

SPP Review - Priorities for Change

Contact Details

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Policy Ideas

The review is of the SPP as a whole – please consider connections and tensions between policy subjects

Policy Subject/s :

1. **Development Management**
2. **Economic Development**
3. **Transport**
4. **Location and design of new development**
5. **Links between SPP and other guidance from Scottish Government and agencies**

What works?

1. **Development Management**

SPT is a Regional Transport Partnership of 12 councils and has developed good working practices in relation to consultations on national and major planning applications in accordance with the letter from the Chief Planner of 16 December 2009. We provide advice on the public transport network, sustainable transport options to mitigate development impacts, scoping for developer contributions to mitigate transport impacts and seek to work with planning authorities, Transport Scotland and developers to implement Regional Transport Strategy objectives as well as national policies. SPP is a valuable reference point for this. However, as noted below, this process could be strengthened.

2. **Transport**

SPP provides advice on working with Transport Scotland on considering development plan and development impacts on the strategic transport network and the process for consultation and overall policy on capacity impacts is clearly stated. However, there is no reference to supplementary advice from Transport Scotland and no reference to consultation processes with rail agencies or RTPs.

3. **Location and design of new development**

The advice on sustainable transport considerations is clearly stated. However, there is no reference to supplementary advice e.g. Designing Streets and no reference to consultation processes with RTPs and public transport operators

What doesn't work?

1. **Development Management**

In updating SPP, there should be specific reference to advise Planning authorities to consult with SPT, and other Regional Transport Partnerships (RTPs), on national and major planning applications, and other planning applications that affect transport infrastructure including Subway tunnels and stations, bus stations, integrated transport hubs and park and ride sites. The present SPP does not call for specific consultation with

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RTPs on major planning applications although this advice was given to Heads of Planning in a letter from the Chief Planner of 16 December 2009. This inclusion would ensure that the Glasgow Subway infrastructure in particular could be protected by Planning conditions should development be proposed that could affect the integrity of the tunnels.

RTPs such as SPT have good working relationships with bus operators and can assist in developing workable mitigation solutions relating to public transport access. In addition they have knowledge and experience on all transport modes that can inform better Planning decision making.

2. Transport

While many development plans contain policies that safeguard existing transport infrastructure we consider there is an need to ensure that there is a presumption in national policy that transport infrastructure is safeguarded in development plans. SPP should Planning authorities to safeguard existing transport infrastructure including Subway tunnels and stations, bus stations, integrated transport hubs and park and ride sites within development plans, in addition to future transport proposals such as Fastlink or new transport hubs. This would protect the continuing operation of sustainable transport networks in towns and town centres and contribute to town centre revitalisation.

SPT would suggest that there is a need to review the Transport section of the current SPP in relation to parking standards in association with councils, RTPs and Transport Scotland. In our view there is a need to investigate opportunities for more restrictive maximum parking standards and in particular to provide more emphasis on restricting parking in town centres and city centres where good quality pedestrian and cycling and public transport provisions exists, subject to adequate parking provisions for people with a disability. Parking standards for residential development and private non-residential development should be considered. It is recognised that the availability of adequate parking for shopping trips is a consideration but there would seem to be scope to reducing parking provisions for business developments. We consider that this will encourage the revitalisation of town centres through sustainable transport modes and promote modal shift for commuting trips.

3. Links between SPP and other guidance from Scottish Government and agencies

The SPP would be more useful if it was an on-line document with links to related Guidance, best practice examples and relevant agencies, including Key Agencies such as SPT as an RTP. In addition to updating SPP, there is a need to list and review all extant Planning policy advice, Planning Advice Notes, Circulars, and Chief Planner's letters and reference each in the SPP. This would provide a better "one stop shop" resource for Government advice to developers and the public on current policy. There is a need to clarify the status of supplementary Planning advice, departmental guidance, guidance from Key Agencies, and case studies and ensure this is kept current and up to date.

Why?

See responses above

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Whilst we need to understand the issues, we ask that comments focus on the possible solutions.

What changes and/or solutions could be made to the policy to focus it on sustainable economic growth and to emphasise place making?

The structure of SPP could be reviewed to provide more recognition to encouraging new job creating development and the development and safeguarding of the transport network that underpins successful developments. Paragraphs 117 and 118 set out Government's positive recognition of the roles of airports and sea ports in the economy but this is not so clearly stated for other development sectors where the balance of advice in terms of volume and content is more negative.

In terms of place making, provision for sustainable transport and reduced reliance on private car trips should continue to be given a high priority. There is a need to include reference to latest Guidance, including sources of guidance and best case examples outside Government, can be accessed easily on-line. The SPP review should also review PANs and Circulars to ensure that developers can access current advice.