



CITY DEVELOPMENT PLAN

SG11: Sustainable Transport

SUPPLEMENTARY GUIDANCE

March 2017

CITY DEVELOPMENT PLAN POLICIES	CITY DEVELOPMENT PLAN SUPPLEMENTARY GUIDANCE
CDP 1 The Placemaking Principle	SG 1: The Placemaking Principle
CDP 2 Sustainable Spatial Strategy	<i>SDF City Centre</i> <i>SDF Glasgow North</i> <i>SDF Govan Partick</i> <i>SDF Greater Easterhouse</i> <i>SDF Inner East</i> <i>SDF River</i> <i>LDF Drumchapel</i> <i>LDF Pollok</i> <i>LDF South Central</i>
CDP 3 Economic Development	SG 3 Economic Development
CDP 4 Network of Centres	SG 4 Network of Centres
CDP 5 Resource Management	SG 5 Resource Management
CDP 6 Green Belt and Green Network	SG 6 Green Belt and Green Network
CDP 7 Natural Environment	SG 7 Natural Environment
CDP 8 Water Environment	SG 8 Water Environment
CDP 9 Historic Environment	SG 9 Historic Environment
CDP 10 Meeting Housing Needs	SG 10 Meeting Housing Needs
CDP 11 Sustainable Transport	SG 11 Sustainable Transport
CDP 12 Delivering Development	SG 12 Delivering Development

Policies CDP 1 (The Placemaking Principle) and CDP 2 (Sustainable Spatial Strategy) are overarching policies which, together with their associated Supplementary Guidance, must be considered for all development proposals to help achieve the key aims of The Plan.

Policies CDP 3 to CDP 12 (and associated Supplementary Guidance) provide more detail on specific land use elements which contribute to meeting the requirements of the overarching policies.

This SG is composed of a number of different sections:

1.	INTRODUCTION.....	4
2.	LOCATION OF NEW DEVELOPMENT	6
3.	ACCESS AND ACTIVE TRAVEL.....	9
4.	CYCLE PARKING	14
5.	TRANSPORT INFRASTRUCTURE	19
6.	VEHICLE PARKING.....	22
7.	ELECTRIC VEHICLES.....	40
8.	CITY CENTRE OFF-STREET PARKING	44
9.	GLASGOW AIRPORT SAFEGUARDING AREA.....	46
10.	TRANSPORT ASSESSMENTS AND TRAVEL PLANS	47
ANNEX A	PUBLIC TRANSPORT ACCESSIBILITY ZONES.....	53
ANNEX B	TRANSPORT ASSESSMENTS.....	55
ANNEX C	NATIONAL CYCLE NETWORK ROUTES IN GLASGOW	58

1. INTRODUCTION

1.1 Scottish Planning Policy (paragraph 269) indicates that “planning can play an important role in improving connectivity and promoting more sustainable patterns of transport and travel as part of the transition to a low carbon economy” and that the planning system should support patterns of development that:

- a) optimise the use of existing infrastructure;
- b) reduce the need to travel;
- c) provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- d) enable the integration of transport modes; and
- e) facilitate freight movement by rail or water.

1.2 SPP also highlights that delivering “high-quality buildings, infrastructure and spaces in the right locations helps provide choice ... to live more active, engaged, independent and healthy lifestyles”.

1.3 In addition, the Strategic Development Plan states that “if sustainable economic growth towards a low carbon economy in the city-region is to be achieved; climate change targets are to be met; the city-region’s carbon footprint is to be minimised; and the [SDP’s spatial] vision is to be delivered by 2035, transport within the city-region must undergo a significant step-change in terms of:

- a) an increase in the levels of active travel;
- b) the level and quality of public transport provision, increasing patronage and integration; and
- c) the scale of shift from private to public modes.

1.4 City Development Plan policy CDP 11 is intended to help deliver these outcomes. This Supplementary Guidance is intended to provide further detailed guidance on CDP 11. It should be read in conjunction with the associated SG1 on Placemaking and with the Design Guide for New Residential Areas (separate guidance that is currently being refreshed). It may require to be updated during the lifetime of the City Development Plan should ongoing or proposed studies identify land necessary to deliver new transport schemes (e.g. a High Speed Rail terminal). Should this be the case, the land in question will be identified through an update of this Supplementary Guidance as the basis for its protection through policy CDP11.

1.5 Scottish Planning Policy indicates that planning policies should consider the implications of development for air quality. Whilst specific guidance on air quality issues is set out in SG1, this SG will help address the air quality issues identified in the Council's Air Quality Action Plan by, amongst other things:

- directing major development to locations well served by public transport services and active travel routes;
- specifying maximum parking standards to dissuade unnecessary car use, particularly in the city centre AQMA; and
- promoting development design (including minimum cycle parking standards) to encourage active travel.

2. LOCATION OF NEW DEVELOPMENT

2.1 Scottish Planning Policy (paragraph 279) states that “significant travel-generating uses should be sited at locations which are well served by public transport, subject to parking restraint policies, and supported by measures to promote the availability of high-quality public transport services. New development areas should be served by public transport providing access to a range of destinations”. Paragraph 270 indicates that the spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Furthermore, paragraph 287 states that “planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- direct links to local facilities via walking and cycling networks are not available or cannot be made available;
- access to local facilities via public transport networks would involve walking more than 400m; or
- the transport assessment [see Section 10 of this SG] does not identify satisfactory ways of meeting sustainable transport requirements.”

2.2 Policy CDP 11 indicates that the “Council will direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case”.

2.3 To ensure significant travel generating development is located in the right place to deliver sustainable travel patterns, major development proposals (defined in Table 5 of this SG), and other proposals likely to have a significant cumulative impact, are required to undertake a locational assessment, as part of a Transport Assessment, where appropriate. The applicant should demonstrate that:

- a) high trip generating proposals (Table 1) are located so as to maximise the use of public transport, cycling and walking;
- b) the location of high footfall uses is informed by a sequential approach to site selection (see paragraph 68 of SPP and SG 4);
- c) the proposal is linked into the existing or potential public transport, walking and cycling networks (see Section 3 of this SG);

- d) industrial, warehousing and distribution proposals are readily accessible to the strategic road network and, where relevant, to rail and wharf facilities (e.g. Deanside Freight terminal and King George V Dock);
- e) secondary school proposals are sited so as to maximise accessibility by walking, cycling and public transport from their catchments; and
- f) pre-12 school proposals are sited so as to maximise accessibility by cycling and walking from their catchments and provide for safe routes to school by foot and bicycle (including by scooter).

2.4 Travel generating proposals should normally meet the public transport accessibility levels (as defined in Annex A of this SG and on the [Public Transport Accessibility Zones Map](#) for all parts of a site (not just the site edge)) set out in Table 1. Where travel generation is significant, and the required accessibility is not available, then public transport enhancement is likely to be necessary in order for the proposal to progress. Where a requirement for public transport enhancements is identified, the applicant should discuss the development proposal with Strathclyde Partnership for Transport at an early stage.

Table 1:

Base Accessibility:	Residential, General Industry, Storage and Distribution, Hotels/ Public Houses/ Restaurants, Leisure, Schools, Community Facilities
High Accessibility:	<i>High trip generating proposals:</i> Offices and Business, Retail (Food and Non-Food), Commercial, Commercial Leisure, Stadia, Universities and Colleges, Hospitals
Other developments:	as determined by the Council.

2.5 Nodes and corridors on the public transport network achieving high accessibility (including subway and rail stations) and Fastlink route corridors, should generally be developed at higher densities, including mixed uses where appropriate, where there is deemed to be no adverse impact on townscape or other material considerations (see SG1: The Placemaking Principle). In line with paragraph 273 of SPP, ***new development should maximise the extent to which its travel demands are met first through walking, then cycling, then public transport and finally through use of private cars.***

2.6 Note that the Council must consult Transport Scotland on developments that impact on the trunk road network before planning permission is granted. Transport Scotland have produced guidance on the approach they will take when consulted on such applications. It is in two parts:

- [Development and the Trunk Road Network](#) for developments of a scale that necessitates a Transport Assessment (see Section 10 of this SG); and
- [Advice on Planning for Small Developments](#) for proposals that fall below the TA thresholds.

3. ACCESS AND ACTIVE TRAVEL

Access Routes and the Core Path Network

- 3.1 Scottish Planning Policy (paragraph 221) states that the planning system should “provide for easy and safe access to and within green infrastructure, including core paths and other important routes, within the context of statutory access rights under the Land Reform (Scotland) Act 2003” and that it should support patterns of development that ... provide safe and convenient opportunities for walking and cycling for both active travel and recreation” (paragraph 269). National Planning Framework 3 identifies the National Walking and Cycling Network as a national development that will focus on making best use of existing path networks. Within Glasgow, this includes the National Cycle Network, with routes 7 (Carlisle to Inverness), 75 (Portavadie to Edinburgh), 754 (Bowling to Edinburgh along the Forth and Clyde Canal) and 756 (East Kilbride to Maryhill Locks) (see Annex C). Whilst it is likely that these routes will be subject to upgrades, rather than the construction of wholly new sections, National Development status does highlight their significance as a key element in the Government’s national spatial strategy.
- 3.2 The Land Reform (Scotland) Act (LRSA) places a duty on the Council, in consultation with the public, to prepare a [Core Paths Plan](#) which identifies an access route network and which gives the public reasonable access throughout the area. The LRSA also

places a duty on the Council to “assert, protect and keep open and free from obstruction or encroachment any route, waterway or other means by which access rights may reasonably be exercised”.

- 3.3 The existing and proposed path networks, together with rights of way, provide functional and recreational public access between places of residence, shopping, employment, leisure and social facilities. They form an important part of the City’s wider Green Network (see SG6).
- 3.4 When planning and undertaking new development, developers should take account of public access rights as set out in the [Land Reform \(Scotland\) Act 2003](#) and the [Countryside \(Scotland\) Act 1967](#). The design and construction of paths and cycleways should be informed by this legislation.
- 3.5 Development should not:
- a) prejudice the continuity of Core Paths, as defined by the Glasgow Core Paths Plan, or impact adversely on the existing walking/cycling network (including the Cycle Network that will emerge from the refresh of the Strategic Plan for Cycling), particularly routes that are part of the National Walking and Cycling Network; or
 - b) obstruct or adversely affect a public right of way (including paths that meet the criteria for a right of way at Common Law) unless satisfactory provision is made for its

replacement. The Council can provide advice on rights of way and other access rights – contact the Outdoor Access Officer at Corepaths@glasgow.gov.uk.

3.6 Where such routes are affected by a development during construction and upon completion, the developer should incorporate appropriate alternative or modified public access provision, approved in advance by the Council. It is expected that a replacement route will provide an equivalent, if not better, route alignment and quality of provision than the original. In some cases, a diversion or stopping up order may be required which will be subject to public consultation. The continuing integrity of the route/path should be maintained throughout the construction process. Development proposals on land where the Core Paths planning process has identified an aspirational core path will be expected to incorporate it into the overall design layout of the site. All routes (interim, replacement and new) should be constructed to a standard and design acceptable to the Council, and located/designed to benefit from passive surveillance, as part of a placemaking approach.

3.7 At an early stage of site assessment, consideration should be given to existing patterns of public access, including informal desire lines, in order to ensure that the proposed layout reflects access needs. For major development proposals (see Table 5), developers may be required to prepare an Access Plan as part of their Transport Assessment. This should address provision for

public access during and after construction, including on sites affected by temporary site compounds.

3.8 The Core Paths Plan and access rights will be material considerations in considering planning applications. The Council will seek reasonable opportunities from developers to create, manage, maintain and improve access through conditions or legal agreements.

3.9 Where practicable, proposals for the establishment of new, or alteration of existing, paths and access routes should incorporate suitable measures for the collection and treatment of surface water (see SG8: Water Environment) as part of a Sustainable Drainage Scheme (SuDS), and opportunities to contribute to the enhancement of biodiversity.

Providing Safe and Convenient Opportunities for Walking and Cycling

3.10 Scottish Planning Policy (paragraph 280) indicates that, along with sound choices on the location of new development, appropriate street layout and design are key to achieving sustainable patterns of development. Whilst SG1: The Placemaking Principle deals with this in greater detail, there are certain key criteria which require to be addressed in new development in order to promote walking and cycling. To ensure new developments are designed

to facilitate and promote walking and cycling, and as an integral part of a placemaking approach:

- a) the design of new developments should be permeable for pedestrians and cyclists and be inclusive to take account of the needs of all potential users;
- b) developments should provide direct access to public transport facilities, the existing path network and the wider network of cycle routes, minimising distances to be walked/cycled wherever possible. The developer should provide for this where it can be achieved on their land holdings. Where it would require the provision of links beyond the development site, it is likely to necessitate a developer contribution – see Policy CDP 12: Delivering Development);
- c) in residential developments in particular, proposals should provide for safe access to nearby open space, shopping, schools, health facilities and other amenities for all pedestrians and cyclists;
- d) major destinations/entrances within new developments should be located where they would help minimise journey lengths for pedestrians and cyclists;
- e) pedestrian and cycle routes within new developments should be on the desire line (avoiding unnecessary diversions/‘dog-legs’), be designed to benefit from passive surveillance and be well lit so as to create a safe and attractive environment;
- f) development proposals located on, or beside, a walking and/or cycling route (proposed or existing) should incorporate links to it, including the route itself, where proposed;
- g) pedestrian and cycle access should be provided for the public on an unrestricted 24 hour basis, except where solely for internal access within a site where restricted access is necessary to the effective functioning of that use (e.g. a factory complex);
- h) opportunities should be taken, wherever practicable, to incorporate active travel routes into the Green Infrastructure (including water management, open space and provision for biodiversity) plans for any development proposal, as part of a wider placemaking approach (see also SG6 Natural Environment; SG7 Green Belt and Green Network; and SG8 Water Environment);
- i) paths and cycle routes should be designed and built to accord with standards and design guidance outlined in the Government’s [Cycling By Design](#), the Council’s [Strategic Plan for Cycling](#) (and any associated guidance – see paragraph 3.11 below) and the Council’s [Design Guide for New Residential Areas](#); and
- j) when new roads are constructed, they should include enhanced provision for walking and cycling. To maximise its attractiveness to pedestrians and cyclists, this shall be in the form of segregated provision, where possible/desirable. Opportunities should be taken to “lock-in” reductions in

traffic on surrounding streets through traffic management measures intended to deliver better places, including a better environment for pedestrians and cyclists.

Figure 1 provides an illustrative example.

- 3.11 The Review of the Council’s Strategic Plan for Cycling (SPC) has resulted in the adoption of a new SPC. The [SPC 2016-2025](#) sets the context for the identification of a network of integrated cycle routes, both existing and proposed, that the Council will aim to develop to link communities to the City Centre, schools, workplaces, leisure destinations and other public facilities. This network will be a key consideration in the assessment of planning applications, and new development will be expected to contribute to its delivery, as well as providing an enhanced cycling environment generally.

Aspirational Pedestrian/Cycle Links

- 3.12 A placemaking approach, together with the considerations set out under paragraphs 3.1-3.11 above, should help ensure that opportunities are taken to incorporate enhanced walking and cycling provision in new development. Notwithstanding this, there are some specific locations where the strategic potential of a new route (to overcome barriers to movement on foot/bicycle) is such that it has been identified in CDP11 as an aspirational pedestrian/cycle link. This is intended to highlight the particular

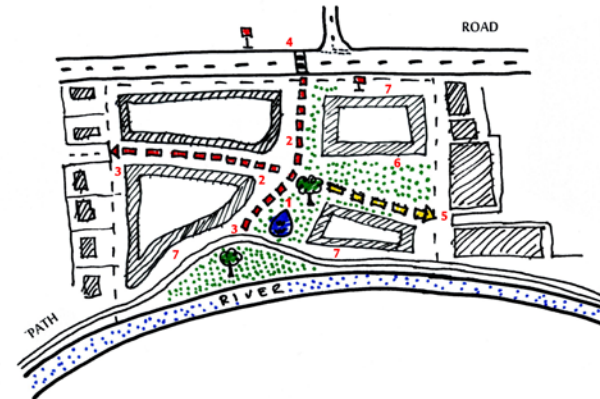
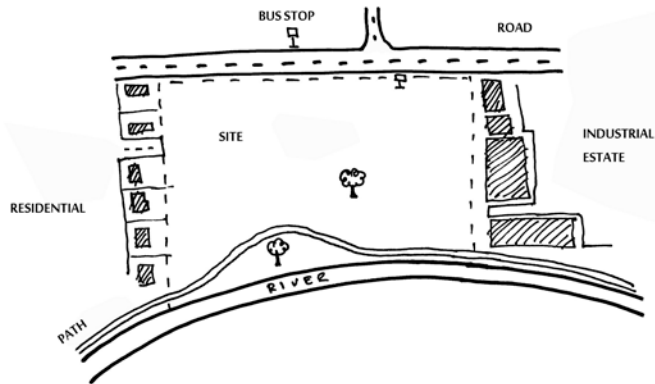
importance of delivering such links, as part of a placemaking approach, should new development proposals come forward in these locations. The aspirational links are:

- a) **Clyde Walkway** - specifically those areas where a new section or link is required or where an upgrade to the route (including design and alignment) may be beneficial for pedestrians or cyclists;
- b) **Kelvin Walkway** – to provide a link from the confluence of the Kelvin and Clyde to the Kelvin Hall and Kelvingrove Art Gallery and Museum, and across Kelvin Harbour;
- c) **Baillieston Station South** route - to provide a more direct route from Baillieston Station, south to the new housing at Broomhouse, utilising existing rail underpasses, where possible;
- d) **Cardonald Park Industrial Site to Hillington East station** - to provide for enhanced public transport accessibility to the industrial site;
- e) **Kelvindale/Dawsholm Rail Overbridge** – to provide for enhanced pedestrian/cycle access from Kelvindale Station to the area north of the railway;
- f) **Jordanhill Station to Gartnavel West** – to provide for enhanced pedestrian/cycle access to the western end of the Gartnavel Hospital site;
- g) **Pacific Quay (Bells Bridge) to Cessnock Subway Station** Route – to provide for enhanced pedestrian/cycle access to Pacific Quay from the south; and

- h) **Pollokshields to Tradeston Footbridge** – to provide for safe and direct access between Pollokshields, West Street Underground and the Tradeston Bridge.

- 3.13 As part of a placemaking approach, such links will need to be designed to provide a good quality environment for users, to protect the amenity of nearby residents and businesses and to have regard to appropriate maintenance and safety issues.

Figure 1 – Design Considerations for Walking and Cycling



- 1 Active travel as part of green infrastructure
- 2 Surveillance of new routes
- 3 Connections to existing routes

- 4 Safe, direct links to public transport
- 5 Potential future connection to surrounding uses
- 6 Surveillance of green infrastructure
- 7 Surveillance of existing routes, including public road

4. CYCLE PARKING

- 4.1 To encourage cycling, this SG aims to help meet the Scottish Government's Cycling Action Plan for Scotland vision that, by 2020, 10% of everyday journeys taken in Scotland will be by bike. The lack of secure cycle parking at a journey's end can be a disincentive to cycling for many people who may otherwise consider using a cycle for everyday travel requirements. The minimum standards set out in this SG are intended to ensure safe and secure parking at the destination for those wishing to commute, or undertake other journeys, by cycle.
- 4.2 Cycle parking standards differentiate between parking for employees/residents and parking for visitors. Visitor parking is generally short-term and should be easily accessible and visible to visitors arriving by cycle. Staff and resident parking, on the other hand, will have to cater for longer stays and needs to be secure enough to encourage users to cycle to work/park their bike safely overnight. In these circumstances, visitor and staff/resident parking will generally have different locational requirements, with visitor parking at or near the main entrance to a building, and staff/residents' parking within the building or a secure compound. Advice on where best to place cycle parking at workplaces to ensure maximum use can be found in "[Legacy 2014 Cycle Parking](#)".
- 4.3 The Council shall require the provision of cycle parking in new development and redevelopment proposals in line with the minimum cycle parking standards specified in Tables 2.1 – 2.6.
- a) Wherever possible, employee cycle parking should be located within buildings or a secure compound. Where such a location is not feasible, provision should be close to areas of high activity, such as the main entrance of developments, to ensure cycling is encouraged through enhanced security provided by passive surveillance.
 - b) Cycle parking for residents should, generally, be located within, or to the rear of, the residential building to ensure it is safe and secure.
 - c) Bike storage lockers/cupboards allocated to each unit, or cycle stands in a secure, covered compound, are the preferred solution for flatted developments. These should be easily accessible and usable and normally be on the ground floor or in the basement, providing the basement has ramped access or a suitable lift. This SG may be supplemented by non-statutory guidance on delivering well-designed cycle parking arrangements in new residential development – any such guidance should be taken into account in designing new residential development.

- d) Dedicated provision, in the form of well-designed cycle storage, should be provided either in the rear curtilage of houses that will not have a dedicated garage, or a garage of sufficient size to accommodate both bikes and a car. Cycle storage could be in the form of a storage facility (such as a shed) or in the form of a pulley/hoist system in garages that are not, otherwise, of sufficient size to accommodate both bikes and a car. External storage should be well located and designed so as not to impact adversely on residential amenity.
- e) Visitor parking should be located at an easily accessible location close to, or within, the entrance area of the development in order to enhance security through surveillance.
- f) Cycle parking should always be safe, sheltered and secure. The form of cycle parking provided should facilitate the securing of the frame of the bike to the “stand”. “Sheffield” racks are a good, and preferred, example of such provision.
- g) Employment sites shall provide on-site showers, lockers, changing and drying facilities, as a means of promoting walking and cycling to work. These are important trip-end facilities that can positively affect an individual’s decision to walk, run or cycle regularly.

4.4 The standards set out below are intended to deliver a minimum level of cycle parking in new development and redevelopment. In some instances, additional cycle parking may be appropriate, particularly at destinations expected to attract relatively high numbers of cyclists (e.g. adjacent to National Cycle Network routes or where mode share targets developed through Transport Assessments (see Section 10 of this SG) indicate this would be necessary).

