

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**23 JUNE 2009****CONSULTATIONS****REPORT BY DIRECTOR**

This report seeks the Partnership's approval of proposed responses to consultations by the Scottish Government on Scottish Planning Policy and the Cycling Action Plan for Scotland; by Angus Council on their Sustainable Tourism Strategy; and by the Department for Transport on a UK national Road Safety Strategy.

1 RECOMMENDATIONS

1.1 That the Partnership :-

- (i) approves the proposed response to the Scottish Government's consultation on Scottish Planning Policy, as detailed in Appendix A;
- (ii) approves the proposed response to Angus Council's consultation on Sustainable Strategy for Growth Through Tourism 2008 to 2012, as detailed in Appendix B;
- (iii) approves the proposed response to the Department for Transport's A Safer Way: Consultation on Making Britain's Roads the Safest in the World, as detailed in Appendix C; and
- (iv) approves the proposed response to the Scottish Government's consultation on the Cycling Action Plan for Scotland, as detailed in Appendix D.

2 BACKGROUND

- 2.1 The Scottish Government has issued a Consultative Draft of a single Scottish Planning Policy (SPP) seeking views on 29 questions covering the structure and clarity of the SPP. The response is to be submitted to the Government by 24 June.
- 2.2 Angus Council has published a draft strategy for tourism in Angus for the period 2008 to 2012. The Council has welcomed comments on the draft strategy by 30 June.
- 2.3 The Department for Transport has published "A Safer Way: Consultation on Making Britain's Roads the Safest in the World" seeking views on 20 questions covering the document's content. The response is to be submitted to the Department by 14 July.
- 2.4 The Scottish Government has issued a draft Cycling Action Plan for Scotland seeking views on 13 questions concerning the effectiveness and delivery of the Action Plan. The response is to be submitted to the Government by 20 August.

3 DISCUSSION

Scottish Planning Policy Consultation

3.1 The Scottish Government has a commitment to proportionate and practical planning policies. As part of this it is rationalising the Scottish Planning Policies (SPPs) and National Planning Policy Guidelines (NPPGs) into a single statement of national planning policy. The existing SPP17 Planning for Transport will be subsumed into the single document. The consolidation process is not a review of established policy, nevertheless, some amendments are proposed in the consultative draft including the removal of national maximum parking standards for new developments while retaining a policy on using maximum parking standards as part of demand management.

3.2 The consultation paper is available for inspection at:-

<http://www.scotland.gov.uk/Publications/2009/04/01132105/0>

3.3 A proposed response to be submitted by 24 June is included at Appendix A, which the Partnership is asked to approve.

Angus Council “A Sustainable Strategy for Growth Through Tourism 2008 to 2012”

3.4 Angus Council’s draft strategy for tourism in Angus for the period 2008 to 2012 aims to identify how the Council will support and stimulate tourism development in Angus. The consultation paper is available for inspection at:-

<http://www.angusahead.com/nmsruntime/saveasdialog.asp?IID=9714&SID=18490>

3.5 There is scope for the Partnership to contribute to the success of the strategy through various elements of the RTS, particularly improvements to travel information, longer distance travel and public transport, and in promoting improvements to external transport connections to/from and through the region. A proposed response to be submitted by 30 June is included at Appendix B, which the Partnership is asked to approve.

Department for Transport “A Safer Way: Consultation on Making Britain’s Roads the Safest in the World”

3.6 The Department for Transport has issued consultation on the vision, targets and measures for improving road safety in Great Britain for the period beyond 2010. It recognises that the legislative authority for road safety in Britain is largely reserved to the Westminster Parliament and that law-making powers in road safety education and the funding of local road safety measures are devolved to the Scottish Parliament. The consultation paper is available for inspection at:-

<http://www.dft.gov.uk/consultations/open/roadsafetyconsultation/roadsafetyconsultation.pdf>

3.7 The paper identifies key challenges as:

- reducing the number of road deaths

- pedestrian and cyclist casualties in our towns and cities
- protecting children and young people
- protecting motorcyclists
- safety on rural roads
- variations in safety from area to area and road to road
- poor road user behaviour
- illegal and inappropriate speed.

