

**Issue No: 11**

**Issue: Strategy Support Measure 7: Sustainable Transport**

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### **Contents Page**

1 Schedule 4

### **Representations**

- 2 Network Rail (E22/2)
3. Paisley West & Central Community Council (E44)
4. Ayrshire Joint Planning Unit (E47)
5. North Ayrshire Council (E48)
6. Ravenscraig Ltd. (E56)
7. Strathclyde Partnership for Transport (E58/1)
8. Scottish Association for Public Transport (E62)

### **Supporting Documents**

1. Strategic Transport Projects Review Final Report: The Scottish Government 2009. (Extract). Annex A Summary of Draft Interventions (Pages 116 to 118) Project 22
2. Strategic Transport Projects Review Final Report. The Scottish Government 2009 (Extract). Annex A Summary of Draft Interventions (Pages 124 and 125) Project 24
3. Strategic Transport Projects Review Final Report: The Scottish Government 2009 (Extract). Annex A Summary of Draft Interventions (Pages 128 to 130) Project 26
4. Strathclyde Partnership for Transport: "A Catalyst for Change". Regional Transport Strategy 2008-21 (Extract).
5. Strategic Transport Projects Review Final Report: The Scottish Government 2009. (Extract). Annex A Summary of Draft Interventions (Pages 80, 81 and 82) Project 8
6. Strategic Transport Projects Review Final Report: The Scottish Government 2009. (Extract). Annex A Summary of Draft Interventions (Pages 132 to 133) Project 27

<b>Issue 11</b>	<b>Strategy Support Measure 7: Sustainable Transport</b>	
<b>Development plan reference:</b>	Section 4 Spatial Development Strategy Spatial Framework 1 Competitiveness	<b>Reporter:</b>
<b>Body or person(s) submitting a representation raising the issue (including reference number):</b>		
E22/2 Network Rail E44 Paisley West & Central Community Council E47 Ayrshire Joint Planning Unit E48 North Ayrshire Council E56 Ravenscraig Ltd. E58/1 Strathclyde Partnership for Transport E62 Scottish Association for Public Transport		
<b>Provision of the development plan to which the issue relates:</b>	Paragraphs 4.37 to 4.42 (page 28) Diagram 12 (page 29) Schedule 4 (pages 30 and 31)	
<b>Planning authority's summary of the representation(s):</b>		
<p><b>E22/2 Network Rail</b></p> <ul style="list-style-type: none"> <li>• Strategy Support Measure 7 does not describe what the step-change would look like. Policy needs to confirm a vision of the sustainable transport measures it identifies as being required.</li> <li>• Strategy Support Measure 7 should indicate how the Strategic Development Plan should support such change or where change would be resisted if it had an impact upon those identified priorities. Strategy Support Measure 7 does not indicate how the Strategic Development Plan will contribute to facilitate either the option or the founding objective.</li> <li>• The policy vision could include in Schedule 4 the items which the Strategic Development Planning Authority considers important to the delivery of the step-change i.e. improved frequency, routing, journey times, reduction of carbon emission etc. Objectives should be clarified before the identification of options which have been suggested by other parties. By having options without clearly establishing the objectives, the Strategic Development Plan could risk obstructing suitable alternative transport schemes that may arise over the plan period. Without this clarity in objectives any alternative options that come forward, that are not as currently indicated in Schedule 4 of the Strategic Development Plan, would be contrary to the development plan which can constrain effective delivery.</li> </ul> <p><b>E44 Paisley West &amp; Central Community Council</b></p> <ul style="list-style-type: none"> <li>• With the cancellation of the Glasgow Airport Rail Link proposals, the Strategic Development Plan should be clearer and more definitive in the promotion and support of alternative infrastructure and access proposals for road and/or rail improvements.</li> </ul>		

**E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council**

- Greater recognition of the functional links between the City Region and Ayrshire. In particular, greater emphasis on transport links including improvements to the A737 road corridor between Irvine and Glasgow.

**E56 Ravenscraig Ltd.**

- A new rail station forms part of the planning permission and masterplan for Ravenscraig and this should be listed within the final column of Schedule 4 (Corridor R5).

