

Renfrewshire Local Plan



Transportation

3 Transportation

OVERVIEW

The Importance of Transportation in the Local Plan

3.1 Transport is a topic which has been the subject of recent major policy initiatives by the Government. The Government issued the Scottish Transport White Paper “Travel Choices for Scotland” which complemented the UK Integrated Transport White Paper “A New Deal for Transport: Better for Everyone”. These White Papers have established a new national policy framework for integrated transport. The Road Traffic Reduction Act, the National Air Quality Strategy and the Transport (Scotland) provide statutory backing for the Government’s approach to transport. However, Renfrewshire Council through the Structure and Local Plans and the Local Transport Strategy, has a key role in taking the Government’s strategy forward.

Trends in Travel Patterns

3.2 People are tending to travel farther for work, shopping, leisure and other facilities and services. This is creating an increased demand for travel and a resultant increase in congestion and pollution. These changes are reflected in the structure of our urban areas with, for example, the increase in out-of-centre shopping developments and the drift of employment from older urban areas into newer peripheral industrial estates. Whilst the demand for and patterns of travel are influenced by a number of factors the location of new development will have a major effect. The relationship is complex but the distribution of the locations where people live and where they work, shop, and take part in social and recreational activities has a critical effect on the patterns of travel. The ability to control developments, particularly those which generate high levels of traffic should have an effect on traffic growth. Changes in travel patterns which result are likely to be incremental but will be significant over the medium to longer term.

National Planning Guidance

3.3 The Scottish Executive has issued policy guidance and advice on good practice in NPPG 17 and PAN 57 both entitled Transport and Planning. These emphasise that the Structure and Local Plans have important roles in the difficult task of developing more sustainable patterns of travel. NPPG 17 states that Land use planning has a crucial role to play in giving coherence to the future pattern of development and its relationship with the developments and actions of many public and private transport interests. It is therefore essential through partnership and joint working to promote a more co-ordinated approach to transport and land use planning, so that over time, the disposition of land uses can assist in reducing the need to travel. This will assist in the creation of conditions which will encourage the maximisation of the proportion of travel on foot, by cycle and by public transport and by doing so will restrict adverse environmental impacts. For freight traffic, too, relating land uses to transport arteries can minimise environmental intrusion. The positive interaction of land use and transport planning will thereby contribute to meeting the Government’s environmental, economic and social objectives for sustainable development.

NPPG17 para 79

Environmental Issues

3.4 The protection of the environment is at the heart of national planning guidance and Council policy. The Council's transport policies can have an effect on the environment through the encouragement of sustainable modes of transport and the minimisation of transport impacts. The traffic generated by new development can have a direct effect on the environment and it is essential that the wider environmental effects of all development proposals, not only those concerned with new transport schemes, is fully assessed. The Local Plan policies cover many of these issues under specific topics; the noise topic section specifically covers transport noise issues; criteria for new housing include consideration of noise; the protection of the natural and built environment and the greenbelt is covered under the relevant sections; Sustainable Urban Drainage Systems have implications for water quality for surface water run-off to watercourses. There are however certain issues of particular relevance to transport and these are outlined below.

(a) Air Quality

The National Air Quality Strategy sets out objectives, methods and standards for the review and assessment of air quality by local authorities. National planning guidance advises that, when preparing development plans and considering planning applications, planning authorities should have regard to the statutory air quality objectives, together with the results of air quality reviews and assessments and any Air Quality Management Area Action Plans. The Director of Environmental Services has issued the Draft Second Stage Review and Assessment of Local Air Quality under the National Air Quality Strategy. It concludes that there are no locations where the objectives for air quality are exceeded due to traffic emissions. There is therefore no need for the Council to proceed to a third stage review on air quality issues arising from road traffic. In its response to the Second Stage Air Quality Review the Scottish Executive pointed to the need to assess the cumulative implications for air quality of the expansion of passenger traffic at Glasgow Airport and of new business and industrial proposals. There will be a need to assess the effect of traffic generated by new developments which may significantly affect air quality. New developments which will increase traffic flows in the centre of Paisley will be of particular concern in respect of any consequent effects on air quality.

(b) Environmental impact of Traffic and Transport infrastructure

NPPG 17 advises that the environmental impacts of the traffic and the transport infrastructure arising from new developments should be fully assessed, including the effect which they will have on the natural and built environment, on the existing landscape character, and the impact on the amenity of the surrounding area. The assessment should show the extent to which alternative options have been considered and how proposals will enhance the locality or, if not, demonstrate (i) that all non-damaging alternative options have been considered and (ii) how any adverse effects will be mitigated. For developments falling within the terms of the Environmental Assessment (Scotland) Regulations 1988 such issues should be included within an Environmental Statement.

Local Transport Strategy

3.5 The Council has published its Local Transport Strategy and submitted it to the Scottish Executive. It sets out the Council's policies and proposals for the delivery of a sustainable and integrated transport system in Renfrewshire. The Local Transport Strategy contains policies, actions, design standards and infrastructure proposals covering the full range of transport activities, including, for example :- public transport ticketing, the creation

POL T1 (viii)

POL N1
POL GB1
POL H7
POL F3(e)

NPPG 17 para 9

PAN 57 Annex 1
para 1-4

NPPG 17 paras 72, 76

of Bus Quality Partnerships, initiatives to encourage walking and cycling routes, and the programming of new infrastructure proposals.

What is meant by “Integrated Transport”?

3.6 The term “Integrated Transport” encompasses a number of matters including:-

- integration within and between different modes of transport
- integration of transport with environmental concerns - so that transport choices support a better environment
- integration between transport and land-use planning to support more sustainable travel choices and to reduce the need to travel
- integration of transport policies with policies for education, health, and wealth creation - to make a fairer, more inclusive society
- integration of decision making in respect of investment in different travel modes

The role of the Local Plan

3.7 The Local Plan aims to provide policies and proposals which are integrated with those in the Local Transport Strategy. The transport policies in the Local Plan have been prepared to fit with, to support and to complement the Local Transport Strategy. The integration of planning and transport policies is an essential step in moving towards the creation of an integrated transport system. The transport policies set out below aim to achieve this by:-

- providing criteria to assess development proposals, which will ensure that sustainable transport measures are incorporated in new developments.
- protecting disused rail lines and freight connections which have potential for reuse.
- protecting walking and cycling routes.
- protecting land for new road improvements.

3.8 It is important to recognise that the Local Plan is only part of a wide range of strategies, activities and proposals involving national government and other bodies which will be required to secure the aim of the integration of planning and transport. The Local Plan provides land use policies and gives a statutory basis for pursuing policies of the Local Transport Strategy through the Development Control process, but these must be considered in relation to the wider body of policies and other initiatives at local, regional and national level; in particular those of the Scottish Executive, the Structure Plan and Strathclyde Passenger Transport.

WHAT WE WANT TO ACHIEVE

3.9 The Local Plan aims to provide a framework to achieve the following objectives

Objectives

- 1) **encouraging more sustainable forms of transport**
- 2) **assessing the transportation implications of development proposals and ensuring that the provisions made for transport facilities are acceptable**
- 3) **making provision for public transport, pedestrians and cyclists**
- 4) **providing for freight transport requirements**
- 5) **making appropriate allocations of land for transport proposals**

1) Encouraging more sustainable forms of transport

3.10 This is an overarching objective to which all of the policies contribute. Issues which are of special relevance are as follows:-

Prioritising Access

3.11 One of the starting points of Government policy is the encouragement of more sustainable forms of transport for personal transport. In accordance with this the Structure Plan sets out the following hierarchy for individual travel in order of preference:- walking, cycling, public transport, private cars. The location, design and layout of new development require to make provision for facilities in accordance with this hierarchy.

Location Policy

3.12 The location of new development will have a major effect on future travel patterns. Location policies, taking account of transportation issues and access, are key aspects of national planning guidance and Structure Plan policy. National planning guidance advises that local plans should include a location policy ensuring that specified development takes place in locations which allow for good access by sustainable modes of transport. The Structure Plan sets out locational preferences which require to be applied in the assessment of new development.

2) Assessing the transportation implications of development proposals and ensuring that the provisions made for transport facilities are acceptable

Transport Assessments

3.13 The traffic implications of significant development proposals have, in the past, been subject to Traffic Impact Assessments. These have focussed primarily on the physical arrangements required to allow motorised traffic to access a development, and have been concerned with providing solutions to motorised traffic issues through the implementation of appropriate layout and arrangement of roads infrastructure. The Council intends to take a wider view of all transportation issues when assessing development proposals. National planning guidance together with the Structure Plan requires a broader assessment of transportation to be undertaken and that Traffic Impact Assessments should be replaced by Transport Assessments. Traffic Impact Assessments continue to be required and it is essential that the design and layout of transport infrastructure is satisfactory.

NPPG17 para 20

SP Schedules 3 (a)
(i) and (ii)

POLT1 (i)

NPPG 17 para 21

SP Pol3, Schedule 3 (a)

POLT1

NPPG 17 para 21
SP Pol 9C ii and
para 8.8

Transport Assessments will include these issues but will also take into consideration accessibility for people and freight by all modes of transport. In particular the ability to access a development by non-car modes of transport is a key issue and Transportation Assessments will consider a wide range of practical means of access including public transport, cycling and walking. They will consider the scale of developments, their travel intensity and whether proposed locations are appropriate. PAN 57 provides advice on the matters to be included in Transport Assessments. It should be noted that the guidelines which are currently approved by the Council are those of the former Strathclyde Regional Council's "Guidelines for Development Roads 1986". The Council is however flexible in the use and application of the Road Development Guidelines 1995 issued by the former Strathclyde Regional Council. The Local Transport Strategy commits the Council to the preparation of a revised Roads Development Guide. This revised guide will be used to assess development proposals when it has been approved by the Council.

PAN 57 paras 2-7

Accessibility profiles

3.14 The Council will also take account of the matters covered by transport assessments when assessing the development potential of land. National planning guidance advises that Councils should prepare accessibility profiles to assist in the identification of development sites and the allocation of land for development. This will broadly involve the application of the transport assessment criteria in Transport Policy 1 during the forward planning process as well as their being used to assess development proposals.

NPPG 17 para 54

Transport Assessments and Accessibility profiles - preparation of further policy

3.15 Transport assessments and accessibility profiles are newly established requirements. They are newly developing fields of expertise and methodologies are in the process of being established. It is understood that the Scottish Executive are investigating this issue and it is anticipated that advice under the Planning Advice Note series will be issued. A draft Addendum to NPPG 17 relating to maximum parking standards was issued in Spring 2002 and advice on Transport Assessments and Green Transport Plans is awaited. It is therefore anticipated that policy and practice in these areas will be developed during the preparation and adoption of the Local Plan. The Local Plan therefore sets the framework for the introduction of these new procedures and allows for the preparation of further policy and the development of good practice by the Council.

Matters to be included in Transport Assessments

3.16 Pending the preparation of specific guidance under the Local Transport Strategy, the Council will expect Transport Assessments to cover the criteria set out in Transport Policy 1 and will require to show:

POL T1

- The likely effects of the development proposal on the transport system
- The measures proposed to reduce the level of car use
- Levels of car parking taking account of emerging guidance on maximum car parking standards
- Proposals within and outside the site to encourage access by walking and cycling
- Improvements to public transport and projected impact

- Initiatives to secure sustainable travel by employees and customers, and business, commercial and freight traffic associated with the development. This may be in the form of a Green Transport Plan.
- Agreed mode share targets i.e. the targets for people gaining access to the development using private car, public transport, walking and cycling.

Green Transport Plans

3.17 Green Transport Plans are documents prepared by owners and operators of developments for example, businesses, schools, hospitals and other significant travel-generating uses which set out proposals for the delivery of more sustainable travel patterns. They can deal with passenger travel and with business, commercial and freight transport associated with a development. National planning guidance states that they can be prepared for existing as well as new development and that they may be suitable subjects for planning agreements. The Structure Plan requires that new developments make appropriate provision for Green Transport Plans and the Council will require such documents to be submitted as part of applications for planning consent for developments which are significant travel-generators, where appropriate in conjunction with Transport Assessments.

Parking

3.18 Parking policies have an important role to play in reducing reliance on the car. The way in which car parking is planned, provided and controlled can influence the use of more sustainable forms of transport. Car parking policies require to support the Plan's locational policies and hierarchy of access and be linked to other policies to improve accessibility by public transport, foot and cycle. The Local Plan, in conjunction with the Local Transport Strategy, requires to provide information on the arrangements for parking and to include policies setting appropriate standards for parking provision and where appropriate the development of park and ride proposals.

3.19 Details of parking standards and the need for park and ride facilities are covered by the Local Transport Strategy and the Council's Roads Guidelines. The Local Plan requires to provide the statutory basis for securing appropriate parking provision in new developments, to ensure that parking policy complements the land use policy framework in the plan and to make appropriate land allocations where new facilities are required. The Roads and Transportation Committee has adopted the former Strathclyde Regional Council's document "Guidelines for Development Roads 1986" which sets standards for the design of roads and also provides minimum parking standards. The review of parking standards for new developments is identified as a priority task in the Local Transport Strategy and it is hoped that this will be available by the date of the adoption of this Local Plan. It is Government policy to encourage more sustainable means of transport for personal transport and Park and Ride facilities provide the opportunity for commuters to transfer from private car to public transport rail services. Locations in Howwood, Bishopton, Johnstone, Paisley and Lochwinnoch are identified as locations of such Park and Ride facilities. In order to protect these facilities from development, proposals for developing land adjacent to them, or on land presently occupied by them, will not be granted planning consent if they could prejudice these facilities.

POL T1 (vi)

NPPG 17 paras 24,25

SP Pol 9c (ii)
and para 8.8

POL T1 (vii)

NPPG 17 paras 57-58

NPPG 17 para 76

SP Pol 3 (d)

Local Transport
Strategy, p26Para 3.9
POL T2
NPPG 17 para 76
Local Transport Strategy

POL T6

Developer Contributions and Planning Agreements

3.20 National Planning policy advises that planning agreements offer a key tool in helping to deliver more sustainable transport solutions. Planning authorities should take a more proactive approach towards the implementation of policies and should set out sufficient detail in the development plan and Local Transport strategies to provide a transparent basis for negotiation with developers. The Structure Plan requires that the developer makes appropriate provision for:- infrastructure required to make a development acceptable, the implementation of transport measures for the minimisation and management of future levels of traffic generated by a development, including Green Transport Plans; and arrangements for maintenance of these. In accordance with Paragraph 8.12 and Policy Inf1, the Council will require developers to make appropriate provision for infrastructure, facilities, services, (including public transport), traffic management measures or other arrangements (including, where appropriate, the future maintenance of any or all of these) which are required to make development proposals acceptable to the Council in land use planning terms.

NPPG 17 para 23
PAN 57 paras 11-13, 23

SP Pol 9C v

3) Making provision for public transport, pedestrians and cyclists

Public Transport

3.21 The Community Plan gives support to reducing car use and making it easier for people to get where they want to by public transport, on bicycle or by foot. This can make an important contribution to:- extending employment opportunities, by allowing wider access to employment; social justice objectives by giving access to the whole range of social, cultural and commercial facilities; and ensuring a healthy environment, by reducing vehicle emissions. This is also highlighted in the Structure Plan.

SP para 8.1

3.22 The provision of high quality public transport services is central to the Government's desire to reduce traffic growth and to promote alternatives to the private car. National planning guidance highlights the importance of public transport. The importance attached to this issue is reflected throughout the Structure Plan which includes the improvement of access by public transport as part of one of its aims. The improvement of bus services is also emphasised as an important issue for the Local Transport Strategy.

NPPG 17 paras 52-56
PAN 57 paras 26-30
SP para 4.1

3.23 The need to secure appropriate provision of public transport and the assessment of provision to and within new developments is incorporated in the Transport Policies. The provision of public transport is also likely to be an important issue in Transport Assessments and Green Transport Plans which are outlined above. The availability of public transport will be a major factor in the assessment of development proposals and in making land allocations in the Local Plan. The Local Transport Strategy provides details of the Council's support for bus and train services and relates its strategies for public transport to the development strategy of the Structure Plan.

POL T1 (iii-iv) and
(ix-x)

Investigation of Public Transport Schemes

3.24 The Structure Plan identifies a number of strategically important public transport schemes which are to be investigated and confirmed through local plans. Those located within Renfrewshire are:-

SP Pol 4 and
Schedule 4 (ii)

(a) Public Transport Links to Glasgow Airport

The Scottish Executive has undertaken an assessment of rail links to Glasgow Airport (Rail

Links to Glasgow and Edinburgh Airports - February 2003) and has committed finance to Strathclyde Passenger Transport to allow the development and planning of a rail link between the Airport and Glasgow Central Station. The line which has been proposed is the St James Link which runs from west of Paisley St James Station to the Airport. The development and planning work to be undertaken by Strathclyde Passenger Transport will include a detailed evaluation of the line of the railway. It is anticipated that the construction of a rail link will be the subject of Parliamentary procedures. As the final line and land requirements of the railway have not been formally identified and approved and the construction has not yet been formally committed, no land reservation for the link is included in the Local Plan or shown on the Proposals Map. The Council will work with Strathclyde Passenger Transport, the Scottish Executive and other parties involved in the development and planning work and will amend the Local Plan through the review and alteration procedure to take account of proposals which emerge.

(b) Rail Link to Renfrew / Braehead

This is currently subject to a study by Strathclyde Passenger Transport. The Council supports investigations into this rail connection. The former rail line is safeguarded under Transport Policy T2.

POL T2

(c) Clyde Ferry Services

The Council will support the investigation of additional cross River Clyde ferry links and the provision of ferry links on the River Clyde from Glasgow to locations in Renfrewshire and beyond.

SP para 7.32 A
and Schedule 4 (ii)

(d) Potential rail stations

The Council will support investigation of additional rail stations by Strathclyde Passenger Transport. The Council will wish all options for additional stations to be subject to a full evaluation. No land reservation for additional stations is included in the Local Plan or shown on the Proposals Map.

SP Schedule 4 (iii)
POL T2

(e) Reopening of the rail line to Bridge of Weir / Kilmacolm

The Council will support investigations into the reopening of the rail line to Bridge of Weir / Kilmacolm. The line of the former railway is protected by the Local Plan.

POL T2

Protection of disused rail lines

3.25 National planning guidance advises that Planning Authorities should ensure through their development plans that disused transport routes, such as old roads, canals and railways, with a reasonable prospect of reuse, are not unnecessarily severed by new buildings or bridges, non-transport land uses or by road proposals. In particular, disused railways should only be severed in exceptional circumstances, and former and potential sites for stations should be protected wherever possible. As well as their original uses, such routes may be used for future rapid transit systems or serve as walking paths, cycle routes, bridleways or as a focus for leisure and recreation development. This is supported by the Structure Plan. Transport Policy has been framed in accordance with this guidance taking advice from Strathclyde Passenger Transport. The Council will wish to ensure that any proposals to reopen these lines takes full account of the impact on residents and other occupiers of land adjacent to the lines.

NPPG 17 paras 66, 76

SP para 8.12 and
Table 7

Walking, footways and footpaths.

3.26 National planning guidance and the Structure Plan support the Council's objectives of encouraging and improving facilities for walking. National planning guidance states that , as part of its Local Transport Strategy, each local authority should have clear policies for walking, and a programme of actions to implement these. Urban areas should be made more attractive and safer for pedestrians, including in particular people with mobility difficulties. It further points out that improved conditions for pedestrians, linked to locational policies which promote local activity could lead to a significant change in travel choices. The impact of development on pedestrian movement should therefore always be considered. This approach is built into the Structure Plan, which among other things, includes access for pedestrians as a feature to be taken into consideration in the assessment of development proposals. The Local Transport Strategy includes a range of measures aimed at improving facilities for walking particularly between homes and places of employment. The Council is committed to preparing an Access Strategy and to the identification of a core path network. The implications of these for the Local Plan will be taken into account through future review and update of the Plan.

Access for disabled people.

3.27 Supporting people with disabilities is one of the priorities of the Council set out in the Council's Corporate Plan. National planning guidance advises that development plans should give consideration to the needs of disabled people in terms of access and parking. It advises that the design and layout of town centres and residential areas should have well defined, safe access arrangements for disabled motorists and pedestrians. Transport infrastructure should be accessible and functional for the disabled in terms of location, design and layout. The Council has taken account of the requirements of people with mobility or visual impairments in the works to improve pedestrian access in Paisley town centre.

3.28 The Disability Discrimination Act 1995 requires that disabled people are treated no less favourably than other people. Provision of access for disabled people to new buildings as well as the provision of disabled parking is covered by the Building (Scotland) Acts 1959 and 1970, as amended, and the Building Standards (Scotland) Regulations 1990. These are administered through the Building Control service. No specific policy on access for disabled people is included in the Local Plan as it is considered that a policy would not augment the duties and responsibilities of the Council contained in the above legislation.

Cycling

3.29 Cycling offers potential traffic, environmental, health and recreational benefits. The Government's National Cycling Strategy seeks to establish a culture which favours the increased use of the bicycle by people of all ages. Government policy and the Structure Plan seek to promote cycling as an alternative to the private car particularly for shorter journeys. The Roads and Transportation Committee at the meeting of 23 October 1996 supported the principle of the National Cycling Strategy and agreed that policies supporting cycling should be included in the Local Plan. Cycling should be integrated into the design of new developments and should provide an opportunity for the creation of a comprehensive cycle network, concentrating on providing convenient routes to employment centres, schools and other local facilities.

