Appendix B Plans, Policies and Strategies Review

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B.1   Introduction

This document provides a review of national, regional and local Plans, Policies and Strategies (PPS) of relevance to the East Airdrie Link Road (EALR) Strategic Environmental Assessment (SEA) Scoping Report. These PPS have been previously set out in **Error! Reference source not found.** of the SEA Scoping Report.

B.2   National PPS

National Transport Strategy 2 (NTS2) (Transport Scotland 2020a)

Status
Published and currently in use.

Lifespan
20 years.

Document Overview
The National Transport Strategy 2 (NTS2) sets out the Scottish Government's priorities and vision for transport in Scotland for the next 20 years and will inform future transport decisions. The strategy encompasses the whole transport system and considers why people travel and the method of travel used to, from and within Scotland.

Vision / Aims / Objectives:
NTS2 provides a vision that Scotland:

'will have a sustainable, inclusive, safe and accessible transport system, helping deliver a fairer and more prosperous Scotland for communities, visitors and businesses' (p.4).

The vision is underpinned by four Priorities:

- Reducing inequalities through the provision of fair, easy and affordable access to transport services.
- Taking climate action by ensuring Scotland's transport system helps deliver the Scottish Government's net-zero carbon emission target by 2045, adapts to the effects of climate change and promotes the use of sustainable travel options.
- Delivering inclusive economic growth by ensuring Scotland's transport network and services will be effectively integrated with spatial and land use planning and economic development, adapt to the changing requirements of citizens, businesses and visitors, provide reliable journey times, and use new and innovative products, services and technologies.
- Improving health and wellbeing by prioritising the prevention and reduction of incidents, promoting active travel and creating cleaner and greener places and networks within the transport system.

Policy/Strategy/Topics
NTS2 outlines policies to achieve each of the priorities and outcomes, as detailed in Table B.1.

Table B.1 NTS2 Policies

Outcome	Policies
Reduces Inequalities	• Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services; • Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework; • Remove barriers to public transport connectivity and accessibility within Scotland; • Improve sustainable access to healthcare facilities for staff, patients and visitors; and • Ensure sustainable public and active travel access to employment, education and training locations.
Takes climate action	• Reduces emissions generated by the transport system to mitigate climate change; • Reduce emissions generated by the transport system to improve air quality; • Ensure the transport system adapts to the projected climate change impacts; • Support management of demand to encourage more sustainable transport choices; • Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods; and • Improve the quality and availability of information to enable all to make more sustainable transport choices.
Helps deliver inclusive economic growth	• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility; • Increase the use of asset management across the transport system; • Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally; • Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland; • Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations; • Meet the changing employment and skills demands of the transport industry and upskill workers; and • Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits.
Improves our health and wellbeing	• Increase safety of the transport system and meet casualty reduction targets; • Implement measures that will improve perceived and actual security of Scotland's transport system; Ensure that transport assets and services adopt the Place Principle; • Reduce the negative impacts which transport has on the safety, health and wellbeing of people; • Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands; and • Embed the implications for transport in spatial planning and land use decision making.

National Transport Strategy 2 (NTS2) Delivery Plan 2020 to 2022 (Transport Scotland 2020b)

Status
Published 2020.

Lifespan
2020 – 2022.

Document Overview
The first NTS2 Delivery Plan outlines actions that the Scottish Government and Transport

Scotland will undertake to deliver the vision and priorities set out in NTS2 Delivery plans will be

published annually alongside monitoring and evaluation reports as required by the Transport (Scotland) Act 2019.

<u>Vision / Aims / Objectives</u>
Refer to the NTS2 vision and priorities outlined above.

<u>Policy / Strategy / Themes</u>
The Delivery Plan outlines key actions that will be taken to achieve the vision and priorities of NTS2. Strategic policies are set out for each NTS2 priority in Table B.2.

Table B.2 NTS2 Delivery Plan Strategic Priorities

NTS2 Priority	Strategic Policies
Reduces Inequalities	• Ensure active, public and sustainable travel access to employment, education and training locations; • Ensure transport in Scotland is accessible for all; • Remove barriers to public transport connectivity and accessibility within Scotland; • Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services; and • Improve sustainable access to healthcare facilities for staff, patients and visitors.
Takes Climate Action	• Reduce emissions generated by the transport system to mitigate climate change and improve air quality; • Support management of demand to encourage more sustainable transport choices; • Facilitate a shift to more sustainable and space-efficient modes of transport of people and goods; • Ensure the transport system adapts to the projected climate change impacts; and • Improve the quality and availability of information to enable all to make more sustainable transport choices.
Helps Deliver Inclusive Economic Growth	• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility; • Increase the use of asset management across the transport system; • Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally; • Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland; • Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations; • Meet the changing employment and skills demands of the transport industry and upskill workers; and • Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits.
Improves our Health and Wellbeing	• Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands; • Increase safety of the transport system and meet casualty reduction targets; • Implement measures that will improve perceived and actual security of Scotland's transport system; • Continue to ensure that transport assets and services adopt the Place Principle; and • Reduce the negative impacts which transport has on the safety, health and wellbeing of people.

Of relevance to the East Airdrie Link Road, the Delivery Plan commits to 'finalise the Managed Motorways Strategic Business Case about the reallocation of road space on parts of the motorway network around Glasgow to high-occupancy vehicles, such as buses'.

National Planning Framework 3 (NPF3) (Scottish Government 2014)

<u>Status</u>
Published and currently in use.

<u>Lifespan</u>
20 – 30 years.

<u>Document Overview</u>
The National Planning Framework 3 (NPF3) sets out the long-term vision for the spatial development of Scotland and is the spatial expression of the Government Economic Strategy.

NPF3 identifies 14 major transport, energy and environmental infrastructure projects that are of national significance to Scotland and which are considered to be essential to the delivery of the spatial strategy set out in NPF3.

Of relevance to the East Airdrie Link Road NPF3 acknowledges that improved internal transport links are necessary to facilitate growth and highlights under its key theme "A Connected Place" that the Scottish road network in some cases requires *"upgrading to provide sufficient capacity, reduce congestion and address safety issues"* (Page 52).

The National Planning Framework 4 (NPF4) is being prepared and will replace NPF3 and Scottish Planning Policy (SPP), aiming to provide closer alignment with wider programmes and strategies for the next 20-30 years.

<u>Vision/Aims/Objectives</u>
NPF3 supports the Scottish Government's central purpose to: 'create a more successful country, with priorities for all of Scotland to flourish, through increasing sustainable economic growth' (p.1, paragraph 1).

Aligning with this vision, NPF3 focuses on the following four outcomes for Scotland:

- a successful and sustainable place;
- a low carbon place;
- a natural, resilient place; and a connected place.

Scottish Planning Policy (SPP) (Scottish Government 2020a)

<u>Status</u>
Revised December 2020 and currently in use.

<u>Lifespan</u>
Not defined.

<u>Document Overview</u>
Scottish Planning Policy (SPP) describes the relationship between PPS, from national to local level and illustrates how these are related to the Scottish Government's vision. SPP contains subject based national planning policy which provide direction to planning authorities on the preparation of development plans and development management decisions.

<u>Vision / Aims / Objectives</u>
SPP and NPF3 share a vision for the planning system in Scotland: 'We live in a Scotland with a growing, low-carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the

quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world' (p.6)

In achieving this vision, SPP sets the following outcomes:

- **Outcome 1: A successful, sustainable place** – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places;

- **Outcome 2: A low carbon place** – reducing our [Scotland's] carbon emissions and adapting to climate change;

- **Outcome 3: A natural, resilient place** – helping to protect and enhance our [Scotland's] natural and cultural assets, and facilitating their sustainable use; and

- **Outcome 4: A more connected place** – supporting better transport and digital connectivity.