**E58/1 Strathclyde Partnership for Transport**

- through the Regional Transport Strategy, Strathclyde Partnership for Transport has identified a list of strategic roads and suggest that these are referenced in the Strategic Development Plan.
- text should be reviewed regarding Strategic Transport Project Review Project 24 and the West of Scotland Public Transport Conurbation Study. Transport projects are under review by Strathclyde Partnership for Transport.
- reference should also be made in paragraph 4.41 of Strategic Transport Projects Review Project 8: Strategic Park and Ride, Strategic Transport Projects Review Project 27: Enhancement to Rail Freight between Glasgow and the Border via West Coast Main Line.
- there is no proposal for extension of the Subway under the modernisation plans and the reference to this should be removed.

**E62 Scottish Association for Public Transport:**

- the strategy should recognise explicitly that land use strategy can only be a part of a “step change” response to present problems.
- Transport Scotland are still undertaking studies to identify the interventions needed and the two City Centre rail stations are close to capacity and any step change in sustainable transport must address these issues. The finalised Strategic Development Plan should end the uncertainties on this issue.
- the interventions proposed in Strategic Transport Projects Review Project 24 have not been finalised by the Scottish Government or Strathclyde Partnership for Transport. It is not acceptable for the present roads programme to be taken as given when there is yet more delay in completing a phased strategy for public transport improvement. Before the Strategic Development Plan is finalised, this situation must be resolved in urgent discussions leading to Transport Scotland and Strathclyde Partnership for Transport agreement later this year on a clear start to step-change by 2015 and clarification of strategy to 2025 and beyond by the end of 2012.
- such a programme requires more detail than would be appropriate in the new generation of Strategic Development Plans. The crucial requirement is a revision of the Regional Transport Strategy to give effective backing to the concept of step-change starting now rather than delayed for another five years. Nevertheless, there should be close connections and greater

synergy between a revised Regional Transport Strategy and the finalised Strategic Development Plan.

- it is not possible to perceive the links between transport and land use strategy unless the Strategic Development Plan itself contains a Map or Diagram referring to key transport proposals, interchange development and land use priorities in a phased programme to 2025. This should be included in a major modification of Strategy Support Measure 7 and a related review of Schedule 4.
- Schedule 4 is too vague, lacks detail and lacks reference to phasing and funding.
- clarification is sought that the transport corridor R9 is to Silverburn Shopping Centre or to Pollok.
- examination is urged for a corridor from the city centre (via Clyde Arc Bridge and Silverburn) to Newton Mearns or East Kilbride.
- Seek addition of enhanced bus links between Glasgow Airport and city centre and also direct from other centres to Glasgow Airport likely to attract reasonable patronage.
- Within transport corridor C3 of the Circumferential Corridors suggest extension to run from East Kilbride or Newton Mearns through Paisley and Glasgow Airport to Clydebank/Dalmuir.
- the modernisation of the Subway is supported as a priority for completion by 2017, as is an interchange at West Street within the south side local rail services and also Glasgow Crossrail services. The reference to a cross-city tunnel be deleted as this is regarded as costly and offers less benefits than the alternative:
  - greater use of existing east-west tunnels across the city;
  - development of Urban Metro;
  - development of Light Rail services on existing rail routes.
- the Association presents a nine point programme of priorities to achieve a realistic approach to step-change either in the finalised Strategic Development Plan or in a revised Regional Transport Strategy completed in 2012.
- suggest that a prominent feature of the Strategic Development Plan should be for interchange improvements and encouragement for most development to be within 500/700 meters of railway stations or quality bus corridor stops.

#### **Modifications sought by those submitting representations:**

##### **E22/2 Network Rail**

- Strategy Support Measure 7 should confirm the transport measures required by the Glasgow and the Clyde Valley Strategic Development Planning Authority to support its step-change vision and how the Strategic Development Plan will actually contribute to this.
- Schedule 4 should list the items that the Strategic Development Planning Authority considers of importance to the delivery of change i.e. improved frequency, routing, journey times, reduction of carbon emission etc.

- Strategy Support Measure 7 should indicate how the Strategic Development Plan supports such change or where change would be resisted if it had an impact upon those identified priorities.
- Include objectives in Schedule 4 of the Strategic Development Plan.

#### **E44 Paisley West & Central Community Council**

The Strategic Development Plan should be clearer and more definitive in the promotion and support of alternative infrastructure and access proposals for road and/or rail improvements to the Airport.

