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National Planning Framework (NPF2)

Air & Rail Transport

The Edinburgh & Glasgow Airport expansions are unsustainable, in as much, as they are inconsistent with Climate Change policy and National Transport Strategy for reduction in CO2 targets.

A Rail enhancement alternative building upon current journey time improvements and planned increases in rolling stock can provide greater choice & accessibility.

A high speed rail link to the continent, electrification & expansion of Scotland's rail network would provide an effective alternative for passengers, releasing extra capacity for our airports and improving links to our more rural areas.

Forth road bridge replacement

I admit to not being well informed on this matter. However I don't understand why the bridge cannot be repaired at, I understand, a fraction of the cost to replace. Why dispose of a significant national asset? Is this a finance decision? (capital over revenue funding)

Public Consultation, Priorities & the Habitats Directive

The Planning (Scotland) Act 2006 states the criteria to determine projects of national importance and the NPF2 contains a draft list of such projects I believe the final list may be able to prove "overriding public interest" re Habitats Directive guidance. I'm therefore keen to understand the reasons for going against NPF2's Biodiversity objective ie protection of priority habitats & species.

It concerns me when the draft NPF2 uses words such as "related projects".
Would public participation take place in such instances?

I'm also unsure as to how priorities are determined particularly since Transport Scotland's strategic review of projects 2012 + will not be issued until after the end of the participation period but in time for the Parliamentary debate. Global factors shortage of materials (Steel / Oil) plant, finance & resources (Olympics 2012) are not beyond the knowledge of the public.