# Finnieston Street, Glasgow

# Transport Statement

# May 2021

FAIRHURST

# CONTROL SHEET

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# Contents

# Appendices

# 1 Introduction

## 1.1 General

1.1.1 This Transport Statement has been prepared by Fairhurst on behalf of AR (Finnieston) Ltd in support of a Planning Application for mixed use development at Finnieston Street, Glasgow.

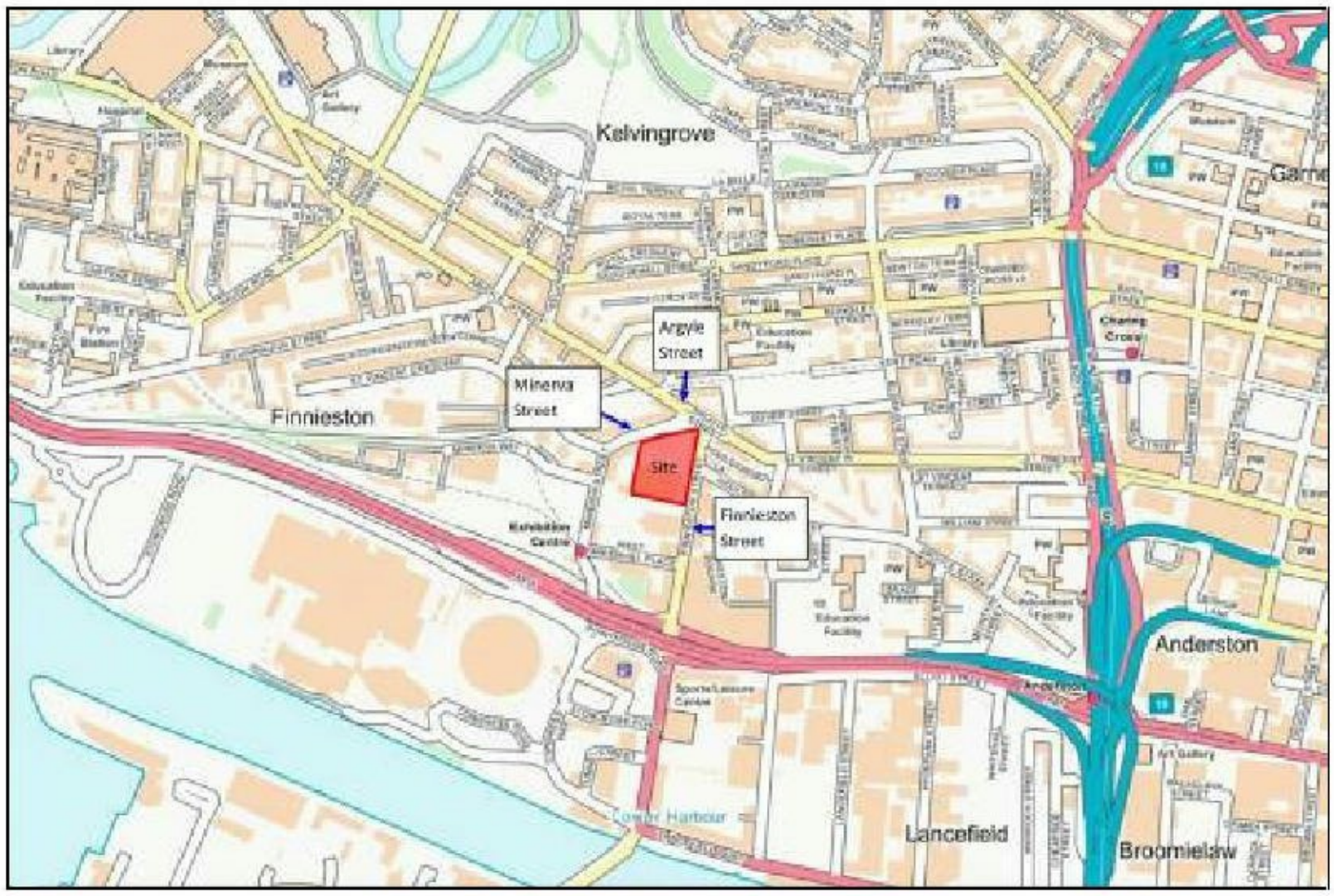
1.1.2 The site is currently occupied by two retail units, one of which is currently unoccupied. The unoccupied unit (formerly PC World) is to be demolished to provide a replacement car park.

## 1.2 Site Location

1.2.1 The site is located in the Finnieston area of Glasgow, to the south of Argyle Street and with frontages to Finnieston Street and Minerva Street.

1.2.2 The location of the development site is illustrated in red in Figure 1.1.

**Figure 1.1 - Site Location Plan**




## 1.3 Development Proposals

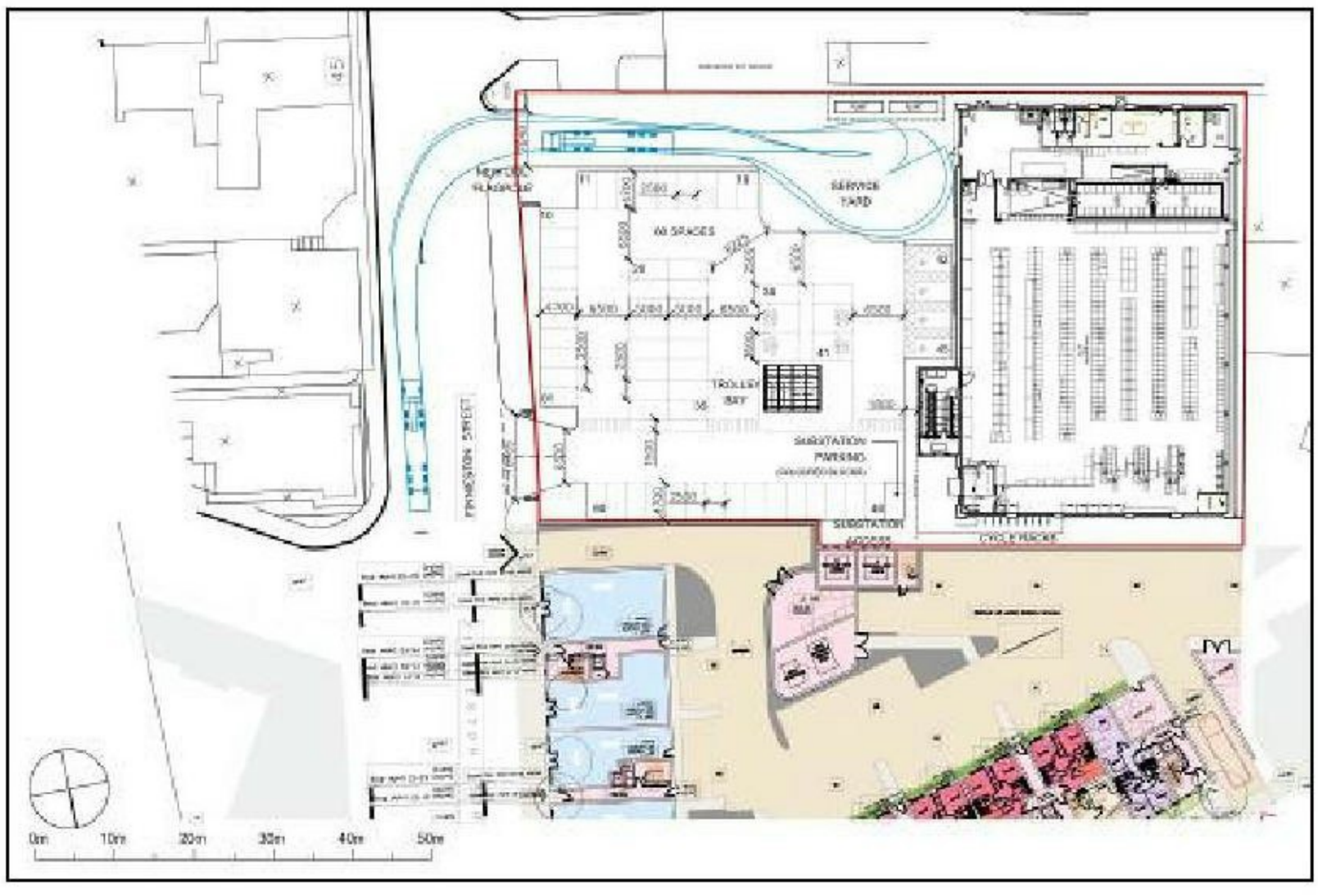
1.3.1 Proposals are for redevelopment of the northern part of the site to provide 155 flatted dwellings as a mix of 1, 2 and 3 bedroom units, and approximately 1,000m$^2$ of small retail units. The existing retail unit to the west side of the site is to be retained, and the eastern unit demolished to provide replacement car parking for the western retail unit.

1.3.2 The mixed use development site layout, prepared by ark Architecture and Design, is presented in Figure 1.2, and at a larger scale in Appendix A.

**Figure 1.2 – Mixed Use Development Layout**


1.3.3 The revised retail development site layout, prepared by Smith Design Associates, is presented in Figure 1.3, and at a larger scale in Appendix A.

**Figure 1.3 Retail Development Layout**



## 1.4 Project Scoping

1.4.1 Scoping for the Transport Statement was submitted to Glasgow City Council (GCC) on 22nd February 2021.

1.4.2 The Scoping Statement submission is presented in Appendix B.

## 1.5 Report Structure

1.5.1 The report will be structured as follows:

- Introduction
- Policy Review
- Existing Site Accessibility Review
- Development Access Proposals
- People Trip Prediction
- Review of Pedestrian Safety; and
- Summary and Conclusions

# 2 Policy Review

## 2.1 Introduction

2.1.1 This section will provide a brief overview of National, Regional and Local Policy documents applicable to the proposal.

## 2.2 National Policy

2.2.1 The National Policy Context is defined by the following documents:

- Scottish Planning Policy (2014)
- Scottish Planning Advice Note 75 - Planning for Transport (2005)
- Transport Assessment Guidance (2012)
- National Roads Development Guide (2014)

2.2.2 **Scottish Planning Policy 2014** (SPP) was issued in June 2014 as a replacement for the first SPP document issued in 2010. SPP consolidated all of the earlier individual planning policies into one document.

