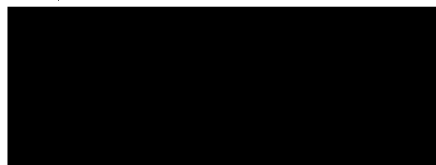


National Planning Framework Team
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National Planning Framework 2: Discussion draft and Associated Documents

Dear Planning Team

Some comments on your wide-ranging and lucid discussion draft.

Page 17

Paragraphs 57-58

The dominance of the car has a bad effect on other modes of transport. If more and better walking/cycling links existed between places (smooth tarred and well-cambered) drivers might cycle or walk more and it would make non-drivers feel less ignored. It would also assist health and tourism.

Page 23

Paragraph 78

All except the first section would be greatly helped by a decent core path network such as those in south Ayrshire, but alas, non-existent in many areas - I mean routes free of vehicles and their noise and fumes.

Page 31

Paragraph 105

Very true, many communities feel demoralised knowing their area is rundown and people can feel helpless in the face of decline.

Page 41-2

Paragraph 137

Some Scots are just not mentally ready for serious recycling. I'm in a weekly beach-cleaning group which for 13+ years has cleared part of Helensburgh's coast, apart from school kids finding it uncool to use a bin, to gathering dumped bottles and cans and wrappers that go down street drains out to sea via our 'combi' drains and ashore, we also take dumped bricks and other recyclables to the coup where we see greenery in the green skip, but still in polythene bags, plaster and household rubbish in the bottoming skip, sound wood not in the wood skip, but in with the household rubbish - not to mention sound, modern complete objects which the charity shops could have taken.

Page 44

Paragraph 146

Laudable, but in very built-up areas it seems vital to plan **not** to cover spaces where future paths might go to link with other places (even if the money is not yet in place). In Helensburgh because of a lack of 'joined-up thinking', we have two places now sealed-off, in one it may be costly and difficult to link the town and the next village, in the other, a super new path and the moors above are effectively cut off from nice woodland below. Helensburgh has an upland link to this village, but it's only used by people with cars and those living nearby.

Page 45

Paragraph 149

Yes! Again, carless households have a tougher time of it. Health in general would improve if areas poor in decent core path systems got them and walking, and thus health would improve, rather than as too often one expects to jump into a car and go the the walking place? (Or hospital visit).

Page 54-6

Paragraph 185

One aspect of landscape not mentioned here, is that if the landscape is not accessible, it will only be a 3D backdrop to its nearby built environment and people living near will neither treasure it nor explore it let alone take an interest in it, if it cannot be crossed on foot, bicycle or on a horse? Some areas are highly approachable and are enjoyed by explorers, others are exceedingly difficult.

Page 61

Paragraph 204

There is now no direct west coast train route Glasgow to Penzance! This was noted by the Western Morning News (Devon and Cornwall's daily paper) as a disaster for business and tourism. Who wants to lug a wheelie suitcase and perhaps a baby buggy out at Birmingham and find the Cornwall train, and then try and find your seat (booking strongly recommended for both legs of the journey)? I may not go to my sister in Devon this summer, I can't face it!

Page 65-6

Paragraph 65

Buses are **only** flexible in that they don't need rails. They can't take much shopping, trolleys are a no-no; childrens' buggies, about 3 on a small bus and large bits of DIY are very tricky, but trains take all of these.

Many buses refuse dogs or reserve the right prevent anyone boarding on any grounds. Who is going (with a dog) to set out to visit a relative, but run the chance of being refused on the return, supposing they manage the outward journey? I've responded to two consultation documents on transportation, the people who composed them when considering non-car journeys, especially by bus, were clearly no users of public transport. The implication in both, was buses were the rural solution - useful, practical, making things nearly equal to having a car, but they are not! If you have a shopping trolley, it's difficult to enter and you have to move it, often sideways, to the back where it will take up one person's standing room (tricky if you need to get off before the final stop), even modern buggies take space, are tricky to collapse if the person has lots of shopping. A backpack or big rucksack can fill the whole luggage compartment. I've seen people take long objects like stepladders and DIY lengths of wood about 4m long on suburban trains from Glasgow; these would not go on a bus or would discommode many passengers, and the largest folding prams can go unfolded onto trains also wheelchairs and occupants and bicycles, impossible on a bus.

Country buses are usually more flexible about dogs, shopping and childrens' push-chairs than city operators, but I strongly feel planning people should experience bus travel, well-burdened or accompany and elderly or frail person and their wheelie case on a train trip with a change in it, then it might be clearer why the Scots cling to their cars like snails to their shells!

Yours sincerely


Alison Rutherford