

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

29 AUGUST 1996

**SUBJECT: DRAFT NATIONAL PLANNING POLICY GUIDELINE -
TRANSPORT & PLANNING**

REPORT BY DIRECTOR OF PLANNING, TRANSPORT & ECONOMIC DEVELOPMENT

Abstract: This reports considers the main features of the draft National Planning Policy Guidance on Transport and Planning as they affect Angus and whilst generally welcoming the sustainable approach recommended finds the draft lacking in respect of rural areas and seeks clarification from the Scottish Office on one particular aspect.

1 RECOMMENDATION

It is recommended that the Committee: -

- i note and welcome the move towards a sustainable approach to transport and land use planning as published in the draft NPPG Transport and Planning, but urges that more focus be given to the transport issues affecting rural areas;
- ii generally accepts the advice as set out in the draft NPPG, and notify the Scottish Office accordingly;
- iii agree that the advice when finalised in the NPPG will be taken into account in the preparation of appropriate policy statements - Angus and Dundee Structure Plan; Angus Local Plan and future Transport Policy Statements.
- iv request clarification from the Scottish Office on reconciling the guidance given in paragraph 20 of the draft NPPG, on limiting housing development in rural areas with limited public transport and within easy car commuting distance of larger towns and cities, with the Secretary of State's draft modifications to the Finalised Tayside Structure Plan 1993 which call for increased housing land supply in both the urban and rural areas.
- v agree that the report forms the basis of a response to the Scottish Office.

2 INTRODUCTION

- 2.1 The Scottish Office has recently issued for consultation purposes a draft National Planning Policy Guideline (NPPG) on Transport and Planning. A copy of the draft NPPG is available for reference at the Members Lounge, The Cross, Forfar.
- 2.2 This report outlines the main features of the guideline, considers the implications for the Angus area and makes recommendations for a response to the Scottish Office.

3 POLICY CONTEXT

- 3.1 The Government is committed to the principle of sustainable development as set out in "Sustainable Development: The UK Strategy". While the strategy highlights transport and the environment as key areas, it also acknowledges transport as the major single contributor to a range of air pollutants. Emphasis is therefore placed on a transport policy framework which will encourage people to take full account of the environmental consequences of their individual transport decisions. The draft NPPG is therefore to be welcomed as a step towards sustainability.
- 3.2 The draft NPPG has been circulated at a time when a number of other agencies have also issued publications on a transport theme. These include the UK Round Table on Sustainable Development report "Defining a Sustainable Transport Sector" and two policy papers by the Scottish Consumer Council "Cars and the Environment" and "Sustainable Transport Policy and People Living in Rural Areas". The former proposes a series of goals and objectives for transport policy and ways of reconciling conflicts where these arise. Among its recommendations for action are:-
- setting national targets for reducing traffic growth;
 - the co-ordination of policy at local, regional, national and European levels;
 - a continuation of a shift in public expenditure away from road building and towards road maintenance and support for other transport modes;
 - increased protection for nationally and internationally important conservation sites; and
 - a public awareness and education programme on the benefits of adopting a sustainable transport strategy.
- 3.3 The latter publication, by the Scottish Consumer Council, concentrates on the problems faced by rural consumers in the move towards a more sustainable transport policy. This centres round the level of car dependence in rural Scotland and the limited mobility and accessibility to services people would have without a car.
- 3.4 In comparison the draft NPPG provides statements of government policy on land use and other planning matters, covering such aspects as Policy Context, Policy Guidelines, Complementary Transport Measures, Provision of Transport Infrastructure, Transport Priorities and Access to Development and Action Required. In conclusion the NPPG indicates land use planning has a particular role in giving coherence to the actions of many public and private transport interests and promotes "a more co-ordinated view of transport and land use planning, so that over time the disposition of land uses can assist in reducing the need to travel, and in creating the right conditions for maximising the proportion of travel on foot, by bicycle and by public transport and thereby contribute to the objectives of sustainable development".

4 KEY POINTS FROM THE NPPG

- 4.1 The draft NPPG points out that the Government are not aiming to meet traffic growth demands; instead it is recognised that a multi-faceted approach is required which could include demand management and provision of alternatives. Maintenance of the existing trunk road network in a sound condition is seen as crucial with selective improvement only being undertaken after the economic, road safety and environmental costs and benefits have been taken into account.
- 4.2 There is also a recognition of the different set of problems facing rural areas, including the dependency on road transport and in particular the car, plus the necessity for bus services subsidies to meet social needs. Recognition is also given to the important role road transport will continue to have in the future and the fact that "the scope for influencing the number and length of road journeys through the location of new development is inevitably more limited in rural areas than in the more urbanised parts of Scotland such as the Central Belt" (para 14).

