

# GLASGOW AND CLYDE VALLEY STRUCTURE PLAN JOINT COMMITTEE

JOINT COMMITTEE MEETING

1st MARCH 2004

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## Item                    **Joint Transport Strategy (JTS) - WESTRANS & SPT**

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### **Introduction**

1.     The Joint Committee will be aware, from previous meetings, of the development of the Joint Transport Strategy by WESTRANS, the Local Authority Transport Partnership, and SPT. The Steering Group will also be aware of the role played by the GCV Core Team in the development of this Strategy and its piloting of the work through the WESTRANS Joint Committee and SPTA.
2.     This note is intended to bring the Joint Committee up to date with progress and to outline the next stages in the process.

### **The JTS**

3.     A draft of the JTS text has now been agreed with all partners, and was approved by the WESTRANS Joint Committee on the 17th December 2003, with any additional editing delegated to Officers. Since that date, a number of meetings have been held between SPT and the SPM to finalise and edit the text for consideration by the SPTA, the draft having been cleared by the SPTA Directors in early January 2004. The SPTA formally considered and approved the draft at its meeting of Friday 6 February 2004.
4.     A copy of the draft is appended for Member's information.
5.     The draft maintains its close linkages with the Development Strategies of the constituent strategic planning Authorities as it is geared to integrating transport with long-term land-use distributions. The core of the JTS remains unchanged, with considerable work having been undertaken by partners to identify and programme the requisite detailed transport studies, investments and scheme evaluations which would deliver this Strategy. It is important to stress that the JTS, in some cases, cannot prescribe specific solutions at this stage and that further detailed studies and evaluations will be spawned by it to identify just such specifics. In other cases, detailed solutions have already been tested and evaluated. The JTS therefore provides a draft framework for a joint long-term work programme between WESTRANS and SPT with a focus on delivering the Strategy.
6.     Additional investment in enhanced modelling methodologies has been and is being made by SPT, in liaison with the GCV Team, so as to provide better integrated evaluation of the land-use - transport impacts of the JTS components.

## **Next Stages**

7. Following approval by the partners, the draft will be prepared for publication as a Consultative document with a view to its formal publication around Easter 2004. The SPM has already taken steps to start the design and publication process. It is intended that a three-month consultation period will be launched, combined with targeted consultation at specific transport interests. The current target date for this process is to complete it before formal summer recess in 2004.
8. At this stage, the GCV Core Team continues to have a substantial role in final editing and liaison with the partners. It is also managing the preparation and publication process for the Consultative Draft on behalf of the JTS Steering Group.

## **WESTRANS Core Team**

9. The WESTRANS Core Team, who will be responsible for ensuring delivery of the Strategy, is in the process of establishing itself. Its Manager is in post, Rodney Mortimer, and adverts will have been placed for his staff on Friday 13 February 2004. The Team is currently being installed in the offices of the GCV Core Team as a sub-tenant. The Core Team which has been charged with the implementation and delivery of the JTS is in the process of set-up with a view to being fully established by the time of the publication of the Consultative Draft.

## **Conclusions**

10. The JTS has now passed through the formal Committee stages of its partners and is due to be published as a Consultative Draft before Easter 2004. A three-month consultation period will ensue, comprising both general consultation and targeted consultation, with a view to publishing a formal Strategy in the summer of 2004.

## **Recommendations**

11. It is recommended that the Joint Committee notes the successful progress of the joint transport strategy to its current position and the role of the Joint Committee in achieving a close strategic integration of land-use planning and transport.

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**Structure Plan Manager**  
**March 2004**

**A JOINT TRANSPORT STRATEGY  
FOR  
WESTERN SCOTLAND  
To  
2025  
CONSULTATIVE DRAFT STRATEGY**

**PREPARED BY THE JOINT STEERING GROUP  
Of  
'WESTRANS' & STRATHCLYDE PASSENGER TRANSPORT**

**FEBRUARY 2004**

**PART I**  
**THE STRATEGIC APPROACH**

## INTRODUCTION

- 1.1 Transport networks and services underpin economic and social activity, whilst having major implications for the environment. The movement of goods, services and people along these networks, however, are determined by changing patterns of land-use. There requires to be a close relationship between the strategic planning for land-use and transport. In line with Governmental advice, the local Transport Authorities, the Public Transport Authority and the Planning Authorities for Western Scotland (Appendix 1), in partnership, have drafted this consultative draft Joint Transport Strategy (JTS) as an integral component of the long-term planning and regeneration of the west of Scotland.
- 1.2 This JTS sets out the priorities for the management of and investment in the region's strategic transport network through the integration of transport policies and proposals with land-use planning and its constituent development plans and policies. This is essential to support the economic and social development of the area and to develop long-term sustainable travel patterns. WESTRANS recognises that the development of its Strategy will require a full analysis of the transport network to define a prioritised action plan following rigorous appraisal. This consultative draft provides a strategic context and further refinement will follow.
- 1.3 The JTS is also integrated with wider government policy and those of its related planning and transport agencies and Authorities. Diagram 1 illustrates these relationships within which the JTS is embedded, and to which it adds value.

In order to achieve this, the JTS -

A) links the range of existing strategies, plans and initiatives within a common framework

and

B) sets out a strategy for the provision of high-quality accessibility for current and future development so as to foster economic growth and enhancement of the well-being of communities.

(Diagram 1 INSERT - JTS relationship to Local Transport Strategies & Strathclyde Public Transport Strategy and other policies)

- 1.4 In order to accord with published Government advice<sup>1</sup>, the policies, proposals and priorities of the JTS are based on seeking to integrate land-use and transport and complement the objectives of community planning. It therefore -
- balances economic, social and environmental priorities, and is therefore integral to the delivery of the Development Strategies of the region.
    - provides a long-term perspective, twenty (20) years, in respect of its policies, proposals and priorities, in line with Approved Development Plans.
    - in terms of its policies, proposals and priorities, focuses on issues of strategic significance and provides a framework for Local Transport Strategies (LTS), which set out local priorities for action.
      - adds value to Government priorities by articulating a distinctive regional perspective to national planning and transport issues.

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<sup>1</sup> Refer NPPG and ODPM/DoT, 'Guide to Producing Regional Transport Strategies' (see Appendix X)

- adds value to Government and SPT priorities for public transport by fully supporting the public transport policies and priorities of SPT
  - is based upon a package of management and investment measures, which provide a balance between positive action and management control.
  - is locationally specific in its policy, proposals and priorities.
  - in terms of policy, proposals and priorities, is feasible in its long-term structure, with in-built flexibility in its programme of action.
- 1.5 Whilst Scottish Executive guidance on both regional and local transport strategies is developing, the relationships between the JTS, Local Transport Strategies(LTS) prepared by the Councils and the public transport strategy prepared by SPT (SPTS 2000) is important. The JTS identifies strategic requirements for transport management and investment, both in terms of location and action. The LTS prepared by the Councils will often be the specific vehicle for planning and delivering the necessary interventions. This is the case particularly where local action, or a series of local actions, provide the resolution to a strategic problem e.g. network management along a specific transport corridor. The public transport strategy (SPTS 2000) provides the strategic plan for public transport interventions. In this case, the JTS will identify the corridor and the need for a package of transport measures within that corridor. The LTS and SPTS will however generally be the means by which that package is tailored to the needs of the corridor and the means by which the actions are delivered.

### An Evolving Strategy

- 1.6 The Westrans/SPT Partnership is seeking to address a complex range of strategic transportation and land-use planning issues in Western Scotland. These need to be addressed in their totality. It is fully recognised that this will require considerable further technical work to develop the Partnership's fuller understanding of the transport needs of the area. Therefore not all elements of the JTS are fully formed and further work is essential to test, develop and refine the proposed action. However, this on-going work should not constrain the development of the JTS, but serve to underline the need to see the JTS as evolving strategy which will be developed as the work programme progresses.
- 1.7 The Partnership also acknowledges that its strategy will need to be responsive to the changing economic, social, institutional and legislative context within which the Strategy operates. The Partnership's approach to strategy development is iterative therefore, and it is resolved to evolve the JTS on a continuing basis. Procedurally, this approach will involve Alterations to and Reviews of the Strategy as is necessary. Currently, two particular aspects must be highlighted in this first version, as requiring further development - Rural Services and Strategy appraisal.

### Rural Services & Ferries

- 1.8 The Partnership is aware of the increasing demands on rural transport networks, including freight movements associated with timber and minerals. The need for good access to promote the tourist economy is a common issue for all rural areas. In addition to this, there is a range of associated complex issues which are critical to the quality of rural life – for example, isolation, distance between settlements, distance from services, frequency, employment opportunities and appropriate public transport types and low population densities.
- 1.9 A particular issue is the need to maintain and improve ferry services. Ferries, which provide the primary connection between island communities and their mainland termini, and which provide also short-sea crossings in the Firth of Clyde and across the North Channel from Dumfries and Galloway and from Argyll & Bute, are major transport connections within the tourist economy and essential, in many cases, to 'life-line' services. There is a need within the development of a

rural strategy to give some focus to ferry terminals and their transportation links and approaches.

- 1.10 The Partnership acknowledges the importance of the strategic networks and services in the rural areas particularly of Argyll & Bute, Ayrshire, Dumfries and Galloway and Lanarkshire. An analysis of the rail, road and ferry networks in these rural areas is required to identify the specifics of strategic capacity constraints and their effect on strategic accessibility vis-à-vis a view of the long-term demands.
- 1.11 Technical work therefore is in hand which will allow the Partnership to update this first JTS so as to incorporate solutions to strategic transport and land-use problems in these areas. Partnership will bring forward an Alteration, at its earliest date, to this JTS which addresses these issues at the strategic level. Issues of local significance will continue to be addressed by the relevant Local Transport Strategies by the relevant Councils and through the delivery of SPT's public transport strategy.

### Strategy Appraisal

- 1.12 The Partnership recognises also that the development of the **JTS** will be subject to rigorous appraisal in terms of the Scottish Executive's STAG methodology. The Partnership therefore adopts a strong managerial approach to this Strategy, in that it will be subject to monitoring and evaluation and update, where necessary. At the same time, more detailed analyses, modeling and evaluation will be undertaken to assess and take forward the proposals in this document and develop the Strategy, to evolve 'best-fit' solutions for inclusion in the JTS. The process will be dynamic rather than static, and managed to ensure 'fit-for-purpose' outcomes. For example, partners are already in the process of undertaking comprehensive multi-modal analyses of individual 'corridors', building upon the work instigated by the Scottish Executive in respect of the Central Scotland Transport Corridor Studies.

## 2.0 WESTERN SCOTLAND - THE CONTEXT

- 2.1 The strategic transport network of Western Scotland is defined by key economic locations which form the urban Centres upon which transport movement is focused and the key corridors which serve them. These are illustrated on Map 1.
- 2.2 There is a range of transportation problems in these urban Centres and along these Corridors which the JTS seeks to address and which have been set out in earlier Partnership reports (footnote). The key issues relate to three strategic problems:
- 2.3 The growing levels of congestion and unpredictability of journey times undermine the region's economic competitiveness (*Map 2*), these being brought about by specific network capacity constraints, the 'stress-points'
- 2.4 The growing levels of disparity in the quality of access to opportunity favour, not only the car owner but, as a result, disadvantage less mobile members of society.
- 2.5 The growing levels of traffic run counter to the government's environmental agenda and its legislation for road traffic reduction.
- 2.6 The key 'drivers' of these problems can be identified as the :
- Increasing rate of private car ownership and usage - *Graph 1*
  - Increasing average length of journeys - *Graph 2*
  - Low relative growth rates in the patronage on public transport (excluding concessionary schemes),.- *Graph 3*
    - Deregulation and declining bus services on commercial routes
    - Availability of public transport in rural areas
    - Rural 'life-line' services
    - Inadequate integration of transport opportunities - *Map 4*
  - Conflicting priorities between rail passenger and rail freight services in terms of limited track capacity
    - Need for public transport infrastructure and land use change to be more responsive
  - Changing land-use distributions and dispersed pattern of destinations – *Map 3*
  - Concerns for personal safety and security (for example in travel to school)
- 2.7 If the Government's projections for the overall long-term growth in road traffic (28% to 2025) are then considered, it is evident that, in the absence of specific actions to address the impact of these trends, the rate of deterioration in road traffic conditions will accelerate and the scale of the resultant problems escalate. Consequently, the list of issues set out below form the focus for the JTS. These issues have been mapped to illustrate their spatial extent and area of impact.

### STRATEGIC PROBLEMS – Interim Assessment

- 2.8 Capacity constraints on the transport networks - Map 5

#### **RAIL CONSTRAINTS**

Glasgow Central Station  
Glasgow Central to Paisley Gilmour Street  
Glasgow Queen Street high level station  
Hyndland to Partick  
Larkhall- Milngavie  
Barrhead to Kilmarnock  
East Kilbride line  
West Coast Main Line (local services)

#### **ROAD CONSTRAINTS**

M8 Kingston Bridge

M8 Hillington to Glasgow Airport  
M74 Raith  
M77 link westbound to M8  
A77 (sections)  
A75 TEN (Trans-European Network) Dumfries to Stranraer  
A82 (sections)  
Access to Loch Lomond National Park

**CONSTRAINTS ON EXTERNAL CONNECTIONS *Map 6***

West Coast Main Line  
Edinburgh - Glasgow rail line  
M74 corridor  
A80/M80 corridor  
A8/M8 corridor  
Access to airports

**LEVEL OF ACCESSIBILITY - to key economic and social areas and constraints on planned Regeneration and renewal - *Map 7***

Airports' development areas  
Business locations  
Town Centres

**CONFLICTING TRANSPORT DEMANDS - *Map 8***

Between passenger and freight rail movements  
Traffic from Hunterston  
West Coast mainline and local rail movement  
Between strategic and local road traffic on trunk and strategic road network  
Local and strategic traffic on motorway network in central conurbation (especially Kingston Bridge)  
Integration between transport modes, land use and transport services  
Quality of physical interchanges for rail, bus, subway and ferries  
Integrating with new developments and public transport  
Integration of ticketing across services and modes

### 3.0 OBJECTIVES OF THE JOINT TRANSPORT STRATEGY

3.1 The Partnership has already established a general Vision Statement for the Joint Strategy. It stated this as :-

'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'. ('Connecting Strategies' - Stage 1 Report - Spring 2002)

3.2 This Vision Statement is in line with Governmental policy. To achieve this, the overarching aim of the JTS will be to achieve a sustained shift in mode of travel from private car to public transport, in order to reduce congestion, improve reliability and ameliorate the negative environmental pollution impacts of growing traffic volumes.

3.3 More specifically enhanced accessibility, enhanced connectivity and integrating transport within new developments and regeneration areas is required. The Joint Strategy is therefore framed to deliver the following objectives :

*Objective 1 : External Connectivity:-* Improve the economic competitiveness of the region by tackling capacity constraints (including missing links), enhancing service reliability, and addressing congestion on the transport networks linking the region to its international and national networks, including improved sea and air linkages.

*Objective 2 : Internal connectivity :-* Increase capacity on the transport networks within the Partnership area in order, inter alia, to support economic activity, freight and rural 'life-line' linkages and to improve internal coherence within the Partnership area.

*Objective 3: Economic Regeneration :-* Support and facilitate the regeneration of the Partnership area particularly in those priority areas recognised in the approved Development Plans.

*Objective 4 : Social Justice :* Support the promotion of social inclusion through enhancing access to the priority areas of recognised greatest social need, to job opportunities and community facilities, and through the development of accessible and affordable public transport

*Objective 5 : Planned Development :-* Enhance the accessibility of strategic development locations which have been designated in the Development Plans of the constituent Authorities, particularly in respect of social justice approaches to increasing accessibility to job opportunities.

*Objective 6: Glasgow City Centre :-* Support and enhance Glasgow City Centre as role of the regional 'economic hub' by the improvement of public transport accessibility, physical capacity and integration.

*Objective 7 : Sub-Regional Centres :-* Support the role of sub-regional centres as 'drivers' in the regional economy through the improvement of their accessibility

*Objective 8 : Promoting Public Transport :-* Improve public transport accessibility, capacity and integration on key corridors by investment in services, interchanges and infrastructure, and by managing capacity in order to address key sustainability issues of economy, social justice and environment. (SPTA's Public Transport Policies and Strategy)

*Objective 9 : Traffic Management :-* introduce demand management policies throughout the Partnership area to address road traffic growth.

## 4.0 REGIONAL DIMENSION OF THE JOINT TRANSPORT STRATEGY

- 4.1 Although the above objectives apply, to a varying extent, to all transport policies and programmes that are implemented by SPT and local Transport Authorities, the JTS focuses on strategic priorities (for example the City, Town Centres and transport corridors) and where joint action is essential for a integrated approach to land use and transport planning and delivery.
- 4.2 These strategic priorities are defined by the use of the following criteria for schemes and projects :
- Criterion 1* : Delivery of major improvements in accessibility and support to strategic regeneration and development areas as set out in the strategic development plans of the Partner organisations.
  - Criterion 2* : Relating to major congestion capacity constraints and effectiveness of services on either road or rail network
  - Criterion 3* : Tackling significant cross boundary issues between different LTS areas or whose impact transcends such boundaries even though the action may be limited to a specific LTS area
  - Criterion 4* : Playing a major role in improving integration with national networks, and key transport nodes e.g. major airports, ports, freight interchanges, or major railway stations
  - Criterion 5* : Already defined as having strategic or national significance and which feature in national investment programmes by Government, SPT or relevant transport agencies
  - Criterion 6* : Leading to the introduction of regional network management or demand management regimes.
- 4.3 The JTS focuses on strategic issues and interventions. However, this necessarily excludes a wide range of issues, which are more local in scale and which equally will require a planned response. It is these which should provide the focus for the Councils' own Local Transport Strategies, framed within the overall strategic umbrella provided by the JTS.

## 5.0 THE STRATEGY

5.1 In the context of its overarching aim and its detailed objectives, (as listed in section 3) the Joint Transport Strategy

- sets out a long-term 20 year integrated development and transport framework for the achievement of sustainable economic growth and social justice in Western Scotland.
- prioritises transport management and investment, in terms of location and timescale, to support economic and social activity and planned development, and to enhance overall strategic accessibility
- incorporates Scottish Executive priorities and programmes with direct relevance to Western Scotland, adding value to these, by a clearly defined integration of regional land-use and development priorities
- provides a strategic context for Local Transport Strategies
- complements SPT's Public Transport Strategy

### THE STRUCTURE OF THE STRATEGY

5.2 The Strategy is underpinned by three key policy packages :

- A) the investment priorities for integrating land-use and transportation
- B) management and development of the public transport network to maximise its use
- C) management of car usage within the Conurbation and larger Urban Areas

5.3 The Strategy focuses on broad transport 'corridors' which serve the main centres of economic activity and population set out in the defined priorities of the approved Development Plans of the Partnership area. As a result, the quality of access provided by these corridors to external markets and to internal opportunities are critical :

- to the perception of the west of Scotland as a competitive location for economic growth
- to ensuring that all communities, urban and rural, have effective access to opportunities, particularly to new areas of job growth
- to ensuring, where practicable, that access to these opportunities is not dependent solely upon owning or using a private car.

5.4 The policies and priorities in the JTS set out the integrated management and investment required along these 'corridors'. However, action on 'corridors' will require to be complemented by action to improve accessibility in those Centres, such as Glasgow City Centre, where congestion and capacity constraints have an adverse impact on the various corridors of movement.

5.5 The key Transport corridors and urban centres are illustrated on Diagrams 3 and 4. They comprise the physical network, in terms of enhanced external and internal connectivity, strategic regeneration and improved accessibility, where transport infrastructure is the key to

- i) International linkages - e.g. airports, docks and freight terminals
- ii) National UK linkages - e.g. rail network and motorway connections
- iii) Intra-regional linkages - e.g. rail networks, ferries and strategic roads
- iv) Intra-urban linkages - e.g. suburban rail networks, strategic roads

5.6 This Strategy section of the JTS is structured therefore as shown below

A - 'Corridors of Integrated Action'

B - Management and Investment Interventions within the Corridors

C - The potential Policy Package

5.7 Action programmes and policy packages for rail and road capacity management, new investment in rail, road or Mass Transit systems, demand management regimes, service improvements, integrated land-use and development are set out for each strategic corridor in Chapter Six. The detailed schemes which could comprise these packages are illustrated on Diagrams 7 to 11. The Partnership, as a process, will continue to investigate and evaluate interventions within these transport 'corridors' with a view to defining the optimum integrated combination of management and investment action.

## **A CORRIDORS OF INTEGRATED ACTION**

5.8 In this age of economic globalisation, the ability of Scotland and its component regions to compete internationally requires high levels of accessibility be provided by its transport connections. Western Scotland, in particular, with its economic focus on exports, lies at the hub of a series of major external and internal transport corridors :

- Internationally, through its two airports at Glasgow and Prestwick, and through its Clyde ports
- To Europe directly, via the A80/M80 and A8/M8, through Rosyth on the east coast
- To England and Europe, the Channel Tunnel and the national motorway network, through the West Coast Main Line and the M74/M6 corridor to the south-east
- To Ireland, via the Trans-European Networks of the A75 from Dumfries to Stranraer and the A77/M77 and Stranraer rail corridor to the south-west and via Troon
- To north-east Scotland via the A80/M80 and the Glasgow-Aberdeen rail line, to the north-east
- To Argyll and the Highlands via the Clyde ferries, the A82 and Oban/Fort William rail line to the north-west

5.9 In each of the above corridors, the full potential of the rail and road network is not realised. In particular there are constraints to cross city centre movement by road and rail in terms of twin rail terminals (and their approaches), and on the incomplete motorway network which limits the accessibility of the region to its wider international, European and UK markets. This also limits inter-regional rail connectivity with other parts of Scotland and intra-regional movement between Ayrshire, Argyll and Lanarkshire, along the south-west to north-east and the south-east to north-west corridors. The resulting increased number of trips 'bypassing' around the conurbation merely exacerbate the problems, especially in terms of providing responsive public transport.

