Dundee, the main issues that have been identified as requiring to be addressed over the period of the LDP and other land use planning issues that will be required to be addressed in the preparation of the LDP. Sustainable and accessible transport is recognised as a Main Issue. It states that transport is critical to the efficient functioning and quality of life of the city and is an issue that cuts across all areas of the MIR. In terms of the Preferred Option it proposes "to continue to promote a sustainable pattern of development that reduces the need to travel and prioritises sustainable travel and transport opportunities". It also proposes to improve accessibility and transport choice for all sectors of the community, and to safeguard land for identified improvements to the transport network.
- 3.14 Tactran officers have been closely involved throughout the development of the MIR and consequently there are a limited number of issues on which formal comment has been made. The comments submitted by officers through an on-line consultation, which the Partnership is asked to endorse, are shown in Appendix C. No significant issues have been identified in the Environmental Report.

Perth & Kinross Council LDP Consultation

- 3.15 Tactran officers have been involved in ongoing consultation with Perth & Kinross Council on the preparation of policies for inclusion in the LDP and a draft of the Proposed Plan. The Council propose to publish the formal Proposed Plan on 16 January 2012 with a closing date for comments on 9 April 2012. This will be the subject of a report to the March 2012 meeting of the Partnership.

Stirling Council LDP Draft Proposed Plan Consultation

- 3.16 Stirling Council published a Draft Proposed Plan for consultation on 24 October 2011. The consultation ends on 16 December 2011. The consultation documents are available for inspection at:
<http://www.stirling.gov.uk/index/services/planning/developmentplan/localdevplan.htm>.
- 3.17 The Draft Proposed Plan has been published as an interim document for consultation purposes, prior to publishing the Proposed Plan. It contains a Vision Statement looking ahead 20 years to 2033, spatial strategy and policies needed to support the Vision. It is intended to publish the Proposed Plan in 2012 which will then be the subject of formal statutory consultation.
- 3.18 Tactran officers have been involved in and supported development of the Draft Proposed Plan and have only a limited number of comments on it. They will continue to be engaged in ongoing development of the Plan. Consultation on the formal Proposed Plan will be reported to a future meeting.

4 CONSULTATIONS

- 4.1 The various responses addressed in this report have been prepared in consultation with partner Councils through the relevant Officer Liaison Groups.

5 RESOURCE IMPLICATIONS

- 5.1 There are no resource implications arising directly from this report.

Michael Cairns
Strategy Manager

For further information e-mail michaelcairns@tactran.gov.uk or tel 01738 475774.

NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

Tactran response to Draft Cairngorms National Park Plan

I refer to the above consultation. This response is from Tactran.

The Partnership is broadly supportive of the Vision, Objectives, Outcomes and Policy Directions.

It is believed that the Outcomes could be made more effective. Delivery for Outcome 8 (Business and communities will be successfully adapting to a low carbon economy) should make reference to promotion of car sharing and rural car clubs. In terms of indicators accessibility modelling is recommended to measure improved accessibility by non-car modes. Outcome 10 (The Park's recreation opportunities will have improved the health and enjoyment of residents and visitors) fits well with the Tactran regional Health and Transport Framework in promoting more active travel. We would be pleased to work with the National Park Authority on delivering this Outcome.

Policy Direction 8 (Develop sustainable patterns of settlement growth, infrastructure and communications) accords with the Regional Transport Strategy, though it is considered that driver safety on the A9 needs to be paramount when implementing schemes to maximise views from the route.

National Park Plan
Loch Lomond & the Trossachs National Park Authority
National Park Headquarters
Carrochan
Carrochan Road
BALLOCH G83 8EG

25th November 2011

Dear Sir/Madam,

Loch Lomond & the Trossachs Draft National Park Plan 2012 - 2017

I refer to the above consultation. As agreed with Fiona Logan this response is being submitted after the formal consultation deadline of 16th November, as Tactran has only recently become aware of the Draft Park Plan consultation.

Tactran is broadly supportive of the various proposals set out within the Draft Park Plan. There are a number of references within the Draft Plan to “action at national and local level”. Given the statutory role and nature of Regional Transport Partnerships and their Regional Transport Strategies, it is recommended that reference to “regional actions” and RTPs as “relevant organisations” should be incorporated in relation to appropriate Plan actions and proposals, particularly those relating to Park accessibility, transport planning, management and infrastructure.

Responses to the specific questions in the Draft Plan are as follows :-

WHAT SUCCESS LOOKS LIKE

Q1 Do you agree with what success looks like for this National Park?

Yes. The intention that the Park is a place “with joined up paths and public transport” is particularly supported. Achievement of a number of the elements of “What Success Looks Like” will rely on ensuring effective and sustainable access for residents and visitors, including more sustainable management of access, particularly by car, and working in partnership with national, regional and local transport authorities and agencies to improve other forms of transport. Tactran is prepared to work with the National Park and others to achieve these elements of the Park Plan.

Q2 Do you agree generally with the National Park principles?

Yes. Within the Introduction and Appendix B the Plan notes that the National Park “has some of the most accessible countryside in Scotland being within one hour’s drive of the majority of the Scottish population” and benefits from ease of access by Trunk Roads and major airports. Whilst this accessibility clearly enhances the attraction of the Park, it is equally important to ensure that access by car, as the most dominant mode for residents and visitors, is managed in the most sustainable way possible and that improved access by more sustainable modes of transport is encouraged, in the interests of meeting climate change and equalities objectives. Elsewhere in the Draft Plan the need for effective and better integrated public transport options aimed at managing visitor access in a more sustainable way and having regard to the needs of residents and visitors without access to a car is recognised, and prioritising these actions is fully supported.

The demographic challenges facing the Park, in relation to an ageing population, will place additional emphasis on the importance of delivering effective public transport alternatives which serve the needs of residents and visitors, particularly those whose mobility and accessibility is constrained by not having access to a car.

CONSERVATION

Q3 Do you agree that these are the major challenges facing the National Park in conservation?

Yes. As indicated in response to Q2 above, managing access is recognised as one of the key pressures and challenges facing the Park and particular emphasis should be placed upon managing access pressures through encouragement of more sustainable transport modes.

Q4 Do you agree with the overarching conservation outcome?

Yes.

Q5 Do you have any comments on, or changes to, the conservation policy statements and are there other policies that need to be articulated on conservation within the Park Plan?

The Key Policies to Enhance Conservation are supported.

Q6 Do you have any specific comments on the priorities for action or targets?

No.

Q7 Is your organisation willing to sign up to the delivery of the priorities for action and, if so, what does your organisation intend to contribute?

Tactran would have limited involvement in the delivery of the specific priorities for action in relation to Conservation, as set out in the Draft Plan, but supports the principles which underpin the proposals for management of natural assets and protecting the natural heritage of the Park.

Q8 Are there areas that you think are important and that are not covered by the priorities for action?

No. However, by way of general comment, there is reference under this and the other Implementation sections of the Draft Plan to "Local Authority Single Outcome Agreements". It is suggested that these references should be amended throughout to refer to "**Community Planning Partnership Single Outcome Agreements**", which better reflects the broad public sector involvement in commitment to SOAs, including the Regional Transport Partnerships who are statutory partners in and signatories to the SOAs in their areas.

VISITOR EXPERIENCE

General Comments

Under “National and Local Policy Context” (page 32) reference should be made to the statutorily produced Regional Transport Strategies which, in the hierarchy of transportation policy, sit between Scotland’s National Transport Strategy and individual Council Local Transport Strategies. The listing of key documents on page 32 should also be amended and ordered to reflect this transport strategy hierarchy. It is also suggested that the heading of this section is amended to read “**National, Regional and Local Policy Context**”, in line with the above comments on need for reference to regional partners and plans.

Q9 Do you agree that these are the major challenges facing the National Park in visitor experience?

Yes. The Plan notes that “accessibility of the National Park to large numbers of people can lead to issues, especially with overcrowding” and that “there is great potential for improvements....and public transport”. Identifying and securing funding for the provision of attractive and sustainable public transport alternatives for those who do not have access to a car, and as a means of more sustainably managing visitor pressure on the Park, will be an additional challenge in a time of declining public sector finances, requiring innovative partnership solutions.

Q10 Do you agree with the overarching visitor experience outcome?

Yes.

Q11 Do you have any comments on or changes to the visitor experience policy statements and are there other policies that need to be articulated on visitor experience in the National Park Plan?

VE Policy 2 d) : Sustainable Tourism – should link scheduled transport options with pedestrian and cycling networks within the Park and include improving transport integration through multi-modal solutions, such as cycle carriage on public transport services and storage facilities at transport interchanges/hubs etc.

VE Policy 6 c) : National Park Scenic Routes – the need to give priority to planning for a well-designed upgrading of the A82, within which road user safety considerations must be paramount, is supported.

Q12 Do you have any specific comments on the priorities for action or targets?

VE 3 : Capacity Management – High Pressure Visitor Management Zones. As indicated above, the management of traffic and provision of alternative transport options which reduce pressure by and reliance on access by car, in favour of more sustainable and inclusive transport options, is fully supported. It is suggested that Regional Transport Partnerships should be added to the list of Relevant Organisations against this Action.

VE 5 : Sustainable Traffic Management. The proposal to consider sustainable options for restricting visitor access by car, coupled with putting in place enhanced public transport options and encouraging cycling and walking, is supported. It will be important to ensure that any restrictions on access by car are accompanied by well designed, integrated and publicised transport alternatives, which maintain access and equality of opportunity to enjoy the Park's natural assets. It is noted that any options for Sustainable Traffic Management would be subject to full consultation and this should include with Regional Transport Partnerships, in order to ensure fit with the statutory Regional Transport Strategies covering the Park Plan area. Regional Transport Partnerships should also be added to the list of Relevant Organisations for this Action.

VE 7 : Better Information and Signage for Visitors. The need to ensure uncomplicated, high quality and accessible information to support visitor experience is supported. The provision of comprehensive and accessible transport and travel information in support of other objectives will be an important element of this. In relation to transport information there are a number of initiatives which Regional Transport Partnerships and Transport Scotland have developed which could assist in this Action. For example Tactran's www.tactranconnect.com multi-modal travel information web portal brings together all available on-line journey planning and other travel information through a single access point, which includes links to national and local travel information, such as Traveline Scotland, Transport Direct and Traffic Scotland for roadworks etc. Tactran would be happy to work with the National Park to develop these existing travel information tools to support this Action. It is suggested that Regional Transport Partnerships and Transport Scotland, in terms of their Trunk Road and strategic rail network policy responsibility, should be added to the list of Relevant Organisations for this Action.

VE 11 : Range of Sustainable Transport Opportunities. The proposals to explore the potential to better link public transport with recreation and tourism opportunities and to consider opportunities to put in place transport opportunities which reduce transport emissions are fully supported. At a Regional Transport Partnership level, in addition to Strathclyde Partnership for Transport, Tactran should also be included in the list of Relevant Organisations for this Action. In terms of their responsibility for managing Trunk Roads and for national bus, rail and sustainable transport policy, Transport Scotland should also be included. It is also suggested that, in addition to ScotRail, key commercial bus and coach operators would have a potential role to play in delivering improved public transport services between Stirling and the National Park and potentially in other areas of the Park.

VE 14 : Preventative Spend to Improve Health Benefits. Maximising the contribution and realising the benefits which the Park can make to improving health and wellbeing outcomes will be closely linked with other Actions to improve sustainable access to and enjoyment of the Park. Regional Transport Partnerships have done a considerable amount of work on identifying and developing proposals aimed at tackling transport and health issues. The recently approved Tayside and Central Scotland Health & Transport Framework identifies a range of proposed Actions for addressing the key relationships between transport and health, including access to healthcare; promoting active travel as a means of improving personal and community wellbeing; and reducing the impacts of transport on personal health. Elements of the Health & Transport Framework would be relevant to the broader health and wellbeing outcomes addressed by this Action, and Tactran would be happy to work with the Park to address and support relevant actions. Regional Transport Partnerships should be added to the list of Relevant Organisations for this Action.

VE 19 : National Park Scenic Routes. The need for upgrading of the A82, including measures to enhance road safety and provision of appropriate visitor facilities' such as properly designed and designated lay-bys, is supported. Although the identified section between Tarbet and Inverarnan falls outwith the Tactran region, the section from Inverarnan to north of Tyndrum falls within the Tactran area therefore, in addition to Strathclyde Partnership for Transport, Tayside and Central Scotland Transport Partnership should also be included in the list of Relevant Organisations for this Action.

Implementation. As indicated in the response to Q8 above, the reference to Local Authority Single Outcome Agreements should be amended to Community Planning Single Outcome Agreements.

Q13 Is your organisation willing to sign up to the delivery of the priorities for action and, if so, what does your organisation intend to contribute?

Tactran is prepared to engage with and support the National Park in the delivery of its priorities for action. In particular Tactran and other RTPs would have a role in supporting Actions VE3; VE5; VE7; VE11; and VE14, as outlined above, and would have an interest in proposals relating to Actions VE12 and VE13. In keeping with all public sector agencies, Tactran faces significant funding constraints and uncertainty, therefore any ability to offer financial support towards implementing specified measures and actions will be dependent upon budget availability and competing priorities. However, we would welcome further discussion on and are prepared to consider contribution to the relevant areas and priorities for action referred to above and elsewhere in this response.

Q14 Are there areas that you think are important and that are not covered by the priorities for action?

No. The key areas have been covered generally by the Draft Plan, whilst further issues are highlighted in this response.

RURAL DEVELOPMENT

As in the earlier sections of the Draft Plan, reference is made in the introductory text and in the section headed "National and Local Policy Context" to the need for "collaborative working between national and local bodies" and relevant strategies and policies "at a national and local level". As for the earlier sections, and reflecting the statutory role of RTPs and their Strategies, it is recommended that these textual references are amended to refer to "**national, regional and local bodies**" and that the heading on page 48 is amended to read "**National, Regional and Local Policy Context**".

Q15 Do you agree that these are the major challenges facing the National Park in rural development experience?

Yes. The need for upgrading of the transport network, including the A82 north of Tarbet, and the need for more concerted action to reduce carbon emissions, including through sustainable traffic management and enhancement of public transport options, is supported. Reducing public sector funding and increasing pressure on these budgets have been recognised as key challenges, along with the need for more innovative and collaborative approaches to delivery. In relation to reducing carbon emissions, the need to improve access to fast, high quality Broadband, particularly in remoter rural areas, is a related challenge which is not listed.

Q16 Do you agree with the overarching rural development outcome?

Yes. The emphasis on supporting businesses and communities to thrive through sustainable development is particularly supported.

Q17 Do you have any comments on or changes to the rural development policy statements and are there other policies that need to be articulated on rural development in the National Park Plan?

RD Policy 1 : Sustaining our Population. The projected population changes will present particular challenges in relation to ensuring equality of opportunity and access and related need to offer more inclusive public transport options which cater for the needs of older residents and visitors, and others, who may not have access to a car.

RD Policy 2 : Spatial Development Strategy. The priority of a) consolidating the role of existing settlements as the most sustainable locations for new development, is supported, as is policy c) promoting and supporting integrated and innovative sustainable local transport solutions. Tactran is willing to work in partnership with the Park, Stirling Council and other public and private sector agencies to explore and, where budgets permit, support appropriate measures.

RD Policy 4 : Climate Change. The priority to reduce emissions and reduce the carbon footprint of new developments is supported. This will require positive action to reduce reliance on the private car for travel both by residents and visitors, and a commitment to develop more sustainable alternative transport options, including reducing the need to travel. Tactran is willing to work with the Park, Stirling Council and other public and private sector agencies to address these priorities.

RD Policy 7 : Sustainable Design and Construction. Linked with Policy RD4 above, in addition to the specific statements on promoting high standards of sustainable design, energy efficiency and construction in new development, consideration should also be given to placing a requirement on developers of significant employment and other commercial land uses to develop and implement Active Travel Plans. Consideration should also be given to incorporating provision for emerging sustainable transport infrastructure and technologies, such as charging points for electrically powered vehicles, within design standards for both housing and commercial developments. Whilst it is recognised that any such requirements or standards would need to take account of the largely rural nature of the Park area, it is considered that all new development should strive to meet the highest possible sustainability standards, including planning for management of generated travel in the most sustainable manner possible.

Q18 Do you have any specific comments on the priorities for action or targets?

RD 2 : Access to Employment Opportunities. In addition to increasing local employment opportunities to reduce the need to travel outside the Park for employment, there should be a general emphasis on promoting employment and land use which reduces the need to travel for employment and other purposes, in line with RD 4 below.

RD 4 : Direct Most New Development to Existing Settlements. This proposal is supported. Regional Transport Partnerships should be added to the list of Relevant Organisations for this Action.

RD 7 : Rural Broadband. The need to improve the coverage of fast, high quality Broadband is supported.

RD 8 : Reduce Carbon Emissions and Promote Low Carbon Development. In addition to requiring high quality design and use of sustainable materials in new developments, consideration should also be given to reducing carbon emissions associated with travel generated by new developments. Whilst again recognising that any such issues require to be addressed in a manner which is both appropriate and proportionate to the nature, scale and location of development, it is recommended that consideration is given to requiring the development and implementation of Travel Plans in appropriate cases, with Supplementary Guidance being produced on this. Tactran employs a Travel Plan Officer and would be willing to provide advice and support on preparing Guidance on Travel Plans.

Q19 Is your organisation willing to sign up to the delivery of the priorities for action and, if so, what does your organisation intend to contribute?

Yes. As indicated above Tactran is willing to assist in the development of sustainable transport policies and solutions, which could include implementation of car-sharing and car clubs as well as improved public transport; improved travel information; promotion of walking and cycling; and development of Travel Plans for existing and new businesses.

Q20 Are there areas that you think are important and that are not covered by the priorities for action?

No. Subject to the above comments, the Draft Plan covers the relevant issues and priorities.

Implementation. As indicated above, the reference to Local Authority Single Outcome Agreements should be amended to Community Planning Single Outcome Agreements.

IMPLEMENTATION

In relation to the proposals for Accountability, Collaboration and Leadership, as set out on page 56 of the Draft Plan, Tactran is willing to engage with the National Park Authority in taking forward relevant priorities and actions, including those specifically highlighted in this response. Further engagement and discussion with the Park Authority and other partners would be welcomed in relation to the areas and actions highlighted above, or where Regional Transport Partnerships have a statutory role or interest. Ongoing dialogue and consultation will enable Tactran to consider how it might best reflect appropriate National Park Plan priorities within our own corporate plans and programmes.

I am grateful for the opportunity afforded to submit these comments after the stated deadline for responses and trust that these are of assistance. If you require any further information, or clarification of any of the above comments, please contact myself or Michael Cairns, Strategy Manager on 01738 475774 or michaelcairns@tactran.gov.uk.

Yours faithfully,

Eric Guthrie
Director

Tactran response to Dundee Local Development Plan Main Issues Report

I refer to the above consultation. This response is from Tactran.

The MIR reflects previous comments submitted by Tactran officers and I can confirm that the Partnership is broadly supportive of the Preferred Options. Our further comments are largely presentational or clarification.

In paragraph 4.6 it is suggested that the Regional Transport Strategy should be listed. Reference is made to it elsewhere in the MIR.

In Main Issue 15 the preferred option is supported but it is believed that the intention to promote a design led approach should include a strong emphasis on the need for Transport Assessments and a requirement on developers to produce, implement and monitor effective Travel Plans for significant developments.