



The Scottish Parliament  
Pàrlamaid na h-Alba

## TRANSPORT, INFRASTRUCTURE AND CLIMATE CHANGE COMMITTEE

### AGENDA

**2nd Meeting, 2009 (Session 3)**

**Tuesday 13 January 2009**

The Committee will meet at 2.00 pm in Committee Room 4.

1. **Decision on taking business in private:** The Committee will decide whether to take item 3 in private.

2. **National Planning Framework 2:** The Committee will take evidence from—

John Lauder, National Director for Scotland, Sustrans;

Paul Tetlaw, Chair, Transform Scotland;

Duncan McLaren, Scottish Environment Link;

Juliana Napier, Network Developer, Plane Speaking;

and then from—

Carol Gilbert, Head of Planning and Strategy, SPT;

Alastair Short, Strategy Manager, SEStran;

Duncan MacIntyre, Chair, HITRANS;

Mike Galloway, Member of SCOTS Executive Committee, SCOTS;

and then (not before 4.00 pm) from—

Stewart Stevenson MSP, Minister for Transport, Infrastructure, and Climate Change, and Graeme Purves, Assistant Chief Planner, Scottish Government.

3. **National Planning Framework 2:** The Committee will consider the evidence heard during its consideration of the National Planning Framework 2.

**TIC/S3/09/2/A**

Steve Farrell  
Clerk to the Transport, Infrastructure and Climate Change Committee  
Room T3.40  
The Scottish Parliament  
Edinburgh  
Tel: 0131 348 5211  
Email: [steve.farrell@scottish.parliament.uk](mailto:steve.farrell@scottish.parliament.uk)

The papers for this meeting are as follows—

**Agenda item 2**

Private Paper

TIC/S3/09/2/1 (P)

Written submission from SEStran

[TIC/S3/09/2/2](#)

Written Submission from SEStran – 24 December 2008

## **Introduction .**

I am Alastair Short. I hold a Bachelor of Science (Dist) degree in Civil Engineering from Heriot-Watt University and a Master of Science degree in Traffic and Highway Engineering from Strathclyde University. I am a Chartered Member of the Institution of Civil Engineers (1976) and a Member of the Chartered Institute of Logistics and Transport since 1990.

I have 37 years experience working in transportation in local government and the Regional Transport Partnership, SEStran. I have been employed by SEStran as a Strategy Manager since 2006. I have responsibility for developing and implementing a Regional Transport Strategy for the SEStran area.

## **Scope of submission**

2.1 The following submission has been approved by the Board of SEStran as representing the comments of the Partnership on the National Planning Framework 2 – Proposed Framework published in December 2008. The submission concentrates on the transport issues relating to the SEStran area.

## **Comments on the elements of the Framework of interest to SEStran**

Much of the general travel trend information outlined in the framework for various modes of transport is referred to in our Regional Transport Strategy (RTS), mainly outlining the current overall dependence on motorised transport and the growing importance of rail and air travel. The importance of ports and airports as hubs for developing the economy is recognised within the Framework.

Probably of most interest to SEStran in the Framework is the listing of projects identified as being national developments. Those in the SEStran area are listed below:

- o Replacement Forth Crossing
- o Edinburgh Airport enhancement
- o Grangemouth Freight Hub
- o Rosyth International Container Terminal

It is welcomed that these strategic projects in the SEStran area are highlighted and supported within the Framework.

## **Replacement Forth Crossing**

The proposal, as outlined in the Strategic Transport Projects Review (STPR), of a new replacement dual carriageway bridge for cars and lorries with old road bridge being retained for buses, taxis, etc complies well with the statements on this subject in our Regional Transport Strategy (RTS) which are as follows:-

*“SEStran supports a sustainable solution to the problem of the deteriorating condition of the present Bridge. SEStran considers that the new crossing should be constructed to allow for future tram and, if possible, heavy rail use. It is likely that the construction of a second crossing will allow for the replacement or augmentation of the current structure’s main cables in the medium term. In the longer term, where two crossings are therefore available, SEStran considers that:*

- *the combination of old and new crossings should provide no more than the current two lanes in each direction available to single occupant cars;*
- *all new traffic lanes across the Forth need to be dedicated to buses and high occupancy vehicles(HOVs);*
- *Physical separate running lanes for mixed use of buses, HOVs and possibly HGVs should be considered , but as far as possible, flexibility should*

*be maintained to enable full vehicle carrying capacity for traffic during periods of bridge maintenance; and*

- *the promoter should be required to put in place a demand management and investment package that will seek to ensure that traffic in Edinburgh will remain at or below the levels that would be forecast without the additional crossing.”*

The basic concept outlined in the STPR for the replacement Forth Bridge aligns well with the above suggestions, albeit that the existing bridge is intended to be used for the public transport provision. The STPR includes the Intelligent Management of traffic on the M90/A90 along with potential use of HOV lanes, but it is unclear whether these measures will achieve the above intended aims.

Before the objectives of the Framework can be delivered, confirmation is required on the ability of the old road bridge to continue to carry public transport, BRT and potentially trams. The need to link any BRT system to the bridge from both sides is recognised in the STPR. The SEStran aspiration for the new crossing to also accommodate heavy rail has been overtaken by work carried out as part of the Scotland RUS which identified ways of increasing capacity on the Forth Rail Bridge to meet foreseeable capacity requirements.

### **Edinburgh Airport Enhancement**

It is noted that land for the second airport runway at Edinburgh Airport has been safeguarded through the West Edinburgh Planning Framework, as referred to in the Framework. The building of a new station at Gogar to interchange with tram to the airport and the Dalmeny Chord to allow Glasgow services to call at Gogar, as referred to in the Framework and the STPR, is very much welcomed. The proposed tram link to the airport is mentioned but no mention is made of the direct road link from the motorway into the airport. The rail projects are committed to by Transport Scotland in the STPR but the proposed road link from the M8 has been discounted as a national priority, with the suggestion that it should be provided by the planning authority as part of development proposals in the West of Edinburgh Planning Framework area.

### **Grangemouth Freight Hub**

The importance of Grangemouth as a freight hub and a focus of the nation's petrochemical industry is recognised in the Framework. We welcome the commitment in the Framework and STPR to improve rail access and road access to the M9 and the A801 from Grangemouth. The completion of the M8/M9 link and improvement to local roads in the Grangemouth area will improve access to the freight interchange areas and are fundamental in further developing Grangemouth as a freight hub. This is reflected in the STPR but along with many transport projects in the SEStran area, no priority and indication of when these projects will be implemented gives concern that Transport Scotland will not provide the economic linkages required in an acceptable time frame. Therefore a timing commitment in Framework would have been welcomed.

### **Rosyth International Container Terminal**

The potential of Rosyth to provide a new international container terminal is also highlighted in the Framework. This proposal will benefit from the provision of the new replacement Forth Bridge and the potential for the new Kincardine-Alloa-Stirling rail line to provide improved rail freight linkages to the rest of Scotland and beyond from Rosyth. Fife Council has recently opened the Rosyth Strategic Link Road but there are still issues with road access to the Kincardine Bridge via A985. We welcome the inclusion of improved road and rail access in this area within the Framework but although it is mentioned several times within the STPR, projects associated with access to Rosyth are not defined in any work package. Indeed rail freight connections to Rosyth Port have been specifically rejected in the STPR. This represents a major inconsistency between NPF2 and the

STPR and casts doubt over the ability to develop Rosyth to the potential outlined in the Framework.

Of considerable interest to SEStran is the support expressed in the Framework for the proposed ferry route from Kristiansund and Shetland to Rosyth and the Continent. This is a project that SEStran has been actively promoting, focusing on the use of Rosyth as its British mainland port. Support for this project from the Scottish Government in this document is greatly welcomed. Also the support given by the Scottish Government for introducing a replacement Rosyth – Zeebrugge ferry is much appreciated.

The Framework and Strategic Transport Projects Review indicate that the Government is intent on improving rail services between Edinburgh and Glasgow, with a potential reduction in travel time to 35mins between the two cities. To achieve this various service and infrastructure improvements are required. Improvements in connectivity to Glasgow and the west are welcome but not to the detriment of services to and from intermediate SEStran communities. It is important that the potential of all routes between Edinburgh and Glasgow is fully exploited to provide the greatest flexibility of service between the two cities but also to cope with demand from intermediate communities. The importance of these links is recognised in the Framework.

The commitment in the Framework to the need for additional capacity at Waverley and Haymarket Stations is very much welcomed in that it will reduce the existing constraints on providing additional rail services in the SEStran area but SEStran notes that unfortunately the STPR concentrates on investment at Haymarket rejecting any further major expansion of Waverley.

The improvement of rail services from Edinburgh to other cities in Scotland, such as Aberdeen and Inverness referred to in the Framework, is also welcomed as long as reduced journey times do not mean reduced services to SEStran communities. There is reference in the STPR to a new rail line between Inverkeithing and Halbeath which will potentially improve travel times between Edinburgh and Inverness/Aberdeen and on which further clarification needs to be sought.

There is considerable emphasis within the Framework to the development of sustainable transport which is very much at the heart of our Regional Transport Strategy. The proposed tram system in Edinburgh gets specific mention in this topic in the Framework. It is therefore disappointing to note that any further investment in Edinburgh Trams has been rejected within STPR as a national scheme. The electrification of the entire strategic rail network, endorsed by the framework, is a long term objective of the government, based on renewable and clean power generation. The links between strategic transport planning and development planning are highlighted in the Framework, especially in trying to achieve sustainable development. The close working of SEStran and SESplan is an example of how that can be achieved.

The reference to the provision of the Freight Facilities grant and the Waterborne Freight grant in the Framework is welcomed as potentially supporting the provision of improved freight facilities at Grangemouth and Rosyth and also potentially supporting projects identified by our Freight Quality Partnership. The recognition throughout the Framework of the importance of freight movement to the economy of Scotland is appreciated.

In the Framework support is also given for the further development of park and ride sites serving Edinburgh and the development of these sites is featured in the STPR. There is no mention in the Framework or the STPR of the Edinburgh Orbital BRT project being developed by SEStran, linking these park and ride sites and major peripheral destinations. The development of ferry and Hovercraft services on the Forth is mentioned several times in the Framework, but have been rejected in the STPR.

Improved transport links to the Borders is recognised in the Framework as being essential to create new development opportunities in the area with specific mention being given to

Borders Rail. This reflects SEStran's support for this project and the consequential improvement of sustainable transport links to the Borders area.

We support the strengthening of east coast rail links to Newcastle and also support the development of High Speed Rail to London as improving the Regions links to England and specifically London, as promoted in the Framework, although no specific commitment is made to delivering this in the STPR. The potential for train to be competitive with domestic air flights to London and the rest of England could provide additional capacity at Edinburgh Airport to provide better air linkages to northern/western Scotland where the potential for improved land/sea access is limited.

### **Conclusion**

There are many positive proposals in this document for the development of important strategic transport projects in the SEStran area. It is clear that there is recognition of the importance of improving transport links and services to aid Scottish economic development in a sustainable manner in the Region. SEStran welcomes both the Framework's recognition of the strategic importance of many of the key projects which are supported in the SEStran RTS and many projects are included the on the STPR's of list for implementation.

However, while SEStran would not necessarily have expected the Framework to set dates or priorities for delivery of these projects, SEStran is disappointed that the STPR did not prioritise projects or commit funding to projects which are identified in the Framework and the RTS as achieving national aims and objectives. SEStran notes that delivery of key transport linked aims and objectives of the Framework within a reasonable timescale may be prejudiced unless the Scottish Government and Transport Scotland commit to funding and target delivery dates.

Alastair Short