

**MEPC**

**Project Hillington  
Hillington Park**

**Transport Design Guidance**

**May 2014**

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# 1 INTRODUCTION

- 1.1 The modernisation of Hillington Park will generate employment and amenity growth in the context of an increasingly vital and active environment.
- 1.2 As an industrial site, Hillington Park already focusses on the movement of vehicles, both cars and HGVs. Post modernisation, there will be a more equal balance between Placemaking and Movement, where Placemaking means providing an environment for social interaction and of sufficient pedestrian scale to encourage greater walking and cycling.
- 1.3 The masterplan for the site includes a Hub, providing shops and leisure facilities for the express purpose of containing daytime activity within the site. By design it encourages greater use of the two railway stations, and movement around the site by foot, cycle or where possible public transport of whatever type.
- 1.4 This guide has been produced to provide advice to prospective Hillington Park developers and occupiers on highway geometry. It can be assumed that Renfrewshire and Glasgow Council accept this guidance, and that schemes implemented in accord with this guidance are acceptable to both authorities.
- 1.5 This guidance does not require a standards based approach to design. Rather it provides a framework which is a guide to development. It refers to the **Key Reference Documents** where necessary. Designers are encouraged to consider a design led approach in the context of the ethos for the site including ensuring the correct balance between place and movement.
- 1.6 The status of this document means that any development which accords with the minimum guidance is acceptable and does not need to be approved by the Local Planning Authority (LPA). If any development departs from this guidance but is in accordance with other local adopted guidance at that time then this does not need to be approved by the LPA. However, if the developer cannot achieve the minimum standards then they will be required to seek specific approval from the LPA.
- 1.7 In relation to any new accesses, the Simplified Planning Zone (SPZ) allows permission for the principle of new accesses across Hillington Park, where new accesses are required, but the

detailed design of the access will need approval under Section 56 of the Roads (Scotland) Act 1984.

## **Key Reference Documents**

- 1.8 Suitable guidance already exists. This document does not intend to cut across or contradict that guidance. This established advice should be considered the basis for the design of new and improved elements of Hillington Park. This is contained within:
- Manual for Streets (1 and 2), or the most recent successor of these documents;
  - The National Roads Development Guide, or its most recent successor;
  - Designing Streets, or its most recent successor.
- 1.9 The advice that follows clarifies the way in which this guidance can be applied to Hillington Park. The LPA may, with good reason, adapt this guidance at its discretion from time to time.

## 2 PLACE AND MOVEMENT HIERARCHY

### Place Hierarchy

2.1 The balance between place and movement changes with location. **Plan 1** describes the areas with the site, and **Table 1** gives a description of these character areas.

**Plan 1 – Character Areas within Hillington Park**



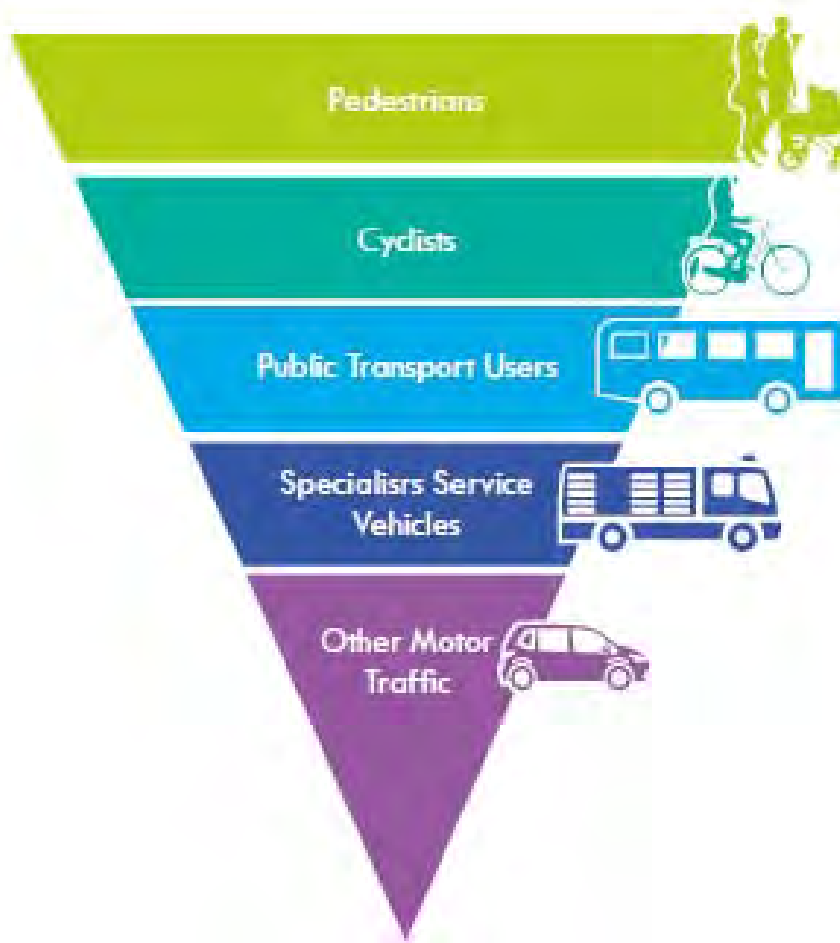
**Table 1 – Description of Character Areas**

