

General -

6b Publications and Consultations

• Purpose of Report

The purpose of this report is to inform members of a number of recent publications and consultation papers and to seek approval of draft responses as appropriate.

• Statutory consultation on proposed charge increases at Pay & Display car parks in Aberdeenshire

Between 14th January and 4th February 2011 Aberdeenshire Council consulted on proposed increases at Pay & Display car parks in Aberdeenshire. Charge increases are proposed for all Pay & Display car parks managed by Aberdeenshire Council across the region. The primary purpose of Aberdeenshire Council's Pay & Display car parks is to ensure the availability of spaces for short-term visitors upon whom the economy of most town centres depends.

The table below shows the proposed changes in off-street car parks.

CAR PARKING CHARGES IN OFF STREET CAR PARKS

	Current	Proposed
0 – 1 hour	40p	60p
1 – 2 hours	80p	£1.20
2 – 3 hours	£1.50	£2.00
3 – 10 hours	£4.00	£5.00
Crathie (per visit)	£1.00 Car £3.00 Bus	£1.50 £4.00

CAR PARKING CHARGES IN CAR PARKS IN COUNTRY PARKS*

	Current		Proposed	
0 – 1 hour	Cars	20p	Cars	30p
	Mini Buses	80p	Mini Buses	£1.20
	Buses	£2.00	Buses	£3.00
1 – 4 hours	Cars	50p	Cars	70p
	Mini Buses	£2.00	Mini Buses	£3.00
	Buses	£5.00	Buses	£7.50
4 – 8 hours	Cars	£1.00	Cars	£1.50
	Mini Buses	£4.00	Mini Buses	£6.00
	Buses	£10.00	Buses	£15.00
Season Tickets	Cars	£20.00	Cars	£20.00
	Mini Buses	£80.00	Mini Buses	£80.00
	Buses	£200.00	Buses	£200.00

*Car Park Charges in Car Parks in Country Parks are seasonal and only apply from April to September.

The closing date for this consultation was Friday 4th February and therefore an officers' response was sent to the Council in advance of the closing date, indicating that Nestrans supported the principle of managing spaces for the benefit of short-term users. A copy of the response is provided below in Appendix 1.

- Cairngorms National Park – Local Development Plan Main Issues Report

The Cairngorms National Park Authority is currently undertaking pre-consultation on the main issues for the new Local Development Plan for the National Park. The consultation focuses on the proposed method and timeframe for the preparation of the Main Issues Report and also consultation on the review of the National Park Plan. The consultation asks for a response to a number of key questions by 18th February 2011. A draft response is provided in Appendix 2 for approval.

- Recommendation

It is recommended that Members note the contents of this report and agree the attached appendices as Nestrans' comments where appropriate.

KM/4 February 2011

APPENDIX 1

1 February 2011

Our Ref KM/N13/10
Your Ref MS/RF/1/220/4/3

Mark Skilling
Strategy Manager
Transportation & Infrastructure
Aberdeenshire Council
Woodhill House
Westburn Road
Aberdeen
AB16 5GB

Dear Mark

Statutory Consultation on Proposed Charge Increases at Pay & Display Car Parks in Aberdeenshire

Many thanks for the opportunity to comment on the proposed charge increases at Pay & Display car parks in Aberdeenshire.

Nestrans has no objection to the proposed increases to charges at Pay & Display car parks. We support the overall aim of releasing valuable spaces for short term visitors in town centre car parks and feel that the charging policy is an appropriate way to achieve this.

Parking policy can be a significant factor in ensuring a vibrant and prosperous local economy and meeting the needs of local businesses by ensuring customers can access shops and services is a key part of this.

Yours sincerely



Kirsty Morrison
Transport Executive (Strategy & Delivery)

16 February 2011

Our Ref KM/N12/7
Your Ref

Karen Major
Development Plan Officer
Cairngorms National Park Authority
Ground Floor
Albert Memorial House
Station Square
Ballater
Aberdeenshire
AB35 5QB

Dear Karen

Cairngorms National Park – Local Development Plan Main Issues Report

Many thanks for your letter of 10th January inviting us to provide comment on the main issues for the proposed Local Development Plan for the Cairngorms National Park. As the Regional Transport Partnership for the North East we have a keen interest in issues relating to the National Park and, until recently, have held regular update meetings with John Thorne, the Economic Development Officer.

I have provided a response to each of the questions you posed in the paragraphs below:

Do you agree with our intention to consult on the draft National Park Plan and the Main Issues Report at the same time?

Yes, in that we agree that it allows the strategic direction and longer term vision to be considered at the same time as specific local development issues thus providing a clear link between the two documents. Such an approach would also ease the consultation load on the stakeholders without risking consultation fatigue. However, as you set out in your letter, the National Park Plan sets the strategic direction and context within which the Local Development Plan sits and it will be important to ensure that that this hierarchy is maintained.

Do you think we need to compile any additional evidence or information to help us draw up the Local Development Plan?

In terms of Nestrans' role as a Regional Transport Partnership for the North East, we feel it is important to consider the impact of development on the transport network and the implications for accessibility and encouraging greater use of public transport, cycling and walking. Evidence relating to the travel patterns and needs of both residents and visitors to the park would help to provide a sound understanding of where there may be opportunities for improvement.

Do you agree that the right place to set out the vision for the National Park, its settlement strategy and its land use strategy is the National Park Plan?

Yes, we agree that it is appropriate for the National Park Plan to set the strategic vision for the National Park, essentially taking on the role of a Strategic Development Plan. As noted above however, it is important that if this is the case, the timescales for the development of each plan allow for the National Park Plan to influence and guide the development of the LDP.

Do you agree that we include realistic options for development sites in the MIR but exclude 'non starters'?

This seems like a sensible approach provided that the justification for not including sites is provided at some point.

Do you agree that we use the 4 aims of the park to form the basis of the Main Issues Report?

This would also seem like a sensible approach, providing that the aims of the plan are not likely to be altered in the process of its review.

I hope that the above comments are useful and thank you again for the opportunity to comment.

Yours sincerely

Kirsty Morrison

Transport Executive (Strategy & Delivery)