2.2.3 SPP identifies that "*The planning system should:*

- *"promote business and industrial development that increases economic activity while safeguarding and enhancing the natural and built environments as national assets"*
- *"allocate sites that meet the diverse needs of the different sectors and sizes of business which are important to the plan area in a way which is flexible enough to accommodate changing circumstances and allow the realisation of new opportunities"*
- *"give due weight to net economic benefit of proposed development."*


2.2.4 The objective to prioritise the opportunities for personal travel by mode in the order – walking, cycling, public transport, car and other motorised vehicles is summarised within the Transport Section of SPP which states:

*"Buildings and facilities should be accessible on foot and by cycle. Improvements to active transport networks, such as paths and cycle routes, in urban and rural areas will support more sustainable travel choices".*

*"New development areas should be served by public transport accessing a range of potential destinations, or proposals should be put in place to provide public transport".*

*"Reducing emissions from transport sources as a contribution to achieving Scottish Government greenhouse gas emission targets requires a shift to more sustainable modes of transport. For people this means a shift from car-based travel to walking, cycling and public transport".*

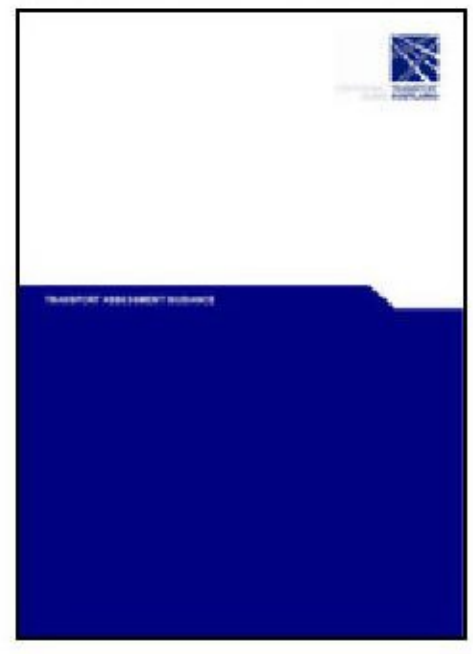
*"All significant travel generating developments should be encouraged to develop travel plans - as a package of measures aimed at promoting more sustainable travel choices and reducing reliance on car"*

2.2.5 **Scottish Planning Advice Note 75 – Planning for Transport** (PAN 75) identifies the need for the integration of land use planning with transport, taking into account policies on economic growth, education, health and the objective of a more inclusive society.


2.2.6 PAN 75 identifies in Annex B the undernoted thresholds:

- *"For accessibility of public transport the recommended guidelines are less than 400m to bus services and 800m to rail services"*
- *"A maximum threshold of 1600m for walking is broadly in line with observed travel behaviour".*

2.2.7 The **Transport Assessment Guidance** document was issued by the Scottish Government in 2012 replacing 'Transport Assessment and Implementation: A Guide'. The main objective of the document is to assist in the preparation of Transport Assessments for development proposals in Scotland. The guidance sets out requirements according to the scale of development being proposed; ranging from a local development which requires a Transport Statement providing an explanation of transport issues through to a major development where detailed technical analysis will be required in a Transport Assessment accompanied by a supporting Travel Plan.



2.2.8 The **National Roads Development Guide** (NRDG) has been produced by the Society for Chief Officers of Transport in Scotland and is designed to support Designing Streets (DS). NRDG expands on the principles of DS and provides clarification on the circumstances in which DS can be used.

2.2.9 NRDG identifies under 'purpose' a number of matters which include to:

- *"provide a consistent, accessible and relevant source of information that links related detailed and complex infrastructure requirements in one place"*
- *"advocate a re-designation of road hierarchy to user hierarchy"*
- *"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"*
- *"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."*

## 2.3 Regional Policy

2.3.1 The regional policy context is largely defined by the **Strathclyde Partnership for Transport's (SPT) Regional Transport Strategy (RTS)** for the West of Scotland 2008-2021 provides additional regional policy context for the development. The document sets out the Partnership's vision for a modern, integrated transport system for the Strathclyde area that is fit for Scotland in the 21st century.

2.3.2 The RTS Strategy Vision identifies three Shared Goals to:

> *'**Develop the economy:** through improving the economy for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, by improving transport integration.*
>
> ***Promote social inclusion and equality:** by providing a transport system that is safe, accessible and affordable to all sections of the community.*
>
> ***Improve health and protect the environment:** by minimising emissions and consumption of resources and energy, by promoting active travel, quality public transport and modal shift.'*

2.3.3 Further guidance is provided by the **Glasgow and the Clyde Valley Strategic Development Plan 2017**. The plan provides an overall geographical framework of development within the region. It is also intended to provide the public, stakeholders and the development and investment industries with confidence that a consistent strategic planning approach to creating a long-term sustainable future for the city-region is in place.

## 2.4 Local Policy

2.4.1 Local Policy for the development is largely defined by the following documents:

- Glasgow City Development Plan (2017)
- Glasgow City Centre Strategy (2014)
- Glasgow City Centre Transport Strategy (2015)

2.4.2 The **Glasgow City Development Plan**, adopted in March 2017, is the statutory Local Development Plan (LDP) for the city. It sets out a ten year planning framework for land use and infrastructure in Glasgow. It describes its aim as "*to give certainty for investment decisions for the public and private sectors by indicating where development, including regeneration, should happen and where it should not*".

2.4.3 The transport policies within the LDP are set out in Policy CDP11 – Sustainable Transport. The aims of the policy are to "*ensure that Glasgow is a connected city, characterised by sustainable and active travel, by*:

- *"supporting better connectivity by public transport;*
- *"discouraging non-essential car journeys;*
- *"encouraging opportunities for active travel;*
- *"reducing pollution and other negative effects associated with vehicular travel; and*
- *"optimising the sustainable use of transport infrastructure, including the River Clyde and Forth and Clyde Canal, and supporting economic development."*

2.4.4 The policy goes on the state that "*the council will direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case, including for Fastlink.*"

2.4.5 The **Glasgow City Centre Transport Strategy** (GCCTS), published in February 2015, aims to ensure "*that Glasgow's city centre is an attractive and sustainable place for residents, visitors and business.*" It sets out the following five objectives for transport:

- *"Improve the health of Glasgow's citizens by increasing the modal share of trips to/form and within the city centre by active travel modes (walking, cycling and public transport);*

- *"Support the growth in economic vibrancy of the city centre, by ensuring access for residents, blue badge holders, tourists and traffic essential to sustain economic functions;*
- *"Enhance the quality of main pedestrian spaces, key development areas and main access routes;*
- *"Reduce harmful traffic emissions and noise; and*
- *"Enhance road safety and personal security for all city centre users."*

## 2.5 Summary

2.5.1 The development proposals are in accord with current policy at National, Regional and Local level.

2.5.2 The preparation of this Transport Statement addresses the specific requirements of the planning authority in considering the transportation implications of proposals on local networks

# 3 Existing Site Accessibility Review

## 3.1 Introduction

3.1.1 This Chapter of the report considers the existing accessibility of the site by each travel mode in turn, considering firstly the most sustainable methods of travel, walking and cycling, then public transport and finally the private car.

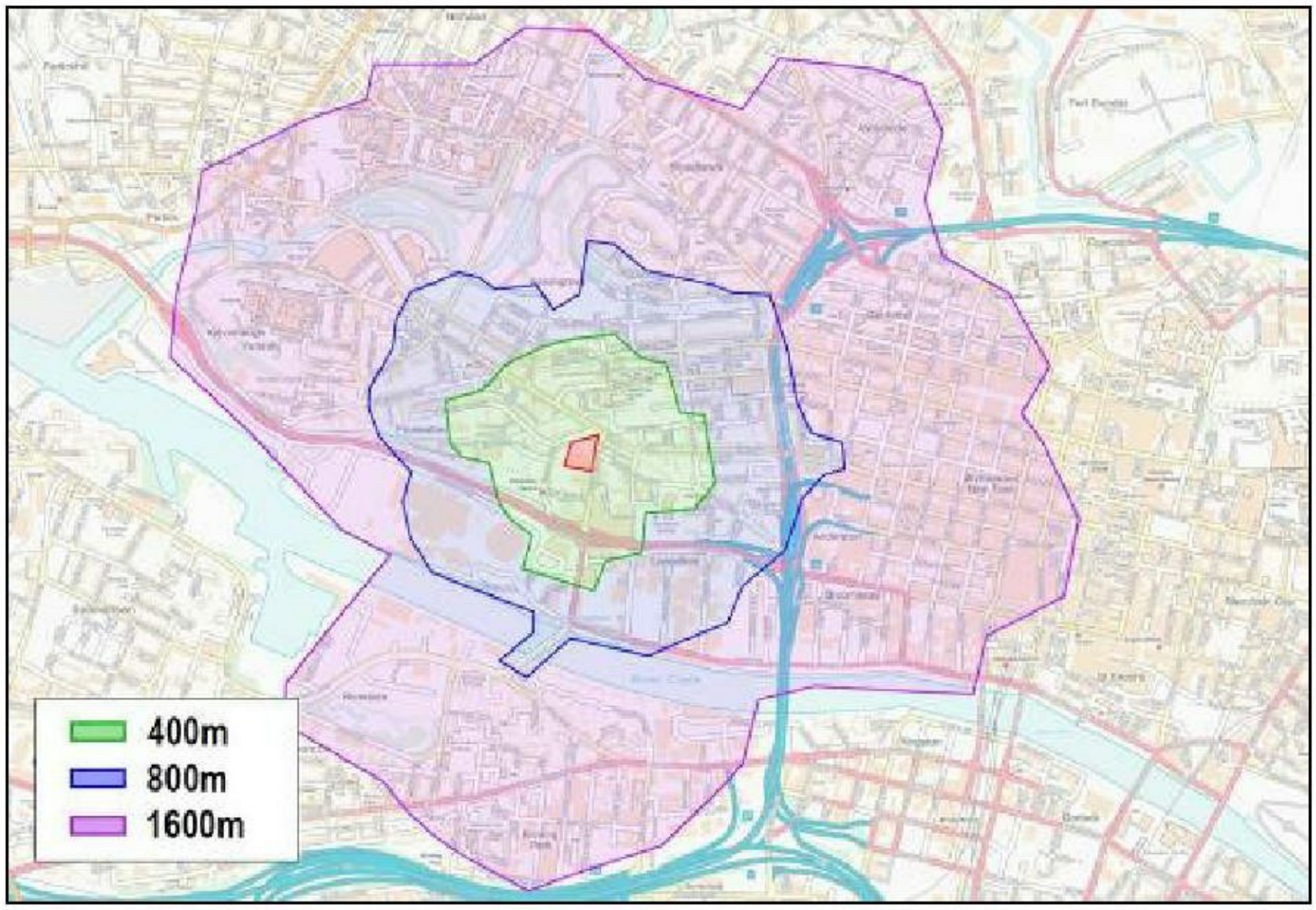
## 3.2 Active Travel Network

3.2.1 The site is located within an area where the pedestrian networks alongside existing roads are well developed, and provided with frequent controlled crossings at both signalised junctions and at other desire line crossing points. Finnieston Street has crossing facilities at A814 Clydeside Expressway as illustrated at Photo 3.1, north of West Greenhill Place and at the junction with Argyle Street.

**Photo 3.1 Signalised Pedestrian Crossing – A814**

3.2.2 An isochrone map illustrating 400m, 800m, and 1,600m walk distances from the development site is presented in Figure 3.1. Both Yorkhill Hospital and the University of Glasgow campus are within the 1600m isochrone, and approximate 20 minute walk from the site. A significant proportion of the City Centre can also be reached within the 1600m isochrone, as can Pacific Quay via the Squinty Bridge.

