

INFRASTRUCTURE AND STANDARDS (IS)

POLICY IS4

TRANSPORT DEVELOPMENT AND INFRASTRUCTURE

- 1.1 Transport policies seek to promote the most sustainable means of travel, giving priority to walking and cycling for local journeys, and to public transport in preference to travel by car, where feasible. As well as being a positive move to tackle climate change, this approach benefits local environmental quality, personal health and mobility and helps those without access to a car. New developments should also consider a range of sustainable travel initiatives. The Council will support and promote the development of a network of electric vehicle charging stations by requiring provision to be considered as an integral part of any new development or redevelopment proposals (refer to Appendix 3).
- 1.2 It is intended that the Council will produce Supplementary Planning Guidance (SPG) through the period of the LDP to establish further requirements for sustainable transport. The SPG is likely to cover a range of subjects taking on board the findings of the Council's 'Sustainable Development Committee'. This will include reference to the requirement for infrastructure to provide electric car charging points, either through electrical connections adjacent to/ within private driveways, or through infrastructure for the installation of charging points within communal car parking areas. It is envisaged this will include parking facilities within commercial developments which should include the provision of charging stations.
- 1.3 The spatial strategy is underpinned by a transportation network which requires improvements to roads and railways in order to support and enable future development as well as improve connectivity across the Borders and in particular between the identified key growth areas. A key element of this is the major investment that provided the Borders Railway between the Central Borders and Edinburgh. This has created a climate for investment in the Central Borders, which needs to be complemented by improvements to the road and active travel networks.
- 1.4 In the longer term, the Council has aspirations to see the reopening of the Borders Railway southwards to Carlisle and a bypass around Selkirk on the A7. In the Eastern Borders, it also supports the construction of a new station on the East Coast Main Line at Reston and has a further aspiration to upgrade the A1 Trunk Road to full dual carriageway status on the Scottish side of the border. The UK and Scottish Governments have indicated that funding may be available through the Borderlands proposal to undertake feasibility work on the plans for an extension to Borders Rail from Tweedbank to Carlisle and the Scottish Government has indicated that a new station at Reston in Berwickshire will be provided in the current control period (2019-2024). However, it must be noted that Transport Scotland currently has no proposals to deliver an A7 bypass for Selkirk, as indicated in the Selkirk settlement map, or to upgrade the A1 to full dual carriageway status.
- 1.5 Disused railways have the potential to be used as active travel networks for walking, cycling and horse riding and this issue is explored further within the Green Networks policy.

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The Council supports the following schemes to provide new and improved transport infrastructure:

- a) extension of Borders Railway from Tweedbank through Hawick to Carlisle;
- b) improvements to key road routes – A68, A7 (including Selkirk bypass), A72, A697, A698, A699, A703, A701, A702 and A6105;
- c) complete dualling of the A1 trunk road on the Scottish side of the border;
- d) a new rail station facility at Reston on the East Coast Main Line railway;
- e) supplement/replace Lowood Bridge.

Development that could prejudice the delivery of these schemes will not be permitted. Planned routes and locations to be safeguarded are shown on the Proposal Maps.

The Council will support proposals for transport infrastructure that:

- a) promote sustainable travel;
- b) facilitate the development of allocated sites in ways which promote sustainable travel;
- c) enable the sustainable movement of goods, particularly by rail;
- d) have no unacceptable adverse impact on the natural and built environment;
- e) have no unacceptable adverse impact on the occupiers of adjacent land by virtue of noise, smell and noise pollution.

Proposals that generate significant travel demand will be required to provide the following criteria:

- a) Transport Assessments and Travel Plans
- b) Developer contributions where appropriate

KEY POLICIES TO WHICH THIS POLICY SHOULD BE CROSS REFERENCED:

Policy PMD2 Quality Standards
Policy PMD4 Development adjoining Development Boundaries
Policy PMD5 Infill Development
Policy IS2 Developer Contributions
Policy IS3 Developer Contributions related to the Borders Railway
Policy IS5 Protection of Access Routes
Policy IS6 Road Adoption Standards
Policy IS7 Parking Provision and Standards
Environmental Promotion and Protection policies

THE FOLLOWING APPROVED SUPPLEMENTARY PLANNING GUIDANCE MAY BE RELEVANT TO THIS POLICY:

Development Contributions
Placemaking and Design

THE FOLLOWING PROPOSED/UPDATED SUPPLEMENTARY PLANNING GUIDANCE MAY BE RELEVANT TO THIS POLICY:

Development Contributions
Placemaking and Design
Sustainability and Climate Change