<u>Policy / Strategy / Topics</u>

SPP contains a range of subject-based planning policies which are of relevance to the East Airdrie Link Road SEA. There are two principles which underpin all of the subject-based policies and are of relevance to this review: Sustainability and Placemaking. Table B.3 provides a summary of the principal and subject-based policies which development should accord with.

Table B.3 Scottish Planning Policy, Policies

SPP Principle	Policy
Principal Policies	
Sustainability	This SPP introduces a presumption in favour of sustainable development.
Placemaking	- Planning should take every opportunity to create high quality places by taking a designed approach; - Planning should direct the right development to the right place; and - Planning should support development that is designed to a high-quality, which demonstrates the six qualities of successful place: Distinctive; Safe and Pleasant; Welcoming; Adaptable; Resource Efficient; Easy to Move around.
• **Subject Policies**	
A Successful, Sustainable Place	- Promoting Town Centres; - Promoting Rural Development; - Supporting Business and Employment; - Enabling Delivery of New Homes; and ✦ Valuing the Historic Environment.
A Low Carbon Place	- Delivering Heat and Electricity; and - Planning for Zero waste.
A Natural, Resilient Place	- Valuing the Natural Environment; - Maximising the Benefits of Green Infrastructure; - Promoting Responsible Extraction of Resources; - Supporting Aquaculture; and - Managing Flood Risk and Drainage.
A Connected Place	- Promoting Sustainable Transport and Active Travel; and - Supporting Digital Connectivity

Scotland's Fourth National Planning Framework Position Statement (Scottish Government 2020b)

<u>Status</u>

The Position Statement was published November 2020 and a consultation draft of NPF4 is expected to be published in Autumn 2021.

Lifespan
2020-2050.

Document Overview
The Position Statement sets out the issues identified by the Scottish Government to be addressed in the preparation of NPF4.

Vision / Aims / Objectives
NPF4 will set out a new spatial plan for Scotland in 2050 focussing on where future development can bring benefits for people, the economy and environment. The vision for Scotland's future places is: *Our places will look and feel different in the future. A significant shift is required to achieve net-zero emissions by 2045'* (p.2)

The Position Statement outlines four key outcomes which are expected to be focused upon in the final NPF4:

- Net-Zero Emissions;
- Resilient Communities;
- A Wellbeing Economy; and Better, Greener Places.

For each outcome, the Position Statement provides detail on spatial priorities which will be reflected in NPF4, as set out in Table B.4.

Table B.4 NPF4 Position Statement Spatial Priorities

Outcome	Spatial Priorities
A Plan for Net-Zero Emissions	- Prioritise the types and locations of development that will help meet our emission reduction targets; - Build on the Climate Change Plan and take forward advice provided by the UK Climate Change Committee. The recommendations of the Just Transition Commission will also inform our actions; - Scotland's future places will be planned in a way that reduces the need to travel and builds in natural solutions; - Scotland's buildings will be more energy efficient and will be designed to be sustainable; and - Actively facilitate decarbonised heating and electricity generation and distribution.
A Plan for Resilient Communities	- Focus on people and the quality of life; - Introduce an infrastructure-first approach to neighbourhood planning, including natural networks and sustainable travel, to ensure that there is fair access to the services needed to help make communities a great place to live; Apply concepts such as 20 minute neighbourhoods across cities, towns and rural areas so that the places where people live and work are more resilient and sustainable; - Develop policies which support public health priorities, promote inclusion and equality, and help places adapt to the long-term impacts of climate change; and - NPF4 will align with Scotland's vision for housing in 2040 and set out a long term view of the homes required to meet future needs. There will be a focus on the location, quality and type of homes needed for people of all ages, reflecting long term population and household trends.
A Plan for a Wellbeing Economy	- Create healthier, fairer and more prosperous places and ensure future development contributes to a green, sustainable, and inclusive economy recovery; - Support development in the parts of Scotland where quality jobs and investment are most needed. Policies will refocus on community wealth building and sustainability; - Identify and support development that works with assets, key sites and opportunities for strategic investment; - Support development that helps to maintain and strengthen strategic transport and digital connectivity; and - Take a flexible and enabling approach to future business and employment uses.

Outcome	Spatial Priorities
A Plan for Better, Greener Places	• Support development that reflects the character and identity of Scotland's distinctive places and neighbourhoods, safeguards and restores natural assets, and tackles geographic disadvantages including areas needing regeneration and promoting the reuse of vacant and derelict land and buildings; • Build on the review of the Town Centres Action Plan, the Land Use Strategy and the Place • Principle to ensure that development focuses more on place; • Future-proof natural and historic assets and coasts and work to restore the health and resilience of Scotland's ecosystems, so that natural capital can further support our economy and wellbeing; • Stronger and updated policies on design and place-making; • Enhanced policies on vacant and derelict land to encourage innovation and redevelopment and promote a brownfield-first approach to development; • Policies on city and town centres and on the re-use of historic buildings will be broadened to better reflect a wider range of potential uses in anticipation of continuing change; and • Policies on rural development will positively encourage development that helps to repopulate and sustain rural areas and stimulate rural economic growth and sustainability.

Indicative Regional Spatial Strategies – Summary of Emerging Work (Scottish Government 2020c)

Status

Factsheet setting out early thinking by planning authorities on the long-term strategic development priorities which will be progressed through the preparation of Regional Spatial Strategies (RSS), aimed at informing preparation of the draft NPF4, due September 2021.

Lifespan

Long-term potential spatial priorities for RSS by each planning authority or partnership of planning authorities.

Document Overview

The Planning (Scotland) Act 2019 requires planning authorities or adjoining authorities to prepare and adopt an RSS, which is to be a long-term spatial strategy identifying priorities for strategic development within the authority/authorities' area.

The summary of emerging work document provides an outline of the indicative RSS work that has been undertaken to date for different areas within Scotland since the introduction of the Act.

Policy / Strategy / Themes

Emerging work on the RSS for the local authorities surrounding the East Airdrie Link Road SEA study area is summarised below in Table B.5.

Table B.5 Regional Spatial Strategies

RSS Component/Aim	Detail
Spatial Strategy	Focuses on the 'Mission Clyde' / Clyde corridor and key spatial priorities to deliver 'compact city model'.
Strategic Outcomes	Identifies key spatial priorities and includes projects, a number of which seek to maximise opportunities arising from current Glasgow City Region City Deal infrastructure and investment programme. Strong Governance and alignment, especially with economic considerations.
Carbon / Climate Change	• Proposals respond to the global climate emergency.
People	• support wellbeing • ensure communities have access to services and facilities.

RSS Component/Aim	Detail
Work	• measures to support inclusive growth
Place	• maintain and enhance the unique character and identity of natural and built environment • increase rates of housing delivery • focus on reuse of vacant and derelict land • increase opportunities for sustainable connectivity in particular active travel • deliver the Green Network 'Blueprint' • deliver the sustainable drainage of the City Region through the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP)

Protecting Scotland, Renewing Scotland: The Scottish Government Programme for Scotland 2020-2021 (Scottish Government 2020d)

Status
Published and currently in use.

Lifespan
2020-2021.

Document Overview
The Scottish Government's Programme for Scotland 2020-2021 was published in September 2020 and sets out policy actions the Scottish Government seek to take during this period. The programme has a clear priority of dealing with economic, health and social impacts as a result of Covid-19 and identifies this as an opportunity '*to make significant advances to deliver the fairer, greener, more prosperous Scotland*' (p.3).

Vision / Aims / Objectives
The programme continues from the previous Programme for Scotland (2019-2020) in outlining investment contributing towards achieving a net zero emission society by 2045, with importance placed on a green economic recovery from Covid-19. It is stated that the Infrastructure Investment Plan will reflect the Scottish Government's commitment to tackling climate change, as well as targeting economic growth and building sustainable places through a strategic framework of projects and programmes worth £32 billion over the next five years.