POL T1, POL T3 (a-d)
NPPG 17 paras 46-47

SP Schedule 3(a)(ii)

SP Pol 9C ii

NPPG 17 para 48

POL T1 (ii)
POL T3 (a-d)
NPPG 17 paras 49-50

PAN 57 paras 21-22

Policies for walking and cycling

3.30 In view of the above the Local Plan contains policies

- to ensure that the appropriate provision for pedestrians and cyclists is made to and within the development.
- to protect existing and potential walking and cycling routes.

POL T1 (ii); (vii-x)

POL T3a, b

Protection and promotion of new walking and cycling routes

3.31 The Council is actively pursuing the creation of new routes for walking and cycling and the provision of facilities for walking and cycling is being promoted on a number of fronts:-

a) Access Strategy / Renfrewshire Core Path Plan

The Council has prepared the Renfrewshire Access Strategy, which considers walking, cycling and riding within and around urban areas as well as access in the countryside for recreation. The Land Reform (Scotland) Act 2003 creates a statutory right of responsible access over most land and inland water in Scotland. As required by the Act, the Council is preparing the Renfrewshire Core Path Plan which will establish routes for walking and cycling throughout Renfrewshire.

b) Public Transport Fund Bid

The Council has received funding under the Public Transport Fund for a range of measures including the provision of new and improved walking and cycling links from Inchinnan Business Park to Paisley and Renfrew. Routes arising from this initiative are identified and safeguarded in the finalised Local Plan.

c) Cycling Strategy

The Council is currently preparing a Cycling Strategy for Renfrewshire which will, among other things, identify proposed cycling routes. Routes which are proposed in the Cycling Strategy will be identified in future reviews of the Local Plan.

3.32 The Local Plan has an important role to play in protecting existing and proposed walking and cycling routes. The Structure Plan points out that such routes have an important role in transportation and also in the creation of the Green Network. The Local Plan complements the Core Path Plan by designating important existing and proposed routes. However the Core Path Plan will identify additional routes and will seek to secure local connections where these are not shown on the Local Plan.

SP Pol 1 (e) and
Diagram 6,
SP Pol 4 and Schedule 4(i)

Existing Walking and Cycling Routes

3.33 Two routes, which form part of the National Cycle Network, run through Renfrewshire. These are the Glasgow to Paisley and Paisley/Greenock, Paisley/Irvine routes. These have been constructed by Sustrans in co-operation with the Council and other bodies. They provide important east-west routes through Renfrewshire for recreational cycling, touring and commuting. They are largely constructed on former rail lines with a small amount on road. The Local Plan identifies and protects these routes.

POL T3a

Proposed Walking and Cycling Routes

3.34 As stated above, additional routes may be developed from the Access Strategy/ Renfrewshire Core Path Plan and the Public Transport Fund Bid. The Local Plan complements these by safeguarding and protecting important existing and proposed routes for walking and cycling. The Local Plan identifies three such routes which are in the process of being created. Policy T3a protects existing sections of these routes and Policy T3b provides protection for the proposed sections of these routes where their course is known. Policy T3c sets out the Council's commitment to work in partnership with land owners and other interested parties to secure continuous routes in conformity with the Core Path planning process.

a) Clyde Walkway -Renfrew to Langbank

A feasibility study "Clyde Walkway - Renfrew to Langbank" was prepared by the Carts River Valleys Project. The Structure Plan supports the creation of a walkway / cycleway from Glasgow to Inverclyde. Parts of this already exist, at Renfrew Golf Course, Erskine and at the Braehead Shopping Centre. Provision is also made for a walking/cycling route in the proposed development along the Clyde river front at Braehead and at the new golf course on the Clyde river front at Mar Hall.

b) Hawkhead / Dykebar / Glenburn / Foxbar

The Renfrew District Local Plan identified a potential walking/cycling route running around the south of Paisley linking Hawkhead, Dykebar, Glenburn and Foxbar through to the Paisley / Elderslie cycle track. Parts of this run over a former rail line but much of the line has been removed. This Local Plan will continue to play an important role in justifying the construction of the walking / cycling route and the reservation of land in new developments for its provision.

c) White Cart Walkway

The Carts River Valley Project Access and Recreation Strategy was approved by the Project Joint Committee in December 1995 and provides an overarching framework for the development of walking/cycling routes along the river system. Section 3 of the Strategy document deals with new routes and specific reference is made to the establishment of the White Cart Walkway. The document specifically supports the creation of the White Cart Walkway from Jenny 's Well to Paisley Town Centre and from Paisley Town Centre to Renfrew (Inchinnan Road). The Renfrew District Local Plan contained policies to safeguard opportunities for access to the river from Paisley Town Centre to the River Clyde. Sections of the route have been provided and land reservations have been secured as part of planning consents. This Local Plan will continue to safeguard these opportunities.

3.35 The Local Plan safeguards the above existing and proposed routes and seeks to ensure that development proposals which border on to, or include part of, the routes make adequate provision for their construction or for appropriate land reservation to allow for their provision in the future. The Council will seek to work in partnership with

POL T3a
POL T3b
POL T3c

SP Pol 4 and
Schedule 4 (i)

POL T3b

land owners and developers as well as other agencies to secure the provision of these routes.

Public Rights-of-Way

3.36 The Council has a duty under Section 46 of the Countryside (Scotland) Act 1968 to protect and to keep open and free from obstruction or encroachment any public right-of-way. The Local Plan includes a policy to this effect. A register of public rights-of-way is maintained by the Director of Planning and Transport and is available for inspection at the Department of Planning and Transport.

Footpath Closures

3.37 The Council receives a small number of requests for the closure of footpaths. In view of the Council's intention to encourage walking it will consider the closure of existing footpaths only as a last resort. The Planning Committee on 23rd October, 1997 approved a policy which is based on this approach. All requests for the closure of footpaths will be considered in accordance with this policy.

Town Centre Transport Action Plans

3.38 The Council, in partnership with Scottish Enterprise Renfrewshire, Strathclyde Passenger Transport and other bodies, has undertaken major works in Paisley Town Centre to improve pedestrian access and to provide new and improved facilities for bus and rail transport. This has brought about a significant improvement in the Town Centre environment which has been recognised through awards presented by the Royal Town Planning Institute and the Scottish Executive and by Scottish Enterprise and Scottish Natural Heritage. The Structure Plan supports the improvement of town centres and requires the Local Plan and the Local Transport Strategy to include Town Centre Transport Action Plans. These should aim to improve the environment and accessibility for town centres. Paisley is identified as a priority for action which reflects the recent and current improvement works in Paisley Town Centre. The Council's Local Transport Strategy commits the Council to monitor the measures introduced in Paisley under the Paisley Town Centre Action Plan and continue studies into similar transportation and planning Action Plans for Renfrew and Johnstone. A study to prepare an Action Plan to improve Renfrew Town Centre has been commenced. This will consider traffic management as well as other issues described in the Retailing and Town Centres section of the Local Plan. Any land use requirements arising from Action Plans will be incorporated into future reviews of the Local Plan. The wider retailing policies for town centres are set out in the section on retailing and town centres.

4) Providing for freight transport requirements

Non road based freight

3.39 The promotion of non-road based movement for longer distance trips for goods is an established national priority. International Transport facilities at Glasgow Airport and Deanside Transit, Hillington are safeguarded by the Structure Plan. National planning guidance advises that local plans should identify sites where there are opportunities for locating or relocating distribution and freight operator centres and other developments with frequent freight movements, including former railway land adjacent to operational rail routes. PAN 57 suggests that consideration should be given to safeguarding land where goods vehicles could access existing or former rail sidings. This is covered to some

POL T3c

POL T3d

POL T3e

SP Pol 3c and
para 8.14SP Pol 5 and
Schedule 5 (f)
NPPG 17 para 76

extent under the protection of disused rail lines and investigation of reopening rail lines. In addition there is a requirement to take account of the need to retain rail facilities in the assessment of development proposals. Railtrack has identified the former goods yard at Elderslie as an important location for future freight connection for use by general users. The Local Plan therefore identifies and protects this site for future freight related use. If the proposal proceeds the Council will wish to examine the possibility of extending the cycleway through or round the site.

5) Making appropriate allocations of land for transport proposals

Appraisal of Infrastructure Proposals

3.40 The Government advises that road and other infrastructure proposals should be appraised taking account of a number of factors including effect on local setting, implications for natural and built environment and where there is an adverse effect demonstrate that all non-damaging alternative options have been considered and show how adverse effects may be mitigated. The Structure Plan requires new and uncommitted schemes to be assessed in terms of the criteria of the Scottish Executive guidance contained in the “Appraisal of Trunk Road Investment 1998”.

Roads Proposals

3.41 The Local Plan makes appropriate land allocations in the Proposals Map for committed and programmed roads schemes with land use implications and, in accordance with national planning guidance, other important schemes which are not committed are described in the text.

Committed and programmed Proposals

3.42 The Local Transport Strategy lists transport proposals within Renfrewshire. The Local Plan identifies two committed or programmed roads proposals which will have land use implications. These are :-

- A. Improvements to junction at Red Smiddy Roundabout (junction of Barnsford Road/Greenock Road/Southbar Road, Erskine)
- B. Improvements to Darluith Junction (Barochan Road / Darluith Road, Linwood)

These proposals are shown on the Proposals Map.

Studies and investigations

3.43 The Local Transport Strategy makes provision for studies to progress a number of transport proposals. These include two roads proposals which, if implemented, are likely to have land use implications. These are:

A. Renfrew Western Development Road

The Renfrew District Local Plan contained a recommendation to the former Strathclyde Regional Council (Recommendation TR11) in relation to the construction of a new road linking Ferry Road and Argyll Avenue, Renfrew. A line was also shown on the Renfrew District Local Plan Proposals Map. The report to the Planning Committee of 21 September 2000 on the Renfrew North Study stated that traffic modelling has shown that this proposed link road

POL T2
POL T1 (iv)

POL T4

NPPG 17 para 76

SP para 8.26
and Table 8

NPPG 17 para 76

Proposal T1, Table T2

would not attract significant traffic away from Renfrew Town Centre and it that it is not appropriate to reserve this option. The report further states that there is a need to improve traffic flows from Renfrew Town Centre across the River Cart. Investigations are continuing into this and this will be the subject of a future report to the appropriate Council Board. The Local Transport Strategy states that the road will provide relief to Renfrew Town Centre, accommodate development traffic arising from the development of the Renfrew riverside area and provide a relief route between the east and west sides of the River Cart to alleviate traffic problems on the M8 White Cart Viaduct caused by incidents, road works and peak hour traffic congestion. The investigation of this road is also supported by the Structure Plan.

B. Paisley North Flank

The Local Transport Strategy states that the comprehensive strategy for Paisley Town Centre Action Plan included works to address traffic problems on the north side of the Town Centre. In particular the northern element of the town centre ring route has a bridge with a very substandard head room which restricts HGV movements. Provision for a revised route on the line of St James Street and the provision of a new bridge would resolve congestion problems and open the route to all types of traffic.

These studies will progress the investigation of these projects and allow the costs and benefits to be fully assessed. In view of their non-committed status no lines for these roads are shown on the Proposals Map

Routes reserved as corridors for through movement.

3.44 National planning guidance advises that the Local Plan should designate routes which are reserved as corridors for through movement and on which development requiring access will be resisted. This primarily applies to the trunk road network. Accordingly the Trunk Roads within Renfrewshire are identified in the Proposals Map, and the Local Plan reserves these as corridors for through movement. Where the travel generated by a development results in a significant impact on flow or safety of traffic on a trunk road, the developer will be expected to mitigate this impact. Such mitigation should initially focus on reducing the private car travel demand of the development, and only after all practicable measures to achieve this have been taken will infrastructure improvements to cope with the additional traffic be considered. Infrastructure improvements to the trunk road network will be required to provide no net detriment to flow and safety. Developers will be required where appropriate to enter Planning Agreements to ensure delivery of mitigation measures.

Provision of roadside facilities on Motorways

3.45 The Structure Plan, in accordance with NPPG 9 - "The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland" identifies an opportunity for motorway service areas on the M8 (West of Central Glasgow). The Local Plan requires to identify suitable locations. It is considered that there are many existing service facilities in the Renfrewshire towns which are readily accessible by the traffic on the M8. No specific provision is therefore made in the Local Plan.

SP Pol 4 and
Schedule 4 (v)

NPPG 17 para 76

POL T5

POL TI (vi)

SP para 8.27 and
Schedule 4 (vi)

POLICIES

POLICY T1: Policy on the Assessment of New Developments.

Criteria for assessment

The Council will assess development proposals against its approved Roads Development Guidelines and will, where it considers it to be necessary, require the submission of a Transport Assessment. The Council it will also assess development proposals against the principles, policies and guidance set out in the Structure Plan, NPPG 17 and PAN 57. Matters arising from these documents are summarised below and there will be a presumption that development proposals will require to fulfil these criteria to the satisfaction of the Council. However it is not the intention of the Council to apply each and all of the criteria to developments which will have an insignificant effect on transport. In determining the application of the criteria the Council will therefore take account of the nature, scale and location of the development proposal and its likely significance for sustainable transport matters.

Location

(i) Assessment of suitability of location and full transport impacts

- the location of the development proposal is appropriate taking account of its function and relative accessibility through the application of the Locational Preferences in Schedule 3(a)(ii) of the Structure Plan
- the demand for travel which it will generate and the transportation impacts which this will produce both for the local and for the strategic transportation network are acceptable

Walking and Cycling

(ii) Making provision for walking and cycling

- the accessibility of the development is satisfactory for people on foot and by bicycle. In particular :-

(a) development proposals will require to provide safe and convenient pedestrian and cycle access to and within the development

(b) development proposals adjacent to or in proximity to existing or potential cycling/ pedestrian routes will require to incorporate appropriate means of direct or indirect access to these routes for cyclists and pedestrians

(c) for developments which are accessed by the public, access to the development for the majority of the forecast catchment population is satisfactory by attractive, safe and secure walking and cycling routes

paras 3.13-3.16

paras 3.2-3.3, 3.12

paras 3.11, 3.26-3.35

Public Transport Provision**(iii) Bus Services**

- appropriate provision is made in the layout for facilities giving priority to and allowing penetration by buses
- appropriate provision is made for facilities for bus services to deposit passengers within a short and easy walk to the entrance of building(s) and other facilities proposed in the development
- bus services providing access to the development are adequate from the date of opening, taking account of the frequency and hours of operation of the buses and the scale and nature and operating hours of the development
- where appropriate agreements are established in respect of continued provision of bus services between the developer and bus operators and involving as necessary the Council and Strathclyde Passenger Transport. This may form part of a Green Transport Plan
- the impact of the proposal on the operation of the existing bus network and services is acceptable

(iv) Rail Services

For development proposals which involve

- (a) the provision of connections to the rail network or
- (b) the development of land with existing or former connections to the rail network or
- (c) the development of land formerly used for rail purposes
 - the impact of the proposal on the operation of the rail network is acceptable to the Council and to Strathclyde Passenger Transport
 - the need to safeguard, and the opportunity to utilise, existing or potential rail facilities and connections to the rail network for passenger or freight transport are fully evaluated, and appropriate safeguarding and utilisation is incorporated into the development

Roads & Traffic**(v) Design and layout**

- the design, layout and standard of any proposed road and other transport infrastructure is appropriate to the local environment, the character of the surrounding area and to the purpose of the road
- satisfactory measures are incorporated to achieve safe traffic speeds and secure a pleasant and safe environment

paras 3.11, 3.21-3.23

paras 3.11, 3.21-3.23,
3.39

paras 3.4, 3.9, 3.13

(vi) Traffic Impacts

- The impact of the traffic generated by the development, including freight and servicing, during construction and after completion of the development on (a) the strategic and wider road network and (b) the immediate locality and local road network, is acceptable to the Council
- measures are incorporated in the proposal, for example Green Transport Plans, to create a satisfactory level of travel demand and share of sustainable modes of transport

paras 3.4, 3.13, 3.44

para 3.17

(vii) Parking

- The provision of parking for vehicles, including disabled parking and parking for cycles and motorcycles, is made in accordance with the Council's approved parking standards

paras 3.18-3.19

Environmental Impact**(viii) Environmental Impact of Traffic and Transport Infrastructure.**