4.5 Where public cycle parking is being provided by Council or other body, cognisance should be taken of amenity issues in determining design and location, particularly in Conservation Areas.

Table 2.1: Residential

Type of Development	Minimum Standard
Mainstream Residential	1 space per unit unless a dedicated garage, or other storage facility/option (see paragraph 4.3d), of sufficient size is provided. Visitor parking to be provided at a rate of 0.25 spaces per unit in new residential developments where residents' cycle parking provision is provided communally.
Student Flats/Halls of Residence	1 space per 2 staff and residents

The form of provision should accord with paragraph 4.3 a) - f). For the requirements for car-free housing, see paragraph 6.14 d).

Table 2.2: Office, Industry and Business

Type of Development	Minimum Standard (Staff)	Minimum Standard (Visitor)
Offices and Business (including Science Parks and ancillary office use (Class 4))	1 space per 120 sqm gross floor area	1 space per 500 sqm gross floor area
General Industry (Class 5)	1 space per 400 sqm gross floor area	1 space per 1,000 sqm gross floor area
Storage and Distribution (Class 6)	1 space per 750 sqm gross floor area	1 space per 3,000 sqm gross floor area

Table 2.3: Shopping and Commercial

Type of Development	Minimum Standard (Customer)	Minimum Standard (Staff)
Retail - Food	1 space per 100 sqm gross floor area	1 space per 10 staff
- Non-Food	1 space per 200 sqm gross	1 space per 10 staff
Banks/Building Societies/Financial and Professional Services (Class 2)	1 space per 200 sqm gross floor area	1 space per 10 staff
Motor-trade	1 space per 500 sqm gross floor area	1 space per 10 staff
Hotels, Guest Houses and Bed and Breakfasts*	1 space per 10 bed spaces	1 space per 10 staff

* With the growth in cycle tourism, it is important that, wherever possible, hotels, guest houses and bed and breakfasts provide for safe, secure, well-designed and sheltered on-site cycle parking, even where no on-site car parking is to be provided. Where basement or secure, on-site outdoor space isn't available, provision should be made for storage space on the ground floor or other suitable location within the building.

Table 2.4: Recreational

Type of Development	Minimum Standard (Customer)	Minimum Standard (Staff)
Commercial Leisure (includes cinemas, multiplexes, theatres, concert halls, bingo halls) and Conference Facilities	1 per 20 seats (50 sqm public floor area), whichever is greater	1 space per 10 staff
Bowling Alleys	1 space per 2 bowling lanes	1 space per 10 staff
Snooker Halls	1 space per 4 tables	1 space per 10 staff
Ice Rinks	1 space per 40 sqm rink area	1 space per 10 staff
Public Houses, Restaurants, Cafes, Social Clubs, Licensed Clubs and Function Rooms	1 space per 50 sqm public floor area	1 space per 10 staff
Swimming Pools	1 space per 40 sqm pool area	1 space per 10 staff
Museums and Public Art Galleries	1 space per 100 sqm of public display space	1 space per 10 staff
Sports/Leisure Centres	1 space per 10 users at peak time	1 space per 10 staff
Football Pitches	2 spaces per pitch	1 space per 10 staff
Stadia	1 space per 10 seats	1 space per 10 staff

Table 2.5: Civic, Health and Education

Type of Development	Minimum Standard (Customer)	Minimum Standard (Staff)
Hospitals	1 space per 20 beds	1 space per 10 staff
Health/Medical Centres, Clinics, Veterinary and Dental Surgeries	1 space per 2 consulting rooms	1 space per 10 staff
Schools – Nursery*	1 space per 5 pupils	1 space per 10 staff
Schools - Primary* and Secondary	1 space per 5 pupils	1 space per 10 staff
Universities and Colleges	1 space per 5 students	1 space per 10 staff
Libraries	1 space per 200 sqm public floor area	1 space per 10 staff
Community Centres	1 space per 100 sqm public floor area	1 space per 10 staff
Places of Worship	1 space per 10 worshippers	
Crematoria	1 space per 10 seats	1 space per 10 staff

* Often, a child’s journey to a local nursery or primary school can be undertaken by scooter, which can facilitate active travel over distances which may, otherwise, have to be travelled by other means. Some provision should also be made for the safe storage of scooters in nursery and primary schools.

Table 2.6: Transportation

Type of Development	Minimum Standard
Railway Stations	10 spaces per peak hour train**
Bus Stations	5 spaces per hundred peak hour passengers

** At stations with comparatively few peak hour trains it may be that provision based on such a standard will be insufficient. In these circumstances, the Council may require additional provision.

NOTES RELATING TO STANDARDS IN TABLE 2.1 - 2.6.

- N2.1 Where possible, parking levels have been set at a level roughly commensurate with a 10% modal share for cycling (e.g. 1 space per 10 staff at leisure/health developments) in order to accord with the Cycling Action Plan for Scotland vision. A minimum of one space for staff is likely to be required irrespective of scale.
- N2.2 Wherever possible, cycle parking should be provided within the curtilage of the development site. In certain locations, e.g. the City Centre and other centres in the City's network, it is recognised that this may not always be possible for customer/visitor parking for shops, public houses, restaurants, etc. In these instances, the Council will often consider it more appropriate to provide cycle parking for general public use. Where this is the case, the developer may be asked to contribute to the cost of providing parking for general public use in the vicinity of the development.

5. TRANSPORT INFRASTRUCTURE

Former Rail Formations

- 5.1 Scottish Planning Policy (paragraph 277) states that “disused railway lines with a reasonable prospect of being reused as rail, tram, bus rapid transit or active travel routes should be safeguarded in development plans”.
- 5.2 Disused rail formations are a valuable resource and those with potential for re-use for transport purposes are safeguarded through policy CDP 11 and shown on the Policy and Proposals Map. In relation to these disused rail formations:
- a) There will be a presumption in favour of retaining these formations, including former track bed, embankments, retaining walls, tunnels and bridges.
 - b) Where a disused railway formation passes through a development site, and has the potential to form part of the City’s walking and cycling network (or does so at present), developers will be required to incorporate/deliver the pedestrian/cycle route as part of their application, or provide an acceptable alternative that delivers at least equivalent transport and green network benefits (see also Section 3 of this SG on Access Routes and the Core Paths Network).
 - c) Any road, rail or other public transport scheme that affects a former railway formation which is part of an existing or proposed walking and cycling network must ensure that the integrity and continuity of the existing/proposed link is retained, ensuring its attractiveness and safety as a route is not reduced. Where appropriate, such transport schemes should make provision for an alternative route which is safe, attractive and easy to use.
- 5.3 When development proposals affect parts of former rail formations which do not appear on the CDP’s Policy and Proposals Map, then the role these could play in facilitating active travel or public transport within the development and surrounding area should be considered as part of a placemaking approach, and the route delivered where appropriate. It should be noted that disused rail lines, irrespective of whether they have a reasonable prospect of being reused for transport purposes or not, often provide a valuable role as part of the Green Network, and may often be protected as links in the Green Network (see Policy CDP 6 and SG6: Green Belt and Green Network).

Other Transport Infrastructure

5.4 Policy CDP 11 safeguards existing transport infrastructure from inappropriate development. Development proposals should not impact adversely on the City's transport infrastructure. Where development proposals would result in the closure/stopping-up or diversion of existing transport routes or facilities (including stations, depots and freight facilities such as Deanside Freight Terminal and King George V Dock), or affect how they function, then the Council will require to be satisfied that this will not have an adverse impact, including on:

- local amenity, air quality or noise (see SG1: The Placemaking Principle);
- the economy of the City;
- opportunities for active travel/recreational access;
- the integrated functioning of the transport systems; and
- the natural environment, including greenhouse gas emissions.

5.5 The CDP also safeguards land for new transport schemes, including for Fastlink (pending the outcomes of a study into traffic and transportation issues, and associated matters, in the North West of the City), Robroyston rail station and a number of local road schemes. These are shown on CDP Figure 18 and on the Policy and Proposals Map.

5.6 LDP Background Paper 11 provides further detail on each of the proposed road schemes. In summary:

- a) the **Blackhill Road upgrade** (Action A41 in the LDP Action Programme) 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;
- b) the **Crookston Spine/Bus Link Road** is intended to help deliver bus services to the new residential development at Crookston (A76);
- c) Phase 3 of the **East End Regeneration Route** (EERR) is intended to help stimulate the regeneration of the East End of the City (A60);
- d) the **Gartloch Road upgrade** (A78) and the proposed link road to Cardowan (the **Easterhouse Regeneration Route** – A54) are intended to enhance direct access for Easterhouse residents to employment opportunities at Gartcosh (including improving the infrastructure for a connecting bus service) and Cardowan. The viability of delivering these roads, through developer contributions from the emerging CGA proposals, will be further considered through the Easterhouse Strategic Development Framework.

- e) the **North Clydeside Development Route** (A77) is intended to help serve, and facilitate, the major development areas on the north bank of the Clyde and take strategic traffic off Dumbarton Road (land for this proposal is to be safeguarded pending the outcomes of a study into traffic and transportation issues in the North West of the City).

6. VEHICLE PARKING

- 6.1 To encourage the use of non-car transport modes, this SG sets out maximum car parking standards for certain types of development, including retailing, leisure and commercial uses. These restraint based maximum parking standards are related to public transport accessibility (see Section 2 of this SG). These standards are consistent with the approach set out in Scottish Planning Policy (SPP), in setting more restrictive standards than the national standards where public transport is particularly good. The standards include provision for the parking, and charging, of electric vehicles (Section 7), also to ensure consistency with SPP. Final parking levels should be determined through a placemaking approach to the design of the development, taking cognisance of the Transport Assessment process, where appropriate. Final parking levels should not exceed the maximum standards, but should be below them wherever possible. The provision of permanent off-street public car parking in the City Centre is also considered in this SG, providing further detail on the policy position set out in policy CDP 11: Sustainable Transport (Section 8).
- 6.2 This supports the Plan's Strategy by ensuring that an appropriate amount of vehicular parking is provided in new development, with a view to encouraging greater use of sustainable transport modes, discouraging commuting by car and reducing congestion, pollution and greenhouse gas emissions. This guidance conforms

to SPP in setting maximum parking standards related to accessibility by sustainable modes. In accordance with SPP, minimum standards for disabled car parking are specified for employment, retail, recreational and leisure uses to be provided in addition to general parking.

- 6.3 This SG will be used to help determine the appropriate amount of car parking provision for the following types of uses:
- a) Residential (mainstream and other);
 - b) Office, Industry and Business;
 - c) Shopping and Commercial;
 - d) Recreational; and
 - e) Civic, Health and Education

Residential Developments

- 6.4 Parking provision in residential developments should be assessed against the standards set out in Table 3.1. In locations where space is restricted, (e.g. tenemental areas), the availability/provision of on-street parking can be taken into account in supply calculations for residential development, particularly for visitor parking. This does not apply to non-mainstream residential developments (as listed in Table 3.1B). All such provision should be in marked bays and this may require the Council to promote a Traffic Regulation Order, at the developer's expense.

6.5 Wherever possible, every effort should be made to minimise the impact of on-street parking for safety reasons and to reduce visual impact in residential areas (particularly in conservation areas and where it might affect the setting of listed buildings (see SG10: Historic Environment)). On-street parking, however, will be considered where integral to the design of a development (e.g. to achieve traffic calming). It will also be considered for certain development types where off-street parking may be neither practical nor feasible, e.g. tenemental infill, terraced housing or the retention of listed buildings. The availability of on-street parking, however, cannot be guaranteed indefinitely and the Council retains the right to introduce Controlled Parking Zones (CPZs). On street parking provision should be designed and provided to comply with the Council's Design Guide for New Residential Areas.

Major Non-residential Developments

6.6 For major non-residential developments, a Transport Assessment will be the determining factor in assessing parking provision within the maximum standards set by Tables 3.2 to 3.5 (see Section 10 on Transport Assessments and definitions of major development). Parking provision for these types of development should be derived from the agreed mode share (as measured by car drivers), be consistent with the projected traffic generation and take account of overlapping demand in mixed development (see Note 3.28 of Tables 3.2 to 3.5). In addition, and depending

on the location and type of development, developers may be required to prepare a Travel Plan as part of their submission to ensure that the anticipated mode share is realised in practice (see Section 10).

Minor Non-residential Developments

6.7 Parking provision in minor non-residential developments should be assessed against the maximum parking standards set out in Tables 3.2 to 3.5.

Houses in Multiple Occupancy (HMOs)

6.8 The creation of an HMO may increase pressure on that area's existing on-street parking supply. In areas where parking is controlled, residents parking permits for existing HMOs shall be restricted to 1 permit per property. No parking permits will be issued for residents of HMOs granted planning permission after the adoption of this SG. In other parts of the City, the potential impact on on-street parking of the creation of an HMO will be taken into account in determining the acceptability of the proposal.

Public Transport Accessibility Zones

- 6.9 The Council has developed public transport accessibility profiles to define four accessibility zones (see Annex A), and which are utilised in the Tables (and also Section 2: Location of New Development):
- a) City Centre Zone - located within the high accessibility zone.
 - b) High Accessibility Zone - indicates a high standard of public transport service that facilitates use without a timetable, with minimum waiting times and with little impact from service disruptions.
 - c) Base Accessibility Zone - indicates the provision of a minimum acceptable level of public transport service.
 - d) Below Base Zone - the remainder of the City not covered by the above zones, where public transport services are limited or do not exist.

Overspill Parking

- 6.10 In determining development applications, the Council will consider whether restrained parking provision is likely to lead to problems of overspill parking. Where this is projected, the Council will seek to introduce a CPZ around the development site. The developer will be expected to contribute towards the costs of the promotion of the associated Traffic Regulation Order.

Electric Vehicles

- 6.11 Provision for electric vehicle charging should be made in accordance with Section 7 of this SG.

Car Park Design

- 6.12 The following design considerations apply (see policy CDP1: Placemaking & Design, SG 1 and SG 8):
- a) proposals should accord with the Council's Roads Development Guide requirements or any subsequent refresh;
 - b) where appropriate, proposals should accord with the Council's Design Guide for New Residential Areas;
 - c) surface car parks should not be located in front of buildings where this would be at the expense of an active frontage onto a public street or space;
 - d) car parking should not be provided at ground or street level within a building where this would be at the expense of an active frontage onto a public street or space and the passive surveillance this would provide – basement parking should be provided where feasible;

- e) to minimise visual impact, surface level car parks should include high quality surfacing, boundary treatment and landscaping (including tree and shrub planting) within the parking area and, where appropriate, be screened with shrub or hedge planting;
- f) covered car parks should utilise a high standard of design with maximum safety and security provision for users and vehicles;
- g) surface level car parks and entrances to covered car parks should provide for safe movement to and from parked cars and should not compromise pedestrian safety – pedestrian routes should be well surveyed and well-lit;
- h) preferred operator format will not be considered a justification for poor layout design; and
- i) car parking areas should be designed to accord with sustainable drainage principles, in line with SG8: Water Environment, and to promote biodiversity, in line with SG7: Natural Environment.

Powered Two Wheelers

- 6.13 Assessments should include the likely demand for parking of powered two wheelers and, where provision is justified, car park design should make specific provision for the parking of these vehicles, taking account of security considerations. In larger developments, provision should be determined through the Transport Assessment. The provision of parking for powered two wheelers should not result in a significant overall increase in the provision of parking for motorised modes of transport.

Note: *Developers should have regard to other policies and SG when preparing development schemes and are advised to seek the advice of the Council on parking provision prior to the submission of a development application.*

Table 3.1: Residential Parking

Part A: Mainstream Housing for Sale/Rent (private, social and shared)

1(i)	<p><i>New Build</i></p> <p>The basic minimum standard for parking provision is:</p> <ul style="list-style-type: none"> • 1 allocated (unallocated if on-street) space per dwelling unit for residents; and • an additional 0.25 unallocated spaces per dwelling unit for visitors.
1(ii)	<p><i>Conversions / Redevelopment / Subdivision</i></p> <p>The basic minimum standard for parking provision is:</p> <ul style="list-style-type: none"> • 1 allocated (unallocated if on-street) space per dwelling unit for residents; and • no minimum standard for the City Centre.
<p>Variation, above or below these basic standards shall be justified against the following:</p> <ul style="list-style-type: none"> • public transport accessibility so provision below the basic standard may be considered in areas of High Accessibility - (see Annex A); • density and open space considerations (see SG 1 and SG6); • placemaking, townscape and design requirements (see policy CDP 1: Placemaking and Design); • house size and house form (i.e. flatted accommodation with the lowest requirement, through terraced and semi-detached, to detached with the highest requirement); • car availability by household in the surrounding area; • existing pressure on on-street parking in the surrounding area; • practical considerations in relation to conversions, redevelopments and subdivisions (e.g. in respect of listed buildings and conservation areas see policy CDP 9: Historic Environment and SG on Historic Environment) and • residential moorings will be assessed on their own merits, taking into account the general policy requirements for residential developments. <p>Parking provision shall be off-street unless on-street parking is considered integral to the design of the development or off-street parking is neither</p>	

practical nor feasible (e.g. as may be the case with tenemental conversions/subdivisions). Future TROs could impact on the usability of on-street spaces, and this may be a consideration in determining the acceptability of on-street provision. Account should be taken of the Council's Design Guide for New Residential Areas.

An advisory note will be attached to all decision notices stating that residents will be ineligible for residents' parking permits for new developments constructed in CPZs.

Provision above the basic standard will be more appropriate within lower density, suburban areas, where higher levels of provision will be expected, and will be guided by public transport accessibility and the other site specific considerations as listed above.

Table 3.1: Residential Parking (contd)

Part B: Other Housing Sheltered Housing, Residential/Care/Children's Homes, Student Flats and Halls of Residence)

Public Transport Accessibility Zone (see Annex A)	Basic Standard (minimum standard and spaces per dwelling unit, unless otherwise indicated)	Allocated or Unallocated
2. Local Authority Sheltered Housing for Rent		
High Accessibility	Basic - 0.25	all unallocated
Base Accessibility	Basic - 0.25	all unallocated
3. Private Sheltered Housing for Rent or for Sale		
High Accessibility	Basic - 0.25	all unallocated
Base Accessibility	Basic - 0.75	at least 0.25 to be unallocated
4. Residential/Care/Children's Homes		
High Accessibility	Basic -1 space per 16 residents	all unallocated
Base Accessibility	Basic -1 space per 8 residents	all unallocated
5. Student Flats		
City Centre	Basic - 0 Maximum - 1 space per 20 students and staff	all unallocated
High Accessibility	Basic - 1 space per 20 students and staff (in CPZs, this standard may be reduced) Maximum - 1 space per 15 students and staff	all unallocated

Base Accessibility	Basic - 1 space per 15 students and staff Maximum - 1 space per 10 students and staff	all unallocated
6. Halls of Residence		
City Centre	Basic - 0 Maximum - 1 space per 30 students and staff	all unallocated
High Accessibility	Basic - 1 space per 30 students and staff Maximum - 1 space per 20 students and staff	all unallocated
Base Accessibility	Basic - 1 space per 20 students and staff Maximum - 1 space per 15 students and staff	all unallocated

NOTES RELATING TO STANDARDS IN TABLE 3.1 (PARTS A AND B).

- N3.1 **Rounding** - Provision for Student Flats and Halls of Residence should be rounded down to the nearest whole number after calculation.
- N3.2 **Allocated Spaces** - These are for the exclusive use of the residents of a dwelling and their visitors and take the form of garages, driveways, lockups or spaces with lockable bollards. They should be located either within the curtilage of the dwelling or adjacent to it.
- N3.3 **Unallocated Spaces** - These are for general use, should be in marked bays and be located within 30metres of the front door. Any unallocated spaces that are on-street will be incorporated into CPZs should these exist or be introduced.
- N3.4 **Phasing** - The provision of car parking spaces should be synchronised with the completion of each phase of a development.
- N3.5 **Operational Parking** - Residential development that requires operational parking, such as residential or care homes, should, as far as possible, make provision within the site. This encompasses servicing, business visitors and employees who require daily access to their vehicles for their jobs. It does not include commuter parking.
- N3.6 **Adoption** - Allocated spaces will not be adopted and must be within private property. Unallocated spaces, which are on-street, will generally be adopted by the Council. Unallocated spaces provided off-street will remain as private property. Within existing or future restricted CPZs, unallocated on-street spaces will form part of the public supply available to resident permit holders, if such a scheme is in operation.

- N3.7 **Management Plan** - Where off-road parking provision is wholly unallocated or is less than 1 space per dwelling, a management plan should be submitted by the developer and agreed by the Council.
- N3.8 **Disabled Parking** - Disabled parking bays should be provided for dwellings specifically constructed for wheelchair access. Sheltered housing and residential/care/children's homes should provide 20% of spaces for disabled use.
- N3.9 **Staff** - Provision for staff is included within the allocation for sheltered housing and for residential/care/children's homes.
- N3.10 **Student Flats** - The developer is required to enter into a binding legal agreement that the flats will not be sold or rented as mainstream housing. A management agreement is required for the control/rotation of spaces.
- N3.11 **Halls of Residence** - A management agreement is required for the control/rotation of spaces.
- N3.12 **Tourist Use** - Tourist use of student flats and halls of residence will be a factor in determining parking provision. Additional parking provided for tourist use would require to be controlled to ensure it does not expand the supply for students and staff.
- N3.13 **City Centre** - Parking provision provided in any given residential development will be allocated to a specific named flatted address within the development and the space will continue to be specifically linked to that flat address over time. This must be reflected in the title deeds of the property in question and in any management agreement assigned to a factor.
- N3.14 **Sheltered Housing** - This is defined as having a communal meeting room or lounge area and a 24 hour warden service, otherwise it will be considered to be mainstream housing.
- N3.15 **Layout** – the design and layout of car parking in new residential development should accord with the Design Guide for New Residential Areas

Car – free Housing

6.14 The Council supports the development of car free housing on suitable sites. Proposals for car free housing will be considered against the following criteria. Table 3.1 Part C sets out the maximum standards for car-free housing.

Site criteria

The Council will only be able to control parking in the surrounding area when developments are located well within existing [Restricted or Controlled Parking Zones](#). In order for the policy to apply, developments that are to be car free must, therefore, be located within one of these areas, at least 500m walk from the nearest streets that are not covered by a CPZ or RPZ. Sites must also have high frequency public transport within walking distance (see Annex A); and convenient and safe access (400 metres) to local shops and facilities, including publicly usable open space.

Parking/servicing provision

a) No parking should be provided within the site for residents, except for limited parking at the site edge for car sharing scheme use.

- b) A servicing bay, large enough for a delivery lorry, should be provided, within the site, at the site edge – depending on location and circumstances, this may require promotion of a TRO to keep it free of service vehicles.
- c) Entry into the site, if required for bin lorries, emergency vehicles, etc., should be by means of an access with a control gate.
- d) Cycle storage should be provided at a rate of at least one space per dwelling. Car-free dwellings with more than one bedroom should provide for additional secure cycle storage at a rate of 0.5 extra spaces per additional bedroom, rounded up to the nearest whole number.
- e) Parking on private internal roads/accesses and within property curtilages will be prohibited.

Parking control management

a) Within site - the design of the scheme should positively discourage car entry and provide an entry control system limiting access. The title deeds/tenant's agreement associated with property should restrict car parking within the site, other than for car sharing.

- b) Surrounding area - this is the responsibility of the Council through CPZ powers. Residents of all new (including car free) housing developments will be excluded from obtaining residents parking permits (see Table 3.1, Part A).
- c) The developer shall establish arrangements for a residents' committee to oversee the running of the development, including access control and use of car sharing spaces. Consideration should also be given to arrangements for the occasional use of a car by residents, at short notice, for journeys where walking, cycling and public transport are unsuitable. This might take the form of a car sharing scheme or links to a local car hire company. The site should also be marketed to include the appropriate public transport yearly season ticket for the first year of occupation.

Site layout and design

- a) The site must be designed to be generally traffic free with priority given to pedestrians and cyclists.
- b) At least 50% of the reduced parking and road/access requirement needs to be shown to be used to benefit residents (through, for example, higher levels of private open space, SuDS infrastructure and space for biodiversity/amenity) and the provision of higher space standards per dwelling.
- c) Attractive pedestrian and cycle links should be provided to the pedestrian and cycle networks, public transport and to the nearest local shops and facilities.

Table 3.1: Residential Parking (contd)

Part C: Car Free Housing

7. Car - free		
Existing Restricted or Controlled Parking Zone	Maximum - 0.1	all unallocated - for car sharing

Table 3.2: Office, Industry and Business Parking

Type of Development	Public Transport Accessibility Zone (see Annex A)	Maximum Standard (spaces per 100 sqm gross floor area)
Office and Business (including Science Park and ancillary office use) (Class 4)	City Centre (see Fig 2 for City Centre boundary)	0.4
	High Accessibility, Inner Urban Area	1.5
	High Accessibility, Outer Urban Area	3.0
General Industry (Class 5)	City Centre	0.3
	High Accessibility	1.0
	Base Accessibility	1.5
Storage and Distribution (Class 6)	City Centre	0.1
	High Accessibility	0.25
	Base Accessibility	0.5

Notes:

N3.16 Parking provision for major developments is determined through the Transport Assessment (see Section 10) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards). See also notes N3.20 – N2.32.

Table 3.3: Shopping and Commercial Parking

Type of Development	Public Transport Accessibility Zone (see Annex A)	Maximum Standard (spaces per 100 sqm gross floor area unless otherwise indicated)
Retail - City Centre	City Centre	Considered in the context of public supply – see policy CDP 11: Sustainable Transport (policy position to be updated via future City Centre Local Development Frameworks, based on outcomes of City Centre Parking Study)
Retail - Elsewhere (includes food / non-food stores and retail parks)	High Accessibility	6.0 spaces for Food 4.5 spaces for Non-Food
Markets and Car Boot Sales	High Accessibility	1 space per stall holder/pitch + 2 spaces per 100 sqm sale area
Banks/Building Societies/Financial and Professional Services (Class 2)	High Accessibility	5 spaces per 100 sqm of public floorspace
Motor Trade - Vehicle Display Area	High Accessibility	1 space
	Base and Below Base Accessibility	2 spaces
Motor Trade - Spares	High Accessibility	2 spaces
	Base and Below Base Accessibility	4 spaces
Motor Trade - Servicing/ Bodywork		4 spaces per service bay
Motor Trade - Tyre and Exhaust Centre		2 spaces per service bay
Motor Trade - Car Wash		5 queuing spaces
Motor Trade - Scrapyards	High Accessibility	1 space
	Base and Below Base Accessibility	2 spaces
Motor Trade - Staff	High Accessibility	1 space per 4 staff
	Base and Below Base Accessibility	1 space per 2 staff

Petrol Stations	High Accessibility	1 space per 4 staff with additional spaces where shop is provided
	Base and Below Base Accessibility	1 space per 2 staff with additional spaces where shop is provided
Car Auctions	High and Base Accessibility	5 spaces per 100 sqm of display
Hotels, Guest Houses and Bed and Breakfasts	City Centre	1 space per 5 bedrooms
	High Accessibility	1 space per 2 bedrooms
	Base Accessibility	1 space per bedroom

Notes:

N3.17 Parking provision for major developments is determined through the Transport Assessment (see Section 10) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards). See also notes N3.20 – N3.32.

Table 3.4: Recreational Parking

Type of Development	Public Transport Accessibility Zone (see Annex A)	Maximum Standard (PFA - Public Floor Area)
Commercial Leisure (includes cinemas, multiplexes, theatres, concert halls, bingo halls) and Conference Facilities	City Centre	Considered in the context of public supply – see policy CDP 11: Sustainable Transport (policy position to be updated via future City Centre Local Development Frameworks/City Centre Transport Strategy))
	High Accessibility	1 space per 10 seats (20 sqm PFA)

Bowling Alleys	High Accessibility	2 spaces per lane
Dance Halls and Discotheques	High Accessibility	4 spaces per 100 sqm PFA
Snooker Halls	High Accessibility	1 space per table
Ice Rinks	High Accessibility	4 spaces per 100 sqm PFA
Public Houses	City Centre	Considered in the context of the public supply - see above
	High Accessibility	3 spaces per 100 sqm PFA
	Base Accessibility	6 spaces per 100 sqm PFA
Restaurants, Cafes, Social Clubs, Licensed Clubs and Function Rooms	City Centre	Considered in the context of the public supply - see above
	High Accessibility	2 spaces per 100 sqm PFA
	Base Accessibility	4 spaces per 100 sqm PFA
Drive Through Restaurants	High Accessibility	5 spaces per 100 sqm PFA
	Base Accessibility	10 spaces per 100 sqm PFA
Swimming Pools	High Accessibility	4 spaces per 100 sqm pool area
Marina		1 space per berth with additional parking for bar (see public house standard)
Museums and Public Art Galleries	High Accessibility	2 spaces per 100 sqm public display space
Sports/Leisure Centres - Public and Private	High Accessibility	2 spaces per 100 sqm PFA
	Base Accessibility	4 spaces per 100 sqm PFA
Football Pitches	High Accessibility	12 spaces per full size pitch
		6 spaces per 5-a-side pitch
Stadia	City Centre	Considered in the context of the public supply - see above
	High Accessibility	1 space per 20 seats
Other Leisure Facilities	High Accessibility	1 space per 10 players, staff and

		spectators
	Base Accessibility	1 space per 5 players, staff and spectators

Notes:

N3.18 Parking provision for major developments is determined through the Transport Assessment (see Section 10) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards). See also notes N3.20 – N3.32.

Table 3.5: Civic, Health and Education Parking

Type of Development	Public Transport Accessibility Zone (see Annex A)	Maximum Standard (PFA - Public Floor Area)
Hospitals	Parking provision to be determined by the outcome of the Transport Assessment, where the agreed mode share target, having regard to the particular type of hospital, its operational requirements, and the accessibility of the site by other modes for patients, staff and visitors, is used to modify the parking provision. See Section 10 for guidance in relation to Transport Assessments.	
Health/Medical Centres/Clinics, Veterinary and Dental Surgeries	High Accessibility	2 spaces per consulting room and 1 per 4 staff
	Base Accessibility	3 spaces per consulting room and 1 per 2 staff
Schools - Nursery, Daycare Nursery, Primary and Secondary	High Accessibility	1 space per 2 staff
	Base Accessibility	1 space per 1 staff
Universities and Colleges	City Centre	1 space per 30 staff (considered in the context of public supply – see policy CDP 11: Sustainable Transport (policy position to be updated via future City Centre

		Local Development Frameworks/City Centre Transport Strategy)
		0 spaces for students
	High Accessibility	1 space per 4 staff
	Base Accessibility	1 space per 2 staff
Libraries	City Centre	1 space per 30 staff (considered in the context of the public supply – see above) 0 spaces for customers
	High Accessibility	1 space per 5 staff plus customer parking at 1 per 100 sm PFA
	Base Accessibility	1 space per 3 staff plus customer parking at 2 per 100 sqm PFA
Church Halls and Community Centres	High Accessibility	3 spaces per 100 sqm PFA
	Base Accessibility	6 spaces per 100 sqm PFA
Places of Worship		1 space per 10 worshippers
Crematoria/Funeral Parlours		1 space per 2 seats

Notes:

N3.19 Parking provision for major developments is determined through the Transport Assessment (see Section 10) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards).

NOTES RELATING TO STANDARDS IN TABLES 3.2 TO 3.5

N3.20 **Rounding** - Provision should be rounded down to the nearest whole number after calculation.

N3.21 **Operational Parking** - Parking provided for development in the City Centre should be primarily for operational purposes, i.e. restricted to vehicles required for the operation of a business. Outwith the City Centre, operational parking is additional to general parking. Operational parking encompasses servicing, business visitors and employees who require daily access to their vehicles for their job (e.g. maintenance engineers operating on several sites). It does not include commuter parking. In all developments, provision should be made for all works vehicles to be parked on site.

N3.22 **Staff Parking** - The standards provide for staff parking unless specified otherwise.

N3.23 **Parking for Disabled People** - parking for disabled people should be provided for in addition to the general parking as follows:

Table 3.6: Minimum Car Parking Standards for Disabled People

	Car park up to 200 general spaces	Car park over 200 general spaces
Employment Uses	1 space per disabled employee plus 2 spaces or 5% of general provision, whichever is greater	6 spaces plus 2% of general provision
Retail, Leisure and Recreational Uses	3 spaces or 6% of general provision, whichever is greater	4 spaces plus 4% of general provision

N3.24 **Extensions** - Extensions to existing developments are assessed on the basis of aggregate parking requirements (i.e. for the existing and proposed development) rather than for the extension in isolation. This is compared to the existing parking provision to determine what, if any, additional parking is required.

N3.25 **Motor Trade** - Gross floor area includes showrooms and external display areas. Spaces for customers should be clearly indicated and distinguished from spaces set aside for staff and operational purposes. Sufficient area should be provided for the storage of new/used cars and other operational requirements, such that there is no requirement for on-street parking.

- N3.26 **Hotels, Guest Houses and Bed and Breakfasts** - For bars open to non-residents, and in some locations, additional parking, above the maximum standard, may be justifiable. See Table 3.4, 'public houses' for appropriate standard.
- N3.27 **Schools** - Playgrounds should be available to accommodate visitor parking on open days and for evening activities.
- N3.28 **Associated Developments** - Where a development contains a mix of facilities, then the potential for the associated parking to serve more than one use requires to be considered. This is particularly the case where the facilities proposed have different and complementary patterns of demand such that an overlap in the use of parking spaces will occur. Full cumulative addition of parking for each element on an independent basis is unlikely to be acceptable. Actual provision should be determined in the Transport Assessment through a parking accumulation.
- N3.29 **Coach Parking** - Special provision for coaches may be required for factories, hotels, swimming pools, museums, art galleries, stadia, schools and crematoria.
- N3.30 **Management Plan** - Any car park of 50 or more spaces should be the subject of a management plan, to control use, agreed with the Council. Parking provision should not provide for journeys to work by staff above a maximum agreed level.
- N3.31 **Shift Working** - When an application is for an employment proposal with shift working, where changeover occurs at unsocial hours, then special consideration will be given to its particular requirements. This should be undertaken through the development of a Travel Plan (see Section 10 of this SG). Should additional parking still be required to deal with the changeover period, a planning agreement will be required to help avoid abuse of the resultant spaces.
- N3.32 **Town Centre** - Where a retail development car park is designed to provide general town centre parking (rather than just serving the development itself), and it is agreed by the Council that it could function as such, then limited additional parking would be permitted above that calculated by the methodology for the development. This does not apply in the City Centre, where the appropriate public parking provision will be determined via the City Centre Local Development Frameworks/City Centre Transport Strategy.

7. ELECTRIC VEHICLES

7.1 The Scottish Government's Climate Change Delivery Plan indicates that Scotland requires "almost complete decarbonisation of road transport by 2050 with significant progress by 2030 through wholesale adoption of electric cars and vans". Scottish Planning Policy states that "development plans should support the provision of infrastructure necessary to support positive changes in transport technologies, such as charging points for electric vehicles" and that "electric vehicle charge points should always be considered as part of any new development and provided where appropriate". Electric Vehicles (EVs) are considered to be any road vehicle with a battery that is intended to be charged from mains electricity, including plug-in hybrid, extended range EVs and pure electric EVs. Proposals for the installation of on-street electric charging points will generally be supported when within a CPZ. Amendment of existing TROs under the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 may be required.

7.2 Electric vehicles, and associated charging infrastructure, are areas where technology and best practice are evolving rapidly. In addition, there are potential complications for businesses and housing providers (including factors in private residential flatted developments or other residential developments with communal parking arrangements) in managing use of, and access to, electric vehicle charging points. Nevertheless, and reflecting national

policy, the Council recognises the potential role which electric vehicles can play in helping meet the Council's ambitions for reducing greenhouse gas emissions, transport noise and, more directly, in addressing air quality concerns. As a result, the Council expects that, in accordance with Table 4, a minimum percentage of the general car parking provided in new development should be in the form of "passive" EV spaces, designed to provide for easy conversion to electric vehicle charging use ("active" spaces), should demand manifest itself.

7.3 In new flats, the complications involved in managing use of, and access to, EV charging points, as residents move in and out of the development, will be lessened where maximum passive provision can be delivered, facilitating easier conversion to additional active spaces should demand arise. As a result, Table 4 requires passive EV charging provision for 100% of spaces in new residential developments (of over 10 units) with communal off-street parking provision. Should exceptional circumstances mean that this would not be technically feasible, then a lower proportion of passive spaces may be acceptable. In detached, semi-detached or terraced housing developments with dedicated garages or driveway space, it is expected that cabling will be provided to an appropriate point (either in-garage or next to driveway) for all new housing units (see Table 4). The cost and technical implications of providing passive provision are likely to be minimal.

- 7.4 The provision of passive spaces would generally mean ensuring capacity in the electricity network, providing individual fuse boxes for each space and designing in cabling (often rated 32 Amp to facilitate fast charging - see note N4.1) for the appropriate number of spaces during new development, which would enable easy installation of electric charging points at a future date, or during the development process itself, should this be required. To minimise the length of cabling required, spaces nearest to buildings in the development will generally be most suitable.
- 7.5 In new residential developments with communal off-street parking, 100% passive provision is intended to ease complications involved in managing use of, and access to, EV charging points. However, the conversion of a significant percentage of these spaces to active provision is not considered likely in the short-medium term. As a result, such developments need only provide for safeguarding capacity in the electricity network for 20% of passive spaces. The provision of individual fuse boxes will enable supply to be switched from space to space, should this be required.
- 7.6 In commercial developments, there is a stronger case for the provision of active EV spaces – minimum requirements are set out in Table 4. In addition, the Council will require the installation of further active spaces should a Transport Assessment (see Section 10 of this SG) or Air Quality Assessment (see SG1 Placemaking and Design, section on Air Quality) determine this

would be necessary. This may be particularly appropriate for fleet or operational vehicles associated with new commercial developments, particularly in, or around, Air Quality Management Areas, or in developments likely to give rise to air quality concerns. In such circumstances, consideration should be given to the intensity of use of the vehicles in determining whether infrastructure for standard or fast charging is likely to be required.

- 7.7 Where active spaces are installed, either during the development process or at a later date, the Council expects that the owner/operator of commercial buildings, or the factor in flatted developments with dedicated communal car parking, will put in place, and operate, appropriate car park management arrangements. These should include arrangements for managing access to EV charging spaces (where each space in a flatted development is dedicated to a specified flat) and arrangements for paying for the electricity used during charging. In retail, commercial leisure and other development likely to be used by the public (including commercial car parking), similar arrangements should be made for utilisation of the spaces by the public and for means of payment by them.

Table 4: Passive EV Spaces as a Proportion of General Parking Provision

Residential Development:	Minimum Passive EV Space Provision:	Minimum Active EV Space Provision (to be rounded up to whole spaces)
Detached, semi-detached or terraced housing with a dedicated garage or driveway	100%	-
Other residential (over 10 units) with communal off-street parking provision	100% (but see paragraphs 7.3 - 7.5)	-
Commercial development with dedicated parking provision:		
Retail (over 500sqm)	10%	2%
Commercial Leisure	10%	2%
Office and Business (over 500 sqm)	20%	5% of operational and staff parking combined
General Industry (over 1,000 sqm)	20%	5% of operational and staff parking combined
Storage and Distribution (over 2,000 sqm)	20%	5% of operational and staff parking combined
Hotels (over 20 spaces)	20%	2%
Commercial car parks (over 20 spaces)	10%	2%
Higher and further education (over 100 staff/students)	20%	2%
Hospitals (over 50 bed spaces)	10% of staff parking, 10% of visitor parking	2% of operational and staff parking combined

Notes:

- N4.1 The cable power required in a new development should reflect how long an EV would generally be expected to park at that development. In developments where parking is likely to take place over lengthier periods of time (e.g. overnight in residential development or over the whole working day in the case of commuter parking), cabling (and the type of charging point, where appropriate) could be suited to slower standard charging. In developments where parking (and the opportunity for charging) is likely to be over a shorter period (e.g. customer use at retail developments), then infrastructure necessary to facilitate fast charging would be appropriate.
- N4.2 Minimum Passive EV provision relates to the percentage of the general parking requirement calculated as appropriate for that development (see Tables 3.1 – 3.5 of this SG) which should be in the form of passive EV spaces. A similar percentage of the parking to be

provided for disabled people in a new development (Table 3.6) should be in the form of passive spaces, but, on conversion to active spaces, these should continue to be reserved for use by disabled people and should not be available for general EV charging.

- N4.3 Active provision requires fully wired and connected 'ready to use' charge points at parking spaces. Passive provision requires the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board (see also paras 7.4 - 7.5), as well as cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.
- N4.4 The Council's Carbon Management Team can provide technical advice on the design and installation of passive and active spaces and associated infrastructural considerations.

8. CITY CENTRE OFF-STREET PARKING

8.1 The Council recognises that it is important to ensure an appropriate provision of public parking to support the business and shopping functions of the City Centre. A significant reduction in provision could be detrimental to the City Centre and could enhance the attractiveness of other, less sustainable, locations which offer free parking. Nevertheless, a balance needs to be struck between meeting this aspiration and restraining the amount of car-based commuting to the City Centre (see Figure 2), which is very well served by public transport. As such, CDP 11 indicates that “City Centre public off-street parking will be limited to existing levels (as shown on Figure 19) or replacement provision that does not exceed that being replaced”.

8.2 The City Centre Strategy and Action Plan 2014–19 Getting Ahead of Change was published in November 2013. It identifies, as a priority action, the need to develop a city centre traffic and transportation strategy, with a review of city centre parking policy being identified as a supporting action. A review of city centre parking was subsequently commissioned by the Council, and has recently been completed (see paragraph 8.4). It examines the current ceiling on the total amount of off-street public parking (set out on Figure 19 of the CDP and replicated as Figure 3 in this SG) and the level necessary to meet the future needs of the city centre.

8.3 The outcomes of both the traffic and transportation strategy and the parking review will directly inform the 9 City Centre Local Development Frameworks.

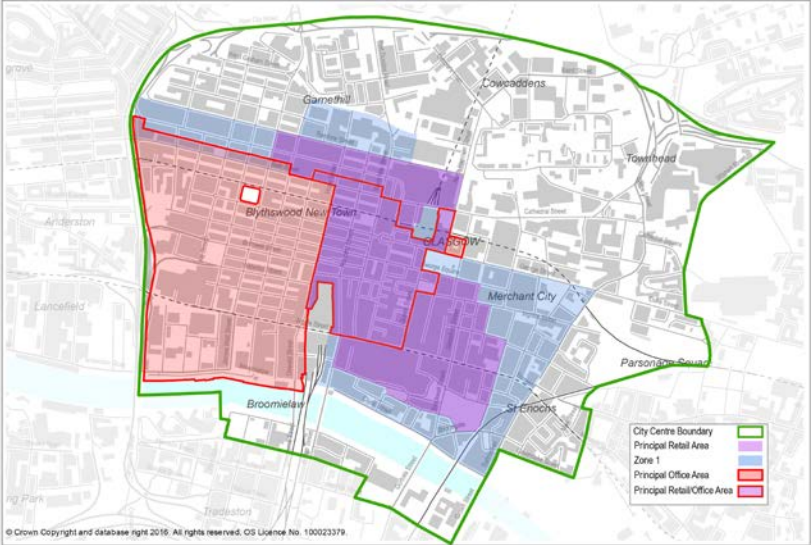
Detailed Guidance

8.4 The Glasgow City Centre Strategic Parking Review (GCCSPR) indicates that, taken as a whole, there is substantial spare capacity in the city centre car parks, with total occupancy reaching a peak of only 51% between 1300 and 1400 on week days. There is ample spare capacity at weekends also, although the pattern of car park usage is different with car parks being busier due to associated shopping activity. As such, the GCCSPR recommends that a cap on permanent off-street parking capacity is set at 12,026 spaces – the existing city centre capacity and that identified in the CDP. The CDP indicates that public off-street parking in the City Centre should be limited to the levels to be identified in City Centre development frameworks. These frameworks shall reflect the GCCSPR recommendations, limiting city centre public off-street parking to existing levels (ie 12,026 spaces). This permanent off-street public parking supply is augmented by roughly 2,350 on street spaces.

8.5 New off-street public parking in the City Centre will only be acceptable where an existing permanent public car park is removed from the supply and any new car park (or car parks) proposed does not exceed the capacity of that which has been/is

being removed. The Council will not support proposals for temporary parking in the City Centre unless it is necessary as an interim measure when replacing permanent provision in accordance with this paragraph.

Figure 2: City Centre Boundary

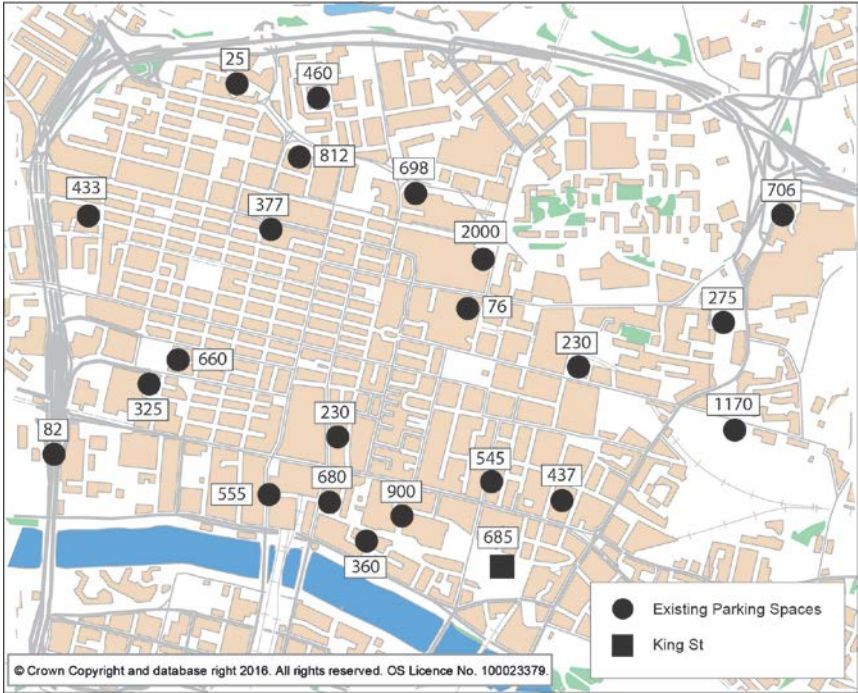


8.6 As indicated in policy CDP11, the Council will not support proposals for permanent or temporary public parking, outwith the city centre, that is intended to serve commuting demand, except where this would be consistent with an approved transport strategy for park and ride.

8.7 Proposals for new off-street public parking provision will require to meet the following traffic criteria:

- a) safe access and egress;
- b) no queuing on road; and
- c) no disruption to public transport or active travel routes.

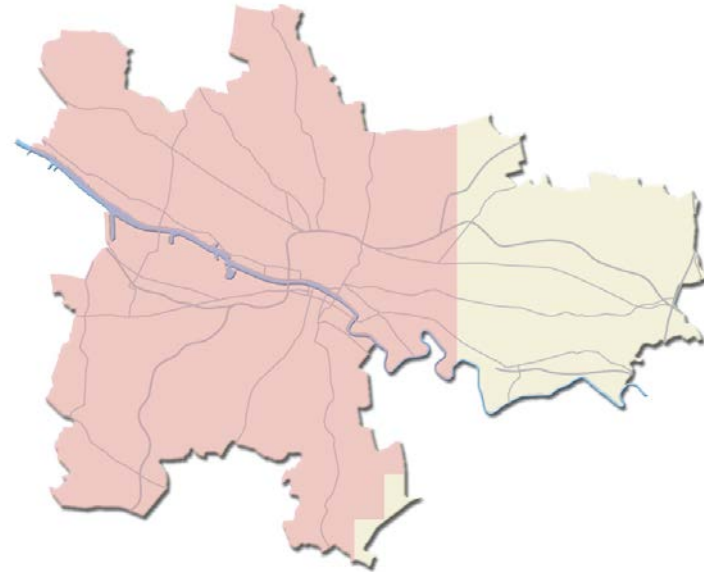
Figure 3: City Centre Off-Street Public Parking



9. GLASGOW AIRPORT SAFEGUARDING AREA

- 9.1 Due to the requirement to protect the flight paths to and from Glasgow Airport (Circular 2/2003 Safeguarding of Aerodromes, Technical Sites and Military Explosives Storage Areas), the area shown in Figure 4 is covered by a safeguarding area (certified by the Civil Aviation Authority). Within this area, development has restrictions on height, detailed design and matters that might create a bird hazard. Planning applications that are covered by these restrictions will be subject to consultation with Glasgow Airport. Annex 1 of Circular 2/2003 sets out how consultation with the Airport should be undertaken and timescales for doing so.
- 9.2 If the Council proposes to grant permission for a development within the safeguarding area, against the advice of Glasgow Airport, or condition that permission against the advice of the Airport, then the Council is required to notify the Scottish Ministers, the Civil Aviation Authority and Glasgow Airport.

Figure 4: Airport Safeguarding Area



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10. TRANSPORT ASSESSMENTS AND TRAVEL PLANS

10.1 Most new developments and changes of use will have some form of transport implication. Given the policy significance of the links between land use and transport, the likely transport impacts of development proposals need to be identified and dealt with as early as possible in the planning process. Scottish Planning Policy (paragraph 286) indicates that “where a new development or a change of use is likely to generate a significant increase in the number of trips, a transport assessment should be carried out. This should identify any potential cumulative effects which need to be addressed.”

10.2 It further states (paragraph 287) that “planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- direct links to local facilities via walking and cycling networks are not available or cannot be made available;
- access to local facilities via public transport networks would involve walking more than 400m; or
- the transport assessment does not identify satisfactory ways of meeting sustainable transport requirements.”

10.3 Paragraph 279 of the SPP states that “development plans should indicate when a travel plan will be required to accompany a proposal for a development which will generate significant travel”.

Detailed Guidance

10.4 Transport Assessments (TAs) should be produced where a development, or redevelopment, is likely to have significant transport implications, no matter the size. They will allow the Council to consider the likely transport implications of a proposed development and will identify measures required (including Travel Plans (TPs) and public transport enhancements) to enable a more sustainable proposal, including ensuring that travel to the development is undertaken, to the greatest degree possible, by sustainable transport modes. TAs will form a basis for planning conditions or agreements, or for refusing planning permission should the issues they raise not be satisfactorily addressed. A TP will often be required where the infrastructure and built environment measures identified in a TA (and subsequently incorporated into the development proposal) are not sufficient in themselves to meet mode share targets, and where behavioural change may also be required.

Transport Assessments

- 10.5 Transport Assessments are seen as a tool aimed at integrating transport and land use planning. They concern person trips, not just general traffic trips, and should encompass all transport modes, including walking, cycling and public transport.
- 10.6 The Council requires the submission of a TA to support development applications that are likely to have significant transport implications. This is most likely to be the case where a development's location isn't consistent with the spatial strategy of the LDP (including the locational guidance set out in part 2 of this SG) or where it exceeds the criteria set out in Table 5, but may also be the case with other developments. The coverage and detail of the Transport Assessment should reflect the scale and the likely extent of transport impacts of the proposed scheme. New development should be designed in accordance with the placemaking approach advocated in Policy CDP1: The Placemaking Principle and associated SG 1 which promotes, amongst other key aims, the design of places which encourage people to walk, cycle and use public transport. For those developments requiring a TA, it should be undertaken as a key early task and as an integral component of an appraisal of the site and its wider context. The site appraisal and TA should inform design and layout (in terms of connectivity in, and through, the site) and transport requirements (including walking and cycling routes (existing and proposed), public transport and parking).

- 10.7 TAs will be expected to cover all transport considerations, including public transport, walking and cycling. TAs must demonstrate how traffic generation has been minimised and that the local road and path network is capable of coping with the impacts of the development without adverse effects. PAN 75 provides an outline of the broad scope of Transport Assessments. TAs should accord with the detailed technical advice provided in the Transport Scotland publication [Transport Assessment Guidance](#) (2012). This document indicates that, when preparing a TA, the following principles will be relevant:

Encouraging environmental sustainability:

- reducing the need to travel, especially by car – by promoting more sustainable patterns of development by reducing the physical separation of important land uses, managing travel demand through policy measures, reducing the length of trips;
- reducing the environmental impact of development – by improving sustainable transport choices, by providing safe and easy access to jobs, services and leisure facilities by walking, cycling and public transport;
- accessibility of location – ensuring that the site is or can be accessible by non car modes; and

- other measures for influencing travel behaviour – using demand management measures to reduce car use (particularly single occupancy), for example, promoting car clubs/car sharing schemes or by parking management

Managing the existing transport network

- the existing transport network can be managed by adopting low-cost improvements, such as public transport priority or Intelligent Transportation Systems (ITS) applications, to improve operations on the network; and
- access from developments to the existing network should be managed to make better use of the available capacity.

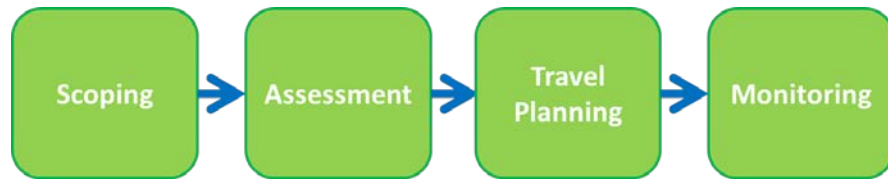
10.8 In, or around, air quality management areas, noise management areas or quiet areas, it may also be appropriate for the TA, and associated TP, to address air quality and/or noise considerations (see SG 1: Placemaking). TAs should also address the potential impacts of any increase in traffic, including heavy good vehicles, on residential amenity, including safety, in surrounding areas.

10.9 Where a TA is required, the developer is advised to have early discussions with the Council concerning the matters to be addressed (scoping – see Figure 5), prior to the commencement of the preparation of the assessment. SPT should be contacted at the scoping stage if the site doesn't meet base accessibility levels.

The scope of a TA will vary depending on the type and location of the development. Small scale proposals may only require a brief statement of the transport implications, whereas a large development may involve extensive and detailed studies. *Transport Assessment Guidance* provides further guidance on scoping.

10.10 The TA should identify whether any behavioural change, to be encouraged through a TP, will be necessary. It should also include an implementation and monitoring plan which specifies the measures proposed to be undertaken to ensure that the projected outcomes are achieved, and how their implementation and success is to be monitored. This includes measures (including enhancements to public transport, walking/cycling networks) needed to deliver sustainable travel patterns and to mitigate against residual adverse impacts. The implementation and monitoring plan should specify what actions the developer will undertake and what measures require to be undertaken by others by agreement/ contract (along with any required financial contributions to infrastructure and services by the developer), as well as monitoring arrangements.

Figure 5: The TA process:



10.11 Residential developments generating significant travel should achieve Base Accessibility (see policy CDP 11: Sustainable Transport and Section 2 of this SG). Normally, limited Travel Plan submissions are required for residential developments. They should cover the necessary improvements to deliver pedestrian/cycle access and public transport accessibility as part of a placemaking approach. Residential developments could also be marketed to include the appropriate public transport yearly season ticket for the first year of occupation.

10.12 The TA should be produced in line with current policy (including the Design Guide for New Residential Areas and *Transport Assessment Guidance*) and not use worst case traffic analysis, which can lead to over provision of road capacity and parking.

10.13 TAs are normally required for major development proposals exceeding the following thresholds – see Table 5 (Gross Floor Area, where specified, in sqm):

Table 5: Major Development Proposals

Development Type	Threshold
Housing (but see para 10.11 above)	100 units
General Industry	5,000 sqm
Offices and Business	2,500 sqm
Distribution and warehousing	10,000 sqm
Food and Non Food Retail	1,000 sqm
Hotels	100 beds
Cinemas/Bingo Halls/ Theatres/ Conference Facilities	1,000 sqm
Leisure	1,000 sqm
Stadia	1,500 seats
Higher and further education	2,500 sqm
Hospitals	2,500 sqm
Or criteria:	
<ul style="list-style-type: none"> • generates 100 or more vehicle trips per day; or • generates 10 or more freight movements per day; or • provides 100 or more car parking spaces on site; or • where the Council has significant concerns about the possible transport impact of the proposed development 	
Account will be taken of the cumulative impact, within an area, of small developments below these thresholds.	

10.14 A TA should be informed by *Transport Assessment Guidance* and matters such as sources of information, good practice advice, and clear guidance on what developers may be expected to provide should be addressed in pre-application discussions. TAs should address the issues set out in Annex B, as appropriate.

Travel Plans

10.15 Travel Plans (TPs) are site-specific packages of measures to minimise the negative impacts of travel and transport associated with a development, and to co-ordinate transport with wider policy issues (such as environment, accessibility and social inclusion) into a co-ordinated strategy. They are intended to influence travel behaviour. The Council will often require that a TP be prepared in support of a TA to help meet its objectives. Early engagement with the Council and Strathclyde Partnership for Transport is recommended. The Travel Plan for the development should first appear either in the Transport Assessment or as a supporting document, and be developed as required through to the operational phase of the development. It should be submitted alongside the planning application.

10.16 A TP will usually be required for proposals that meet the threshold/criteria for TAs specified in Table 5 above. The Council is unlikely to require a full TP for residential proposals (see paragraph 10.11) and, due to the exceptional accessibility available in the City Centre core (Principal Retail and Office

Areas), a TP will not normally be required for applications in this area, unless the traffic generation proposed is high or is likely to prove problematic.

10.17 Where a TP is required, and the use of planning conditions is not sufficient to secure measures, the Council and applicant can enter into a planning obligation under Section 75 of the Town and Country Planning (Scotland) Act 1997 (as amended). This will ensure that the mode share target and measures specified in the TP are agreed between the parties, and that they may be adequately implemented and enforced.

10.18 A TP, in supporting the TA, may be required to:

- a) address those travel matters that are likely to be significant for the type of development and location in question;
- b) adopt from the TA the agreed mode share (as measured by car drivers) and related targets (e.g. traffic generation) for travel to and from the site in question;
- c) identify specific measures proposed to meet these targets (including a permanent Travel Co-ordinator and car park management plan), implementation arrangements and the timescale; and
- d) specify the monitoring arrangements proposed with the correction procedures (should mode share or other targets not be reached), normally in the form of an annual report to Council from first occupation.

Further Guidance

- 10.19 *Transport Assessment Guidance* provides further guidance on the production and implementation of travel plans
- 10.20 TPs should be prepared in advance of the completion of a development to ensure that the required preparation is undertaken for the TP to be operational on the first day of occupation of the development.
- 10.21 Residential developments should achieve Base Accessibility (see Section 2).
- 10.22 The Council recognises that it may not be possible to prepare, in full, a TP to accompany planning permission in principle, particularly where there is a speculative element to the proposal, and where the occupiers of the proposed development, and the exact nature of their operations, are unknown. In such circumstances, a staged approach to preparing and implementing TPs may be appropriate, with an initial TP produced by the developer to agree basic provisions, and subsequent amendment by the occupier to tailor it to how the development will be used in practice.

10.23 Advice on the preparation of TAs and TPs is included in:

- [Transport Assessment Guidance](#) (Transport Scotland);
- [Planning Advice Note 75](#): Planning for Transport;
- [Choose Another Way](#) - Your practical guide to creating a Travel Plan for your organisation (Scottish Government); and
- [Energy Savings Trust](#) website

ANNEX A PUBLIC TRANSPORT ACCESSIBILITY ZONES

A1.1 Public transport accessibility profiles have been developed to define four accessibility zones (see [PUBLIC TRANSPORT ACCESSIBILITY ZONES MAP](#)):

- a) **City Centre** - located within the high accessibility zone.
- b) **High Accessibility** - indicates a high standard of public transport service that facilitates use without a timetable, with minimum waiting times and with little impact from service disruptions.
- c) **Base Accessibility** - indicates the provision of a minimum acceptable level of public transport service.
- d) **Below Base** - the remainder of the City not covered by the above zones with limited or no public transport services.

A1.2 Accessibility has been measured at peak times (8.00-9.00am) on a weekday according to 3 criteria:

- frequency (aggregate in one direction) of services to stop/station;
- quality (e.g. reliability, comfort); and
- walk-in distance (catchment).

A1.3 The frequency and catchment levels set for each mode reflect the difference in quality provided by bus and rail (in terms of comfort, reliability and timetable stability).

A1.4 The catchment of a particular point of access to the public transport system (but stop, train or subway station) has been defined using network analysis software to measure actual distance (300 metres/500 metres) along roads and paths in order to produce an accurate definition of accessibility. An additional 100 metre circle is then added to the point reached in order to create the zone boundary.

A1.5 This enables the High and Base Accessibility Zones to be defined as follows:

High Accessibility

- Buses 12+ per hour with 300 metres + 100 metres catchment
- or Trains 6+ per hour with 500 metres + 100 metres catchment
- or Subway 12+ per hour with 500 metres + 100 metres catchment

Base Accessibility

- Buses 6+ per hour with 300 metres + 100 metres catchment
- or Trains 2+ per hour with 500 metres + 100 metres catchment
- or Subway 12+ per hour with 500 metres + 100 metres catchment

A1.6 The accessibility zones are used to direct high trip generating uses/higher density development to the High Accessibility Zone area, wherever possible, and to direct development away from locations achieving Below Base Accessibility (unless measures are taken to adapt the public transport network).

Note: The PUBLIC TRANSPORT ACCESSIBILITY ZONES MAP is dynamic and will be updated on a regular basis. In preparing a planning application, it is open to the applicant to review the local public transport provision for the development area/site at that point in time, using this Supplementary Guidance as a reference.

ANNEX B TRANSPORT ASSESSMENTS

Transport Assessments should, as appropriate:

- a) comply with the locational policy in policy CDP 11 (and in Section 2 of this SG) and SPP.
- b) set an agreed mode share target (measured in car drivers and informed by the Scottish Household Survey for Glasgow/existing employees/ comparable developments/ location) to minimise private car use and carry this through to trip generation, transport provision and development design, including parking and layout. It is the mode share target that assists in ensuring that the traffic generation, car parking, layout, transport infrastructure/services and Travel Plan are tied together to deliver the projected outcome.
- c) measure trip generation as person trips initially, not vehicle trips.
- d) integrate the site with the network of existing and proposed pedestrian, cycle and public transport routes. Links should be short and direct. Account should be taken of service frequency for public transport plus routes and areas served, and of the design/capacity of the path network to accommodate increased levels of walking and cycling. SG1: The Placemaking Principle provides further detailed guidance on how this should be achieved (see also Sections 2 and 3 of this SG).
- e) ensure a site design that gives priority to pedestrian and cycle access over car access. This may involve consideration of the placing of building within the site and the location of doors and the entrances to the site/building. SG1: The Placemaking Principle provides further detailed guidance on how this should be achieved.
- f) *for non-residential developments*, demonstrate how the network of pedestrian, cycle and public transport routes serving the site links with the majority of the forecast catchment population. Public transport needs to be regular and frequent throughout the principal opening hours of the development, including evenings, weekends and public holidays. It is important that the catchments and mode share used for retail impact assessments match that for the TA.
- g) *for residential developments*, demonstrate how a high degree of accessibility is achieved to local services (e.g. shops and other facilities) particularly by walking, cycling, and to town and other centres for services and employment by walking, cycling and public transport.

- h) show how traffic generation and parking have been reduced by maximising the potential for pedestrian, cycle and public transport access. The assessment should outline the measures proposed to achieve the above, including Travel Plans and specify how they will be implemented. Travel Plans are normally required to support non-residential TAs as they are a key mechanism to ensure delivery of the forecast transport outcomes.
- i) where the proposed location does not accord with the preferred development plan location, include an assessment of the relative performance of alternative sites in relation to accessibility by non-car modes.
- j) define the study area in which the analysis of the impact on the road and path network and specific traffic junctions will be undertaken.
- k) assign residual traffic to the road network.
- l) consider impact on the road (including trunk) and path network.
- m) generate, as an output, residual car parking requirement, and the cycle parking requirement, by reference to the agreed mode share target. This should be done with reference to Sections 4 and 6 of this SG. Where overspill car parking is an issue, proposals should be made for its control, including funding the design and promotion of traffic regulation orders in surrounding streets.
- n) provide for the installation of “active” electric vehicle (EV) charging spaces (see Section 7) where appropriate, particularly where this would help mitigate concerns over air quality or noise (see SG on Air Quality and on Noise). These spaces should be included in, and not be additional to, the residual parking requirement, in order to ensure that the residual parking requirement is met and potential impacts on amenity do not result from additional car trips.
- o) consider heavy goods vehicle requirements and servicing implications and the potential impact of increased movement of heavy goods vehicles on residential and other environments.
- p) consider how the development promotes sustainable travel opportunities in accordance with paragraph 273 of Scottish Planning Policy.
- q) consider access, egress, circulation and road safety impact for all transport modes, including walking, cycling and public transport.

- r) consider local transport impacts during construction, including on existing walking and cycling routes (both formal and “informal”), bus stops and bus routes, setting out proposed mitigation measures.
- s) develop and set out mitigation measures with the Council’s Development and Regeneration Services, Strathclyde Partnership for Transport and the public transport operators, where appropriate. An Implementation Programme should be submitted for approval.
- t) provide for developer contributions for the implementation of mitigation measures, where appropriate, proposed by the Transport Assessment.
- u) set out the monitoring procedure proposed to demonstrate transport delivery consistent with the planning approval/conditions/planning agreement.

ANNEX C NATIONAL CYCLE NETWORK ROUTES IN GLASGOW

