

Questions - Part 1 – A National Spatial Strategy for Scotland 2045

1 Sustainable places. Our future net zero places will be more resilient to the impacts of climate change and support recovery of our natural environment. Do you agree that this approach will deliver our future net zero places which will be more resilient to the impacts of climate change and support recovery of our natural environment?

Do you agree that this approach will deliver our future net zero places which will be more resilient to the impacts of climate change and support recovery of our natural environment?:

The overall approach to creating sustainable places is one that the CIHT Scotland welcomes. In order for places to be sustainable they need to both be resilient to the impacts of climate change, but also work to reduce the impact that our places have on the environment. Including green infrastructure in this approach is one that the CIHT Scotland supports given the positives that such infrastructure can bring and also play a key role in carbon extraction. Reducing the need to travel unsuitably will be an essential contribution to achieving net zero. While the role of NTS2 and STPR2 in setting out the transport strategy supports NPF4, it is recommended that the measures to decarbonise strategic connections across Scotland are better reflected in the National Spatial Strategy. Focus should also be placed on how transport is embedded into places. Currently, sustainable transport can often be an afterthought in places and especially in new developments. There is scope here to tighten guidance to make sure that sustainable transport is 'baked-into' new developments from the beginning, and that there is sufficient guidance to improve current places.

2 Liveable places. Our future places, homes and neighbourhoods will be better, healthier and more vibrant places to live. Do you agree that this approach will deliver our future places, homes and neighbourhoods which will be better, healthier and more vibrant places to live?

Do you agree that this approach will deliver our future places, homes and neighbourhoods which will be better, healthier and more vibrant places to live?:

CIHT Scotland welcomes the approach to creating liveable places. However, Planning Advice Note (PAN) 75 has, for over two decades now, been used by the industry to define the suitability of new developments to amenities in terms of walking distance, recommending a threshold of 1,600m, the equivalent of a 20-minute walk thus the concept of a '20 minute' neighbourhood is not new in Scotland. Therefore the CIHT want to see how the neighbourhood approach will be better aligned to the planning decision making process taking cognisance of lessons learned from PAN 75.

Undoubtedly, the places in which we live should be better, healthier and more vibrant places. The COVID-19 pandemic has changed the way in which we now live, work, and play, as such, the places we live need to be restructured to reflect that change but they also need to be resilient to adapt to longer term trends such as autonomous vehicles. The approach around the concept of 20-minute neighbourhoods puts a greater emphasis on placemaking and promotes sustainable healthier travel modes consistent with the NTS2 sustainable travel hierarchy of walking, wheeling and cycling ahead of modes like the private car. This is something that CIHT Scotland strongly supports, but the recommendation would be to make sure that the definition and features of the 20-minute neighbourhoods are clear in the framework to encourage a consistent concept across all action areas while recognising the variation in approach required to suit the different geographies. The framework should also make sure that the 20-minute neighbourhood approach is clear on how transport is fundamental in enabling the concept and giving clear guidance on how it does so for example.

In relation to detail, CIHT Scotland consider that it is essential for active travel and public transport to be properly planned at the outset and designed to accommodate growth in these modes being predicted by the NTS and STPR and by doing so avoid the need to retrofit additional capacity after the initial build. Planning will require to include for linking active travel facilities beyond site boundaries to connect with existing neighbourhood facilities for the 20-minute policy to succeed. Finally, active travel facilities will require to be designed to accommodate growth in active travel including e-bikes, while parking provision for bikes, e-bikes and cargo bikes will also require to be considered.

3 Productive places. Our future places will attract new investment, build business confidence, stimulate entrepreneurship and facilitate future ways of working – improving economic, social and environmental wellbeing. Do you agree that this approach will deliver our future places which will attract new investment, build business confidence, stimulate entrepreneurship and facilitate future ways of working – improving economic, social and environmental wellbeing?

Do you agree that this approach will deliver our future places which will attract new investment, build business confidence, stimulate entrepreneurship and facilitate future ways of working – improving economic, social and environmental wellbeing?:

CIHT Scotland believes that the transport sector plays a fundamental role in the productivity of our places. Transport allows our places to be connected and provides the backbone of our economy. The better application of "Triple Access Planning", integration of land-use, transport connectivity and digital connectivity would undoubtedly contribute towards improving economic, social, and environmental wellbeing and in turn allow more productive places while providing opportunities for which benefit everyone and every place. We would like to see a stronger emphasis on inclusive economic, social and environmental wellbeing within the framework. CIHT Scotland also recognises that the COVID 19 pandemic has demonstrated that the decoupling of economic growth and transport growth is achievable and would like the framework to recognise that 20 minute neighbourhoods can not only provide access to local services but also support local employment and economic growth.

4 Distinctive places. Our future places will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient. Do you agree that this approach will deliver our future places which will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient?

Do you agree that this approach will deliver our future places which will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient?:

CIHT Scotland broadly supports this approach to creating distinctive places, however, in order to ensure places are easy to move around, there must be a clear effort in making sure that sustainable transport is integral to the design-led approach. When designing any new development, the transport provision should follow that of the sustainable travel hierarchy as laid out in the NTS2 and supporting guidance should be provided at the local level for designers and decision makers to allow the flexibility to create distinctive and innovative places. This will ensure that from the design phase of any new development that sustainable transport is implemented, appropriate to the needs of specific communities, and prioritised, providing places that are easy to move around.

5 Distinctive places. Our future places will be distinctive, safe and pleasant, easy to move around, welcoming, nature-positive and resource efficient. Do you agree that the spatial strategy will deliver future places that overall are sustainable, liveable, productive and distinctive?

Do you agree that the spatial strategy will deliver future places that overall are sustainable, liveable, productive and distinctive?:

Yes. The information given does suggest that the overall spatial strategy will deliver places that are sustainable, liveable, productive and distinctive. Basing the strategy around a 20-minute neighbourhood concept and Active Travel Networks will allow the framework to guide those responsible. However, the strategy must provide sufficient detail, or direct decision makers to where such detail is provided to enable a consistent approach to these programmes yet providing the flexibility to provide distinctive places. The focus of the NPF4 on encouraging shorter, active travel journeys is recognised.

It is recommended that this framework better recognises the role of NTS2 and STPR2 in managing and decarbonising transport demands along strategic connections.

Delivery is key and CIHT Scotland consider that is best achieved by development management teams working with developers to deliver the shared goal of sustainable, liveable, productive and distinctive places.

6 Spatial principles. Do you agree that these spatial principles will enable the right choices to be made about where development should be located?

Do you agree that these spatial principles will enable the right choices to be made about where development should be located?:

Yes. However, CIHT Scotland also note the spatial principles and recognise the tensions between some of these. Compact Growth and Local Living, both support the principle of reducing the need to travel unsustainably, while striving to achieve balanced development across rural and island areas will require more innovative approaches to connect communities and allow rural communities to grow. Digital connectivity, the final part of "Triple Access Planning" including land use and transport, must provide the ability to improve accessibility and allow valuable job creation across the country.

It is recommended that the strategy also reflects the need for and role of the car and public transport in more dispersed communities to support the principle of reducing the need to travel unsustainably.

7 Spatial Strategy Action Areas. Do you agree that these spatial strategy action areas provide a strong basis to take forward regional priority actions?

Do you agree that these spatial strategy action areas provide a strong basis to take forward regional priority actions?:

Yes, but it is essential that the strategic advice is adhered to in delivery with the NTS sustainable travel hierarchy determining the priority of delivering sustainable transport modes first rather than, as is too often the case, major road infrastructure leading. Delivering road infrastructure before sustainable transport infrastructure does nothing to encourage the changed mode-choice behaviours that the existing transport and planning policies are supposed to seek. Therefore, the current NPF4 needs to major on actual delivery of such policies.

8 North and west coastal innovation. Do you agree with this summary of challenges and opportunities for this action area?

Do you agree with this summary of challenges and opportunities for this action area?:

9 North and west coastal innovation. What are your views on these strategic actions for this action area?

What are your views on these strategic actions for this action area? :

10 Northern revitalisation. Do you agree with this summary of challenges and opportunities for this action area?

Do you agree with this summary of challenges and opportunities for this action area?:

11 Northern revitalisation. What are your views on these strategic actions for this action area?

What are your views on these strategic actions for this action area?:

12 North east transition. Do you agree with this summary of challenges and opportunities for this action area?

Do you agree with this summary of challenges and opportunities for this action area?:

13 North east transition. What are your views on these strategic actions for this action area?

What are your views on these strategic actions for this action area?:

14 Central urban transformation. Do you agree with this summary of challenges and opportunities for this action area?

Do you agree with this summary of challenges and opportunities for this action area? :

15 Central urban transformation. What are your views on these strategic actions for this action area?

What are your views on these strategic actions for this action area? :

16 Southern sustainability. Do you agree with this summary of challenges and opportunities for this action area?

Do you agree with this summary of challenges and opportunities for this action area?:

17 Southern sustainability. What are your views on these strategic actions for this action area?

What are your views on these strategic actions for this action area?:

18 National Spatial Strategy. What are your overall views on this proposed national spatial strategy?

What are your overall views on this proposed national spatial strategy?:

The Action Areas identified in the proposed National Spatial Strategy demonstrate the vast differences across the wider Scottish geography, urban and rural density and employment. CIHT Scotland recognise that to meet the transport needs of these areas and contribute to net zero will require society to undertake significant behavioural changes in where and how they will access services, employment and leisure.

CIHT at a UK level recognises the importance of NTS2, especially with the strategy being recognised in legislation. NTS2 provides the framework required to achieve those changes and failing to deliver the national spatial strategy in line with NTS2 will risk falling short in terms of addressing transport aspects of the climate challenge. The transport challenges required to support those changes will require innovative approaches to the way in which our industry will support the NPF4.

Appropriate investment in the sustainable travel hierarchy and application of the principles of 20 minute neighbourhoods have the opportunity to build on the local living outcomes adopted through the COVID pandemic. However, commuting, however much reduced, will continue in some form and that will require innovative and affordable public transport solutions to ensure that the action area outcomes can be achieved.

While the spatial strategy captures the opportunity to ensure that new development achieves the aims of delivering sustainable, liveable, productive and distinctive places, the principle challenge will be how the planning framework can support the retrofitting of these attributes in our existing urban and rural environments and how supporting strategies and policies tackle the necessary behaviour change.

Questions - Part 2 - National developments

19 Do you think that any of the classes of development described in the statements of need should be changed or additional classes added in order to deliver the national development described?

Do you think that any of the classes of development described in the statements of need should be changed or additional classes added in order to deliver the national development described?:

CIHT Scotland welcomes and supports No. 2. National Walking, Cycling and Wheeling Networks. Clarity is required as to how new or upgraded routes would require to demonstrate that they form part of a national network and therefore achieve national development designation.

When looking at No. 3. Urban Mass / Rapid Transit Networks, CIHT Scotland believes that demand management should be looked at this in tandem. CIHT has long called for an effective demand management model and has previously submitted evidence to the Transport Committee when detailing its support for a fair road pricing strategy to be implemented. Evidence of demand management models can be seen in a variety of settings as well as different approaches. In cities, we can see examples of demand management in the forms of car park charging, Low Emission Zones and park and ride facilities, as well as congestion charging.

CIHT Scotland would like to see Designations of Classes more clearly define supporting multi-modal transport infrastructure for all national developments, particularly for National Development No. 8, 10, 11 and 18. We would also welcome Designation of Classes which align with 20-minute neighbourhoods for example in proposed high density employment National Developments we would like to see mixed use opportunities supported through the planning system for delivery.

20 Is the level of information in the statements of need enough for communities, applicants and planning authorities to clearly decide when a proposal should be handled as a national development?

Is the level of information in the statements of need enough for communities, applicants and planning authorities to clearly decide when a proposal should be handled as a national development?:

21 Do you think there are other developments, not already considered in supporting documents, that should be considered for national development status?

Do you think there are other developments, not already considered in supporting documents, that should be considered for national development status?:

Questions - Part 3 – National Planning Policy

22 Sustainable Places. We want our places to help us tackle the climate and nature crises and ensure Scotland adapts to thrive within the planet's sustainable limits. Do you agree that addressing climate change and nature recovery should be the primary guiding principles for all our plans and planning decisions?

Do you agree that addressing climate change and nature recovery should be the primary guiding principles for all our plans and planning decisions? :

Yes.

23 Policy 1: Plan-led approach to sustainable development. Do you agree with this policy approach?

Do you agree with this policy approach?:

Yes, but the key is ensuring that delivery is rigorously pursued.

24 Policy 2: Climate emergency. Do you agree that this policy will ensure the planning system takes account of the need to address the climate emergency?

Do you agree that this policy will ensure the planning system takes account of the need to address the climate emergency? :

The policy will contribute to the planning system taking account of the climate challenge which is a multi-faceted issue. It is recognised that form of new developments and places will send clear messages about the planning systems contribution and society's intent to address the climate emergency.

25 Policy 3: Nature crisis. Do you agree that this policy will ensure that the planning system takes account of the need to address the nature crisis?

Do you agree that this policy will ensure that the planning system takes account of the need to address the nature crisis? :

CIHT believe that Policy 3 will ensure that the planning system takes account of the need to address the nature crisis. Although for the policy it is not clear how the transportation sector can contribute to addressing the nature crisis.

This policy should consider how nature recovery can be integrated within transportation. This can be address by delivering blue and green corridors, to bring ecosystems and communities together in a blue green connectivity corridor. The National Trust have been working to deliver blue green corridors to reconnect people with nature, while benefiting biodiversity, improve water quality and help wildlife to flourish alongside rivers and countryside.

26 Policy 4: Human rights and equality. Do you agree that this policy effectively addresses the need for planning to respect, protect and fulfil human rights, seek to eliminate discrimination and promote equality?

Do you agree that this policy effectively addresses the need for planning to respect, protect and fulfil human rights, seek to eliminate discrimination and promote equality?:

CIHT Scotland welcomes this policy and believes that it will effectively address the need for planning to respect, protect and fulfil human rights, seek to eliminate discrimination and promote equality. Planning and transport must make sure that it fulfils its commitment to upholding human rights, by engaging with people and communities it should be able to do so. CIHT has recently launched a challenging new Equality, Diversity and Inclusion (EDI) Strategy to influence the future of the highways, transportation, infrastructure and services sector.

'Shifting the dial' outlines an ambitious strategy that will use the Chartered Institution of Highways & Transportation's (CIHT) position as a strategic influencer and leader in the transport sector to effect change. 'Shifting the dial' outlines 5 strategic priorities that CIHT will focus on over the next 3 years and these include:

1. Embed EDI as integral to the vision and mission of CIHT through encouraging wider member participation in all aspects of governance and ensuring there are no barriers to membership and professional education.
2. Become recognised as the EDI leader in the sector, influencing culture, behaviour and EDI best practice with regard to inclusive design and placemaking.
3. Use diverse role models and best practice examples to change the perception of the sector and support an increase in representation across all areas of diversity.
4. Improve and increase inclusive EDI education opportunities through CIHT, in addition to ensuring inclusivity of skillsets for the future.
5. Drive impact across the industry through facilitating collaboration with key partners, peers and SMEs to support sector-wide EDI progress.

Therefore, CIHT Scotland would encourage Scottish Government to adopt a similar ambitious strategy and embed this within NPF4 and reflected in Policy 4.

27 Policy 5: Community wealth building Do you agree that planning policy should support community wealth building, and does this policy deliver this?

Do you agree that planning policy should support community wealth building, and does this policy deliver this?:

Yes, provided delivery is rigorously pursued.

28 Policy 6: Design, quality and place. Do you agree that this policy will enable the planning system to promote design, quality and place?

Do you agree that this policy will enable the planning system to promote design, quality and place?:

Yes, provided delivery is rigorously pursued.

29 Policy 7: Local living. Do you agree that this policy sufficiently addresses the need to support local living?

Do you agree that this policy sufficiently addresses the need to support local living? :

Yes, provided delivery is rigorously pursued.

30 Policy 8: Infrastructure First. Do you agree that this policy ensures that we make best use of existing infrastructure and take an infrastructure-first approach to planning?

Do you agree that this policy ensures that we make best use of existing infrastructure and take an infrastructure-first approach to planning?:

CIHT Scotland welcomes an Infrastructure First approach. When it comes to new transportation infrastructure Local Development Plans and delivery programmes need to adopt a “decide and provide” approach supported by scenario planning to ensure that infrastructure investment is directed appropriately and that, consistent with the sustainable travel hierarchy, active travel and public transport elements are also delivered first. CIHT Scotland recognises the requirement to ensure that the infrastructure network is resilient to future changes relating to how we travel and the impacts of climate change.

31 Policy 9: Quality homes. Do you agree that this policy meets the aims of supporting the delivery of high quality, sustainable homes that meet the needs of people throughout their lives?

Do you agree that this policy meets the aims of supporting the delivery of high quality, sustainable homes that meet the needs of people throughout their lives?:

32 Policy 10: Sustainable transport. Do you agree that this policy will reduce the need to travel unsustainably, decarbonise our transport system and promote active travel choices?

Do you agree that this policy will reduce the need to travel unsustainably, decarbonise our transport system and promote active travel choices?:

CIHT Scotland agree that this policy will reduce the need to travel unsustainably. The key element is for the Development Plan to prioritise locations where integration between land use and sustainable transport systems is achievable / can be maximised and that the delivery of those systems happens while also planning for growth in sustainable transport modes.

33 Policy 11: heat and cooling. Do you agree that this policy will help us achieve zero emissions from heating and cooling our buildings and adapt to changing temperatures?

Do you agree that this policy will help us achieve zero emissions from heating and cooling our buildings and adapt to changing temperatures? :

34 Policy 12: Blue and green infrastructure, play and sport. Do you agree that this policy will help to make our places greener, healthier, and more resilient to climate change by supporting and enhancing blue and green infrastructure and providing good quality local opportunities for play and sport?

Do you agree that this policy will help to make our places greener, healthier, and more resilient to climate change by supporting and enhancing blue and green infrastructure and providing good quality local opportunities for play and sport?:

CIHT support Policy 12 and welcome the incorporation of blue and green infrastructure (BGI) within the Scottish planning system. CIHT believe this policy will contribute to making places greener, healthier and more resilient to climate change. However, CIHT believe that BGI can go further than providing play and sport, but also facilitate climate and ecological resilience along the road network and enhancing health and wellbeing.

CIHT's Improving Local Highways document highlights that government should work with the sector to develop a new focus for the Local Highway Network. A recommendation to develop this new focus is to show how the road network will support the delivery of a carbon-neutral system, create sustainable, green, resilient, and accessible places, make transport healthier, and help the economy grow.

To do this, there needs to be a shift in the way we think, invest, design and plan for infrastructure. The current infrastructure we deliver misses the opportunity to provide both quality of life and environmental benefits, while also enhancing eco-systems. It was highlighted within the recent IPCC report (28 February 2022) that implementing blue and green infrastructure within the highway network can tackle the current climate crisis.

Implementing blue and green infrastructure is an asset, providing place making solutions which can go on to help achieve active travel and public health goals, deliver climate and ecological resilience improving flood resilience and biodiversity targets, and local community benefits through enhancing air quality, reducing stress and creating more tranquil areas.

While the concept and benefits of blue and green infrastructure is well known by practitioners, there is still a level of uncertainty within planning; and delivering BGI across the road network. CIHT believe BGI should be considered more holistically within infrastructure as an asset, and therefore funding

should be provided to deliver BGI alongside and for the maintenance thereafter.

