

North Lanarkshire Local Development Plan 2

Survey Paper - Evidence Report

Sustainable Transport

Purpose of Topic Papers

We are currently identifying and assessing the evidence available for each policy topic area identified in National Planning Framework 4 and the Scottish Government's local development planning guidance.

We will issue online surveys for each topic, or group of topics, outlining:

- the relevant information and datasets we have identified so far;
- our assessment of the evidence gathered, based on the identified information and datasets;
- any potential connections to other topic areas;
- potential implications for site selection at the Proposed Plan stage; and
- potential implications for the Local Development Plan.

This will be an early opportunity for you to confirm if we have identified the appropriate evidence, provide any other evidence you have or would like us to consider, and offer your views on our initial considerations of the use and implications of the available evidence.

We will then consider the responses to the surveys and what they mean for our evidence base. This will help inform the preparation of our Evidence Report later this year.

Some of the information gathered is particularly technical on a specific topic, and may not be relevant to everyone. We welcome comments on all or some of the information published. There will be more opportunities to comment as we progress through the local development plan preparation process.

1. Introduction

- 1.1 The Planning (Scotland) Act 2019 requires planning authorities to prepare an Evidence Report that contains sufficient information to enable the authority to prepare a Local Development Plan.
- 1.2 The Evidence Report has two main functions. The first is that it should set out the evidence that will be used to inform and prepare a new Local Development Plan. The second is for local authorities to identify the issues they think based on the evidence presented that need to be addressed by the new Local Development Plan, and for other interested parties and stakeholders to express what they think are the issues.

- 1.3 There are specific matters that the Evidence Report must cover; these are set out in the Planning (Scotland) Act 2019:
- *the principal physical, cultural, economic, social, built heritage and environmental characteristics of the district;*
 - *the principal purposes for which the land is used;*
 - *the size, composition, health, and distribution of the population of the district;*
 - *the housing needs of the population of the area, including, in particular, the needs of persons undertaking further and higher education, older people and disabled people;*
 - *the availability of land in the district for housing, including for older people and disabled people;*
 - *the desirability of allocating land for the purposes of resettlement;*
 - *the health needs of the population of the district and the likely effects of development and use of land on those health needs;*
 - *the education needs of the population of the district and the likely effects of development and use of land on those education needs;*
 - *the extent to which there are rural areas within the district in relation to which there has been a substantial decline in population;*
 - *the capacity of education services in the district;*
 - *the desirability of maintaining an appropriate number and range of cultural venues and facilities (including in particular, but not limited to, live music venues) in the district;*
 - *the infrastructure of the district (including communications, transport and drainage systems, systems for the supply of water and energy, and health care and education facilities);*
 - *how that infrastructure is used; and*
 - *any change which the planning authority thinks may occur in relation to any of the matters mentioned above.*
- 1.4 This survey paper examines the *Sustainable Transport* evidence surrounding the *Sustainable Transport* topic for the forthcoming North Lanarkshire Local Development Plan 2 (NLLDP2). The paper identifies what evidence and information has been sourced and subjected to an initial assessment as to the relevance of that evidence and information to NLLDP2.
- 1.5 Key points from the evidence and information on this topic are highlighted and potential future relevance is discussed with a view to this informing the approach in progressing the Evidence Report and NLLDP2 more generally.
- 1.6 The final Evidence Report will detail the stakeholder engagement and public survey that has taken place in developing its conclusions and will highlight the agreements and disputes that have arisen through this process.

2. Identification of Relevant Evidence

- 2.1 The relevant evidence has been identified through an evaluation of the *Sustainable Transport* topic and assessment of available information linked to the topic. Where available evidence shared by external stakeholders has been included. Should additional evidence become available we will consider its implications for the Evidence Report.

3. **Consideration of Relevant Evidence**

- 3.1 The following is an explanation of evidence sources which have been used in this Survey Paper and are considered potentially relevant for NLLDP2.

Main Evidence considered:

<p>Source: The Plan for North Lanarkshire (North Lanarkshire Council)</p> <p>Reason using the Evidence: The plan sets out the vision for North Lanarkshire to be a place <i>Live, Learn, Work, Invest</i> and <i>Visit</i>. NLLDP2 will be a tool to assist in the realisation of this vision. The vision consists of five priorities that are comprised of 25 high level Ambition Statements. These statements amongst other issues cover refocussing town centres, maximising the use of marketable land, maintaining a clean/safe/attractive environment, and sustainable transport.</p> <p>Links to Evidence: The Plan for North Lanarkshire</p>
<p>Source: National Planning Framework 4 (Scottish Government)</p> <p>Reason for using the Evidence: Sets out the national planning position and policy in respect to sustainable transport and provides expectations for NLLDP2 content.</p> <p>Links to Evidence: National Planning Framework 4</p>
<p>Source: Local Development Planning Guidance (Scottish Government)</p> <p>Reason for using the Evidence: Sets out the guidance for the national planning position and policy in respect to sustainable transport and provides expectations for NLLDP2 content.</p> <p>Links to Evidence: Local development planning guidance - gov.scot (www.gov.scot)</p>
<p>Source: National Transport Strategy 2 (Transport Scotland)</p> <p>Reason for using the Evidence: The national strategy for transport contains a thorough review of transportation matters nationwide and sets the transport vision for Scotland's future.</p> <p>Links to Evidence: National Transport Strategy 2</p>

<p>Source: Strategic Transport Projects Review 2 (Transport Scotland)</p> <p>Reason for using the Evidence: Provides an overview of transport investment, mainly infrastructure and other behavioural change recommendations, that are required to deliver the National Transport Strategy priorities and the objectives of the Review.</p> <p>Links Evidence: Strategic Transport Projects Review 2</p>
<p>Source: Transport and Travel in Scotland Report 2019: Results from the Scottish Household Survey (Transport Scotland)</p> <p>Reason for using the Evidence: Provides data/insight into transport and travel from the Scottish Household Survey.</p> <p>Links Evidence: Transport and Travel in Scotland 2019: Results from the Scottish Household Survey Transport Scotland</p>
<p>Source: Active Travel Framework (Transport Scotland)</p> <p>Reason for using the Evidence: A framework that brings together approaches to improving the uptake of active travel modes in Scotland.</p> <p>Links to Evidence: Cycling Action Plan For Scotland (CAPS) - Cycling Scotland</p>
<p>Source: A Long-Term Vision for Active Travel in Scotland 2030 (Transport Scotland)</p> <p>Reason for using the Evidence: A national level vision for active travel that sets out how Scotland will look in 2030 if more people are walking and cycling for short/everyday journeys, realising the benefits of active travel.</p> <p>Links Evidence: A Long Term Vision for Active Travel in Scotland 2030</p>

Source:

National Walking Strategy (Scottish Government)

Reason for using the Evidence:

In 2014, the Scottish Government launched the first ever *National Physical Activity Implementation Plan* which provides the framework for delivering the active legacy ambitions of the Commonwealth Games held that year. The National Walking Strategy is a key element in delivering that ten-year plan, aiming to achieve lasting change and make Scotland a world leader as a walking-friendly country.

Links to Evidence:

[National Walking Strategy](#)

Source:

Cycling Action Plan (Transport Scotland)

Reason for using the Evidence:

National level action plan aimed at increasing cycling in society and making Scotland a more safe and active nation.

Links to Evidence:

[Cycling Action Plan For Scotland \(CAPS\) - Cycling Scotland](#)

Source:

Cycling Framework for Active Travel (Transport Scotland)

Reason for using the Evidence:

The cycling framework sets out strategic priorities and shared actions to maximise cycling's contribution to realising the Scottish Government's long-term vision for active travel in Scotland.

Links to Evidence: [Cycling Framework for Active Travel](#)

Source:

Cycling by Design (Transport Scotland)

Reason for using the Evidence:

Provides guidance for permanent cycling infrastructure design on all roads, streets and paths in Scotland. It aims to ensure that cycling is a practical and attractive choice for the everyday and occasional journeys of all people, but particularly new, returning or less confident users.

Links to Evidence:

[Cycling by Design](#)

Source:

A Routemap to 20% Reduction on Car Kms- Reducing Car Use for a Healthier, Fairer and Greener Scotland (Transport Scotland)

Reason for using the Evidence:

The route map sets out the actions for between now and 2030 to support each of the four identified behaviours required to achieve reductions in car usage and allow more sustainable movement choices.

Links to Evidence:

[A routemap to 20% reduction on car Kms](#)

Source:

Rail Service Decarbonisation Action Plan (Transport Scotland)

Reason for using the Evidence:

This sets the backbone of rail delivery for the next 15-20 years and details how Scotland can develop a rail network that drives innovation, creates skilled employment, and contributes to inclusive economic growth.

Links to Evidence:

[Rail Service Decarbonisation Action Plan](#)

Source:

Hydrogen Action Plan (Scottish Government)

Reason for using the Evidence:

Sets out actions that will be taken over the next five years to support the development of a hydrogen economy to further efforts to reduce greenhouse gas emissions from Scotland 's energy system whilst ensuring a just transition.

Links Evidence:

[Hydrogen Action Plan](#)

Source:

Switched on Scotland Roadmap (Transport Scotland)

Reason for using the Evidence:

Sets out a long-term vision and strategic approach to advance widespread adoption of electric vehicles. The roadmap anticipates that markets will develop in three distinct phases – launch, growth and take-off – and identifies 37 actions to provide comprehensive support in the launch phase.

Links to Evidence:

[Switched on Scotland Roadmap](#)

<p>Source: UK Emissions Interactive Map (The National Atmospheric Emissions Inventory)</p> <p>Reason for using the Evidence: This provides an interactive map of emissions in the United Kingdom that can be filtered by emission/pollutant, sector and place.</p> <p>Links to Evidence: UK Emissions Interactive Map (energysecurity.gov.uk)</p>
<p>Source: CO2 Emissions Tool (Scottish Environmental Protection Agency)</p> <p>Reason for using the Evidence: This tool pulls together national COPERT CO2 emission factors, and Transport Scotland and United Kingdom Government statistics on distance travelled and fleet stats that allow CO2 emissions to be examined. This will be hosted on the Scotland's Environment website in due course.</p> <p>Links to Evidence: Home Scotland's environment web</p>
<p>Source: A Call to Action: The Regional Transport Strategy for the West of Scotland 2023 – 2038 (Strathclyde Partnership for Transport)</p> <p>Reason for using the Evidence: The regional transport strategy for the west of Scotland where sustainable transport is a central feature.</p> <p>Links to Evidence: The Regional Transport Strategy for the West of Scotland</p>
<p>Source: A Regional Active Travel Strategy for the West of Scotland 2024 – 2038 (Strathclyde Partnership for Transport)</p> <p>Reason for using the Evidence: The regional active travel strategy will help deliver the regional transport strategy for the west of Scotland, where sustainable transport is a central feature.</p> <p>Links to Evidence: The Regional Active Travel Strategy (arcgis.com)</p>
<p>Source: North Lanarkshire Local Development Plan (North Lanarkshire Council)</p> <p>Reason for using the Evidence: The plan contains the current approach to development planning in North Lanarkshire at a local level, including sustainable transport issues.</p> <p>Links to Evidence: Current North Lanarkshire Local Development Plan North Lanarkshire Council</p>

Source:

Active Travel Strategy 2021 – 2031 (North Lanarkshire Council)

Reason for using the Evidence:

The council's active travel strategy that aims to create a wide range of connections across North Lanarkshire for everyday journeys and recreational purposes.

Links to Evidence:

[NLC Active Travel Strategy 2021 – 2031](#)

Source:

Scotland's Road Safety Framework 2030 (Transport Scotland)

Reason for using the Evidence:

The national long-term vision for road safety, where no-one dies or is seriously injured in relation to road safety by 2050.

Links to Evidence:

[Scotland's Road Safety Framework 2030](#)

Source:

Glasgow City Region Economic Strategy (Glasgow City Region)

Reason for using the Evidence:

The strategy identifies sustainable transport as an issue for the Glasgow City Region's future.