Zone	Name	Description
A	Core Business / Employment Zone	This zone covers the majority of the site – the large scale grid block formed during the Roll-Royce era, the original central smaller scale terraced units set along a network of streets and avenues and to the east of Hillington Road behind the front line plots a varied mix of industrial / commercial units.
B	Mixed Use – Gateway Zone	This zone is the ‘shop window’ for Hillington Park. It is the public interface with the park and the gateway to Hillington from the motorway junction. This zone is the focus for complementary uses to help the modernisation of the estate to better meet 21st century business needs.
C	Deanside Freight Safeguarded Zone	This zone is currently a disconnected part of the park due to its specific current use. Arterial roads within the eastern sector provide connectivity to the rail freight area. The SPZ safeguards this area for existing and future freight uses in line with local planning policy.

## User Hierarchy

- 2.2 The balance between place and movement changes with location however the user hierarchy remains the same and at all times on Hillington Park pedestrians and cyclists should be a primary consideration in the design of the park.
- 2.3 Across the site all streets will be designed according to the user hierarchy shown below.

### Plan 2 - Design Hierarchy

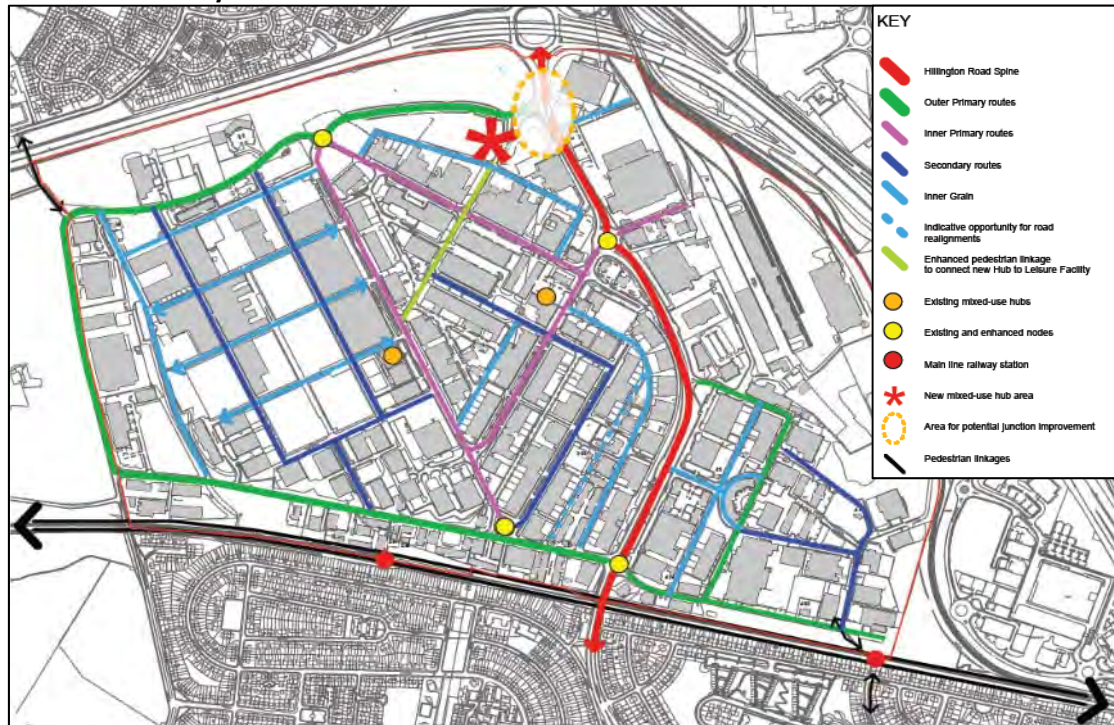


## Movement Hierarchy

- 2.4 **Plan 3** shows the types of street within Hillington Park and these are described in **Table 2**.