To aid this policy the Scottish Government should also consider providing a supplementary guidance document, this will ensure a consistent approach for BGI development proposals across regional and local authorities, as well as bridging the gap in planning for BGI.

35 Policy 13: Sustainable flood risk and water management. Do you agree that this policy will help to ensure places are resilient to future flood risk and make efficient and sustainable use of water resources?

Do you agree that this policy will help to ensure places are resilient to future flood risk and make efficient and sustainable use of water resources?:

Yes, it should help but climate change and knock-on effects of localised prevention schemes need to be carefully considered when new developments are being appraised.

36 Policies 14 and 15 – Health, wellbeing and safety. Do you agree that this policy will ensure places support health, wellbeing and safety, and strengthen the resilience of communities?

Do you agree that this policy will ensure places support health, wellbeing and safety, and strengthen the resilience of communities?:

Yes.

37 Policy 16 – land and premises for business and employment. Do you agree that this policy ensures places support new and expanded businesses and investment, stimulate entrepreneurship and promote alternative ways of working in order to achieve a green recovery and build a wellbeing economy?

Do you agree that this policy ensures places support new and expanded businesses and investment, stimulate entrepreneurship and promote alternative ways of working in order to achieve a green recovery and build a wellbeing economy?:

Yes the policy has the opportunity to do so, however, only if the private sector are properly engaged in the early stages.

Questions - Part 3 - National Planning Policy continued

38 Policy 17: Sustainable tourism. Do you agree that this policy will help to inspire people to visit Scotland, and support sustainable tourism which benefits local people and is consistent with our net-zero and nature commitments?

Do you agree that this policy will help to inspire people to visit Scotland, and support sustainable tourism which benefits local people and is consistent with our net-zero and nature commitments?:

Yes, but there is scope for greater innovation and imagination in addressing the sustainability dimension. For example, Scotland's islands are a great draw for tourists but they depend on reliable connectivity, mainly from ferries. New vessels are expensive capital items and their size and number are largely determined by the number of vehicles they have to carry, whilst the passenger carrying potential is much less onerous. Where a popular tourist island currently requires two ferries to satisfy tourist demand, perhaps the option should be considered of co-designing an on-island sustainable travel offer which leaves the owned vehicle behind and an electric vehicle is provided on the island all as part of the fare. Even allowing for the cost of the EV fleet and a generous provision of charging places; the cost of a second ferry vessel could be avoided with significant savings and the creation of a fresh, attractive eco-tourism package.

39 Policy 18: Culture and creativity. Do you agree that this policy supports our places to reflect and facilitate enjoyment of, and investment in, our collective culture and creativity?

Do you agree that this policy supports our places to reflect and facilitate enjoyment of, and investment in, our collective culture and creativity?:

Yes

40 Policy 19: Green energy. Do you agree that this policy will ensure our places support continued expansion of low carbon and net-zero energy technologies as a key contributor to net-zero emissions by 2045?

Do you agree that this policy will ensure our places support continued expansion of low carbon and net-zero energy technologies as a key contributor to net-zero emissions by 2045?:

Yes

41 Policy 20: Zero waste. Do you agree that this policy will help our places to be more resource efficient, and to be supported by services and facilities that help to achieve a circular economy?

Do you agree that this policy will help our places to be more resource efficient, and to be supported by services and facilities that help to achieve a circular economy?:

Yes

42 Policy 21: Aquaculture. Do you agree that this policy will support investment in aquaculture and minimise its potential impacts on the environment?

Do you agree that this policy will support investment in aquaculture and minimise its potential impacts on the environment?:

43 Policy 22: Minerals. Do you agree that this policy will support the sustainable management of resources and minimise the impacts of extraction of minerals on communities and the environment?

Do you agree that this policy will support the sustainable management of resources and minimise the impacts of extraction of minerals on communities and the environment?:

44 Policy 23: Digital infrastructure. Do you agree that this policy ensures all of our places will be digitally connected?

