



National Planning Framework 4 Early Engagement – Policies

Promoting Sustainable Transport and Active Travel

Scottish Planning Policy 2014

*The **planning system** should:*

- *optimise the use of existing infrastructure;*
- *reduce the need to travel;*
- *provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;*
- *enable the integration of transport modes; and*
- *facilitate freight movement by rail or water.*

***Development plans** should:*

- *Support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport.*
- *Promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.*
- *identify any required new transport infrastructure or public transport services, including cycle and pedestrian routes, trunk road and rail infrastructure.*
- *Set out how contributions can be provided where public transport is required to serve a development.*
- *Safeguard disused rail lines*
- *Safeguard Strategic freight sites*
- *Opportunities to safeguard rail access to ports*
- *Safeguard canals which can contribute to sustainable economic growth through sensitive development and regeneration.*

*A transport assessment should be carried out where a **planning application** is likely to generate a significant increase in the number of trips.*

Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- *direct links to local facilities via walking and cycling networks are not available or cannot be made available;*
- *access to local facilities via public transport networks would involve walking more than 400m;*
- *the transport assessment does not identify satisfactory ways of meeting sustainable transport requirements.*

Cycle routes, cycle parking and storage should be safeguarded/enhanced wherever possible.

Electric vehicle charge points should always be considered as part of any new development and provided where appropriate.

What has changed since 2014?

- Protecting Scotland's Future: The Government's Programme for Scotland 2019-20¹ contains actions across all modes of transport to ensure that transport plays a key role in delivering net zero emissions by 2045.
- The National Transport Strategy² sets out priorities for Scotland's transport system over the next 20 years. Its vision and priorities underpin our approach to transport planning and reinforce the sustainable travel hierarchy to reflect in order of priority: walking and wheeling, cycling, public transport, taxis and shared transport, private car. The Strategy also defines a sustainable hierarchy for investment.
- Increased profile of the benefits of active travel through initiatives such as doubling the Active Travel budget to £80 million in the PfG 2018-19 and in strategies, policies and actions plans including the Active Travel Vision, Active Travel Outcomes Framework, Active Travel Taskforce Delivery Plan, the National Walking Strategy and the Cycling Action Plan for Scotland.
- Work progressing on the second Strategic Transport Projects Review (STPR2) – this will identify potential transport investment in Scotland over the next 20 years including active travel routes utilising both the Sustainable Travel hierarchy and the Transport Investment Hierarchy.
- Climate change plan: third report on proposals and policies 2018 – 2032³ Chapter 3 deals with transport. Due to the climate change emergency the absolute requirement for active and sustainable transport provision, adhering to the Sustainable Travel hierarchy, will be very much at the core of new climate change proposals being developed.
- Transport (Scotland) Bill achieved royal assent on 14 November 2019. The Act covers six different transport topics – the creation and enforcement of Low Emission Zones (LEZ), options for more flexibility in the provision of bus services, including; powers for local authorities to provide bus services; creation of new Bus Service Improvement Partnerships and powers to require bus operators to make more information available to the public; smart ticketing, a ban on pavement and double parking, Road Works, the financing of Regional Transport Partnerships and the governance of Scotland's canals and provides the ability for local authorities to introduce workplace parking levies.
- Continued interest in industry and inclusive growth in relation to transport with SCDI's publication Scotland's big Mo: Industrial strategy, inclusive growth and the future of mobility (June 2018)⁴.
- City and Regional Growth Deals have emerged and can have infrastructure implications with Transport Scotland involved in transport working groups and Growth Deal governance. A number of Growth Deal have land use and transport planning implications.
- Transport Governance considerations formed part of the NTS review process and consultation. The work to date has concluded that there is a case for change and

¹ [Protecting Scotland's Future: the Government's Programme for Scotland 2019-2020](#)

² [National Transport Strategy 2: Draft Strategy for Consultation](#)

³ [Climate Change Plan: third report on proposals and policies 2018-2032 \(RPP3\)](#)

⁴ https://issuu.com/scdi/docs/rc1465_connectivity_commission_web/23

that it is likely to focus on more regional delivery, allowing for spatial variation. Further work is required and Ministers are clear that there will not be change for change sake. The previous NTS Role and Responsibilities group is likely to be refreshed and re-established as part of the next steps to ensure the previous approach to collaborative working with key stakeholders such as COSLA, SOLACE and the RTPs

- Transport Scotland's DPMTAG document published in 2011 will be refreshed to reflect the changes arising from the Planning Bill and any updates in transport appraisal best practice, however the principles underpinning DPMTAG based on Scottish Transport Appraisal Guidance remain.
- In Spring 2020, Transport Scotland will publish an action plan in respect of the programme for Government commitment to decarbonise domestic rail passenger services in Scotland by 2035.
- The Programme for Government 2019 – 2020 details, amongst other elements, a Green Deal including commitments to: invest over £500 million in improved bus priority infrastructure to tackle the impacts of congestion on bus services and raise bus usage.

Proposed key objective of NPF4: To ensure that new development supports delivery of the vision and priorities set out in the National Transport Strategy.

Issues to consider:

- How can we strengthen our policies to ensure that our intentions are followed through in decisions and development on the ground?
- How do our policies need to change to ensure that the transport needs of local communities and investors are met?
- How do we improve the transport appraisal process within the development plan process to deliver the National Transport Strategy, including consideration of cumulative impacts of development on the transport system?
- In order to meet the National Transport Strategy sustainable travel and investment hierarchies, how can our policies:
 - locate development to reduce the need to travel unsustainably.
 - make best use of existing sustainable transport capacity?
 - enable active and sustainable travel to local amenities, healthcare, education and workplaces for all?
 - support better shared transport, including public transport connectivity, for longer journeys?
 - require the provision of shared transport such as car clubs, revise parking standards and limit access for private cars?

- help to align regeneration priorities with existing transport infrastructure capacity and / or areas where strategic interventions are made?
 - support the roll-out of new technologies to support sustainable transport options?
 - increase the resilience and adaptability of our places, including by reducing the susceptibility of the transport system to the effects of climate change?
 - combine reduced emissions with our place-making objectives, for example through designing-in accessibility, promotion of car-free developments, or rebalancing requirements for car parking.
 - promote higher density developments to support the use of sustainable transport options and / or ensure greater accessibility of facilities?
- How can our planning policies support transport connections outwith Scotland taking into account the context of UK's exit from the EU?
 - To what extent can our planning policies reduce the connectivity disadvantages experienced in island, rural and remote rural areas, including provision of access to vital public services (education, health care etc.)?
 - How can we ensure our policies promote a transport provision first approach to development, with planning authorities working collaboratively with developers, communities and infrastructure providers to support delivery?
 - How should these policies read across to wider policies on planning obligations and future prospects for an infrastructure levy arising from the Planning (Scotland) Act 2019?

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