Policy Guidelines

- 4.3 Whilst noting that development plans will play a central role in locational decisions and the pattern of travel, the document recognises that this will be in the medium to longer term. This is due to the effect of recent development decisions, commitments of existing plans and extant planning permissions not yet implemented. A key part of the guidance is the advice to planning authorities not to renew unimplemented and time expired permissions if they would perpetuate unsustainable travel and development patterns.
- 4.4 Planning and transport policies should therefore work together, to provide a basis for sustainable development, taking a wider view, and considering various modes of transport, particularly public transport, cycling and walking in assessing the location of major new development.
- 4.5 The guidance note advocates that:-
- "in reviewing their development plans, councils should therefore co-ordinate their policies for land use and transport provision, with the aim of reducing the need to travel, especially by car, by:-
- closely relating the location of individual development proposals to transport infrastructure (and vice versa);
 - fostering forms of development which are accessible by means other than the car, such as walking, cycling, and public transport use; and
 - taking a holistic view of related land uses and providing for them in a closely integrated manner in relation to existing or planned transport infrastructure, both at the strategic and local level".

- 4.6 To meet these aim, councils are advised they should adopt planning policies to:
- "make positive provision for new development within urban areas at locations and in transport corridors accessible by a variety of means other than the private car;
 - expand urban areas and provide for new developments only where they are well served, or capable of being well served, by public transport;
 - locate major generators of travel demand including new employment, in existing centres, which are well served by a variety of means other than the private car or key sites on the public transport system;
 - strengthen existing town and local centres by locating new shopping in or adjacent to them where this can be achieved in an environmentally acceptable way in order to maintain, and where possible, enhance their viability and vitality;
 - maintain and improve choice so that people can walk, cycle or use public transport rather than drive between homes and facilities which they visit regularly;
 - limit housing development in those rural areas with limited public transport services and within easy car commuting distance of larger town and cities;
 - give full weight to other complementary measures, including traffic management, parking provision and control."

Housing

- 4.7 Housing is generally the most extensive development land use in any settlement and has considerable influence on demands for travel (to work, shops, services, leisure pursuits etc) by mode of transport and length of journey. The guidance note therefore advocates the re-use of existing buildings and brownfield sites to provide an increasing part of the new housing land supply.
- 4.8 It is recognised that brownfield sites may not meet all requirements and that greenfield sites may therefore be required. This draft NPPG adds a further consideration to those already recommended in NPPG 3 "Land for Housing", namely that in future greater weight should be given to locations well served, or capable of being well served, by good public transport services. Rail transport is viewed as a particular advantage, and housing layouts should also be capable of being accessed by bus services.
- 4.9 With regard to new housing development in small villages the draft NPPG suggests that this should be discouraged where there is not regular or frequent public transport services and therefore the developments are attractive to car borne commuters to nearby cities and larger towns. The one exception which is suggested is where housing development would serve the needs of the community and sustain the local services of the rural economy. In the Angus situation this is very much the case where there is skeletal rural bus services, however were it not for the additional housing in the scattered rural community then additional pressures on local services and the economy would be created.

- 4.10 Particular attention is focused on housing layout where the draft NPPG suggests that sufficient space should be made available for both garage and for garaging and parking spaces associated with properties to keep cars off the street. Emphasis should be on reduced traffic speeds within housing areas and as necessary the incorporation of traffic calming measures as part of the overall design features. It is stressed that this would make these areas safer for pedestrians and cyclists and also for children to play in the localities. The NPPG stresses that public transport should be a key consideration with regard to new settlements or the significant expansion of existing settlements. Again this is directed towards areas experiencing particular growth pressures but nonetheless the principles are worth noting for parts of the Angus area.

Employment - Business and Industry

- 4.11 In terms of employment and other activities attracting a significant number of trips e.g. shopping and leisure, the guidance is towards concentration in towns to offer the potential to increase the use of public transport and reduce the use of the private car for journeys to work. In terms of shopping the advice is "to adopt a package of policies and proposals in relation to better pedestrian, cycle and motor vehicle access, traffic management, car parking and amenity in order to improve the quality and competitiveness of existing centres".

