

## **Green Transport Issues**

**1.1.8** In the course of carrying out this study, consideration has been given to measures to extend, enhance and encourage the use of sustainable modes of travel. Where applicable, these have been incorporated into the general text and have been integrated with and incorporated into the overall design process.

## **1.2 Policy Examination**

### **National Policy**

**1.2.1** National transport policy is set out in a series of documents which are used to advise authorities and to define the priorities and means by which they are to be achieved. The principal policy document is Scottish Planning Policy SPP 17: Planning for Transport issued in August 2005. This replaced and incorporated the previous (March 2003) version which dealt solely with the setting of maximum parking standards.

**1.2.2** The second document is a Planning Advice Note, PAN 75, which provides background and advice as to best practice, accompanied SPP17. Between them they set out the policy on using the land-use planning system to assist in reducing the need to travel, especially by car, and in facilitating travel by public transport, cycle and on foot. They give a general approach to locating significant travel generating developments, including applying maximum parking standards and seeking transport assessments from developers.

**1.2.3** Among other matters, the documents set out the priorities to be accorded to each of the various modes of travel. The highest priority is given to walking, followed by cycling, public transport and lastly, private car. These priorities were determined with reference to the need to develop an integrated and sustainable transport policy.

**1.2.4** The framework for delivering better integration of transport and land use planning is identified in SPPG 17 and in PAN 75, as a key policy tool. The objective should be to locate key travel generating land-uses to support more sustainable travel patterns. Such a framework is to consist of:

- a location policy, ensuring specified development takes place in locations which support sustainable mode share;
- a set of maximum parking standards for specified uses;
- replacing the system of traffic impact assessments with broader transport assessments which cover access by all modes;
- the use of green transport plans and planning agreements to promote sustainable transport solutions.

**1.2.5** The methodology is intended to ensure that access to significant travel-generating developments by non-car modes becomes greater than at present. The use of transport assessment and maximum parking standards is intended to focus attention on the requirement to deliver an appropriate modal split for new developments.

- 1.2.6** The publication of SPP 17 and PAN 75 was accompanied by the issue of “Transport Assessment and Implementation: A Guide”. This refined previous advice and set out a clear method for the assessment and implementation of the policy and advice contained in SPP 17 and PAN 75. Subsequently, this document has been revised and re-issued by Transport Scotland as “Transport Assessment and Guidance – A guide”.

## **Local Plan Policies**

- 1.2.7** All matters relating to Land Use Planning have been dealt with by Mr Howard Brindley. He has produced a separate report which deals with Planning Policy.

- 1.2.8** Throughout the whole design and assessment process, due regard has been had, and would continue to be had to the provisions and requirements of the Highland Council’s: -

- Road Safety Plan
- Local Transport Strategy
- Standards for Road Construction Consent and Adoption.
- The proposed development site

- 1.2.9** The site of the present application has been assessed in the light of the national and local policy documents. The site is very large but, for the purposes of this assessment, the approximate centre point of the main housing proposals was taken as the base for reference.

- 1.2.10** Of particular note in this regard: -

- All the residential development would be situated within 400 metres of the extended bus services to be located on the proposed new distributor road system;
- There are a limited number of existing footpath, footway and cycleway routes that serve the site at present and, as part of the proposed development, these would be substantially improved and supplemented;
- The centroid of the residential site lies within 1.2 kilometres of a railway station.

- 1.2.11** As such, the proposed development complies with the objective of locating key travel generating land-uses to support more sustainable travel patterns. This forms part of the framework for delivering better integration of transport and land use planning which was identified in SPPG 17 and in PAN 75, as a key policy tool.