In addition, the programme also seeks to improve road safety, stating that Scotland's Road Safety Framework to 2020 will be published following consultation and will aim to achieve zero fatalities or serious injuries on Scotland's roads by 2050 and an interim target of halving fatalities and injuries by 2030.

Of relevance to the East Airdrie Link Road, the programme commits to working with areas such as the Glasgow City Region to deliver the first three action plan and acknowledges that there is 'no one model that fits every part of Scotland and it is vital that communities, public services and businesses are involved in designing and building their local economic and community wealth building solutions'.

Policy / Strategy / Topics
The Programme for Government sets out a number of policy actions which the Scottish Government aims to carry forward over the next year. Of relevance to the East Airdrie Link Road SEA, is the policy theme *Promoting Equality* and *Helping Our Young People Grasp their Potential*. Specifically, this policy action aims to deliver '*A Scotland where we live in vibrant,*

healthy and safe places and communities' (p.111) and recognises that this can often be delivered through infrastructure projects.

Planning Advice Notes (PANs)

Status
Published and currently in use.

Lifespan
2020-2021 (Varies depending on chapter and discipline)

Document Overview
Planning Advice Notes (PANs) support SPP and provide good practice advice.

Vision / Aims / Objectives
Statements of Scottish Executive policy contained in SPPs and Circulars may be material considerations to be taken into account in development plan preparation and development management.

Policy / Strategy / Topics
There are various PANS that are considered relevant to the East Airdrie Link Road Scheme including:

- PAN 75 'Planning for Transport' (Scottish Government, 2005) aims to *"create greater awareness of how linkages between planning and transport can be managed"* (Page 1) and sets out guidance for policy development, proposal assessment and project delivery.

- PAN 78 'Inclusive Design' (Scottish Government, 2006) is intended to assist in achieving an environment that is designed for a wider user group and sets out the roles of those *"instrumental in delivering inclusive environments"* (Page 14).

- PAN 3/2010 'Community Engagement' (Scottish Government, 2010) provides advice on ways of effectively engaging with communities on planning matters. It links directly with the 'National Standard for Community Engagement' (SCDC, 2016) and the associated seven principles: Inclusion; Support; Planning; Working Together; Methods; Communication; and, Impact.

Climate Change Plan – Third Report on Proposals and Policies 2018-2032 (Scottish Government 2018)

Status
Published and currently in use.

Lifespan
2018-2032.

Document Overview
The Climate Change Plan (CCP) provides an update on previous targets and sets out ambitious decarbonisation plans up to 2032. The CCP sets out how Scotland will meet the emissions reduction targets under the current legislation. It should be noted that this plan was published prior to the current statutory target for net zero greenhouse gas emissions by 2045 being brought into legislation in 2019 (refer to paragraphs 1.2.21 to 1.2.27).

The plan sets out how Scotland can deliver its target of 66% emissions reductions for the period 2018-2032. Part one sets out the context for the Scottish Government's climate change proposals and policies. The Scottish Government's statutory duties are covered in Part Two, alongside annual emissions targets to 2032. Part three provides detailed information on the emissions envelopes and emissions reduction trajectories for each sector.

Vision / Aims / Objectives
The overall vision for Scotland's Climate Change Plan 2018-2032 is that '*by 2032, Scotland will have reduced its emissions by 66% against 1990 levels*' (p.22).

As part of the vision, the Plan states three main outcomes which should be achieved by 2032. These include:

- A healthier society;
- A diversified, resilient and sustainable economy.
- An enhanced and protected natural environment; and

More specifically, the Plan sets out several more detailed objectives which are listed below:

- Scotland's electricity system, already largely decarbonised, will be increasingly important as a power source for heat and transport;
- Scotland's buildings will be insulated to an appropriate level and will increasingly be heated and cooled by low carbon technologies;
- Scotland will have phased out the need to buy petrol and diesel engine cars and vans, implemented low emission zones in Scotland's largest cities and made significant progress in reducing emissions from buses, HGVs and ferries;
- Our [Scotland's] industrial sector will be more energy efficient, more productive, and increasingly use more innovative technologies, presenting significant economic and competitive opportunities;
- Landfilling of biodegradable municipal waste will have ended, Scotland will have reduced food waste, more of Scotland's waste will be recycled and a more circular economy will present significant economic opportunities;
- Scotland's woodland cover will have increased, and more of the peatlands will be restored to good condition, benefiting people, biodiversity and ecosystems; and
- The Scottish agriculture sector will be among the lowest carbon and most efficient food production systems in the world.

Policy / Strategy / Topics
The Plan includes eight Policy Outcomes related to transport, as set out in Table B.6 below.

Table B.6 Climate Change Plan Policies

Policy Outcome	Description
1	Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards.
2	Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach 100% by 2032.

Policy Outcome	Description
3	Average emissions per tonne kilometre of road freight to fall by 28% by 2032
4	Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.
5	By 2032 low emission solutions have been widely adopted at Scottish ports and airports.
6	Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.
7	We [Scotland] will have electrified 35% of the Scottish rail network by 2032.
8	Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our [Scotland's] Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

Update to the Climate Change Plan 2018-2032 (Scottish Government 2020e)

Status
Published December 2020, an update to the 2018 Climate Change Plan (refer to previous section).

Lifespan
2020-2021.

Document Overview
The update to the climate change plan builds on the work undertaken by the last two Programmes for Government (2020-2021 and 2019-2020) which have committed to delivering a Green New Deal, outlining how investments can help in reducing climate change. The update focuses on a Green Recovery from the Covid-19 pandemic and as such provides actions which align with the new emissions reductions targets up to 2032 since the previous plan. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 received Royal Assent in October 2019 and set revised annual and interim emissions reduction targets to achieve the net zero by 2045 target set by the Scottish Government.

Vision / Aims / Objectives
The Scottish Government's vision for 2045 is 'one of a society that prioritises the environment and the wellbeing of its people' (p.21).

The update is split into different sectors which include policies and proposals for each. Of relevance to this East Airdrie Link Road SEA, the vision for transport is that by 2032:

- 'Our roads will contain no new petrol and diesel cars and vans.'
- 'We will have almost completely decarbonised our passenger railways.'
- 'We will have begun to work to decarbonise challenging transport modes such as HGVs, ferries and aviation.'
- 'Car kilometres will have reduced by 20%, and sustainable transport will be the instinctive first choice for people.'
- 'Our research into biofuels and hydrogen will have stimulated private investment and innovation.'
- 'The pendulum will have swung away from the dominance of private car use, particularly single occupancy, to a society which has embraced walking, wheeling, cycling, public transport and shared transport options.'

- 'We will reduce reliance on cars in Scotland to reduce emissions but where people do use private cars, these will predominately be electric and be in rural settings where public transport is less accessible.' (p.117-118).

By 2045 the vision, in line with NTS2, includes 'having a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, business and visitors' (p.118).

Actions

The updated plan sets out the following actions related to the transport sector that will be taken, led by the Scottish Government:

- 'Reduce car kilometres by 20% by 2030 (p.121)';
- 'Phase out the need for petrol and diesel cars and vans in Scotland by 2030' (p.123);
- 'To reduce emissions in the freight sector, work with the industry to understand the most efficient methods and remove the need for new petrol and diesel heavy vehicles by 2035' (p.125);
- 'Work with the newly formed Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, to ensure that the majority of new buses purchased from 2024 are zeroemission, and to bring this date forward if possible' (p.126);
- 'Work to decarbonise scheduled flights within Scotland by 2040' (p.127);
- '30% of Scottish Government owned ferries will be low emission by 2032' (p.127);
- 'By 2032 low emissions solutions will be widely adopted at Scottish ports' (p.128); and
- Scotland's passenger rail services will be decarbonised by 2035' (p.128).

A National Mission with Local Impact – Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 (Scottish Government 2021a)

Status

Published February 2021 and currently in use.

Lifespan

2021-22 to 2025-26.

Document Overview

The Infrastructure Investment Plan (IIP) sets out the Scottish Government's long-term vision for infrastructure with a five-year programme covering 2021 to 2025-26.

Vision / Aims / Objectives

The vision for the plan seeks to promote infrastructure which '*supports Scotland's resilience and enables inclusive, net zero and sustainable growth*' (p.6). The vision is underpinned by three core strategic themes, which are linked to Scotland's National Performance Framework, and will guide future investment decisions. The three themes are:

- 'Enabling the transition to net zero emissions and environmental sustainability;
- Driving inclusive economic growth; and
- Building resilient and sustainable places' (p.7).

Theme 2, Driving Inclusive Economic Growth, seeks to enhance Scotland's infrastructure, improve safety and resilience of the strategic transport network, in addition to contributing to the net zero target and inclusive economic growth. The IIP aligns with the National Transport Strategy 2 (NTS2) in the need to deliver the Scottish Government's ambitious net zero targets. In addition, it is highlighted that the future transport investment decisions through the second Strategic Transport Projects Review (STPR2) will embed NTS priorities and outcomes and the Sustainable Investment Hierarchy.

The IIP also places importance on Investing in Scotland's Natural Capital through woodland creation and peatland restoration, in addition to proposing a change in the definition of infrastructure to incorporate natural infrastructure and align with the approach to Natural Capital.

<u>Policy / Strategy / Themes</u>
The IIP is a coherent, strategic plan – based on long-term trends across 3 Themes under a common vision. The theme of relevance to the East Airdrie Link Road, is Driving Inclusive Economic Growth. The sub-theme of Strengthening Connectivity is equally relevant to the East Airdrie Link Road, committing to creating a safe, sustainable, integrated and resilient strategic transport system. Although no policy actions are explicitly stated within the draft IIP, it aligns with NTS2 and notes that future transport investment decisions will be delivered through STPR2.

Scotland's Third Land Use Strategy 2021-2026 – Getting the best from our land (Scottish Government 2021b)

<u>Status</u>
Published March 2021 and in use.

<u>Lifespan</u>
2021-2026.

<u>Document Overview</u>
The draft Land Use Strategy sets out the vision for sustainable land use in Scotland. The strategy outlines objectives, policies and actions which are required to deliver the strategy's vision. Scottish Ministers are required to produce a Land Use Strategy every five years as per The Climate Change (Scotland) Act 2009. The Third strategy follows strategies published in 2011 and 2016 with the third iteration expected to be published in March 2021. The draft Land Use Strategy was under public consultation at the time of assessment. It should be noted that it does not introduce new policy proposals from the 2016 land use strategy but redesigns the language and layout and showcases how key strands of Scottish Government policies relate to land uses.

<u>Vision / Aims / Objectives</u>
The vision for land use in Scotland outlined by the strategy is for:

'A Scotland where we fully recognise, understand and value the importance of our land resources, and where our plans and decisions about land use will deliver improved and enduring benefits, enhancing the wellbeing of our nation' (p.7).

The objectives set out to achieve this vision are:

- 'Land based businesses working with nature to contribute more to Scotland's prosperity;

- Responsible stewardship of Scotland's natural resources delivering more benefits to Scotland's people; and

- Urban and rural communities better connected to the land, with more people enjoying the land and positively influencing land use' (p.11)

Policy / Strategy / Themes

Policies and proposals in the strategy are categorised by conceptual landscapes. Conceptual landscapes of relevance to the East Airdrie Link Road are provided Table B.7 with details of policies for each.

Table B.7 Land Use Strategy Conceptual Landscapes

Conceptual Landscapes	Policies and proposals – How *we* [the Scottish Government/Scotland] are delivering sustainable land use
Semi-natural land	- Protecting our [Scotland's] semi-natural land; - Living landscapes; - Responsible tourism; and - Restoring native ecology.
Peri-urban	- Evolving planning; - Local engagement; - More trees; and - Cleaner air.
Uplands	- High nature value; - The right tree, or bog, in the right place; and - Growing our [Scotland's] woodland economy.
Rivers and water bodies	- Healthy water, healthy land; and, - Flood risk management.

Scotland's Biodiversity: It's in Your Hands (Scottish Executive 2004)

Status

Published in 2004 and accompanies the 2020 Challenge for Scotland's Biodiversity to constitute the Scottish Biodiversity Strategy.

Lifespan

2004-2030

Document Overview

Scotland's Biodiversity is a 25-year strategy to conserve and enhance biodiversity in Scotland. Alongside implementation plans it seeks to address biodiversity themes such as: cross cutting issues; interpretation, communication and education; urban biodiversity; rural biodiversity; marine biodiversity and local delivery.

Vision / Aims / Objectives

The vision for the Strategy is: It's 2030: Scotland is recognised as a world leader in biodiversity conservation. Everyone is involved; everyone benefits. The nation is enriched' (p.11).

Aligning with this vision, the Strategy aims: 'To conserve biodiversity for the health, enjoyment and wellbeing of the people of Scotland now and in the future' (p.25)

Actions to meet this aim are grouped under five strategic objectives:

- **'Species & Habitats:** To halt the loss of biodiversity and continue to reverse previous losses through targeted action for species and habitats;

- **People:** To increase awareness, understanding and enjoyment of biodiversity, and engage many more people in conservation and enhancement;

- **Landscapes & Ecosystems:** To restore and enhance biodiversity in all our [Scotland's] urban, rural and marine environments through better planning, design and practice;

- **Integration & Co-ordination:** To develop an effective management framework that ensures

- biodiversity is taken into account in all decision making; and

- **Knowledge:** To ensure that the best new and existing knowledge on biodiversity is available to all policy makers and practitioners' (p.35)

2020 Challenge for Scotland's Biodiversity (Scottish Government 2013)

Status
Published in 2013 and accompanies the Scotland's Biodiversity: It's in Your Hands to constitute the Scottish Biodiversity Strategy.

Lifespan
Desired outcomes are provided for 2020 however the policy extends past this period and remain in use.

Document Overview
The 2020 Challenge focuses on how the Scottish Government, its public agencies, Scottish businesses and others can contribute to the Strategy's aims as well as supporting economic growth through protecting biodiversity and harnessing nature.

Vision / Aims / Objectives
Scotland's 2020 Challenge aims to:

- 'Protect and restore biodiversity on land and in our seas, and to support healthier ecosystems;

- Connect people with the natural world, for their health and wellbeing and to involve them more in decisions about their environment; and

- Maximise the benefits for Scotland of a diverse natural environment and the services it provides, contributing to sustainable economic growth.' (p.6).

Policy / Strategy / Themes
The Strategy outlines outcomes and key steps to achieve these aims, as set out below in Table B.8.