Freight

- 4.12 It is recommended that sites for distribution and warehousing should be readily accessible to the trunk road network or suitable rail facilities. Within Angus important route corridors exist through Strathmore and along the coast, and opportunity is therefore available to provide road linkages to the A90 trunk road at Forfar and Brechin and access to the main east coast rail line at Arbroath and Montrose. With regard to mineral workings and waste disposal the draft NPPG advocates the proximity principle to reduce energy consumption and pollution, thereby supporting the view expressed in NPPG 4 Land for Mineral Workings on NPPG 10 Planning and Waste Management, acknowledging the fact that transportation can have significant environmental consequences.

Complementary Transport Measures

- 4.13 The draft NPPG notes that if locational policies in development plans are to realise their potential, they must be supported by other measures which should aim:-
- "to provide a framework for individual choice in transport which enables environmental objectives to be met;
 - to influence the rate of traffic growth; and
 - to maintain and where appropriate increase the competitiveness and attractiveness of urban centres against peripheral development".

Councils are urged to examine their policy objectives and review:-

- the appropriateness of existing parking standards and requirements;
- the impact of their transport proposals on the competitive position of urban centres and of non-car based travel; and
- the priority given to different means of transport relative to the car.

Car Parking

- 4.14 Car parking policy should support the overall locational policies in the development plan. The draft NPPG sets forward various considerations with regard to car parking and the need for local plans to present appropriate standards. The issue of car parking in town centres and also in new housing developments is discussed and the need to provide sufficient parking provision balanced with operational requirements.

People on Foot

- 4.15 As a high proportion of all journeys made are very short, with approximately half of all journeys under 2 miles and a large proportion on foot, the NPPG recommends that consideration should be given to ways in which urban areas can be made more attractive and safer for pedestrians.

Cycling

- 4.16 The draft NPPG notes the attitudes to cycling have changed and that there is an increasing usage of cycling. Structure and Local Plans require to take account of the needs of cyclists and Local Plans in particular should "encourage the implementation of specific measures to assist people to use bicycles". Reference is also made to the requirement to provide secure cycle parking facilities at various locations, such as railway stations and park and ride facilities and also within town centres and educational institutions. These should include cycle routes in rural areas to serve neighbouring villages and to support tourism. The potential of re-using old transport routes, eg old railway lines, is advocated for cycle paths, pedestrian routes, bridleways etc and their severance to be avoided.

Public Transport

- 4.17 With regard to public transport, the NPPG indicates that in providing for new development in development plan policies or considering proposed new development, the availability of public transport should be an important consideration. Rail services can provide for a wide variety of client groups.

- 4.18 With regard to facilities supporting bus services the use of bus priority lanes or real time information systems can assist in the effectiveness of public transport. The draft NPPG indicates that development plan guidance in the form of local plan proposals maps should indicate where buses will be given priority and the measures which will be taken to support these.

Park and Ride Schemes

- 4.19 Development plans should also include as appropriate land for park and ride schemes as another tool to encourage the use of public transport and improvement of accessibility of urban centres.

Provision of Transport Infrastructure

- 4.20 The draft NPPG deals with a number of aspects relating to transport infrastructure and recommends that policies and proposals relating to the provision of such infrastructure is contained within development plans. Such aspects mentioned relate to blight and safeguarding of transport routes, road planning, matters associated with aviation, inland water ways, shipping, natural and built heritage, construction materials.

Transport Priorities and Access to Development

- 4.21 The draft NPPG indicates that land use policy should support the transport aims of a plan and that such policies should ensure that :-
- trunk road and other through routes including by-passes serve their purposes as corridors of movement and do not have their national and strategic role undermined by development which encourages their use for short local trips;
 - developments do not compromise the safe movement and free flow of traffic for the safe use of the road by others; and
 - development proposals take into account their affect on demand for transport and resulting costs this will impose.
- 4.22 Particular attention is focused on access roads such as motor way slip roads and reference is made to the guidance in relation to motor way service areas as set out in NPPG 9 Provision of Road Side Facilities on Motorways other trunk roads in Scotland.

- 4.23 The draft NPPG also indicates that where extra traffic generated by proposed development may bring forward the need for a road or public transport improvement in the vicinity of the scheme and in some cases beyond, the willingness of a developer to provide infrastructure to overcome objections to proposed development may be a material consideration but would not necessarily justify the granting of planning permission on its own.