3.8 It proposes new national road safety targets as follows:

- reduce road deaths by at least 33% by 2020 compared to the baseline of the 2004-08 average
- reduce the annual total of serious injuries on our roads by 2020 by at least 33% compared to the baseline
- reduce the annual total of road deaths and serious injuries to children and young people (aged 0-17) by at least 50% baseline of the 2004-08 average by 2020
- reduce by at least 50% by 2020 the rate of KSI (killed and seriously injured) pre km travelled by pedestrians and cyclist, compared with the baseline of the 2004-08 average.

3.9 A proposed response to be submitted by 14 July is included at Appendix C, which the Partnership is asked to approve. This is consistent with the reply made to the Scottish Government consultation on the Scottish Road Safety Strategy, which was approved by the Partnership on 24 April 2008 (Report RTP/08/11 refers).

Cycling Action Plan for Scotland

3.10 The Scottish Government has published a draft Cycling Action Plan for Scotland to support a vision which states that “by 2020, 10% of all journeys taken in Scotland will be by bike”. It is available for inspection at:-

<http://www.scotland.gov.uk/Resource/Doc/273788/0081826.pdf>

3.11 The Action Plan outlines the policy context and a series of actions that will aim to enhance policies and interventions. The actions, together with their respective strategic objectives, are:

Planning and Design for Cyclists

Strategic Objective 1 – by 2020, we will have created communities where people of all ages and abilities can cycle safely and comfortably.

Day to Day Cycling

Strategic Objective 2 – for cycling to be the natural choice for your daily journeys.

Encouragement and Incentives

Strategic Objective 3 – for people to have the confidence and the right information to make cycling a realistic choice for some journeys.

Legal Powers

Strategic Objective 4 – legal powers will promote access and keep people safe and active.

- 3.12 A proposed response to be submitted by 20 August is included at Appendix D, which the Partnership is asked to approve.

4 CONSULTATIONS

- 4.1 The report has been prepared in consultation with the Chief Officers Liaison Group, who are in agreement with the proposals.

5 RESOURCE IMPLICATIONS

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

Eric Guthrie
Director

Report prepared by Michael Cairns. For further information e-mail michaelcairns@tactran.gov.uk or tel 01738 475774.

NOTE

The following 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:

Scottish Planning Policy (SPP) Consultative Draft: Scottish Government, April 2009

Angus Council "A Sustainable Strategy for Growth Through Tourism 2008 to 2012", draft June 2008

Department for Transport "A Safer Way: Consultation on Making Britain's Roads the Safest in the World" April 2009

Cycling Action Plan for Scotland - Consultation. Scottish Government, May 2009

APPENDIX A

SPP Consultation
Directorate for the Built Environment
The Scottish Government
2-H, Victoria Quay
Edinburgh
EH6 6QQ

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

23rd June 2009

Dear Sir/Madam,

SCOTTISH PLANNING POLICY CONSULTATION

The Tayside and Central Scotland Transport Partnership considered the SPP Consultation at its meeting on 23rd June 2009 and agreed to submit the following comments.

The Partnership is supportive of the document and believes that this will encourage cross cutting approaches to planning. In view of the importance of transport and the role of accessibility that is stressed throughout the document it is believed that reference should be made to the need to ensure that planning and development policies align with the seven statutory Regional Transport Strategies. Such reference should be made in both the Introduction and the sub-section on Transport. Responses to the consultation questions posed are as follows.

Introduction

Q1 Overall, is national planning policy clearer and easier to understand in the consolidated SPP compared with existing SPPs and NPPGs?

Q2 Do you support the proposed structure and format of the consolidated SPP?

Q3 Do you agree with the removal of advice and background information from the consolidated SPP?

It is agreed that national planning policy is easier to understand and apply in sourcing it from one rather than several documents. The structure and format are clear. The removal of advice and background information needs to be readily accessible and suitable reference made to it throughout the document.

Community Engagement

Q4 Does this paragraph provide a clear overview of the expectations for community engagement in the modernised planning system?

This is agreed.

Sustainable Development

Q5 Is the status of this section in relation to the Planning etc. (Scotland) Act 2006 sufficiently clear?

This is agreed.

Subject Policies

Q6 Is the role of the planning system in assisting climate change mitigation and adaptation clearly highlighted in this SPP?

This is agreed.

Economic development

Q7 Is the contribution of the planning system to sustainable economic growth, as explained in this section, clear and easy to understand?

This is agreed.

Town Centres and Retailing

Q8 Have the main elements of national planning policy relating to town centres and retailing been included and are they clearly explained?

This is agreed. It should be added in paragraph 49 that car parking can be provided remotely at Park and Ride sites. This can frequently be popular with shoppers who are unfamiliar with the respective town centre and elderly drivers who may not wish to drive along more congested roads approaching town centres.

Housing

Q9 Have the main areas of national planning policy relating to housing been included and are they clearly explained?

This is agreed. Consideration should be given to including a reference to providing direct links to walking and cycling networks (as in paragraph 125) to strengthen the action in paragraph 60 of integrating with active transport networks. Possible wording could be "New housing developments should be integrated and provide direct links with public transport and active transport networks".

Rural Development

Q10 Have the main areas of national planning policy relating to rural development been included and are they clearly explained?

This is agreed. In paragraph 73 reference is made to difficulties which can be encountered in public transport being an alternative to the car in remoter areas. A greater role for Demand Responsive Transport, which may provide a more suitable and viable public transport alternative in such locations, should be considered and encouraged.

Prime Quality Agricultural Land

Q11 Do you support the proposed policy on protection of prime agricultural land?

This is not an issue on which Tactran is in a position to respond.

Coastal Planning

Q12 Do you support the removal of the specific requirement for development plans to classify coastal areas as developed, undeveloped or isolated?

This is not an issue on which Tactran is in a position to respond, though adequate protection should be made for port expansion.

Fish Farming

Q13 Have the main elements of national planning policy relating to fish farming been included and are they clearly explained?

This is not an issue on which Tactran is in a position to respond.

Historic Environment

Q14 Have the main elements of national planning policy relating to the historical environment been included and are they clearly explained?

This is not an issue on which Tactran is in a position to respond.

Landscape and Natural Heritage

Q15 Do you agree with the principle of limiting local non-statutory designations to two types?

Q16 Have the main elements of national planning policy relating to landscape and natural heritage been included and are they clearly explained?

This is not an issue on which Tactran is in a position to respond.

Open Space and Physical Activity

Q17 Have the main elements of national planning policy relating to open space been included and are they clearly explained?

This is agreed.

Green Belts

Q18 Have the main elements of national planning policy relating to green belts been included and are they clearly explained?

This is not an issue on which Tactran is in a position to respond.

Transport

Q19 Do you support the retention of the policy on the use of maximum parking standards and the relocation of national maximum parking standards into advice?

This is agreed. However, it is considered that reference should be made in paragraph 123 to supporting development that encourages home working, as electronic communication can avoid the need to travel altogether.

Paragraph 125, or in supporting advice, should stipulate the size of development or degree of change in resulting trips to avoid discussion over what would constitute "significant". Travel Plans can have a major impact on modal shift and it is suggested that these should be a requirement for any development supported by a Transport Assessment and possibly smaller developments as well.

Paragraph 127 makes reference to availability of public transport services in rural areas. As noted under the Rural Development sub-section, the role of Demand Responsive Transport may provide a suitable alternative and should be considered in such locations.

With regard to paragraph 128 and parking restraint, there needs to be recognition that restricting parking availability within a development site is likely to generate demand for parking on the neighbouring road network. This should be considered as part of any planning application and, where necessary, require developers to fund

complementary traffic measures, such as residents parking schemes to discourage parking displacement.

In terms of Park & Ride it should be recognised that there is a role for rural based Park & Ride serving major coach routes. As some potential Park & Ride car parks will ideally be located on Greenfield sites a statement is needed regarding their acceptability in Green Belt locations.

Q20 Have the main elements of national planning policy relating to transport been included and are they clearly explained?

In paragraph 129 it is recognised that the proportions of Blue Badge bays is taken from national guidance. However, consideration may need to be given to considering the number of bays in relationship to the proportion of the workforce that are likely to be Blue Badge users. Where overall parking capacity is being constrained it should be recognised that Blue Badge provision may need to be considerably in excess of the minima suggested.

The Partnership does not support the blanket statement in paragraph 131 that “New stations will not normally be supported, and ... it will be served by feeder rather than inter-urban services”. New or re-opened stations may be appropriate in new or expanded settlements and would be justified in terms of promoting public transport use in support of broader social, accessibility and environmental outcomes. The definition “inter-urban” may be better defined as “long distance inter-city”. Within the Tactran region Dunblane – Glasgow services technically connect the urban areas of Dunblane, Stirling and Glasgow but stop at most if not all stations en-route and therefore long-distance passengers would not be inconvenienced by an additional station.