**Figure 3.1- Pedestrian Walking Isochrones**




3.2.3 The closest signed on-road cycle route is located on Minerva Street, and provides a connection from Kelvingrove Park via Kelvingrove Street, Corunna Street and St Vincent Crescent to the walkway which connects Exhibition Centre station with the Scottish Exhibition Centre, which has currently been repurposed as the NHS Louisa Jordan Hospital.

**Photo 3.2 Minerva Street cycle signage**

3.2.4 The West City Way which forms part of National Cycle Route (NCR) 756 is located within 300m of the site via Brechin Street. The route provides a largely segregated connection from Kelvingrove Park to Central Station. Segregated sections are 'on-road' but protected by raised kerbs and bollards. Cyclists require to be aware of bus boarders which cross the segregated lanes.

**Photo 3.3 West City Way signage**

**Photo 3.4 Segregated Cycle Lane on Berkeley Street**

3.2.5 NCR 756 bifurcates at the end of the western section of Argyle Street, with one branch continuing via Waterloo Street to Central station, and the other south towards the River Clyde where it connects with NCR 75. NCR 756 resumes at the Dalmarnock Smart Bridge and continues south to East Kilbride.

3.2.6 NCR 75 runs along the north bank of the River Clyde to the south of the development. This is broadly an off-road route which links the centre of Glasgow with Edinburgh and Gourock. The route continues from Gourock via Western Ferries to Dunoon and terminates at Portavadie, from where a Caledonian MacBrayne ferry connects with Tarbert.

3.2.7 The existing on and off-road cycle routes in the vicinity of the site are illustrated in Figure 3.2. The mapping is courtesy Glasgow City Council with the site shown in red.

**Figure 3.2 – Existing Active Travel Routes**


## 3.3 nextbike

3.3.1 nextbike UK Limited is part of the world's most extensive bike sharing provider, with networks of cycles in 200 cities across 26 countries in 4 continents. The closest nextbike location is on Minerva Street, adjacent to the development. Cycle rentals of this nature facilitate short one way journeys at minimal cost by allowing cycles to be parked close to origin and destination points. The network is shown at Figure 3.3.

**Figure 3.3 nextbike network**

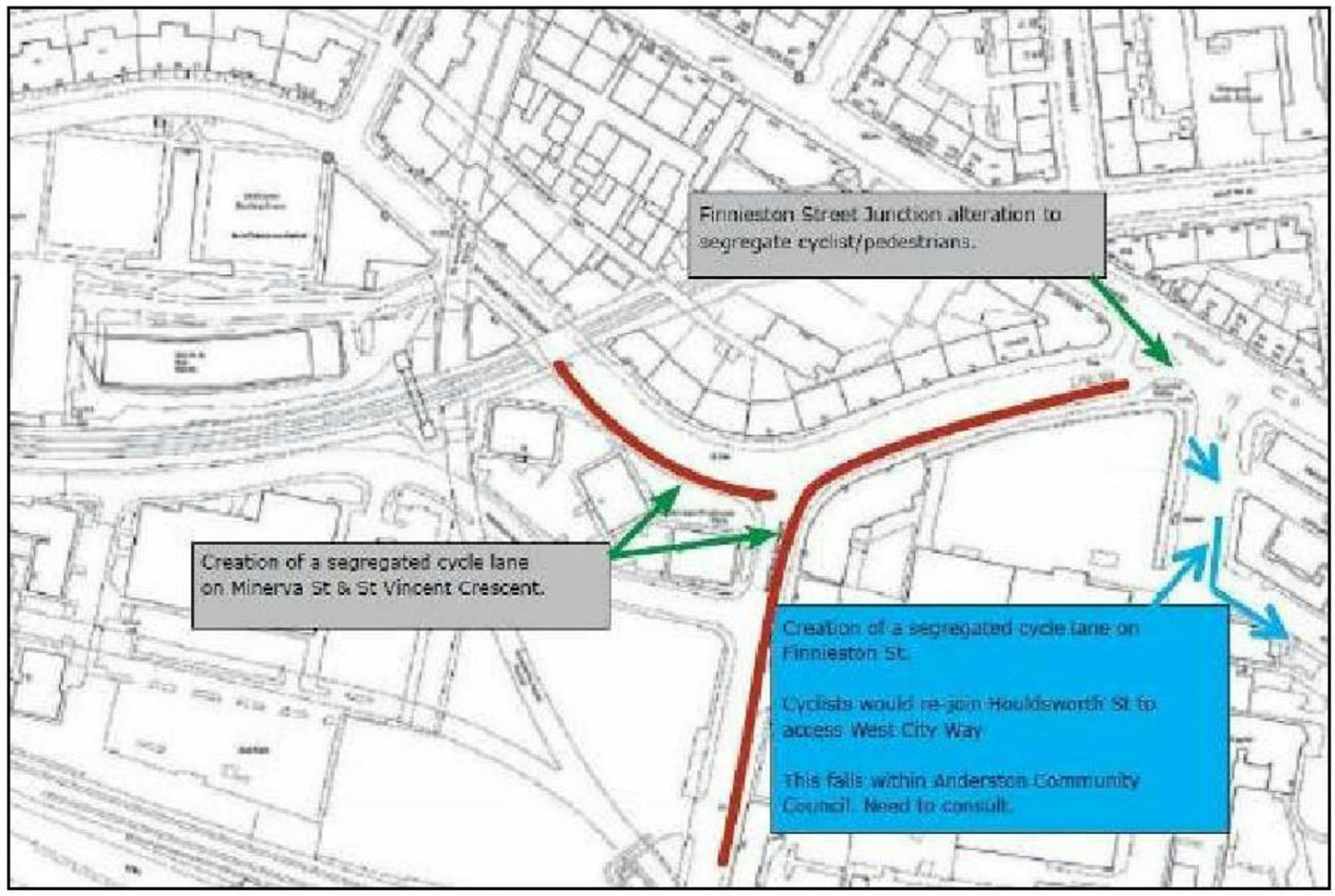
3.3.2 There are several payment options which vary from Pay as you Ride through Monthly membership (no long term commitment) to Annual membership. The membership options both include the first 30 minutes of any rental free of charge.

## 3.4 Yorkhill and Kelvingrove Cycling Village

3.4.1 Yorkhill and Kelvingrove Community Council have developed proposals for the creation of a 'Cycling Village' which identify proposals for improvements to pedestrian and cycle infrastructure.

3.4.2 Specific proposals for the Finnieston area are illustrated at Figure 3.4.

**Figure 3.4 Finnieston area proposals (courtesy Cycling Village report)**




3.4.3 The proposed segregated cycle lane will pass along the Minerva Road frontage of the development, and allowance in the public realm design will be made for the future provision of this facility by others.

## 3.5 Public Transport Routes & Facilities

3.5.1 There is a bus stop located outside the site on the west side of Finnieston Street. This stop is served only by service 100, which provides tourist connections from Glasgow city centre to the Riverside Museum during the interpeak period. The service is currently operated by Community Transport Glasgow under contract to SPT.

3.5.2 The nearest bus stops served throughout the day are located on Argyle Street to the west of the site within 200m of the entrance to the building at the north-west corner of the site. These stops are served by First in Glasgow simpliCITY service 2. Stops to the east on St Vincent Street are approximately 240m away and all are within PAN75 recommended walk distance to bus services of 400m.

**Photo 3.5 SimpliCITY service 2**


3.5.3 A number of additional services can be accessed on Sauchiehall Street within a walk distance of 420m via Brechin Street and Berkley Street, slightly outside the PAN75 walk distance but not seen as a deterrent to usage. A summary of services is presented at Table 3.1.

**Table 3.1 Bus Services**

| Operator | Service | Location | Principal calling points *(variations in italics)* | General Frequency | | |
|---|---|---|---|---|---|---|
| | | | | Mon - Fri | Saturday | Sunday |
| First in Glasgow | simpliCITY 2 | Argyle Street | Faifley - Kilbowie - Clydebank - Scotstoun - Partick - Central Station - Glasgow Cross - Parkhead Cross - Shettleston - Baillieston | 8 mins | 10 mins | 15 mins |
| First in Glasgow | simpliCITY 3 | Sauchiehall Street | Drumchapel - Dumbarton - Scotstoun - Partick - Charing Cross - Central Station - Shawlands - Leverndale Hospital - Cardonald - Govan | 12 mins | 15 mins | 20 mins |
| First in Glasgow | 77 | Sauchiehall Street | Buchanan Bus station - Charing Cross - Partick - QEUH - Braehead - *Renfrew Cross - Glasgow Airport* | 10 mins<br>*30 mins* | 10 mins<br>*30 mins* | 15 mins<br>*30 mins* |
| McGills | 17 | Sauchiehall Street | *Johnstone Depot* - Paisley - Hillington - QEUH - Govan - Broomhill - Partick - Glasgow city centre | 30 mins | 30 mins | No service |
| Stagecoach West Scotland | X25A | Sauchiehall Street | Glasgow University - Buchanan Bus Station - Greenfaulds - Kildrum - Carbrain - Abronhill | 60 mins peak | No service | No service |
| Glasgow Community Transport | 100 | Finnieston Street | Queen St - Central - Marriott Hotel - Finnieston - Kelvingrove Art Galleries - Partick - Riverside Museum | 30 minutes daytime | 30 minutes daytime | 30 minutes daytime |

3.5.4 McGills operate a frequent service from Paisley via QEUH, Partick and Sauchiehall Street, and Stagecoach West Scotland operate peak period tidal flow extensions of their X25A service from Cumbernauld via these stops to serve Glasgow University.

**Photo 3.6 McGills service 17 on Sauchiehall Street**


3.5.5 The location of closest bus stops and Exhibition Centre railway station are shown at Figure 3.5.

**Figure 3.5 Public Transport Access Locations**

3.5.6 The closest railway station is Exhibition Centre which is located within 250m of the site, well within the PAN75 recommended walk distance to rail services of 800m.

**Photo 3.7 Exhibition Centre station**

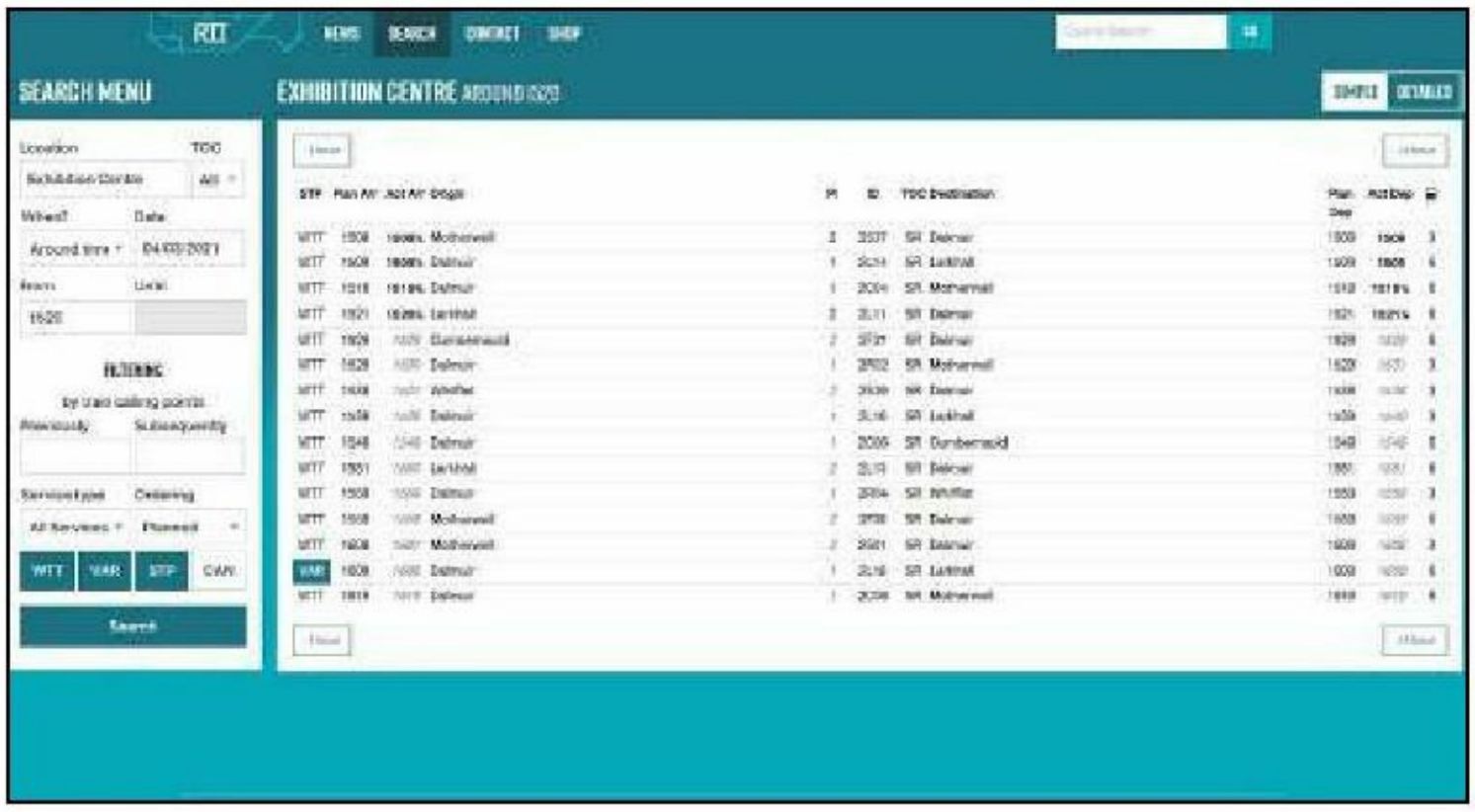
3.5.7 Exhibition Centre station is located on the Argyle Line, which connects the North Electric lines with Glasgow Central and then accesses the network of lines south of the River Clyde via Rutherglen. A summary of rail services is shown at Table 3.2.

**Table 3.2 – Summary of Rail Services**

| Operator | Principal calling points *(variations in italics)* | General Frequency | | |
|---|---|---|---|---|
| | | Mon - Fri | Saturday | Sunday |
| Abellio ScotRail | Dalmuir - Yoker - Partick - Exhibition Centre - Glasgow Central - Newton - Hamilton circle - Motherwell - *Coatbridge - Cumbernauld* | 30 mins *60mins* | 30 mins *60mins* | No service |
| | *Balloch - Dumbarton* - Dalmuir - Yoker - Partick - Exhibition Centre - Glasgow Central - Newton - Hamilton circle - Larkhall | 30 mins | 30 mins | 60 mins *from Balloch* |
| | *Balloch - Dumbarton* - Dalmuir - Yoker - Partick - Exhibition Centre - Glasgow Central - Rutherglen - Baillieston - Whifflet - *Motherwell* | 60 Mins | 60 mins | 60 mins *from Balloch* |

3.5.8 The frequencies shown are those which are currently timetabled under the temporary Covid-19 arrangements. Information has been extracted from the *realtimetrains.co.uk* database shown at Figure 3.6 as Abellio ScotRail are not currently producing PDF timetables which can be accessed online.

**Figure 3.6 realtimetrains screenshot**




3.5.9 Charing Cross station is approximately 750m east of the site via Kent Road and within PAN75 walk distance of 800m, and provides direct access to rail services operating via Glasgow Queen Street Low Level. Whilst these services can also be accessed direct from Exhibition Centre by changing at Partick, three minutes to the west, travelling east towards Airdrie and Edinburgh requires 'doubling back' and this option may be more convenient.

3.5.10 Interchange to the SPT Subway is possible at Partick. The Subway is currently undergoing a major upgrade which includes the replacement of existing rolling stock with driverless units.

**Photo 3.8 Stadler Subway unit at Edmiston Drive**

## 3.6 Existing Road Network

3.6.1 Finnieston Street runs south from Argyle Street and is formed as a four lane single carriageway road. It connects with A814 Clydeside Expressway at a grade separated junction, with westbound traffic requiring to follow the gyratory system via Congress Way. Finnieston Street connects to the south with Govan Road having crossed the River Clyde via the Clyde Arc Bridge.

**Photograph 3.9 A814 junction with Finnieston Street**

3.6.2 Argyle Street continues west as Dumbarton Road beyond the River Kelvin Bridge. To the east of Finnieston Street, Argyle Street continues as St Vincent Street at Elliot Street, with the original alignment of Argyle Street becoming pedestrianised as far as Houldsworth Street and then terminating west of M8. Argyle Street then continues east of M8 as far as Queen Street.

3.6.3 Minerva Street connects with Argyle Street immediately to the west of Finnieston Street. Both Finnieston Street and Minerva Street connections to Argyle Street are controlled by a single partially signalised junction. Minerva Street runs alongside the west side of the development and then turns south, with the priority given to St Vincent Crescent. Manoeuvres from Minerva Street northwards are limited to a priority left turn towards Argyle Street westbound, with no right turns possible either to or from Argyle Street. There is a u-turning facility provided at the north end of Minerva Street which is suitable for cars and light vans.

**Photograph 3.10 Finnieston Street/Minerva Street signalised junction**

3.6.4 Minerva Street continues south past Exhibition Centre station and connects with A814 Clydeside Expressway at a simple priority junction. Minerva Street is one-way south at this point and there is no exit from A814 towards Minerva Street.

**Photo 3.11 Minerva Street/St Vincent Crescent priority junction**

3.6.5 West Greenhill Place connects Finnieston Street with Minerva Street and is One Way westbound from Finnieston Street.

3.6.6 A814 Clydeside Expressway forms part of the principal road network in Glasgow and connects M8 at Anderston with A739 at Whiteinch as a dual carriageway. A739 Crow Road connects to the north with A82 at Anniesland Cross. A82 then continues west as a dual carriageway as far as the A898 junction which connects to Erskine Bridge.

3.6.7 M8 is a key element of the strategic road network in central Scotland and runs from Langbank in the west to Hermiston Gate in Edinburgh, where it meets A720 City Bypass.

## 3.7 Parking

3.7.1 Parking within the existing retail park is subject to a 90 minute maximum stay and is controlled by CCTV.

3.7.2 Parking on Minerva Street is a mix of parallel parking on the east side and herringbone parking on the west side. It is located within Permit Holders Zone K, and also operates as a short term pay and display parking area between the hours of 0800 and 2400.

**Photo 3.12 Minerva Street parking**

3.7.3 Parking on Finnieston Street is permitted except for the periods between 0800 and 0930, and 1600 and 1830 Monday to Friday. Loading restrictions differ slightly, with Loading not permitted between 0815 and 0915 Monday to Saturday, and between 1615 and 1830 Monday to Friday.


**Photo 3.13 Finnieston Street Waiting Restrictions**

## 3.8 Summary

3.8.1 The proposed development benefits from being connected to established links to the existing transport and pedestrian networks.

3.8.2 There is a high quality and extensive footway network in the surrounding area which provides links between the development and key destinations in the area.

3.8.3 There are signed cycle routes in the immediate vicinity of the site which connect into the wide network of routes in central Glasgow.

3.8.4 The site is located within PAN75 walk distance of both bus and rail services, with other frequent bus services just outside the 400m walk distance identified as appropriate for residential access to bus services.

3.8.5 The site is located adjacent to key local roads in the area, and is able to access the principal road network within a short distance.

# 4 Development Access Proposals

## 4.1 Introduction

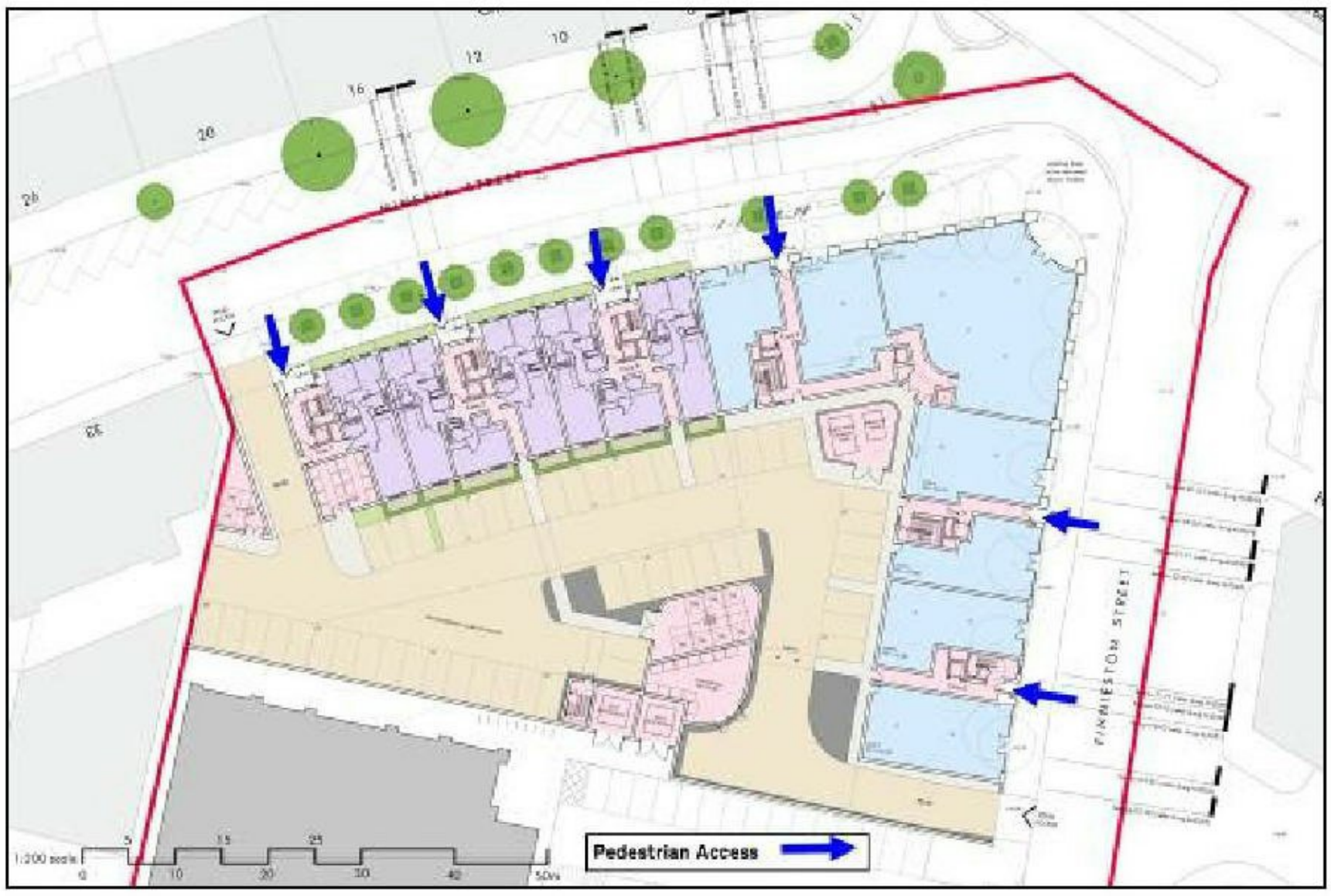
4.1.1 This chapter provides details of the accessibility proposals for the development, considering the pedestrian, vehicular and service arrangements, parking, accessibility improvements and internal linkages.

4.1.2 Car and cycle parking provision has been assessed against the requirements identified in GCC's Supplementary Guidance SG11: Sustainable Transport document.

## 4.2 Pedestrian Access

4.2.1 Access to the residential development for pedestrians will be provided from existing pedestrian footways alongside Finnieston Street and Minerva Street. Points of access are shown at Figure 4.1

**Figure 4.1 - Pedestrian Access Points**




4.2.2 The access points connect with the internal paths to the rear of the car parking spaces.

## 4.3 Cycle Access and Parking

*Residential Development*

4.3.1 The development proposals include the provision of 90 cycle spaces in two stores. This provision is noted as below that identified in Supplementary Guidance as appropriate.

4.3.2 Supplementary Guidance SG11 states:

*"Cycle storage should be provided at a rate of at least one space per dwelling. Car free dwellings with more than one bedroom should provide for additional secure cycle storage at a rate of 0.5 extra spaces per additional bedroom, rounded up to the nearest whole number."*

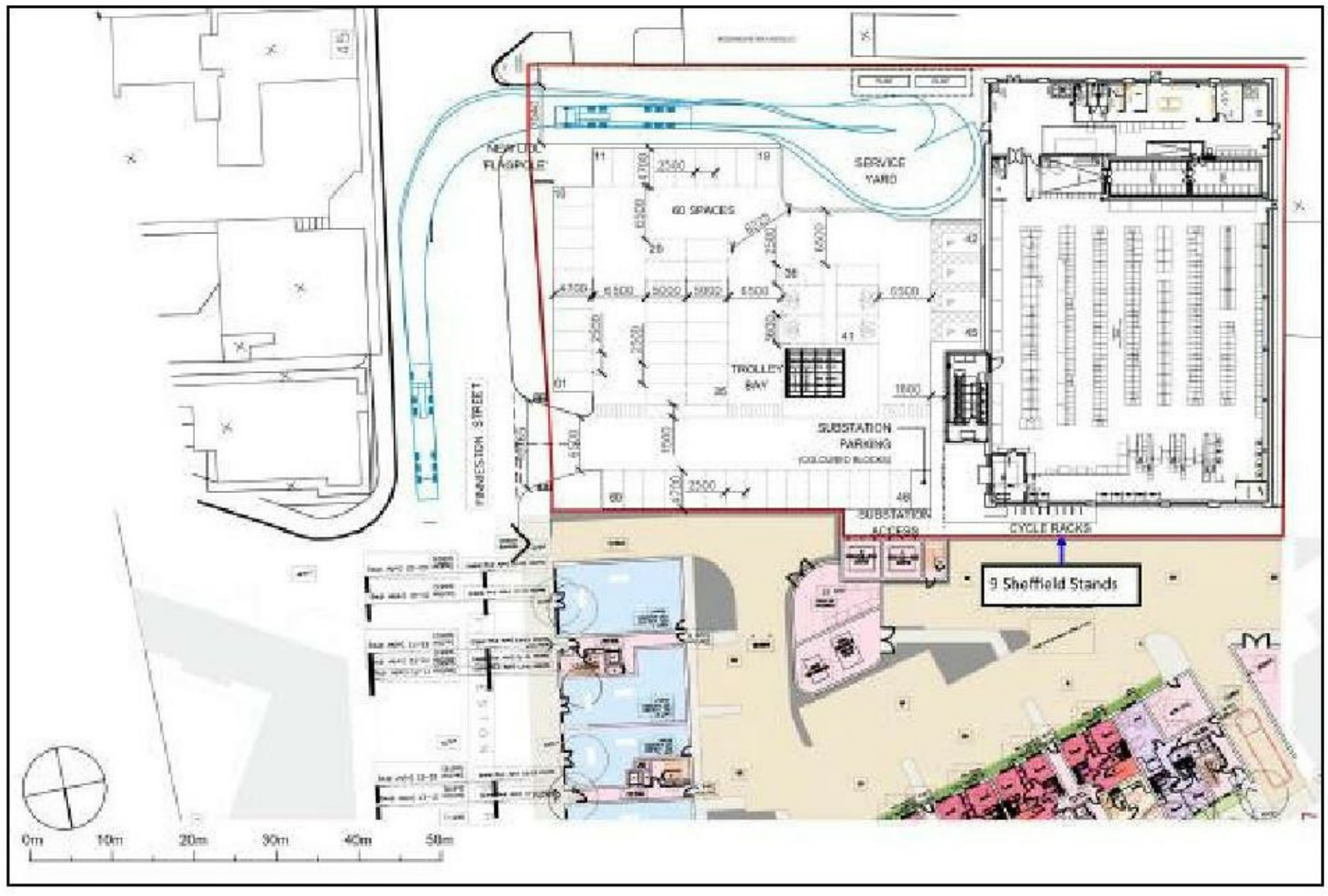
4.3.3 These cycle stores are shown at Figure 4.2. Cycle stores can be accessed via both vehicle pends.

**Figure 4.2 - Residential Cycle Storage**


*Retail development*

4.3.4 The retail development will provide 18 cycle parking spaces. The location is illustrated at Figure 4.3.

**Figure 4.3 Retail development cycle storage**




4.3.5 Supplementary Guidance SG11 requires provision of 1 cycle space per 100m² and 1 space per 10 staff. The remaining Lidl unit is understood to be approximately 1,800m² and therefore requires 18 cycle parking spaces. Whilst there is no further allowance for staff cycle parking, the proposed provision is anticipated to be sufficient.

*NextBike cycle storage*

4.3.6 The existing nextBike cycle parking is to be relocated to Minerva Street as part of the proposed public realm improvements.

## 4.4 Vehicular Access

4.4.1 Vehicular access will be taken from four access points:

- Finnieston Street – servicing
- Finnieston Street – retail car park
- Finnieston Street – retail servicing
- Minerva Street – residential car park

4.4.2 The locations of the four accesses are illustrated on Figure 4.4.

**Figure 4.4 Vehicle Access Points**


4.4.3 The development servicing access is located approximately 10m to the north of the retail car park access. As the commercial servicing access will only be utilised on an infrequent basis (2-3 times per week) when bin stores require to be emptied, the proximity of the retail car park access is not considered to be an issue.

4.4.4 There may be a small number of additional servicing movements associated with the retail units but these are not expected to be at anything other than incidental levels, and dependent on the type of business being conducted. Vehicles are able to enter and exit the servicing area in forward gear as specified in the National Roads Development Guide at 3.1.5 Servicing.

## 4.5 Car Parking

*Residential Car Parking*

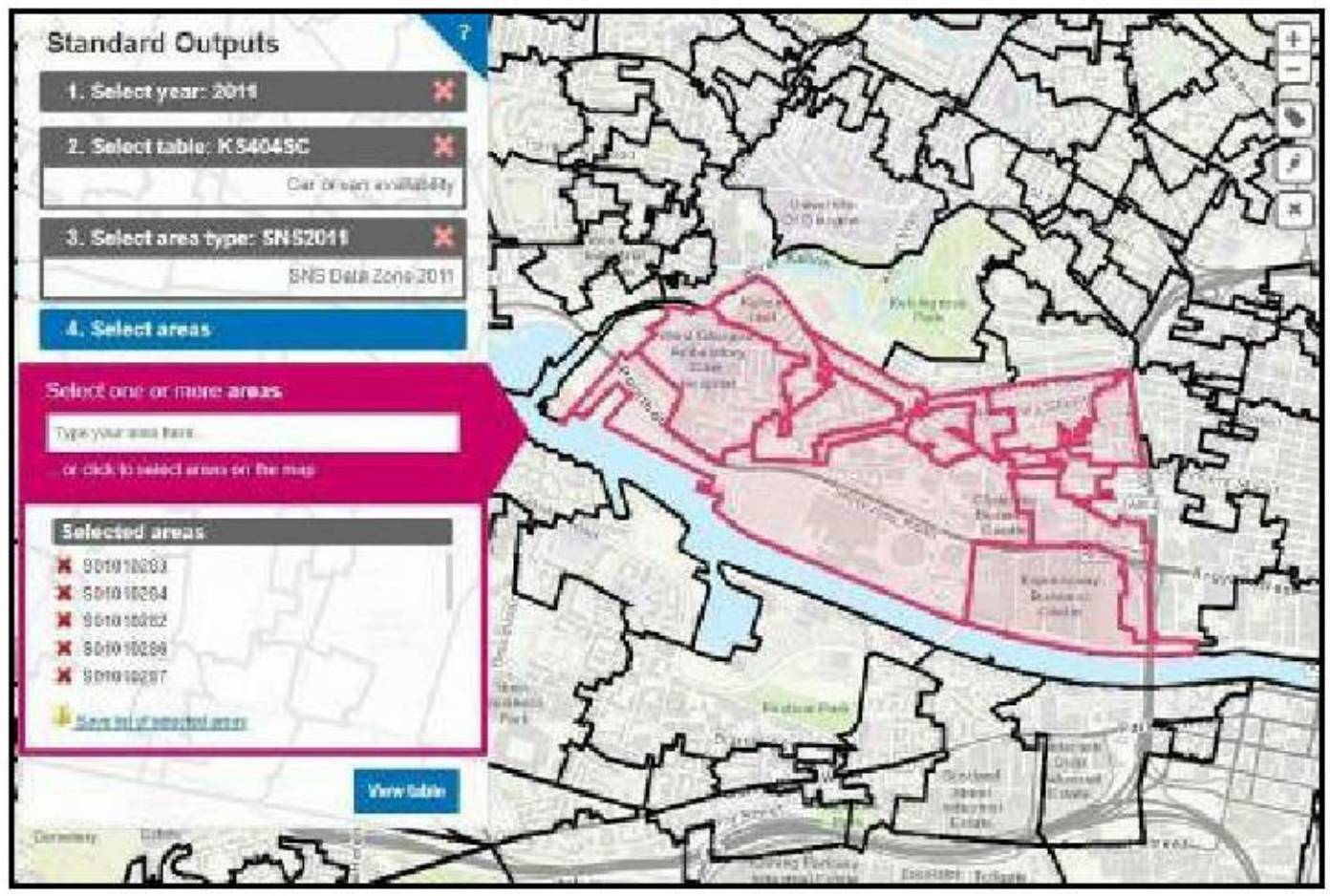
4.5.1 Provision for 50 car parking spaces is proposed. These spaces will be accessed from the Minerva Street pend.

