Transport Statement

Sweco UK Limited

Bridge of Allan Care Home, Henderson Street

65202149

18/12/2020
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Prepared For: Simply UK Ltd

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1 Introduction

1.1 Background

Sweco was commissioned by Simply UK Development Ltd to prepare a Transport Statement (TS) to accompany a planning application for a 70-bed care home on a site at Henderson Street, Bridge of Allan, Stirling.

This TS was prepared in line with guidance set out in the Scottish Government's publication 'Transport Assessment Guidance' and considers Scottish Planning Policy with an assessment of the Site by vehicle and non-car transport modes including walking, cycling and public transport. A framework for a Travel Plan (TP) is provided for the proposed development, which has been designed to encourage sustainable travel by staff and visitors where appropriate. Also considered is trip generation by all relevant modes.

The scope of this TS was agreed in writing with Stirling Council and a copy of this correspondence is included as **Appendix A**.

1.2 Report Structure

The remainder of this report is structured as follows:

- **Chapter 2** Development Proposals and Site Context
- **Chapter 3** Policy Review
- **Chapter 4** Accessibility Review
- **Chapter 5** Travel Demand
- **Chapter 6** Travel Plan Framework
- **Chapter 7** Summary and Conclusions

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2 Development Proposal and Site Context

2.1 Introduction

The proposed care home is located on the site of the former Ivy Hotel (103 Henderson Street) and an adjacent detached residential property at 105 Henderson Street. The Site lies just to the east of Bridge of Allan town centre and is bound by Lower Westerton Wood to the north, commercial property at 107 Henderson Street to the east, the A9 Henderson Street to the south and residential properties at 99/101 Henderson Street to the west.

The development proposals include the demolition of the existing buildings and the subsequent construction of a 70-bed care home.

2.2 Indicative Site Location and Layout

The Site location in the context of the local road network is as illustrated in **Figure 2.1**. The Site layout, provided by Yeoman McAllister Architects, is included as **Appendix B**.

The proposed layout provides a central vehicular access point and 20-space car park, surrounded by landscaping and wrap-around building. A second access for service vehicles is also proposed at the western extent of the Site.

Figure 2.1. Proposed Site Location

2.3 Site Access

The main vehicular access to the care home car park will be created by altering and widening the existing eastern access point on Henderson Street, as shown in **Figure**

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2.2. As per the existing situation, the access point will be in the form of a vehicular footway crossing with dropped kerbs and a continuous footway, maintaining priority for pedestrians along the Site frontage. The proposed access meets the visibility splay requirement of 2.4m x 43m.

Figure 2.2. Existing Site Access

The main access will provide access to visitor parking (including disabled bays) and access for ambulances. The car park's circulation loop allows for ambulances to stop in front of the lobby and exit in forward gear. This circulatory route will also allow for easy drop off/ pick-ups to the new care home.

The existing western access will be retained and used to provide access for delivery and servicing vehicles, including maintenance access to the proposed plant/ tank room. It is anticipated only small transit van and medium sized vehicles up to 7.5 tonne will use this access and any larger service or refuse vehicles will operate from the kerbside. In order to ensure servicing vehicles can access the Site, swept paths demonstrating access by a medium goods vehicle were undertaken and are provided in **Appendix C**.

As per the main car park access, the western service access will also provide a continuous footway with dropped kerbs and provide a visibility splay of 2.4m x 43m.

The proposed central forecourt provides a shared surface for pedestrian access direct from Henderson Street to the care home main entrance.

2.4 Operational Information

Based on similar sites of a comparable size, it is estimated that the outline operational characteristics of the care home facility are likely to be as follows (subject to modification in line with operator requirements):

- It is estimated that there will be no more than 24 staff on-site at any one time, considering shift patterns, leave and full-time and part-time staff;

- It is expected that staff will work shifts and that the busiest period on-site will be between 07:30 and 16:30;
- It is anticipated that flexible visiting times will operate at the care home with visitors generally visiting between 10:00 and 20:00. Late-night visitors will generally be restricted to all but the most extraordinary circumstances; and
- Servicing of the proposed care home is expected to take place between 09:00 and 17:00, with daily food deliveries generally occurring before 10:00am. Refuse collection is expected to take place two-three times a week and will be in line with existing collection patterns within Bridge of Allan. Weekly deliveries for nursing supplies are proposed to take place after 09:00.

2.5 Parking

To assess the care home's proposed parking provision, reference has been made to the parking standards set out in the incoming Stirling Council Supplementary Planning Guidance (SPG) document 'Transport and Access for New Development' (consulted on but not yet adopted, as of November 2020). Appendix A of the SPG document sets out the minimum cycle parking provision and appropriate car parking provision by proposed land use class, and those for 'Class 8 Nursing Homes' these are set out in **Table 2.1**.

Table 2.1. Parking Provision Standards, Class 8 Nursing Homes

Type of Development	Cycles (Minimum Provision)		Cars (Appropriate Provision)	Comment
	Staff	Visitors		
Class 8 Nursing Homes	-	-	1 space/ 4 residents	Includes provision for staff and visitors

Appendix B of the same SPG document provides guidance for car parking provision for people with mobility difficulties. For 'other types' of development, the minimum requirement is 1 space.

Stirling Council's parking standards generate an appropriate parking provision for the proposed care home of 18 spaces. The proposed parking provision is 20 spaces in the central forecourt car park. The proposed provision is comparable with that set out in **Table 2.1** and includes 2 disabled bays, which exceeds the standards for this land use type. The proposed provision takes cognisance of operational requirements and provides sufficient space to discourage any parking out with the facility. Standard parking spaces will be 2.5mx5m with a 6m aisle, complying with Council standards.

No cycle parking is required for a development of this type; however, 2 Sheffield stands will be available, providing parking for 4 bicycles. Additionally, staff will be encouraged to and allowed to store their bicycles in a secure space inside the building.

The scale and nature of the development is such that there is unlikely to be demand for an electrical vehicle charging point, particularly with continually improving charging technology. Therefore, it is proposed at this stage not to provide electrical vehicle charging points as part of the development. However, it is recognised there will be a future demand and therefore ducting will be installed to 'future proof' spaces and ensure these can easily be converted into EV spaces at a later date. A staff travel survey will

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assess the necessity of including any within the care home car park and this will be regularly reviewed in future to ensure any demand is met.

