

Issue No: 9

Issue: Connectivity

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Supporting Documents

1. Strategic Transport Projects Review Final Report Project 24
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2. Strategic Transport Projects Review Final Report Project 26
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3. Strategic Transport Projects Review Final Report Project 22
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| Issue 9 | Connectivity | |
| 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 E51/3 Scottish Government (Directorate for the Built Environment) E58 Strathclyde Partnership for Transport E62 Scottish Association for Public Transport | | |
| Provision of the development plan to which the issue relates: | Strategy Support Measure 4 (page 26) Strategy Support Measure 5 (page 27) | |
| Planning authority's summary of the representation(s): | | |
| <p>E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council Relationship of the High Speed Rail proposal on transport connectivity and accessibility to the Ayrshire sub-region.</p> | | |
| <p>E51/3 Scottish Government (Directorate for the Built Environment) A need to reflect the Ministerial decision on the organisational and process aspects of determining the future of High Speed Rail within and into the city-region.</p> | | |
| <p>E58 Strathclyde Partnership for Transport Premature to require Glasgow city Council's City Plan 3 to identify a specific site for a terminus without further work being undertaken to identify the transport planning criteria for the selection of the High Speed Rail terminus and how that terminus will integrate with existing regional bus, Subway and rail networks.</p> | | |
| <p>E62 Scottish Association for Public Transport Questions whether only improvements at Glasgow Airport will benefit the conurbation economy and that both Edinburgh and Prestwick Airports deserve more consideration in the Strategic Development Plan. Additional explanatory material on High Speed Rail required in the Strategic Development Plan with a demand for an inter-governmental agreement on High Speed Rail on location and phasing of its delivery.</p> | | |
| Modifications sought by those submitting representations: | | |
| <p>E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council Specific references should be made to Ayrshire in text where appropriate.</p> | | |
| <p>E51/3 Scottish Government (Directorate for the Built Environment) Strategy Support Measure 5 should be amended to reflect the role of the Scottish Partnership Group and the likely timing of any certainty emerging as to the preferred location for the terminus and route. Suggested wording is: "Following the identification of a location in central Glasgow for a High Speed Rail terminus by the Scottish Partnership Group (which includes Glasgow City Council and other stakeholders), Glasgow City Council and related stakeholders to secure</p> | | |

and safeguard related development land ...”

E58 Strathclyde Partnership for Transport

It is suggested that the Proposed Plan be redrafted to be less specific about the requirement on Glasgow City Council and related stakeholders to identify a specific site for a terminus until further work is undertaken to identify the relevant transport planning criteria.

E62 Scottish Association for Public Transport

Glasgow International Airport, paragraph 4.31, goes too far in assuming that only improvements at Glasgow Airport will benefit the conurbation economy and both Edinburgh and Prestwick Airports deserve more consideration. Strategy Support Measure 4, as written, is excessively negative about the potential to reduce road traffic problems on the M8 through modal shift.

E62 Scottish Association for Public Transport

Strategy Support Measure 5 should be revised to:

- highlight interim improvements in Anglo-Scottish rail services prior to planned opening of the initial high-speed services in 2025;
- ensure that the finalised Strategic Development Plan to include agreement by 2012 on high-speed rail terminal facilities in Glasgow. Options include further development of Glasgow Central, a linked Central/St Enoch development and the City Council proposal for a site east from Glasgow Cross, all of which would require good links with the intra-conurbation and national Scottish networks;
- secure inter-government agreement by 2012 on the location and phasing of a high-speed rail route into Glasgow and the upgrading of other sections of route over which High-speed trains will provide through services from 2025. This could include priority for segregating high-speed and lower-speed services from Glasgow to the Carstairs area with connections to Edinburgh (also permitting improved services from Glasgow to Edinburgh, Newcastle and other cities in eastern England)
- make reference to the ability of higher-speed rail and improved frequency to improve links from both Glasgow and Edinburgh to Lancashire and the West Midlands.