- The individual and cumulative impact of the traffic generated by the development on air quality is acceptable to the Council
- The impacts of the traffic and the transport infrastructure, arising from new developments, on the environment, landscape character, and amenity of affected areas, is acceptable to the Council

para 3.4

Specific types of development

In addition to the above criteria, for development proposals covering the following types of development, the Council will require that :-

paras 3.11-3.12
3.21-3.23,
3.26-3.29

(ix) For retail developments

- proposals for new retail development are in locations which achieve maximum accessibility by a variety of means of transport especially public transport, walking and cycling
- accessibility by public transport is taken into account in the application of the Sequential Approach to retailing and other Town Centre Uses

(x) For residential developments

new residential developments are satisfactory in respect of:-

- the level of access to day-to-day services such as convenience shops, schools, clinics, libraries and community centres, particularly by walking and cycling.
- the level of access to significant urban centres by walking, cycling and public transport (higher density housing will be considered in locations close to public transport nodes and high levels of public transport services.)
- the appropriateness of the design, layout and standard of access roads in respect of
 - (a) allowing children, pedestrians and cyclists to move freely and safely
 - (b) permitting appropriate servicing and accessing by bus services

POLICY T2: Protection of disused railway lines with potential for reuse for fixed rail transport.

The Council safeguards those disused railway lines listed in Table T1 and shown on the Proposals Map which have potential for reuse for fixed rail transport. Development proposals affecting or in proximity to the railway lines will require to demonstrate that they do not prejudice the future reuse of the lines for fixed rail transport.

Table T1

List of protected disused rail lines with potential for reuse for fixed rail

Renfrew/Braehead
Paisley/Bridge of Weir/Kilmacolm
Arkleston Spur
Ferguslie Spur
Bishopton Royal Ordnance Factory Spur

para 3.24 (b&e)
3.25,
3.39

Walking and Cycling

POLICY T3a: Protection of existing walking and cycling routes

The Council safeguards the existing walking and cycling routes shown on the Proposals Map. Development proposals covering, adjoining or in proximity to these existing walking and cycling routes will require to meet the following criteria:-

- Appropriate provision is made for the continuing use of the routes
- Where the route runs within or alongside the boundary of the development proposal an acceptable provision is made for the route in the design and layout of the development
- The development proposal will not prejudice the safety of cyclists or pedestrians using the route
- Appropriate direct or indirect access is provided to the route from the new development

paras 3.25-3.26,
3.29-3.33

POLICY T3b: Protection of proposed walking and cycling routes -

The Council will protect the line of the proposed walking and cycling routes shown on the Proposals Map, where these meet the aims of the Renfrewshire Outdoor Access Strategy and where preliminary agreement or funding for these potential routes has been secured in partnership with land owners, developers and other bodies and agencies. In addition the Council will protect the line of the White Cart Walkway which is a long-term planning objective. Development proposals covering, adjoining or in proximity to proposed walking and cycling routes will require to meet the following criteria :

- (i) Appropriate provision is made for the construction of the section of the route lying within or adjacent to the development site. This will be achieved either through incorporation of the route into the design and layout of the development proposal in an acceptable way, or where this is not feasible, the reservation of an appropriate area of

paras 3.25-3.26
3.29-3.30, 3.34

land to allow for future construction of the route. The design and layout of the route will require to be in accordance with the advice contained in the Council's approved footpath closure policy, to avoid future closure requests.

(ii) The development proposal will not prejudice the future safety of cyclists or pedestrians using the proposed route.

POLICY T3c : Provision of additional walking and cycling routes

The Council will seek to work in partnership with land owners, developers and other bodies and agencies to provide appropriate links including those required in the existing (T3a) and proposed (T3b) routes, shown in the Proposals Maps, in order to secure continuous walking and cycling routes, in accordance with requirements of the Core Path planning process.

para 3.34

para 3.35

POLICY T3d: The protection of Public Rights of Way

The Council will not grant planning permission for development affecting any public right-of-way unless the proposal includes the maintenance of the right-of-way or the diversion of the right-of-way on to an alternative route which is no less attractive, safe and convenient for public use.

para 3.36

POLICY T3e: Footpath Closures

The Council will consider all requests for the closure of footpaths in accordance with the approved policy on footpath closures.

para 3.37

POLICY T4: Freight Connection to Rail Network

The Council safeguards land at Elderslie Yard identified in the Proposals Map as a site with potential for the provision of a freight connection to the rail network. Development proposals on or adjacent to the land will not be granted planning consent if they will prejudice the potential for a freight connection to the rail network.

para 3.39

POLICY T5: Policy on Trunk Roads

The Trunk Roads within Renfrewshire shown on the Proposals Map are reserved as corridors for through movement and developments requiring direct access to these roads will require to have the access arrangements agreed by the Scottish Executive.

para 3.44

POLICY T6: Safeguarding of existing Park and Ride Car Park sites at Rail Stations

The Council safeguards land at Bishopton, Howwood, Johnstone, Paisley and Lochwinnoch identified in the Proposals Map as sites for Park and Ride Car Parks. Development proposals on or adjacent to the land will not be granted planning consent where it is considered that such proposals will prejudice the Park and Ride facilities.

para 3.9 and Local
Transport Strategy

para 3.19

PROPOSAL T1: Proposed Roads Schemes

Programmed roads proposals which have land use implications are shown on the Proposals Map and are listed below in Table T2. Other development will not be permitted on the land if it would be likely to prejudice the implementation of any of these schemes.

Table T2

List of Proposed Roads Schemes.

A. Red Smiddy Roundabout (Erskine)

B. Darluith Road Junction (Linwood)