Do you agree that this policy ensures all of our places will be digitally connected?:

Yes and CIHT Scotland consider this should be a matter of the utmost priority. When planning the national roll-out of digital communications Ofcom prioritised major centres of population. Unfortunately this neglected transport corridors which would benefit from sustained signal connectivity for the purposes of car/freight driver travel information and for productive ends by commuters and tourists travelling by public transport. Further, in addressing the suitability of development sites it would be useful for planning and transport authorities to consider the merits of "Triple Access Planning" when determining site accessibility, this being a function of spatial proximity, physical mobility and digital connectivity.

45 Policies 24 to 27 – Distinctive places. Do you agree that these policies will ensure Scotland's places will support low carbon urban living?

Do you agree that these policies will ensure Scotland's places will support low carbon urban living?:

CIHT Scotland consider that there is a clear tension between Policy 26, Town centre first assessment and the other policies under this heading which promote 20-minute neighbourhoods. While recognising the flexibility required when applying the principle of 20-minute neighbourhoods across urban and rural areas, it is recommended that a clearer definition of 20-minute neighbourhoods is provided within NPF4 to ensure that any such tension can be interpreted and understood.

46 Policy 28: Historic assets and places Do you agree that this policy will protect and enhance our historic environment, and support the re-use of redundant or neglected historic buildings?

Do you agree that this policy will protect and enhance our historic environment, and support the re-use of redundant or neglected historic buildings? :

47 Policy 29: Urban edges and the green belt. Do you agree that this policy will increase the density of our settlements, restore nature and promote local living by limiting urban expansion and using the land around our towns and cities wisely?

Do you agree that this policy will increase the density of our settlements, restore nature and promote local living by limiting urban expansion and using the land around our towns and cities wisely?:

48 Policy 30: Vacant and derelict land. Do you agree that this policy will help to proactively enable the reuse of vacant and derelict land and buildings?

Do you agree that this policy will help to proactively enable the reuse of vacant and derelict land and buildings?:

49 Policy 31: Rural places. Do you agree that this policy will ensure that rural places can be vibrant and sustainable?

Do you agree that this policy will ensure that rural places can be vibrant and sustainable? :

50 Policy 32: Natural places. Do you agree that this policy will protect and restore natural places?

Do you agree that this policy will protect and restore natural places?:

51 Policy 33: Peat and carbon rich soils. Do you agree that this policy protects carbon rich soils and supports the preservation and restoration of peatlands?

Do you agree that this policy protects carbon rich soils and supports the preservation and restoration of peatlands? :

52 Policy 34 – Trees, woodland and forestry: Do you agree that this policy will expand woodland cover and protect existing woodland?

Do you agree that this policy will expand woodland cover and protect existing woodland?:

53 Policy 35: Coasts. Do you agree that this policy will help our coastal areas adapt to climate change and support the sustainable development of coastal communities?

Do you agree that this policy will help our coastal areas adapt to climate change and support the sustainable development of coastal communities?:

Questions - Part 4 - Delivering our spatial strategy

54 Do you agree with our proposed priorities for the delivery of the spatial strategy?

Do you agree with our proposed priorities for the delivery of the spatial strategy?:

Yes. In particular investing in planning service resources should result in greater opportunity to influence outcomes aligned to the spatial strategy.

55 Do you have any other comments on the delivery of the spatial strategy?

Do you have any other comments on the delivery of the spatial strategy?:

CIHT would respond by repeating our recurring theme throughout this consultation response, the success of the spatial strategy all comes down to effective delivery of the well-intentioned national and local policies for both planning and transport.

Questions - Part 5 - Annexes

56 Annex A. Do you agree that the development measures identified will contribute to each of the outcomes identified in section 3A(3)(c) of the Town and Country Planning (Scotland) Act 1997?