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3 Policy Review

3.1 Introduction

To demonstrate that the proposal complies with current national and local transport planning policy, a review was undertaken of the following documents:

- Scottish Planning Policy (SPP);
- Planning Advice Note (PAN) 75 – Planning for Transport;
- Transport Assessment Guidance;
- Designing Streets – A Policy Statement for Scotland;
- Scots National Roads Development Guide;
- Stirling Local Development Plan
- Stirling's Local Transport Strategy

The development of the Site on Henderson Street into a care home supports relevant national and local transport planning policies and objectives. The Site is in a good location in relation to existing transport provision infrastructure with easy access to bus stops on Henderson Street, as demonstrated in **Chapter 4** of this report.

Development of the proposed Site complies well with the criteria outlined within Paragraph 270 of SPP, given that it can utilise existing transport infrastructure and provides opportunities for active travel. Issues pertaining to Paragraph 287 of SPP and PAN 75 are also addressed by the proposals, with transport infrastructure located within 400m of the Site, and local facilities within 1.6km. The proposal is compliant with accessibility thresholds and measures outlined in PAN 75. This TS provides a Travel Plan Framework for encouraging sustainable travel practice from members of staff and visitors to the Site alike, addressing Paragraph 287 of SPP.

This TS has been prepared in accordance with the Scottish Government's Transport Assessment Guidance document.

The Stirling Local Development Plan sets out that new developments should be well located to encourage active and sustainable travel and connect easily to existing infrastructure. As outlined above and within the following **Chapter 4**, the Site is well located in terms of active and sustainable travel.

Similarly, Stirling's Local Transport Strategy sets the ambition for an active and sustainable Stirling where walking, cycling and public transport trips are encouraged and enabled. The Travel Plan Framework provided in **Chapter 6** outlines measures to encourage and assist staff and visitors to travel sustainably.

Appendix D provides further detail of the relevant polices and guidance and a review of the development in relation to these documents.

4 Accessibility Review

4.1 Introduction

A baseline accessibility assessment was undertaken to establish the existing transport provision relevant to the location of the proposed care home. The assessment considers travel by all relevant modes of transport and provides details of available infrastructure and service provision. The assessment recognises the need for both local and regional travel. It recognises that walking and cycling are main modes of transport but are also secondary modes of travel for public transport users.

A review of existing pedestrian, cycle, and public transport facilities near the development was undertaken in December 2020, together with an assessment of the walking, cycling, and public transport catchment areas.

4.2 Walking

The development Site lies on the main street running through Bridge of Allan, just east of the town centre. Surrounding the proposed development is a mainly residential area, with retail and leisure opportunities in the town centre, a 3-minute walk away.

A walking time of 20 minutes (1.6km) is specified within national policy as a reasonable journey time to local facilities, with a walking time of 5 minutes (400m) specified as a reasonable time to the nearest bus stop. **Figure 4.1** highlights the pedestrian walking catchments for the Site, including journey times for each.

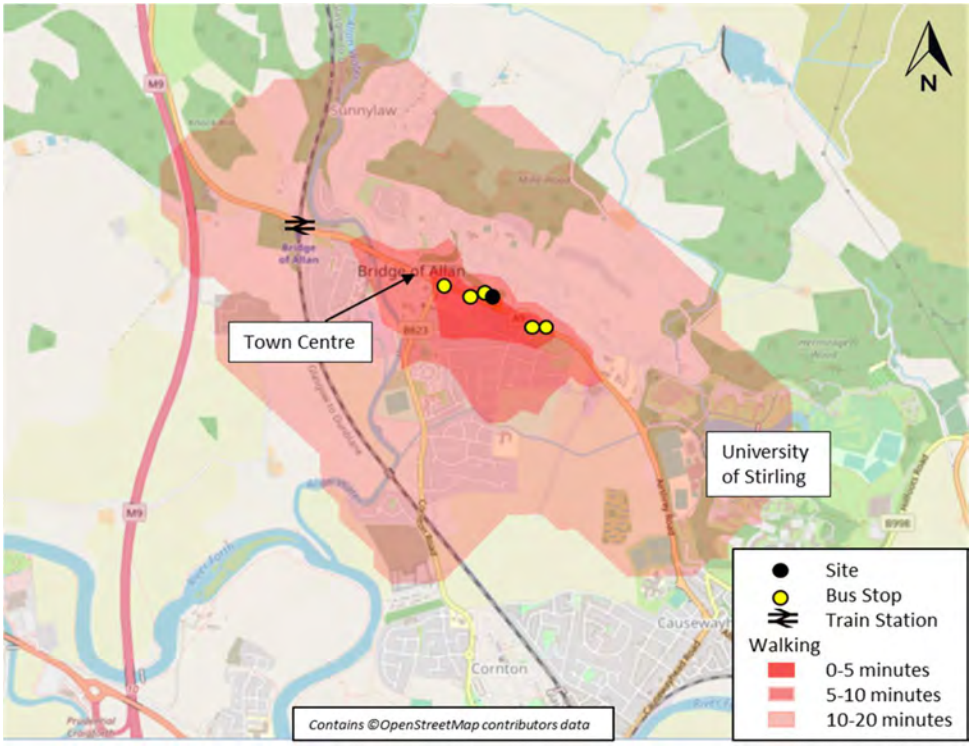

Figure 4.1. Walking Catchments and Journey Times to Local Facilities

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The nearest bus stops are located on Henderson Street approximately 50m and 130m east of the Site for westbound and eastbound journeys respectively. Bridge of Allan Railway Station can be reached within a 1km (approximately 14-minute) walk.

Several retail and local facilities are located close to the Site including:

- A Tesco Express located approximately 200m west of the Site;
- A Co-op food store approximately 300m west of the Site;
- Strathallan Pharmacy approximately 250m west of the Site; and
- Several restaurants in Bridge of Allan town centre, within a 5-minute walk.

All these facilities are well within the 1.6km specified within national guidance as a reasonable walking distance.

There are 2m wide footways present on both sides of Henderson Street which are of good quality with dropped kerbs. Adequate street lighting is present along its length.

4.3 Cycling

The Site is well located in terms of existing cycling facilities. National Cycle Route (NCR) 765 runs to the south of the proposed care home and can be reached within 180m (approximately a 2-minute cycle) as can be seen in **Figure 4.2**. This offers an on and off-road cycle route connecting Doune and Stirling City Centre. In Stirling City Centre NCR 765 connects to NCR 76, which can be reached within a 20-minute cycle. NCR 76 links with further surrounding towns.