Table B.8 Strategy Outcomes and Key Steps

Themes	Outcome	Key Steps
1. Healthy ecosystems	Scotland's ecosystems are restored to good ecological health so that they provide robust ecosystem services and build our natural capital.	• Encourage and support ecosystem restoration and management, especially in catchments that have experienced the greatest degradation; • Use assessments of ecosystem health at a catchment level to determine what needs to be done; • Government and public bodies, including SNH, SEPA and FCS, will work together towards a shared agenda for action to restore ecosystem health at a catchment-scale across Scotland; and • Establish plans and decisions about land use based on an understanding of ecosystems. Take full account of land use impacts on the ecosystems services that underpin social, economic and environmental health.
2. Natural Capital	Natural resources contribute to stronger sustainable economic growth in Scotland, and we [Scotland] increase our natural capital to pass on to the next generation.	• Encourage wide acceptance and use of the Natural Capital Asset Index (2012), including a comparable measure for the marine environment; • Undertake a major programme of peatland conservation, management and restoration; and • Use this index to influence decision-making and market-based approaches, so that the wider monetary and nonmonetary values for ecosystem services are recognised and accounted for.
3. Biodiversity, health and quality of life	Improved health and quality of life for the people of Scotland, through investment in the care of green space, nature and landscapes.	• Provide opportunities for everyone to experience and enjoy nature regularly, with a particular focus on disadvantaged groups; • Support local authorities and communities to improve local environments and enhance biodiversity using green space and green networks, allowing nature to flourish and so enhancing the quality of life for people who live there; • Build on good practice being developed by the National Health Service (NHS) and others to help encourage greenspace, green exercise and social prescribing initiatives that will improve health and wellbeing through connecting people with nature; • Increase access to nature within and close to schools, and support teachers in developing the role of outdoor learning across the Curriculum for Excellence; and • Encourage public organisations and businesses to review their responsibilities and action for biodiversity, and recognise that increasing their positive contribution to nature and landscapes can help meet their corporate priorities and performance.

Themes	Outcome	Key Steps
4. Wildlife, habitats and protected places	The special value and international importance of Scotland's nature and geodiversity is assured, wildlife is faring well, and we [Scotland] have a highly effective network of protected places.	• Ensure that the management of protected places for nature also provides wider public benefits; • Align habitat restoration on protected areas with national goals for improving ecosystem health, with local priorities determined at the catchment or landscape scales; • Integrate protected areas policy with action for wider habitats to combat fragmentation and restore key habitats; • Develop a wildlife management framework to address the key priorities for sustainable species management, conservation and conflict issues, including reintroductions and invasive non-native species; and • Involve many more people than at present in this work and improve our understanding of the poorly known elements of nature.
5. Land and Freshwater Management	Nature is faring well, and ecosystems are resilient as a result of sustainable land and water management.	• Promote an ecosystem approach to land management that fosters sustainable use of natural resources and puts biodiversity at the heart of land-use planning and decision making; • Ensure that measures taken forward under the Common Agricultural Policy encourage land managers to develop and retain the diversity of wildlife habitats and landscape features; • Support 'High Nature Value' farming and forestry; • Put in place the management necessary to bring • Scotland's protected areas into favourable condition and improve the ecological status of water bodies; • Ensure that biodiversity and ecosystem objectives are fully integrated into flood risk management plans, and • restore wetland habitats and woodlands to provide sustainable flood management; • Restore and extend natural habitats as a means of building reserves of carbon and to help mitigate climate change; and • Provide clear advice to land and water managers on best practice.
6. Marine and Coastal	Scotland's marine and coastal environments are clean, healthy, safe, productive and biologically diverse, meeting the long-term needs of people and nature.	• Adopt a Scottish Marine Plan and develop regional marine plans to aid balanced decision-making in the marine environment; • Establish a coherent network of Marine Protected Areas, promoting sustainable use and conservation; • Collate information on the location and sensitivity of priority marine features, and make this information available to support their protection; • Achieve good environmental status for Scottish seas; • Bring Common Fisheries Policy fish stocks to levels consistent with Maximum Sustainable Yield wherever possible, and take account of biodiversity in managing inshore fisheries; • Implement a rapid-response framework to prevent colonisation of new invasive species in Scotland's seas and islands.;

Themes	Outcome	Key Steps
		• Improve the monitoring of the marine environment to identify changes and guide progress towards the above outcomes; and • Improve understanding of how coastal ecosystems are likely to adapt to climate change and develop appropriate strategies for coastal zone management.
7. Measuring Progress	A framework of indicators that we [Scotland] can use to track progress.	• Put in place a programme of work to measure progress towards the 2020 outcomes, so that we [Scotland] can track progress and deal with problems; • Work more closely with the growing number of volunteers to develop our understanding of the changing state of nature; • Develop and support the Scottish Biodiversity • Information Forum to bolster the collection and wider use of biodiversity data in Scotland; and • Publish a terrestrial habitat map for Scotland.

Scottish Biodiversity Strategy Post-2020: A Statement of Intent (Scottish Government 2020f)

Status
Published December 2020.

Lifespan
Not defined.

Document Overview
The Biodiversity Strategy Statement of Intent provides high level detail on Scotland's ambitions to tackling biodiversity loss and impacts as a result of climate change. Detail is also provided on how these ambitions will be used to develop a post-2020 biodiversity strategy and delivery plan.

Vision / Aims / Objectives
The Statement of Intent outlines priorities for biodiversity in Scotland and the impact of climate change, which are:

• 'Endorse the Leaders' Pledge for Nature, which was launched at the United Nations general Assembly in September;

• Publish a new, high-level policy-focused strategy within a year of CoP15 which will take account of the new global biodiversity framework, goals and targets and also the emerging EU biodiversity strategy;

• The principles and associated projects in the 2020 Challenge and its route map will continue and be enhanced where appropriate, until they are replaced by a new Strategy and Delivery Plan;

• Work closely with stakeholders, and devise innovative solutions and partnerships which bring new voices to the debate, in developing the new strategy;

• Highlight the need to facilitate the creation of new, locally driven projects which aim to improve ecological connectivity across Scotland;

• Extend the area protected for nature in Scotland to at least 30% of Scotland's land area by 2030, and commission advice on whether this could go even further; and

- Develop ambitious new proposals to secure positive effects for biodiversity through development, through the National Planning Framework 4 (NPF4).' (p.4)

Cleaner Air for Scotland (CAFS) (Scottish Government 2015)

Status
Published and currently in use.

Lifespan
Published March 2015 and in use. An updated version of this document is currently at the consultation stage (Scottish Government, 2020) and includes plans to review current LAQM methodology to create a more systematic approach to action plan production and implementation.

Document Overview
CAFS (Scottish Government, 2015) is a document set out in conjunction with Transport Scotland, Scottish Environment Protection Agency (SEPA), Health Protection Scotland and health boards as well as local authorities to provide a national framework to help improve air pollution and fulfil legal responsibilities. This document also provides a large amount of detail on air pollution in general and ways to reduce the impact of air quality.

Vision / Aims / Objectives
The CAFS sets out the following actions relevant to the Proposed Scheme:

- Placemaking Action P2 – "Expect planning authorities to review the Local Development Plan and revise at the next scheduled update to ensure policies are consistent with CAFS objectives and any local authority air quality action plans."
- Transport Action T14 - Outlines plans to review "…how air quality management should be addressed" and "…how local authorities should use their transport strategies to support modal shift towards sustainable and active travel"
- Transport Action T15 – "Trunk road impacts on AQMAs will be reviewed and implement mitigation where trunk roads are the primary contributor to air pollutants."

A More Active Scotland: Scotland's Physical Activity Delivery Plan (Scottish Government, 2018)

Status
Published and currently in use.

Lifespan
Published July 2018, end date not defined.

Document Overview
This plan sets out to foster collaboration across and between stakeholders to ensure a comprehensive and integrated approach guided by a shared vision of the value of a more active Scotland.

Vision / Aims / Objectives
A More Active Scotland: Scotland's Physical Activity Delivery Plan sets out the actions the Scottish Government intends to take in order to ensure the population are encouraged and supported to be physically active. The plan has been developed to align with international best practice including the World Health Organization's (WHO) Global Action Plan on Physical

Activity and the United Nations Sustainable Development Goals. The actions are consistent with the Scottish Government's Programme for Scotland 2017-18.

Of the six outcomes established within the plan, 'Outcome 4: We improve our active infrastructure – people and places' is of greatest relevance to the SEA. This outcome relates to the role the physical environment has in in encouraging and enabling people to lead active lifestyles. Several actions are associated with each outcome, of particular note to the East Airdrie Link Road is the following Outcome 4 action: "*We will build an Active Nation, boosting investment in walking and cycling and putting active travel at the heart of our transport planning*" (Page 24).

