



CITY DEVELOPMENT PLAN
Background Paper 11

Sustainable Transport

Background Paper - Sustainable Transport

Executive Summary

- 0.1 A modern transport network, and a land use pattern which makes best use of it, is critical to the effective functioning of the City in social, environmental and economic terms. To this end, LDP policy aims to ensure that new development is directed to the most appropriate locations and is designed to promote sustainable modes of travel.
- 0.2 The Plan also seeks to safeguard land for the delivery of a number of transport schemes, to enhance the effectiveness of existing infrastructure and enable new development. In doing so, particular regard has been given to the views of Transport Scotland and Strathclyde Partnership for Transport as “key agencies” (specified in legislation). The Council has to co-operate with the key agencies in producing the Plan, with a view to making it realistic and deliverable and to ensure it ties in with the key agencies’ strategic objectives.
- 0.3 Transport Scotland have expressed strong views on many of the transport schemes identified in City Plan 2, and which the Main Issues Report proposed to take forward into the new LDP as aspirational designations. As a result, the LDP transport development proposals are limited to a number of local road proposals (see paras 5.40 – 5.44 of the Background Paper); Robroyston rail Station (and park and ride); and extending the Fastlink scheme (Phase 1 is currently under construction), which would be delivered mainly through new development and associated developer contributions.
- 0.4 As regards other transport schemes, Transport Scotland do not support Crossrail. However, the Council continues to recognise the potential benefits which passenger services on the City Union line could have for strategic connectivity in future years. Should passenger services run on the route in the future, then there would be benefit in providing stations at Glasgow Cross (to serve the southeastern sector of the City Centre and, potentially, for interchange with the Argyle line) and West Street (for interchange with the Subway). The land for these stations is largely in Council ownership or on existing railway land and is safeguarded through policy CDP11. In addition, the Strathbungo link, which could provide connectivity between the City Union line and the south-side suburban services, is safeguarded by policy CDP11 as a former rail formation with a reasonable prospect of re-use for transport purposes. However, the LDP no longer safeguards land for the High Street Chord (also known as the St John’s Link) which would have linked the City Union Line to the Queen Street Low Level line. This would provide for local service enhancements only and is in private ownership. In the absence of a commitment to deliver new services on the City Union line, it is considered that its safeguarding for transport purposes can no longer be justified.
- 0.5 Previous Local Plans had safeguarded land for the Garngad Chord, a piece of rail infrastructure which could help facilitate cross-Scotland journeys. Transport Scotland would welcome the safeguarding, for potential future use, of the Garngad Chord. However, they have no plans to deliver the route at present, and the land is not in Council ownership. Land for the Garngad Chord is not safeguarded by this policy, but the Council will continue to investigate options for securing its transport potential.
- 0.6 Policy CDP 11 identifies both the High Street site and Central Station as potential locations for a High Speed Rail terminus, until such times as a preferred option has been identified.

Background Paper 11

Sustainable Transport

1.0 Introduction:

- 1.1 This paper provides background information in support of City Development Plan policy CDP 11: Sustainable Transport, examining, in greater detail, the contextual basis for the Policy.

2.0 Background

- 2.1 The City's networks of walkways, cycleways, railways, roads and motorways, together with bus, rail and subway stations, form the basis for movement around the City, and between the City and elsewhere. Ensuring these networks continue to function effectively is important to the economic development of the City and to delivering more sustainable travel patterns. At the same time, the Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions.

- 2.2 Reducing the need to travel, particularly by car, is one of the key ways in which the City can help reduce emissions of greenhouse gases. Cutting the amount of vehicular traffic on the City's roads can also help reduce congestion, air and water pollution and noise. In addition, fewer vehicles on the city's streets can help address physical and perceptual barriers and create a safer environment in which to walk and cycle. These "active" modes of travel are efficient, cost-effective, sustainable and healthy and can facilitate social interaction and cost-effective access to services, facilities and jobs. The planning system has a key role to play in addressing these issues. This will involve safeguarding land for existing and proposed transport infrastructure which supports the Plan's strategy, managing transport demand and designing and locating new development to encourage walking, cycling and use of public transport.

3.0 National and International planning context

Europe 2020 Growth Strategy

- 3.1 The Growth Strategy includes 5 headline targets which have been agreed for the whole of the EU. Target 3 relates to climate change and energy sustainability and specifies a reduction in greenhouse gas emissions of 20% on 1990 levels by 2020. The EU has offered to increase this short-term emissions reduction target to 30% by 2020 if other major emitting countries commit to undertake their fair share of a global emissions reduction effort.

Energy Roadmap 2050

- 3.2 The Roadmap is one of the long-term policy plans put forward under the Resource Efficient Europe flagship initiative intended to put the EU on course to using resources in a sustainable way and suggests that, by 2050, the EU should cut its emissions to 80% below 1990 levels through domestic reductions alone. It shows how the main sectors responsible for Europe's emissions, including transport, can make the transition to a low-carbon economy most cost-effectively. It indicates that, whilst emissions from transport are still increasing today, they could be reduced to more than 60% below 1990 levels by 2050. This could be achieved through further improvements in fuel efficiency, a shift to plug-in hybrid and electric cars and electric cars will allow CO₂ emissions from cars to be cut very steeply and sustainable biofuels. This should be achieved through a system that continues to underpin European economic progress whilst reducing transport's negative impact on the environment and key natural assets like water, land and ecosystems.

Scotland's National Transport Strategy (SNTS)

- 3.3 Scotland's National Transport Strategy was published in 2006 and is intrinsically linked to the vision for transport as set out in the 2004 Transport White Paper "Scotland's Transport

Future". The SNTS' three Key Strategic Outcomes are aligned to the Scottish Government's overall purpose, and are:

- improving journey times and connections, to tackle congestion and the lack of integration and connections in transport that impact on the potential for continued and economic growth;
- reducing emissions, to tackle the issues of climate change, air quality and health improvement; and
- improving quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

3.4 SNTS seeks to promote better synergies between transport and land use planning to minimise the environmental impacts of transport networks and to contribute to health improvement, including promoting sustainable travel both by reducing the need to travel and encouraging travel by sustainable modes. This can help reduce carbon emissions from transport and improve air quality and health.

Climate Change (Scotland) Act 2009

3.5 The Climate Change (Scotland) Act 2009 creates a statutory framework for greenhouse gas emissions reductions in Scotland. It sets a target of an 80% reduction in emissions, attributable to human activity, by 2050, with an interim target of 42% by 2020. Part 4 of the Act requires all public bodies to act in the way best calculated to contribute to the delivery of these emissions targets, and in a way considered most sustainable.

