



SCOTTISH EXECUTIVE
Development Department

PLANNING

SPP 17 Planning for Transport

Consultation Report

August 2005



SCOTTISH EXECUTIVE
Development Department

SPP 17 Planning for Transport

Consultation Report

August 2005

© Crown Copyright

Contents	Page
Introduction	1
The Consultation Process	1
General	3
Changes to the SPP following from the Consultation	3
Enquiries	4
Annex A Stakeholder Group	5
Annex B Who Responded	5

SCOTTISH PLANNING POLICY (SPP) 17

PLANNING FOR TRANSPORT

Introduction

This Report has been prepared by the Scottish Executive to explain the consultation process that was undertaken on the drafting of Scottish Planning Policy 17: *Planning for Transport* and the changes that have been made to the SPP in the light of the consultation responses and input from other key stakeholders. It is intended as a fair representation of the points made by respondees.

The report *Review of Strategic Planning: Conclusion and Next Steps* (published June 2002) proposed to replace National Planning Policy Guidelines with Scottish Planning Policies, more concise policy focused documents. SPP17 replaces NPPG9 on Roadside Facilities, NPPG17 on Transport, and an Addendum on Maximum Parking Standards.

The Consultation Process

In line with policy to extend participation in Government more widely through partnership and involvement in policy development, the consultation on this SPP was carried out in an open, inclusive and transparent way. The Scottish Executive used a number of methods to encourage consideration and discussion of the issues:

- An external advisory group of key stakeholders was established by the Scottish Executive to help prepare a consultative draft SPP. Some of those chose to be corresponding members, while the remainder attended meetings to discuss issues face to face. The draft SPP was published on 17 January 2004;
- The Scottish Executive issued 1,582 copies of the draft to a wide range of interests, 944 by hard copy and 638 by electronic means;
- The draft was also placed on the Scottish Executive website;
- A draft of a revised Planning Advice Note on *Planning for Transport* was also placed on the Scottish Executive website to assist respondents seeking background material.

The closing date for responses was 16 April 2004. This deadline was extended to allow some key stakeholders to submit their comments. In total, 102 responses were received from a wide range of stakeholders, and the Scottish Ministers are grateful to those who took the time to respond and shape the SPP. A summary of the responses and main issues arising was published on the Scottish Executive website in September 2004. The report can be found at <http://www.scotland.gov.uk/library5/planning/spp17cr-00.asp>. The main issues raised by respondees were discussed with the external advisory group. The Scottish Ministers are also grateful to the external advisory group for their assistance in helping to finalise the SPP.

There were no criticisms or concerns raised in relation to the handling of the consultation exercise.

The written responses to the consultation document have been placed in the Scottish Executive library and can be consulted on request by contacting general enquiries, Tel: 0131 244 4556.

They have also been placed on the Scottish Executive website at <http://www.scotland.gov.uk/library5/spp17cr-00.asp>.

August 2005

General

The majority of the 102 respondents broadly supported the overall policy direction of the SPP. Public transport operators particularly welcomed the objective of reducing car travel through planning positively in development for public transport, walking and cycling.

A number of bodies questioned the relationship of this draft SPP to other recent or current initiatives, some of which were not evident when the draft SPP was written. The relationship to the new Scottish Transport Agency, to Regional Transport Partnerships and strategies, and to modernising development planning are addressed in the final SPP.

Rural, tourism and recreation bodies raised the more recreational, including health, aspects of travel as distinct from issues of transport viewed as accessibility to land use development. Rural areas saw the draft SPP as urban focused though in fact there has been a shift from earlier NPPGs to recognise issues of rural accessibility. Presentation of inclusive mobility is an issue we have discussed with Mobility and Access Committee for Scotland.

Most community response on the handing of responsibility for roadside service development on the A9 to the local authorities has seen this as a change of policy towards a free for all. In fact the change is largely procedural and the Councils have resolved to maintain the current substantive policy.

Changes to the SPP following from the consultation

The Scottish Executive has made a series of changes to the draft SPP as a direct consequence of the consultation including discussion and comments from the external advisory group and specific internal Scottish Executive stakeholders. The paragraph numbers below follow the sequence in the draft SPP with new paragraphs in the final SPP where appropriate identified in brackets. Generally, footnotes have been added throughout to clarify and explain acronyms, define terms, etc.

Paragraph 5 – Reference to the overall vision has been moved up to the section on “The transport vision” and the rest of paragraph 5 subsumed in the sections on “Integration objectives” (new paragraph 6) and on “Relationship of strategic planning to major transport projects” (new paragraphs 16 and 17) to aid clarity.

Paragraph 6 – The list of integration objectives formerly in NPPG17 but not in the draft SPP17 has been reinstated in bullet form.

Paragraph 7 – A new bullet has been added to cover the role of electronic communication in reducing travel, congestion and pollution.

