

Issue 23	Active Travel - Walking and Cycling	
Development plan reference:	Section 9 City Region as a Connected Place	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<p>Jimmy Keenan (PP01) SEPA (Scottish Environment Protection Agency) (PP23) Strathclyde Partnership for Transport (PP52_19) (PP52_20) (PP52_21) Scottish Government (PP57_08) Sustrans (PP60)</p>		
Provision of the development plan to which the issue relates:		
<p>Section 9 Active Travel - Walking and Cycling (page 89) Policy 18 Strategic Walking and Cycling Network (page 89) Diagram 10 Indicative Strategic Walking and Cycling Network (page 90)</p>		
Planning Authority's summary of the representation(s):		
<p><u>Jimmy Keenan (PP01)</u></p> <p>There is an opportunity for the NCR 74 cycling route to connect from Newton to Uddingston, completing a vital cycle connection.</p> <p>There is an opportunity to continue the cycle route from Hamilton to Bothwell Bridge along the A74 all the way to the Velodrome at Parkhead.</p> <p><u>SEPA (PP23)</u></p> <p>It may be beneficial to link the reference to air quality contained in paragraph 22, Background Report 14 Active Travel - Strategic Walking and Cycling Network (RSD31), to Section 9 Active Travel - Walking and Cycling (paragraphs 9.14-9.16, page 89).</p> <p><u>Strathclyde Partnership for Transport (PP52_19)</u></p> <p>Add 'and the location of development' after high quality development in paragraph 9.14 (page 89).</p> <p><u>Strathclyde Partnership for Transport (PP52_20)</u></p> <p>Water based travel is not a form of active travel (paragraph 9.15, page 89).</p> <p><u>Strathclyde Partnership for Transport (PP52_21)</u></p> <p>Differentiation is required between active travel routes and facilities and recreational routes as these are not always mutually exclusive.</p>		

Scottish Government (PP57_08)

Paragraph 9.16 (page 89) refers to Diagram 10, which identifies the Glasgow and Clyde Valley Green Network. The Central Scotland Green Network is a National Development in National Planning Framework 3 (**RSD02**) and there is an opportunity here to identify that this National Development provides a link to achieving the objective of active travel.

Sustrans (PP60)

Useful to define what is meant by the term 'Strategic Route' as this can have different meanings across different scales and it would be perhaps more useful to define some routes as 'Long Distance' rather than strategic.

Useful to define what is meant by the headings on Diagram 10, most specifically the difference between Aspirational and Planned routes.

A scale would improve Diagram 10.

There is a need for more focus on enabling active travel, for all ages and abilities, in existing urban settings. In order to affect the most change, shorter commuter journeys need to be considered at a strategic level and the SDP should be setting an agenda which encourages the adaptation of streets and junctions to become more user friendly for pedestrians and cyclists. The way people move around urban areas should be examined and interfaces given greater consideration. To this end, a distinction between leisure walking and cycling and active travel should be made and displayed on separate maps. In addition, Sustrans would like to see Cycling Scotland's Cycling Potential Tool used to identify areas with the greatest potential for enabling cycling, and prioritise accordingly.

Modifications sought by those submitting representations:

Jimmy Keenan (PP01)

Add NCR 74 from Newton to Uddingston and Hamilton to Bothwell Bridge along A74 to Velodrome at Parkhead to Diagram 10 (page 90).

SEPA (PP23)

Insert reference to air quality in Section 9 Active Travel - Walking and Cycling (paragraph 9.14, page 89).

Strathclyde Partnership for Transport (PP52_19)

Add 'and the location of development' after high quality development in paragraph 9.14.

Strathclyde Partnership for Transport (PP52_20)

Remove reference to water based transport from paragraph 9.15 (page 89).

Strathclyde Partnership for Transport (PP52_21)

Paragraphs 9.14-9.16 (page 89) and Diagram 10 definition required for planned and aspirational routes.

Scottish Government (PP57_08)

Paragraph 9.16 and bullet point 3 of Policy 18, Strategic Walking and Cycling Network should refer to the link with the Central Scotland Green Network National Development as identified in National Planning Framework 3.

Sustrans (PP60)

Define what is meant by the term 'Strategic Route'.

Define what is meant by the headings on Diagram 10 Indicative Strategic Walking and Cycling Network (page 90) most specifically the difference between Aspirational and Planned routes.

Add a scale to Diagram 10 Indicative Strategic Walking and Cycling Network (page 90).

A distinction between leisure walking and cycling and active travel should be made and displayed on separate maps. In addition, Cycling Scotland's 'Cycling Potential Tool' should be used to identify areas with the greatest potential for enabling cycling, and prioritised accordingly.

Summary of responses (including reasons) by Planning Authority:

Jimmy Keenan (PP01)

Clydeplan would not accept the modification as it considers this level of specificity is not appropriate for a Strategic Development Plan and are more appropriately dealt with at the Local Development Plan level. Paragraph 9.16 states Diagram 10 is an indicative network, as is the case with all the spatial diagrams contained within the Plan. Its aim is to provide a broad overview of existing and planned strategic routes across the city region.

SEPA (PP23)

Clydeplan would accept the modification at paragraph 9.14, page 89, as it would add clarity to the aims of the strategic approach to active travel, including walking and cycling. Reference to air pollution is specified in Background Report 14 Active Travel - Strategic Walking and Cycling Network, paragraph 22 (**ASD39**), however, Clydeplan recognises that this is not cross referenced within the Proposed Plan. If the Reporter is so minded, Clydeplan would suggest the following wording

additions (underlined) and deletions (strikethrough) to the second sentence in paragraph 9.14 (page 89):

'Linking the city region's open spaces will help reduce carbon emissions and improve air quality, ~~and~~ deliver improved health and well-being benefits, and make walking and cycling a much more attractive and practical everyday option.'

Strathclyde Partnership for Transport (PP52 19)

Clydeplan would accept the modification as it supports the Plan's aspirations for the creation of successful and sustainable places in support of its Vision and Spatial Development Strategy . If the Reporter is so minded Clydeplan would suggest the addition of the following wording (underlined) to the first sentence in paragraph 9.14 (page 89):

- 'High quality places and the location of development should provide safe and convenient opportunities for walking and cycling.'

Strathclyde Partnership for Transport (PP52 20)

Clydeplan would accept the modification as it considers that reference to water-based travel in this context supports the Vision and Spatial Development Strategy and non-road based travel is important. If the Reporter was so minded Clydeplan would suggest an additional bullet point (underlined) is added to paragraph 9.10 (page 84) which states:

- 'support for water-based travel.'

Strathclyde Partnership for Transport (PP52 21)

Clydeplan would accept the modification as it considers the provision of a definition for planned and aspirational routes would add clarity to the Plan. If the Reporter is so minded Clydeplan would suggest the following wording additions (underlined) to Diagram 10 Indicative Strategic Walking and Cycling Network (page 88):

- add asterisk to "Planned*" and "Aspirational*" in the legend of Diagram 10;
- add footnote text to Diagram 10
* Planned: routes which have secured funding or official support. Delivery of these routes is relatively certain although not guaranteed.
* Aspirational: routes which do have funding or official support but are subject to discussion within relevant local authorities. There is no certainty in relation to delivery of these routes.'

Scottish Government (PP57 08)

Clydeplan would accept the modification as it provides clarity to the link between two National Developments as identified in National Planning Framework 3, paragraph 6.6 (pages 64-65) (**ASD21**). If the Reporter is so minded, Clydeplan would suggest the following wording deletions (strikethrough) and additions (underlined) to the first sentence of paragraph 9.16 (page 89):

- 'In support of ~~active travel~~ a National Long Distance Cycling and Walking

Network and Central Scotland Green Networks the development of a strategic walking and cycling network will be important.’
and

- bullet point 3 of Policy 18 (page 89)
‘development proposals to maintain and enhance the strategic walking and cycling network including where applicable the Glasgow and Clyde Valley City Deal projects and the Central Scotland Green Network National Development.’

Sustrans (PP60)

Clydeplan does not accept the modification as it considers that the concept of strategic routes is adequately explained in Background Report 14 Active Travel - Strategic Walking and Cycling Network, paragraphs 1-6 and 10-13 **(ASD39)**. This report explains that Clydeplan has an irregular network of strategic routes for cycling and walking, comprising some of Scotland's Great Trails, parts of the National Cycle Network and the canals network, and other key regional routes.

The Scottish Government's National Walking and Cycling Network is a national development in Scotland's National Planning Framework 3 (paragraph 6.6, pages 64-65) **(ASD21)**. The aim of this designation is to identify and establish a strategic network of well-maintained long-distance paths and trails through Scotland that will enhance visitor and recreation experiences for all users, as well as supporting active travel and improving health and well-being. Policy 18 Strategic Walking and Cycling Network and Diagram 10 Indicative Strategic Walking and Cycling Network seek to build up the existing networks of paths and trails through the identification of key gaps and connecting routes requiring upgrading. In the interest of proportionality within the Proposed Plan, Clydeplan considered the definition and description of the strategic network and routes is best placed in the Background Report.

Clydeplan does not accept the modification as it considers Diagram 10 is intended to be indicative only. Further definition of strategic routes requires ongoing collaboration between Scottish Natural Heritage, Clydeplan and its constituent local authorities. Further distinction between leisure walking and cycling and active travel is considered precipitous at this stage in the collaborative working process. Diagram 10 and Background Report 14 are the first stage in this process and in due course the collaborative group will give full consideration to the use of Cycling Scotland's 'Cycling Potential Tool'.

Reporter's conclusions:

[Note: For DPEA use only.]

Reporter's recommendations:

[Note: For DPEA use only.]