Do you agree that the development measures identified will contribute to each of the outcomes identified in section 3a(3)(c) of the Town and Country Planning (Scotland) Act 1997? :

57 Annex B. Do you agree with the minimum all-tenure housing land requirement (mathlr) numbers identified above?

Do you agree with the minimum all-tenure housing land requirement (mathlr) numbers identified above?:

58 Annex C. Do you agree with the definitions set out above? Are there any other terms it would be useful to include in the glossary?

Do you agree with the definitions set out above? Are there any other terms it would be useful to include in the glossary?:

Please include "Active Travel" and "Triple Access Planning" in the glossary.

Questions - Integrated Impact Assessments

59 Environmental Report. What are your views on the accuracy and scope of the environmental baseline set out in the environmental report?

What are your views on the accuracy and scope of the environmental baseline set out in the environmental report? :

60 Environmental Report. What are your views on the predicted environmental effects of the draft NPF4 as set out in the environmental report? Please give details of any additional relevant sources.

What are your views on the predicted environmental effects of the draft NPF4 as set out in the environmental report? Please give details of any additional relevant sources.:

61 Environmental Report. What are your views on the potential health effects of the proposed national developments as set out in the environmental report?

What are your views on the potential health effects of the proposed national developments as set out in the environmental report?:

62 Environmental Report. What are your views on the assessment of alternatives as set out in the environmental report?

What are your views on the assessment of alternatives as set out in the environmental report?:

63 Environmental Report. What are your views on the proposals for mitigation, enhancement and monitoring of the environmental effects set out in the environmental report?

What are your views on the proposals for mitigation, enhancement and monitoring of the environmental effects set out in the environmental report?:

64 Society and Equalities Impact Assessment. What are your views on the evidence and information to inform the society and equalities impact assessment?

What are your views on the evidence and information to inform the society and equalities impact assessment?:

CIHT aims to harness its position as a strategic influencer and leader in the highways, transport infrastructure and services sector to shift the dial significantly on Equality, Diversity and Inclusion (EDI).

As highlighted in CIHT's "Shifting the Dial" document, we believe there is a need to be transparent about challenges as related to EDI and be accountable on reporting progress internally and externally.

It is recommended that benchmarks, measures and reporting are to be carried out in order to track and monitor progress, on annual basis, on EDI, as well as society and equalities impact assessments. This will ensure evidence and information is collected regularly to inform the society and equalities impact assessment.

It is also important to educate wider sector partners to build EDI awareness in its broadest sense and ownership over EDI progress across the industry.

65 Society and Equalities Impact Assessment.Do you have any comments on the findings of the equalities impact assessment?

Do you have any comments on the findings of the equalities impact assessment?:

66 Society and Equalities Impact Assessment.Do you have any comments on the findings of the children's rights and wellbeing impact assessment?

Do you have any comments on the findings of the children's rights and wellbeing impact assessment?:

67 Society and Equalities Impact Assessment.Do you have any comments on the fairer Scotland duty and the draft NPF4?

Do you have any comments on the fairer Scotland duty and the draft NPF4?:

68 Society and Equalities Impact Assessment.Do you have any comments on the consideration of human rights and the draft NPF4?

Do you have any comments on the consideration of human rights and the draft NPF4?:

Do you have any comments on the consideration of human rights and the draft NPF4?:

69 Society and Equalities Impact Assessment.Do you have any comments on the islands impact assessment?

Do you have any comments on the islands impact assessment?:

70 Business and Regulatory Impact Assessment.Do you have any comments on the partial business and regulatory impact assessment?

Do you have any comments on the partial business and regulatory impact assessment? :

About you

What is your name?

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Are you responding as an individual or an organisation?

Organisation

What is your organisation?

Organisation:

CIHT

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

Publish response with name

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Yes

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy.

I consent

Evaluation

Please help us improve our consultations by answering the questions below. (Responses to the evaluation will not be published.)

Matrix 1 - How satisfied were you with this consultation?:

Slightly satisfied

Please enter comments here.:

Matrix 1 - How would you rate your satisfaction with using this platform (Citizen Space) to respond to this consultation?:
Very satisfied

Please enter comments here.: