



## National Developments – Response Form

Please use the table below to let us know about projects you think may be suitable for national development status. You can also tell us your views on the existing national developments in National Planning Framework 3, referencing their name and number, and providing reasons as to why they should maintain their status. Please use a separate table for each project or development. **Please fill in a [Respondent Information Form](#) and return it with this form to [scotplan@gov.scot](mailto:scotplan@gov.scot).**

Name of proposed national development	Light Rail Networks in Scotland's Major Cities
Brief description of proposed national development	<p>Congestion poses a serious threat to the future of Scotland's cities and their prospects for growth, and a modern public transport system is an important factor in attracting a high quality workforce and visitors. In addition, we face very demanding local air quality targets: electric light rail generates no emissions at the point of use and so can help in ensuring that dangerous levels of air pollution are avoided.</p> <p>Transform Scotland proposes an extension and development of light rail networks in Scottish cities. These light rail networks should be fully integrated with other local public transport as well as heavy rail.</p> <p><b>Edinburgh</b> - In addition to the completion of the tram line down Leith Walk to Newhaven, plus along the former railway line via Roseburn as the network was originally envisaged, Transform Scotland proposes to extend the lines to develop a city-wide tram network. This network should extend to the suburbs and new developments where the benefits in terms of removing private car traffic would be very significant, including further development of the network from the city centre to the Royal Infirmary at Little France and beyond. This is in accordance with the aspirations of The City of Edinburgh Council.</p> <p><b>Glasgow</b> - Transform Scotland supports the Glasgow Connectivity Commission's call for a comprehensive 'Glasgow Metro' rapid transit system. This network could be created by adapting parts of the heavy rail to accommodate light rail, reopening disused heavy rail lines for light rail and building new routes that connect strategic locations of the city. The Connectivity Commission was commissioned by Glasgow City</p>

	<p>Council, and its recommendations broadly endorsed by the Council.</p> <p><b>Aberdeen and Dundee</b> - Neither Aberdeen nor Dundee currently have a light rail network although both cities had sizeable tram networks until the 1950s. However, both these cities face similar challenges regarding congestion and air pollution as Edinburgh and Glasgow and would greatly benefit from the provision of clean and efficient public transport. Smaller-sized cities on the continent, such as Bern (Switzerland), Utrecht (Netherlands) and Graz (Austria) demonstrate that trams can be successful in cities with population sizes similar to Aberdeen and Dundee and could help cope with population growth and provide regeneration.</p>
<p>Location of proposed national development (information in a GIS format is welcome if available)</p>	<p>Edinburgh, Glasgow, Aberdeen and Dundee</p>
<p>What part or parts of the development requires planning permission or other consent?</p>	<p>The development or extension of light rail systems will require extensive planning and consultation in each of the four cities.</p>
<p>When would the development be complete or operational?</p>	<p>By 2025</p> <ul style="list-style-type: none"> <li>● Completion of the Edinburgh tram to Newhaven and the route via Roseburn.</li> </ul> <p>By 2030</p> <ul style="list-style-type: none"> <li>● Extension of the Edinburgh tram network to Newbridge, the Royal Infirmary and further outlying areas.</li> <li>● Completion of initial phase of the Glasgow Metro.</li> </ul> <p>By 2035</p> <ul style="list-style-type: none"> <li>● Initial lines of the Aberdeen and Dundee light rail networks operational.</li> <li>● Extended tram network operational in Edinburgh.</li> <li>● Extended Glasgow Metro network operational.</li> </ul>
<p>Is the development already formally recognised – for example identified in a development plan, has planning permission, in receipt of funding etc.</p>	<p>The extension of the Edinburgh tram network is supported by the City of Edinburgh Council and is part of the 2020 draft City Mobility Plan.</p> <p>The proposals for Glasgow are based on the recommendations of the Connectivity Council, which was convened by Glasgow City Council.</p>

Contribution of proposed national development to the national development criteria (maximum 500 words):

**Climate Change** - Electric trams generate no emissions at the point of use and so can help in ensuring that dangerous levels of air pollution are avoided. They use energy efficiently and when using renewable energy they can play a significant role in achieving Scotland's aim of being carbon neutral by 2030. In addition, trams can encourage modal shift from cars to trams, reducing emissions from private vehicles.

**People** - Trams are very efficient at carrying large numbers of passengers and are proven to be much more attractive at persuading car drivers to change their mode of transport. They are accessible to parents with pushchairs and by those using wheelchairs or other mobility aids.

**Inclusive Growth** - The current programme of work on the tram network in Edinburgh means that there are now the skills available in Scotland to carry on with this proposal and provide work for a range of skill-sets for several years ahead. Looking ahead, many jobs will be created to run and maintain the network and vehicles.

**Place** - Good quality, efficient transport links are of great attraction to companies and people wishing to locate in an area. Trams are increasingly common in many cities globally and are attractive to business and domestic users. The high quality environment, reliability, low levels of noise and vibration, smooth ride and permanence of light rail represented by the tracks means that motorists can be attracted out of their cars and on to light rail, reducing congestion and air pollution in city centres and transforming them into places where people want to spend time.

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For more information and other resources



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