4.5.2 The site is located in an area of High Public Transport Accessibility as defined in DG/Trans3 Public Transport Accessibility Zones. This is defined as a zone which has:

> *'a high standard of public transport service that facilitate use without a timetable, with minimum waiting times and with little impact from service disruptions.'*

4.5.3 A reduction in car parking provision from GCC Parking Standards which are 1 space per dwelling plus 0.25 spaces per dwelling for visitor parking is identified as appropriate in an area of low car ownership. Scotland's Census 2011 data has been interrogated to provide an analysis of car ownership in the immediate area surrounding the development site. The analysis area is illustrated at Figure 4.5 and the data summarised at Table 4.1. An extract from the Census data is provided at Appendix C.

**Figure 4.5 Census Data Analysis Area**




4.5.4 The data indicates that 53% of households have no access to a car or van, slightly higher than the average for Glasgow as a whole of 51%.

4.5.5 It is anticipated that parking spaces will require to be allocated and tied to individual properties by legal agreement, with other properties designated as 'car free' with no entitlement to park within the development.

## Table 4.1 Census Data Extract

| KS404SC - Car or Van Availability | All households | Number of cars or vans in household: No cars or vans | Number of cars or vans in household: One car or van | Number of cars or vans in household: Two cars or vans | Number of cars or vans in household: Three cars or vans | Number of cars or vans in household: Four or more cars or vans |
|---|---|---|---|---|---|---|
| Datazone 2011 | | | | | | |
| S01010276 | 625 | 142 | 385 | 94 | 3 | 1 |
| S01010277 | 305 | 188 | 103 | 11 | 3 | 0 |
| S01010278 | 330 | 225 | 89 | 12 | 2 | 2 |
| S01010279 | 312 | 214 | 82 | 11 | 4 | 1 |
| S01010280 | 426 | 245 | 166 | 13 | 1 | 1 |
| S01010281 | 466 | 266 | 179 | 19 | 2 | 0 |
| S01010282 | 645 | 402 | 222 | 19 | 1 | 1 |
| S01010283 | 296 | 135 | 130 | 26 | 5 | 0 |
| S01010284 | 638 | 339 | 260 | 38 | 1 | 0 |
| S01010285 | 420 | 224 | 165 | 29 | 1 | 1 |
| S01010286 | 365 | 165 | 164 | 33 | 2 | 1 |
| S01010287 | 387 | 193 | 153 | 37 | 4 | 0 |
| Totals | 5215 | 2738 | 2098 | 342 | 29 | 8 |
| Percentages | 100% | 53% | 40% | 7% | 1% | 0% |

4.5.6 The access to the development by the most sustainable means of walking and cycling and the excellent public transport provision makes the development suitable for a restricted level of car parking provision, with residents less likely to require the use of a car. The increase in working from home which has arisen as a result of the Covid-19 is anticipated to continue, further reducing the requirement for car travel.

4.5.7 SG11 Para 7.5 identifies the undernoted guidance in respect of Electric Vehicle charging provision:

> *"In new residential developments with communal off-street parking, 100% passive provision is intended to ease complications involved in managing use of, and access to, EV charging points. However, the conversion of a significant percentage of these spaces to active provision is not considered likely in the short to medium term. As a result, such developments need only provide for safeguarding capacity in the electricity network for 20% of passive spaces. The provision of individual fuse boxes will enable supply to be switched from space to space, should this be required."*

4.5.8 The development will have 100% passive provision provided to facilitate ease of conversion to active spaces as requirements emerge.

*Retail Car Parking*

4.5.9 The development layout shows 52 standard car parking spaces, 4 Parent and Child spaces and 4 Disabled Spaces.

4.5.10 Retail car parking is permitted at a maximum of 6.0 spaces per 100m$^2$ GFA for Food Retail (SG11 Sustainable Transport). On the basis of 1,800m$^2$ GFA 108 standard parking spaces would be permitted. Disabled Parking provision is required as 3 spaces or 6% of general provision, which is calculated as 4 spaces on the basis of 60 standard spaces.

4.5.11 EV charging is required in new developments of this nature at 2% of general provision, requiring the provision of 2 EV charging bays.

4.5.12 Existing retail car parking is limited to 90 minutes and is monitored by CCTV. It is anticipated this system of car parking control for the retail car park will remain in place.

4.5.13 AECOM prepared an Addendum Transport Assessment in 2019 in support of a Variation of Permission Application (19/00680/FUL) which contained parking counts performed on Thursday 14th February and Saturday 16th February 2019. The counts returned 72 occupied spaces on the Thursday afternoon between 1600 and 1615 and 32 on the Saturday afternoon between 1500 and 1515. On the basis of an approximate 50% reduction in car parking demands as a result of the reduction in retail floor space, it would be reasonable to conclude that the revised parking provision of 60 spaces is sufficient to accommodate all car parking demands.


**Photo 4.1 Car Park Controls**

## 4.6 Refuse Collection

4.6.1 The residential bin store is accessed from the Minerva Street pend. Height constraints will require the bins to be brought to the kerbside for collection.

4.6.2 A similar height constraint exists at the Finnieston Street pend, which will require use of a Transit sized vehicle by the private contractor.

## 4.7 Summary

4.7.1 Accessibility to the site by all modes of transport will be provided to a good standard.

4.7.2 Car and cycle parking will be provided for the residential and retail elements of the proposals. Car parking for the existing retail outlet is to be provided on the site of the existing retail unit which will be demolished.

4.7.3 Residential and retail servicing arrangements are confirmed.

# 5 People Trip Prediction

## 5.1 Introduction

5.1.1 This chapter identifies the predicted travel demands generated by the development.

## 5.2 Vehicle Trip Generation

5.2.1 Assessment of the vehicle trip impacts of the proposals is presented at Table 5.1. The reduction in the commercial trip rate has been based on a Food Superstore rate as the overall site has unrestricted Class 1 Retail planning permission which would permit a viable superstore type development on the site of the combined units of approximately 3,750m$^2$.

**Table 5.1 Vehicle Trip Generation**

| Finnieston | | AM peak | | | | | | PM peak | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | m2 | Arr | | Dep | | Total | | Arr | | Dep | | Total | |
| **Commercial** | **1800** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** |
| Food superstore | | 1.962 | 35 | 1.516 | 27 | 3.478 | 63 | 2.995 | 54 | 2.987 | 54 | 5.982 | 108 |
| **Private Flats** | **155** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** | **Rate** | **Trips** |
| Edge of Town Centre | | 0.048 | 7 | 0.148 | 23 | 0.196 | 30 | 0.148 | 23 | 0.090 | 14 | 0.238 | 37 |
| **Estimated Change** | | | | | | | | | | | | | |
| Decrease (-) /Increase | | | -28 | | -4 | | -32 | | -31 | | -40 | | -71 |

5.2.2 The reduction in GFA of approximately 1800m$^2$ is estimated to result in a reduction in two way vehicle trips of 32 in the AM peak and 71 in the PM peak, before any allowance for pass-by trips which are anticipated to reduce the reduction.

## 5.3 People Trip Generation

*Residential Development*

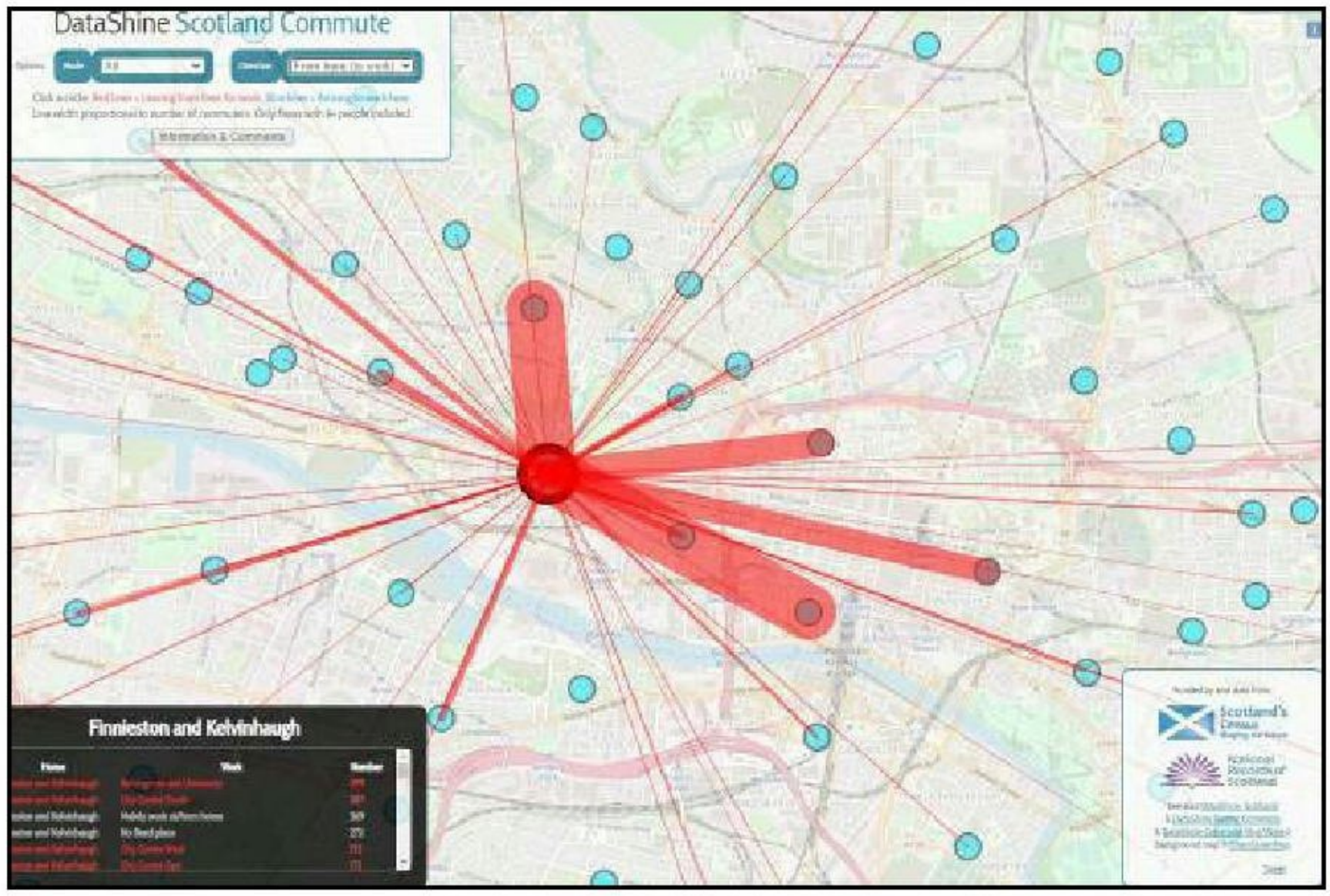
5.3.1 The vehicle trip generation for the residential element of the development has been combined with 2011 Census Data for the Anderston area to provide an estimate of total people trips from the development. This estimate is presented at Table 5.2

**Table 5.2 People Trip Generation – Residential**

| Travel to Work or Study | Anderston/City | | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | Arr | Dep | Tot | Arr | Dep | Tot |
| Walk | 12,326 | 61% | 30 | 93 | 123 | 93 | 56 | 149 |
| Cycle | 401 | 2% | 1 | 3 | 4 | 3 | 2 | 5 |
| Bus | 1,804 | 9% | 4 | 14 | 18 | 14 | 8 | 22 |
| Train | 1,911 | 10% | 5 | 14 | 19 | 14 | 9 | 23 |
| Motorcycle | 19 | 0% | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Driver | 3,044 | 15% | 7 | 23 | 30 | 23 | 14 | 37 |
| Car Passenger | 446 | 2% | 1 | 3 | 4 | 3 | 2 | 5 |
| Other | 151 | 1% | 0 | 1 | 2 | 1 | 1 | 2 |
| Total | 20,102 | 100% | 49 | 151 | 201 | 151 | 92 | 244 |

5.3.2 The Census data confirms that the preferred option for travel to work or study is walking, with public transport the next most popular choice, and car travel much less usual. A Datashine Commute mapping extract presented at Figure 5.3 clearly demonstrates that the travel to work or study destinations are focussed on the city centre and on the University Campus, with the width of the line showing the number of trips from origin to destination points.

**Figure 5.3 Datashine Commute Extract**




5.3.3 An analysis of Distance travelled to Work or Study has been extracted from the Census and is presented at Table 5.3. The full datazone extract and map are presented at Appendix D.

**Table 5.3 Distance travelled to Work or Study**

| LC7701SC Distance Travelled to Place of Work or Study | Datazones total | |
|---|---|---|
| | Number | Percentage |
| All people aged 4 and over studying or aged 16 to 74 in employment | 7,089 | |
| Work or study mainly at or from home | 885 | |
| Net Travel to Work or Study | 6,204 | 100% |
| Less than 5km | 4,587 | 74% |
| 5km to less than 10km | 466 | 8% |
| 10km to less than 30km | 335 | 5% |
| 30km and over | 306 | 5% |
| Other (3) | 510 | 8% |

5.3.4 The data confirms that travel distances to work or study in the immediate area are short and supports the view that sustainable travel options rather than the private car are preferred.

*Retained Retail Unit*

5.3.5 The remaining retail unit, which is currently occupied by Lidl, has been estimated to generate the undernoted level of People Trips based on TRICS Land Use 01 Retail Category C Discount Food Stores. The estimate is shown at Table 5.4 and the TRICS extract is presented at Appendix E.

**Table 5.4 People Trips – Food Retail**

| Discount Food Store | GFA | AM Peak | | | | PM Peak | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1832 | Arr | | Dep | | Arr | | Dep | |
| | | Rate | Trips | Rate | Trips | Rate | Trips | Rate | Trips |
| Walk | | 0.520 | 10 | 0.471 | 9 | 1.264 | 23 | 1.162 | 21 |
| Cycle | | 0.053 | 1 | 0.044 | 1 | 0.068 | 1 | 0.094 | 2 |
| Bus | | 0.164 | 3 | 0.094 | 2 | 0.198 | 4 | 0.263 | 5 |
| Train | | 0.017 | 0 | 0.010 | 0 | 0.022 | 0 | 0.010 | 0 |
| Motorcycle | | 0.012 | 0 | 0.005 | 0 | 0.024 | 0 | 0.024 | 0 |
| Car Driver | | 2.368 | 43 | 1.578 | 29 | 4.164 | 76 | 4.473 | 82 |
| Car Passenger | | 0.723 | 13 | 0.491 | 9 | 1.699 | 31 | 1.934 | 35 |
| Total | | 3.857 | 71 | 2.692 | 49 | 7.439 | 136 | 7.961 | 146 |

*Proposed Small Retail Units*

5.3.6 The scale and nature of the proposed retail units is anticipated to see a mix of uses, with the potential for Food and Drink outlets, small specialist retail and services such as hairdressing. These are anticipated to serve a local market, with much of the footfall generated from the immediate area and pass-by traffic rather than being a 'destination' location.

5.3.7 On the basis that there is no current indication of end user, and that much of the potential footfall will be local, no estimate of potential people trips has been made.

## 5.4 Existing network conditions

5.4.1 GCC noted in their Scoping response that no survey data is available to verify the assumptions regarding the reduction in traffic movements as a result of the residential development replacing existing retail development.

5.4.2 It was not possible to survey vehicle movements at the site as part of the preparation of this Transport Statement as the PC World Unit had closed prior to the project start. The report has been prepared during a period when strict controls on movements applied as a result of Covid-19.

5.4.3 Traffic counts performed during this period would have very limited validity with working from home and studying at home being the norm. It is anticipated that a move towards 'blended' working patterns will see fewer daily commuting trips at peak periods, resulting in a reduction in use of routes such as Finnieston Street which provides local cross-river connections between the immediate area and the Pacific Quay/Govan districts.

5.4.4 GCC noted in their Scoping response that 2016 flows were available for the retail park access in the Transport Assessment prepared by Dougal Baillie Associates in support of Planning Application reference 16/01860/DC (Skypark new office). These flows showed 39 arrivals and 8 departures in the AM peak, a total of 47 two way, and 30 arrivals and 55 departures in the PM peak, a total of 85 two way. Both units were trading as non-food outlets which normally attract lower trip rates than food retail.

5.4.5 The detailed traffic analysis contained in the Transport Assessment identified that there were no issues with the performance of the Finnieston Street/Houldsworth Street/retail park access, with maximum RFC of 0.544 AM and 0.614 PM, well below the 0.85 threshold. The residential vehicles will access via Minerva Street with the result that Finnieston Street will see no change in vehicle flows from the retail store over those currently being experienced.

## 5.5 Summary

5.5.1 A review of available local Census data confirms that the majority of travel to and from the proposed development will be by sustainable modes, and that impacts on the surrounding road network will be minimal.

5.5.2 Vehicle movements from the proposed mixed use development are predicted to be at lower levels than the previous retail use.

# 6 Summary and Conclusions

## 6.1 Summary

6.1.1 This Transport Statement (TS) has been prepared by Fairhurst on behalf of AR (Finnieston) Ltd in support of a planning application for the proposed Mixed Use development at Finnieston, Glasgow.

6.1.2 The TS provides a review of National, Regional and Local Policy context, and concludes that the development proposals are in accordance with policy.

6.1.3 The TS provides a summary of existing accessibility to the site by all modes of transport, and concludes that existing site accessibility is provided to a good standard.

6.1.4 The TS outlines the proposed accessibility to the site by all modes of transport and concludes that this will be provided to a good standard. The TS identifies that proposals for car parking are within Glasgow City Council car parking standards.

6.1.5 The TS provides estimates of the AM and PM weekday peak hour vehicle and people trips using TRICS, and concludes that the travel demands generated by the proposed development can be comfortably accommodated on existing transport networks.

## 6.2 Conclusions

6.2.1 It is therefore concluded that there are no transport related issues preventing the award of planning consent.

# Appendix A

*Development Layouts*


Important

The contractor will be held to have examined the site and checked all dimensions and levels before commencing construction work. No assumption should be made without reference to the architect. No dimensions should be scaled from this drawing.

| revision | date |
|---|---|

NORTH

**PLANNING**

AMBASSADOR LIVING


ark architecture + design
14 Royal Terrace
Glasgow
G3 7NY
t 0141 332 5823
f 0141 332 5824
e design@arkglasgow.co.uk


client
AR (FINNIESTON) LTD

project title
MIXED USE DEVELOPMENT AT
30 FINNESTON STREET, GLASGOW

drawing title
PROPOSED BLOCK PLAN
GROUND FLOOR PLAN

| scale | date |
|---|---|
| 1:200@A1 | MAY 2021 |
| drawn by | checked by |
| RT | TW |

| job no | drawing no | revision |
|---|---|---|
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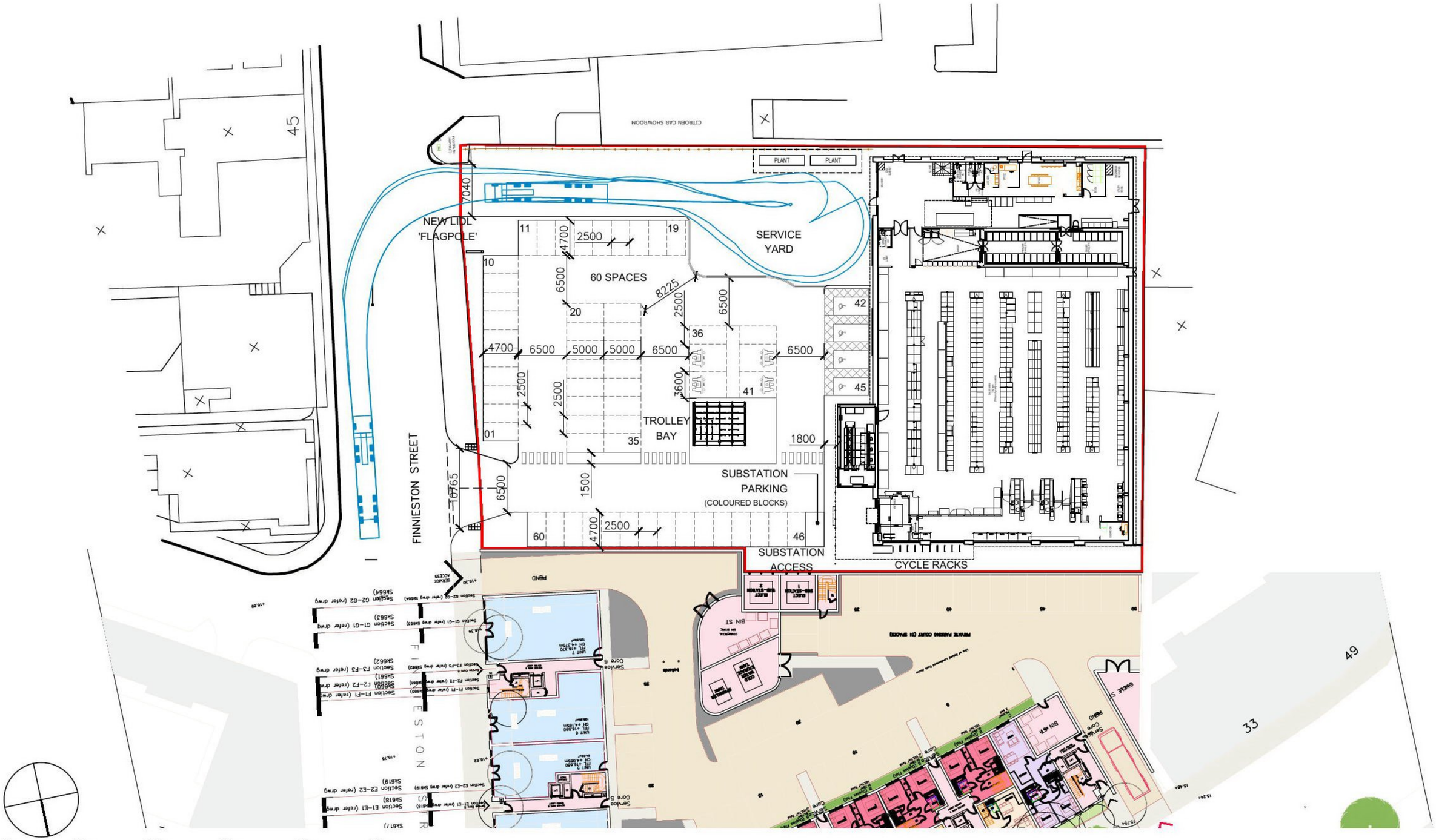