Further information on unofficial routes which have been recommended by local residents and cyclists are available on websites such as Strava.com and mapmyride.com. These routes typically intersect with the official routes, ultimately forming an integrated cycling network within the local area.

The Scottish Governments Transport Assessment Guidance document suggests a 30 to 40-minute cycle journey time is acceptable for a local trip; this translates to approximately 8 kilometres. The 30-minute cycling catchment for the development Site can be seen in **Figure 4.2**.

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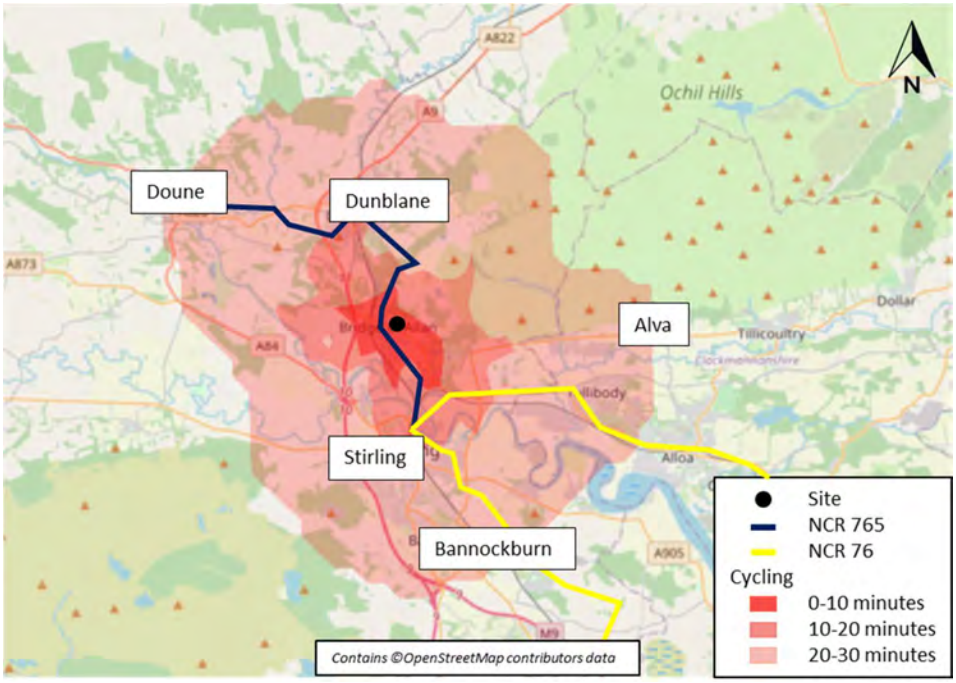

Figure 4.2. Cycle Catchments and Journey Times

Figure 4.2 demonstrates that all of Bridge of Allan, Stirling and many surrounding towns can be accessed within a 30-minute cycle.

4.4 Public Transport Access

Bus Provision

The nearest bus stops to the Site are located on Henderson Street approximately 50m and 130m east of the Site access for westbound and eastbound journeys respectively. The proximity of both bus stops is well within the criteria set out within national transport planning guidance which stipulates the bus service provision should fall within a 5-minute (400m) walk of a new development.

These bus stops provide access to regular services provided by First group, Stagecoach and Docherty Midlands coaches. These services are summarised in **Table 4.1**.

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Table 4.1. Summary of Available Bus Services

Service		Frequency at Peak Times		
No	**Route**	**Mon-Fri**	**Sat**	**Sun**
15A	Perth- Stirling	Every hour	Every hour	Every 2 hours
19	Perth - Stirling	Every 2 hours (Evening)	Every 2 hours (Evening)	Every 2 hours
20	Auchterader - Stirling	Every 2 hours	Every 2 hours	NA
325	Dunblane - Dollar	1 per day	NA	NA
54	Stirling University - Cowie	Every half hour	Every hour	Every hour
925	Bannockburn - Dunblane	1 per day	NA	NA

Table 4.1 demonstrates the frequency of bus services running past the Site. The 15A runs a regular service passing through Stirling making it ideal for those connecting from other modes/routes.

Rail Provision

Bridge of Allan railway station is located west of the Site and can be accessed within a 13-minute walk or 4-minute cycle. Bridge of Allan station runs frequent services to Dunblane and Edinburgh and provides 20 sheltered cycle storage spaces as well as four bike lockers.

Figure 4.3 illustrates a 60-minute public transport catchment, incorporating bus, coach and train travel.

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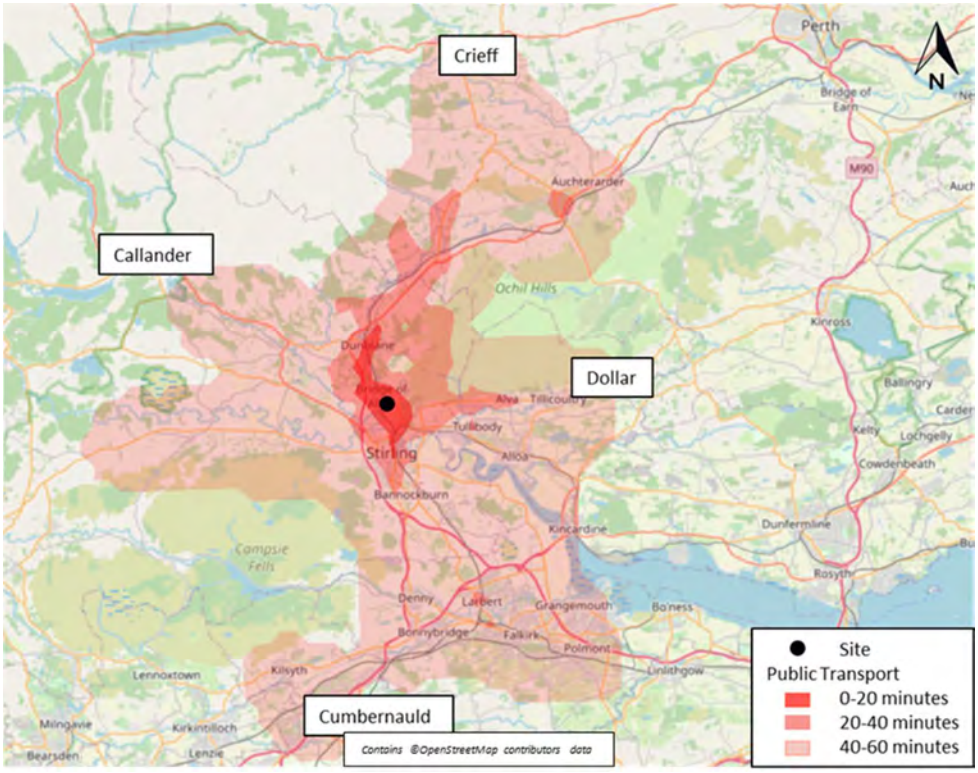

Figure 4.3. Public Transport Catchments and Journey Times

Figure 4.3 shows that all of Stirling is accessible within a 40-minute public transport journey and that many surrounding villages and towns can be reached within 60-minutes.