#### **E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council**

Greater emphasis on transport links including improvements to the A737 road corridor between Irvine and Glasgow.

#### **E56 Ravenscraig Ltd.**

A new rail station forms part of the planning permission and masterplan for Ravenscraig and this should be listed within the final column of Schedule 4 (Corridor R5).

#### **E58/1 Strathclyde Partnership for Transport**

- through the Regional Transport Strategy the Strathclyde Partnership for Transport has identified a list of strategic roads (including trunk road network) which are essential to sustaining cross-city and cross region links on strategic corridors and suggest that this is referenced in the Strategic Development Plan namely: M8, A8, A82, A803, A810, A811, A814, A817, A8, A818, A726, A749, A73, A80, M73, M80, M77, M74, A70, A71, A73, A702, A73, A702, A737, A78, A725.
- the text of paragraph 4.41 (Page 28) be reviewed regarding Strategic Transport Project Review Project 24 and the West of Scotland Public Transport Conurbation Study. Mention should also be made in paragraph 4.41 of:
  - Strategic Transport Projects Review Project 8; Strategic Park and Ride. This identifies strategic park and ride sites at Bargeddie (M8), St James (M8), Glasgow South Orbital (M77), Fullerton (M74) and Robroyston (M80).
  - Strategic Transport Projects Review Project 27; Enhancement to Rail Freight between Glasgow and the Border via West Coast Main Line.
- suggest the updated text of Paragraph 4.41 should read: “The SPT West of Scotland Public Transport Conurbation Study (WSCPTS) provides a template for high quality, efficient and integrated public transport system including heavy rail, LRT, Subway, BRT, Quality Bus Corridors with frequency and quality improvements at the centre of the improvements to the extensive existing public transport network. Transport Scotland’s Strategic Transport Projects Review identifies related projects which focus on specific strategic improvements to the transport network. The key STPR projects for Glasgow and the Clyde Valley area are Project 8 Strategic Park and Ride/Park and Choose sites, Project 24 West of Scotland strategic rail enhancements and Project 27 West Coast main line rail freight improvements. Together the WSCPTS and the STPR projects

provide a comprehensive strategic plan for transport in the West of Scotland over the lifetime of the GCVSDP. Currently the detailed interventions of these important transport projects in the City Centre and various transport corridors in the Clyde Valley area remain under development and will inform future iterations of the GCVSDP. SPT is currently taking forward Subway modernisation, bus project and BRT projects such as Fastlink.”

- no proposal for extension of the Subway under the modernisation programme and the reference to this should be removed from the City Centre Transport Corridor (page 31).

#### **E62 Scottish Association for Public Transport**

- land use strategy can only be a part of a “step change” response to the present situation. The Strategic Development Plan should recognise this explicitly while developing a complementary relationship between transport, land use and energy policies in future budgets and programmes.
- within paragraph 4.40 it is noted that Transport Scotland are still undertaking studies to identify the interventions needed and that the two City Centre rail stations are close to capacity and any step change in sustainable transport must address this issue. The finalised Strategic Development Plan should end the uncertainties on this issue.
- within paragraph 4.41 it is noted that public transport corridors remain under discussion as part of Strategic Transport Projects Review Project 24 as they have not been finalised by the Scottish Government or Strathclyde Partnership for Transport. Given the powerful argument for shifts to quality public transport as part of the Strategic Development Plan, it is not acceptable for the present roads programme to be taken as given when there is yet more delay in completing a phased strategy for public transport improvement and active travel. Before the Strategic Development Plan is finalised, this situation must be resolved in urgent discussions leading to Transport Scotland and Strathclyde Partnership for Transport agreement later this year on a clear start to step-change by 2015 and clarification of strategy to 2025 and beyond by the end of 2012.
- close connections and greater synergy between a revised RTS and the finalised Strategic Development Plan. It is not possible to perceive the links between transport and land use strategy unless the Strategic Development Plan itself contains a Map or Diagram referring to key transport proposals, interchange development and land use priorities in a phased programme to 2025. This should be included in a major modification of Strategy Support Measure 7 and a related review of Schedule 4 on page 30.
- Schedule 4 is too vague and lacks reference to phasing and funding. Greater detail is needed to help influence decisions by public and private funders and by individuals.
- the fourteen transport corridors listed in Schedule 4 are acceptable but clarification is required that transport corridor R9 relates to Silverburn Shopping Centre or to Pollok.
- examination is urged for a corridor from the city centre (via Clyde Arc

Bridge and Silverburn) to Newton Mearns or East Kilbride. Seek addition of enhanced bus links between Glasgow Airport and city centre and also direct from other centres to Glasgow Airport likely to attract reasonable patronage.