### Plan 3 – Hierarchy of Streets



**Table 2 – Description of Street Hierarchy**

Road Type	Name	Description
<b>Spine Road</b>	Hillington Road	Main road through Hillington Park which provides strategic access to the M8 at Junction 26 and south into Glasgow
<b>Outer Primary Streets</b>	Queen Elizabeth Road Penilee Road Mossland Drive Carnegie Road Colquhoun Avenue Ainslie Road	Streets around the perimeter of Hillington Park which provide access from the main external roads for movement of all modes including Heavy Goods Vehicles and Public Transport.
<b>Inner Primary Streets</b>	Earl Haig Road Kelvin Avenue Montrose Avenue Deanside Road Huntly Road*	These streets are the key routes within Hillington Park which provide access to from key development plots by all modes of transport including Heavy Goods Vehicles and Public Transport. The inner routes have higher levels of pedestrian activity and should be designed at a pedestrian scale to prioritise non-vehicular movement and increase safety within the park.  *Huntly Road is a departure from the standard inner primary street as it will become a key desire line for pedestrians and cyclists once the Hub is developed.
<b>Secondary Routes</b>	Carlyle Avenue Watt Road Johnstone Avenue Nasmyth Road Hepburn Road Buccleuch Avenue Cameron Street New Streets within Rolls Royce Site	These streets are access routes to individual plots but are likely to be used by larger vehicles and are to be designed to prioritise pedestrians and cyclists.
<b>Inner Grain</b>	All other streets	The inner routes have higher levels of pedestrian activity and should be designed at a pedestrian scale to priorities non-vehicular movement and increase safety within the park.

### 3 STREET WIDTHS

- 3.1 The aim is to minimise carriageway width where there will be a significant pedestrian movement. Minimising width will minimise intimidation and contribute to a pedestrian scale.
- 3.2 However, roads need to be functional and contribute to the convenience of business movement.
- 3.3 **Table 3** sets out guidance on minimum carriageway widths for road types for the general areas with the Park.

**Table 3 – Minimum Carriageway Widths of New Roads**

Road Type	Minimum Street Widths
Spine Road	Existing width (no change)
Outer Primary Streets	6.5m
Inner Primary Streets	6.5m
Secondary Routes	6.0m
Inner Grain	5.5m

- 3.4 Roads may need to be widened on bends and corners to accommodate the large vehicles associated with industrial activity. Design in accordance with swept path plots will provide for this. Depending on the road purpose, it may be reasonable for larger vehicles to encroach on the opposite carriageway on bends and at junctions, and designing in this way helps to minimise carriageway space.
- 3.5 There will be exceptions to the minimum carriageway widths as shown in **Table 4** below.

