This report asks the Partnership to note a consultation on proposals for amendments to the Model Code of Conduct for Members of Devolved Public Bodies and to endorse joint Regional Transport Partnerships’ responses to consultations on refresh of the Cycling Action Plan for Scotland and the Draft National Tourism Development Plan for Scotland.

1 RECOMMENDATIONS

1.1 That the Partnership: -

(i) notes the consultation on Ethical Standards in Public Life: Proposals for Amendments to the Model Code of Conduct for Members of Devolved Public Bodies and remits officers to respond supporting the proposed revisions;

(ii) endorses the joint Regional Transport Partnerships’ submission on refresh of the Cycling Action Plan for Scotland as detailed in Appendix A to the report; and

(iii) endorses the joint Regional Transport Partnerships’ response to consultation on the Draft National Tourism Development Plan for Scotland, as detailed Appendix B to the report.

2 BACKGROUND

2.1 The Scottish Government is consulting on proposals to bring about amendments to the Model Code of Conduct for Members of Devolved Public Bodies. Responses require to be submitted by 26 April 2013. The consultation paper can be viewed at http://www.scotland.gov.uk/Publications/2013/02/2441

2.2 Transport Scotland has invited comments on a refresh of the Cycling Action Plan for Scotland. Comments were invited by 15th February 2013. The Regional Transport Partnerships have agreed to submit a joint response to the invitation to comment. Transport Scotland has agreed to accept comments from the RTPs after consideration by the joint RTP Chairs Forum on 6 March 2013.

2.3 Visit Scotland issued a Draft National Tourism Development Plan for Scotland for comment on 18 January 2013, with responses to be submitted by 1 March 2013. Visit Scotland has granted an extension to the consultation deadline to enable a joint RTPs response to be considered by the RTP Chairs Forum on 6 March 2013.
3 DISCUSSION

Consultation on Ethical Standards in Public Life: Proposals for Amendments to Model Code of Conduct for Members of Devolved Public Bodies.

3.1 The Ethical Standards in Public Life etc. (Scotland) Act 2000 requires Scottish Ministers to issue a Model Code of Conduct for Councillors (Councillors’ Code) and a Model Code for Members of Devolved Public Bodies (Members’ Code). The current model Members’ Code is incorporated within the Partnership’s own Code of Conduct for Members.

3.2 The Councillors’ Code was amended in 2010, whilst the Members’ Code has not been reviewed since 2002. The current consultation proposes a number of changes which will bring the Members’ Code into line with the Councillors’ Code, excluding on matters which are Councillor specific, primarily issues related to planning.

3.3 In summary the proposed revisions relate to :-

- **Key Principles** – inclusion of specific references to members’ duty to uphold the law and act in accordance with the law and public trust; inclusion of specific references to the need to act objectively in relation to making appointments, awarding contracts and recommending individuals for rewards and benefits; and inclusion of specific references to respecting members of the public when performing duties as a public body member;

- **General Conduct** – ensuring that the rules of good conduct and mutual respect are observed at meetings and in all situations where members act on behalf of the public body; clarification on the treatment of gifts and hospitality and introduction of a monetary ceiling of £50 for declaring gifts received;

- **Registration of Interests** – clarification of shares and securities interests and the need to register gifts and hospitality, which shall be held in a record for public inspection; and

- **Declaration of Interests** – inclusion of an “objectivity test” based on whether a member of the public, with knowledge of the relevant facts, would reasonably regard the interest as sufficiently significant that it is likely to prejudice a member’s discussion or decision making as a member of a public body; guidance on the declaration of financial and non-financial interests, including the interests of “other persons” (spouses, partners, relatives etc.)

3.4 Responses to the consultation are requested electronically. It is recommended that officers respond indicating support for the proposed updating of the Members’ Code in line with the Councillors’ Code.

3.5 Following the consultation and approval by the Scottish Parliament a revised Code will be issued by Scottish Government, which will be incorporated within the Partnership’s own Code of Conduct for Members.
Cycling Action Plan for Scotland Refresh

3.6 The Cycling Action Plan for Scotland (CAPS), published in June 2010, sets out Scottish Government's vision and 17 proposed actions designed to achieve a target that 10% of journeys are undertaken by bike by 2020. Comments on the refresh were invited by 15 February 2013, with a view to Transport Scotland publishing an updated document in spring 2013.

3.7 Transport Scotland has agreed to extend the deadline to accept a joint RTPs submission. The joint RTPs response included at Appendix A will be considered by the joint RTP Chairs Forum on 6 March 2013. The response addresses 5 areas on which comments are specifically requested and highlights the role and added value which RTPs offer in relation to delivering on national, regional and local outcomes associated with promotion of Active Travel.

3.8 Any further developments arising from consideration of the attached draft response at the RTP Chairs meeting on 6 March will be reported orally. The Partnership is asked to endorse the joint RTPs submission. Any further comments the Partnership may also wish to add will be forwarded to Transport Scotland for consideration.

Draft National Tourism Development Plan for Scotland


3.10 The deadline for responses was 1 March 2013. RTPs were not included in the original list of consultees but, following contact with their Director of Partnerships, Visit Scotland has confirmed that they would welcome RTP input to the consultation generally and specifically on identified Potential Development Opportunities set out in Appendix 4 to the Draft Plan.

3.11 The Draft Plan identifies “Traveling to and within Scotland” as one of 3 key themes, which is to be welcomed. It is indicated that the Draft Plan has been developed in consultation with Transport Scotland, so of concern that a number of important national and regional transport improvements appear to have been omitted from the Draft Plan Spatial Framework and priorities for investment in transport.

3.12 A Draft joint RTPs response, which highlights the need to include and reflect the role of RTPs and their statutory Regional Transport Strategies within the Draft Plan, and to also have regard to these in the development of any Action Plan supporting the Draft Tourism Plan, is detailed in Appendix B to this report. At the time of writing work is ongoing on supplementing this with additional comments on the Potential Development Opportunities in Appendix 4 to the Draft Plan, as provided by individual RTPs in consultation with their respective local authorities.

3.13 Any further developments arising from consideration of the attached draft response at the RTP Chairs meeting on 6 March will be reported orally. The Partnership is asked to endorse the joint RTPs response.

4 CONSULTATIONS

4.1 The report has been prepared in consultation with the Secretary, Legal Officer, the Chief Officers Liaison Group, Transportation Officers Liaison Group and other Regional Transport Partnerships.
5 RESOURCE IMPLICATIONS

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

Eric Guthrie
Director

Report prepared by Eric Guthrie. For further information contact e-mail ericguthrie@tactran.gov.uk or tel 01738 475771.

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 Government Consultation paper on Ethical Standards in Public Life : Proposals for Amendments to Model Code of Conduct for Members of Devolved Public Bodies.

Appendix A

Cycling Action Plan for Scotland Refresh
Draft Joint RTPs Response

1. What themes should the refresh include, with what priorities?

The core themes covered in the CAPS and the seventeen Actions relating to Skills Development, The Network and Delivery all remain relevant within the context of supporting and achieving significant growth in cycling and, through this, broader health and wellbeing outcomes across all sectors. All of the identified actions remain important and require to be addressed as part of a Scotland-wide Action Plan which has defined delivery outcomes and commitment by all relevant public and private sector agencies.

As identified in Cycling Scotland’s CAPS Progress Report 2012, the refresh should focus particularly on leadership and increasing funding. The evidence from those countries which have achieved cycling levels at or above the CAPS targets is that strong and consistent leadership, political consensus and ongoing commitment to funding and resources necessary to prioritise Active Travel and associated infrastructure over a prolonged period is essential to encouraging and sustaining meaningful cycling growth through cultural change. The Leadership proposal in the CAPS Progress Report on establishing an annual cycling summit is supported in principle but inclusion needs to recognise the wider stakeholder and leadership role within the broader public and private sectors, including the role of RTPs, health and education.

The wider aims and objectives of the CAPS are directly relevant to the increasing emphasis on public service prioritisation on preventative spend. Particular consideration and attention should be given to reviewing/refreshing the prioritisation and effectiveness of supporting policy levers and in ensuring that delivery of CAPS objectives are fully embedded and realised within the Development Planning and Development Management framework. Whilst existing policy guidance and statutory plans provide an appropriate framework for delivering cycle-friendly development the practice often continues to be a reinforcement of the traditional transport hierarchy. The refresh needs to tackle this apparent disconnect between policy and practice.

As the economy emerges from the current downturn there is an opportunity to encourage an increased emphasis on prioritising Active Travel and sustainable access within new developments by ensuring that design and provision of new cycling infrastructure and facilities support effective progress, including addressing continuing public concerns and perceptions surrounding cyclist safety on the network.

2. What interventions are missing from the set of actions in the current CAPS, and what updates might be made to this set?

The relevant interventions are included within the current CAPS. The primary focus should be on prioritising and resourcing those actions which have greatest potential to contribute to achieving a “step change” in mainstreaming cycling and which concentrate effort on utility cycling for work and education. Actions should be developed into a costed Delivery Plan supported by meaningful progress indicators and a monitoring framework which underpins each of the CAPS Actions, with interim targets towards 2020. A number of the existing Actions are somewhat generic with no linked target or
clear indication of how they contribute to the over-arching objective of achieving significant growth in cycling.

As indicated above, there should be an increased emphasis on addressing public attitudes, concerns and perceptions around cycling safety by prioritising the provision of local infrastructure and through education, training and skills development, particularly focussed on communities where there is the greatest potential for encouraging and achieving the level of modal shift implicit within CAPS – i.e. particularly local trips under five kilometres (62.1% according to Scottish Household Survey Travel Diary results 2009/10).

Local infrastructure needs to be delivered in conjunction with a reallocation of road space towards Active Travel which encourages as many adults and children as possible to make cycling and walking their mode of choice for work, education and leisure journeys. Where longer journeys are involved the focus should be on multi-modal journey planning and integration which facilitates the use of cycling as part of a longer journey – e.g. through secure cycle parking at bus and rail interchanges and the carriage of bikes on public transport.

Scottish Government and CAPS should prioritise ensuring that town and city centres, and access to/from and within centres are more ‘cycleable’, with Active Travel capital and revenue investment prioritised and directed accordingly. Implicit within this is a need for re-balancing of available funding and investment in favour of community-focused infrastructure, where there is greatest potential for achieving sustainable long term behavioural change.

Whilst long distance cycle routes are important elements of national travel and tourism infrastructure, achieving CAPS ambitious targets for cycling growth will require significant success in the towns and cities, where effective actions will also contribute to achieving other outcomes and targets for reducing carbon emissions, improving air quality, improving health & wellbeing etc.

Greater emphasis should be given to encouraging private sector employers to become Cycle Friendly Employers. The RTPs are well placed to support this through their established Active Travel and Travel Planning activity.

More needs to be done to encourage multi-modal integration, particularly through the provision of bike carriage on public transport.

3. Who should play roles in delivering these interventions?

Scottish Government, Transport Scotland, Regional Transport Partnerships, Local Authorities, Cycling Scotland and Sustrans all have a role to play in delivering CAPS objectives and interventions. There is a need for wider public sector “buy in” through embedding cycling and its contribution towards health & wellbeing outcomes for young people and adults within Single Outcome Agreements.

In addition to the public sector the private sector, through the development industry ensuring that cycle infrastructure is embedded within new developments, and more widely through private sector bodies embedding the principles of Active Travel within corporate culture and behaviour, also has a significant role to play.

There is a need for simplification and streamlining of responsibilities for delivery of the CAPS and associated funding. Scottish Government/Transport Scotland has overall responsibility for the CAPS and application on the strategic transportation network. It is
suggested that the focus for bodies such as Sustrans and Cycling Scotland should be on developing the NCN and national strategies and programmes for education and training. Responsibility and funding for delivery of infrastructure at a regional and local level should be devolved to RTPs working with their constituent Councils and other Community Planning partners. This would include measures currently delivered through the Community Links programme and Cycling Walking & Safer Streets. Allocation of a rolling programme of funding at a regional level, as opposed to an annual bidding process (as in the case of Community Links) would enable a more planned and integrated approach to resourcing by RTPs and Councils, linked with the ability to plan the necessary design, programme management, traffic management and other related resource activity.

Regional Transport Partnerships have a good record in promoting Active Travel and funding cycle infrastructure and facilities. In many areas of Scotland they are the main provider of Active Travel staff and budgetary resource, working with the public and private sectors in their regions. Each of the RTPs and their statutory Strategies sets specific objectives for cycling through the over-arching RTS and/or more specific sub-Strategies for cycling & walking; promotion of Active Travel Plans developed in partnership with Councils, Health Boards and other public and private sector agencies; funding of cycle initiatives such as workplace training and facilities through Sustainable Travel Grant Schemes; the undertaking of Active Travel audits within communities; and leading on and supporting Smarter Choices/Smarter Places pilots and initiatives. All of this activity is developed within the context of RTPs’ statutory responsibility for supporting Community Planning and the delivery of national and local outcomes.

Within this context it is recommended that infrastructure and behaviour change funding should be directed to RTPs as accountable region-wide bodies who are well placed to deliver meaningful interventions which contribute towards achieving the CAPS targets, working in partnership with other locally accountable bodies. Long term programmes for development of cycle infrastructure are not possible if funding is not known or secure over a number of years. RTP’s are well placed to manage and develop such funds.

4. What resourcing (and from what sources) would be required to deliver these interventions and make steady progress towards the CAPS vision?

There requires to be greater clarity on budgets with consistent and long-term budgetary provision. Progress to date suggests that, if the 10% target is to be realised, there will need to be a significant increase in the level of investment in cycling between now and 2020. The Scottish Government needs to demonstrate leadership within the public sector by allocating an increased proportion of its transport funding towards Active Travel and working with RTPs, local authorities and other agencies to maximise funding and public and private sector commitment.

Alongside a re-balancing of available funding towards measures which offer maximum potential in contributing towards CAPS targets, there is a need for a more structured approach to funding. Currently much Active Travel funding is distributed through annual bidding calls by bodies such as Sustrans and Cycling Scotland. As indicated above RTPs, working with their constituent local authorities and other Community Planning partners, are ideally placed to determine regional and local priorities and delivery linked with wider outcome focused planning, and should not be required to bid or compete for national funding. Allocation of funding on a rolling programme basis to RTPs and local authorities would enable longer lead-in time for identification, design and implementation work than exists under current “challenge fund” approaches.
The allocation of dedicated Active Travel funding at a regional/local level would also enhance the ability and opportunity to lever match funding from external sources, including other Community Planning agencies, the private sector and from Europe.

Local communities and the private sector can also play a vital role in supporting the delivery of CAPS Actions by supporting the delivery of “hard” infrastructure through local community initiatives such as cycle cooperatives, cycle cafes and hubs etc. RTPs are again well paced to work with local communities on aligning public investment in cycle infrastructure with local community based investment.

5. **What monitoring arrangements should be put in place, with what suggestions for appropriate milestones?**

Although commitment has been given to monitoring, the Census and Scottish Household Survey remain the main relevant and reliable sources of cycling and other national statistical transport data. Further work should be undertaken to ensure annual, rather than biennial, data is available with regard to cycling. The survey should also be extended to provide greater detail by local authority area. For example information on those that have 'cycled in the last 7 days breakdown by LA' has been removed recently. This was a helpful indicator for general levels of cycling for both recreational and utility cycling rather than just commuting to school or work. The annual “Hands Up” survey in schools is also a useful progress indicator and should be continued and extended.

A monitoring framework which reflects the above proposed prioritisation of actions which have most potential to achieve the CAPS objectives on cycle growth should be developed. It is recommended that funding for all new infrastructure should be sufficient to ensure that cycle counters are included and usage is monitored.

Parallel actions for Climate Change within RPP, specifically the objective of ensuring that all employers with more than 30 staff adopt effective Active Travel Plans, offer another monitoring source. Again, RTPs are well placed to work with public and private employers on developing this through their existing Active Travel and Travel Planning activity.
Appendix B

Draft National Tourism Development Plan Public Consultation 2013

RESPONDENT INFORMATION FORM

Please Note this form must be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation
   Organisation Name
   JOINT RTP CHAIRS FORUM

   Title  Mr X  Ms []  Mrs []  Miss []  Dr []  
   Please tick as appropriate

   Surname
   Eric

   Forename
   Guthrie

2. Postal Address
   Bordeaux House
   31 Kinnoull Street
   Perth
   Postcode PH1 5EN
   Phone (01738) 475771
   Email ericguthrie@tactran.gov.uk

3. Permissions - I am responding as...

   Individual  /  Group/Organisation
   Please tick as appropriate

   (a) Do you agree to your response being made available to the public (on VisitScotland's corporate website, VisitScotland.org). Please tick as appropriate
    [] Yes  [] No

   (b) Where confidentiality is not requested, we will make your responses available to the public on the following basis
    Please tick ONE of the following boxes
    Yes, make my response, name and address all available
    []
    or
    Yes, make my response available, but not my name and address
    []
    or
    Yes, make my response and name available, but not my address
    []

   (c) The name and address of your organisation will be made available to the public (on VisitScotland's corporate website, VisitScotland.org).
    Are you content for your response to be made available?
    Please tick as appropriate
    [] Yes  [] No
We would like your views on this Plan and, in particular, your comments on opportunities which you are aware of to help stimulate growth in the visitor economy. Please review the following questions.

1. **Comments on the Plan**: Please briefly raise any issue(s) you may have regarding the Plan and, if relevant, propose solution(s) which you consider would remedy the issue(s). It would be helpful if you provide any text changes you would like to see in the Plan, making reference to the relevant paragraph number. You can provide your comments in a separate statement and attach it to this form if you wish.

The Joint RTP Chairs Forum welcomes the opportunity to provide comment on the Draft Tourism Development Plan for Scotland. The RTPs welcome and support the identification of “Travelling to and within Scotland” as a key theme of the Development Plan. Efficient, effective, high quality internal and international connectivity across all transport modes, and also digital communications, are clearly crucial to supporting targets for growth in the visitor economy. However, there are a number of apparently significant omissions within the Draft Plan which we would wish to highlight.

Scotland’s 7 Regional Transport Partnerships, as statutory transport bodies with responsibility for developing and implementing their statutory Regional Transport Strategies, should be identified as key stakeholders and strategies within the document generally and in Diagram 2. The Plan appears to identify and focus on Development Planning as the principal and possibly sole contribution by the public sector. Whilst this is clearly important, other roles in relation to economic growth and regeneration, environmental sustainability and, of course, transport planning and delivery, will also be important in contributing to the Tourism Development Plan and it core them around transport. As indicated above RTPs are central to that role at a regional level and should be acknowledged within the Plan. Working with our partner Councils, Transport Scotland and other partners we are already supporting developments and improvements to the strategic transport network.

In terms of the private sector, Diagram 2 identifies some of the key transport industry players but there are others. In addition to ScotRail there are other important cross-border rail operators (Virgin Trains and East Coast Trains); Confederation of Passenger Transport in terms of coach and bus operators; other ferry operators (Northlink); and also airport (e.g. HIAL) and air operators.

It is felt that greater clarity is needed on the status of the plan, (mindful of the range of other statutory plans and strategies which are in existence and the associated priorities to which agencies are committed, and also the Plan will be implemented, monitored and evaluated.

We recognise the plan’s horizon of 2020 has been aligned with the national tourism strategy but query whether this is too short in the context of delivery of key major infrastructure projects, such as those indicated within Plan 1 (see further comments below) and the text.

2. **Comments on the Spatial Framework**: Do you have additional actions which will impact on growth in the visitor economy at a strategic (area wide) level, and should therefore be included in the Spatial Framework to 2020 (Table 1)? You can provide your comments in a separate statement and attach it to this form if you wish.
In doing so, please make reference to the relevant part of the ‘Customer Journey’, set out in Chapter 2 of the Plan, that you are commenting on. It would be useful if you can provide this commentary in the following format – topic; description of the action required; reference to the overall area within which the proposal would apply (if you can attach a plan this would be helpful), as well as an outline of the benefits arising if this action is acted on (e.g. the expected increase in jobs).

**Table 1 and Plan 1**

**Travelling to and within Scotland**

1.i Only Edinburgh and Glasgow airports are highlighted in Table 1 yet the commentary under transport (2.23) references other airports. Aberdeen, Inverness, Dundee and main Islands airports should also be considered in the context of domestic and, where appropriate, international route development. Air operators and RTPs should be added to the list of Participating Partners.

1.ii High Speed Rail should be specifically highlighted within the theme of improving public transport connections. Transport Scotland and RTPs should be added to the Participating Partners.

1.iii Under “Upgrade Road Infrastructure” a number key tourism routes which are identified as national priorities for upgrading within STPR are missing – e.g. A90 at Dundee; A96 between Aberdeen – Inverness. It is suggested a number of other regional/local routes should also be identified – e.g. A93 Deeside tourist route from Braemar to Perth. RTPs should be added to the Participating Partners.

1.iv We propose inclusion of Peterhead and Dundee in the context of the cruise market potential.

Continue to progress multi modal transport ticketing – we agree that this is extremely important with would also stress the importance of high quality travel information provision in this context both from a pre and post arrival perspective. This also highlights the importance of digital connectivity (inc wi-fi provision) in respect of the latter. RTPs and transport operators should be identified in the list of Participating Partners.

**Plan 1** appears to overlook a number of important strategic connectivity enhancements north of the Central Belt which are identified in the STPR as national priorities and are considered to be important in terms of supporting the theme of Travelling to and Within Scotland – these include improving the Highland Main Line between Inverness – Perth (parallel with A9 road improvements); rail enhancements Aberdeen - Central Belt; extension of rail electrification beyond current Edinburgh – Glasgow rail improvement (EGIP) scheme northwards through Perth to Inverness and Aberdeen; improving the A90 at Dundee.

In 2.18 There is reference to the recently announced Scottish Government intention to progress a High Speed Rail link between Edinburgh – Glasgow, but no mention of the arguably more important (from an inward tourism perspective) need to prioritise High Speed Rail connectivity southwards with London and the remainder of the UK, which is also understood to be a high Scottish Government priority. Although HSR links with London etc. are mentioned in 2.77 and are longer term aspirations, it is considered that development of HSR proposals should be specifically included in the list of key Transport Improvements within Table 1 : Spatial Framework which will have an impact of the visitor economy.

**What to See and Do**
3.1 It is not clear why the timescale here is listed as 2025 as opposed to 2020. The list of relevant agencies and interests in respect of route and trail development should be expanded to include RTPs and Sustrans.

**Plans 1-3**

The maps included at this section should be revised to reflect the above points e.g. missing elements of STPR and IIP; inclusion of key regional and Islands airports at Dundee, Kirkwall, and Sumburgh etc.

**In terms of Plans 1 and 2**, investment at key railway stations should be included in terms of their connectivity and accommodation benefits, in both Plans.

**In terms of Plan 3** there appear to be a number of significant omissions in relation to identification of golf tourism (Gleneagles and Ryder Cup ?), outdoor activity (skiing and mountain biking ?) surfing off north western coast etc.

In relation to the **commentary** in this section we make the following points:

**Transport Improvements**

2.18 As indicated above, include High Speed Rail connectivity with London and extend popular and scenic route upgrades to include A93, A96

2.19 As indicated above include reference to importance of multi-modal travel information for visitors.

2.24 Include reference to RTPs and reference to A93 and A96

2.31 Review and revise section to incorporate above comments on High Speed Rail connectivity; additional strategic routes; importance of multi-modal travel information etc.

2.32 Include RTPs specifically as delivery stakeholders.

**Theme 3 What to See and Do**

2.98 Include reference to RTPs as key delivery stakeholders.

**3. Comments on Development Opportunities**: The Plan is seeking to list key opportunities and actions which would help make up a local strategy for the visitor economy for each planning authority in Scotland (refer to Annex 4 of the Plan).

Any information about additional opportunities is welcome and the following would be useful - a brief description of the project; its location (attach plan if possible), its timescale to deliver; its indicative capital value (to the nearest £100,000); the additional jobs which could be created; and any key action which is needed to secure this project. You can provide your comments in a separate statement if you wish.

**3.0 Making it Happen**

Reference the above comments in relation to Action Planning this section should refer to Regional Transport Strategies and Development Plans (encompassing Strategic Development Plans, Local Development Plans, and Supplementary Guidance) that exists for city regions in Scotland for consistency with the description on P4 of the plan.

3.16 Include RTPs in the list of delivery organisations.
3.22 We note the intention to develop an Action Plan for the Tourism Development Plan. In terms of transport RTPs have already developed Delivery Plans for their Strategies, which have in turn been embedded within the Action Plans/Programmes for Strategic and Local Development Plans through our input as Key Agencies in the Development Planning process. RTS and SDP/LDP Delivery Plans and Action Plans/Programmes should be used to inform the creation of any Action Plan for the Tourism Development Plan.

3.24 As above development of any Tourism Action Plan should include consultation with RTPs in terms of alignment with the statutory Regional Transport Strategies and in terms of resource allocation and commitment.

Annex 2 : Policy Context
As above reference should be made to statutory Regional Transport Strategies, National Transport Strategy, STPR and IIP in the context of supporting Theme 1 : Travelling to and Within Scotland.

Annex 4 : Potential Development Opportunities by Local Authority

4. For planning authorities only: This Plan is seeking to secure substantial growth in the visitor economy up to 2020. In addition to your comments on the above questions, any comments on how the development plan process could provide support to stimulating growth in the visitor economy would be welcome. You can provide your comments in a separate statement if you wish.

No comment.