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Vincent Goodstadt
Glasgow and Clyde Valley Structure Plan Manager
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Date: 24 June 05
My Ref: D2/1
Your Ref:

Dear Vincent,

2025 CONSULTATIVE DRAFT STRUCTURE PLAN

I refer to your letter of 9 May seeking the Joint Committee's comments on the Glasgow and Clyde Valley 2025 Consultative Draft Structure Plan.

At its meeting on 6 June, the Joint Committee agreed that I should put a draft response to the Management Group of WESTRANS officials, and if that was approved by them, to arrange for authorisation by the Convener and Vice Convener before forwarding it to you. I enclose comments which have been approved by Management Group officials but which have not yet been authorised as our official response. It is not possible to get my Convener and Vice Convener's authorisation at this time due to holiday arrangements; our official response will be sent to you as soon as arrangements can be completed.

Yours sincerely
Rodney

Rodney Mortimer
MANAGER

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GLASGOW AND CLYDE VALLEY STRUCTURE PLAN - CONSULTATION

WESTRANS COMMENTS

Introduction

The West of Scotland Transport Partnership (WESTRANS) is a Joint Committee of 13 local authorities and Strathclyde Passenger Transport (SPT). The two organisations have come together, with the support of the Glasgow and Clyde Valley and Ayrshire Structure Plan core teams to produce a Joint Transport Strategy (JTS). The JTS sets out an integrated strategy for transport development and investment in the west of Scotland for the next 20 years.

Overview

The vision of the strategy is ‘to invest in and maintain the best possible sustainable transport system for western Scotland that supports the economy, promotes social inclusion and enhances the environment for the people who live, work, visit and enjoy the region’.

The Strategy:

- Sets out a 20 year integrated development and transport framework that will achieve sustainable economic growth and social justice in Western Scotland.
- Aims to achieve a sustained shift in mode of travel from private car to public transport in order to reduce congestion, improve journey time reliability, assist freight and improve the negative environmental pollution impacts of growing traffic volumes.
- Prioritises transport management and investment to support economic and social activity, planned development, environmental improvements and to enhance overall regional accessibility.
- Incorporates Scottish Executive priorities and programmes with direct relevance to western Scotland.
- Provides a regional context for Local Transport Strategies.
- Complements local transport strategies and SPT’s Public Transport Strategy

The core of the strategy focuses on enhancing rail connections, improving public transport, removing strategic road capacity constraints and introducing demand measures to complement the improved transport network and ensure road congestion does not reduce the economic competitiveness of the region. The document is supported by five proposals that will have the most significant impact: Glasgow Airport Rail Link, Glasgow Crossrail, Mass Transit, M8 corridor capacity and demand management. A number of other important issues have been identified as playing an important role in achieving the vision of the JTS, these include park-and-ride, freight and green travel plans.

Glasgow and the Clyde Valley Plan Consultation

WESTRANS would like to thank the Glasgow and Clyde Valley Structure Plan Joint Committee (GCVSP) for the opportunity to comment on their consultative draft structure plan.

The core of the JTS is consistent with the main transport chapter in the Glasgow and Clyde Valley Structure Plan and WESTRANS welcomes this. However a fundamental question that needs to be asked is whether it is necessary to include in the Structure Plan a technical report on strategic transport priorities. The Technical Report and the JTS are broadly similar documents, albeit the JTS covers a wider geographical area. Could the Technical Report be set aside and replaced by references to the JTS.

If it is decided to retain a separate technical report, the following comments are relevant.

WESTRANS Comments

WESTRANS comments on the transport technical report are as follows:

- Section 3 – The Scottish Executive has published the Transport Scotland Bill 2004, with its central idea of a new Transport Agency for Scotland

The main focus of the Transport (Scotland) Bill is the creation of the Regional Transport Partnerships and the development of regional transport strategies. The national transport agency has not been created by the Transport (Scotland) Bill.

- Section 3 – The UK Government published, in November 2004, the Railways Bill

It should be noted this Bill has now been given royal assent.

- Section 4 – The Scottish Executive will move to develop an overall Scottish Framework for Transport in Scotland, as a sister document.

This document should be referred to as the 'National Transport Strategy'. The RTPs will develop regional transport strategies not joint transport strategies.

- Section 5 – The JTS depends upon the Structure Plan for establishing the linkage to land-use planning.

This should be re-phrased to say that the JTS (and subsequent RTS) has strong links with the Structure plan and that the two documents should be consistent and integrated.

- Section 5 – The meaning of the last sentence is unclear. Can it be re-worded?

- Section 8 – Transport models

We are happy to work with the Structure Plan Team to develop and make use of the Luti models.

- Section 16 – The regeneration section only notes the MFIs. It may be of use to add more detail in terms of the additional locations specifically requested by GCVSP for inclusion in the finalised JTS. The reasoned justification for their inclusion was their links to regeneration.
- Section 18 – Demand management measures comprising extensive parking controls, and bus and cycle lane priorities, are already in place in the Glasgow metropolitan area. The associated JTS has, as one of its four key strategic priorities, the staged introduction of an integrated parking strategy to control trip ends.

It should be noted that Glasgow already has extensive parking controls – based on parking price mechanisms and has recently extended its Controlled Parking Zone.

- Section 23 – ‘.....public transport suggests that only draconian pricing will have sufficient impact to induce modal shift.’

A decision on the application of demand management measures has not been reached by the WESTRANS Joint Committee members. However a radical approach to managing demand will be required in order to induce modal shift. The recent report by the Environment and Rural Development Committee on climate change recommends that the Scottish Executive develop a coherent approach to charging.

- Section 23 – Research suggests that modal shift is marginal in the absence of demand management to complement the introduction of a range of high quality public transport alternatives.

Where has this research come from - this should be referenced.

- Section 40 (and schedule 4). - Deanside and Gartsherrie containers

Deanside and Gartsherrie are not mentioned in the JTS, although they are included in the 2000 Structure Plan– consequently we would welcome further clarification on their inclusion in the Structure Plan.

- Schedule 1 and 4 – Ravenstruther transshipment is mentioned but a scheme is not specified. Further clarification on why the scheme has been included would be welcomed. No scheme has been identified in the JTS.
- Section 48 – ‘The current investment at Auchenraith...’

Should this be Auchenkilns?

- Schedule 2 – The following need to be amended so they are consistent with the JTS:
 - Glasgow – North Lanarkshire via Argyle line – this is not in the JTS. Does this refer to the Glasgow – Cumbernauld line?
 - Cathkin Bypass – this should be re-named as Cathkin Relief Road
 - Carfin to Holytown Extension – this should be re-named as A723 Carfin to Holytown dualling.
 - A803/A807 Haggs – Milngavie – this is not in the JTS, where has this come from?
 - Bridge of Weir/Kilmacolm – does this refer to a rail scheme here?
- Schedule Three – The following need to be amended so they are consistent with the JTS:
 - Renfrew Western Development Route. This project does not appear in the JTS, is this referring to the Renfrew Northern Relief Road? It is also mentioned in schedule 4.
 - Glasgow – Lanarkshire rail. This does not appear in the JTS. Does this refer to the Glasgow – Cumbernauld line?
 - Carfin to Holytown Extension – this should be re-named as A723 Carfin to Holytown dualling.
 - Paisley – Shields Junction Rail. This is not specifically mentioned in the JTS, it is part of GARL. It is also mentioned in schedule 4.
 - Glasgow – Inverclyde service and capacity enhancements. This is not mentioned in the JTS.
- Section 52 – This paragraph makes reference to the increasing relevance of circumferential journeys around the metropolitan area, and suggests that the public transport system is ill-developed to meet this demand.

This paragraph should refer to the WESTRANS/SPT Orbital Study, which is now complete. WESTRANS would welcome the opportunity to discuss how land use development can be integrated with future development of public transport to serve orbital needs.

- Section 54 – Whilst park-and-ride is contained in policy in both the MDS and individual Local Plans, the opportunity for a metropolitan approach remains to be developed as part of the MDS and associated JTS.

WESTRANS and SPT have recently commissioned a study into Park-and-Ride, which should be complete by the autumn. The study is mentioned in the JTS and should be referred to in the structure plan.

- Schedule 4
 - Gartcosh station is now open
 - Northern suburban rail – what is this, it does not appear in the JTS. The northern suburban rail also appears in schedule 6.

- Section 71 – The 2005 Plan releases will include an assessment of the fixed rail corridors which comprise the metropolitan suburban network.

A preview of this assessment prior to publication would be useful.