Action Required

- 4.24 It is noted that that Structure and Local Plans provide the means for examining the relationships between transport and land use planning and for promoting there integration and co-ordination ensuring that they contribute their strategies to reduce the need for travel and hence make a contribution to sustainability.
- 4.25 Structure Plans in particular should contain an explanation of the overall long term aims of the land use and transport strategy which underpin the policies and proposals of the plan. Structure Plan should include policies and proposals relating to:-
- the general provision for housing, employment, retail, leisure and other land uses in all locations capable of being well served by a variety of means of transport;
 - all firm proposals for new roads and major improvements to existing roads in the trunk or primary network, in the case of trunk roads including those in the published programme or subsequent additions to it;
 - the development of all forms of transport infrastructure including public transport interchange facilities, rail depots, harbours and airports;
 - analysis of the consequences on transport infrastructure of the developments anticipated in the Structure Plan;
 - strategic consideration of the road network hierarchy with a view to designating those routes which are reserved as through corridors and on which development requiring access will be resisted, and those routes or corridors more suitable for development, including that attracting significant movements of freight;
 - strategic consideration of management measures complementing the land use policy such as parking (including park and ride), public transport, traffic management and provision for walking and cycling; and
 - a broad indication of the likely timescale and priorities related to known investment decisions.

- 4.26 In terms of local plans the guidance recommends that they should set out policies and proposals relating to:-
- the specific allocation of housing, employment, retail, leisure and other land use development in areas capable of being well served by a variety of means of transport;
 - the combination of land uses in order to reduce the number of individual car trips;
 - the provision of access by public transport and other forms of transport as an integral part of major developments, taking into account the likelihood of incremental construction;
 - ways in which a coherent transport strategy can assist the revitalisation of traditional urban centres as attractive places to live, work and shop;
 - the improvement of local roads and other improvements of a non-strategic nature, consequent on the development patterns proposed in the plan;
 - safeguarding of routes proposed for transport infrastructure in the structure plan period;
 - review of transport proposals and removal of blight by deletion of abandoned schemes;
 - designation of routes which are served as corridors for through movement and on which development requiring access will be resisted;
 - identification of sites where there are opportunities for locating or relocating distribution and freight operator centres and other developments with frequent freight movements;
 - detailed arrangements for traffic and parking management, public transport priorities and park and ride, and provision for walking and cycling in support of the land use policies; and
 - retention and safeguarding of linear routes such as canals and former railway lines for public access on foot and bicycle.
- 4.27 In terms of development control the NPPG recommends that developments should not normally be permitted which would:-
- take access from roads designated as corridors for through movement;
 - generate short trips on the network of trunk roads and other routes designated for longer distance traffic;
 - compromise the safe movement of traffic and particularly other road users such as cyclists and those walking.

5 DISCUSSION

- 5.1 The draft NPPG recognises that land use planning has a particular role in giving coherence to the actions of many public and private transport interests. The promotion of a more co-ordinated view of transport and land use planning can assist in reducing the need for travel and thereby increase the proportion of travel on foot, by cycle and public transport. There is also the recognition that relating major land uses such as industry and heavy freight users to the principle transport arteries eg trunk roads, rail network etc can contribute to minimising environmental impact and intrusion. The overall objective is to contribute to the objectives of sustainable development.
- 5.2 In very broad terms therefore the principles established by the draft NPPG merit general support. There is however a general bias towards the urban issues, particularly these in the more populated parts of Scotland, like the Central Belt where transportation management problems are more prominent. In rural terms while the NPPG recognises the limited scope rural land use decisions can have in reducing the number and length of car journeys it does give the impression of being dismissive and has little in the way of additional guidance to dealing with rural issues. From this point of view it is particularly disappointing.
- 5.3 There is also particular concern over the practical application of the NPPG advice on limiting housing development in rural areas with limited public transport services and within easy car commuting distance of larger towns and cities. This advice appears to be at variance with the Secretary of State's draft modifications to the Finalised Tayside Structure Plan 1993 which increased the housing land supply requirement in both urban and rural areas notwithstanding that most areas of Angus are within reasonable commuting distance of the larger towns and cities.
- 5.4 As far as existing planning policy is concerned the finalised Tayside Structure Plan (1993) establishes policies for dealing with transport and communications including external links, strategic internal transport links, specific issues relating to Dundee, Perth and other main towns, rural areas, roadside services and cycling. A summary of the relevant Structure Plan policies, proposals and recommendations as submitted to the Secretary of State is included as appendix 1 to this report.
- 5.5 In broad terms the Structure Plan provides relevant strategic land use guidance on planning and transport matters in Angus and the policies and strategic priorities established by the Structure Plan generally conform with the advice presented by the draft NPPG.
- 5.6 Angus Council has also adopted the outgoing Tayside Regional Council's roads and transport policies (principally extracted from Transport Policies and Programmes documents) as an interim measure post Local Government reorganisation with a view to reviewing and replacing these with a new transport strategy document in due course. The draft NPPG will therefore have a role to play in shaping this new transport statement.

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- 5.7 Angus Council have also prepared a number of policy initiatives with regard to specific aspects of transport planning and these include public transport policy statement, provision for cyclists in Angus, traffic management measures including traffic calming, village gateway, speed restrictions, etc. as well the efforts to bring about an upgrading of the A92 Dundee/Arbroath road. All of these initiatives are supported by the guidance presented in the draft NPPG.
- 5.8 In addition the guidance established by the draft NPPG will have a distinct bearing on the preparation of the Angus Local Plan particularly the siting new industrial and housing land where the draft guidance stresses the various locational criteria and the importance attached to environmental issues, pedestrian safety and sustainability. There is also the question of design guidance and a number of aspects relating to the discharge of development control function, such as housing layout design, car parking and road standards and the use of traffic calming measures as an integral part of housing layout design.
- 5.9 The guidance note advocates use of brownfield land where possible to provide housing land supply. Over the years this type of approach has already been adopted in the Angus towns, with many such sites being developed e.g. the former Alma Works in Arbroath, Denburn Works in Brechin, and use of part of railway yard at Forfar and Montrose.
- 6 FINANCIAL IMPLICATIONS**
- 6.1 There are no financial implications arising from this report.
- 7 CONSULTATION**
- 7.1 The Director of Law and Administration, the Director of Finance and the Director of Roads have been consulted in the preparation of this report.
- 8 CONCLUSION**
- 8.1 The recently published draft NPPG on transport and planning provides up-to-date national advice on this important matter. The draft NPPG also recognises the relationship between land use planning and all forms of transport planning and that the primacy of the development plan system offers a framework for future development and investment.

- 8.2 The draft NPPG reflects the need to balance a number of environment, economic and social aspects and will be of use in both Structure and Local Plan preparation and assessing future development proposals. The guidance will also be of importance in future transport Planning Policy statements which will require to be prepared by the Council in due course.
- 8.3 While there is recognition that road transport will continue to play an important role in rural areas, there is little in the way of new guidance, and the draft NPPG is dominated by the issues relating to more urbanised parts of Scotland.

NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

AA/PC/SP/KW
14 August 1996

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APPENDIX 1

Extract of policies, proposals and recommendations on Transport and Communications from the finalised Tayside Structure Plan 1993 as submitted to the Secretary of State for Scotland.

EXTERNAL LINKS

Transport and Communications

Policy 1

To maintain and improve up to a level not exceeding third level function, the airport at Riverside, Dundee.

Policy 2

To maintain and develop those harbours within Local Authority ownership and, in appropriate circumstances, encourage the development of other harbour facilities within Tayside including:-

1. Co-operating in any joint studies for the development of the region's ports with the Dundee Port Authority and the Montrose Port Authority;
2. Assisting in the development of a Ro-Ro ferry service from Dundee Harbour;
3. An improvement in road access between Dundee Harbour and the strategic road network.

Recommendation 1

It is recommended to Scotrail that existing passenger and freight services and facilities should be both maintained and improved including:-

1. Providing fast efficient and attractive rail links to and through Tayside as an integral part of the inter city network linking Tayside with other major Scottish cities, England and via the Channel Tunnel, Europe;
2. Electrification of the main line from Edinburgh to Aberdeen through Tayside;
3. Further study of the potential for rail freight and the opportunities for break bulk and freight handling facilities in Tayside linked to the new Eurofreight terminal at Mossend.

Proposal 1

To continue to make every effort, in conjunction with other Local Authorities and interested parties to secure the electrification of the strategic rail network in Scotland including the main line from Edinburgh to Aberdeen through Tayside.