In paragraph 132 it is suggested that relevant issues should include environmental factors particularly noise generated by aircraft.

With reference to paragraph 136, recent research undertaken by the Partnership has shown that road haulage operators support off-road lorry parking provision and that this should include the provision of toilets, showers and refreshment facilities and be covered by CCTV. A copy of this research can be obtained by contacting Michael Cairns.

Renewable Energy

Q21 Do you agree with the integration of policy in spatial frameworks for wind farms over 20 megawatts generating capacity with general planning policy on wind farm development?

Q22 Have the main elements of national planning policy relating to renewable energy been included and are they clearly explained?

Spatial planning for renewable energy is not an issue on which Tactran is in a position to respond. However, transport should be considered as part of the planning process in view of the difficulties of transporting large wind turbine components in urban and rural areas with restricted road widths and geometry.

Flooding and Drainage

Q23 Have the main elements of national planning policy relating to flooding and drainage been included and are they clearly explained?

This is not an issue on which Tactran is in a position to respond.

Waste Management

Q24 Have the main elements of national planning policy relating to waste management been included and are they clearly explained?

This is not an issue on which Tactran is in a position to respond. However, it is believed that transport should be a consideration in all waste management proposals not just landfill.

Mineral/ Opencast Coal/Telecommunications

Q25 Have the main elements of national planning policy relating to mineral extraction been included and are they clearly explained?

Q26 Have the main elements of national planning policy relating to open cast coal extraction been included and are they clearly explained?

Q27 Have the main elements of national planning policy relating to telecommunications been included and are they clearly explained?

These are not issues on which Tactran is in a position to respond.

Partial Equalities Impact Assessment

Q28 How might the consolidated SPP impact positively or negatively on equalities groups?

Q29 Will any groups not identified already on the partial EqIA be affected by the consolidated SPP?

It is noted that a full EqIA will be published at the same time as the final consolidated SPP. Tactran will be happy to assist in identifying suitable groups to consult.

I trust that the above comments are of assistance. If you require any further information, or clarification of any aspect of this response, please contact Michael Cairns, Strategy Manager on 01738 475774 in the first instance.

Yours sincerely,

Eric Guthrie
Director

APPENDIX B

Ann Camus
Tourism Marketing Officer
Angus Council
County Buildings
Market Street
FORFAR
Angus DD8 2SP

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

23rd June 2009

Dear Madam,

A SUSTAINABLE STRATEGY FOR GROWTH THROUGH TOURISM 2008 TO 2012

The Tayside and Central Scotland Transport Partnership considered the Tourism Strategy at its meeting on 23rd June 2009 and agreed to submit the following comments.

The Partnership is supportive of the strategy and believes there are a number of ways in which it can contribute to its effectiveness.

The Regional Dimension

It is noted that Access and Transport has been identified as a cross cutting theme, that will support broader strategic project themes. The Partnership supports this view and would highlight the role that the approved Regional Transport Strategy can play in supporting the realisation of the tourism strategy. Specific RTS initiatives in this regard include the Tay Estuary Rail Study, which is considering opportunities to enhance train services between stations in Angus including Arbroath and Carnoustie to Dundee, Perth, Stirling and Glasgow. This could generate improved frequencies of services as early as December 2011. Tactran maintains close links with train operators including National Express East Coast and CrossCountry to ensure that changes to longer distance services to London and other key destination in the South from Dundee, Arbroath and Montrose take full account of the tourism and other needs of the Angus area. Further to these, the Regional Transport Strategy recognises the importance of good quality links to the rest of the UK and Europe through Dundee Airport and by connections to Edinburgh and Glasgow Airports.

The Regional Travel Information Strategy aims to provide comprehensive information on all travel modes within the region which will support the Council's efforts in promoting visits to attractions and, where feasible, by alternatives to the private car.

The Partnership is currently investigating the role of Demand Responsive Transport and aims to have a rural pilot in operation within the next twelve months. This will be of relevance in improving public transport access to rural attractions and areas such as the Angus Glens.

Theme 1: Strategic Development and Visitor Services

As noted above, improvements to external connections outwith the Tactran region and the Regional Travel Information Strategy will support the Council's efforts to enhance business tourism.

Theme 2: Activity Tourism

The Regional Walking and Cycling Strategy addresses improvements to walking and cycling infrastructure within the region, as well as marketing and promotion. It has identified a regional cycling/walking network to complement the National Cycle Network. There are specific actions to improve walking and cycling access to public transport interchanges and to promote the carriage of cycles on buses. These measures will together support the Tourism Strategy's proposals to promote walking and cycling in Angus.

I trust that the above comments are of assistance. The Partnership welcomes the opportunity to work with the Council's tourism officers to enhance the role of tourism in the Angus economy. If you require any further information, or clarification of any aspect of this response, please contact Michael Cairns, Strategy Manager on 01738 475774 in the first instance.

Yours sincerely,

Eric Guthrie
Director

APPENDIX C

Road Safety Consultation
2/13 Great Minster House
76 Marsham Street
London SW1P 4DR

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

23rd June 2009

Dear Sir/Madam,

A SAFER WAY: CONSULTATION ON MAKING BRITAIN'S ROADS THE SAFEST IN THE WORLD

I refer to the above consultation and submit the following response on behalf of the Tayside and Central Scotland Transport Partnership.

TACTRAN is a "model one" Regional Transport Partnership. As such, transport authority responsibility for road safety planning, policy and delivery, and associated accident investigation, rests with our constituent partner Councils. Whilst improving transport safety for users of all modes is a key objective of the TACTRAN Regional Transport Strategy, detailed comment on issues raised in the consultation, particularly in relation to delivery and resourcing of priorities, may be submitted by partner Councils, as appropriate.

The Partnership would concur with the need to prioritise safety improvements for rural roads and pedestrians in urban areas. We also agree that young motorists and motorcyclists should receive particular attention.

Continuing concerns over the incidence of deaths and serious injury caused by drink driving and, increasingly, through drug related incidents, points towards the need for more novel and creative approaches to road safety education in these areas.

Whilst seeking to reduce death and injury caused by road accidents must remain a key focus, the Great Britain approach should also address real and perceived safety issues which often act as barriers to modal shift in favour of more sustainable modes, such as walking, cycling and public transport, in support of other national transport objectives.

The Partnership agrees with the analysis, vision, proposed delivery and targets in the consultation paper. In terms of the questions posed on page 55 regarding speed limits on single carriageway roads, there can be issues due to the mix of vehicles on such roads and the different speed limits applying to them. Where roads have been improved, such as the single carriageway sections of the A9 in the Tactran and neighbouring Hitrans regions, the design permits cars to travel comfortably at the national speed limit of 60 mph. However, lorries are limited to 40 mph. This can cause frustration among car drivers who then attempt unsafe overtaking manoeuvres. On rural single carriageway roads it may be more appropriate to set a default speed limit of 50 mph and raise this to 60 mph where roads have been improved or are of an alignment that safely permits such speeds. The default speed limits for HGVs could then be set at

40 mph and 50 mph respectively, thereby avoiding a major disparity in maximum speeds. As well as addressing safety concerns this will achieve environmental benefits through improved fuel consumption for lorries on improved single carriageway roads.

The issues of rest and comfort facilities for lorry drivers have been identified as of significance in the Tactran region (paragraphs 7.32 and 7.33). The Partnership has undertaken some research in this regard recently, particularly concerning facilities operators consider are important, and would be happy to share this with the Department.

I trust that the above comments are of assistance.

Yours sincerely,

Eric Guthrie
Director

APPENDIX D

Ms K Furey
The Scottish Government
CAPS Consultation
Sustainable Transport Team
2-D (North), Victoria Quay
Edinburgh
EH6 6QQ

Bordeaux House
31 Kinnoull Street
PERTH
PH1 5EN

Tel: 01738 475775
Fax: 01738 639705
E-mail: info@tactran.gov.uk

23rd June 2009

Dear Ms Furey,

CYCLING ACTION PLAN FOR SCOTLAND CONSULTATION

The Tayside and Central Scotland Transport Partnership considered the above consultation at its meeting on 23rd June 2009 and agreed to submit the following comments.

It is noted that many of the questions are aimed at the general public and therefore this reply combines responses to the questions, where relevant, and more general points on each of the actions in the document.

Planning and Design for Cyclists

Question 1 Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?