Strategic Transport Projects Review, Final Report (STPR)

3.6 This review identifies 29 strategic transport interventions in locations where the strategic transport network can be improved through more effective operation and maintenance, making better use of existing capacity, or implementing targeted infrastructure enhancements and which can be delivered. It identifies a number of key projects of relevance to Glasgow, including:

- Intervention 15 - Edinburgh to Glasgow (Rail) Improvements Programme (EGIP) – electrification and other improvements to provide an increase in capacity, and reduce journey time, between Edinburgh and Glasgow. A more attractive alternative to the car would help reduce emissions and the enhancements to services between Edinburgh and Glasgow via Shotts or Carstairs, would improve public transport capacity between Edinburgh and Livingston / Glasgow and also improve connectivity and interchange opportunities (via Glasgow Central) between Edinburgh and Inverclyde / Ayrshire.
- Intervention 24 - West of Scotland Strategic Rail Enhancements – this would address rail capacity issues in central Glasgow and increase public transport access to areas of economic activity. The detail of the strategy builds on improvements to be delivered through EGIP, and includes the possibility of: developing a Metro/Light Rapid Transit network across Glasgow; and/or a new city centre station linking the rail network to the south and east of the city; and/or a new city centre station linking the north and south rail networks.

National Planning Framework 2

3.7 NPF 2 identifies road transport as by far the biggest source of emissions from the transport sector in Scotland. This is attributed to a heavy reliance on the private car and the trend towards greater mobility which have, in turn, contributed to climate change, growing congestion and the erosion of environmental quality.

3.8 The challenges for planning identified in NPF 2 are to create urban environments which facilitate walking and cycling; to ensure that new residential development is well related to existing public transport networks and designed to accommodate the extension of public transport services; and to concentrate business and retail activity at locations which minimise

reliance on the private car. To achieve a significant shift to more sustainable modes of travel, public transport services will have to meet the need for mobility and be fast, reliable and cheap. Progress towards more sustainable modes and patterns of transport will involve:

- encouraging active travel;
- reducing the need for motorised travel;
- developing quick and efficient public transport networks which provide attractive alternatives to car use; and
- strengthening rail and water-based freight distribution networks.

3.9 NPF2 identifies the following transport projects as National Developments:

- West of Scotland Strategic Rail Enhancements – the NPF indicates that this will address significant capacity constraints (including terminal capacity in Glasgow) and deficiencies on the network, delivering substantial improvements in capacity and connectivity. This will accommodate an increase in service frequency to Ayr, Inverclyde and Kilmarnock; accommodate EGIP; improve rail connectivity through and across Glasgow; and ensure adequate capacity to accommodate freight traffic. It will help to reduce reliance on road-based transport and will improve access to Glasgow, Prestwick and Edinburgh Airports by public transport and offer potential for connecting rail services between them.
- High Speed Rail Link to London - high-speed rail lines linking Edinburgh and Glasgow city centres with London and offering good connections to the rest of the rail network.
- Strategic Airport Enhancements - Improvements in surface transport access and the enhancement of other infrastructure to Scottish airports, including Glasgow – the Glasgow Airport Rail Link (GARL).

National Planning Framework 3 Draft

3.10 The Draft NPF 3 has a vision of Scotland as, amongst other things, a connected place which makes better use of existing infrastructure and has improved internal and international transport links. The Draft continues to promote High Speed Rail, indicating that High Speed Rail between Glasgow and Edinburgh, and in time on to London, will make the Central Belt a stronger and more unified economic region in European terms.

3.11 High Speed Rail remains as a national development that is needed to improve our connection to the rest of the UK and Europe, and strengthen links between our cities. The Draft indicates that the routes for both a link between Glasgow and Edinburgh, and a subsequent route to London, are yet to be defined, but further detail will become available during the lifetime of NPF3. The Edinburgh to Glasgow connection is programmed for delivery by the mid 2020s.

Scottish Planning Policy 2 (SPP)

3.12 SPP highlights the importance of a shift to more sustainable modes of transport as a means of reducing emissions from transport sources and contributing to the achievement of Scottish Government greenhouse gas emission targets. It asserts that the planning system should support a pattern of development which reduces the need to travel, facilitates travel by public transport and freight movement by rail or water, and provides safe and convenient opportunities for walking and cycling.

3.13 SPP indicates that development plans should identify required new transport infrastructure, including cycle and pedestrian routes. New development areas should be served by public transport accessing a range of potential destinations, or proposals should be put in place to provide public transport. Where enhancement of public transport service or infrastructure is required to serve a new development but would not be provided commercially, a contribution from the developer towards an agreed level of service may be appropriate. The intended approach to developer contributions linked to the transport implications of a proposed development should be set out in the development plan. Disused railways with a reasonable prospect of re-use for rail, tram or active transport should be safeguarded in the development plan.

- 3.14 SPP states that development should be supported in locations that are accessible by walking, cycling and public transport, making best use of, or adding to, existing networks. Significant travel-generating uses should be in locations which are well served by public transport and the amount of associated car parking permitted should be controlled to encourage more sustainable travel choices. Development plans should explain when a travel plan, aimed at promoting more sustainable travel choices and reducing reliance on the car, will be required in support of an application for planning permission.

Scottish Planning Policy Consultation Draft (SPP Draft)

- 3.15 The SPP Draft continues along similar lines to SPP2, promoting sustainable and active travel with the following policy principles:

- optimising the use of existing infrastructure;
- reducing the need to travel;
- facilitating travel by public transport and freight movement by rail or water;
- providing safe and convenient opportunities for walking and cycling; and
- enabling the integration of transport modes.

PAN75 Planning for Transport

- 3.16 PAN75 states that development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network, that have a potential for higher density development and a potential for mixed use development. These locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks and with vehicular considerations, including parking, having less of a significant role. Mixed use development can encourage multi-purpose trips and reduce overall distances travelled by car by bringing together related land uses.

- 3.17 PAN 75 also indicates that parking policies should support the overall locational policies in the development plan. Parking policies must be handled sensitively and adapted to particular local circumstances, for example through the development of a local authority's own maximum parking standards. It states that there is no single correct method for developing suitable cycling infrastructure and much depends on the effective integration of cyclists' needs into the broader objectives of local authorities' transport proposals. The aim is to provide and maintain a safe, convenient and attractive cycle network for users.

Cycling Action Plan for Scotland (CAPS)

- 3.18 CAPS is intended to show how cycling, within the wider context of walking and active travel, can contribute to a more successful country: through improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars.

- 3.19 The Scottish Government's vision is that "by 2020, 10% of all journeys taken in Scotland will be by bike". The action plan provides a framework to help create an environment which is attractive, accessible and safe for cycling. It sets out expected actions and outcomes for the Scottish Government and its partners, encouraging leadership at all levels.

