
TRANSPORT PLANNING DEVELOPMENT ADVICE NOTE

1 SUMMARY

- 1.1 On 15 June 2006 the Council agreed Transport for 2020 – City Transport Strategy, including further consultation to help establish a mechanism to secure Developer contributions to fund transport infrastructure improvements.
- 1.2 Historically Developers have been required to address the Transport implications of their development but this has not fully addressed issues such as congestion on the wider road network, including the City centre. There is a clear need to reduce vehicle journeys and to implement the key elements of the City Transport Strategy, if our long term transport objectives are to be met.
- 1.3 National Policy and Guidelines on the requirements for Transport Assessment stress the priority of sustainable transport, the integration of transport and planning and securing the appropriate mitigation. Recent Guidance has also introduced the concept of post development monitoring with ongoing commitments to mitigation. These objectives are already reflected to some extent in the Council's Transport Strategy and Development Plan and it is intended that programmed review of these Strategies and Plans will reflect this updated policy stance.
- 1.4 In the interim a Development Advice Note (DAN) has been produced to set out Stirling Council's Guidelines to ensure that transport mitigation and an appropriate contribution to the City Transport strategy are secured through the planning process. The DAN includes guidance on the preparation of Transport Assessments and Travel Plans.

2 RECOMMENDATION(S)

It is recommended that the Executive:

- 2.1 approve the approach to and scale of Developer contributions as outlined in the attached Draft Transport Planning Development Advice Note (Appendix 1) to the submitted report;

- 2.2 agree to stakeholder consultation on the Draft DAN, prior to a report back through the Planning Schedule, to include any consequent recommended amendments.

3 CONSIDERATIONS

Background

- 3.1 The Local Transport Strategy (LTS) and City Transport Strategy (CTS) were approved by a Special Environment Committee on the 15th June 2006. The LTS sets out strategic transport objectives and policies for the whole Council area with the CTS delivering transport infrastructure, demand management and 'soft measures' to provide an integrated approach for all users. This includes the concept of a new mechanism for securing private sector funding through developer contributions to fund transport infrastructure improvements.
- 3.2 The estimated cost of delivering the City Transport Strategy, including maintenance is £78,000,000 of which £3,750,000 has been approved to 2007/8 and will start to deliver elements of the base strategy. This level of funding cannot be delivered solely from Council budgets, and other means will need to come from a variety of sources including; Scottish Executive, Regional Transport Partnerships and developers.

Development of the Transport Planning Development Advice Note (DAN)

- 3.3 The Scottish Executive published guidance of Transport Assessment & Implementation (TA&I) in August 2006 along with SPP17 & PAN75 Planning for Transport in an attempt to strengthen the link between land use and transport. The new TA&I guidance provides additional advice on implementation through the use of Travel Plans and financial bonds to assist in the monitoring process.
- 3.4 The Transport Planning DAN as set out in Appendix A covers Transport Assessments, Travel Plans and Developer Contributions. There is currently a planning advice note for Travel Plans which has now been updated and available as an information sheet to accompany this Transport Planning DAN. It is envisaged that the Transport Planning DAN section will be included in the Roads & Transport Development Standards and Specifications which are currently being reviewed.
- 3.5 Transport Assessments and Statements provide a mechanism where the impact of developments on the wider network can be identified. Additional requirements or changes to the layout and design of the proposed development to mitigate the impact of the development are considered as part of the process. This should include measures to promote the use of more sustainable travel modes including walking, cycling and public transport through Travel Plans, Section 75 agreements and requirements for post development monitoring.

- 3.6 It is a goal of the Council to ensure that Developers fund any transport improvements required as a consequence of their proposals. The assessment of the transport effects and value of any contribution for large projects has historically been undertaken on a scheme-by-scheme basis. In recent years, certain areas of the City have seen increasing development pressures and more comprehensive area master plans have been prepared. These have helped to determine the effect of the developments and allow an appropriate apportionment of contributions from the developers.
- 3.7 Research has been undertaken into mechanisms for Developer contributions to transport schemes based on a number of English local authorities who have introduced Developer Contribution Schemes in conjunction with the development of Supplementary Planning Guidance which generally comply with the English PPG13 and DETR Circular 1/97. For example, the trip based calculation used by Cambridge provides a clear link between new development and trips generated to provide a contribution per trip of £369. The contribution rate is based on the total capital required to deliver the Transport Strategy less the likely level of public funds available to provide the capital shortfall.
- 3.8 A transport contribution for significant development projects in the City area is a reasonable way forward to raise funds to implement improvements to the transport network. The Transport Planning team has used the Stirling Paramics Traffic Model to assess future development impact on the network, up to 2015 and to determine the trips generated by proposed new developments to calculate a contribution rate. The proposed developer contribution trip for Stirling has been calculated at £381 per trip as detailed in Appendix B.
- 3.9 It is proposed that the approach to Developer contributions should apply only in the Dunblane, Bridge of Allan, Stirling and Eastern Villages area (the area referred to in the Clackmannanshire and Stirling Structure Plan as the Core Area). Whilst developments elsewhere are likely to have some implications on the City Centre these are less direct and more difficult to quantify. Development outwith the Core Area will continue therefore to be assessed through the Transport Assessment process outlined in the DAN but contributions are likely to focus on specific mitigation associated with the development.
- 3.10** The DAN whilst not forming part of the statutory Development Plan has clear linkages with the current planning policies set out in the Clackmannanshire and Stirling Structure Plan (TR1, TR2, TRP1 and INF1). If approved this supplementary guidance would represent a statement of Council policy and be a material consideration in the Council's planning decision making process. An alteration to the Structure Plan is currently being progressed and it is recommended that this should include context for and cross reference to this Supplementary Guidance.

4 POLICY/RESOURCE IMPLICATIONS AND CONSULTATIONS

Policy Implications	
Diversity (age, disability, gender, race, religion, sexual orientation)	No
Sustainability (community, economic, environmental)	Yes
Corporate/Service Plan	Yes
Existing Policy or Strategy	Yes
Risk	Yes
Resource Implications	
Financial	Yes
People	Yes
Land and Property or IT Systems	No
Consultations	
Internal or External Consultations	Yes

Policy Implications

Equalities Impact

4.1 None.

Sustainability

4.2 The Local Transport Strategy and City Transport Strategy support the strategic aims and vision of the Council's Corporate Plan, by creating and maintaining an efficient and sustainable transport network, with improved accessibility for all, and an attractive and quality environment within the City, to enable local economic activity to thrive.

Other Strategic or Policy Implications

4.3 The Transport Development Advice Note supports the aims and objectives of the Structure Plan and Local Plan, Council's Road Management Plan and Stirling City Investment Plan 2005-15.

Resource Implications

4.4 The developer contribution calculation is based on a number of assumptions including continuing CTS (£1,000,000) and TACTRAN (£650,000) capital funding per annum for the next 10 years until 2015/16. The developer contribution rate will be reviewed on a regular basis to take into account variation in funding shortfall and anticipated generation of new vehicle trips related to development within the core area.

Consultations

4.5 The Transport Development Advice Note will be subject to widespread stakeholder consultation, including the Scottish Executive, Development Industry, other Council Services and external agencies.


5 BACKGROUND PAPERS

- 5.1 Local Transport Strategy 2006, June 2006.
- 5.2 City Transport Strategy 2006, June 2006.
- 5.3 Clackmannanshire and Stirling Structure Plan, March 2002.

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