- within transport corridor C3 (page 31) suggest extension to run from East Kilbride or Newton Mearns through Paisley and Glasgow Airport to Clydebank/Dalmuir.
- within Glasgow City Centre and Subway section on page 31 it is recommended that reference to a cross-city tunnel is deleted as this is regarded as costly and offers less benefits than the alternative:
  - greater use of existing east-west tunnels across the city;
  - development of Urban Metro;
  - development of Light Rail services on existing rail routes.
- a nine point programme of priorities to achieve a realistic approach to step-change either in the finalised Strategic Development Plan or in a revised Regional Transport Strategy completed in 2012.
- interchange improvements and encouragement for most development to be within 500/700 meters of railway stations or quality bus corridor stops should be a prominent feature of the Strategic Development Plan.

#### **Summary of responses (including reasons) by planning authority:**

##### **E22/2 Network Rail**

These proposed modifications are rejected by the Glasgow and the Clyde Valley Strategic Development Planning Authority.

- The respondent is seeking that the Glasgow and the Clyde Valley Strategic Development Planning Authority identify specific objectives per transport corridor and the detailed measures to deliver change i.e. improved frequency, routing, journey times, reduction of carbon emission etc. It is the Scottish Government's responsibility, however, through the Strategic Transport Projects Review to address strategic improvements in transport infrastructure and specifically in all rail and strategic road transport matters. Additionally, all bus operations substantially lie with private operators unless as subsidised operations.
- As is stated in paragraphs 4.40 and 4.41, a range of studies have been commissioned by Transport Scotland and Strathclyde Partnership for Transport to help identify the interventions necessary for a step change in sustainable transport and these have not been finalised as yet by the Scottish Government and therefore cannot be included in the Strategic Development Plan.
- Schedule 4 simply sets out the spatial framework of the public transport corridors and related strategic development locations and highlights a range of potential broad-level options and interventions which could meet the need for step-change. In so doing, the Schedule seeks to create a 'direction of travel' for strategic investment by the Scottish Government, the Regional Transport Authority and other investment partners in new sustainable transport modes to support the distribution of strategic development locations.

- Schedule 4 is indicative and Strategy Support Measure 7 makes it clear that the necessary objectives, measures and interventions will only be finalised through agreement between Transport Scotland, Strathclyde Partnership for Transport and the constituent Councils.

#### **E44 Paisley West & Central Community Council**

The proposed modification is rejected by the Glasgow and the Clyde Valley Strategic Development Planning Authority.

- Schedule 4 (as articulated above) sets out a range of potential public transport interventions and measures which may be applicable within each transport corridor to support strategic development locational priorities.
- Paisley and Glasgow Airport are covered by transport corridors R10 and R11.
- The intervention and detailed measures have not been finalised by the relevant Government agencies and therefore further details cannot be provided within the Strategic Development Plan.
- It is not possible therefore at this stage within the Strategic Development Plan to be clearer and more definitive in the identification, promotion and support of alternative infrastructure and access proposals for road and/or rail improvements along these transport corridors.
- The Strategic Development Plan Proposed Plan can only seek therefore to create a 'direction of travel' towards the need for a step-change in sustainable transport provision and create a plan which becomes a material consideration in the Scottish Government's and Regional Transport Authority's strategic planning priorities for transport.

#### **E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council**

These proposed modifications are rejected by the Glasgow and the Clyde Valley Strategic Development Planning Authority for the following reasons –

- it is not within the mandate of the Authority to identify and promote priority transport facilities (improvements to A737) in Ayrshire. This is the responsibility of relevant Councils in that area and/or the Scottish Government.
- the Strategic Development Plan Proposed Plan acknowledges the relevant interrelationships with adjoining council areas and Ayrshire in paragraphs 4.39 and 4.41.
- Diagram 12 and Schedule 4 Ayrshire linkages are integral parts of Strategic Transport Projects Review Projects 22 (Supporting Document 1), 24 (Supporting Document 2) and 26 (Supporting Document 3).