Summary of responses (including reasons) by planning authority:

E47 Ayrshire Joint Planning Unit, E48 North Ayrshire Council

The Glasgow and the Clyde Valley Strategic Development Planning Authority reject the modifications as it considers appropriate reference to the Ayrshire planning area have been made in the Strategic Development Plan Proposed Plan, in particular with regard to

Ayrshire accessibility

- the Proposed Plan seeks High Speed Rail as a strategic development in the city-region to enhance its outward economic competitiveness. In order for the whole city-region to maximise those competitiveness benefits, the Proposed Plan seeks greater integration between the prospective central terminus and the city-region through improved sustainable transport networks which increase accessibility between core and hinterland.
- these provisions are highlighted in paragraphs 4.39 to 4.42, Diagram 12

and Schedule 4.

- paragraph 4.41, in particular, highlights the various transport corridor reviews and appraisals currently underway and specifies Project 24 of the Strategic Transport Projects Review (Supporting Document 1) in particular.
- Strategic Transport Projects Review Project 26 (Supporting Document 2) directly focuses on rail improvements on the Inverclyde and Ayrshire Corridors (Corridors R10 and R11 Diagram 12 and Schedule 4).
- Strategic Transport Projects Review Project 22 (Supporting Document 3) focuses on improvements on the A737.
- all of these take into account accessibility to Ayrshire, specified in paragraph 4.39, Ayrshire's connectivity and accessibility issues with the city-region are therefore already inherent in the Proposed Plan.

Strategic Development Planning for Ayrshire

- it is not within the mandate of the Glasgow and the Clyde Valley Strategic Development Planning Authority to take decisions on strategic development planning issues in Ayrshire, simply to recognise the functional relationships between the city-region and adjoining areas and incorporate the necessary strategies to meet the demands of those functional relationships.
- it is not appropriate for the Glasgow and the Clyde Valley Strategic Development Planning Authority in its Proposed Plan to be allocating strategic significance to transport corridors and schemes within Ayrshire, that is the responsibility of the respective Ayrshire councils and is already covered by the Scottish Government's Strategic Transport Projects Review Project 22.
- the duty upon the Glasgow and the Clyde Valley Strategic Development Planning Authority to recognise the functional relationship with Ayrshire is already met within the provisions of the Proposed Plan; paragraph 4.39 and 4.41.

E51/3 Scottish Government (Directorate for the Built Environment), E58 Strathclyde Partnership for Transport

The modifications and the suggested re-wording are noted by the Glasgow and the Clyde Valley Strategic Development Planning Authority as it reflects the Ministerial decision on the future of High Speed Rail. They therefore update the procedural and organisational aspects of preparing the way for planning action for High Speed Rail in the city-region.

E62 Scottish Association for Public Transport

The Glasgow and the Clyde Valley Strategic Development Planning Authority reject the modifications having regard to

Paragraph 4.31 and Strategy Support Measure 4 Glasgow International Airport and sustainable transport access

- Edinburgh and Prestwick airports are acknowledged by the Proposed Plan as serving the city-region to a degree. However, Glasgow International Airport is the predominant airport serving the city-region and as such, is the key strategic priority for the Proposed Plan.
- Strategy Support Measure 4 highlights the nature and relevance of strategic access to Glasgow International Airport and the need for

commitment to resolve road access.

- the proposed modification seeks to introduce its own solution to the issue which is inappropriate without fuller consideration of all possible solutions having been tested and a preferred solution agreed.
- it is inappropriate for the Glasgow and the Clyde Valley Strategic Development Planning Authority and its councils to suggest or make planning decisions related to airport and investment locations outwith the bounds of its spatial mandate.
- respectively as regards Edinburgh and Prestwick, such decisions lie with the Edinburgh and Lothian councils and the Ayrshire councils and with the Scottish Government in respect of its Ministerial responsibilities.

Strategy Support Measure 5 High Speed Rail: meeting the challenge

- it is inappropriate for the Proposed Plan to impose a decision deadline re High Speed Rail on the UK and Scottish Governments and the latter's Partnership Group regarding High Speed Rail.
- the improvements in accessibility within the UK related to High Speed Rail are already covered in the Proposed Plan (paragraph 4.33).
- the issue of interim rail improvements in the UK pre-2025 introduce detail of little relevance to the location and planning of High Speed Rail within the city-region and serves only to undermine the strategic need to focus on High Speed Rail.

Reporter's conclusions:

Reporter's recommendations: