

Tactran response to Stirling Council Proposed Local Development Plan

Proposed Plan

Tactran broadly supports the LDP Vision, in particular the emphasis placed upon Stirling being a “walkable City, well connected and drawing benefits from its relative proximity to the conurbations and other towns of Central Scotland and Tayside”. The stated intention within the Vision to encourage development which accommodates public transport, walking and cycle routes and an attractive cycle network and improved pedestrian environment across the City and more opportunities for using Park & Ride services is strongly supported.

The inclusion within the Key Diagram of provision for a new Park & Ride facility in the Pirnhall area, supplementing the existing sites at Springkerse and Castlevie, and new/upgraded road links and junctions, as defined within the Regional Transport Strategy, Regional Park & Ride Strategy and RTS Delivery Plan, are welcomed and supported.

The General Policy Framework (pages 10 and 29) and Primary Policies 1 (Placemaking); 2 Supporting the Vision and Spatial Strategy); 3 (Provision of Infrastructure); 4 (Greenhouse Gas Reduction); and 12 (Renewable Energy) are all supported.

Primary Policy 1

Policy 1.1 : Site Planning emphasis on creating sites and places which are safe, accessible, inclusive places for people, which are easily navigable particularly on foot, bicycle and public transport is strongly supported.

Policy 1.3 : Green Network and Open Spaces emphasis that proposals in the vicinity of open space and green corridors should maintain or enhance functionality and connectivity, including active travel routes, is strongly supported.

Policy 1.4 : Green Belts, and provision for permitting development of essential transport infrastructure supported by the National, Regional and Local Transport Strategies is welcomed and supported

Primary Policy 2 : Supporting the Vision and Spatial Strategy

Policy 2.6 : The Network of Centres – the proposal that no public car park proposals will be supported unless they can be shown to meet an identified shortfall in parking provision is supported.

Policy 2.8 : Sites Suitable for Mixed Use – the intention to support development on sites located close to and easily accessed by major public transport routes and nodes within the Cr Area is supported.

Primary Policy 3 : Provision of Infrastructure

The protection of land necessary for the provision of identified and anticipated infrastructure, including enhancements to the transport network identified in National, Regional and Local Transport Strategies, is welcomed and strongly supported.

Policy 3.1 : Addressing the Travel Demands of New Development - the emphasis on creating accessible developments in sustainable locations and new development that can be safely and conveniently accessible by walking, cycling and public transport as well as motor vehicles is strongly supported. It is suggested that reference should be

made to including making provision for electric vehicles and associated infrastructure within new developments.

Policy 3.3 : Developer Contributions – ensuring that there is a safe and realistic choice of access to new developments through developer contributions is strongly supported. This should ensure that the need for securing contributions for strategic transport improvements is considered as well as for purely local improvements.

Primary Policy 4 : Greenhouse Gas Reduction - the emphasis on optimising active travel opportunities and public transport is strongly supported. It is suggested that specific reference should be made to supporting the provision of EV infrastructure within new residential, employment and retail developments.

Primary Policy 12 : Renewable Energy – it is suggested that reference to making provision for electric vehicles and associated infrastructure should be included.

Chapter 10 Page 121 (Bridge of Allan Infrastructure Considerations)

The Plan comments – that “the outcomes of a rail parking strategy review being led by Transport Scotland on the need to expand the parking at the station are awaited”. Tactran understands that the Transport Scotland rail parking strategy review will not include recommendations for specific stations such as Bridge of Allan. Clarity should be sought from Transport Scotland.

Page 195 (Stirling Infrastructure Considerations)

The paragraph makes reference to transport infrastructure identified in the STPR and City Transport Strategy. This should also include infrastructure identified in the RTS Delivery Plan.

Page 205 (Stirling Key Site Requirements)

Reference to the Kildean Link Road being identified in the Local Transport Strategy should also make reference to its inclusion in the RTS Delivery Plan.

Proposed Supplementary Guidance SG14 Ensuring a Choice of Access for New Developments

Tactran supports the Guidance and considers it an example of Best Practice.

Proposed Supplementary guidance SG16 Developer Contributions

Tactran supports the Guidance subject to contributions schemes being sought for relevant schemes in the RTS Delivery Plan.

Draft Action Programme

It is noted other than STPR projects, no transport schemes are listed in the Draft Action Programme. These should include projects contained within the Regional Transport Strategy Delivery Plan, specifically the Kildean Link road and M9/A811 slip roads, as included within the Key Diagram on page 18.