

Issue No: 8

Issue: Competitiveness

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Representations

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Supporting Documents

1. Glasgow and the Clyde Valley Strategic Development Plan, Proposed Plan, Background Report 1, Economic Outlook and Scenarios (Extract)
2. Glasgow Edinburgh Collaboration Initiative Economic Linkages Draft Final Report, Aecom for Scottish Enterprise May 2011
3. A Low Carbon Economic Strategy for Scotland, The Scottish Government, 2010

Issue 8	Competitiveness	
Development plan reference:	Section 4: Spatial Development Strategy Spatial Framework 1 Competitiveness	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
E47 Ayrshire Joint Planning Unit E48 North Ayrshire Council E62 Scottish Association for Public Transport		
Provision of the development plan to which the issue relates:	Spatial Framework 1 Competitiveness (paragraph 4.38, page 23 and paragraph 4.39, page 28)	
Planning authority's summary of the representation(s):		
<p>E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council Given its location and proximity, Ayrshire's role in adding to the critical economic mass and agglomeration economies of the Glasgow conurbation should be recognised in the same way as Edinburgh which is fully acknowledged as an opportunity to be developed. In particular Ayrshire's role in relation to the recognised need to attract skilled labour to service the skill needs of the new growth sectors should be recognised and facilitated through improved transport links between Ayrshire and Central Glasgow.</p> <p>E62 Scottish Association for Public Transport Querying the likely transport implications of some of the city-region's future low-carbon economy particularly that 'people will commute further and wider to take up employment in key economic growth locations'. This contradicts evidence from the National Travel Survey of reducing levels of internal personal travel and a shift away from traditional commuting peaks as more people work as least part of their time at home and also spread the times of commuting and other trips related to work.</p>		
Modifications sought by those submitting representations:		
<p>E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council Text should be added to page 23 to recognise the wider city region functions provided by Ayrshire and text added to paragraph 4.39 to recognise A737 corridor improvements.</p> <p>E62 Scottish Association for Public Transport Questions the view set out in paragraph 4.28 that 'people will commute further and wider to take up employment in key economic growth locations.'</p>		
Summary of responses (including reasons) by planning authority:		
<p>E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council the Glasgow and the Clyde Valley Strategic Development Planning Authority reject the proposed modifications as it considers</p> <ul style="list-style-type: none"> • the real focus of the Ayrshire representations to be on their transport 		

linkages (amendments to paragraph 4.39 being their particular focus) and seeking Glasgow and the Clyde Valley Strategic Development Plan Proposed Plan justification for priority investment in key transport schemes in Ayrshire.

- in order to achieve that objective, recognition in the Proposed Plan of Ayrshire's economic linkages is sought.
- economic and social interaction between the Ayrshire sub-region and the city-region are well-established in terms journey-to-work, retail and social trips.
- Section 4 Spatial framework 1 (page 23) has a specific focus on fostering increasing economic linkage between Scotland's two major city-regions – the Glasgow and Edinburgh city-regions, for the reason of collaboration to build economic markets.
- it does not seek to elaborate upon established connections between the city-region and other sub-regions such as Ayrshire. Argyll and Bute, Falkirk, and Dumfries and Galloway all have similar economic and social interaction with the Glasgow city-region, but are also not highlighted, even though some of their interaction is equal to that of the Ayrshire sub-region.
- it is not within the mandate of the Glasgow and the Clyde Valley Strategic Development Planning Authority to identify and promote priority transport proposals in Ayrshire or any other adjoining area – that falls to the relevant councils to those areas.
- it is for the Glasgow and the Clyde Valley Strategic Development Planning Authority to acknowledge the relevant interrelationships with adjoining council areas and the relevance of these interrelationships.
- the Proposed Plan does so in paragraph 4.39 and in paragraph 4.41, Diagram 12 (Corridors R9, R10 and R11) and Schedule 4 (Corridors R9, R10, R11) where Ayrshire linkages are integral parts of Strategic Transport Projects Review Projects 22, 24 and 26.

E62 Scottish Association for Public Transport

These proposed modifications/queries are rejected by the Glasgow and the Clyde Valley Strategic Development Planning Authority as it considers

- the Proposed Plan sets out a future city-region economy founded on re-balancing the current services-focused bias towards a long-term focus on low-carbon and new 'green' technologies/services (page 9, Diagram 5) and Background Report 1 (Supporting Document 1).
- as part of this future economy, it is anticipated (Aecom 2011) that the city-region, in comparison to the Edinburgh city-region (paragraph 4.26 to 4.28), will likely develop its low-carbon economy with a greater proportion of research and development, manufacturing, utilities and resources development within its economic structure (Supporting Document 2)
- based on the aforementioned research (Aecom 2011) conducted for the Glasgow/Edinburgh Collaboration Initiative (Supporting Document 2), this difference in economic structure, whilst fully in line with the Scottish

Government's Low-carbon Economic Strategy (Supporting Document 3), may result in a wider spread of commuting as employees travel to relevant locations which are anticipated to be less city-centre focused than an economic structure focused on developing solely 'green' services as their future focus.

- It is therefore essential that the Proposed Plan's provisions for Strategic Economic Investment Locations (pages 22, 24, 25), many of which are geared to service this future 'green' economy, exploit and develop their sustainable transport linkages so as to ensure that travel to work journeys are able to be made sustainably.

Reporter's conclusions:

Reporter's recommendations: