

Issue 22	Promoting Sustainable Transport	
Development plan reference:	Section 9 City Region as a Connected Place - Promoting Sustainable Transport	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>Scottish Association for Public Transport (SAPT) (PP08) Collective Architecture (PP13) Railfuture Scotland (PP14) (PP27) Kenneth Macauley (PP15) Cumbernauld Commuters Association (PP17) Councillor Jim Sharkey (PP20) Norrie Innes (PP28) Dr Brian Chaplin (PP29) Councillor Ralph Barker (PP30_02) North Ayrshire (PP32) John McMaster (PP44) Strathclyde Partnership for Transport (PP52_13) (PP52_14) (PP52_15) (PP52_16) (PP52_17) (PP52_18) Scottish Government (PP57_06) Anthony Lennon (PP62)</p>		
Provision of the development plan to which the issue relates:		
<p>Promoting Sustainable Transport (pages 84-89) Policy 17 Promoting Sustainable Transport (page 85)</p>		
Planning Authority's summary of the representation(s):		
<p><u>Scottish Association for Public Transport (SAPT) (PP08)</u></p> <p>Responsibility for public transport planning in the Clydeplan area is divided between Strathclyde Partnership for Transport, bus operators, Transport Scotland, Network Rail/ScotRail, and the Local Authorities. This works against delivering the integrated, sustainable and inclusive transport favoured by the Scottish Government (and Scottish Association for Public Transport). A "Transport for a Greater Glasgow" planning and delivery group bringing together the main bus, subway and rail organisations, and council planners, must be established if good progress is to be made. Otherwise Glasgow's connectivity and economic competitiveness will be eclipsed by other city regions where effective transport planning and delivery organisations have been set up.</p> <p><u>Collective Architecture (PP13)</u></p> <p>Crossrail is a vital proposed development necessary for the future prosperity of a large area of Scotland to the South and West of Glasgow.</p>		

Railfuture Scotland (PP14)

Alarmed to see the removal of the Crossrail project from the current Proposed Plan despite it featuring in the Main Issues Report. The Main Issues Report position (page 47) **(RSD24)** was supported by Railfuture Scotland in their response to the Main Issues Report consultation **(RSD25)**. Crossrail provides the opportunity to link the north and south suburban networks in Scotland's largest city region allowing seamless travel from east central Scotland and beyond to Renfrewshire and Ayrshire and to Glasgow Airport (if the latter link is built to heavy rail standards). Crossrail would also support the further regeneration of the very heart of old Glasgow. Crossrail and a heavy rail link to Glasgow Airport are essential elements of increasing the connectivity of Scotland's economy. They should both be pursued with vigour by the Clydeplan authorities. The respondent references a letter to The Herald in support of their position **(RSD26)**.

Railfuture Scotland (PP27)

Railfuture Scotland were pleased to give support to Clydeplan's January 2015 Main Issues Report (page 47) **(RSD24)** and now are disappointed and very disturbed that all such supportive references to Crossrail have now been totally removed and are conspicuously missing from the following relevant sections of the Proposed Plan. The removal of all references to Crossrail may have been at the behest of Transport Scotland on the basis that this project does not form a part of their current transport plans, and therefore should never be referenced, or even mentioned, as a legitimate and worthwhile aspiration of Clydeplan. As Clydeplan is not an agency of, or subservient to, the viewpoint of Transport Scotland it is entitled to be 'master of its own agenda' shaping/influencing development strategy over the next 20 years within the context of a 'clear vision and spatial strategy' document and as such in this specific instance be fully prepared to acknowledge the value and benefit of Crossrail.

Kenneth Macauley (PP15)

The new Plan completely ignores a Glasgow Airport rail link and Glasgow Crossrail.

Cumbernauld Commuters Association (PP17)

Glasgow Crossrail scheme has been omitted from the Proposed Plan. The west of Scotland, Glasgow and the entire country has, for far too long, awaited the enhancement that such a facility would provide, especially in conjunction with a Glasgow Airport Rail Link.

Councillor Jim Sharkey (PP20)

Reinsert Crossrail.