Access by Road

Henderson Street is the main route through Bridge of Allan and connects with Stirling to the south, and to the north a roundabout gives access to the M9. Access to the proposed car park and servicing area will be achieved via Henderson Street.

Henderson Street is a two-way single carriageway road with 2m footways along both carriageway frontages and dropped kerbs. The road is street lit and subject to a 30mph speed limit.

5 Travel Demand

5.1 Trip Generation

To establish the level of trips generated by the former hotel and the proposed care home, relevant trip rates from the TRICS database (v7.7.4) were used.

The vehicle trip rates for typical weekday morning and evening peaks are shown in **Table 5.1** and the forecasted trip generation and comparison is summarised in **Table 5.2**.

The peak hours for the former hotel are 08:00-09:00 for the morning peak and 17:00-18:00 for the evening peak. For the proposed care home, the peak hours are 07:00-08:00 and 14:00-15:00 for the morning and evening peaks respectively.

The relevant TRICS output data is provided in **Appendix E**.

Table 5.1. TRICS Weekday Vehicle Trip Rate

Land Use	Unit	Weekday AM Peak		Weekday PM Peak	
		Arrivals	**Depart**	**Arrivals**	**Depart**
Care Home	Per room	0.12	0.056	0.096	0.126
Hotel		0.089	0.113	0.122	0.069

Table 5.2. Weekday Trip Generation Estimates

Land Use	Rooms	Weekday AM Peak		Weekday PM Peak	
		Arrivals	**Depart**	**Arrivals**	**Depart**
Care home	70	8	4	7	9
Hotel	11	1	1	1	1
Comparison		+7	+3	+6	+8

Table 5.2 shows that although there will be an increase in the number of trips generated, the overall predicted levels for the proposed development are low and as such, unlikely to be noticeable in the daily variation of traffic flows on the road network. Therefore, no operational assessment of the Site access or adjacent junctions on Henderson Street was undertaken.

5.2 Person Trips

National policy recommends that travel demand assessment considers all modes of travel. Although the development is for a care home, it is expected that the mode share will be in line with the 2011 Census data for this area given the existing walking, cycling and public transport accessibility of the Site. On this basis, to determine the trip generation by all modes of transport, the 2011 Census data for travel to work or study for the Bridge of Allan 2010 Locality area was referred to. **Table 5.3** provides details of the person trips by mode for the AM and PM peaks for the care home. The data is

indicative at this stage, and a better understanding of how staff will travel to and from the new care home will be established once a travel survey is undertaken as part of the Travel Plan. 'Working from home' data has not been included due to lack of relevance.

Table 5.3 Development Weekday Mode Split based on 2011 Census Data.

Mode	Percentage Split	Weekday AM peak		Weekday PM peak	
		Arrive	Depart	Arrive	Depart
Car	74.6	8	4	7	9
Train	8.5	1	0	1	1
Bus	3.8	0	0	0	1
On foot	9.3	1	1	1	1
Other	3.8	0	0	0	1
Total	**100.0**	11	5	9	12

*Note the discrepancy in totals is due to rounding

Table 5.3 shows that based on current census data, a total two-way trip generation of 16 person trips in the AM peak and 21 person trips in the PM peak is predicted. It also shows that the care home by its very nature is a low trip generator and therefore unlikely to cause disruption to the road or transport networks.

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6 Travel Plan Framework

6.1 Introduction

A Travel Plan Framework (TPF) has been developed which sets out the proposed measures to encourage staff and visitors to use alternatives to private car travel to access the development. If the development is permitted it is expected that a planning condition will be applied, requiring the TPF to be progressed to a Travel Plan (TP) for implementation.

If well-designed and properly managed, the implementation of a TP can lead to a decrease in the proportion of users reaching the site by private car and an increase in the proportion reaching the Site by sustainable modes, including public transport, walking, and cycling.

Travel Plans can also:

- Improve the environmental credentials of the occupying organisations;
- Alleviate car parking shortages;
- Reduce the carbon footprint of the organisation/development;
- Reduce the traffic impact on the local highway network;
- Improve the health and wellbeing of the workforce through formation of active travel patterns; and
- Reduce adverse impacts on local residents and businesses

6.2 Aims and Objectives

The aim of the TP will be to minimise the transport impacts of the development proposals on the surrounding area.

The objectives are:

- To enable and encourage staff and visitors to access the development by sustainable modes of transport;
- To promote the health and environmental benefits of travel by non-car modes; and
- To promote the TP to staff and keep them informed of its development.

6.3 Travel Plan Measures

The TP includes the following measures which will be adopted by the care home:

- Six months after opening, a Travel Survey of staff members and visitors at the facility will be undertaken and the information collected used to inform the promotion of sustainable travel choices;
- A Travel Plan Co-ordinator (TPC) will be identified, who will promote the use of alternative modes of travel. The TPC will increase awareness of the available alternative modes of transport and provide details of the environmental, social, and commercial benefits to be gained;
- Travel behaviour will be monitored every 2 years to monitor the success or otherwise of measures, to establish the use of sustainable transport modes and to provide the opportunity for comment by staff and visitors in relation to improvements to accessibility by modes other than the private car; and
- Cycle parking facilities will be provided for both staff and visitors.

The role of the TPC will include the following:

- Co-ordinate the Travel Survey and the analysis of the results;
- Provide public transport information, including information on public transport services operating near the care home;
- Provide information on walking and cycling routes in the local area;
- Collate staff details and locations to aid in the potential for car-sharing opportunities, as well as relating specific employees to bus, cycle, and pedestrian routes;
- Examine and process comments and suggestions from staff and visitors in relation to improving access to the development by alternative modes; and
- Publicise public transport information for visitors and increase awareness of the availability of alternative modes of travel.