Links to Evidence:

[GCR Economic Strategy \(glasgowcityregion.co.uk\)](http://glasgowcityregion.co.uk)

Source:

Economic Regeneration Delivery Plan (North Lanarkshire Council)

Reason for using the Evidence:

Part of *The Plan for North Lanarkshire*, this identifies sustainable transport as an issue to be addressed.

Links to Evidence:

[2023-2028 Economic regeneration delivery plan.pdf \(northlanarkshire.gov.uk\)](#)

[ERDP Action plan 23-24.pdf \(northlanarkshire.gov.uk\)](#)

Source:

The Glasgow City Region City Deal (North Lanarkshire Council)

Reason for using the Evidence:

Provides information on *City Deal* projects in North Lanarkshire.

Links to Evidence:

[The Glasgow City Region City Deal | North Lanarkshire Council](#)

Source:

Town and Community Hubs (North Lanarkshire Council)

Reason for using the Evidence:

Part of *The Plan for North Lanarkshire*, provides information on town and community hub projects in North Lanarkshire.

Links to Evidence:

[Towns and communities | North Lanarkshire Council](#)

Source:

Local Outcome Improvement Plans (North Lanarkshire Council)

Reason for using the Evidence:

Part of *The Plan for North Lanarkshire*, provides local area improvement plans by Community Board Area, covering transport where identified as an issue.

Links to Evidence:

[Local Outcome Improvement Plans \(northlanarkshire.gov.uk\)](#)

Source:

LDP Evidence Report – Connectivity Analysis Information Note (Strathclyde Partnership for Transport)

Reason for using the Evidence:

Explains the methodology for producing the *North Lanarkshire Strategic Connectivity Map* and *Local Connectivity Map*.

Links to Evidence:

Available upon request

4. **Assessment of Evidence**

- 4.1 In National Planning Framework 4 (NPF4), the Scottish Government recognises that the *Sustainable Transport* topic is key to Scotland's social, economic and environmental future.
- 4.2 Sustainable transport is essentially encouraging travel that reduces dependence on motorised transport, particularly private car use and those powered by fossil fuels, and increases the use of sustainable alternatives such as active travel, public transport and electric vehicles. The aim of sustainable transport in this context is to reduce the negative environmental impacts of transport, which is a major source of carbon emissions, while at the same time realising the social and economic benefits sustainable transport offers.
- 4.3 NPF4 *Policy 13 Sustainable Transport* is intended to promote active travel and public transport and *reduce the need to travel unsustainably*. The desired policy outcomes sought are:
- *Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living.*
 - *More, better, safer and more inclusive active and sustainable travel opportunities.*
 - *Developments are in locations which support sustainable travel.*

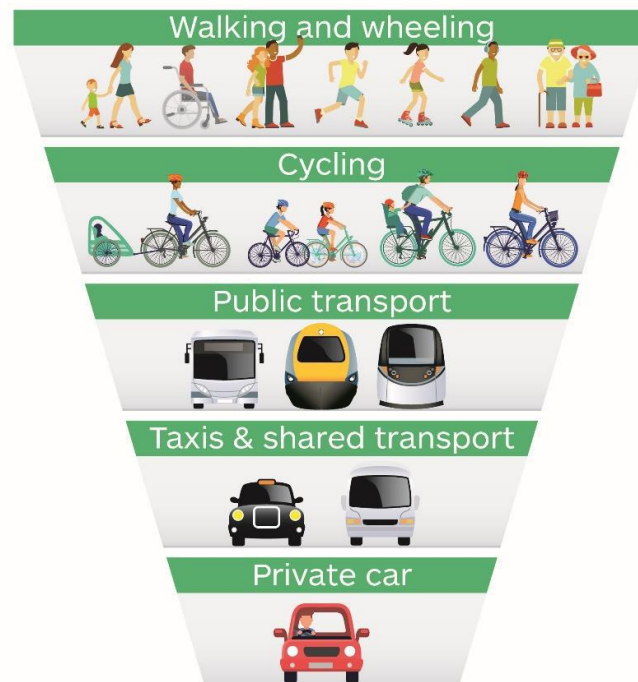
Sustainable Transport and Active Travel

- 4.4 NPF4 asserts that priority should be given to sites and locations in the spatial strategy for future development that are accessible by sustainable modes of transport. The use of the *Sustainable Travel Hierarchy* is advocated in this regard.
- 4.5 The current *National Transport Strategy* (NTS2) endorses the *Sustainable Travel Hierarchy* and this model is also featured in other important considerations such as the *Strategic Transport Projects Review* (STPR2) and *A Call to Action: The Regional Transport Strategy for the West of Scotland 2023-2038* (RTS).
- 4.6 The *Sustainable Travel Hierarchy* has the function of prioritising sustainable transport. The order of priority and sustainability allocated for each transport mode is shown in *Figure 1* on the following page.
- 4.7 In the *Sustainable Travel Hierarchy*, active travel transport modes are clear preference for travel. Active Travel is making trips and journeys by a means of physical activity by the traveller. The RTS defines the main Active Travel modes as:
- *Walking: Foot-based personal mobility and includes use of mobility aids such as canes, sticks and assistance animals.*
 - *Wheeling: The equivalent of foot-based mobility for people who use wheeled mobility aids such as wheelchairs and mobility scooters.*
 - *Cycling: Personal mobility incorporating a pedal-powered vehicle which may include electric-assistance.*

The use of prams, etc. is not defined in the RTS but is also a consideration for Active Travel, as well as other transport modes. *A Regional Active Travel Strategy for the West of Scotland* is currently being developed to support the RTS.

Figure 1 Sustainable Travel Hierarchy

Prioritising Sustainable Transport



- 4.8 Active travel is further supported by the Scottish Government's *Active Travel Framework*, incorporating the aims of the *National Walking Strategy* and *Cycling Action Plan*.
- 4.9 Public transport is placed in between active travel and private car use, with cars being the least desirable and most unsustainable form of transportation available irrespective of how they are fuelled. The position of North Lanarkshire in the *Clyde Metro* public transport initiative in the RTS is not currently known as the project is still in its infancy, however this could have spatial implications depending on proposals (including integrated services and ticketing).
- 4.10 In defining this hierarchy, NPF4 also states that efficient and sustainable freight transport of goods should also be promoted, with a shift from road to rail seen as important in this regard.
- 4.11 Overall however, NPF4 considers sustainable transport and travel as movement that:
Includes travel by the top three modes in the sustainable travel hierarchy. It is recognised that in some locations, particularly in rural areas, where the top three modes have been judged as unfeasible for day-to-day travel, low emissions vehicles and shared transport options will play an important role.
- 4.12 It must be stressed that not all travel can be undertaken by active travel modes. In those scenarios, the spatial strategy will have the challenge of facilitating a shift to making transit as sustainable as possible.

- 4.13 By also promoting low emissions vehicles and shared/public transport options, implicit in the definition of sustainable transport is improving public transport services and links, and the decarbonisation of all non-active travel modes of transport where possible. In these respects, Transport Scotland's *Reducing Car Use for a Healthier, Fairer and Greener Scotland* and *Rail Services Decarbonisation Action Plan*, as well as the Scottish Government's *Hydrogen Action Plan* are relevant and can have a role in making travel more sustainable.
- 4.14 This suite of initiatives combined with a focus on active travel should reduce emissions from transport and improve economic opportunity and health and well-being.
- 4.15 However, whilst policy and subject connections to other land-use topics are highlighted in section 5. *Potential Connections in Evidence*, *Local Living* must at least be mentioned at this point in the sustainable travel debate. *Local Living* not only promotes active travel, it also can lead to reducing the need to travel if services, recreation and employment are available within communities, linking back to the objective of development being preferred in locations that promote sustainable transport. *Local Living* will be fully explored in the Evidence Report.
- 4.16 These considerations are in tandem with NTS2. NTS2 signals the future direction of transport and provides the context for decisions in and beyond government, setting the vision for Scotland's transport system over the next 20 years, and requiring incorporation into spatial strategy and development planning.
- 4.17 The NTS2 vision is a sustainable, inclusive, safe and accessible transport system, that is resilient to climate change and helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. This vision is underpinned- by four main priorities, stated below. These support NPF4 and are a factor for NLLDP2.
- *Reduces inequalities:*
 - *Will provide fair access to services we need.*
 - *Will be easy to use for all.*
 - *Will be affordable for all.*
 - *Takes climate action:*
 - *Will adapt to the effects of climate change.*
 - *Will promote greener, cleaner choices.*
 - *Helps deliver inclusive economic growth:*
 - *Will get people and goods where they need to get to.*
 - *Will be reliable, efficient and high quality.*
 - *Will use beneficial innovation.*
 - *Improves our health and wellbeing:*
 - *Will be safe and secure for all.*
 - *Will enable us to make healthy travel choices.*
 - *Will help make our communities great places to live.*

- 4.18 Key to implementing the NPF4 *Sustainable Transport* policy/topic and the NTS2 vision in the spatial strategy will be the *Sustainable Investment Hierarchy* combined with a place-based approach underpinned by a robust evidence base, as well as the application of policy in Development Management. The National Atmospheric Emissions Inventory provides an interactive map of emissions in the United Kingdom the Scottish Environmental Protection Agency are producing a tool that considers CO2 emissions from transport that could further support this.

Sustainable Investment Hierarchy

- 4.19 The *Sustainable Investment Hierarchy* in NTS2 and NPF4 has the purpose of guiding investment to promote sustainable travel. This is shown in *Figure 2* below:

Figure 2 Sustainable Investment Hierarchy



- 4.20 In the *Sustainable Investment Hierarchy*, investment should be prioritised on the basis of reducing the need to travel unsustainably. This is interpreted as reducing car use and the need to travel generally alongside promoting sustainable transport (active travel and public transport), enabling local living, and increasing physical and digital connectivity.
- 4.21 Existing transport assets and capacity still have a clear role. These are to be maintained where feasible with better use made of them.

- 4.22 Targeted infrastructure improvements are the least preferred option however it should be noted that targeted infrastructure improvements may still be required in the future. Of particular note here for North Lanarkshire are major infrastructure projects that are part of the *Glasgow City Region City Deal*, see paragraph 4.45. Infrastructure as articulated by NPF4 is considered more fully in *Survey Paper 18 Infrastructure First*, but it should be noted that under NPF4 infrastructure should be considered from the outset in an integrated infrastructure first approach.

Place-Based Approach

- 4.23 NPF4 advocates that a place-based approach is taken towards sustainable transport and reducing *car-dominance*. *The Plan for North Lanarkshire* also takes a place-based approach to making North Lanarkshire the place to *Live, Learn, Work, Invest* and *Visit*. Under the umbrella of these ambitions in North Lanarkshire, the council has been considering service provision in terms of both geography and place/s.
- 4.24 With regards *Sustainable Transport*, the council's *Active Travel Strategy* (NLATS), town and community hub programme, and *Local Outcome Improvement Plans* are of relevance. In North Lanarkshire, place is defined by Community Board area, and all of these take a place-based approach where sustainable transport is either featured in the strategy, programme or plan, or was mentioned in already completed consultation around these areas.
- 4.25 Supporting existing priorities for both the council and communities, previous pertinent consultation will be reviewed in the context of the *Place Standard Tool* assessment criteria. This includes *Moving Around* and *Public Transport* and will evaluate the status of *Sustainable Transport* and its supporting data/information in relation to place for NLLDP2 in this context.
- 4.26 Additionally, the council will undertake a public consultation using the *Place Standard Tool* specifically in respect of NLLDP2. It is envisaged that this survey and its analysis will identify the place-specific issues faced in North Lanarkshire's places as well as highlighting any planned interventions linked to this topic area. This public consultation will be key to the Evidence Report.
- 4.27 Some place-based sustainable transport information is available in the NLATS, with more also presented and discussed in paragraphs 4.39 to 4.53 in the *North Lanarkshire Context* and *North Lanarkshire Connectivity Analysis*.

Appropriate Assessment

- 4.28 NPF4 asserts that local development plans:

Should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

- 4.29 Notwithstanding the connectivity analysis highlighted in paragraphs 4.48 to 4.53, there is not presently an up-to-date transport baseline for North Lanarkshire to underpin NLLDP2 with the current local transport strategy (LTS) having been published in 2010. However, the council is currently exploring producing a new LTS for North Lanarkshire, which will involve stakeholder engagement including community/public consultation.
- 4.30 Reviewing and updating the LTS will provide the opportunity to ensure that the council will continue to meet the requirements to deliver the obligations set out in the NTS2, the RTS and other policy drivers (including delivering a 20% reduction in car use and achieving Net Zero emissions). The LTS will be a ten-year strategy outlining the future direction for the council's approach to the development and maintenance of the transport infrastructure in North Lanarkshire. It will provide a delivery plan for meeting local challenges and objectives, as well as a monitoring and evaluation framework.
- 4.31 In doing this, cognisance will be taken of the suite of sustainable transport studies undertaken on behalf of the council between 2018 and 2020, the NLATS, the current adopted *North Lanarkshire Local Development Plan* (NLLDP), and other relevant policies, strategies and plans including NPF4 and the requirements for NLLDP2. It is anticipated that the new LTS will inform the NLLDP2 transport appraisal that the council will commit to in the Evidence Report to be produced for the Proposed Plan.
- 4.32 In this regard, the council will endeavour to work with Transport Scotland, Strathclyde Partnership for Transport (SPT) and other stakeholders to support sustainable movement that contributes to sustainable places.

NPF4 and Development Management

- 4.33 Development management as well as development planning will be fundamental in realising *Sustainable Transport* aspirations of NPF4. The practical application of topic expectations and parameters to development proposals is set out in NPF4 *Policy 13 Sustainable Transport*. These should implement the policy and facilitate its desired outcomes. *Policy 13 Sustainable Transport* in its entirety is shown in *Appendix 1* however key excerpts for are shown below in paragraphs 4.34 to 4.37.

4.34 As stated in NPF4, under this policy development proposals will be supported that:

- *Improve, enhance or provide active travel infrastructure, public transport Infrastructure or multi-modal hubs.*
 - *Provide electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.*
 - *Support a mode shift of freight from road to more sustainable modes, including last-mile delivery.*
 - *Build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats.*
- *Demonstrate that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies.*
 - *Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation (where appropriate).*
 - *Will be accessible by public transport, ideally supporting the use of existing services occupation (where appropriate).*
 - *Integrate transport modes (where appropriate).*
 - *Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking (where appropriate).*
 - *Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles (where appropriate).*
 - *Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users (where appropriate).*
 - *Adequately mitigate any impact on local public access routes (where appropriate).*
- *Are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.*

4.35 Development proposals will not be supported if they are for or include:

- *Significant travel generating uses in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.*

4.36 *Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations.*

4.37 *Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact.*

- 4.38 It is noted that while the points in paragraphs 4.34 to 4.37 concern the detailed application of policy to development proposals/Planning Applications, they are closely linked to site selection and the approach of NLLDP2. This is discussed in sections 6. *Site Selection Implications* and 7. *Implications for North Lanarkshire Local Development Plan 2 (NLLDP2)* respectively.

North Lanarkshire Context

- 4.39 North Lanarkshire is within the Central Belt of Scotland and contains major transport links including the M8, M80, A8 and A80 trunk roads and an extensive railway network. Furthermore, the M8 corridor when extended north to Coatbridge and south to Bellshill is an important road and rail distribution location for the movement of goods at international, national and local levels, representing North Lanarkshire's gateway to the world.
- 4.40 Around 13% of Scotland's motorway network is located in North Lanarkshire, providing strategic routes for the private car and bus services around North Lanarkshire and beyond. With commuter settlements throughout North Lanarkshire, there are similar levels of car ownership present in comparison to Scotland as a whole. The area is currently serviced by several bus companies, operating both strategic and local routes. Community transport services are available through *MyBus Rural*.
- 4.41 Various rail lines linking North Lanarkshire towns and wider destinations run through the area, including the wider central Scotland urban rail network and West Coast Main Line. These routes generally run east/west through northern, central and southern locations North Lanarkshire, with only one route running north/south, although rail lines do run south from the Motherwell area. There are 25 passenger rail stations located within North Lanarkshire and overall the area can be considered as well served by the rail network. The council is however required to have regard to disused railway infrastructure and the desirability of ensuring its potential use in public transport, active travel and green network proposals.
- 4.42 Much of the existing transport network benefits those with access to a car and can present challenges or create barriers to those without private car access. Data from the *Transport and Travel in Scotland Report 2019: Results from the Scottish Household Survey* shows that 59% of the journeys undertaken within North Lanarkshire are under 5km. This high percentage of trips under 5km indicates a great potential for increasing to travel by walking, wheeling or cycling. Currently, 31% of households across North Lanarkshire have no access to a car for private use.
- 4.43 The current adopted NLLDP promotes sustainable transport broadly in line with NPF4. The NLLDP takes an evidence-based, place-focussed approach to development planning for North Lanarkshire and contains policy *PROM ID1 POLICY Transport Improvements* that seeks sustainable, multi-modal transport improvements.

- 4.44 NLATS however highlights that there is a lack of cohesive active travel network in North Lanarkshire and endeavours to change this and improve the long-term uptake of active travel transport modes. This supports *The Plan for North Lanarkshire*, NLLDP, NPF4, NTS2 and the *Active Travel Framework*, which incorporate amongst other frameworks and strategies the aims of the *National Walking Strategy* and *Cycling Action Plan*, as well as responding to the global climate emergency by encouraging the modal shift toward low and zero-carbon transportation.
- 4.45 North Lanarkshire is also part of the *Glasgow City Region City Deal*. The purpose of *City Deal* is to create economic growth via a funding deal for infrastructure and regeneration across the city region. Connectivity and transport features heavily in *City Deal* and as with the current NLLDP, ongoing *City Deal* projects at that point in time will be reflected in NLLDP2. Whilst *City Deal* will fund and provide targeted road infrastructure in North Lanarkshire, it has also facilitated public transport improvements in Motherwell and will have a focus on active travel where possible, encouraging a transport modal shift in line with the *Sustainable Travel Hierarchy*. These are also concerns for town hub development as part of *The Plan for North Lanarkshire*.
- 4.46 As with Scotland as a whole, in North Lanarkshire there is continuing drive to create a more sustainable transport system that recognises the challenges present, particularly in terms of reducing inequalities, improving health and well-being, and tackling climate change. In this regard, for the population of and visitors to North Lanarkshire, it is essential that sustainable travel options are available, accessible, attractive and affordable to reach services, employment, education and training locations, plus leisure/recreation and sport opportunities.
- 4.47 It should be further noted that a sustainable transport emphasis and rationale is also a feature of regional and local economic strategies, and the *Clyde Metro*.

North Lanarkshire Connectivity Analysis

- 4.48 The *North Lanarkshire Context* in paragraphs 4.39 to 4.47 shows that in many respects North Lanarkshire is a well-connected place, and the NLATS seeks to further improve transport in North Lanarkshire. This well-connected view is further supported by the road and rail distribution locations in the M8 corridor.
- 4.49 Notwithstanding these positive features, North Lanarkshire is an area with transport and movement connectivity issues. Much of the existing network benefits those with access to a private car and can present challenges or create barriers to those without car access. Some places are more connected than others on the bus network due to the specific nature of the routes and timetabling. While the rail network is a huge positive asset, it does not serve all of North Lanarkshire. North/south connectivity within North Lanarkshire can be challenging by all sustainable transport modes, and all non-private car journeys can involve a change of service and/or transport mode, creating a further connectivity obstacle. Some active travel options do exist but the development of an active travel network for the whole of North Lanarkshire is still in its early stages.

- 4.50 SPT has examined strategic and local connectivity in and for North Lanarkshire for NLLDP2. In that analysis, transport connectivity is viewed as the ability of any one person to travel to or from a place. This is split into two key components:
- Connectivity to the Transport Network- The ability of a member of the of the population to gain transport network access (such as walking to from their home to a bus stop or train station).
 - Connectivity of the Transport Network- How the available transport network provides the population to access everyday destinations at varying levels of geography (such as journey time to General Practice services, employment within 30 minutes on public transport, etc.).
- 4.51 Using methodology derived from the *Scottish Index of Multiple Deprivation*, a composite datazone approach considering land-use, transport, services, employment and the *Scottish Government 6-fold Urban Rural Classification 2020* was utilised. This is fully explained in SPT's *LDP Evidence Report – Connectivity Analysis Information Note*.
- 4.52 The *North Lanarkshire Strategic Connectivity Map* and *Local Connectivity Map* that this exercise produced are shown in *Appendices 2 & 3* respectively. As can be seen, most of North Lanarkshire scores low on strategic connectivity except the heavily urban areas and east of Cumbernauld. The picture dramatically changes with regards local connectivity with a lot less of North Lanarkshire scored low and more places viewed as high and medium, although the spatial pattern remains linked to urban areas.
- 4.53 This can be partially explained by the methodology used and North Lanarkshire's urban/rural nature (particularly when defined by the *Scottish Government 6-fold Urban Rural Classification 2020*). However, the evidence does show that paradoxically North Lanarkshire is a well-connected place with connectivity issues that may require further intervention. This solidifies the importance of a place-based approach, and this connectivity analysis should feature in that. The relationship to the *Liveable Places* element of NPF4 will also be an important factor in this respect. NPF4 policy connections are shown in section 5. *Potential Connections in Evidence*.

5. Potential Connections in Evidence

- 5.1 *The Plan for North Lanarkshire* is the council's main strategy for the area to improve services and outcomes for the communities who live here. It provides a shared ambition for inclusive growth and prosperity for all. It sets a path for the council and partners to follow. The Plan covers a wide range of activities that can impact on carbon emissions and help to make North Lanarkshire a more sustainable place to *Live, Learn, Work, Invest* and *Visit*.
- 5.2 In the United Kingdom the past four decades have been warmer than the one before. In North Lanarkshire it is expected that the average summer temperatures will increase, and the number of rainy days will reduce. The volume of rain on summer's wettest day will increase. Our winters are expected to be milder. Whilst the impact of climate change may seem to be less severe locally, in recent years we have seen an increase in severe weather events. These can affect us through:
- *Travel disruption.*
 - *Emergency response situations.*
 - *Loss of power supply.*
 - *Landslides.*
 - *Flooding.*
 - *Disruption to service delivery.*
- 5.3 The council recognised that it must take action and declared a climate emergency in June 2019. Concerned about the impact of climate change on biodiversity, the council also became a signatory of the Edinburgh declaration on Post-2020 Global Biodiversity Framework.

Sustainable Transport- Implications for Topic/NPF4 Policy 1 Tackling the Climate and Nature Crises

- 5.4 It is noted in NPF4 that when considering all development proposals substantial weight is to be given to the global climate and nature crises. Scotland has ambitious climate targets, and these commitments are notwithstanding the council's own ambitions in this area as illustrated in paragraphs 5.1 to 5.3.
- 5.5 The spatial strategy and development proposals will require to align with the goal of tackling the climate and nature crises by promoting land-use practices that encourage sustainable transport. This translates to encouraging and facilitating active travel and public transport alongside decarbonising fossil fuel-based motorised transit and discouraging car use, as well as maximising existing infrastructure and reducing the need to travel at all. This approach will contribute to an overall emissions reduction and conserve embodied energy in existing infrastructure.

- 5.6 By tackling climate in this way, benefits for nature can also be realised. With a focus on maximising existing infrastructure and targeted infrastructure improvements being the least desirable option in the *Sustainable Investment* Hierarchy, this should protect natural assets and biodiversity from any development relating to transport infrastructure to as great an extent as possible. The creation of new active travel routes does require exploration and potentially infrastructure, however such development is also an opportunity for nature restoration and biodiversity gain. Any new development of infrastructure of any kind should seek to protect and enhance the natural environment and biodiversity.

Sustainable Transport- Implications for Topic/NPF4 Policy 2 Climate Mitigation and Adaptation

- 5.7 NPF4 requires that the spatial strategy is designed to reduce, minimise or avoid greenhouse gas emissions. The promotion of sustainable transport and using existing infrastructure will help realise this in line with paragraphs 5.4 to 5.6. Existing infrastructure will need to be considered in terms of its resilience to climate change, however all development will need to comply with Topic 2 and address climate mitigation and adaptation in development proposals.

Sustainable Transport- Conclusion in Terms of Implications for Topics 1 and 2

- 5.8 In light of paragraphs 5.4 to 5.7, it is considered that the proposed issues addressed by the *Sustainable Transport* topic in seeking to make transit more sustainable will help to tackle the climate crisis and support the principles of climate mitigation and adaptation. A role is also present in tackling the nature crisis. The effect on these topics has potential to be positive.

Sustainable Transport- Other Topic/Policy Overlaps Stated in NPF4

- 5.9 When topic and policy relationships in NPF4 are viewed holistically, including *Tackling the Climate and Nature Crises* and *Climate Mitigation and Adaptation*, *Sustainable Transport* should be viewed as a central part of Scotland's *Just Transition* and integral to other overall policy aims. The other policies stated in NPF4 and *Local Development Planning Guidance* under *Sustainable Transport* as having a key connection to this topic in addition to *Policies 1* and *2* are listed on the next page:

Policy 14 Design, Quality and Place

Policy 15 Local Living and 20 Minute Neighbourhoods

Policy 16 Quality Homes Policy

Policy 17 Rural Homes

Policy 18 Infrastructure First

Policy 20 Blue and Green Infrastructure

Policy 26 Business and Industry

Policy 27 City, Town, Local and Commercial Centres

Policy 28 Retail

Policy 29 Rural Development

Policy 30 Tourism

Sustainable Transport - Other Topic/Policy Overlaps Not Stated in NPF4 and *Local Development Planning Guidance*

- 5.10 The following policies are not stated in NPF4 or guidance as having a connection to *Sustainable Transport* but are currently considered linked at this stage:

Policy 3 Biodiversity

Policy 8 Green Belts (active travel listed as an appropriate use in green belts)

Policy 9 Brownfield, Vacant and Derelict Land and Empty Buildings

Policy 11 Energy

Policy 12 Zero Waste

Policy 21 Play, Recreation and Sport

Policy 23 Health and Safety

Policy 24 Digital Infrastructure

Policy 25 Community Wealth Building

Policy 31 Culture and Creativity

Policy 33 Minerals

- 5.11 Given that proposals relevant to the *Sustainable Transport* topic seek to promote more sustainable transit and the benefits this offers as shown in section 4. *Assessment of Evidence*, along with the information presented in paragraphs 5.4 to 5.8 for Topics 1 and 2, it is currently viewed that *Sustainable Transport* has the potential to have positive effects on all these further areas. This could help facilitate environmental, social and economic improvement, and should be a feature of the spatial strategy. Environmental, social and economic points will be addressed more fully under other relevant topic areas as NLLDP2 progresses.
- 5.12 Additionally, whilst the points raised in paragraph 5.11 are relevant but general in nature, there is the opportunity for more direct issues raised regarding *Sustainable Transport* in this Survey Paper to be specially considered under other topics areas too.
- 5.13 Further scope exists for topic/policy connections not identified currently to be made. This will become apparent as NLLDP2 progresses and will be accommodated if necessary.

6. Site Selection Implications

- 6.1 In line with NPF4, sustainable transport should be a consideration in site selection and this should be undertaken with the evidence and processes outlined in sections 4. *Assessment of Evidence* and 5. *Potential Connections in Evidence*.
- 6.2 NPF4 states that *Sustainable Travel Hierarchy* and *Sustainable Investment Hierarchy* should be used in development planning. In site selection, this should mean favouring proposals promote sustainable transit, increase connectivity, and reduce car use in the spatial strategy. This approach is also an opportunity to address social and economic issues as well as tackling the climate and nature crises, including climate mitigation and adaptation. The maintenance and safe operation of existing assets along with their climate change resilience is considered a priority.
- 6.3 The selection of sites that are in locations already viewed as sustainable for transit will also be a factor. Sites promoting better use and re-use of existing transport infrastructure could also be viewed in this context, although improved use of current infrastructure and services should also apply more generally in NLLDP2 in concert with digital infrastructure and the opportunities this offers in travel reduction.
- 6.4 A place-based approach combined with effective transport appraisal will inform site selection. These are discussed at paragraphs 4.23 to 4.27 and 4.28 to 4.32 respectively, and will become clearer as NLLDP2 progresses. If disused railway infrastructure is present on proposed sites, this will be considered in the context of potential future sustainable transport use.
- 6.5 The site selection methodology, with the *Sustainable Transport* topic/policy incorporated into the criterion, will be finalised at the point of site selection for the Proposed Plan having been confirmed via the Evidence Report.
- 6.6 This section only discusses site selection in terms of the *Sustainable Transport* topic. NPF4 must be considered in its entirety as opposed to this topic only, including the policy and topic connections outlined in section 5. *Potential Connections in Evidence*.

7. Implications for North Lanarkshire Local Development Plan 2 (NLLDP2)

- 7.1 NPF4 under the *Sustainable Transport* topic is consistent with the priorities and issues faced by council along with the Glasgow City Region in development planning.
- 7.2 New and updated development allocations proposed by NLLDP2 will need to take account of the sustainable transport approach set by NPF4 under the *Sustainable Transport* topic/policy in the spatial strategy.
- 7.3 The spatial strategy and its *Sustainable Transport* element and composition, will be formulated and emerge as NLLDP2 is progressed and its various stages completed.
- 7.4 Extant planning permissions will be part of the spatial strategy as they already have consent and may be developed. Whilst sustainable transport may not have been a factor in their approval process in the same way as if they were to be assessed now, the opportunity to improve the transport sustainability of these places may still exist.
- 7.5 Infrastructure programmes and projects known to the council, such as proposed *City Deal* projects, will feature in NLLDP2. As part of the integrated infrastructure first approach required by NPF4, place-specific infrastructure may be required to support development in relation to sustainable transport. This may include but is not limited to provision involving active travel, public transport and electric vehicles.
- 7.6 Adopting an approach where the *Sustainable Transport* topic is prioritised where possible could realise positive effects on climate and nature, health and well-being, and sustainable economic activity. This would deliver policy and desired outcomes at a national, regional and local level, promoting a *Just Transition*.
- 7.7 Overall, *Sustainable Transport* should be seen as an opportunity that can provide multiple benefits, far beyond just the movement of people and goods. An approach embracing *Sustainable Transport* should feature in NLLDP2.
- 7.8 Based on the evidence, analysis and views presented in this Survey Paper, the council currently considers that the topic policy in NPF4 for *Sustainable Transport* should be applied as per NPF4 in North Lanarkshire as there is no need to consider locally specific policy to support decision making in this regard.

Appendix 1. Policy 13 Sustainable Transport

Sustainable Transport Policy Principles

Policy Intent:

To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

Policy Outcomes:

- *Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living.*
- *More, better, safer and more inclusive active and sustainable travel opportunities.*
- *Developments are in locations which support sustainable travel.*

Local Development Plans:

LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.

LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20 minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities.

LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

Policy 13

a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:

i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.

ii. which support a mode shift of freight from road to more sustainable modes, including last-mile delivery.

iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;

ii. Will be accessible by public transport, ideally supporting the use of existing services;

iii. Integrate transport modes;

iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;

v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;

vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;

vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and

viii. Adequately mitigate any impact on local public access routes.

c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.

d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.

e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.

f) Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.

g) Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact. Where it has been demonstrated that existing infrastructure does not have the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network should be met by the developer.

While new junctions on trunk roads are not normally acceptable, the case for a new junction will be considered by Transport Scotland where significant economic or regeneration benefits can be demonstrated. New junctions will only be considered if they are designed in accordance with relevant guidance and where there will be no adverse impact on road safety or operational performance.

Policy Impact:

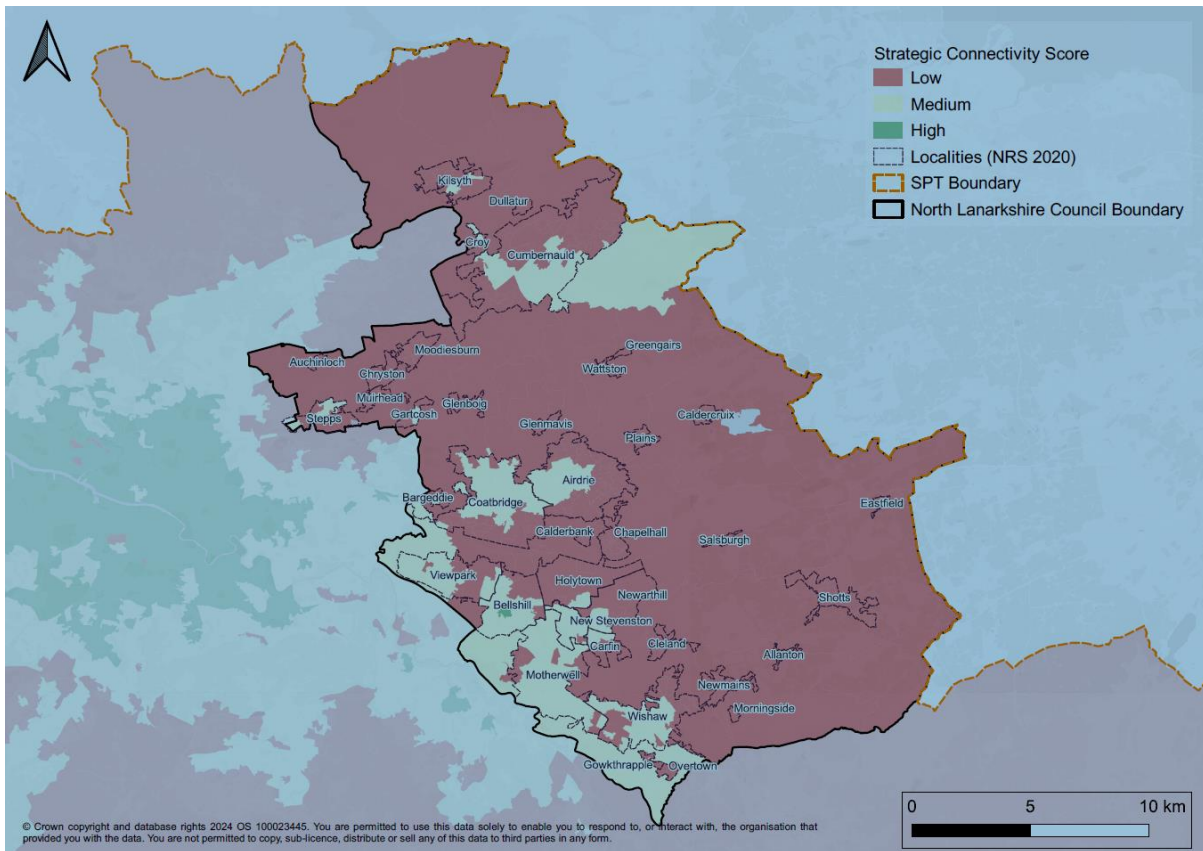
- *Just Transition*
- *Conserving and recycling assets*
- *Local living*
- *Compact urban growth*
- *Rebalanced development*
- *Rural revitalisation*

Key Policy Connections:

- *Tackling the climate and nature crises*
- *Climate mitigation and adaptation*
- *Design, quality and place*
- *Local Living and 20 minute neighbourhoods*
- *Infrastructure first*
- *Quality homes*
- *Rural homes*
- *Blue and green infrastructure*
- *Business and industry*
- *City, town, local and commercial centres*
- *Retail*
- *Rural development*
- *Tourism*

Appendix 2. North Lanarkshire Strategic Connectivity Map

Produced by Strathclyde Partnership for Transport



Appendix 3. North Lanarkshire Local Connectivity Map

Produced by Strathclyde Partnership for Transport