Norrie Innes (PP28)

Support for the Crossrail Project **(RSD27)**.

Dr Brian Chaplin (PP29)

The Crossrail supports firstly regeneration and secondly, connectivity. Wider use of Crossrail at national and local level seems like a no-brainer and would ask that electrification of this very short route followed by a promotion case for reopening should be considered.

Councillor Ralph Barker (PP30_02)

Elected representatives assume that Local Transport Strategies and recommendations will be integrated into Clydeplan. Confirmation is required that this has been achieved or substantively included if not specifically stated. Items in the South Lanarkshire Council Local Transport Strategy which are expected to be included, or taken into account, in Clydeplan (**RSD06**):

- re-instating a local train service on the West Coast Main Line (Glasgow - Motherwell - Carlisle) with re-opening specifically in South Lanarkshire of Symington Station. There may be other potential locations on the line. Note that the Scottish East Coast Main Line now commitment to local train service re-instatement and certain station re-openings. The social and economic inclusion of Clydesdale must not be disadvantaged by a lack of sustainable transport links;
- long term re-opening of Law station and protection against adverse development. Reopening of this station in connection with the proposed WCML local service re-instatement or, alternatively, the current Lanark Line service;
- bypassing Cleghorn Level Crossing which has adverse economic costs on both road and rail traffic;
- long term extension of the very successfully re-opened Larkhall Line;
- as a strategic centre Lanark receives little attention. Indeed the whole of Clydesdale receives little attention. Lanark needs good transport links and all measures should be taken towards a direct train service from Lanark to Edinburgh. The details to be decided by strategic appraisal guidance.

Crossrail would have a positive impact on Clydesdale train service connectivity with an interchange station at Glasgow Cross. The concern is that this longstanding proposal has just disappeared from this planning document without any substantiation. It is essential that this enhancement remains in strategic planning.

North Ayrshire (PP32)

Clydeplan makes no direct reference to improving road connectivity between North Ayrshire and the city region even though both areas have an economic relationship. North Ayrshire Council has held a long desire to see improvements to A737 (T) and A78 (T), and these routes have potential to facilitate business development by providing cross-boundary linkages to strategic business locations across North Ayrshire and within the city region.

Clydeplan does not specifically identify the important role Ayrshire plays in external

connectivity to economic markets for Scotland and the West of Scotland which is recognised within NPF3 through the designation of Hunterston as a key port and Glasgow Prestwick Airport's identification as a National Development - Strategic Airport Enhancements.

John McMaster (PP44)

Restore the Crossrail/City Union Line proposals for the following three reasons. Firstly, environmental, cuts public transport times to compete with car use and so promote modal shift; secondly economic, reduced journey times bring jobs and jobseekers closer together and thirdly social, restores Glasgow Cross as hub, linking revived eastern City Centre "Merchant City" with East End "Barras/Calton" to regenerate the latter. The respondent provided three documents in support of their position **(RSD28)**, **(RSD29)** and **(RSD30)**.

Strathclyde Partnership for Transport (PP52 13)

Paragraph 9.1 sustainable access to leisure facilities and locations should be reflected.

Strathclyde Partnership for Transport (PP52 14)

Paragraphs 9.5 and 9.6 - emphasis should be placed upon active travel and public transport to reflect the travel mode hierarchy and place making principle set out in the Proposed Plan.

Strathclyde Partnership for Transport (PP52 15) (PP52 16)

Paragraph 9.9 - greater emphasis required on the future investment in bus infrastructure.

Strathclyde Partnership for Transport (PP52 17)

Paragraph 9.13 and Policy 17, Promoting Sustainable Transport - amend to reflect statutory roles and effective partnership approaches to transport and land use planning.

Strathclyde Partnership for Transport (PP52 18)

Schedule 13 - refer to ongoing modernisation of the Glasgow Subway.

Scottish Government (PP57 06)

Paragraph 9.10 identifies ways to support a change in the way people and goods move. Scotland's National Planning Framework 3, paragraph 5.13 (page 54) **(RSD02)** seeks the use of alternative fuel sources for trains and vehicles.