## **B MANAGEMENT AND INVESTMENT**

5.10 In order to achieve the objectives set out in paragraph 3.2 the Strategy has clear priorities related to economic growth and competitiveness by improving access to key economic hubs and locations. This is dependent upon reducing current and projected levels of road congestion and enhancing the capacity of the rail system. Road congestion can be tackled by demand management, but requires to have public transport alternatives in place to allow for modal shift from the private car. It is equally important, therefore, to improve public transport capacity, either in terms of the rail infrastructure, or bus services.

5.11 The Strategy, therefore, is based on priorities to develop public transport, coupled with key road investments in strategic corridors which would support economic competitiveness of the whole region, regeneration and strategic development locations.

**External Connections** : The top priorities, therefore, relate to corridors serving the following external connections -

Glasgow and Prestwick International Airports - international and national air links

EuroCentral Terminal - the international rail-freight hub

Clyde ports - Ocean Terminal, Hunterston and Ayr - international sea links

Loch Ryan and Troon ports - links to N. Ireland and the Irish Republic

Glasgow City Centre - the national rail and road hub

**Regeneration** : At the next level of priority, there must be a clear emphasis on the long-term economic and social requirements of the area. Therefore the support of long-term major regeneration initiatives, set out as the foci for future growth in the Structure Plans and agreed strategic priorities within the Partnership area, is necessary. The following development locations are in particular identified -

- **Clyde Waterfront**
- **Clyde Gateway**
- **Ravenscraig**
- **Ayrshire Gateway**

**Development Locations:** Whilst the above priorities reflect the importance of providing access to the major regeneration 'flagships', there is also a need to provide access to specific locations, such as sub-regional business centres and strategic employment locations, which are important to economic and community development. These are more location-specific and are important in enhancing the overall competitiveness of these areas.

## THE CORE OF THE STRATEGY

5.12 If the Strategy is to achieve its objectives and is truly to add value to the published priorities of the Scottish Executive, at its heart must lie two key actions - maximising accessibility across the region by public transport and sustaining regeneration of the economic centre of Western Scotland. Three schemes (Diagram 5), therefore, provide the foundation for the investment strategy. In addition to the existing transport commitments these three interventions contribute most significantly to transforming accessibility to the benefit of the whole Partnership area.

- I : enhancing rail connectivity on two key axis
  - i) between Glasgow City Centre and the Airports
  - ii) between the northern and southern rail networks across Glasgow.

Action is needed to provide both the internal and external rail - linkages that currently constrain the wider accessibility of the whole Partnership area; and

- II : maximising public transport accessibility by appropriate Mass Transit modes across the metropolitan core potentially linking the twin regeneration initiatives of the Clyde Waterfront and the Clyde Gateway, within the context of a systematic incremental network to link up the conurbation;  
and
- III : removing strategic road capacity constraints on the M8 which constrain key economic locations across the region, particularly Glasgow City Centre, Glasgow and Prestwick Airports and EuroCentral. Ensuring effective road capacity along these key motorway corridors is essential to the movement of commercial traffic and access to the links to external markets by rail, air and shipping.

5.13 However, these measures which provide better transport opportunities and choice require to be complemented by demand management controls to ensure that continued use of the private car does not exacerbate road congestion and does not reduce the economic competitiveness of the region and that the relative attractiveness of public transport is increased. At present there is a major 'Accessibility Gap' between the attractiveness of travelling by car and public transport for most journeys. These controls will have a focus particularly in urban areas where modal choices could be increased by the development of mass transport solutions. There is therefore a fourth component to the JTS -

- IV : demand management will be introduced in the medium to long-term, once the necessary public transport improvements have been introduced to provide car-drivers with reasonable choice. This will be complemented by the delivery of SPT's public transport priorities to enhance the quality of public transport in terms of speed, frequency and quality, and integration. Initially, it will be based upon a comprehensive approach to managing trip destinations by the development of a car-parking strategy, aimed at supporting economic and operational activity by restricting, inter alia, all-day commuter parking at relevant locations (Diagram 6).

5.14 The priorities set out above and in the accompanying Strategy diagrams comprise measures which both

- deliver new investment to create enhanced accessibility, particularly by public transport modes and by selected strategic road investment
- and
- manage the transport networks to maximise their current contributions and their current investment

## **STRATEGY PRIORITIES – DISCUSSION**

- 5.15 : The region has the largest metropolitan rail network in the UK, outwith London. This network is however not fully appropriate to serve changing patterns of land-use. The rail system is mirrored by a radial road structure which effectively channels bus networks along particular transport corridors, and which does not effectively address the more diffuse pattern of land-uses now characterising the Partnership area. In combination, these factors constrain the ability of public transport, especially the rail system, to serve the long-term development needs of Western Scotland, particularly in terms of its key economic linkages e.g. Glasgow City Centre to Glasgow Airport and Prestwick Airport, and in terms of key regeneration initiatives e.g. Clyde Waterfront, Clyde Gateway.
- 5.16 These issues have already been recognised in the policies setting out the strategic development plans for the Partnership area and within SPT's public transport strategy and capital programme. These include such commitments as the Glasgow Airport rail link, the Larkhall – Milngavie rail line, the Barrhead -Kilmarnock line and the completion of the M74, construction of the Glasgow Southern Orbital and upgrading of the M77. The JTS endorses these existing commitments but alone they will not provide the long term transport network and services required. The Strategic Priorities of the JTS set out above represent the more comprehensive approach that is required to transform the quality of accessibility throughout the Partnership area enhancing its competitiveness and the access to opportunities for all communities. The following section explains these priorities more fully.

### **Rail Network**

- 5.17 The rail network has limitations in its capacity and coverage. There is inadequate connection between the rail networks north and south of the Clyde, limiting the effectiveness of the rail network to serve the whole partnership area since the networks to the north and south of the City are separated, with their own terminating stations at Queen Street and Central Station. There are significant 'pinch-points' at Glasgow Central Station and between Paisley Gilmour Street and Shields Junction, as well as other localised problems. These key constraints have a region-wide impact in that they could limit the potential growth of Glasgow Airport and Prestwick Airports and the enhancement of services generally between Ayrshire, Argyll & Bute (through Gourock), the conurbation and the region's links to the north and east. Prestwick Airport has a high proportion of passengers (around 25%) using rail. Current assessments prepared for Scottish Enterprise Ayrshire and the Ayrshire Joint Structure Plan and Transportation Committee indicate that air passenger growth projections are linked with the effectiveness of the rail service to accommodate increased numbers. Key factors in this include frequency of service and reduction in journey times which are dependent upon capacity of the network. The "Glasgow Airport Rail Link" scheme currently being progressed to detailed design by SPT, following ministerial approval addresses track and platform capacity issues.
- 5.18 In terms of connectivity, the networks north and south of Glasgow City Centre are separated, with their own terminating stations at Queen Street and Glasgow Central respectively. The benefits of improved connectivity will affect the whole region. The JTS therefore supports the promotion of a cross-city rail link. Two schemes have been identified for this; firstly, Crossrail comprising the provision of short sections of new track to connect Queen Street with existing track on the south side of the City, and, secondly, a rail tunnel linking the two Glasgow rail termini and their respective networks. The Crossrail project, including Strathbungo Link and St. John's links would allow for an expansion of suburban and metropolitan services. The

construction of the Garngad curve provides further connectivity. A tunnel could provide additional capacity in the longer term.

- 5.19 The two Cross-City schemes are not interdependent. As a priority Crossrail is being promoted and detailed studies are underway. Crossrail provides major benefits to both the metropolitan area and to wider Central Scotland movements and this scheme is being promoted by SPT towards a Parliamentary Bill.

### **Public Transport and Regeneration Priorities**

- 5.20 At the same time, the fixed rail network, geographically, does not provide the relevant accessibility to open up the major regeneration areas which lie in the east-west 'Development Corridor' through the Conurbation as promoted by the Approved Glasgow & Clyde Valley Joint Structure Plan 2000, particularly in the Clyde Waterfront and Gateway development locations. There is a need therefore to develop the public transport network to provide frequent and flexible high quality accessibility for the corridor, both in terms of the services within the 'Corridor' and links into the 'Corridor', particularly from high car-ownership areas such as Newton Mearns in the south and Bearsden/Milngavie in the north. The development of attractive public transport to support the development of these corridors includes consideration of a Mass Transit system. This could achieve the accessibility objectives, has the potential to provide the necessary network and service with its flexibility, frequency and long-term quality image, and with the ability to interchange with other transport modes. SPT will examine the development of a mass transit network (including LRT) across the metropolitan area which will incorporate these major development priorities within that wider network.

### **Strategic Road Constraints and Economic Locations**

- 5.21 The future investment priorities, which are primarily geared to public transport solutions, need also to be balanced with multi-modal investment to meet all strategic needs for improved accessibility. The region has a number of core economic locations - Glasgow City Centre, the regional 'hub', the regional gateways of Glasgow and Prestwick airports, and EuroCentral, the region's international rail freight terminal in Lanarkshire. Each of these locations is affected by limited strategic road capacity, thus constraining their economic future. Schemes currently programmed by the Scottish Executive and constituent 'WESTRANS' local authorities, and included within this Joint Transport Strategy, will address a number of these constraints - namely, M74 completion, the M77, and the A8/M8 upgrade in Lanarkshire.
- 5.22 The key capacity issue that is not resolved by the above schemes, is the constraints on the M8 capacity in the vicinity of Glasgow Airport, between junctions 26 to 29, Hillington to St. James. This particular 'choke-point' will constrain the long-term economic function of the Airport, and will also have significant implications for the effectiveness of the central 'Corridor of Growth'. In the context of
- the long-term regeneration of the Clyde Waterfront immediately to the north-east of the Airport
  - the planned long-term development of Bishopton, as a regenerated community, with its own potential need for a link to the M8, west of the Airport
  - the continuing development and regeneration of 'Inverclyde Rebuilt' and its need for metropolitan and national road links
  - the new strategic east-west capacity which will be introduced by the planned M74 completion from Cambuslang to Kingston,
- 5.23 The capacity of the M8 between Junctions 26 and 29 will therefore become an increasingly significant strategic issue. Failure to investigate and address this particular stress-point on the strategic network will have negative impacts on long-term metropolitan regeneration and

potentially may negate the planned investment in new capacity along this east-west 'development corridor' associated with the M74 completion. Further investigation is required to identify appropriate key strategic intervention designed, in part, to maintain good strategic accessibility between Glasgow Airport, the current and planned development of the western half of the 'Corridor' and the national Motorway network in Lanarkshire. This western part of the 'Corridor' currently produces a significant percentage, in value terms, of Scotland's exports, and in the longer term, that contribution is planned to grow.