**Table 4 – Guidance on Exceptions**

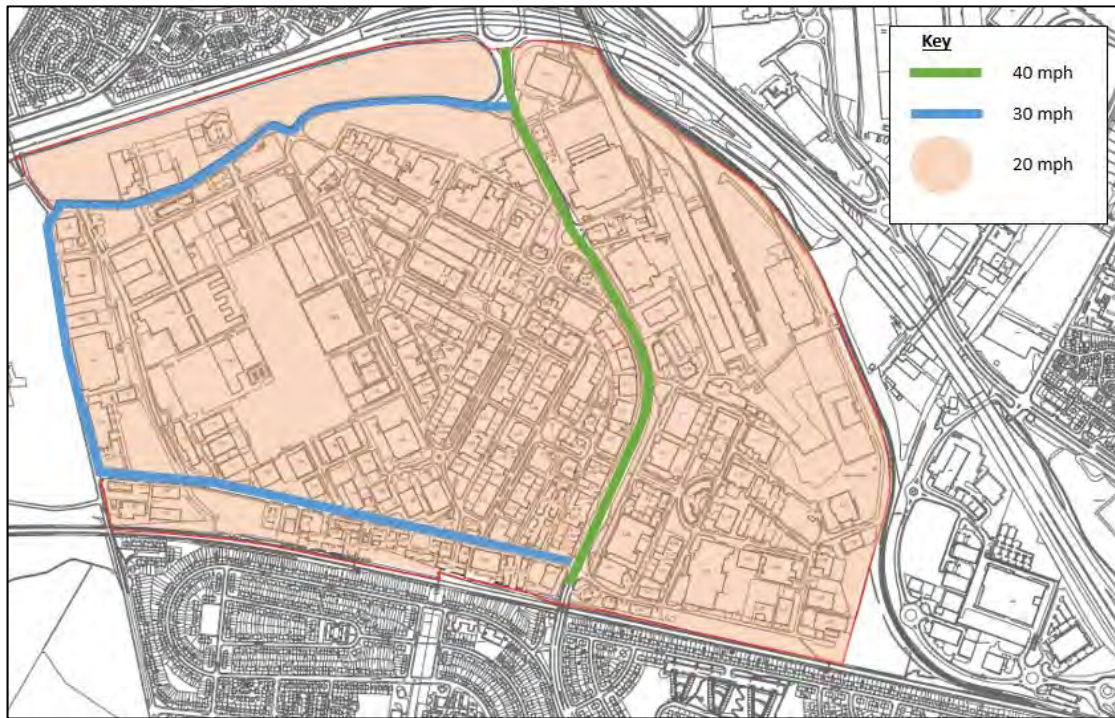
Reference	Exception
1	Road width minimums as shown in <b>Table 3</b> are appropriate but in some individual circumstances there may be potential to reduce the widths (although this will have to be agreed with the appropriate authority)
2	Minimum widths are appropriate but when plots are developed the nature of development should be considered
3	At all junctions and turning areas road widths should be widened and the design should be checked using swept path analysis to ensure vehicles do not overrun the footpaths. In areas where overruns are possible then design solutions should be provided.
4	On roads with dedicated on street cycle paths the carriageway should be wider than the minimums identified above



## 4 SPEED LIMIT

4.1 **Plan 4** shows the speed limits that are proposed to apply within the Park, and on which road design and forward visibility are based.

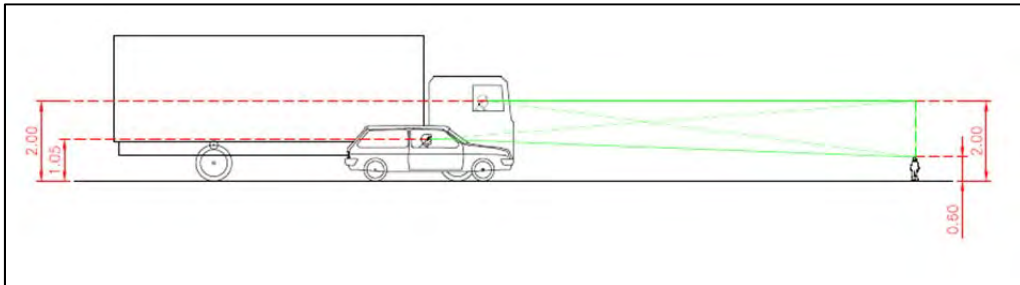
**Plan 4 – Proposed Speed Limits within Hillington Park**



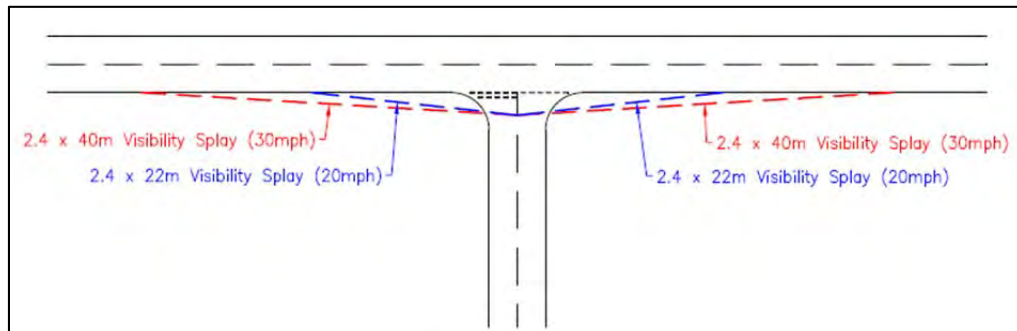
## 5 HIGHWAY VISIBILITY

5.1 Vertical visibility, forward visibility, and visibility at junctions, will be in accord with **Plan 5, 6 and 7** respectively.

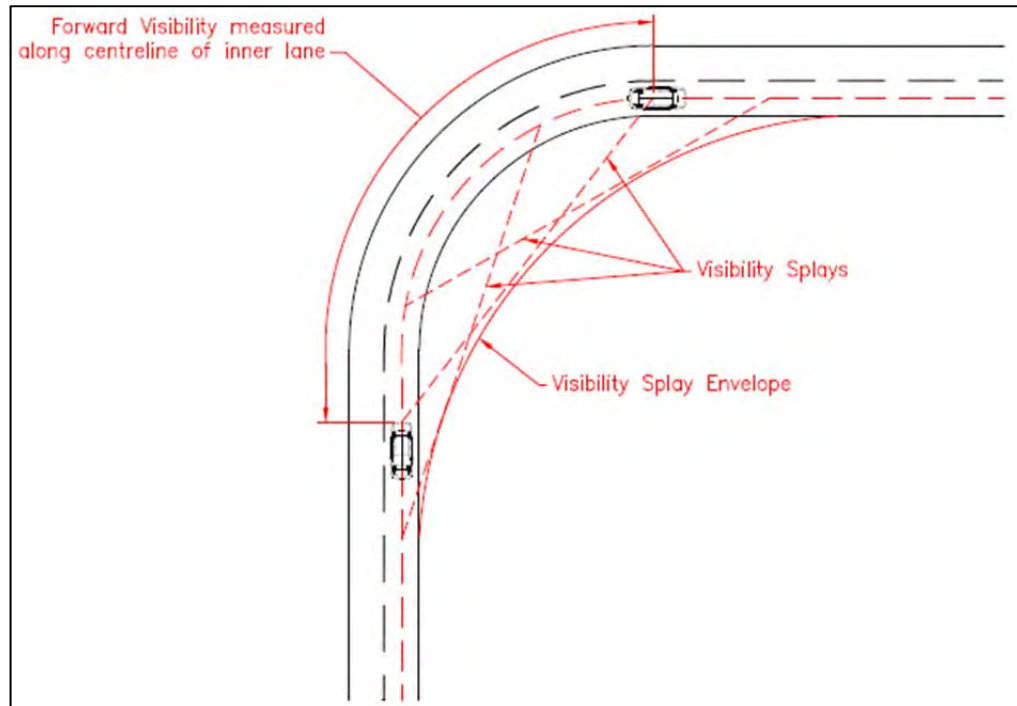
**Plan 5 – Cross Section of Vertical Visibility Envelope**



**Plan 6 – Visibility Splays**



**Plan 7 – Forward Visibility**



## 6 JUNCTION SPACING

- 6.1 On the Spine Road and Outer Primary Streets, the number of junctions will be limited in the interests of prioritising movement. Away from these two streets, there is less restriction on number of junctions, or junction spacing.
- 6.2 The need for new junctions will need to consider a range of factors such as need for access, impact of that access, interaction between junctions and the effect on road safety and user delay.
- 6.3 In relation to any new accesses, the SPZ allows permission for the principle of new accesses across Hillington Park, where new accesses are required, but the detailed design of the access will need approval under Section 56 of the Roads (Scotland) Act 1984.
- 6.4 **Table 5** provides guidance on junction or access spacing per area and is based on the visibility spays shown at **Plan 6**.

**Table 5 – Junction Spacing**

Road Type	Guidance
Spine Road	New Junctions will only be allowed through consultation with the Local Highways Authority
Outer Primary Streets	Minimum 40m
Inner Primary Streets	Minimum 22m
Secondary Routes	Minimum 22m
Inner Grain	Minimum 22m

- 6.5 It should be noted that any departures from the minimum junction spacing shown in **Table 5** above will be allowed as long as the developer accords with the guidance in the Key Reference Documents. If the developer is not able to accord with either the guidance in **Table 5** or the Key Reference Documents then they will be required to reach agreement with the LPA.

## **7 PEDESTRIANS AND CYCLISTS PROVISION**

- 7.1 There is no reason why cyclists should not share both road carriageways and pedestrian routes.
- 7.2 New routes for pedestrians and cyclists will be a minimum of 3.0m wide in bound surface.
- 7.3 All new buildings should provide secure and weather protected cycle parking at least in accord with the guidance documents.
- 7.4 The occupants of new buildings should provide for showering facilities for cyclists and pedestrians and storage facilities for cycle equipment. These facilities do not necessarily need to be within the occupied building, but they do need to be within attractive reach by foot from the building.

## **8 CAR PARKING**

- 8.1 Car parking should be within the maximum standard of 3 spaces per 100 sqm of floorspace.