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7 Summary and Conclusions

7.1 Summary

Sweco was commissioned by Simply Development UK Ltd to prepare a Transport Statement to accompany a planning application for the development of a 70-bed care home on the site of the former Ivy Hotel (103 Henderson Street) and an adjacent detached residential property at 105 Henderson Street. The existing eastern access junction for the Site will be widened and used as the main access point with the western access, realigned and used for servicing.

The scope of the TS was submitted and agreed in writing with Stirling Council.

An accessibility review was undertaken to assess opportunities for travel to the Site by all transport modes and to understand the existing infrastructure provision for walking, cycling, and public transport.

The predicted vehicular trip generation for the proposed development was established through reference to the TRICS database. Indicative trip generation for all modes was then established through local census data. The predicted peak hour trip generation for the proposed development is low and as such, is unlikely to be noticeable in the daily variation of traffic flows on the road network.

A Travel Plan Framework has been prepared which outlines several measures to support sustainable travel. A Travel Plan Coordinator will be appointed to implement and subsequently monitor the success of several schemes and promotions.

7.2 Conclusions

The proposed care home is well located in relation to access by all relevant modes of travel and will deliver good access for pedestrians walking to and from the surrounding areas and facilities.

The proximity of the existing bus stops on Henderson Street along with the implementation of a Travel Plan will aim to reduce the reliance on private car travel and promote sustainable travel behaviour.

The estimated trip generation for the proposed care home is low for all modes and is unlikely to be noticeable in the daily variation of traffic flows on the road network or trips on the public transport networks. It is therefore considered that there will be no detrimental effect on the operation of the surrounding road and transport networks.

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Appendix A – Pre-App Comments from Stirling Council

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Subject: Proposed Care Home - Henderson Street, Bridge of Allan

From: Neil Pirie <pirien@stirling.gov.uk>
Sent: 17 December 2020 10:20
To: Blake, Megan <Megan.Blake@sweco.co.uk>; Stephen Spiers <spierss@stirling.gov.uk>
Cc: Parsons, Lorna <Lorna.Parsons@sweco.co.uk>; Anne Clark <clarka@stirling.gov.uk>
Subject: RE: Proposed Care Home - Henderson Street, Bridge of Allan

Thanks Megan,

I've reviewed the TRICS trip rate data and note that you have used vehicles rather than multi-modal. I assume it is therefore the intention to work backwards using census data to produce a people trip assessment. Best practice is to generate multi-modal rates and first identify the forecast total people and then apply local census mode split data. On a small scale site such as this one, it doesn't make a great deal of difference, however TA Guidance stipulates people assessment should be considered first. Notwithstanding the above the trip rates presented appear reasonable.

With regard to the wider development proposals/Transport Statement I can comment as follows:

- The site layout should consider the provision of drop-off/pick-up facilities.
- A comparison between the trip generation of the previously operational Hotel and the proposed development should be provided.
- Parking:
    - The parking provision (vehicle and cycle) should comply with the rates provided in the Councils Draft Supplementary Guidance: Transport and Access for New Development: https://www.stirling.gov.uk/media/8822/dsg-transport-and-access.pdf
    - Provision of electric vehicle charge points should be considered.
    - Parking bays should measure 2.5m x 5m and be served by a minimum 6m aisle width. Disabled bays shall measure 2.4m x 4.8m and be served by a 1.2m hatched surround.
- Confirmation of servicing arrangements with evidence (swept path) that the internal layout can accommodate these movements.
- Access Arrangements:
    - Suggest the access(es) be formed as vehicular footway crossing points in order to maintain pedestrian priority across the site frontage. Dimensioned drawing to be provided as part of future submission.
    - Visibility splays of 2.4m x 43m should be provided at the vehicular access points, within which there shall be no obstruction to visibility 600mm above carriageway level.
- Travel Plan Framework to be developed as part of Transport Statement.

I trust the above is clear. Happy to discuss any aspect which requires clarification.

Regards
Neil

Neil Pirie
Senior Development Control Officer
Stirling Council

Stirling Council
Infrastructure
Teith House, Kerse Road, Stirling, Stirling Council, FK7 7QA

To: Anne Clark <clarka@stirling.gov.uk>
Cc: Parsons, Lorna <Lorna.Parsons@sweco.co.uk>
Subject: Proposed Care Home - Henderson Street, Bridge of Allan

Dear Anne,

My colleagues based in our Edinburgh office provided your contact details with a view to scoping the content of a Transport Statement to support the redevelopment of 103-105 Henderson Street, Bridge of Allan. The site is proposed for a new 70-bed care home. Please find attached the existing and proposed site layouts for your information.

We propose to prepare a Transport Statement which will set out the following:

- Development proposal and site context
- Proposed parking
- Policy review
- Accessibility assessment
- Travel demand by all modes

To establish the potential number of vehicle trips generated during the morning and evening peaks, reference was made to the TRICS database. Vehicle trip rates were extracted for care homes and the resulting trip rates and trip generation are shown in the table below. The AM peak employed is 07:00-08:00 and the PM 14:00-15:00.

Land Use	Trip Rate (per bed)				No. of Beds	Trip Generation			
	AM Peak		PM Peak			AM Peak		PM Peak	
	Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
Care Home	0.120	0.052	0.096	0.126	**70**	8	4	7	9

An estimate of trips by all relevant modes will be provided within the TS.

Could you please confirm if this level of information would be acceptable, or if you would like to see additional information submitted. Please note that we are working to a tight deadline of the end of the week (18th Dec) and a response at your earliest convenience would be much appreciated.

Best Wishes,

Megan

Megan Blake
Transport Planner

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2 Eldon Street
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Appendix B – Architect's Site Layout Plan

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Bonnie Edgar-Nevill
Transport Planner
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Proposed Site Plan
1:250

Key
1:250

- Building Footprint (comprising 70no. beds)
- Soft Landscaping
- Hard Landscaping (comprising 22no. parking spaces + ambulance space)
- +16.03 Existing Levels
- +16.03 Proposed Levels
- Graded Ground 1:1 - 1:2.5
- Boundary of Application Site (area 0.4539ha / 1.12ac)
- Existing Structures Removed
- Existing Tree
- Proposed Tree
- Extent of Tree Protection Zone
- Tree BS 5837 Category A (Good)
- Tree BS 5837 Category B (Fair) - Proposed for Removal
- Tree BS 5837 Category C (Poor) - Proposed for Removal
- Tree BS 5837 Category U (Poor) - Proposed for Removal
- Tree BS 5837 Category U (Poor) - Recommended for Removal (outwith application site)

NB. To be read in conjunction with Tree Survey by Donald Rodger

5SE New Heras Triton Security System weld mesh fencing, 1800mm high - colour grey polyester powder coated finish

REV	DATE	DRAWN	DESCRIPTION	CHECK	APP'D
A	16.12.20	MW	TREE REFERENCES OUTWITH SITE OMMITED.	CHECK	APP'D

REVISIONS

0 | 50 | 100

CLIENT Simply Develop (UK) LTD
JOB Proposed Care Home, Henderson Street, Bridge of Allan
DRAWING Proposed Site Plan
STATUS PRELIMINARY
Drawn — Checked — Approved — DATE — JOB NO 14621 DR NO pl-03 REV A
SCALE 1:250 SHEET SIZE A1

yeomanmcallister

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Waterside Studios
64 Calthorpe Avenue
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Tel 0131 346 1145
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Wimbledon
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Appendix C – Service Vehicle Swept Paths

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Sweco 2nd Floor, Quay 2 139 Fountainbridge Edinburgh EH3 9QG Tel: +44 (0)131 550 6300 Web: www.sweco.co.uk	Client: Simply UK Ltd	Drawing Status: For Planning			Drawing Title: Swept Path In - 7.5t Box Van
	Project Title: Henderson Street Care Home Bridge of Allan	Scale: 1:500	Drawn: BE-N	Checked: GK	Approved: GK
		Original Size: A4	Date: 171220	Date: 171220	Date: 171220
					Drawing Number: SK001
					Revision:

C:\Users\gbboen\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\UWIIJG28\ 4621-pl-03 Proposed Site Plan Preliminary REV Awith tracks.dwg

Sweco 2nd Floor, Quay 2 139 Fountainbridge Edinburgh EH3 9QG Tel: +44 (0)131 550 6300 Web: www.sweco.co.uk	Client: Simply UK Ltd	Drawing Status: For Planning				Drawing Title: Swept Path Out - 7.5t Box Van
	Project Title: Henderson Street Care Home Bridge of Allan	Scale: 1:500	Drawn: BE-N	Checked: GK	Approved: GK	
		Original Size: A4	Date: 171220	Date: 171220	Date: 171220	Drawing Number: SK002 / Revision:

F:\U2012\nonproj\Bonnie E-N\Bridge of Allan TS\ 4621-pl-03 Proposed Site Plan Preliminary REV Awith tracks B.dwg

Appendix D – Policy

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Scottish Planning Policy

The purpose of the Scottish Planning Policy (SPP) is to set out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- The preparation of development plans;
- The design of development, from initial concept through to delivery; and
- The determination of planning applications and appeals.

SPP shares a single vision for the planning system in Scotland:

"We live in a Scotland with a growing, low-carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place, and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world."

The following four planning outcomes explain how planning should support this vision:

- A successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places;
- A low carbon place – reducing our carbon emissions and adapting to climate change;
- A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use; and
- A more connected place – supporting better transport and digital connectivity;

SPP stresses the importance of sustainable and active travel for a more connected place, which is one of the four main planning outcomes. Paragraph 270 of SPP state that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- Enable the integration of transport modes; and
- Facilitate freight movement by rail or water.

Paragraph 271 states that development plans and development management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety, while Paragraph 287 states that planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- Direct links to local facilities via walking and cycling networks are not available or cannot be made available;
- Access to local facilities via public transport networks would involve walking more than 400m; or

- The Transport Assessment does not identify satisfactory ways of meeting sustainable transport requirements.

Planning Advice Note (PAN) 75 – Planning for Transport

Planning Advice Note (PAN) 75 accompanies SPP and acts as a good practice guide on measures that planning authorities, developers and others should carry out in their policy development, proposal assessment and project delivery.

Paragraph 24 states that:

"development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network", and "locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks".

PAN 75 provides guidance on accessibility thresholds and walking distances as follows:

- Walking distances from new developments should be no greater than 400 metres to bus stops and 800 metres to rail stations; and
- The maximum acceptable walking distance to local facilities is 1,600 metres.

Transport Assessment Guidance

This document accompanies SPP and PAN75 and aims to provide a good practice guide for the Transport Assessment of new development and redevelopment. The document provides a general guide to Transport Statements' along with some detailed information on the criteria which should be considered. Key criteria include:

- Information on existing conditions including baseline transport conditions and existing site information; and
- Information pertaining to the proposed development including, among other items, the scale of development, access to the site, and trip generation.

As the aforementioned list is not exhaustive, supplementary information may be required in order to fulfil the scope of the Transport Statement. Accessibility guidance, outlined in Chapter 5, which may be of particular importance states:

- Journey times of 20-30 minutes are appropriate for walking and 30-40 minutes for cycling;
- Public transport journey times can be calculated by a combination of analysis of timetables and maps. This should be complemented by observation of walking times to actual (or potential) bus stops. A 30 minute door to door travel time is an appropriate choice of time-band by public transport although it may also be helpful to consider a 45 minute door to door travel time; and,
- For developments of national or regional importance, public transport journey times of 1 hour may be appropriate.

The above guidelines were followed during the preparation of this Transport Statement.

Designing Streets – A Policy Statement for Scotland

Designing Streets - A Policy Statement for Scotland, places emphasis on providing well designed streets at the heart of sustainable communities and demonstrates the benefits available by assigning a higher priority to pedestrians and cyclists from good street design.

The document seeks a shift away from a rigid application of design standards to a more holistic approach to the creation of places.

This document updates the link between existing planning and transportation policy and street design. It incorporates the principles set out in PAN 76 New Residential Streets and is based on the Manual for Streets document published in England and Wales in 2007.

Designing Streets is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and pedestrian movement and away from a system focused upon the dominance of motor vehicles. It has been created to support the Scottish Government's place-making agenda and is intended to sit alongside the 2001 planning policy document Designing Places, which sets out government aspirations for design and the role of the planning system in delivering these.

It is expected that Designing Streets will predominantly be used for the design, construction, maintenance and adoption of new streets, along with existing streets subject to re-design. Designing Streets should now be adopted by all Scottish local authorities or should provide the basis for local and site-specific policy and guidance.

Designing Streets states that junctions should:

- Be designed with the considerations of the needs of pedestrians first; and
- Junctions should be designed to suit context and urban form.

Designing Streets also indicates the requirement for swept path analysis to ensure that junctions are negotiable by vehicles and outlines the guidelines regarding visibility splays for new junctions.

Scots National Roads Development Guide

The Scots National Roads Development Guide (NRDG) has been produced by the Society for Chief Officers of Transport in Scotland, and supports Designing Streets; expanding on its principles to clarify the circumstances in which it can be used.

The purpose of the document is to:

- Provide guidance on how to obtain a Road Construction Consent;
- Provide a consistent, accessible and relevant source of information that links related, detailed and complex infrastructure requirements in one place;
- Support the Scottish Government Policy Designing Streets and expand this to address the interface with other roads. This national guide is considered the technical enabler to that policy document;
- Advocate a re-designation of road hierarchy to user hierarchy;
- Support the principles of adopting a multi-disciplinary approach and early engagement to achieve a balanced outcome based on a user function;
- Accommodate Local Authority variances, such as parking standards or road details.
- These local departures are intended to be easily identified and accessed and as such form a section appended to this baseline document;
- Advocate the creation of a review board and update procedure so that changes to legislation, best practice, codes of practice, guides and other such documents can be regularly included such that the guide is maintained efficiently and will provide a positive long-term legacy;

- Encourage high-quality environments that place a focus on people and enable developments to be designed on an individual methodology rather than following standard and rigid specifications where possible;
- Support a more holistic, integrated approach to the planning and approvals process with early discussions between all parties actively encouraged.

Stirling Local Development Plan

The current Stirling Local Development Plan was published in 2018 and aims to *'encourage and control the future use and development of land to assist in addressing the wider economic, environmental and social challenges.'*

The document sets out a policy on Addressing the Travel Demands of New Development, which states that new developments should:

- Be located where safely and conveniently accessible by walking, cycling and public transport, as well as by motor vehicles;
- Wherever possible, connect to existing, or provide new links to, sustainable transport options; and
- Aim to reduce its travel demands and to ensure that residual demands are met in a manner which ensures a safe and realistic choice of access by walking, cycling, public transport, and motor vehicles.

Stirling's Local Transport Strategy

Stirling's current Local Transport Strategy (LTS) sets out aims and actions for the development of Stirling's transport system for the period 2017-2027, and beyond. It states that improvements to transport will help to achieve economic, environmental and social objectives.

The LTS sets out objectives for:

- A safer Stirling with fewer accidents and casualties;
- A connected Stirling with better journey times and travel options to, within and beyond Stirling;
- An active and sustainable Stirling where walking, cycling and public transport trips are encouraged and enabled;
- An inclusive Stirling where the transport network enables everyone to access jobs, services and opportunities;
- A quality place where our streets enhance the quality of Stirling and add to people's experience of it; and
- A quality transport network which is well maintained, managed and integrated.

Appendix E – TRICS output

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Calculation Reference: AUDIT-129302-201214-1232

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	WG	WOKINGHAM	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	SW	SWANSEA	1 days
11	SCOTLAND		
	SR	STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 34 to 78 (units:)
Range Selected by User: 25 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 02/05/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	3 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DS-05-F-01 NURSING HOME DERBYSHIRE
29 VILLAGE STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 70
Survey date: TUESDAY *21/10/14* *Survey Type: MANUAL*

2 ES-05-F-02 CARE HOME EAST SUSSEX
BATTLE ROAD
HAILSHAM

Edge of Town Centre
Residential Zone
Total Number of residents: 69
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

3 HC-05-F-01 CARE HOME HAMPSHIRE
BOTLEY ROAD
SOUTHAMPTON

Edge of Town
No Sub Category
Total Number of residents: 42
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

4 NT-05-F-02 NURSING HOME NOTTINGHAMSHIRE
MOOR LANE
NEAR NOTTINGHAM
BINGHAM
Edge of Town Centre
No Sub Category
Total Number of residents: 34
Survey date: MONDAY *14/11/16* *Survey Type: MANUAL*

5 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY *04/03/19* *Survey Type: MANUAL*

6 SR-05-F-01 NURSING HOME STIRLING
PERTH ROAD
DUNBLANE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 60
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

7 SW-05-F-01 NURSING HOME SWANSEA
ST HELENS ROAD
SWANSEA

Edge of Town Centre
No Sub Category
Total Number of residents: 78
Survey date: WEDNESDAY *11/12/13* *Survey Type: MANUAL*

8 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

9 WG-05-F-01 NURSING HOME WOKINGHAM
BARKHAM ROAD
WOKINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 58
Survey date: TUESDAY *20/11/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-05-F-01	Too few beds
GM-05-F-03	Too few beds
HF-05-F-02	Too few beds
LC-05-F-02	Too few beds
SF-05-F-01	Too few beds
WK-05-F-01	Too few beds

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	56	0.120	9	56	0.052	9	56	0.172
08:00 - 09:00	9	56	0.082	9	56	0.052	9	56	0.134
09:00 - 10:00	9	56	0.094	9	56	0.044	9	56	0.138
10:00 - 11:00	9	56	0.068	9	56	0.048	9	56	0.116
11:00 - 12:00	9	56	0.070	9	56	0.056	9	56	0.126
12:00 - 13:00	9	56	0.084	9	56	0.064	9	56	0.148
13:00 - 14:00	9	56	0.106	9	56	0.096	9	56	0.202
14:00 - 15:00	9	56	0.096	9	56	0.126	9	56	0.222
15:00 - 16:00	9	56	0.082	9	56	0.120	9	56	0.202
16:00 - 17:00	9	56	0.046	9	56	0.112	9	56	0.158
17:00 - 18:00	9	56	0.048	9	56	0.098	9	56	0.146
18:00 - 19:00	9	56	0.040	9	56	0.026	9	56	0.066
19:00 - 20:00	9	56	0.050	9	56	0.068	9	56	0.118
20:00 - 21:00	9	56	0.036	9	56	0.048	9	56	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.022			1.010			2.032

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	34 - 78 (units:)
Survey date date range:	01/01/12 - 02/05/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	56	0.004	9	56	0.004	9	56	0.008
08:00 - 09:00	9	56	0.002	9	56	0.002	9	56	0.004
09:00 - 10:00	9	56	0.006	9	56	0.006	9	56	0.012
10:00 - 11:00	9	56	0.002	9	56	0.000	9	56	0.002
11:00 - 12:00	9	56	0.000	9	56	0.002	9	56	0.002
12:00 - 13:00	9	56	0.004	9	56	0.000	9	56	0.004
13:00 - 14:00	9	56	0.000	9	56	0.002	9	56	0.002
14:00 - 15:00	9	56	0.002	9	56	0.004	9	56	0.006
15:00 - 16:00	9	56	0.000	9	56	0.000	9	56	0.000
16:00 - 17:00	9	56	0.002	9	56	0.002	9	56	0.004
17:00 - 18:00	9	56	0.006	9	56	0.004	9	56	0.010
18:00 - 19:00	9	56	0.000	9	56	0.002	9	56	0.002
19:00 - 20:00	9	56	0.002	9	56	0.002	9	56	0.004
20:00 - 21:00	9	56	0.000	9	56	0.000	9	56	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	56	0.006	9	56	0.004	9	56	0.010
08:00 - 09:00	9	56	0.000	9	56	0.002	9	56	0.002
09:00 - 10:00	9	56	0.000	9	56	0.000	9	56	0.000
10:00 - 11:00	9	56	0.000	9	56	0.000	9	56	0.000
11:00 - 12:00	9	56	0.002	9	56	0.002	9	56	0.004
12:00 - 13:00	9	56	0.006	9	56	0.004	9	56	0.010
13:00 - 14:00	9	56	0.000	9	56	0.002	9	56	0.002
14:00 - 15:00	9	56	0.000	9	56	0.000	9	56	0.000
15:00 - 16:00	9	56	0.002	9	56	0.002	9	56	0.004
16:00 - 17:00	9	56	0.000	9	56	0.000	9	56	0.000
17:00 - 18:00	9	56	0.000	9	56	0.000	9	56	0.000
18:00 - 19:00	9	56	0.000	9	56	0.000	9	56	0.000
19:00 - 20:00	9	56	0.000	9	56	0.000	9	56	0.000
20:00 - 21:00	9	56	0.000	9	56	0.000	9	56	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
PSVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	56	0.002	9	56	0.002	9	56	0.004
08:00 - 09:00	9	56	0.002	9	56	0.002	9	56	0.004
09:00 - 10:00	9	56	0.000	9	56	0.000	9	56	0.000
10:00 - 11:00	9	56	0.002	9	56	0.002	9	56	0.004
11:00 - 12:00	9	56	0.000	9	56	0.000	9	56	0.000
12:00 - 13:00	9	56	0.000	9	56	0.000	9	56	0.000
13:00 - 14:00	9	56	0.000	9	56	0.000	9	56	0.000
14:00 - 15:00	9	56	0.000	9	56	0.002	9	56	0.002
15:00 - 16:00	9	56	0.004	9	56	0.004	9	56	0.008
16:00 - 17:00	9	56	0.004	9	56	0.002	9	56	0.006
17:00 - 18:00	9	56	0.000	9	56	0.000	9	56	0.000
18:00 - 19:00	9	56	0.000	9	56	0.000	9	56	0.000
19:00 - 20:00	9	56	0.000	9	56	0.000	9	56	0.000
20:00 - 21:00	9	56	0.000	9	56	0.000	9	56	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-129301-201217-1255

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	HI	HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bedrooms
Actual Range: 4 to 89 (units:)
Range Selected by User: 4 to 90 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	2 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	2
Residential Zone	3
Built-Up Zone	3
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AG-06-A-01 BOUTIQUE B&B ANGUS
CLIFFBURN ROAD
ARBROATH
HAYSHEAD
Edge of Town
Residential Zone
Total Number of bedrooms: 4
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 CF-06-A-03 HOLIDAY INN EXPRESS CARDIFF
LONGUEIL CLOSE
CARDIFF

Edge of Town Centre
Residential Zone
Total Number of bedrooms: 87
Survey date: MONDAY *16/07/12* *Survey Type: MANUAL*

3 GS-06-A-02 PREMIER INN GLOUCESTERSHIRE
GLOUCESTER ROAD
CHELTENHAM SPA
SAINT MARKS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 67
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

4 HI-06-A-05 BEST WESTERN HIGHLAND
NESS WALK
INVERNESS

Edge of Town Centre
Built-Up Zone
Total Number of bedrooms: 89
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

5 NF-06-A-04 HOTEL NORFOLK
THORPE ROAD
NORWICH
THORPE HAMLET
Edge of Town Centre
Built-Up Zone
Total Number of bedrooms: 38
Survey date: MONDAY *25/11/19* *Survey Type: MANUAL*

6 NT-06-A-02 PREMIER INN NOTTINGHAMSHIRE
LONDON ROAD
NOTTINGHAM

Edge of Town Centre
Built-Up Zone
Total Number of bedrooms: 87
Survey date: MONDAY *24/06/13* *Survey Type: MANUAL*

7 TW-06-A-02 TRAVELODGE TYNE & WEAR
CASPER WAY
GATESHEAD
SWALWELL
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of bedrooms: 60
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

8 WL-06-A-03 TRAVELODGE WILTSHIRE
LAWRENCE HILL
WINCANTON

Edge of Town
No Sub Category
Total Number of bedrooms: 57
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-06-A-03 DEAN CLOUGH HALIFAX	TRAVELODGE	WEST YORKSHIRE

Edge of Town Centre
Development Zone
Total Number of bedrooms: 51
Survey date: MONDAY *22/10/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	60	0.022	9	60	0.111	9	60	0.133
08:00 - 09:00	9	60	0.089	9	60	0.113	9	60	0.202
09:00 - 10:00	9	60	0.046	9	60	0.100	9	60	0.146
10:00 - 11:00	9	60	0.033	9	60	0.065	9	60	0.098
11:00 - 12:00	9	60	0.050	9	60	0.067	9	60	0.117
12:00 - 13:00	9	60	0.050	9	60	0.050	9	60	0.100
13:00 - 14:00	9	60	0.039	9	60	0.043	9	60	0.082
14:00 - 15:00	9	60	0.067	9	60	0.046	9	60	0.113
15:00 - 16:00	9	60	0.083	9	60	0.072	9	60	0.155
16:00 - 17:00	9	60	0.098	9	60	0.059	9	60	0.157
17:00 - 18:00	9	60	0.122	9	60	0.069	9	60	0.191
18:00 - 19:00	9	60	0.122	9	60	0.056	9	60	0.178
19:00 - 20:00	9	60	0.102	9	60	0.063	9	60	0.165
20:00 - 21:00	9	60	0.098	9	60	0.052	9	60	0.150
21:00 - 22:00	9	60	0.057	9	60	0.024	9	60	0.081
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.078			0.990			2.068

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	4 - 89 (units:)
Survey date date range:	01/01/12 - 25/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.