Anthony Lennon (PP62)

Unfortunately the strong support for Crossrail and its associated/supporting

infrastructure measures - including the High Street curve and the Strathbungo Link - shown in the 2015 Main Issues Report (page 47) has been dropped in the Proposed Plan.

Given the very substantial and very widely accepted benefits that the 'full' Crossrail scheme would have - especially in accessibility, connectivity and regeneration contexts, at local, regional and national levels, I strongly urge that the Plan reinstates and re-emphasises for the 'full' Glasgow Crossrail project.

Modifications sought by those submitting representations:

Scottish Association for Public Transport (SAPT) (PP08)

Paragraph 9.3 should reference Network Rail's Scotland Route list of interventions which covers potential rail development schemes to 2043.

Paragraph 9.9 should include future improvements to the rail network as foreseen in the finalised Network Rail/ Transport Scotland route strategy.

Paragraph 9.10 rail's rapidly increasing significance in the Clydeplan area needs to be recognised rather than understated:

- third bullet point in section 9.10 should be "a focus on regional rail and bus hubs, bus/rail interchanges and strategic corridor improvements, including expansion of park and ride"
- Section 9.13 should include the ScotRail/Network Rail alliance as important partners in a strategic review of transport, given the size and significance of the rail network around Glasgow.

Policy 17, Promoting Sustainable Transport should be amended to incorporate ScotRail/Network Rail in promoting sustainable transport

Recommend the use of the term "Metro" (or "Clyde Metro") which implies high frequency rail services (every 15 minutes or better) using high capacity rolling stock designed for urban journeys, but does not necessarily imply incompatibility with "heavy rail" services. Metro rail vehicles normally have high acceleration and braking rates, wide doors for fast boarding and alighting, and do not require toilets, maximising the passenger capacity.

Recommended alterations to Schedule 13 are:

- Radial Corridor 7: East Kilbride convert Heavy rail to Metro rail service
- Radial Corridor 8: Shawlands/Newton Mearns convert Heavy rail to Metro rail service
- Radial Corridor 9: Pollok/Barrhead Metro rail service should be included on this route
- Radial Corridor 11: Glasgow Airport Metro rail should be explicitly shown, given the "City Deal" commitment and the need to reduce M8 reliance
- City Centre: Heavy rail conversion to Metro rail service (South Electrics)

Councillor Ralph Barker (PP30 02)

Items in the South Lanarkshire Council Local Transport Strategy which are expected to be included, or taken into account, in Clydeplan:

- re-instating a local train service on the West Coast Main Line (Glasgow - Motherwell - Carlisle) with re-opening specifically in South Lanarkshire of Symington Station. There may be other potential locations on the line. Note that the Scottish East Coast Main Line now has a commitment to local train service re-instatement and certain station re-openings. The social and economic inclusion of Clydesdale must not be disadvantaged by a lack of sustainable transport links;
- long term re-opening of Law station and protection against adverse development. Reopening of this station in connection with the proposed WCML local service re-instatement or, alternatively, the current Lanark Line service;
- bypassing Cleghorn Level Crossing which has adverse economic costs on both road and rail traffic;
- long term extension of the very successfully re-opened Larkhall Line;
- as a strategic centre Lanark receives little attention. Indeed the whole of Clydesdale receives little attention. Lanark needs good transport links and all measures should be taken towards a direct train service from Lanark to Edinburgh. The details to be decided by strategic appraisal guidance.

North Ayrshire (PP32)

Request that the Clydeplan identifies the need for improved road connectivity between North Ayrshire and the city region, specifically to the A78 (T) and the A737 (T) Lochwinnoch-Kilbarchan corridor, which would support the Scottish Government's plans for the A737 (T) in North Ayrshire, including the Dalry By-pass and realignments at the Den, Dalry and the Beith bypass.

Clydeplan should recognise the national gateway role of Hunterston and Glasgow Prestwick Airport to the city region and Scotland.

Collective Architecture (PP13), Railfuture Scotland (PP14) (PP27), Kenneth Macauley (PP15), Cumbernauld Commuters Association (PP17), Councillor Jim Sharkey (PP20), Norrie Innes (PP28), Dr Brian Chaplin (PP29), Councillor Ralph Barker (PP30 02), John McMaster (PP44), Anthony Lennon (PP62)

Inclusion of the Glasgow Crossrail proposal.

Strathclyde Partnership for Transport (PP52 13)

Paragraph 9.1 remove 'and' before 'healthcare' and add 'and leisure' after 'healthcare'.

Strathclyde Partnership for Transport (PP52 14)

Paragraphs 9.5 and 9.6 should be switched around.

Strathclyde Partnership for Transport (PP52 15) (PP52 16)

Paragraph 9.9 - replace 'improvements to the bus network and services' with 'improvements to bus networks, services and infrastructure.'

Strathclyde Partnership for Transport (PP52 17)

Paragraph 9.13 - insert 'Subject to approval by the respective partners' before 'This study'.

Policy 17, Promoting Sustainable Transport - amend to read 'Building on current and previous studies, plans and strategies, Clydeplan, Transport Scotland and SPT will seek to prioritise work to identify future land-use and transport integration solutions across the city region, and seek to identify future actions and interventions in support of the Vision and Spatial Development Strategy.'

Strathclyde Partnership for Transport (PP52 18)

Schedule 13 - Glasgow Subway Public Transport Change: Potential Options column add 'continue' before 'Modernise Subway'.

Scottish Government (PP57 06)

Support for the provision of a network of electric vehicle charging points could be added into the bullets at paragraph 9.10.

Summary of responses (including reasons) by Planning Authority:

Scottish Association for Public Transport (SAPT) (PP08)

Clydeplan does not accept the modification at Paragraph 9.3 as it considers reference to the Network Rail's Scotland Route Study would be premature as the consultation process only ended in March 2016 and no decision on any outcomes has been made.

Clydeplan does not accept the modification at paragraph 9.9 as it considers reference to any future improvements included in any finalised Network Rail/Transport Scotland route strategy would be premature at this stage

Clydeplan would accept the modification at paragraph 9.10 as it more appropriately reflects the role of rail in supporting the Vision and Spatial Development Strategy. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) and deletions (strikethrough) to bullet point 3 of paragraph 9.10 (page 84):

'a focus on regional rail and bus hubs, and interchanges, ~~and~~ strategic corridor

improvements, including expansion of park and ride;'

Clydeplan does not accept the modification at paragraph 9.13 and Policy 17, Promoting Sustainable Transport as it gives a commitment in paragraph 9.13 to work with other stakeholders as part of the strategic review of transport.

Clydeplan does not accept the modification as it considers the term "Metro" (or "Clyde Metro") has no formal status.

Collective Architecture (PP13), Railfuture Scotland (PP14) (PP27), Kenneth Macauley (PP15), Cumbernauld Commuters Association (PP17), Councillor Jim Sharkey (PP20), Norrie Innes (PP28), Dr Brian Chaplin (PP29), Councillor Ralph Barker (PP30 02), John McMaster (PP44), Anthony Lennon (PP62)

Clydeplan does not accept the modification as it considers at this moment in time in terms of Scottish Planning Policy (paragraph 277) (**ASD01**) the Scottish Government, Transport Scotland and Network Rail have no plans to approve or fund the delivery of a Glasgow Crossrail project therefore it is not appropriate for such a project to be included in the Plan.

The Main Issues Report January 2015 (page 47) (**ASD35**) makes no specific mention of 'Glasgow Crossrail' simply referring to 'cross city connections'. Clydeplan however, recognises in Schedule 13 under 'Glasgow City Centre' the potential for cross city links. Paragraph 9.13 and Policy 17, Promoting Sustainable Transport set out Clydeplan's commitment to work with Transport Scotland, Strathclyde Partnership for Transport and other stakeholders to undertake a strategic review which will seek to identify future actions and interventions in support of the Strategic Development Plan's Vision and Spatial Development Strategy. It is envisaged that the strategic review will include consideration of the issue of cross city links.