STRATEGIC INTERNAL TRANSPORT LINKS

Recommendation 2

1. Early upgrading of the A90(T) between Dundee and Perth including the A90(T)/85 (Swallow Hotel) junction in order to tackle road traffic stress points, improve safety and enhance the accessibility of Dundee;
2. Early investigation of an outer peripheral route for the A90(T) to the west of Dundee as an option to address existing and anticipated traffic pressures on the Kingsway;
3. Consideration to retrunking the A92 in order to provide a better link for economic development in Carnoustie, Arbroath and Montrose;
4. Longer term dualling of the A9(T) north of Perth in support of economic development including tourism;
5. Grade separated junctions being provided on the A90 north of Dundee improving access to existing and new industrial, commercial and residential development particularly at Forfar.

Proposal 2

1. ScotRail, Railtrack, Scottish Enterprise Tayside and the relevant Councils investigate the potential for local rail services and new stations co-ordinated with other provision for public and private provision and giving priority to an intra-regional service on the Perth-Dundee-Carnoustie-Arbroath-Montrose corridor;
2. Further consideration be given to the enhancement of subsidiary feeder services from Pitlochry and Gleneagles and from Newburgh/Bridge of Earn to Perth and on the Carnoustie-Dundee-Leuchars (St. Andrews) link.

DUNDEE

Policy 3

To seek to enhance the provision of public transport and give priority to improving its attractiveness, particularly for journeys to work.

Policy 4

To secure improvements to the general environment of the city centre and district shopping centres.

Recommendation 3

In identifying land for development within Local Plans due regard is taken of the capacity of the road network and the opportunities presented by existing and future public transport provision.

Policy 5

To reserve until 2006 arterial transport corridors equivalent to four traffic lanes on the North East and North West Arterial routes.

Policy 6

To reserve until 2006 arterial transport corridors on the Eastern and Western Arterial routes for longer term transport requirements equivalent to four traffic lanes.

Proposal 3

To incorporate into the upgraded North East and North West Arterial routes and other strategic routes, as appropriate, provision for traffic lanes reserved for the use of public transport and for cyclists and to introduce further bus priority measures consistent with the requirements of the Dundee Area Transportation Strategy.

Policy 7

To seek to restrict the supply of long stay car parking to around 1,800 spaces. Charges will be reviewed regularly with a view to restricting demand for limited road space and help create conditions favourable to public transport operating conditions.

Proposal 4

To liaise with the Local Planning Authorities, Scottish Enterprise Tayside, Railtrack and other interested parties in further investigating the potential for:-

1. Developing a new rail/car/bus/air interchange to the west of Dundee Airport forming the hub of a business district and serving current and proposed employment and other land uses in the western sector of the City;
2. Establishing a longer term framework providing for closer integration of bus/rail/car/sea transport in the Seagate in support of wider urban renewal initiatives in Dundee City Centre.

PERTH

Proposal 5

To continue detailed study and evaluation of new build and traffic management options as part of the Perth Area Transportation Study and with a view to preparing a balanced and integrated transport strategy addressing the role of various transport modes.

Proposal 6

To construct a new bridge over the River Tay at Perth.

Proposal 7

1. To consider optional alignments taking into consideration the regional economic and local traffic role and requirements for a new river crossing north of Perth city centre;
2. To continue to consider the potential scope for reducing current congestion difficulties through interim traffic management measures.

OTHER MAIN TOWNS

Proposal 8

To continue to examine and implement traffic and environmental measures aimed at improving the attractiveness of town centres throughout Tayside giving priority to currently programmed schemes at Arbroath, Brechin and Montrose.

To continue to consider further projects including:-

1. Schemes providing for retail support measures such as Forfar town centre;
2. Schemes associated with future road proposals including Coupar Angus and, subject to progress on the Perth Area Transportation Study, Scone.

RURAL AREAS

Proposal 9

To continue to liaise with local communities, the voluntary sector and transport operators in examining and developing further innovative approaches to support rural public transport.

Policy 8

To seek to minimise the unnecessary intrusion of traffic, particularly heavy good vehicle, in rural areas by encouraging lorry traffic to use main through routes as far as possible with the use of other roads for access only.

ROADSIDE SERVICES

Policy 9

On the A9(T) (south of Perth) and A90(T) planning consents for roadside service developments have been granted. No new roadside services will be permitted adjacent to or taking access from the A9(T), M90, A90(T) or A94.

Recommendation 4

Scottish Office Industry Department, in consultation with the Local Authorities and other interested parties, investigate and progress measures to improve non-commercial facilities for A9 road users.

Policy 10

Measures to extend provision and facilities for cycling will be supported including appropriate opportunities identified in Local Plans.