- Schedule 6 –It should be noted the following are not included in the JTS. We would welcome further clarification on their inclusion in the Structure Plan.
 - Possil Road QBC
 - Robroyston Park-and-Ride
 - Woodilee rail/mass transit access
 - Ferguslie Park rail access
 - Drumchapel rail access
 - Hyndland/Jordanhill/Finnieston rail – in the JTS this is referred to as Jordanhill West Station Study
 - Newton Park-and-Ride
 - Law rail halt
 - Westerhill rail station
 - Abington rail halt
 - Symington rail halt
 - Central Station platform enhancements

- Section 76 – bullet point (vi)

Local authorities do not have control over charging for car parks at out-of-town locations, therefore the last bullet point was not included in the JTS.

- Section 77 – The technical report highlights that the WESTRANS Joint Committee and SPT have signalled their intention to introduce parking based demand management within the medium to long term horizons of the Strategy.

The Partnership has agreed to examine parking based demand management.

- Section 77 – WESTRANS, with the support of the GCVSPC, will continue to develop and test demand management scenarios, including road tolling, in preparation for any necessary adjustments to Policy in the longer term.

The Partnership will continue to monitor the effectiveness of demand management measurements in preparation for any necessary adjustments to Policy in the longer term. WESTRANS would be happy to discuss demand management issues/policy with GCVSP.

- Section 78 – It will be for the JTS Partnership to promote relevant changes to the process.

It will be for the Partnership to work with councils to promote relevant changes to the process.

- Section 79 and Schedule 7 – Demand Management Priorities provisional list

This list has not been agreed by WESTRANS constituent local authorities and as a result does not appear in the JTS.

- In sections 58 and 63 the Glasgow Airport Rail Link (GARL) is referred to as GAL, it should be referred to as GARL.
- Glasgow Southern Orbital (GSO) – sections 26, and schedules 4 and 5 make reference to the construction of the GSO.

The GSO was completed in April 2005.

- The following list highlights projects which are included in the JTS project tables but have not been included in the technical report schedule lists.

Projects in JTS - Short Term

- Motherwell station transport interchange
- Interchange improvement strategy
- Study of new stations on west coast main line – local service study
- Lanark to Edinburgh rail link study
- Orbital transport study
- Study into improved road/public transport connections between Hamilton and East Kilbride.
- Lower Clyde/Glasgow fast ferry service (feasibility/pilot study)
- Integrated ticketing strategy
- Public transport information strategy
- Kilmarnock to Barrhead capacity improvements.
- Development of demand responsive transport opportunities.
- M74 public transport complementary measures
- Harthill bus based Park and Ride
- Eurocentral bus based Park and Ride
- Airdrie Station Park and Ride
- Firth of Clyde passenger ferries bus/rail interchange/Park and Ride
- Gourock/Kilcreggan ferry upgrade
- Gartloch road upgrade
- NCN 74 extension (Douglas – Uddingston)
- NCN 73 (Newton Stewart to Stranraer/Cairnryan)

Projects in JTS - Medium Term

- Allander rail station study
- Mossend rail freight study
- Lanark – Edinburgh rail link
- Clydebank Interchange
- Renfrew/Yoker ferry bus interchange
- Commuter ferries on the Clyde
- Dualling of Stewartfield Way, East Kilbride
- A814 extension from Bowling to Dumbuck junction.
- Renfrew Northern Relief Road
- Projects to improve public transport access to healthcare

Projects in JTS - Long Term

- Greenock Ocean Terminal and King George V rail freight study
- Forth and Clyde canal opportunities.
- Wishaw hospital station
- A73 Dalmacoultter to A8/M8 Chapelhall Interchange

Encouraging Sustainable Transport

The Environment and Rural Development Committee's Report on 'Inquiry into Climate Change' states that a comprehensive examination of travel patterns and access to transport must be considered more rigorously as a matter of course in the planning system, particularly for major projects such as hospitals and housing developments.

The Committee has also asked the Scottish Executive for evidence on what has been achieved so far in the business and retail sectors by initiatives such as green travel plans. It recommends that the Executive examine ways in which the planning system can develop improved assessment of likely emissions and provide incentives for development to be located so as to minimise transport related emissions.

WESTRANS would welcome the opportunity to discuss how sustainable travel can be best encouraged and supported through the Structure Plan and the future regional transport strategy through a consistent and integrated approach by both organisations.

Conclusion

WESTRANS would be happy to meet with the Glasgow and Clyde Valley Structure Plan team to discuss any of the above comments further.