#### **E56 Ravenscraig Ltd.**

This modification is noted by the Glasgow and the Clyde Valley Strategic Development Planning Authority.



**E58/1 Strathclyde Partnership for Transport:**

The proposed modification is rejected by the Glasgow and the Clyde Valley Strategic Development Planning Authority.

- The focus of Schedule 4 and Diagram 12 is on public transport corridors which may or may not relate to the strategic road and trunk road network.
- The Regional Transport Strategy (Supporting Document 4) already lists these twenty-seven roads and these can also be reflected in individual Local Development Plans and Local Transport Strategies.
- The rewording of paragraph 4.41, as proposed, would present in more detail the West of Scotland Public Transport Conurbation Study as being high quality, efficient and integrated and containing a number of interventions and measures. As this is still a study and yet to be finalised by Strathclyde Partnership of Transport, it would be premature to detail the eventual outcomes. Paragraph 4.41 uses the Strategic Transport Projects Review Project 24 (Supporting Document 2) as an example of the type of intervention project that could make a step change provision and was not intended to list all the Strategic Transport Projects Review projects including Project 8 (Supporting Document 5) and Project 27 (Supporting Document 6). Without the details being concluded on the specific programmes, measures and investment it would be premature to state that "Together the WSCPTS and the STPR projects provide a comprehensive strategic plan for transport in the West of Scotland over the lifetime of the GCVSDP".

The Glasgow and the Clyde Valley Strategic Development Planning Authority notes there is no proposal for extension of the Subway under the current modernisation plans.

**E62 Scottish Association for Public Transport**

The Glasgow and the Clyde Valley Strategic Development Planning Authority rejects the proposed modifications -

- Strategy Support Measure 7 acknowledges that Transport Scotland, the Strathclyde Partnership for Transport and the constituent local authorities need to agree the specific programme of sustainable transport investments and measures in order to achieve the necessary step change in sustained transport to 2035. The timescales to achieve this agreement are outwith the control of the Glasgow and the Clyde Valley Strategic Development Planning Authority.
- the respondent notes that the investment programme would benefit from detail. However, this would be inappropriate in the new generation of Strategic Development Plans. Once a new programme agreement has been concluded, it will be through a revision of the Regional Transport Strategy that the detail will be presented and this can then result in a review of Strategy Support Measure 7 and any necessary detail can be presented as appropriate in Schedule 4.
- R9 relates to both locations as Silverburn Shopping Centre is located within Pollok Town Centre.

- the suggestion for a corridor from the city centre (via Clyde Arc Bridge and Silverburn) to Newton Mearns or East Kilbride and also within C3 of the Circumferential Corridors (page 31) to run from East Kilbride or Newton Mearns through Paisley and Glasgow Airport to Clydebank/Dalmuir is simply an alternative view to that adopted by the Glasgow and the Clyde Valley Strategic Development Planning Authority.
- the addition of enhanced bus links between Glasgow International Airport and city centre and also direct from other centres to Glasgow Airport as part of transport corridor R11 is an issue for the Regional Transport Strategy, BAA and individual local authorities to assess and promote. The Glasgow and the Clyde Valley Strategic Development Planning Authority considers, from a strategic perspective, that this matter is covered with reference in R11 to improving core bus frequencies and routing.
- the deletion from the City Centre and Subway section on page 31 of reference to the cross-city tunnel is considered an issue for the Regional Transport Strategy and individual local authorities to assess and conclude. As it stands a cross-city tunnel remains a potential option for future implementation until such time as the Scottish Government and the Regional Transport Authority conclude their deliberations on the specific content of Project 24 (Supporting Document 2) of the Strategic Transport Projects Review.
- the nine point programme presented by the representee as priorities to achieve step-change are acknowledged but as these would be matters more appropriately take forward as part of the upcoming review of Regional Transport Strategy (Supporting Document 4) by Strathclyde Partnership for Transport.

**Reporter's conclusions:**

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**Reporter's recommendations:**

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