- 5.24 In Ayrshire the Economic Forum has agreed an economic development strategy. Entitled Ayrshire Scotland's Western Gateway it is seen as the basis through which Ayrshire will make a major contribution to the growth of both Scotland and its own communities. This **JTS** accommodates the core strategy, based on the development of growth corridors linked to the major external connections – ports, airports, rail routes – that traverse the area. It also sets the scene for major regeneration initiatives along these transportation links. Fundamental to that principle therefore is a shift in both accessibility and mobility on road and rail routes that are becoming increasingly congested.
- 5.25 This strategy develops from the earlier approved joint structure plan which identified the need for a fundamental shift in transport investment if the problems of excess road traffic in smaller settlements along these roads, and capacity constraint on the rail system, was to be addressed.
- 5.26 Consideration has also been given to further priority actions to ensure the efficiency of the freight network in the region. In terms of rail freight, the issue relates to the movement of coal, particularly from Hunterston. This gives added weight to the priority needed for enhancing the capacity of the heavy rail network south and west of the city centre. In terms of road freight, it is considered that key corridors within the conurbation will be addressed by the upgrades to the central motorway spine. There are particular issues, however, relating to the movement of timber and coal in the rural areas of Ayrshire, Argyll, South Lanarkshire and Dumfries & Galloway which will need further investment. The issue of freight is discussed further in a later section of this chapter.

## Demand Management

5.27 Whilst these priority investments will do much to unlock public transport potential, that potential carries the risk of being undermined by the continued and projected growth in private car usage. The investment strategy outlined above needs therefore to be complemented by demand management policies which both control the use of road space and promote the use of public transport network.

- 5.28 The management of the demand for trip generation by private vehicles becomes a fundamental aspect of the **JTS**. However, it is essential that such demand management meets a number of tests:
- It must balance competing demands in terms of economic competition between constituent parts of Western Scotland
  - It must support long-term Development Plans, rather than create contradictory pressures for alternative development locations
  - It must support legitimate economic activity, rather than seek to constrain it
  - It will need to be supported by enhanced public transport capacity
  - It must be effective in reducing road congestion

5.29 It is considered in principle that, initially, demand management should focus on the use of strategic parking controls, rather than the use of road tolling, since this is capable of being more targeted in its application and relatively simpler to implement. This aspect of Strategy will be subject to more detailed appraisal and further developed in updates of the JTS, , The JTS's position on road tolling as an additional measure in the longer term will be kept under review.

## ADDITIONAL STRATEGY COMPONENTS

## Freight

5.30 As illustrated in paragraphs 5.20 and 5.21, capacity constraints which affect both rail and road networks, actually impact upon all traffic on those networks, which means that freight flows are adversely affected. Additionally, Government policy of fostering transfer from road-based freight to rail-based freight places additional pressure on the rail network to take further freight traffic, thus exacerbating the tension between the ability of the rail network to improve passenger traffic and at the same time, to accommodate additional freight traffic, particularly where the rail network is already constrained in terms of its basic capacity. The key strategic interventions for the rail network, set out in this Strategy, are aimed at creating the capacity to support both enhanced passenger and freight flows. Until these provisions are in place, road transport will remain the primary mode for the majority of freight movements.

5.31 Currently, road-based flows carry in excess of 90% of Scotland's freight. Such a high percentage entails significant heavy lorry flows on the road network with consequent deleterious environmental impacts on towns and villages in terms of noise, vibration, dust, and pollution. Interventions, therefore, which address current road capacity constraints in the short-term will have an early and positive impact on freight flows, provided that the additional road capacity created through network management measures or through new investment in road capacity is managed to minimise take-up by further private car traffic.

5.32 Detailed proposals for road network management has yet to be developed and tested in terms of its potential impact on traffic flows across the network. This is particularly important in Ayrshire, Dumfries and Galloway, Argyll and Bute and the southern parts of Lanarkshire, where the potential of rail-based bulk haul of timber and open-cast coals is severely limited by such capacity constraints. Consequently, there is a significant issue to be addressed in terms of road transport alternatives.

5.33 **Way Forward** : The Partnership considers that an appropriate way forward will be to work with the Freight Industry to understand and assess the industry issues. Issues to be considered include the development of road management schemes, as well as working with the Industry to identify the potential a programme of modal shift to rail-freight based upon the investment outlined in this JTS. The establishment of a 'forum' between the Industry and Transport Authorities may provide the appropriate vehicle for such working.

## Cycling and Walking

5.34 The promotion of walking and cycling is an important part of the overall approach to transport policy nationally. The main framework of initiatives, except for the Sustrans network, is integral to the LTS process. It is also expected that these modes will be integral to the development of specific proposals for each of the corridors in this JTS. The JTS therefore does not set out separate policies or priorities for these modes of travel.

## Travel Planning

5.35 Travel planning is a focused review of individual's travel choices to workplaces and identifies opportunities to reduce car based travel to work. The process, involves techniques such as car sharing, individual journey plans, travel diaries which can provide effective methods of reducing the need for travel and for influencing modal shift. Travel Planning is an example of local action with the potential for impact on strategic problems. Authorities in the Partnership area—e.g. Renfrewshire and East Dunbartonshire - have instigated area wide pilot studies, sponsored by the Scottish Executive. The Partnership will monitor the results of these pilot works in order that, if effective, appropriate policies can be developed for inclusion in future revisions of the JTS.

## OTHER STRATEGY ASPIRATIONS

5.36 As the JTS has been designed to complement the long-term strategic planning and its promotion of the economic competitiveness of the region, it is geared therefore to delivering specific geographical solutions which address the above needs. However, the long-term 'Vision'

for the region, essentially based around improved quality of life and closer integration of land-use and transport, requires a radical change to the levels and patterns of access as set out in this Strategy and its supporting policies. These may not be sufficient, however, and new transport ideas which would contribute to the achievement of the Vision, will continue to be evaluated. Therefore, whilst not reflected in this JTS as current priorities, there are a number of potential transport improvements which are under discussion and which will be built into a later edition of the JTS if confirmed as appropriate and feasible -

#### Short-term

- Rural priorities
- Freight priorities
- Clyde ferries

#### Short to Medium-term

- Park and Ride both for rail and bus
- Interchange at rail and underground stations
- Strategic employment sources and Travel Plans
- Integrated ticketing

#### Medium to Long-term

- Fast commuter ferries on the Clyde between Argyll and Clydeside
- Tourist related water based transport
- Local ferry systems on the inner urbanised Clyde
- New bridging opportunities on the Clyde to enhance connectivity north and south of the Clyde

## **PART 2**

# **THE DELIVERY FRAMEWORK**

## 6.0 THE ACTION PROGRAMME - POLICY PACKAGES

6.1 The Strategy will be supported by action based on three key policy themes, designed to achieve the objectives set out in Section 3, based on the principles set out in Section 4.

6.2 The three policy themes are restated below :-

- A: Integrating land-use and transportation - investment priorities
- B: Management and development of the public transport network to maximise capacity of the existing system
- C: Demand management on the road network

6.3 This part of the report sets out 8 policies which will form the core of the implementation of the **JTS**. These are listed in the following page. They relate to the following matters :

Policy A1 : EXTERNAL CONNECTIVITY

Policy A2 : INTERNAL CONNECTIVITY

Policy A3 : REGENERATION

Policy A4 : ENHANCED ACCESSIBILITY

Policy B1 : ENHANCED PUBLIC TRANSPORT NETWORK

Policy B2 : PUBLIC TRANSPORT - SUPPORTING STRATEGIC ACTIONS

Policy B3 : PUBLIC TRANSPORT - PRIVATE OPERATORS

Policy C1 : TRAFFIC MANAGEMENT PRIORITIES

6.4 These policies will form the basis for the promotion of a wide range of projects and schemes to deliver the strategy. This consultative report sets out lists of related projects. These projects in these lists however are very different and variable in their status, for example :

- Projects for which there is formal commitment and are being implemented
- Projects which have policy commitment from member of the Partnership who has legal responsibility for its delivery e.g. in the PTS, LTS or Structure Plan
- Projects which has policy backing by a member of the partnership but has yet to be confirmed by the competent authority (e.g. SPT)
- General forms of action which may be supportive of the **JTS** but has still to be clarified e.g. promotion of ferry services

6.5 Some of the projects will require further detailed work before they can be confirmed as appropriate and deliverable. It is important to note that as a result not all the schemes and projects in these lists are to be considered as having the formal support of the partnership. They are included at this stage to help the consultative process and guide the future work of the Partnership in developing the strategy.

6.6 A number of network management and investment schemes are relevant to more than one policy theme and therefore appear more than once. This approach demonstrates how individual schemes are significant to more than one Policy objective, and, in particular, how they enhance the accessibility of a number of key future development locations. Appendix 3 synthesises this approach by setting out each individual intervention against the Strategy and Policy content of the **JTS**.

## LIST OF POLICIES

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### **Policy A1 : EXTERNAL CONNECTIVITY**

The Partnership will pursue the upgrade and improvement of key rail and road transport links which enhance the external connectivity of the region. An interim list of potential related project is listed in Schedule A1 and diagram 10.

### **Policy A2 : INTERNAL CONNECTIVITY**

The Partnership will pursue the upgrade and improvement of key rail and road transport links which improve the internal connectivity between parts of the region. An interim list of potential related project is listed in Schedule A2 and illustrated on diagrams 10 and 11.

### **Policy A3 : REGENERATION**

The Partnership will facilitate the regeneration of the metropolitan area by developing new and improved transport infrastructure, including modern mass-transit systems and selected network investments. An interim list of potential related projects is listed in Schedule A3 and illustrated on diagram 12.

### **Policy A4 : ENHANCED ACCESSIBILITY**

The Partnership will focus on interventions to enhance accessibility to current and future strategic employment and high trip generation locations. An interim list of potential related projects is listed in Schedule A4.

### **Policy B1 : ENHANCED PUBLIC TRANSPORT NETWORK**

The Partnership will continue to develop and introduce schemes for managing road and rail networks to maximise their existing capacity for public transport, with priority to those corridors that provide enhanced accessibility to existing urban centres and employment locations, and to future planned development zones. These corridors and Town Centre Action Plan locations are identified in Schedule B1 and Maps 7 to 9.

### **Policy B2 : PUBLIC TRANSPORT - SUPPORTING STRATEGIC ACTIONS**

The Partnership, through SPT, will pursue management proposals in regard to performance standards, journey information, integrated ticketing and improved cross-modal integration. An interim list of potential related projects is listed in Schedule B2.

### **Policy B3 : PUBLIC TRANSPORT - PRIVATE OPERATORS**

The Partnership, through SPT, will work with relevant service providers to develop and improve service frequency, interchange and integration opportunities and coverage across Western Scotland.

### **Policy C1 : TRAFFIC MANAGEMENT PRIORITIES**

Where high volumes of traffic generation are a significant issue which constrains the achievement of economic, social and environmental aims, the Partnership will introduce measures in order to achieve traffic reduction and a more equitable access to opportunities, based upon consistent and collaborative parking policies. (Schedule C1 and Diagram 6).

- 6.7 Amongst the primary constraints on the economic competitiveness of the Partnership area, is the existence of a number of gaps in the linkages between the region and its external markets, in terms of rail, road and ferry networks. In addition, elements of the transport networks, internal to the region, are insufficiently developed to enable easy access to international markets, via the region's airports, docks and freight interchanges.
- 6.8 A number of these gaps have been identified by both Central Government and the Scottish Executive and are reflected in its ten year transport plan; others still need to be considered for inclusion in the established programmes. Policies A1 and A2 promote the necessary interventions to address these gaps in the region's connectivity, particularly that of the accessibility of the key economic hubs such as Glasgow and Prestwick airports, the ports at Hunterston and on the Clyde, and to the key rail interchange at EuroCentral in North Lanarkshire.