Scotland's Forestry Strategy 2019-2029 (Scottish Government 2019)

<u>Status</u>
Published 2019 and currently in use.

<u>Lifespan</u>
2019-2029

<u>Document Overview</u>
The Forestry Strategy for Scotland provides a 50-year vision for Scotland's forests and woodlands and outlines priority areas over 10 years. The Strategy supports the aims of the Scottish Government's National Performance Framework and the Land Use Strategy in respect of valuing and enhancing Scotland's environment, and promoting responsible management of woodland resources.

<u>Vision / Aims / Objectives</u>
The vision set out by the Forestry Strategy is that:

'In 2070, Scotland will have more forests and woodlands, sustainably managed and better integrated with other land uses. These will provide a more resilient, adaptable resource, with greater natural capital value, that supports a strong economy, a thriving environment, and healthy and flourishing communities' (p.15).

In order to achieve this vision, the following objectives are set out in the Strategy to be delivered over a 10-year period from 2019:

- 'Increase the contribution of forests and woodlands to Scotland's sustainable and inclusive economic growth;
- Improve the resilience of Scotland's forests and woodlands and increase their contribution to a healthy and high-quality environment; and
- Increase the use of Scotland's forest and woodland resources to enable more people to improve their health, well-being and life chances.' (p.16)

<u>Policy / Strategy / Themes</u>
The Strategy identifies six priority areas for action over the next 10 years in order to achieve the Strategies vision and objectives and are applicable to woodland and forests at local, regional and national scales. These are:

- 'Ensuring forests and woodlands are sustainably managed;
- Increasing the adaptability and resilience of forests and woodlands;

- Expanding the area of forests and woodlands, recognising wider land-use objectives;

- Enhancing the environmental benefits provided by forests and woodlands;

- Improving efficiency and productivity, and developing markets; and

- Engaging more people, communities and businesses in the creation, management and use of forests and woodlands.' (p.29).

Historic Environment Policy for Scotland (HEPS) (Historic Environment Scotland 2019)

<u>Status</u>
Adopted

<u>Lifespan</u>
Not defined

<u>Document Overview</u>
The Historic Environment Policy for Scotland (HEPS) is a policy statement for decision-making that affects the historic environment, supported by detailed policy and guidance. HEPS sites alongside national policies for addressing land use matters and decisions as produced by the Scottish Government and should be used alongside them.

<u>Policy / Strategy / Themes</u>
HEPS outlines a set of policies for managing the historic environment, which are underpinned by core principles of desirable outcomes for the historic environment. These are summarised in Table B.9 below.

Table B.9 HEPS Policies

HEPS Policies	Description	Core principles
HEP1	Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.	Understanding and recognition • Recognising the cultural significance of sites and places supports good decision-making; • A place must be understood in order for its cultural significance to be identified; • A wide range of factors contribute to cultural significance; • Knowledge and information about the historic environment is critical to our [Scotland's] understanding of our past, present and future; • The historic environment changes over time, and so does how it is understood and appreciated; • Research, discussion and exchange of ideas can all contribute to our [Scotland's] understanding of the historic environment and • Understanding will improve when information is made widely available and everyone has the opportunity to contribute to knowledge of the historic environment.
HEP2	Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.	Managing Change • Some change is inevitable; • Change can be necessary for places to thrive;

HEPS Policies	Description	Core principles
HEP3	Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment. If detrimental impact on the historic environment is	• Caring for the historic environment benefits for everyone, now and in the future; • Good decisions take a long-term view;

Of the six policies within the document which define how the historic environment should be managed, number three relates most to the plans for East Airdrie Link Road 'Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment'.

The River Basin Management Plan for Scotland 2021 – 2027 (SEPA, 2021)

Status
Published December 2021.

Lifespan
This RBMP builds on previous RBMPs published in 2009 and 2015, setting revised objectives for the period from 2021 to the end of 2027 and providing a programme of actions for achieving the objectives.

Document Overview
This river basin management plan (RBMP) sets out a framework for protecting and improving the benefits provided by the water environment across Scotland. SEPA will work closely with businesses, land managers, voluntary groups and organisations to build strong and effective partnerships that will deliver the ambitious actions set out in this plan. These actions will ensure that Scotland's rivers, lochs, estuaries, coastal areas and groundwater can continue to supply drinking water; support fisheries; offer an essential resource for business and agriculture and serve as a source of recreation that promotes health and wellbeing.

Vision / Aims / Objectives
The RBMP sets out the following actions to address pressures on our water environment:

- **Action to create healthier and more resilient communities;**

  - *"This river basin management plan aims to protect and improve the water environment in the places we live to benefit the health and wellbeing of Scotland's people and communities. By working with partners to restore rivers and improve how we manage surface water during storms we can create attractive and accessible blue-green river corridors and spaces within communities that can be used for active travel and recreation to help improve health and well-being."*

- **Water supply and waste water;**

  - *"The public water supply and wastewater treatment system represents one of the largest industrial processes in Scotland. The industry has dramatically reduced its environmental footprint over the past few decades but there still exists significant potential for delivering further environmental and social benefits."*

- **Sustainable and resilient rural land use and management;**

- *"The way we use and manage our land provides a significant positive contribution to Scotland land to be used and managed in a way that secures sustainable and long-term; putting food on our tables, producing timber and offering opportunities for recreation. The way land is managed to provide all these benefits affects water, air, soils and climate because of the interdependent nature of these systems. We want Scotland's improvements to our water environment and supports our response to the climate emergency and biodiversity crisis."*

- **Removing man-made barriers to fish migration;**

  - *"Migratory fish are facing significant challenges from a number of pressures, including the effects of climate change, with droughts and higher temperatures threatening their survival. There is an urgent need to support these populations and build resilience where possible to counter these effects. Addressing man-made barriers to migration is a cost-effective, reliable and relatively fast way to achieve this. In many urban areas of central Scotland, where water quality has greatly improved in recent decades, barriers to fish migration are now the main factor preventing recovery of migratory fish populations."*

B.3   Regional PPS

A Catalyst for Change: Regional Transport Strategy for the west of Scotland (SPT, 2008)

Status
Published and in use

Lifespan
2008-21

Document Overview
Strathclyde's Partnership for Transport's (SPT) Regional Transport Strategy (RTS) provides a strategic framework for transport management and investment in the SPT area over a 13-year period. The RTS sets the following vision for Transport in the SPT area: "a world class sustainable transport system that acts as a catalyst for an improved quality of life for all" (Page 5). One of the Strategic Priorities as set out to support the 'Improved Connectivity' Strategy Outcome, within the current RTS Delivery Plan 2018/19 – 2020/21, is 'Promoting Sustainable Development'. One of the key actions which supports this Strategic Priority is *"4. Support the objectives of Glasgow City region City Deal, Ayrshire Growth Deal and emerging Argyll & Bute Rural Deal"* (Page 7) (SPT, 2018).

Vision / Aims / Objectives
The SPT RTS has four Strategy Outcomes with associated indicators to measure these outcomes:

- "Improved Connectivity: The west of Scotland has a transport system that underpins a strong, sustainable economy.

- Access for All: The west of Scotland has a transport system that is safe, secure and accessible to all.

- Reduced Emissions: The west of Scotland has a transport system that promotes sustainable travel for a cleaner environment and healthier lives.

- Attractive, Seamless, Reliable Travel: The west of Scotland has a transport system that provides attractive, seamless, reliable travel." (Page 7)

One of the Strategic Priorities as set out to support the 'Improved Connectivity' Strategy Outcome, within the current RTS Delivery Plan 2018/19 – 2020/21, is 'Promoting Sustainable Development'. Of relevance to the East Airdrie Link Road, one of the primary actions which supports this Strategic Priority is *"4. Support the objectives of Glasgow City region City Deal, and Ayrshire Growth Deal"* (Page 7) (SPT, 2018).

Glasgow City Region City Deal (Scottish Government, 2014)

Status
Published in 2014 and currently in use

Lifespan
2014-2034

Document Overview
In 2014, the Glasgow and Clyde Valley Local Authorities (including North Lanarkshire Council) entered into a City Deal with both the Scottish and UK Governments. Together the UK

Government and Scottish Government are investing £1.13 billion into creating growth in the region through the improvement of transportation links and the regeneration/development of key sites over the next 20 years.

<u>Vision / Aims / Objectives</u>
The City Deal encompasses 27 projects across three key themes. These themes are: 'Infrastructure', 'Skills & Employment' and 'Innovation and Business Growth' which are all of relevance to the East Airdrie Link Road.

From the five primary aims of the Glasgow City Region City Deal, to 'greatly improve our local transport network (in terms of roads and public transport' relates closely to the East Airdrie Link Road scheme.

The Pan Lanarkshire Orbital Transport Corridor is one of the key infrastructure projects named in the City Deal. The City Deal states that the *"Pan Lanarkshire Orbital Transport Corridor includes a new East Airdrie Link Road, improved access into Motherwell from the M74 and improved road and pedestrian links within Motherwell town centre. This £93.6m project links with similar road infrastructure investment planned within South Lanarkshire as part of City Deal"*.

East Airdrie Link Road will create a new road link providing *"a more direct north-south link between the M8 and Cumbernauld"* (North Lanarkshire Council, 2020a). In order to support growth in the region *"the new road infrastructure will: improve journey times and transport reliability; improve connections between residential areas, town centres, business centres, employment and education; improve air quality, by relieving congestion along the existing A73"* (North Lanarkshire Council, 2020b).

Glasgow and the Clyde Valley Strategic Development Plan (Clydeplan, 2017)
<u>Status</u>
Adopted

<u>Lifespan</u>
Published in July 2017, with the Treasurer and the Strategic Development Plan Manager producing planning figures for 2021/22 and 2022/23 respectively.

<u>Document Overview</u>
Clydeplan is the operating name for the Glasgow and Clyde Valley Strategic Development Planning Authority Joint Committee and comprises the eight local authorities of East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire Councils who work together on strategic development planning matters.

The principal role of Clydeplan is to prepare and maintain an up-to-date Strategic Development Plan (SDP) for the Glasgow city region. This process involves engagement through joint working and consultation with a number of key stakeholder organisations and the wider community.

<u>Vision / Aims / Objectives</u>

The Glasgow and the Clyde Valley Strategic Development Planning Authority's (Clydeplan) Strategic Development Plan (SDP) sets out a vision and spatial strategy to tackle *"major economic, social and environmental challenges facing… whilst reflecting the variety of the area's towns and villages and their diverse roles and functions"* (Page 1).

Policy 3 – Glasgow and Clyde Valley City Deal notes support of *"the City Deal Programme and related projects"* (Page 17) and highlights the Pan Lanarkshire Orbital Transport Corridor as key infrastructure project which will support the following Strategic Priorities: Ravencraig; Improved strategic connectivity; Strategic Economic Investment Location (SEIL); and Motherwell Strategic Centre (Page 18).

BioCity Enterprise Area and Eurocentral Scotland are both identified within the Clydeplan SDP as a Strategic Economic Investment Locations (SEILs) as a *"priority locations to promote the Scottish Government's key economic sector and Scottish Enterprise's locational priorities"* (Page 37). Both SEILs are located directly to the south of Airdrie adjacent to the M8 (Edinburgh – Glasgow Motorway).

The Proposed Scheme would provide a key connection from the BioCity Enterprise Area and Eurocentral Scotland north towards the M80 (Glasgow – Stirling) and the north of Scotland.

Eurocentral Scotland primarily accommodates production and distribution businesses and as such it is also identified as a Strategic Freight Transport Hub in the SDP. The Eurocentral Scotland Strategic Freight Transport Hub has an agreed freight mode of both road and rail (Page 44). Policy 6 – Strategic Freight Transport Hubs notes that *"Local Authorities should safeguard and promote investment in the Strategic Freight Transport Hubs to support to agreed freight mode and, where appropriate, associated passenger facilities"* (Page 45).

Policy 17 – Promoting Sustainable Transport states support for "the planned and programme investment in the city regions transport network as set out in the Strategic Transport Projects Review, Regional Transport Strategy, Glasgow and Clyde Valley City Deal Infrastructure Fund, Local transport Strategies and related programmes" (Page 84).

A non-radial corridor from Cumbernauld to Motherwell (connecting Cumbernauld, Gartcosh, Airdrie, Coatbridge, and Ravenscraig) is highlighted, in the SDP, as a core transport corridor which provides an opportunity to promote modal shift through the following measures: *"improved heavy rail services; quality bus corridor; park and ride; improved interchanges"* (Page 85).

Policy 18 – Strategic Walking and Cycling Network states that development proposals are "to maintain and enhance the strategic walking and cycling network, including where applicable the Glasgow and Clyde Valley City Deal projects and the Central Scotland Green Network Development" (Page 87).

The Planning (Scotland) Act 2019 (Scottish Parliament, 2019) will remove the requirement for Strategic Development Plans in the four largest city regions and instead will introduce a requirement for all authorities to prepare Regional Spatial Strategies. It is anticipated that statutory guidance will be produced for regional spatial strategies by December 2021. Until such

time as Regional Spatial Strategies are established the general principles established through Strategic Development Plans will remain relevant to the East Airdrie Link Road.

Flood Risk Management Plan – Clyde and Loch Lomond Local Plan District (SEPA, 2021)

<u>Status</u>
Adopted

<u>Lifespan</u>
Published in December 2021, the flood risk management plans are required under the Flood Risk Management (Scotland) Act 2009 and will be updated every 6 years.. These plan complements the separate local flood risk management plans published in 2022. The local flood risk management plans explain in more detail how the actions set out in this plan for 2022 to 2028 will be delivered

<u>Document Overview</u>
Flood risk management plans are Scotland's route map for reducing the effects of flooding on our communities. This is key to Scotland's health, well-being and economic success. They are also important in our response to the climate emergency as flooding is increasing due to climate change. Flood risk management plans have been designed to ensure effort to reduce flood risk in Scotland is coordinated. Many organisations are responsible for flood risk management and the plans focus the work of these organisations to where the risk of flooding and benefits of action are greatest. The roles and responsibilities of some of the key organisations involved are set out later in this plan

There is a plan for each of the 14 flood risk management districts in Scotland, which are called Local Plan Districts. These plans set out the long-term ambition for flood risk management. They set objectives for tackling flooding in high-risk areas and identify the actions needed to work towards those objectives. These are agreed by the responsible authorities and are based on the best available evidence on the causes and consequences of flooding.

<u>Vision / Aims / Objectives</u>

Objectives were set by SEPA in collaboration with other flood risk management authorities and partners and follow a set of national principles designed to deliver sustainable flood management. The national principles are:

- *"Take a long term, risk-based approach to decisions, considering the impacts of climate change and how we will be able to adapt.*
- *Deliver coordinated management of flood risk by engaging with communities and working in partnership with others.*
- *Consider whole catchments and coastlines, working with natural processes and the environment to deliver multiple benefits."*

These national principles sit alongside the more specific target area objectives. The following package of objectives have been established for the Coatbridge and Airdrie area. The objectives must be considered alongside national principles to manage flood risk. These include:

- "*Take a long term, risk-based approach to flood risk management decisions and one that considers the impacts of and adaptability to climate change.*

- *Deliver coordinated and integrated flood risk management by engaging with communities and working in partnership, sharing data, expertise, services, and resources.*

- *Consider whole catchments and coastlines and work with natural processes and the environment to deliver multiple outcomes."*

B.4   Local PPS (North Lanarkshire)

North Lanarkshire Local Transport Strategy 2010 (North Lanarkshire Council, 2010)

Status
Adopted.

Lifespan
Published in 2010 and currently in use.

Document Overview
North Lanarkshire Council's Local Transport Strategy (LTS) provides a framework of aims and objectives for investment, identifying improvements to the transport network in North Lanarkshire. The LTS sets out a vision to *"create a North Lanarkshire that is an attractive place to live, work and invest and a place where all people enjoy a high quality of life with equal opportunities"* (Paragraph 7.3, Page 65).

Vision / Aims / Objectives
Of relevance to the East Airdrie Link Road, the LTS notes that the existing A73 "is one of the few strategic routes linking the north and south of the area and as a result, experiences significant volumes of traffic, particularly at peak times" (Paragraph 4.4, Page 33). Due to increasing traffic levels and congestion across North Lanarkshire emissions from the transport network have caused "concentrations of Nitrogen Dioxide or Particulate Matter to rise above national objective levels" (Paragraph 4.7, Page 34). One of the designated AQMAs (Chapelhall AQMA) is located predominantly along the A73 to the south of Airdrie and is heavily influenced by the congestion on the A73 itself.

The vision of the LTS is supported by the following four objectives:

- Objective 1: "The stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business.

- Objective 2: To provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and those with limited access to the transport network.

- Objective 3: To promote safety in the community and enhance actual and perceived safety when travelling on the transport network.

- Objective 4: To protect North Lanarkshire's natural and built environment and to improve the health of its population" (Table 7.1, Page 66).

North Lanarkshire Local Plan (North Lanarkshire Council, 2012)

Status
Adopted in the process of being replaced by North Lanarkshire Council's Proposed Local Development Plan.

Lifespan
The Local Plan was adopted in September 2012 and was formally published in October 2012.

Document Overview
The North Lanarkshire Local Plan sets out the policies and proposals to guide development in the North Lanarkshire area. The Local Plan is a 5 - 10-year strategy for physical development. The policies and development proposals are intended to ensure that:

- There are enough different land uses for North Lanarkshire to be a successful place
- Facilities are in the right places for everyone to access them
- Development does not harm the environment

Vision / Aims / Objectives
Of relevance to the East Airdrie Link Road 'Improvements to the A73' is identified as a Transport Development within Schedule EDI2 B of the Local Plan, along with an *"aim to reduce congestion and improve access to public transport on the A73"* (Appendix 3, Page 104). Policy EDI2 – Promoting Economic Development and Infrastructure (B. Transport Development) states that *"the council supports the transport infrastructure improvements listed in Schedule EDI2 B"* (Page 38).

North Lanarkshire Local Development Plan Modified Proposed Plan (North Lanarkshire Council, 2021)

Status
Adopted and currently in use.

Lifespan
Published by the Scottish Government Planning and Environmental Appeals Division (DPEA) in May 2021 with no defined end date.

Document Overview
The North Lanarkshire Council's Proposed Local Development Plan (LDP) will replace the current North Lanarkshire Local Plan. The Proposed LDP was approved by the Council's Planning Committee in February 2020 and published in May the following year by the DPEA. sets out planning policy that will help guide decisions on planning applications that will shape the future of North Lanarkshire. The Plan sets out to deliver sustainable safe communities, to stimulate our economy and to protect our built, historic and natural environment by promoting appropriate development and future growth.

Vision / Aims / Objectives
The Proposed LDP notes that 'Infrastructure Development' is one of the themes required to promote sustainable economic development and regeneration. Policy PROM LOC1 – Regeneration Priorities states that *"North Lanarkshire Council will promote regeneration and sustainable growth through delivering the right amount of development in the right places. Developed to the right quality, and for the benefit of the communities they effect"* (Page 27).

Through the Glasgow & Clyde Valley City Region City Deal, North Lanarkshire Council have "successfully secured funding to deliver three infrastructure projects – M8/A8 Access Improvements, Gartcosh/Glenboig Community Area and the Pan-Lanarkshire Orbital Transport Corridor" (Page 26).

Similarly, PROM ID1 – Transport Improvements states that "North Lanarkshire Council will support sustainable, multi-modal transport improvements identified and delivered through the… Glasgow City Region City Deal Infrastructure Fund" (Page 32).

Given the relative maturity of the Proposed Plan, when considered against the historic policy provision provided in the existing Local Development Plan, it is considered that it would hold significant weight in the decision-making process of any development coming forward within the area.

Of relevance to the East Airdrie Link Road, is the Promote Map presenting the locations for development and improvements to infrastructure as well as the settlement boundaries, Green Belt and Countryside and in particular the Local Development Plan Modified Proposed Plan Map Book Airdrie LAP.

North Lanarkshire Biodiversity Action Plan (NLBAP) 2021 – 2025 (North Lanarkshire Council, 2015)

<u>Status</u>
2015-2020 version extended due to Covid-19. Work has been undertaken to update these plans throughout this year and a new NLBA will be published in late 2021. This will cover the period from 2021-2025.

<u>Lifespan</u>
2021-2025, in the process of being updated.

<u>Document Overview</u>
The North Lanarkshire Biodiversity Action Plan (NLBAP) sets out a partnership approach to guide the conservation and enhancement of biodiversity in North Lanarkshire to 2020. It details the actions needed to safeguard vulnerable species in North Lanarkshire, and to protect and enhance key habitats at an ecosystem scale.

<u>Vision / Aims / Objectives</u>
The NLBAP outlines a series of Action Plans relevant to the Scheme Options for the East Airdie Link Road. General Action Plan topics include Green infrastructure and green networks, Landscape scale conservation, Habitat fragmentation and Invasive non-native species. Habitats discussed in detail include Lowland raised bog, Rivers and burns, and Woodland. Species include bean goose *Anser fabalis*, small pearl-bordered fritillary *Boloria selene*, water vole *Arvicola amphibius* and great crested newt *Triturus cristatus*.

Of particular relevance to the East Airdrie Link Road, the NLBAP highlights that 'the windswept peat moorlands east of Airdrie and the lowland raised bogs are considered to be of European importance' and that any subsequent developments should be designed to enhance this natural environment.

North Lanarkshire Climate Emergency (North Lanarkshire Council, 2019)

Status
Published in 2019 and currently in use.

Lifespan
2019-2030

Document Overview
In July 2019, North Lanarkshire Council declared a Climate Emergency. In addition, they have launched a draft Climate Plan ACT2030. It identifies a sustainable North Lanarkshire as a strategic priority with a focus on improving energy efficiency; reducing carbon dioxide emissions; improving the quality and energy efficiency of homes; contributing to meeting the climate change target.

Vision / Aims / Objectives
The Council aiming to bring forward plans to reduce council carbon emissions for North Lanarkshire to net zero by 2030 if feasible.

The Council has recently completed an Active Travel Strategy for North Lanarkshire which sets out our approach to active travel policy in our area for the next 10 years. A key aspiration of the Active Travel Strategy is to help provide safe, attractive and high-quality active travel infrastructure which helps encourage people across North Lanarkshire to make daily journeys by walking, wheeling or cycling. The key to achieving this strategy is creating and improving links not only within our towns but between our towns and beyond to the wider region. Providing these strategic connections will help ensure that our whole region is fully connected and help encourage people to travel by more active and sustainable means

Of relevance to the East Airdrie Link Road, North Lanarkshire's draft climate plan states that it 'complements extensive work undertaken by the Council between 2018 and 2020 which focused on identifying specific transport interventions in Airdrie'

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