It is believed that the actions outlined are comprehensive and it is welcomed that the recommended guidance documents have been listed in the text on page 13. The Tactran Regional Walking and Cycling Strategy includes an action to carry out non-motorised user audits of all new transport schemes. These should be taken in parallel to safety audits to ensure that designs have safety built in, but not necessarily at the expense of convenience of cyclists and pedestrians.

Question 2 How do we achieve these actions effectively? Who is best placed to deliver these changes?

Noting the action table on pages 20 and 21, and in line with the Partnership's own development of a Regional Walking & Cycling Strategy, it is believed that Regional Transport Partnerships have a much more positive role to play in a number of additional actions than is currently recognised in the document.

The Regional Walking and Cycling Strategy includes an action to "develop a rolling programme of training to encourage implementation of good practice and increase inter-disciplinary skills and awareness". This could be developed in conjunction with partner local authorities, therefore ensuring a critical mass to justify the provision of CPD and make its provision more economical.

In terms of working with universities and colleges, Tactran already has close links with this sector and has worked jointly on several initiatives particularly with the Universities of Dundee and Stirling.

RTPs can have a role in reviewing the road and cycle network together with local authorities, which is consistent with the action on page 21 that states “map and promote lesser used roads ... “ which identifies a role for RTPs. Tactran has developed a regional cycle network to complement the NCN.

The Regional Walking and Cycling Strategy identifies the provision of secure cycle parking at various key destinations. This also covers encouraging operators to carry cycles on buses and trains. There is an additional role for local authorities who can include cycle carriage in the contract specifications for supported bus services. This could be of significance particularly in areas such as National Parks to bolster the promotion of sustainable tourism.

In terms of encouraging employers, universities, etc to promote active travel through travel planning, a great deal of work has been undertaken in this regard by Tactran and the other RTPs with Scottish Government support and it is hoped that this will continue into the future.

Day to Day Cycling

On a general point this is the only action where any reference is made to SOAs. Unless other actions are also recognised as contributing to SOA targets there is a significant risk that the level of priority and funding may not be sufficient to ensure the successful outcome of the Cycling Action Plan. On a general point the reference to SOAs on page 4 should reflect the fact that these are now Community Planning Partnership agreements.

Question 3 Would an improvement in local facilities for cycling encourage you to cycle more often? If not, what else could be done to change your mind?

It is believed that this will be so when combined with promotion and training as identified in the Regional Walking and Cycling Strategy.

Question 4 How do we achieve these actions effectively? who is best placed to deliver these changes?

The Partnership agrees with the bodies identified for delivery in the action table on page 27.

Encouragement and Incentives

It is believed that the reference to Travel Plans on page 31 should be reflected by an action in the action table on page 36.

Most of the questions in this section are aimed at the general public. However, in terms of Question 8 regarding delivery under the action “create an online cycle journey planner ... “ it should be noted that the Regional Travel Information Strategy identifies actions to develop a regional database, possibly building on Traveline Scotland, that would extend information to include cycling and walking.

On a point of detail, the Good Practice Example on page 32 relating to Ninewells Hospital fails to recognise that a number of the good practice initiatives identified have,

in fact, been implemented with support and joint funding from TACTRAN through our Travel Plan Strategy and Sustainable Travel Grant Scheme, in line with Scottish Government objectives for RTPs to work with Councils and Health Boards on the promotion and development of effective Active Travel Plans. Again it is disappointing that appropriate recognition of these important contributions by RTPs are sadly lacking from the document and associated Action Plans.

Legal Powers

Most of the questions in this section are aimed at the general public. Whilst supporting better enforcement it needs to be recognised that most enforcement is the responsibility of the Police and, with competing pressure on resources, this is likely to receive a low priority. It is, therefore, suggested that there is a need for further consideration of decriminalisation of various aspects of traffic enforcement and a review of the economics of doing so to enable local authorities to assume such powers.

In summary, TACTRAN is supportive of the Action Plan and will be pleased to work with the Government in implementing policies and measures that will ensure that the target set in strategic Objective 1 will be met. However, it is disappointing that there appears to be no commitment by Scottish Government to funding the Action Plan, either directly or through support to Regional Transport Partnerships and/or Local Authorities. Without this it is difficult to see how the ambitious targets for 2020 can be achieved.

I trust that the above comments are of assistance. If you require any further information, or clarification of any aspect of this response, please contact Michael Cairns, Strategy Manager on 01738 475774 in the first instance.

Yours sincerely,

Eric Guthrie
Director