Councillor Ralph Barker (PP30 02)

Clydeplan does not accept the modification as it considers that these are matters of detail more appropriately considered under the terms of the Local Transport Strategy and Local Development Plan and the related operational and development plans of Network Rail and the rail franchise operator.

North Ayrshire (PP32)

Clydeplan does not accept this modification as it is not appropriate for Clydeplan in its Plan to be allocating strategic significance to specific development proposals and infrastructure within Ayrshire. That is the responsibility of the respective Ayrshire Councils and the Scottish Government, through its National Planning Framework and National Transport Strategy.

Clydeplan would accept the modification to paragraph 9.9 as it acknowledges the need to recognise opportunities for improved connectivity to the city region. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) to paragraph 9.9 (page 84):

'Focusing on the future, work continues regarding such initiatives as High Speed Rail connectivity, low carbon vehicles, the City Centre Transport Strategy, improved integration between modes, roll-out of smartcard to other modes, further Fastlink corridors and improvements to the bus network and services, and trunk road improvements which improve connectivity with the city region.'

Strathclyde Partnership for Transport (PP52 13)

Clydeplan would accept the modification as it recognises the importance of the need to also improve accessibility to leisure facilities. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) and deletions (strikethrough) to paragraph 9.1 (page 84):

'The ability to move people and goods effectively and efficiently is vital to growing and sustaining the city region's economy, improving access to employment, education, ~~and~~ healthcare and leisure facilities, improving social inclusion and reducing harmful emissions.'

Strathclyde Partnership for Transport (PP52 14)

Clydeplan would accept the modification to switch the order of paragraphs 9.5 and 9.6 (page 84) as it considers this more appropriately reflects the travel mode hierarchy and the priority placed in the Plan upon active travel and public transport.

Strathclyde Partnership for Transport (PP52 15) (PP52 16)

Clydeplan would accept the modification at paragraph 9.9 as it recognises the important role infrastructure plays along networks and services in terms of improving the bus offer across the city region. If the Reporter is so minded Clydeplan would suggest the following wording additions (underlined) and deletions (strikethrough) to paragraph 9.9 (page 84):

'Focusing on the future, work continues regarding such initiatives as High Speed Rail connectivity, low carbon vehicles, the City Centre Transport Strategy, improved integration between modes, roll-out of smartcard to other modes, further Fastlink corridors and improvements to ~~the bus networks,~~ and services and infrastructure.'

Strathclyde Partnership for Transport (PP52 17)

Clydeplan would accept the modification at paragraph 9.13 as it reflects and protects the statutory roles of the various partner organisations. If the Reporter is so minded Clydeplan would suggest the following wording additions (underlined) to the last sentence of paragraph 9.13 (page 85):

'Subject to approval by the respective partners, this study will seek to identify agreed future actions and interventions in support of the Vision and Spatial Development Strategy and will also factor into SPT's review of their Regional Transport Strategy.'

Clydeplan does not accept the modification at Policy 17, Promoting Sustainable

Transport as the wording of the policy adequately acknowledges the partnership working required between Clydeplan, Transport Scotland and SPT identifying future land-use and transport integration solutions and future actions across the city region in support of the Vision and Spatial Development Strategy.

Strathclyde Partnership for Transport (PP52 18)

Clydeplan would accept the modification at Schedule 13 as it more appropriately reflects the ongoing investment in subway modernisation. If the Reporter is so minded, Clydeplan would suggest the following wording additions (underlined) to Schedule 13 (page 87), the last entry, Glasgow Subway, column 4, Public Transport Change: Potential Options:

'Continue to modernise Subway; improved integration with all modes'.

Scottish Government (PP57 06)

Clydeplan would accept the modification at paragraph 9.10 as it supports the Plan's aspirations in relation to delivering a low carbon economy for the city region. If the Reporter is so minded, Clydeplan would suggest an additional bullet point (underlined) is added to the end of paragraph 9.10 (page 84):

- 'support for the provision of a network of electric vehicle charging points.'

Reporter's conclusions:

[Note: For DPEA use only.]

Reporter's recommendations:

[Note: For DPEA use only.]