Following Paragraph 7 – In response to representations and to the emergence of new policy not available when the draft was written, new sections on “Health and Transport”, “Regional Transport Partnerships”, and “Rural Access and Land Reform (Scotland) Act 2003” have been added.

Major Strategic Projects – A new paragraph (new paragraph 14) on “A National Transport Strategy” has been added as an introduction to this section.

Paragraph 8 – This has been expanded into a more structured section on “Policy support” emphasising the interaction of development plan allocations and delivery of transport infrastructure and services (new paragraphs 15 to 18).

Paragraph 13 – This has been brought up to date with developments in the governance of the rail industry (new paragraph 23).

Paragraph 14 – This has been retitled to encompass all forms of guided transit rather than just trams (new paragraph 24).

Following paragraph 14 – Following representations, a new section on “Planning for buses” has been added (new paragraph 25).

Planning for seaports – Following representations, this section has been extended to include reference to the National Planning Framework consideration of Hunterston and Scapa Flow, and to island and coastal ferry services and their surface access (new paragraphs 29 to 31).

Paragraph 22 – Following representations, the concept of prioritising modes is reintroduced (new paragraph 35).

Planning for Mobility Impaired and Disabled Access – Following representations from a number of sources and a meeting with the Mobility and Access Committee for Scotland, this section is renamed “Planning for Inclusive Mobility” and includes sections on “Women and transport” and “Planning for people with mobility impairments”. Terminology generally has been modified to be more respectful, though no disrespect was intended by loose terminology in the draft (new paragraphs 44 and 45).

Planning for Freight – Following representations this has been extended to refer to Freight Quality Partnerships (new paragraph 47).

Paragraphs 59 and 61 – Following representations and further consideration by Trunk Road Network Management Division, reference to minimum 24 km spacing between service areas on motorways and trunk roads has been omitted (new paragraphs 77 and 79). In addition the previous distinction between core and non-core trunk roads is no longer appropriate and has been dropped (new paragraph 80).

Enquiries

Enquiries about the consultation process or the contents of this report should be addressed to Tom Williamson, Scottish Executive, Development Department, Planning Division 4, Victoria Quay, Edinburgh EH6 6QQ. Alternatively please phone 0131 244 7531 or e-mail tom.williamson@scotland.gsi.gov.uk.

Annex A: External Advisory Group

British Parking Association
CBI
CoSLA
Confederation of Passenger Transport
Department for Transport
Friends of the Earth
Freight Transport Association
Highways Agency
Living Streets
Mobility and Access Committee for Scotland
Office of the Deputy Prime Minister
Royal Town Planning Institute
Strategic Rail Authority
STUC
SUSTRANS

Annex B: Who Responded

Highland Perthshire Communities
Partnership
Blair Atholl & Struan Community Council
Helensburgh Green Belt Group
Central Scotland Forest Trust
Dunkeld & Birnam Community Council
Scottish Womens Convention
Highlands & Islands Enterprise
Scottish Enterprise
Kingswell Developments
John Briggs
Andrew McCracken
Tony Dance
Anon
Allan Burns
Margaret Goudie
Jack Belby
Dave Holladay
Scotways
A9 Highland Hosts
Highland Cycle Campaign
Sustrans
Cockburn Association
National Trust
Transform Scotland
British Motorcycle Federation
Forward Scotland
CTC-RTR Aberdeenshire
Angus Council
GCVSP
East Ayrshire Council
City of Glasgow Council
Aberdeenshire Council

South Lanarkshire Council
City of Edinburgh Council
Highland Council
Perth & Kinross Council
Scottish Borders Council
Stirling Council
Midlothian Council
East Renfrewshire Council
Dumfries & Galloway Council
Fife Council
South Ayrshire Council
Shetland Islands Council
Orkney Islands Council
Aberdeen City Council
West Lothian Council
East Dunbartonshire Council
Western Isles Council
Clackmannanshire Council
Renfrewshire Council
Cairngorms National Park
Sport Scotland
SEPA
Rail Passengers Committee
MACS
SNH
SRA
British Waterways
SPT
Highlands & Islands Green Party
RICS
Institute of Logistics and Transport
Law Society of Scotland
ACPOS

Civil Engineering Contractors Association
SSDP
Marks & Spencer
B&Q
Tesco
Atholl Mercantile Association
J&H Mitchell
Confederation of Passenger Transport
Timber Transport Forum
Blair Atholl Tourism Association
Homes for Scotland
Crown Castle UK (Telecoms)
Scottish Retail Consortium
Freight Transport Association

Federation of Small Businesses
Forestry and Timber Association
EWS Railway Co
First Glasgow
Stagecoach plc
First Aberdeen
Network Rail
First Group plc
BAA Scotland
Caledonian Macbrayne
Highlands & Islands Airports

August 2005

© Crown Copyright 2005

ISSN 1741 1203
ISBN 0 7559 2630 7



Astron B42360 08-05