**Policy A1 : EXTERNAL CONNECTIVITY**

***The Partnership will pursue the upgrade and improvement of key rail and road transport links which enhance the external connectivity of the region. An interim list of potential related project is listed in Schedule A1 below and in diagram 10.***

Public Transport Schemes	Road Schemes
<b>UK GATEWAY CORRIDOR</b>	
West Coast Main Line Upgrade Ravenstruther transshipment	A75/A76 Upgrade
<b>EAST - WEST CENTRAL SCOTLAND CORRIDOR</b>	
Airdrie - Bathgate Rail Extension	A8/M8 upgrade - EuroCentral Terminal - Shawhead - A725 - Raith
<b>CENTRAL &amp; NE SCOTLAND CORRIDOR</b>	
Glasgow to Cumbernauld (inc. park & ride opportunities)	A80/M80 Stepps - Haggs Upgrade
Motherwell - Stirling via Cumbernauld	
<b>CROSS-CITY CORRIDOR</b>	
Glasgow Cross-City Schemes **	
<b>GLASGOW AIRPORT CORRIDOR</b>	
Glasgow Airport Link including Central Station Platform Capacity & Paisley to Shields Junction	A737 - Irvine Glasgow Airport M8 - Glasgow Airport - junction 26 to 29
	M74 completion
<b>PRESTWICK AIRPORT CORRIDOR</b>	
Capacity improvement Ayr to Glasgow Prestwick International Airport Rail Station	Fenwick to Malletsheugh M77
<b>HIGHLAND CORRIDOR</b>	
	A82 - Tarbet to Ardlui
<b>ARGYLL &amp; BUTE CORRIDOR</b>	
Campbeltown to Ballycastle Ferry	
<b>AYRSHIRE CORRIDOR</b>	
Ayrshire to Dumfries/Carlisle Capacity Study	A77 Upgrade
Troon Rail Station to Harbour Interchange	A70 - Ayr to Poniel M74 A71 - Kilmarnock to M74
	A75/A76 Upgrade - Dumfries to Kilmarnock
<b>DUMFRIES &amp; GALLOWAY</b>	
	A75 (TEN) upgrade - Gretna to Stranraer

Footnotes :-

\*\*Currently, two schemes exist for cross city rail links –

- a) Crossrail utilising a series of short cross-connectors to link the rail networks north and south of the city
- b) a longer term tunnel under central Glasgow.

**Policy A2 : INTERNAL CONNECTIVITY**

**The Partnership will pursue the upgrade and improvement of key rail and road transport links which improve the internal connectivity between parts of the region. An interim list of potential related project is listed in Schedule A2 below and illustrated on diagrams 10 and 11.**

Public Transport Schemes	Road Schemes
<b>CLYDE GATEWAY CORRIDOR</b>	
Larkhall to Milngavie	M74 completion
Glasgow – North Lanarkshire via Argyle Line	
<b>EASTERN TANGENTIAL</b>	
	East End Regeneration Route
	Bishopbriggs Relief Road
	Kirkintilloch Link Road
	Cathkin Bypass
Carfin to Holytown Rail Services	Carfin to Holytown Extension
	Garrion Bridge
<b>CROSS-CITY CORRIDOR</b>	
Crossrail, including St. John's link Strathbungo link	
Garngad chord	
<b>CLYDE CORRIDOR</b>	
North Bank Corridor Mass Transit	Renfrew Western Development
South Bank Corridor Mass Transit	Yoker Relief Road
Glasgow Airport rail link	
<b>SOUTHERN TANGENTIAL</b>	
Bridge of Weir/Kilmacolm	Glasgow Southern Orbital
<b>AYRSHIRE CORRIDOR</b>	
Kilmarnock to Barrhead capacity	A77/M77/GSO
Glasgow-Ayr capacity	A737 Upgrade
Mauchline Improvements	A70 Ayr to Poniel
Ayr - Ayr Hospital	A71 Improvements
	A 737 Upgrade
Hunterston - Largs branch	A71 Irvine - Kilmarnock Trunked
Clyde Estuary passenger ferries	A70 Upgrade
	A76 Mauchline by-pass
	A77 improvements south of M77
<b>ARGYLL &amp; BUTE CORRIDORS</b>	
	A82 - Dualling (Duck Bay)
Clyde Estuary passenger ferries	Salen to Tobermory (Mull)

6.9 The strategic planning of the local authorities and their partners in the region have identified a number of key regeneration initiatives some of which have already been approved by Scottish Ministers. These include 'The Clyde Waterfront', the 'Clyde Gateway' and 'Ravenscraig'. In addition, the Metropolitan Development Strategy of the WESTRANS metropolitan Authorities also identifies two major long-term growth areas for the conurbation - at Bishopston, west of the

city, and at Gartloch-Gartcosh, to the east of the city. There are also priorities linked to the implementation of the Ayrshire Gateway Initiative. In order to deliver these regeneration priorities, major improvements in their accessibility must be achieved. The Partnership has therefore identified a series of transport interventions in support of these through Policy A3.

**Policy A3 : REGENERATION**

***The Partnership will facilitate the regeneration of the metropolitan area by developing appropriate new and improved transport infrastructure, including modern mass-transit systems and selected network investments. An interim list of potential related projects is listed in Schedule A3 below and illustrated on diagram 12.***

<b>Relevant Schemes</b>	<b>Potential Schemes</b>
<b>CLYDE WATERFRONT</b>	
	North Bank Corridor Mass Transit
	Finnieston Bridge
	South Bank Corridor Mass Transit
	Renfrew Western Development Route
	M8 - Glasgow Airport - junctions 26 to 29
	Yoker Relief Road
	Partick Interchange
	QBCs
<b>CLYDE GATEWAY</b>	
	East End Regeneration Route
	Light Rapid Transit option to Tollcross
	Glasgow to Lanarkshire Rail
	Glasgow to Whifflet Rail
	M74 completion
	Parkhead Forge Rail halt
	QBC's
<b>RAVENS CRAIG</b>	
	Ravenscraig Rail halt
	Glasgow - Holytown Rail Line
	Carfin - Holytown Services
<b>BISHOPTON</b>	
	Paisley - Shields Junction Rail;
	Glasgow - Inverclyde service and capacity improvements
	M8 upgrade - Glasgow Airport - junctions 26 to 29
<b>GARTCOSH – GARTLOCH</b>	
	Glasgow - Cumbernauld Rail
	Gartcosh Rail halt
<b>AYRSHIRE GATEWAY</b>	
	Glasgow – Ayrshire rail services

- 6.10 Central to the JTS is the close integration of land-use and transport infrastructure and services over the long-term. Therefore, in addition to the wider regeneration priorities of Policy A3, the Partnership, through Policy A4, has defined a package of transport actions ensure that current and future economic and social activity in the region can be delivered in a sustainable way. These include improved capacity, accessibility and frequency of existing public transport services, where possible, and through management of and investment in the transport networks.

**POLICY A4 : ENHANCED ACCESSIBILITY**

***The Partnership will focus on interventions to enhance accessibility to current and future strategic employment and high trip generation locations. An interim list of potential related projects is listed in Schedule A4 below.***

Location	Potential Transport Corridor/Scheme/ Proposal
Area Wide	
	Integrated Ticketing Strategy
	Interchange Improvement Strategy
	Public Transport Information Strategy
Argyll & Bute area	
Oban	Integrated transport terminal; Oban Development Road; Oban Harbour development
Clyde Estuary	Passenger ferries
Dunoon	
Rothesay	
Ayrshire area	
Hunterston	Branch rail line; A78 Trunk
Glengarnock	Rail service enhancements; A737 road
Irvine Riverside	
Kilmarnock North	Kilmarnock to Barrhead Rail ; A77/M77 upgrade
Ardeer, Stevenston	Access from A78
SE Ayr	A77/M77
Prestwick/Monkton	Crossrail; Glasgow Central Capacity upgrades; Paisley - Shields Junction; A77/M77 upgrade
Ayr	Ayr line improvement; Town Centre management plan; Bus access; rail frequency enhancement
Irvine	Town Centre Management Plan; Rail frequency enhancement
Kilmarnock	Kilmarnock - Barrhead; Town Centre Management Plan; Access/Interchange Rail Station Interchange
Cumnock	Town Centre Management/Bus access
Largs	Town Centre Management
Ardrossan/Saltcoats/Stevenston	Three Towns QBC
Dumfries & Galloway	
Dumfries	Crichton development area links
Stranraer & Cairnryan	Interchange facilities
Glasgow & Clyde Valley area	
BUSINESS CENTRES	
Glasgow City Centre	Radial transport corridors to City Centre
Clydebank	Glasgow - Clydebank QBC;
Cumbernauld	Glasgow - Cumbernauld rail line; Bus interchange
Dumbarton	Airdrie – Bathgate rail extension; Argyle Line study
East Kilbride	Bus Station upgrade
Greenock	M74 completion; M8 jnct. 27 to 29 upgrade

Hamilton	Bus and Rail Interchange Upgrade
Motherwell	Motherwell - Stirling via Cumbernauld rail services
Paisley	Paisley - Shields Junction Rail; Glasgow Airport Link; QBC; M74 completion; M8 Junctions 26 -29
<b>STRATEGIC INDUSTRIAL &amp; BUSINESS</b>	
Ayrshire area - Current	
Kilmarnock TOTT	Kilmarnock - Barrhead Interchange
Kilmarnock Moorfield	M77 Road Link
Girvan Grangestone	Rail Freight Capacity; A77 upgrade
<b>Glasgow &amp; Clyde Valley area - Current</b>	
Blantyre/Whistleberry	A8/M8 - A726 - M74 Raith Study
Cambuslang	M74 completion; Argyle Line rail service; Cambuslang IP Rail service, M74 completion; M8 jct. 26 to 29 upgrade
Cartsburn	M74 completion; M8 jct. 26 to 29 upgrade
Clydebank Business Park	Clydebank to Glasgow Corridor
Cumbernauld NW	A80/M80 upgrade; Park & Ride; Abronhill Rail station
East Kilbride East & South	Glasgow Southern Orbital
Glasgow Business Park	QBC; Mass Transit network
Greenock/Pt. Glasgow Riverfront	M74 completion; M8 jct. 26 to 29 upgrade
Hillington/Cardonald	M74 completion; M8 jct. improvement
Inchinnan	M74 completion; M8 jct. 26 to 29 Upgrade; Renfrew Western Development Rd.; Clyde Waterfront South Bank Corridor Mass Transit
Lanarkshire EZ	A8/M8 upgrade
Larkhall South	Larkhall – Milngavie Rail link
Linwood	M74 completion; M8 jct. 26 to 29 upgrade
Newhouse/EuroCentral	A8/M8 upgrade
Queenslie	QBC
Pacific Quay	Finnieston Bridge; M74 completion
Righead/Bellshill/Strathclyde BP	A8/M8 upgrade
Vale of Leven I.E	TBD
<b>Glasgow &amp; Clyde Valley area - Future</b>	
City Science/College BP	Cross-rail; Glasgow - Tollcross LRT option;
Darnley Mains	
Erskine Riverfront	M74 completion; M8 jct. 26 to 29 upgrade
Gartcosh	New station
Robroyston	Rail study, Mass Transit North-east Corridor
Westerhill	Bishopbriggs Relief Rd. Mass Transit North-east Corridor
<b>NATIONAL INWARD INVESTMENT LOCATIONS</b>	
Ayrshire Area	
Moss-side, Kilmarnock	A77/M77 upgrade incl. Junction 4 upgrade; Glasgow Southern Orbital
Glasgow & Clyde Valley area	
Confirmed	
Langlands W., E.K.	A8 - A725 - M74 - Raith Interchange
Pollok Ryat	A77/M77 upgrade incl. Junction 4 upgrade; Glasgow Southern Orbital
Robroyston	Rail study, Mass Transit North-east Corridor
Raith Interchange	A8/M8 - A726 - Raith Study

Woodhall - Faskin	A8/M8 upgrade
Potential	
Greenock/Pt. Glasgow	M74 completion; M8 jnct. 26 to 29 upgrade
Bowling Terminal	TBD
Darnley Mains	A77/M77 upgrade
NE Phoenix/Candren	M74 completion; M8 jnct. 26 to 29 upgrade
Medium-sized Sites	
Gartcosh	Glasgow - Cumbernauld rail service improvements; Gartcosh Railway Station
Ravenscraig	Glasgow - Holytown Rail; Ravenscraig Rail Station; Carfin – Holytown rail services
Cambuslang	Cambuslang IP Rail station
<b>INTERNATIONAL/NATIONAL TRANSPORT FACILITIES</b>	
Ayrshire Area	
Ayr Harbour	A77 Connection
Cronberry	Rail freight facility
Hunterston	Hunterston – Largs branch line; A78 Trunk
Killoch, Ayrshire	Rail freight facility
Knockshinnoch, Ayrshire	Rail freight facility
Prestwick International Airport	Crossrail; Glasgow Central Capacity; Paisley - Shields Junction; Kilwinning Passing Loop, upgrade/station improvements; A77 upgrade south of A77
Troon Harbour	Access to rail station/Rail connections/Route improvements
Glasgow & Clyde Valley Area	
Deanside Freight Terminal	Paisley to Shields Junction Rail; M74 completion
Euro-Freight Terminal, Mossend	A8/M8 upgrade
Gartsherrie Container Terminal, Coatbridge	TBD
Glasgow International Airport	Glasgow to Airport rail link; Crossrail; M8 upgrade jnct .26 to 29
King George V Dock, Glasgow	M74 completion; M8 jnct. 26 to 29 upgrade
Ocean Terminal, Greenock	M74 completion; M8 jnct. 26 to 29 upgrade
Rothesay Dock	Mass Transit Waterfront North Bank; Yoker Relief Road
Ravenstruther, Lanarkshire	Transshipment
Dumfries & Galloway Area	
Loch Ryan Ferry ports	Road & rail links

## Policy Package B.

### POLICIES FOR PROMOTING PUBLIC TRANSPORT TO MAXIMISE CAPACITY AND RETURN ON EXISTING INVESTMENTS

- 6.11 Complementary to investment in new transport infrastructure and services, the JTS seeks to maximise the capacity and delivery of current networks and related services. This will take the form of rail and road capacity management, including further development of the existing policy of Quality Bus Corridors and Town Centre Transport Action Plans - e.g. dedicated lanes, priority lanes, bus gates, increased service frequency - in order that preference is given to current and future public transport services. Policy B1 sets out the Partnership's target transport corridors and their priorities.

#### **Policy B1 : ENHANCED PUBLIC TRANSPORT NETWORK**

***The Partnership will continue to investigate, develop and introduce schemes for managing road and rail networks to maximise their existing capacity for public transport, with priority to those corridors that provide enhanced accessibility to existing urban centres and employment locations, and to future planned development zones. These corridors and Town Centre Action Plan locations are identified in Schedule B1 below and on Maps 7 to 9.***

Transport Corridors	
Metropolitan North - South Corridors	<b>Potential Schemes</b>
Milngavie to Glasgow	Allander Rail station Balmore Road QBC Dawsholm Rail station Maryhill Road QBC Possil Road QBC
Bishopbriggs to Glasgow	Westerhill Rail / Mass Transit Access
Cumbernauld to Glasgow	Blochairn Rail station Croy (extension) Park & Ride Cumbernauld Bus Station Greenfaulds Park-and-ride Cumbernauld line stations
East Kilbride to Glasgow	Rail service enhancements
Newton Mearns to Glasgow	Auchenback (Barrhead) Rail station
Larkhall to Glasgow	Rail service enhancements
Kirkintilloch to Glasgow	Springburn Road QBC Woodilee Rail / Mass Transit Access
Motherwell/Ravenscraig/Wishaw to Glasgow	Ravenscraig Rail station
City Southside to Glasgow	Clarkston Road QBC Pollokshaws Road QBC
Clyde cross-river	
Metropolitan East - West Corridors	
Glasgow Airport to Glasgow	Airport Rail Link
Paisley to Glasgow	Ferguslie Park Rail access study Ibrox Rail access study Paisley Road West QBC Shields Road Park & Ride West Street Rail station
Clydebank to Glasgow	Faifley - Glasgow QBC Drumchapel Rail access study Dumbarton Road QBC Great Western Road QBC Hyndland/Jordanhill/Finnieston Rail study Partick Rail/Metro/Bus Interchange
Cambuslang/East End to Glasgow	Cambuslang I P Rail service

	Dalmarnock Road QBC Duke Street QBC Glasgow Cross rail station Gorbals rail station Glasgow Road QBC Parkhead Forge rail station/interchange Bridgeton Rail Link Newton Park & Ride Shettleston Road QBC Tollcross Road QBC
Easterhouse to Glasgow	Edinburgh Road QBC
Port Glasgow to Gourock	
Newhouse to Baillieston	
<b>Metropolitan Circumferential Corridors</b>	
Cumbernauld - Airdrie - Ravenscraig - M74	Castlecary (Abronhill) rail station Gartcosh rail station Law rail station Mossend rail station study□
Coatbridge - Bellshill - Hamilton - E.K.	
E. K. – Clarkston - Giffnock - Paisley - Barrhead	
Paisley - Erskine Bridge - Dumbarton - Clydebank	Milton rail station study
Clydebank - Milngavie - Bishopbriggs - Cumbernauld	
Clydesdale	Abington rail station Symington rail station study□
<b>Ayrshire Corridors</b>	
A76	QBC
A77	
A71 B7081 Kilmarnock Town Centre	QBC B7081 QBC (Kilmarnock/Irvine Link) Action Plan & QBC
Ayr Radials	QBC
Ayr rail station	Interchange
Garnock Valley	QBC
Glasgow to Carlisle Rail Line	New stations at Altonhill, Hurlford, Mauchline, Cumnock study
Largs branch rail line	Ardrossan North study; P&R Kilwinning & Irvine
Garnock Valley	Garnock Valley QBC
North Coast	North Coast QBC
Ayr Radial Routes	Ayr QBC
Ayr- Ayr Hospital	Rail link
Glasgow - Ayr rail line	Improvements to capacity
<b>Town Centres</b>	
<b>Ayrshire Area</b>	
Ayr	
Kilmarnock	Town Centre Action Plan; QBC
Irvine	
Largs	
Cumnock	
<b>Dumfries &amp; Galloway Area</b>	
Dumfries	TC Bus Station
<b>Glasgow &amp; Clyde Valley Area</b>	
Glasgow City Centre	Central Station, Glasgow - platform capacity enhancements

Clydebank	
Cumbernauld	Cumbernauld Bus Station Castlecary (Abronhill) rail station
Dumbarton	
East Kilbride	
Greenock	Gourock Rail/Ferry Interchange
Hamilton	
Motherwell	
Paisley	
Wishaw	

- 6.12 Policy B1 sets out the priorities for capacity management. In order to maximise the benefit of these improvements through increased public transport usage, the Partnership also recognises the need to improve the availability and flow of information to public transport users, including information on services, interchanges, park-and-ride facilities, and ticketing regimes. Policy B2 sets out the Partnerships priorities in these areas. These measures could well be reinforced by the extension of quality standards for public transport services particularly in terms of frequency of services.

**Policy B2 : PUBLIC TRANSPORT - SUPPORTING STRATEGIC ACTIONS**

***The Partnership will pursue positive management proposals in regard to performance standards, journey information, integrated ticketing and improved cross-modal integration. An interim list of potential related projects is listed in Schedule B2.***

<b>Argyll &amp; Bute</b>	
Oban to Inner & Outer Islands	Bus/Rail Interchange - Central Scotland connections
Bute & Cowal to Kintyre & Inverclyde	Bus and Bus/Rail interchanges
<b>Ayrshire</b>	
Troon - Irish Sea Ferries	Through ticketing; public transport access
<b>Dumfries &amp; Galloway</b>	
Stranraer/ Cairnryan	Bus and rail access
<b>Glasgow &amp; Clyde Valley</b>	
Gourock	Interchange
Gourock - Kilcreggan - Helensburgh	Ferry / Bus / Rail interchange
Renfrew/Yoker Ferry	Ferry and public transport interchange

- 6.13 The Partnership acknowledges the central role of the private sector in the delivery of public transport services, both in terms of the rail sector (SPT and ScotRail franchise) and in terms of bus and ferry services. The private sector role is common across the entire JTS area and therefore the Partnership takes a common approach to Policy on liaison and co-ordination with the private sector through SPT to improve services.

**Policy B3 : PUBLIC TRANSPORT**

***In the context of deregulated public transport, the Partnership, through SPT, will work with relevant service providers to develop and improve service frequency, interchange and integration opportunities and coverage across Western Scotland.***

## **Policy Package C**

### **DEMAND MANAGEMENT ON THE ROAD NETWORK**

- 6.14 In order to complement the positive management and investment interventions set out in Policy categories A and B, the Partnership is aware of the need to promote management of the demand for travel. The key objective of this type of management is to foster modal shift from the private car to public transport, particularly in respect of the journey-to-work commuting trip or trips where public transport provides a viable alternative. Such modal shift would support the significant investments which this Strategy has highlighted under Policies packages A and B by
- A) releasing capacity on the current and future planned road network for strategic economic flows and for the more effective operation of business and commerce
  - B) supporting the viability of public transport through increased patronage levels
- 6.15 The development of demand management policies must take place in the context of ensuring equal conditions for competition, in which case the Policy must have universal application across the area where growing road congestion and high car-trip generation are strategic issues. The application of the policy must address therefore all locations - both in-centre and out-of-centre - in order that neither category of location is given advantage vis-à-vis the other. An equality of application will be important in supporting the long-term strategic development strategies. At the same time, the Policy must legitimately cater for the operational requirements of business and commerce. These facets will be important to the design and success of the policy.
- 6.16 The Partnership has recognised two basic policy approaches to managing the demand for road space - road tolling (managing trips) or parking (managing the destination). In evaluating these options for demand management, the WESTRANS Joint Committee has concluded that a strategic approach to managing parking provides the more just and effective approach for the following reasons -
- i) it can be targeted at those locations which contribute most significantly to high trip generation and consequent traffic flows
  - ii) it can be designed to complement targeted improvements to the public transport accessibility of such locations
  - iii) it avoids penalising drivers not contributing to high traffic flows
  - iv) it is not based solely on price mechanism (which benefits those who can most afford to pay) but also on supply and availability of parking spaces
  - v) it addresses directly the issue of the over-provision of non-operational private non-residential parking spaces
  - vi) it addresses the current inequality and anti-competitiveness of charged in-centre parking and the non-charged availability of parking at out-of-town locations
- 6.17 The Westrans Joint Committee has signalled its intention to introduce parking-based demand management within the medium to long-term horizons of the Strategy. Once introduced, the Joint Committee will monitor its effectiveness in achieving modal shift, traffic reduction and the relief of road congestion. If the use of this particular model proves ineffective, the Joint Committee will introduce further changes to the demand management regime, including the option of road tolling. The Partnership, therefore, will continue to develop and test demand management scenarios, including road tolling, in preparation for any necessary adjustments to Policy in the longer-term.

- 6.18 Currently, the legislation which would be required to implement this policy approach, is not yet in place and the Partnership will need to develop and promote it. Also at this stage, the principle only of the Policy, has been agreed by the Partnership; the detailed scheme, its structure, application, its inclusions and exclusions have yet to be formulated. Policy C1 signals the Partnership's intended Policy approach.
- 6.19 This policy, initially, will focus on all major parking locations, where the use of the private car and resultant high trip generation constitutes a strategic issue. Currently, extensive technical analysis and detailing modelling of both transport and land-use impacts, associated with the introduction of such measures, are only at their inception stages. The policy will only be introduced once this full evaluation has been completed. Whilst a provisional list of locations suggests itself, based on known high trip destinations, the technical work will require to identify the full extent of the policy's application.
- 6.20 Additionally, there will be a lead-in period for the introduction of the public transport alternatives, promoted under Policies A & B. Without these alternatives in place, demand management will be a punitive tax upon the car driver. This is not the objective of the Policy. This Joint Transport Strategy will seek therefore to prioritise the investments in new public transport services and infrastructure in order that alternative modes of transport to private car travel are in place before the widespread introduction of demand management.

**Policy C1 : TRAFFIC MANAGEMENT PRIORITIES**

***Where high volumes of traffic generation are a significant issue which constrains the achievement of economic, social and environmental aims, the Partnership will introduce measures in order to achieve traffic reduction and a more equitable access to opportunities, based upon consistent and collaborative parking policies. (Refer Schedule C1 below and Diagram 6).***

<b>Town Centres - Ayrshire</b>	<b>Out-of-Town Centres</b>
Ayr	
Cumnock	
Irvine	
Kilmarnock	
<b>Town Centres - Dumfries &amp; Galloway</b>	
Dumfries	
<b>City and Town Centres - Glasgow &amp; Clyde Valley</b>	
Airdrie	Birkenshaw
Clydebank	Braehead
Coatbridge	Darnley
Cumbernauld	Gt. Western Rd. Retail
Easterhouse	Strathkelvin Retail Park
East Kilbride	Hillington
Glasgow	Abbotsinch Retail Park
Greenock	St. Rollox, Springburn
Hamilton	Strathclyde Business Park
Kirkintilloch	Free-standing supermarkets
Motherwell/Ravenscraig	Clydebank Business Park
Paisley	Strathclyde Business Park
	Abbotsinch Retail Park
	Blythswood Retail Park
	Phoenix Retail Park

## PROPOSALS AND PHASING

- 6.21 The potential projects and schemes, set out above, indicate the scale and level of investment and intervention that might be required over the twenty years of the JTS to support the strategic planning of Western Scotland.
- 6.22 It will also therefore necessary to have a clear phasing of investment in the short term, whilst others may be scheduled over the medium and long term. This section of the draft **JTS** sets out a provisional phasing; relating them to their Policy context and their current status. A pen picture of each scheme or proposal and its specific locational objectives is set out in Appendix 2. The following tables set out provisional phasing for some of the schemes identified in the JTS. This will continue to be refined in the light of the ongoing work and consultation and extended to set out a comprehensive phasing.

## TRANSPORT POLICY AND PROJECTS – SHORT TERM

Policy	Specific projects	Comment
<b>A1 - External Connectivity Schedule A1</b>	West Coast Main Line upgrade	
	Glasgow Airport Link (including Glasgow Airport rail station)	
	M8 at Glasgow Airport - junctions 26 to 29	
	A8/M8 upgrade - Baillieston - Newhouse	
	A8/M8 Shawhead - A725 - Raith	
	A80/M80 upgrade - Stepps - Haggs, incl. Auchenkiln grade separation.	
	M74 completion - Fullarton to Kingston	
	M77 (Fenwick - Malletsheugh)	
	A77 Upgrade - Ayr to Stranraer, incl. Whittlets and Maybole By-pass	
	A75 (TEN) - Greta to Stranraer, incl. Link to M74 at Lockerbie from Dumfries	
<b>A 2 - Internal Connectivity Schedule A2</b>	Crossrail including St John's and Strathbungo Links	
	Garngad Chord	
	Glasgow Southern Orbital	
	Larkhall to Milngavie rail line	
	Kilmarnock – Barrhead rail line capacity	
	Salen to Tobermory, Mull	
	A76 Mauchline By-pass	
<b>A3 - Regeneration Schedule A3</b>	Clyde Waterfront Mass Transit - north and south banks	Start long term project
	All locations	
		Integrated ticketing strategy
		Interchange improvements strategy
		Public transport information strategy
		East End Regeneration Route
		Finnieston Bridge
		Gartcosh Railway station
	Ravenscraig rail station; Ravenscraig QBC	
<b>B1 – Public Transport Corridors Schedule B1</b>	Baillieston - Newhouse Transport Corridor	
	Bishopbriggs - Glasgow Corridor	
	Clydebank - Glasgow QBC	
	Crichton Development Area, Dumfries - road links	
	Cumbernauld - Glasgow Corridor	
	East-End/Cambuslang to Glasgow Corridor	
	Easterhouse - Glasgow Corridor	
	East Kilbride Bus Station	
	East Kilbride - Clarkston - Giffnock – Paisley-Barrhead	
	Glasgow Airport - Glasgow	
	Croy park-and-ride	
	Cumbernauld Bus Station & local bus services for	

	interchange with Cumbernauld rail station	
	Newton Park-and-Ride	
	Partick Interchange	
	Shields Road Park-and-Ride	
B2 - Ferries	Stranraer/Cairnryan ferry ports - integration	

## TRANSPORT POLICY AND PROJECTS - MEDIUM-TERM

Policy	Specific projects	Comment
<b>A1 - External Connectivity Schedule A1</b>	West Coast Main Line	
	Glasgow City Crossrail	
	Glasgow - Ayr Railway	
	Airdrie - Bathgate rail extension	
	Glasgow to Cumbernauld rail line	
	Mossend Railway Station study	
	Motherwell - Stirling via Cumbernauld	
<b>A2 - Internal connectivity Schedule A2</b>	A82 Dualling (Duck Bay)	
	Cathkin Bypass	
	Glasgow to North Lanarkshire, via Argyle Line	
	Whifflet to Glasgow rail services and electrification	
	Yoker Relief Road	
<b>A3 - Regeneration Schedule A3</b>	Carfin to Holytown road route extension	
	Clyde Gateway mass transit	
	Clyde Waterfront - mass transit North and South Bank	
	Gartcosh Rail station	
	Parkhead Forge Rail station/interchange	
<b>A4 Enhanced Accessibility</b>	Oban Development Road	
<b>B1 – Public Transport Corridors</b>	Westerhill Rail/Mass transit access	
	Allander Station	
	Hamilton Rail and Bus Interchange	<input type="checkbox"/>

## TRANSPORT POLICY AND PROJECTS - LONG-TERM

Policy	Specific projects	Status
<b>A1 - External connectivity Schedule A1</b>	A70 - Ayr to Poniel (M74)	
	A71 - Kilmarnock to M74	
<b>A2 - Internal connectivity Schedule A2</b>	Bishopbriggs Relief Road	
	Bridge of Weir/Kilmacolm	
	Kirkintilloch mass transit	
	Kirkintilloch Link Road	
	Newton-Mearns mass transit	
<b>A3 - Regeneration Schedule A3</b>	Clyde Waterfront inc Renfrew western development road	
	Clyde Gateway	
<b>B1 – Public Transport Corridors</b>	Woodilee Rail/ mass transit access	
	New stations and upgrade programme	

## STRATEGY DEVELOPMENT

- 6.23 Given the range and complexity of the overall Policy and objectives in the JTS, the range of delivery mechanisms and agencies involved, and the long-term time horizon of the JTS, it will not be possible to address all strategic issues in this initial draft of the JTS. It should also be recognised that there are limitations on existing available data. The identification of further survey, analysis, and scenario testing work of both policy and scheme implementation, in itself, therefore becomes an integral part of the Strategy, whilst monitoring and evaluation of its effectiveness will also be an essential part of the management of the Strategy.
- 6.24 Development and management of the Strategy by the Local Authority Transport Departments and SPT therefore will be an evolving process. Demand management Policy C1 already points to further development of the JTS as the ground is prepared for the introduction of demand management regimes when the context is appropriate.

## 7.0 IMPLEMENTATION FRAMEWORK

- 7.1 In the previous section, against each of the tabulated strategic priorities, the broad mechanisms, costs and timescales of implementation were indicated. In this section, the implementation philosophy is set out, some of the delivery issues are highlighted and the potential roles and responsibilities of the many 'players' in the JTS are explored.
- 7.2 The many 'players' in the transport field - Scottish Executive, SPT, Local Authorities, Network Rail, Department for Transport, Strategic Rail Authority, Airport Operators, Train Operating Companies, Bus Operating Companies, Rail and Road Freight operating Companies, etc. - lead to a significant diversity and complexity of delivery mechanisms. This calls for greater co-ordination between delivery organisations, and a clearer programme of regional priorities. There are many issues to be addressed in improving co-ordination between delivery organisations. The establishment of a clear programme of regional management and investment priorities is therefore regarded by the Partnership as an important step in focusing integrated efforts onto the delivery of transport improvements in Western Scotland.

## Roles And Responsibilities

7.3 The range of organisations who will have a role and responsibility for the implementation of the **JTS** is set out in Appendix 3. The Partnership acknowledges that delivery will only be achieved by the many organisations working in co-operation and co-ordination and in partnership. The lead partner for individual projects will vary according to their statutory responsibilities. The SPT will lead on relevant PT schemes, whilst Local Authorities take the lead on road network management and future demand management systems. The WESTRANS/SPT Partnership is however seeking early commitment from all to the delivery of the strategy whether this is the relevant public or private agency for major national schemes or services. The Partnership is therefore looking during the consultation process to all parties to confirm their commitment to the **JTS**.

## Legislative Opportunities

7.4 Future arrangements for transport in Scotland are subject currently to consultation - 'Proposals for a new approach to Transport in Scotland'. The Partnership is aware that the JTS will evolve and be delivered within a different legislative and institutional context.

## Resources

7.5 The overall scale of resources required to implement the **JTS** has yet to be established. In broad terms, over £1bn is required for those schemes for which there are identified solutions and known costs. The resources that will be required to implement the major priorities set out in Section 5 would require significant additional resources. These will be investigated further during the consultation process before the **JTS** is finalised. However it is considered that, on current indications, they will be feasible over the timescale of the strategy. Careful consideration of appropriate funding mechanisms will be required to ensure best value from the impact of the core funding that will be available from the public sector. Views are sought from all parties on the most effective way to implement the projects identified in the strategy.

7.6 It is important also to recognise that the total scale of resources required for transportation in the Partnership area extend beyond those matters set out in the JTS. In particular this applies to the budgets required for the maintenance of the current rail, bus and road networks. These matters will be dealt with more appropriately in the LTS and PTS of the Partnership's constituent members, and are seen as complementary to the priorities and programmes of the JTS.

## Indicators and Targets

7.7 The **JTS** needs to be developed incrementally, and be monitored to ensure its relevance and its effectiveness. Such an assessment requires the clear identification of relevant strategic indicators and the setting of relevant targets against which effectiveness and progress can be measured. As in most cases of using indicators and targets, there is a need to identify key categories where progress can be measured and quantified or clearly demonstrated qualitatively. The number of such indicators should be limited and restricted to those which genuinely contribute to measuring the success of the Strategy in achieving its objectives.

7.8 It is suggested therefore that the following categories of indicators and associated targets are relevant, although further consideration of pertinent indicators will continue.

- Network capacity - trip capacities, service frequencies and availability
- Network congestion - length, duration, scale and spatial distribution
- Accessibility changes - improved trip choices and journey times
- Modal shift and patronage levels - private to public transport
- Land-uses and public transport services - spatial and temporal relationships
- Service delivery standards for public transport modes and interchanges

- 7.9 When these indicators and targets are agreed, measures and systems will require to be put in place by the Partnership to collect relevant data. These data will require to be consistent and standardised across the JTS area if comparable evaluation is to be made of the progress of the Strategy. It would seem therefore that the establishment of such systems relate directly to the implementation of the Strategy and as such could be included within the remit of the JTS 'Core Team' (para. 5.12) and in liaison with SPT which has such systems in place to monitor public transport.

#### Monitoring and Evaluation

- 7.10 In order to ensure that the Strategy remains on-line and is not subject to 'strategic drift', it will require to be monitored on a consistent basis. The selection of key indicators and targets provide the framework for the monitoring process, and such monitoring should be carried out on an annual basis. Where such monitoring indicates the need for further intervention or the need for change, the Partnership will take the appropriate action. In this way, the Strategy is a constant process of managing, prioritising and investing in transport infrastructure and services to complement the long-term strategic planning of Western Scotland.

#### **STRATEGY DELIVERY - A 'CORE TEAM'**

- 7.11 In order that the Strategy is delivered along the lines set out above, and to implement the Policy packages that have been developed within the Strategy, the Partnership, as a direct and immediate proactive measure, jointly with the Scottish Executive, will establish a 'core team' of transport professionals. This unit will work with the WESTRANS Roads Authorities to promote, guide and pave the way for the detailed delivery of the Strategy and ensure it complements the Public Transport remit of SPT. This will include programme management, co-ordination of scheme proposals, the development of integrated demand management proposals through the Partnership, facilitation of legislation change where appropriate and other aspects of the effective delivery of the strategy.

## **Appendix 1 - The Western Scotland Partnership**

### TRANSPORT AUTHORITIES

#### **'WESTRANS' Joint Committee**

- Argyll & Bute Council
- Dumfries & Galloway Council \*\*\*
- East Ayrshire Council
- East Dunbartonshire Council
- East Renfrewshire Council
- Glasgow City Council
- Inverclyde Council
- North Ayrshire Council
- North Lanarkshire Council
- Renfrewshire Council
- South Ayrshire Council
- South Lanarkshire Council
- West Dunbartonshire Council

### PUBLIC TRANSPORT

**Strathclyde Passenger Transport** - The Public Transport Authority and Executive

### PLANNING AUTHORITIES

#### **Argyll & Bute Council**

#### **Ayrshire Joint Structure Plan & Transportation Committee**

- East Ayrshire
- North Ayrshire
- South Ayrshire

#### **Glasgow & Clyde Valley Structure Plan Joint Committee**

- East Dunbartonshire Council
- East Renfrewshire Council
- Glasgow City Council
- Inverclyde Council
- North Lanarkshire Council
- Renfrewshire Council
- South Lanarkshire Council
- West Dunbartonshire Council

#### **Dumfries & Galloway Council**

## **Appendix 2 - Specific Transport Schemes - Summary Description**

To be completed in consultation with relevant authority

### **Appendix 3 Roles and Responsibilities**

The following organisational roles, responsibilities and leadership will frame the delivery of the JTS policies and proposals.

Scottish Executive :- to be completed

Strategic Rail Authority (SRA) :-

In Scotland the SRA works in Partnership with the Scottish Executive to ensure that the Scottish Rail Franchise is let and managed and that the track infrastructure is funded for operation, maintenance and enhancement.

Network Rail :- Network Rail owns and manages all aspects of the railway infrastructure, including the tracks, signalling systems, viaducts, tunnels, bridges and stations.

Civil Aviation Authority (CAA) :-Regulates airlines, airports and National Air Traffic Services economic activities and encourages a diverse and competitive industry (ERG). The CAA advises the Government on aviation issues, represents consumer interests, conducts economic and scientific research, produces statistical data and provides specialist services.

BAA :-BAA is the owner of seven UK airports, with a total annual throughput of 130 million passengers, including the world's busiest international airport, Heathrow. In Scotland, Glasgow, Edinburgh and Aberdeen airports handle an annual throughput of eighteen million passengers - Glasgow Airport is Scotland's busiest international airport with eight million passengers per annum on a range of transatlantic, European and domestic routes.

Glasgow Prestwick International Airport :-The airport is owned by a consortium led by Infratil Limited and comprising of the Special Utilities Investment trust and Omniport plc. The airport is currently the fastest growing airport in Scotland with two million passengers using the Airport in 2003. Glasgow Prestwick handles more airfreight than all the other Airports in Scotland combined.

Strathclyde Passenger Transport (SPT) :- SPT is the statutory body responsible for forming public transport policy for most of the Westrains Partnership area and through its Executive for delivering services and improvements on the PT network. It is responsible for specifying the routes, timetables, fares and quality standards for train services in the Strathclyde area; subsidising non-commercial bus services; operating main bus stations, school buses on behalf of Local Authorities, Glasgow Underground, ferry services, concessionary travel schemes and integration between public transport modes and information about public transport services. SPT is one of seven passenger authorities in the UK, set up under the provisions of the 1968 Transport Act. It covers a larger area than any other PTE and is the only one in Scotland. It has 34 members from the area's 12 councils and is responsible for forming Strathclyde's public transport policy.

Local Authorities :- Local Authorities have the statutory responsibility for the network of local roads and bridges. Councils are therefore responsible for the management, maintenance and improvement of all public roads in their areas, which do not form part of the trunk road network, for which the Scottish Executive has responsibility. This represents around 94% of Scotland's roads (some 56,000km), and there are over 11,000 bridges owned by Local Authorities in Scotland. The Authorities are also charged with the production of Local Transport Strategies, that are intended to support long-term development, and address local transport issues respectively. Collectively, through the Ayrshire and the Clyde Valley Structure Planning framework, Local Authorities are required to plan on a strategic level for land use.

Train Operating Companies :- ScotRail Railways Ltd. is a Train Operating Company (TOCs) and is franchised to provide around 95% of passenger train services in Scotland plus the Anglo-Scottish Caledonian Sleepers linking Edinburgh, Glasgow, Aberdeen, Inverness and Fort William with London. ScotRail operates around 2000 services daily on suburban routes round Glasgow and Edinburgh; interurban routes linking Glasgow, Edinburgh, Aberdeen and Inverness; and rural routes in Dumfries and Galloway, the West and North Highlands. Of the 335 rail stations in Scotland, 181 are within the

SPT operated franchise on the suburban network centred on Glasgow and supported by Strathclyde Passenger Transport (SPT), the largest suburban rail network in Britain outside London. ScotRail runs the majority these rail services on a contractual basis for SPT and the Scottish Executive which sets service levels, station standards, fares, timetables, provides financial support, and retains revenue. Over and above the ScotRail franchise, other TOCs operating in the JTS area include GNER and Virgin who provide national connections to the rest of the UK and the continent.

Freight Operating Companies :- The dominant Company in the rail freight sector in the JTS area is EWS, a nationwide freight operator, with trains running in Cornwall, the northernmost tip of Scotland and most points in between. EWS is able to run trains on any part of the national network and into private sidings and terminals through liaison with Network Rail (the national infrastructure operator) to arrange access to the network. EWS operates trains through the Channel Tunnel with connections to key locations throughout Europe.

Bus Operating Companies :- Bus services are provided under a deregulated market introduced by legislation in 1986. In the SPT area there are over 130 private bus companies providing services to rural, urban and metropolitan areas. Approximately 86% of the commercial market is provided by three companies. SPT subsidises bus services on non-commercially viable routes as well as acting as agent for Local Authorities for the provision of school bus services. Bus companies compete in free market conditions.

### Policy Implementation - Delivery Mechanisms and Roles

Policy Content	Mechanism	Lead Role	Support Role
Land use and transportation integration	Development Plans Joint Transport Strategy Local Transport Strategy Public Transport Strategy	Local Authorities; SPT	SPT Scot. Exec. Local Authorities
Glasgow Airport Rail Link	SPT	SPT Scot. exec. BAA	Local Authorities ScotRail SRA
Freight transport	Joint Transport Strategy	Freight Operators	SPT SRA Local Authorities Freight suppliers Network Rail Port Authorities
Ferry transport	Joint Transport Strategy Public Transport Strategy	Ferry Operators SPT Scot. Exec.	Local Authorities ScotRail Bus Operators

Bus services	Public Transport Strategy Joint Transport Strategy Local Transport Strategy	SPT Bus Companies Local Authorities	SPT Local Authorities
Rail investment priorities	Public Transport Strategy Scottish Executive SRA Strategic Plan	Scot. Exec. SRA SPT	Network Rail Local Authorities
Rail network management	Network Rail Investment Programme SPT Scottish Exec	Scottish Exec SPT Network Rail	Scot. Exec. SRA
Rail services	SPT SPT/ScotRail franchise	SPT Train Operating	SRA, Office of Rail

		Companies	Regulator Rail freight companies Scottish Exec
Road investment priorities	Scot. Exec. Transport Delivery Report Joint Transport Strategy	Scot. Exec. (Trunk Roads) Local Authorities (Non-trunk & Local Roads)	
Road network management	Scot. Exec. Transport Delivery Report Joint Transport Strategy Local Transport Strategies	Scot. Exec. (Trunk Roads) Local Authorities (Non-trunk & Local Roads)	
Road network - demand management regime	Joint Transport Strategy Local Transport Strategies Public Transport Strategies	Local Authorities SPT	Scot. Exec. □