- 3.20 A consultation on how CAPS might develop in the wake of experience to date was undertaken in late 2012. Amongst other things, it noted support for a strong focus on: functional cycling; the need for local cycling strategies and plans; and the extension and improvement of cycling infrastructure.

4.0 Strategic Context

Glasgow and the Clyde Valley Strategic Development Plan (SDP)

- 4.1 Transport features strongly in the SDP's spatial vision. Key components include:

- a regional low carbon economy driven by key locations in the city-region, with Glasgow City Centre as the central core, and all accessed by a network of sustainable transport;
- a Central Glasgow High Speed Rail terminus linking the city region to wider developments in high-speed rail in the UK and across Europe;
- enhanced strategic rail connectivity including more frequent trains and improved integrated timetabling to accelerate economic collaboration with Edinburgh;
- restriction of the built-up area by developing a selection of sustainable locations within it, focusing investment on maintaining a sustainable compact city-region;
- economic agglomeration and higher urban densities will be developed within the city region core and associated urban areas using existing urban land and in sustainable locations. Critical mass to support core services will result from this focus;
- a system of sustainable transport networks will integrate the rest of the city-region with these improvements, and will shrink the distance between the city centre and the surrounding area. The Strategic Transport Projects Review will provide the foundation for that programme of investment; and
- public transport and integrated mass transit systems will be the key sustainable transport mode, along with promotion of active travel.

4.2 The SDP identifies a step-change in sustainable transport as necessary to meet its long-term Spatial Vision and associated ambitions to meet carbon emissions targets and deliver a low-carbon economy – transport accounts for 25% of the city-region’s greenhouse gas emissions. This will involve:

- increasing levels of active travel;
- enhancing the level and quality of public transport provision, increasing patronage and integration; and
- increasing the scale of shift from private to public modes.

4.3 To achieve a long-term step-change the SDP highlights the requirement for Transport Scotland, Strathclyde Partnership for Transport and the constituent local authorities to reach agreement on a specific programme of sustainable transport investments and measures. These will be included in the Strategic Transport Projects review, the Regional Transport Strategy and in individual Local Development Plans, Local Transport Strategies and related programmes.

A Catalyst for Change – The Regional Transport Strategy for the West of Scotland 2008-21

4.4 Strathclyde Partnership for Transport’s (SPT) vision for transport is: “A world-class sustainable transport system that acts as a catalyst for an improved quality of life for all”. The Regional Transport Strategy (RTS) identifies the complementary regional transport outcomes and strategic priorities that set the scope for SPT’s role in working towards 4 key transport outcomes:

- improved connectivity;
- access for all;
- reduced emissions; and
- attractive, seamless, reliable travel

Transport Outcomes Report: Glasgow 2013/14

4.5 The annual Transport Outcomes Report sets out the relationship between SPT’s services, activities and projects and the local outcomes developed by the Community Planning Partnerships in the SPT area. The Transport Outcomes Report also provides a summary of the key transport projects, services and planning works that will be jointly delivered by SPT and Glasgow City Council over the next year.

4.6 Over 2013/14, the key deliverables and areas of partnership working in Glasgow include:

- continuing to deliver Subway Modernisation;

- continuing to take forward the delivery of the core Fastlink route to the New South Glasgow Hospitals campus and support work to extend to Braehead and Renfrew;
- delivering bus infrastructure enhancements, including city centre traffic management;
- supporting the delivery of cycle network enhancements: and
- supporting the enhancement of the strategic rail network, including potential new halts.

5.0 Local Context

Glasgow City Council Strategic Plan 2012 – 2017

5.1 The Council's strategic plan was approved in spring 2013. There are five priority areas where the Council aims to drive real progress and achievement in Glasgow over the next five years. These are to make sure Glasgow has:

- economic growth; and is
- a world class city;
- a sustainable city;
- a city that looks after its vulnerable people; and
- a learning city.

5.2 Sustainable transport is able to contribute in some way to all of these outcomes, in particular priorities 1 and 3. In particular, it indicates that the Council will:

- continue to campaign for a new surface transport link to improve connections between Glasgow Airport and the city;
- meet and exceed carbon reduction targets by 2020;
- complete the Fastlink Service from the city centre to the SECC and the new South Glasgow General Hospital by 2015;
- work with the Scottish Ministers to provide a new rail terminal to improve services to Edinburgh and cross border services in the short term, and serve as the basis for the provision of high speed rail to the city in the future;
- encourage walking and develop a network of cycling hubs to transform the city into an active living network;
- implement the strategic plan for cycling; and
- prepare a proposal for a city wide cycle hire scheme

Keeping Glasgow Moving- Glasgow's Local Transport Strategy 2007-2009

5.3 The local transport strategy is a non-statutory document that sets out Glasgow City Council's aspirations for taking forward transport policy and infrastructure within Glasgow. The strategy concentrates on promoting and enhancing sustainable transport modes such as walking, cycling and public transport. There is limited investment in roads infrastructure to tackle key congestion points, provide essential links to development areas and provide links to enable public transport provision. The Strategy is now out-of-date and has not yet been reviewed.

Glasgow's Strategic Plan for Cycling 2010-2020

5.4 The Plan recognises that cycling is unique in its diversity and ability to deliver outcomes across many themes including active travel, physical activity and environmental benefits. It recognises that physical infrastructure alone will not produce an increase in cycling; however when it is coupled with the projects and programmes within the Plan more Glaswegians will be inspired to cycle more often.

5.5 The Plan is informed by national and local priorities and seeks to deliver an overriding vision: that cycling will be the biggest participation activity in the City by 2020. The Council is working closely with its partners to achieve this vision through the delivery of 6 key outcomes, including that:

- all communities in Glasgow will have the opportunity to cycle safely and comfortably within the city;
- increased cycling will contribute to improving Glasgow's environment; and
- cycling will contribute to the health and well being of those who live, work and visit the city.

5.6 It identifies the need for a safer cycling environment via the development of cycle route infrastructure as a core strand of the Plan. The Council is currently examining options for delivering key pieces of cycling infrastructure to support the Plan.

Glasgow's Core Paths Plan

5.7 Under the Land Reform (Scotland) Act 2003, every local authority in Scotland is required "to draw up a plan for a system of paths ('core paths') sufficient for the purpose of giving the public reasonable access throughout their area". The aim of Glasgow's Core Paths Plan is to ensure that important paths and routes are recorded and promoted, helping to achieve a "connected Glasgow" where residents and visitors can move easily around the path network on foot, by bike, by horse or any other non-motorised means. Everyone using core paths must follow the Scottish Outdoor Access Code and behave responsibly by "respecting the interests of other people; caring for the environment; and taking responsibility for their own actions".

Glasgow City Plan 2 – The Local Plan

5.8 City Plan 2 supports the development of Glasgow's transport infrastructure and land use pattern to reduce the need to travel, particularly by car, and to meet the needs of residents, visitors, commerce and industry, in line with sustainable transport objectives. To do so it aims to:

- create improved conditions for economic development and regeneration;
- improve public transport, walking and cycling links between people's homes, employment opportunities and other services and facilities;
- relate transport more directly to land use, and vice versa in relation, for example, to housing densities, and employee access to workplaces, education establishments and health facilities; and
- increase the integration of transport infrastructure to facilitate journeys that involve different transport modes and/or services.

5.9 These aims are supported by policies which, amongst other things:

- protect key transport infrastructure and reservations (TRANS 1);
- guide significant travel generating developments to the right locations, and at suitable densities, to secure sustainable travel patterns (TRANS 2);
- ensure parking provision for vehicles and cycles supports sustainable transport objectives (TRANS 4 and TRANS 6);
- provide for the needs of pedestrians and cyclists in new development (TRANS 5);
- identify when new development may be expected to deliver sustainable transport solutions to make them acceptable in planning terms (TRANS 8 and DG/TRANS 4); and
- address public car parking in the City Centre to support its shopping and business needs, whilst restraining private car commuting (TRANS 11).

Sustainable Glasgow

5.10 Sustainable Glasgow is a city-wide partnership which aims to make Glasgow one of the most sustainable cities in Europe and brings together partners from higher education, the public and private sectors to work with local people, communities and businesses. It sets out an agenda for meeting the Climate Change Act's interim target for the reduction of greenhouse gas emissions in the City, with proposals which include:

- restricting use of petrol and diesel vehicles;
- developing light rail systems for passengers and freight; and

- increased use of biogas and electrically powered vehicles.

Monitoring Statement (MS)

5.11 The monitoring statement prepared in support of LDP Main Issues Report analysed the progress that had been made on the Development Strategy in relation to transport and highlighted issues to be taken into account in the LDP. It indicated that the key issues which would need to be addressed in the Main Issues Report were:

- planning for the delivery of a high speed rail link to Glasgow;
- the means of delivering infrastructure, including transport infrastructure, in the current economic climate; and
- the need to review transport route reservations for potential future transport infrastructure.

Main Issues Report (MIR)

5.12 The Main Issues Report was published for consultation in October 2011, giving individuals, agencies and other bodies the opportunity to directly influence the form and content of the Proposed Local Development Plan. It devotes an entire section to Sustainable Connections, aiming to build on City Plan 2 in “promoting a pattern of development which both reduces the need to travel and encourages active travel and travel by public transport”. It notes that such an approach can “promote social inclusion, improved health and life chances and increase opportunities for creating places centred on the needs of people, and not motor vehicles”. The issues are set out, in turn, below.

Issue 4.1 – Future Public Transport Network

5.13 This issue considers how the step-change shift to public transport in the City, identified in the SDP, is likely to be delivered. It indicates that the Scottish Government considers the development of the STPR Intervention 24 (West of Scotland Strategic Rail Enhancements) will have a role to play in determining the favoured outcome. The MIR notes, however, that the scale of work involved, and the lack of funding commitment/clarity, means that the identification of an appropriate, long-term public transport solution for the City is unlikely in the near future. The MIR concluded that it was, therefore, probable that this work would be utilised in any review of the Local Transport Strategy and the next iteration of the Local Development Plan.

5.14 Comments on the MIR were generally supportive of this approach, with several commentators noting the need for it to reflect STPR Intervention 24 and others referencing SPT’s proposed conurbation public transport study. Whilst Intervention 24 has moved on, the implications for land use which arise from it are fairly minimal. Work on the Conurbation Public Transport Study has stalled. As a result, it is considered that a clear vision for the development of the public transport network in the City has not yet been set out. The Council will continue to work with SPT, Transport Scotland and others to identify and deliver a modern, high quality public transport system for the City which is achievable within the resources available. The outcomes of such work will be reflected in the next iteration of the LDP or, if appropriate, in Supplementary Guidance to support this Plan.

Issue 4.2 – High Speed Rail Terminus and Route

5.15 Issue 4.2 reflected the NPF2 identification of High Speed Rail as a national development. It identified three potential locations for a high speed rail terminus in central Glasgow, reflecting the “city centre” requirement set out in NPF 2. The MIR’s preferred option was for a site immediately east of High Street, which offered a city centre location with potentially excellent connectivity to existing national and international transport infrastructure [via existing rail lines and the potential offered by the Crossrail scheme – see para 5.22] and offered excellent regeneration potential. The majority of comments on the MIR supported this option, although

support was also forthcoming for the other options, and for the safeguarding of more than one site.

- 5.16 Post publication of the MIR, Scottish Ministers approved the SDP with modifications. Strategy Support Measure 5 of the Proposed Plan had required “Glasgow City Council and related stakeholders to take early action to identify a location in central Glasgow for a High Speed Rail terminus; to secure and safeguard related development land; and to secure and safeguard the options for sustainable transport connections between the terminus and the rest of the city-region”. Representations on the Proposed SDP had indicated that it was premature to require Glasgow to identify a specific site for a terminus without further work being undertaken to identify the criteria for its selection. The government has established a Scottish Partnership Group to consider route options and station locations for high speed rail services in Scotland.
- 5.17 The modifications reflected this perspective, indicating that the relevant text of Strategy Support Measure 5 should read “following the identification of a location in central Glasgow for a high speed rail terminus by the Scottish Partnership Group (which includes Glasgow City Council and other stakeholders), Glasgow City Council and related stakeholders are to secure and safeguard related development land, and to secure and safeguard the options for sustainable transport connections between the terminus and the rest of the city region”. The representations on the Proposed SDP were reiterated at the LDP MIR stage. Transport Scotland stated that “the outputs of the Scottish Partnership Group’s work will inform the detailed appraisal of HSR in Scotland, including the location of termini stations, and therefore the preference expressed in the MIR for Option 4.2A (east of High Street) is premature.” The Scottish Partnership Group has not yet reported its findings.
- 5.18 The Council continues to believe that a High Speed Rail terminus on land immediately to the east of High Street would have significant advantages for the City, not least in terms of its potential regeneration benefits for this prominent part of the City, including helping reconnect the East End with the City Centre. It also has significant benefits in terms of its potentially excellent connectivity to national and international transport infrastructure. However, it is also recognised that there may also be advantages in a terminus in and around Central Station, and that further work is required to determine the best option. As such, policy CDP 11 identifies both the High Street site and Central Station as potential locations for a High Speed Rail terminus, until such times as a preferred option has been identified. Development proposals which would impact on the deliverability of a High Speed Rail terminus at either site (including associated connections) would require to be considered in terms of their potential impact. Once further work has been undertaken, and a preferred site identified, then the Plan would safeguard that site, with Supplementary Guidance being brought forward to clarify the extent of the site, and any necessary connections requiring protection.

Issue 4.3 – Delivery of Local Rail Infrastructure

- 5.19 Issue 4.3 considers which of the local rail projects (including proposed stations and routes) identified in City Plan 2 policy TRANS 1 should be taken forward to the Proposed LDP. It highlights that, under the Planning etc (Scotland) Act 2006, an Action Programme requires to be prepared which sets out the delivery details of each of the proposals contained in the Plan. In preparing the LDP, the Council has to consult with, and have regard to the views of, key agencies specified in the legislation. During preparation of the MIR, certain key agencies had indicated that they would not support some of the City Plan 2 rail schemes being taken forward into the LDP, expressing only limited support for new rail alignments and no support for additional stations on the network.
- 5.20 The MIR had reflected these views, indicating that whilst there was, as yet, no funding commitment to these schemes they do remain important components of the City’s wider regeneration agenda in promoting more sustainable patterns of land use and travel. As a consequence, the MIR proposed that they would not appear as LDP proposals (nor in the accompanying Action Programme), but that the land for their implementation should continue

to be safeguarded in the Plan as “aspirations” rather than firm proposals. This would provide for their development at a future date, should the funding position, and other considerations, allow. Subsequent meetings with the key agencies indicated that the safeguarding of “aspirational” proposals, with no commitment to their delivery, was unlikely to be acceptable. Nevertheless, the LDP reflects the understanding that safeguarding of such aspirations is acceptable where the land in question is Council-owned or existing railway land.

- 5.21 The views of the key agencies on the City Plan 2 rail proposals were reiterated in their comments on the MIR, with Transport Scotland indicating that there is no funding commitment to deliver the rail designations contained in City Plan 2. Specifically:

Rail Routes

- 5.22 Transport Scotland do not support the *Crossrail* scheme, a long-standing proposal to link the suburban rail networks north and south of the Clyde. Crossrail, as proposed, would involve the creation of new stations at West Street, Gorbals and Glasgow Cross, plus a relocated High Street Station. It would make use of an existing passenger and freight line (City Union Line) and would also require the re-utilisation of a former rail formation (Strathbungo Link) as well as an entirely new stretch of track (the High Street Chord or St John’s Link). In general terms, considerable support for Crossrail was expressed in the responses to the MIR.
- 5.23 Transport Scotland, however, consider that Crossrail would not achieve the step change necessary to deliver significant improvements for Glasgow and the west of Scotland. They consider that STPR Intervention 24 and associated improvements on the rail network between Edinburgh and Glasgow are likely to provide much of the potential benefit of Crossrail, but without disrupting other flows and at a fraction of the cost. As a result, the Government is not supportive of Crossrail and has no plans to approve or fund it.
- 5.24 Transport Scotland indicate that there are no plans to close or remove the railway infrastructure which forms the majority of the route, identified in the MIR, for Glasgow Crossrail and much of this will be safeguarded by the LDP as existing rail routes or as disused railways with a reasonable prospect of re-use for transport.
- 5.25 The Council requires to have regard to the views of the key agencies in finalising the content of the LDP. It is apparent, from Transport Scotland’s comments, that the Government is not supportive of Crossrail and has no plans to approve or fund it. As such, there is no commitment to the delivery of Crossrail in the LDP. However, the Plan continues to safeguard the Strathbungo Link as a former rail formation. In addition, the Council continues to recognise the potential benefits which passenger services on the City Union line could have for strategic connectivity in future years, potentially meeting the Draft NPF3 aspiration of making better use of existing infrastructure and improving internal [Scottish] transport links. As a “live” rail line it is, to all intents and purposes, safeguarded infrastructure. Should it fall out of use, it would be safeguarded as a former rail formation.
- 5.26 Should passenger services run on the route in the future, then the Council is of the opinion that new stations would help make best use of these services, offering the potential for enhanced interchange and connectivity. In their response, to the MIR, Transport Scotland indicated that, as the *Glasgow Cross*, *West Street* and *Gorbals* stations (as outlined in the MIR) were all part of the Glasgow Crossrail proposals, they were not supported. Notwithstanding this position, should passenger services be introduced on the City Union line at some point in the future, then there would be considerable benefits in providing stations at Glasgow Cross (to serve the south eastern quadrant of the City Centre and for potential interchange with the Argyle line) and West Street (for interchange with the Subway). The land which would be utilised for these stations is either owned by the City Council (to a great degree) or is on current railway land. As such, the Council considers that this land is effectively safeguarded from proposals which would impact on the potential future deliverability of the stations. Policy CDP11 reflects this position.

- 5.27 Of the remaining elements of the Crossrail scheme, the High Street Chord was intended to link the City Union Line to the Queen Street Low Level line, providing for services between the southern suburban services and Charing Cross station. Services would have run on to Kelvinhaugh, where a turnback facility would enable trains to return east (capacity restrictions through Partick and Hyndland would allow no further westward services). The St John's link is in private ownership (the owner has development aspirations for the site) and cannot be safeguarded as a former rail formation as it has never existed as such. Given that it would provide for local service enhancements only and, in the absence of a commitment to deliver new services on the City Union line, it is considered that its safeguarding for transport purposes can no longer be justified. There may, nonetheless, be longer term benefits in retaining land for the Kelvinhaugh turnback, allowing trains on the Queen St Low Level line to stop short of Partick, potentially free-ing up capacity for other services. Given uncertainties over its implementation, it is not identified as a proposal in the LDP. However, its location on operational rail land does afford it protection which should provide for its future delivery, should this be desirable.
- 5.28 The Council has considered the *Garngad Chord* as a key piece of infrastructure which might help facilitate cross-Scotland journeys as part of a wider Crossrail scheme and, latterly, as enabling options for sustainable transport connections between a High Speed Rail terminus at High Street and the rest of the city region.
- 5.29 Prior to publication of the MIR, SPT considered the Garngad Chord to be one of a number of options being considered for the Edinburgh to Glasgow Improvements Programme (EGIP) and asked that it be reserved for this purpose. Transport Scotland's views on the MIR, however, indicated that "the EGIP outputs could be delivered more efficiently without the requirement for the Garngad Chord" and it has therefore been removed from the EGIP programme scope. Nonetheless, "safeguarding for potential future use is welcomed". This point was reiterated at a subsequent meeting with Transport Scotland.
- 5.30 SPP states that "disused railways with a reasonable prospect of re-use for rail, tram or active transport should be safeguarded in the development plan". Whilst there was a former rail formation in the vicinity of the Garngad Chord, it was not on the same alignment and was also in cutting, now infilled. As such, it is considered that the SPP doesn't apply in this instance. The Council cannot include the Garngad Chord as a proposal in the Plan without some commitment to its delivery being included in the Action Programme, but the Council will continue to investigate options for securing its transport potential.
- 5.31 Transport Scotland continue to support the safeguarding of the *Carmyle to Newton Chord*, as it may be of use in respect of a possible High Speed Rail approach to Glasgow. As a result, the LDP continues to safeguard this as a former rail alignment.
- 5.32 The MIR had indicated that, whilst the Government was no longer supportive of a *Glasgow Airport Rail Link* (GARL), the physical implications for the LDP were now minimal in any event – the elements of the scheme which fall within Glasgow are already complete (the third track to Paisley and additional platform provision at Glasgow Central). As such, the LDP no longer safeguards land for GARL.

Rail Stations

- 5.33 Transport Scotland indicated that the *Jordanhill* station proposal would only work as a relocation. The new station had, principally, been proposed to support the teacher training college, which has now relocated and the existing station serves an arguably denser neighbourhood. As such, the LDP does not include a proposal to relocate the station.
- 5.34 Transport Scotland indicated that, as *Glasgow Cross, West Street and Gorbals* were all part of the Glasgow Crossrail proposals, they were not supported. As outlined in para 5.26, there

would considerable benefits in providing stations at Glasgow Cross (to better serve the souther eastern quadrant of the City centre and for potential interchange with the Argyle line) and West Street (for interchange with the Subway) should passenger services be introduced on the City Union Line. The land which would be utilised for these stations is either owned by the City Council to a significant degree or is on current railway land. As such, it is considered that this land is effectively safeguarded from proposals which would impact on the potential future deliverability of the stations. It is considered that a station at Gorbals would not provide the strategic connectivity benefits offered by those at West Street and Glasgow Cross and it is not safeguarded in the LDP (although, again, the land which would be used for the station is on railway land).

- 5.35 Transport Scotland's views on the potential relocation of *High Street* Station were made in the context of their views on Crossrail and the location of a High Speed Rail terminus - the station was intended to facilitate better interchange associated with either or both of these proposals. Transport Scotland's views on Crossrail (para 5.23) and a High Speed Rail terminus at High Street (para 5.17) are set out elsewhere in this Background Paper. However, the Council considers that there remains a strong case for relocating High Street Station further to the east which doesn't rest on either of these schemes proceeding. This would provide for DDA compliant access to the station (not possible at the current location) and would provide for a better and more attractive entrance to the City Centre. As such, policy CDP 11 continues to safeguard land for a relocated High Street Station, subject to the relocation being justified by a STAG appraisal.
- 5.36 Transport Scotland considered that the proposed station locations at *Blochairn/Garngad and Germiston* are too close to the city centre to offer attractive rail journey times. Even with amalgamation or closure of other stations in the vicinity, the economic case would be poor. As such, the LDP no longer safeguards land for stations at these locations.
- 5.37 In relation to *Parkhead Forge*, Transport Scotland indicated that, in principle, a railway station at this location appears worthy of assessment as there is likely to be a passenger demand arising from the retail activities. They stated that appraisal, including analysis of journey times, call patterns etc., would require to be undertaken by the promoter / developer and the delivery of the station and a source of funding for the capital cost would require to be identified. As such, policy CDP 11 safeguards land for schemes brought forward through ongoing or proposed studies, and where justified by STAG appraisals, including a new rail station at Parkhead, as well as proposed stations at *Drumchapel West* (and a relocated *High Street* station – see para 5.35). If necessary, Supplementary Guidance will be brought forward in due course to identify any land which requires to be safeguarded.
- 5.38 Transport Scotland's views on *Ibrox* were that it is almost certainly too close to the city centre for a heavy rail station to be viable and that there was a range of other public transport options already serving the location. The MIR had already signalled an intention to delete *Bogleshole* (Cambuslang Investment Park) from the LDP on the grounds of its limited catchment and technical constraints.
- 5.39 The MIR had identified *Robroyston* station (a single station to replace the proposals for Robroyston and *Millerston* in City Plan 2) as the only station proposal (as opposed to aspirational reservation) for the LDP. Robroyston station is now the only proposal supported by Transport Scotland, with a STAG appraisal of the station providing a justification for continuing to pursue its delivery. It has been retained as a proposal in the LDP. The station is intended to serve the Robroyston/Millerston Community Growth Area.

Issue 4.4 – Development of the Local Road Network

- 5.40 Issue 4.4 considers which of the local road projects identified in City Plan 2 policy TRANS 1 should be taken forward to the Proposed LDP. Comments on the MIR included support for, and objections to, some or all of these road proposals. Objections to the development of the

local road network indicated that building more roads encourages increased car use, which is neither sustainable nor healthy and which undermines attempts to encourage public transport use. Whilst it is recognised that such arguments can often hold true, it is considered that many of the proposals included in the MIR are justified on grounds of regeneration or public transport accessibility.

- 5.41 The *Blackhill Road upgrade* is intended to deliver improvements to safety on a country road expected to experience increased volumes of traffic as a result of the completion of the City Plan 1 greenfield release site at Summerston. The LDP proposes further green belt land release at this location and the final alignment of the upgrade is to be determined through the Summerston feasibility study, which will consider issues of landscape, hydrology and transport, amongst other things, in determining the scope for development around Summerston. The feasibility study will also examine the need, and potential options, for a *Northern Circumferential Route*, intended to help lessen/remove traffic from Maryhill Road and Balmore Road/Saracen Street and facilitate regeneration in North Glasgow.
- 5.42 The *Crookston Spine/Bus Link Road* is intended to help support the development of the City Plan 1 green belt release site at Crookston, helping deliver bus services to the new development. Phase 3 of the *East End Regeneration Route* (EERR) is intended to help stimulate the regeneration of the East End of the City, an area recognised as part of the Clyde Corridor national regeneration priority.
- 5.43 To support the regeneration of the Greater Easterhouse area and the Easterhouse/Gartloch CGA, the *Gartloch Road upgrade* is intended to enhance direct access for Easterhouse residents to employment opportunities at Gartcosh (including improving the infrastructure for a connecting bus service) and a proposed link road to Cardowan (the *Easterhouse Regeneration Route*) is intended to fulfil a similar purpose. The viability of delivering these roads, through developer contributions from the emerging CGA proposals, will be further considered through the Easterhouse Strategic Development Framework. The *North Clydeside Development Route (NCDR)*, which would involve works to south street and the use of a former rail formation, is intended to help serve, and facilitate, the major development areas on the north bank of the Clyde. In addition, it is anticipated to take strategic traffic off Dumbarton Road and provide environmental/amenity benefits to residents of Whiteinch, Scotstoun and Yoker. The NCDR also provides scope to accommodate the westward extension of the Clyde Fastlink bus-based transit system into West Dunbartonshire.
- 5.44 All of the above road proposals continue to be relevant and are included as proposals in the LDP. The MIR had also indicated that investigative work was required to establish opportunities for better integrating the *M8 interchanges at Anderston and Townhead* into the current road network and facilitating local environmental improvements. Transport Scotland have indicated that the potential effects of such proposals on the M8 will need to be understood. Further study will, therefore, be required to identify the implications of such improvements. Policy CDP 11 recognises this, indicating that it will safeguard the land for schemes brought forward through proposed or ongoing studies, including improvements to local roads around junctions 19 (Anderston) and 15 (Townhead). If necessary, Supplementary Guidance will be brought forward in due course to identify any land which requires to be safeguarded.
- 5.45 Of the other local road proposals included in City Plan 2, the *Robroyston/Millerston Spine/Bus Link Road* is intended to help support the development of the Robroyston/Millerston Community Growth Area (CGA), helping deliver bus services to the new development. It now has planning permission. The *Bishopbriggs Relief Road (dualling)* is a long-standing proposal which, in conjunction with potential improvements in East Dunbartonshire, was intended to facilitate the removal of large volumes of traffic from the urban area of Bishopbriggs. The road is now being delivered in East Dunbartonshire, but to a single carriageway design. As a result, this plan no longer safeguards land for the dualling of the Bishopbriggs Relief Road (B765). The *realignment of Duke Street* was intended to act in tandem with the EERR to

address the traffic implications of increased development in the area. On cost grounds, it is no longer supported in the LDP.

Issue 4.5 – Clyde Fastlink

- 5.46 City Plan 2 supports the implementation of bus rapid transit routes (Clyde Fastlink) on the north and south banks of the Clyde, westwards from Central Station, to provide enhanced public transport provision along the River Corridor. The proposed north bank route would terminate in Clydebank and that on the south bank in Renfrew. The Scottish Government has committed to help fund a core route from Central Station to the SECC on the north bank and to the Southern General Hospital on the south bank. SPT remain committed to the delivery of the remainder of the City Plan 2 scheme and, as the route would run on-road or on protected former rail formations, there are no “land-take” implications to either Clydebank or Renfrew. As such, it is proposed to retain the remainder of the north and south bank routes in the LDP. The Development Plan will continue to seek developer contributions for Fastlink, in line with Circular 1/2010, the detail being set out in Supplementary Guidance.
- 5.47 The MIR indicated that an extension of Fastlink was being considered to the east end of the City, intended to serve the Commonwealth Games Village and London Road. No further work has been undertaken on an eastern extension and it is not Action Programmable at this stage. As such, it is not proposed to take it forward into the LDP.

Issue 4.6 – Strategic Cycle Routes

- 5.48 Issue 4.6 indicates that the better design of streets and places can help provide a good environment for walking and cycling at the local level. However, it postulates that increasing the attractiveness of cycling as a mode of travel, particularly for commuting, may require more direct, dedicated routes. The MIR preferred option was to review potential opportunities for the creation of strategic cycle routes with a view to establishing a network which could be protected and promoted through the LDP. Responses to this issue were largely supportive, although some indicated that properly designed, permeable urban areas would negate the need for a strategic network of this kind. Other responses highlighted a need to make the existing road environment safer for cycling - however this is not a land use planning issue and cannot be directly addressed in the LDP.
- 5.49 Since the production of the MIR, the Council has published the City’s Strategic Plan for Cycling. Under the auspices of this document, work has been ongoing to identify options for delivering key pieces of cycling infrastructure, in the form of the sort of dedicated routes envisaged in the MIR. Whilst these routes will, to a large extent, make use of the local road network, there is a role for the LDP in protecting and promoting linkages to them, from development sites, and in providing a context for the delivery of key off-road elements in support of the wider plan, e.g. through major development or redevelopment areas. As such, and on conclusion of the current work, Supplementary Guidance will be brought forward to identify this network and the key elements which development will be expected to deliver.

Issue 4.7 – Making Best Use of Enhanced Connectivity

- 5.50 Issue 4.7 alludes to City Plan Policies TRANS 2 and RES 1 in relation to the types and densities of development which should be promoted in and around key public transport interchanges. Specifically, it indicates that the consideration could be given to amending the policy position for key locations which are highly accessible by more than one mode of public transport, to maximise their benefits as the City’s most accessible locations. In addition, it highlighted the fact that some Glasgow stations now benefited from direct services to Edinburgh (via the re-opened Airdrie-Bathgate line) and that this may provide redevelopment opportunities which the Plan could encourage. This could involve, for example, promoting higher densities at such locations.

- 5.51 MIR comments were generally supportive of this approach, with its potential applicability to the refurbished subway stations being raised as an option. Supplementary Guidance will be brought forward to support the Plan which updates City Plan 2 policy TRANS 2, and it may be updated further in due course to reflect the considerations set out above, should analysis indicate this would be beneficial.

Issue 4.8 – City Centre Car Parking Provision

- 5.52 Issue 4.8 of the MIR indicated that the Sustainable Glasgow Report had recommended that car parking provision in the City Centre be reviewed with the objective of reducing its availability/attractiveness. It differentiated between the dedicated private, non-residential (PNR) parking associated with new, particularly commercial office, development and general public off-street parking. It stated that a further tightening of the maximum PNR standards in the City Centre could undermine its attractiveness as a location for new investment and development and, as such, the MIR's preferred option was to "retain the city centre parking standards set out in City Plan 2". There was general support for this option and this approach will be reflected in the parking standards to be set out in Supplementary Guidance.

- 5.53 MIR Issue 4.8 also considered the matter of off-street parking in the City Centre. It indicated that reducing the amount of permanent public car parking in the City Centre could be detrimental to its longer term future and could enhance the attractiveness of other, less sustainable, locations which offer free parking. The MIR's preferred option was to retain the City Centre public parking provision policy approach set out in City Plan 2, which limits the amount of permanent off-street public parking to that shown on a map accompanying the policy. Getting Ahead of Change – the Glasgow City Centre Strategy and Action Plan 2014–19 proposes the development of a City Centre Traffic and Transportation Strategy, including parking policy, which will inform the development of 9 District Strategies and which will become Supplementary Guidance to the LDP. The LDP reflects this approach, indicating that the Council will limit public off-street parking in the City Centre to the levels to be identified in the City Centre Regeneration Frameworks. Until these documents are adopted, City Centre public off-street parking will be limited to existing levels (as shown on the figure accompanying the policy) or replacement provision that does not exceed that being replaced.

- 5.54 Issue 4.8 also considered the matter of temporary parking in the City Centre. City Plan 2 policy TRANS 11 indicates that proposals for temporary parking should comply with a number of criteria, including: that spaces should be provided on a short-term basis only; that a valid planning permission should exist for the permanent redevelopment of the site, with the temporary car park use being time-limited; and that proposals be in excess of 50 spaces and will require environmental benefits to be obtained from the site, e.g. border treatment, acceptable surfacing, etc. The MIR indicated that a number of such car parks have been permitted in recent years, but that the economic downturn has meant that they are not being taken up for development to the same degree as would previously have been the case. This has resulted in a marked growth in temporary provision, but without any of the beneficial environmental enhancements which TRANS 11 was drafted to deliver. The Stalled Spaces Programme means there are now other mechanisms to improve the use and appearance of stalled development sites on a temporary basis, pending development at a later date. As such, it is considered that reducing temporary parking provision would go some way to meeting Sustainable Glasgow objectives of reducing City Centre parking. The LDP reflects this approach.

Issue 4.9 – Managing Noise

- 5.55 MIR Issue 4.9 dealt with managing noise in Noise Management Areas and Quiet Areas, as identified through the Glasgow Agglomeration Action Plan, which has been produced in line with the Environmental Noise (Scotland) Regulations 2006. This issue is addressed by the LDP's Placemaking Principle.

Other Considerations for the Emerging Plan

- 5.56 The LDP continues to reflect many of the other policy considerations set out in City Plan 2, with the detail to be set out in associated Supplementary Guidance. Policy CDP 11 continues to safeguard disused railways with a reasonable prospect of re-use for rail, tram or active transport. In producing the MIR, the Council assessed the potential of former rail formations in conjunction with SPT and published these on the MIR's Spatial Regeneration Framework map. This analysis forms the basis for the former rail formations protected through CDP 11.
- 5.57 The policy considerations set out in City Plan 2 policy TRANS 3 – Traffic Management and Traffic Calming have now been updated and are reflected in the Supplementary Guide on Designing New Residential Areas. The vehicle parking standards set out in City Plan 2 policy TRANS 4 have been updated and are to be set out in Supplementary Guidance. This reflects the need for parking spaces and charging points for the charging of electric vehicles to be included in larger developments and also includes provision for cycle parking. This will update the requirements set out in City Plan 2 policy TRANS 6 to require enough cycle parking to meet a mode share of 10% of trips by bike, as specified in the CAPS.
- 5.58 CDP 11 indicates that the Council will require new developments to be designed to promote and facilitate walking and cycling, including the provision of cycle parking and direct connections to the walking and cycling network. This reflects the considerations set out in City Plan 2 Policy TRANS 5 and will be supplemented by Supplementary Guidance. In addition, City Plan 2 policy TRANS 1 had identified, and safeguarded, the need for a number of pedestrian/cycle links throughout the City to overcome barriers to movement on foot or by bicycle, and to improve access to public transport. Of these, the *Clyde Walkway* (together with the *Proposed Kelvin Walkway extension*) were shown on the MIR's Spatial Regeneration Framework map and elicited few comments, most of which can be addressed through careful design. A long-standing issue, raised again at the MIR stage, concerns the aspiration for future use of the existing walkway at Mavisbank Quay as part of a longer walkway/cycleway along the south bank of the Clyde. This issue was considered at the City Plan 2 Local Plan Inquiry, with the Reporter concluding
- “The proposed route along Mavisbank Quay is only a small section of the proposed Clyde walkway and inclusion in the local plan indicates a desired outcome. It may be a long term objective subject to review over time or it may ultimately prove unattainable. However, residential use co-exists with other sections of this riverside route and I am not convinced that the overall local plan objective of a continuous route should be compromised until all avenues have been fully explored.”*
- 5.59 In relation to this issue, the Reporter recommended that the text of City Plan 2 be modified in relation to the Council's ambitions for riverside walkways/cycleways along the Clyde, and City Plan 2 subsequently states that such developments “will require a good quality environment for riverside users, protect the amenity of nearby residents and businesses and have regard to appropriate maintenance and safety issues”. The Council still wishes to meet these requirements, whilst retaining the longer term objective of a continuous riverside route. As such, both routes are shown as aspirational links on **Figure XX** of policy CDP 11 and on the Policy/Proposals Map.
- 5.60 Of the other City Plan 2 pedestrian/cycle links:
- the **Glasgow Harbour Northern Routes** are core paths, safeguarded by Core Paths Plan - as such there is no longer a need to safeguard them through policy;
 - **Broomielaw Wynds** refers to an east-west route through the IFSD between Central Station and SECC. The design ethos for this area is being shaped by an IFSD West Masterplan which will be incorporated into the City Centre Strategy, and which will address the issue of permeability through the area. There is no longer a specific reference to the Broomielaw Wynds in the LDP;

- **Merchant City Wynds** was intended to safeguard and enhance the network of wynds, lanes etc in the Merchant City. The City Centre Strategy will set out, in more detail, what the design aspirations for this area are, as one of the 9 city centre sectors, and specific reference to Merchant City Wynds is no longer made in the LDP;
- **Anderston/Springfield Bridge** is not being pursued due to little likelihood of delivery and is no longer identified in the LDP;
- the **Anderston M8 Overbridge completion** has now been completed and is no longer identified in the LDP;
- the other links (**Baillieston Station South route, Cardonald Park Industrial Site to Hillington East station, Kelvindale/Dawsholm Rail Overbridge, Jordanhill Station to Gartnavel West and Pacific Quay (Bells Bridge) to Cessnock Subway Station Route**) all remain desirable, and are included as aspirational links in the Plan. It is anticipated that these will be delivered, as part of a placemaking approach, should development proposals come forward for these sites and locations.

5.61 City Plan policy TRANS 7 reflected the terms of the 2006 Joint Structure Plan in safeguarding a number of international freight transport facilities in Glasgow. The equivalent Strategy Support Measure 6 of the SDP indicates that measures require to be put in place to safeguard relevant investment in the strategic freight facilities identified in SDP Schedule 3. None of the locations are within Glasgow and, as a result, TRANS 7 has not been taken forward to the LDP.

5.62 City Plan 2 policies TRANS 8 and TRANS 9 are addressed by LDP policy CDP 12 – Developer Contributions and the Placemaking Principle respectively. City Plan 2 policy TRANS 10 was intended to ensure that retail and commercial leisure developments incorporated adequate provision for taxis. It is considered that this policy is no longer required and it has not been taken forward to the LDP.

5.63 City Plan 2 policy ENV 10 (Access Routes and Core Path Network) is addressed by LDP policy CDP 11 in protecting/enhancing the quality and continuity of core paths and taking account of rights of way and other significant paths.

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