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TRANSPORT PLANNERS & ENGINEERS

RENFREWSHIRE COUNCIL
DEPARTMENT OF
PLANNING & TRANSPORT

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COPIED TO:

JWM/ B076087B/H1

David Bryce
Renfrewshire Council
Planning and Transport
South Building
Cotton Street
Paisley
PA1 1LL

14 September 2006

Dear Sir

**ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 1999
ROYAL ORDNANCE SITE, BISHOPTON**

Transport Scotland Ref: ZZA 5/17

Your Ref: 06/0602/PP

With reference to your correspondence relating to the above development, we write to inform you of our involvement as Term Consultants to Transport Scotland - Trunk Road Network Management Directorate (TS-TRNMD) in relation to the provision of advice on issues affecting the trunk road network.

We are aware that a Transportation Assessment (TA) has been prepared and forwarded to Faber Maunsell for audit. All comments in this regard will be issued under separate cover. This response deals specifically with the Environmental Statement and the proposed development.

Development Content

The proposed Royal Ordnance Bishopton development will comprise the following elements:

- 2500 Residential Units
- 138,000m² of Employment land
- 12,000 m² of Community facilities (library, health centre, shops, village hall, parks)
- Primary school

It is acknowledged that the development proposal will incorporate **2500 residential units**. It must, however, be noted that the current population of Bishopton is approximately 5,200 with a stock of **1,895 households** (2001 census), this represents a significant increase to both the size and population of Bishopton. The increase in population will take place over a 15 years at the rate of 170 - 180 households per annum on average.

Traffic and Transport

The Environmental Statement (Chapter 8 - Effects from Traffic) specifically refers to:

- Accidents and Road Safety;
- Severance;
- Driver Delay;
- Pedestrian Delay;
- Pedestrian Amenity;
- Public Transport; and,
- Rail Park and Ride.

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It should be noted that there is very little cross reference with the TA within the Environmental Statement, nevertheless, the Transportation Assessment provides information relating to flow levels on the M8.

The Transportation Assessment states that traffic volumes on the M8 adjacent to Bishopton between Junction 29 and 30 in 2006 (assuming NRTF low traffic growth) will be 4300vph (2-way) during the busiest peak hour. Between Junction 30 and 31 the traffic flows reduce to 2400vph (2-way). To the east of Junction 29, on the White Cart Viaduct, M8 traffic volumes are significantly higher as a consequence of the traffic related to Glasgow Airport, Paisley and into North Ayrshire on the Johnstone By-Pass.

Chapter 6 of the Transportation Assessment makes reference to the traffic modelling approach and the Paramics model developed to assess the wider road network impacts. However, neither the Environmental Statement or the TA provide adequate information on the findings of the Paramics modelling exercise. Given the potential traffic levels the proposed development may add to the M8, projected traffic flows are required between junctions 29 and 31. Without this information it is difficult to verify the significance of potential environmental impacts on the Trunk Road Network.

Noise.

Algorithms contained within the document The Calculation of Road Traffic Noise were used to calculate the increase (or decrease) noise associated with the local road network. However, without detailed M8 traffic flow information it is difficult to determine the noise impact associated with potential increased traffic on the M8.

Air Quality

Renfrewshire Council have completed their Air Quality review and assessment process and declared no Air Quality Management Areas within the immediate vicinity of the Bishopton site. However, without detailed M8 traffic flow information it is difficult to verify the findings of the air quality assessment.


In conclusion

Please note that we are unable to comment further on this Environmental Statement until the above issues relating to the trunk road network have been resolved. We await the above information before we can formalise the final response from Transport Scotland - TRNMD.

The above comments relate solely to the potential environmental impact of the proposed development. Any comments with regard to the Transportation Assessment will be provided under separate cover. Should audit comments on the Transportation Assessment require amendment of the environmental statement and its findings we shall require to be consulted further.

I trust that the above is satisfactory and should you wish to discuss any issues raised in greater detail please do not hesitate to contact me at our Glasgow office.

Yours faithfully



John Milligan
Divisional Director

cc Mr H. McCafferty TS-TRNMD (Electronic Copy)
cc Mr G. Paterson SE-ED (Electronic Copy)