client

AR (Finnieston) Limited

project

Alterations to Retail Unit - Phase 2
30 Finnieston Street, GLASGOW

drawing

Proposed Site Layout
Alternative Parking - Option B

original size A3

passed

scale 1:500

date 14.04.21

drawn SBM

checked

status

INFORMATION

1. Do not scale this drawing - if in doubt ask.
2. All sizes to be checked on site prior to construction.
3. This drawing is the copyright of the author.


smith design associates
www.smithdesign.co.uk
Chartered Architects
16 Lynedoch Crescent, Glasgow G3 6EQ
0141 353 3501


job no. G2793A

drawing no. SK210414-02

revision P1

# Appendix B

*Scoping*

## Donald Stirling

**From:** MacKenzie, John (NRS) [redacted]
**Sent:** 18 May 2021 11:07
**To:** Donald Stirling
**Subject:** RE: 138044 Ambassador Homes (OFFICIAL)

**OFFICIAL**

Donald,

Apologies for not getting back to you, I've been working on another project that has been taking up a lot of my time for the past 6 months. In addition, I was struggling to get full responses from my colleagues and as such I failed to get back to you. However, I recognise that I am holding up you preparation of the Transport Statement.

Whilst the scale of development would warrant a Transport Assessment, I acknowledge that the site location / 'high' public transport accessibility / reduced parking levels will lessen traffic generation to justify a Transport Statement (providing you can demonstrate through surveys / predictions that it will be equivalent to that generated by former retail park). I am satisfied with your Transport Statement chapters, which covers the key topics I would look for.

I note the development content, including the retention of the existing retail unit at the western side of the site that will become a new food store. My understanding is that this food store will operate whilst the new-build flats are being constructed. I didn't get a copy of the development layout with your email, so I am not clear on the split between retail and residential parking provision. However my memory of seeing the initial proposals prior to the pandemic was that that the residents' parking would be located to the rear of the new residential block and be separate / secure from the retail parking. I assume that the flats are for owner-occupier ownership and I note that there is only 38% parking provision. If so, each space will need to be allocated to specific flat in perpetuity (this taking account of future flat sales / purchases) and those flats without a space must be clearly marketed as 'car-free'. I would recommend that priority for spaces be given to the larger flats, which will most likely accommodate families that may wish to own a car. As the site is located adjacent to 3 Controlled Parking Zones, future residents won't be eligible to purchase an on-road parking permit and this should help minimise overspill parking / enable us to support the reduced level of car parking. I trust that you will provide a robust justification for the reduced level of car parking, given that there may be additional scrutiny of this proposal due to its prominent location (i.e. 6 or more representations will potentially triggering the application being presented to the Council's Planning Application Committee for a decision).

In terms of traffic generation, I am not keen on you making assumptions of previous trip generation and deducting this off your trip predictions for the new development (in the event you overestimate previous trips). I presume that you have no traffic counts from 2019, which will no doubt force us into this approach due to the current traffic certainties? I made a check of other Transport Assessments we have in the area, but the latest I can find that has surveyed flows for the retail park access on Finnieston Street is for 2016 (GCC Planning Ref: 16/01860/DC - DBA produced the TA on behalf of the Skypark for a new office block) and it therefore only covered the weekday AM & PM peaks. What 'base' traffic flows you use for Finnieston Street is an unknown for me, given that the changing traffic patterns as a consequence of the pandemic. I am satisfied that the proposed new ground floor retail units on the Argyle Street frontage will generally service local shopping / service / leisure demands and therefore have less reliance on the retail car parking / traffic generation. I presume that there will be an enforced maximum parking stay to curb the risk of commuter parking.

I fully acknowledge that most local residents work and study in the City Centre and the University of Glasgow, taking advantage of the relatively short walk / cycle and public transport links. I would therefore expect a similar level of future travel patterns for this development site and happy for you to utilise the Datashine output to support your case. For those residents with car parking spaces you may get a small minority that may reside here to take advantage of the 'buzz' of the area at evenings / weekends but work elsewhere and commute by car. Overall, I am

relatively relaxed with new housing on this site given the 'high' public transport accessibility and close proximity to the City Centre / University of Glasgow.

I trust that this response is of assistance and will enable you to conclude your Transport Statement.

Regards,

John Mackenzie
Technical Officer (Transport)

Glasgow City Council | Neighbourhoods, Regeneration and Sustainability | 231 George Street | Glasgow | G1 1RX
E-mail: [redacted] | www.glasgow.gov.uk

---

**From:** Donald Stirling <[redacted]
**Sent:** 17 May 2021 14:58
**To:** MacKenzie, John (NRS) [redacted]
**Cc:** John Craft [redacted]
**Subject:** RE: 138044 Ambassador Homes

John

Any news on this?

Kind regards

Donald

*My working days are Monday to Thursday*

Donald Stirling MA MSc CMILT MCIHT
Principal Transport Planner

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---

**From:** Donald Stirling
**Sent:** 29 March 2021 15:55
**To:** [redacted]
**Cc:** John Craft [redacted]
**Subject:** RE: 138044 Ambassador Homes

John

Have you had the opportunity to consider our Scoping submission as yet?

Look forward to hearing from you

Kind regards

Donald

*My working days are Monday to Thursday*

Donald Stirling MA MSc CMILT MCIHT
Principal Transport Planner

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43 George Street
Edinburgh, EH2 2HT
T [redacted]
Website: www.fairhurst.co.uk



---

**From:** Donald Stirling
**Sent:** 22 February 2021 15:02
**To:** [redacted]
**Cc:** John Craft [redacted]
**Subject:** 138044 Ambassador Homes

John

I trust this finds you well

We act for Ambassador Homes who have proposals for mixed use redevelopment of part of the Finnieston Road/Minerva Road site, and write to confirm the scope of our proposed Transport Statement. I understand you have had discussions with our John Craft in this regard.

The new development is to be provided on the car park at the north end of the site, and the easternmost retail unit is to be demolished to allow the retention of the westernmost retail unit, with revised v ehicular access and car parking for 69 cars. The combined GFA of the two units is understood to be 3,570m2 and that they have unrestricted Class 1 planning permission. Parking will be provided at 50% for residential units.

I attach a location plan and a site layout plan. Proposals are anticipated to be for the provision of 154 flats (a mix of 1, 2 and 3 bedroom) and c1000m2 of small retail units. 58 car parking spaces are to be provided. These may alter slightly but not to any significant extent.

On the basis of the loss of approximately 50% of the retail floor space, an estimate of the reduction in peak traffic flows has been made, and a comparison with estimated vehicle traffic generations from the proposed development prepared.

The nature of the proposed small retail units is undefined, but is anticipated to be a mix of convenience retail, small café style units and services such as hairdressing. These units are expected to generate local 'walk in' trade as a result of the existing parking controls which would be anticipated to deter persons making specific trips to these units. Vehicle trip generations are not anticipated to be other than incidental with pass by and diverted forming the majority (if able to park), and no allowance for these vehicle trips is considered to be necessary.

Table 1 shows the potential differences in vehicle trips from the existing commercial land use to the proposed residential element of the mixed use proposals.

**Table 1 Vehicle Trip Rate Comparison**

| Finnieston | | AM peak | | | | | | PM pe | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | m2 | Arr | | Dep | | Total | | Arr | | Dep | |
| Commercial | 1800 | Rate | Trips | Rate | Trips | Rate | Trips | Rate | Trips | Rate | |
| Food superstore | | 1.962 | 35 | 1.516 | 27 | 3.478 | 63 | 2.995 | 54 | 2.987 | |
| Retail Park Excl Food | | 0.451 | 8 | 0.275 | 5 | 0.726 | 13 | 1.234 | 22 | 1.249 | |
| **Finnieston** | | **AM peak** | | | | | | **PM pe** | | | |
| | Units | Arr | | Dep | | Total | | Arr | | Dep | |
| Private Flats | 154 | Rate | Trips | Rate | Trips | Rate | Trips | Rate | Trips | Rate | |
| Town Centre | | 0.05 | 8 | 0.125 | 19 | 0.175 | 27 | 0.175 | 27 | 0.200 | |
| Edge of Town Centre | | 0.048 | 7 | 0.148 | 23 | 0.196 | 30 | 0.148 | 23 | 0.090 | |
| Suburban/Edge of Town | | 0.058 | 9 | 0.193 | 30 | 0.251 | 39 | 0.176 | 27 | 0.090 | |
| **Comparisons** | | | | | | | | | | | |
| Retail Park vs EOTC | | | -1 | | 18 | | 17 | | 1 | | |
| Superstore vs Suburban | | | -26 | | 2 | | -24 | | -27 | | |

Two comparisons have been drawn - the Retail Park excluding food has been compared with an Edge of Town Centre Private Flats rate, and whilst there is an increase in outbound vehicle trips in the AM peak the differences are not considered to be significant in the context of an urban area.

The Superstore vs Suburban/Edge of Town comparison shows a more significant reduction as a result of the higher PM peak demands of the retail land use, and is provided to demonstrate the theoretical vehicle trip generation potential of the site.

Table 2 shows a comparison of the Travel to Work or Study habits for the Anderston/City Centre area by comparison with Glasgow as a whole, with a significantly lower car use mode share than the city overall.

The Datashine Extract at Figure 1 illustrates clearly the very low levels of car travel to work or study with the very light colours demonstrating low car usage.

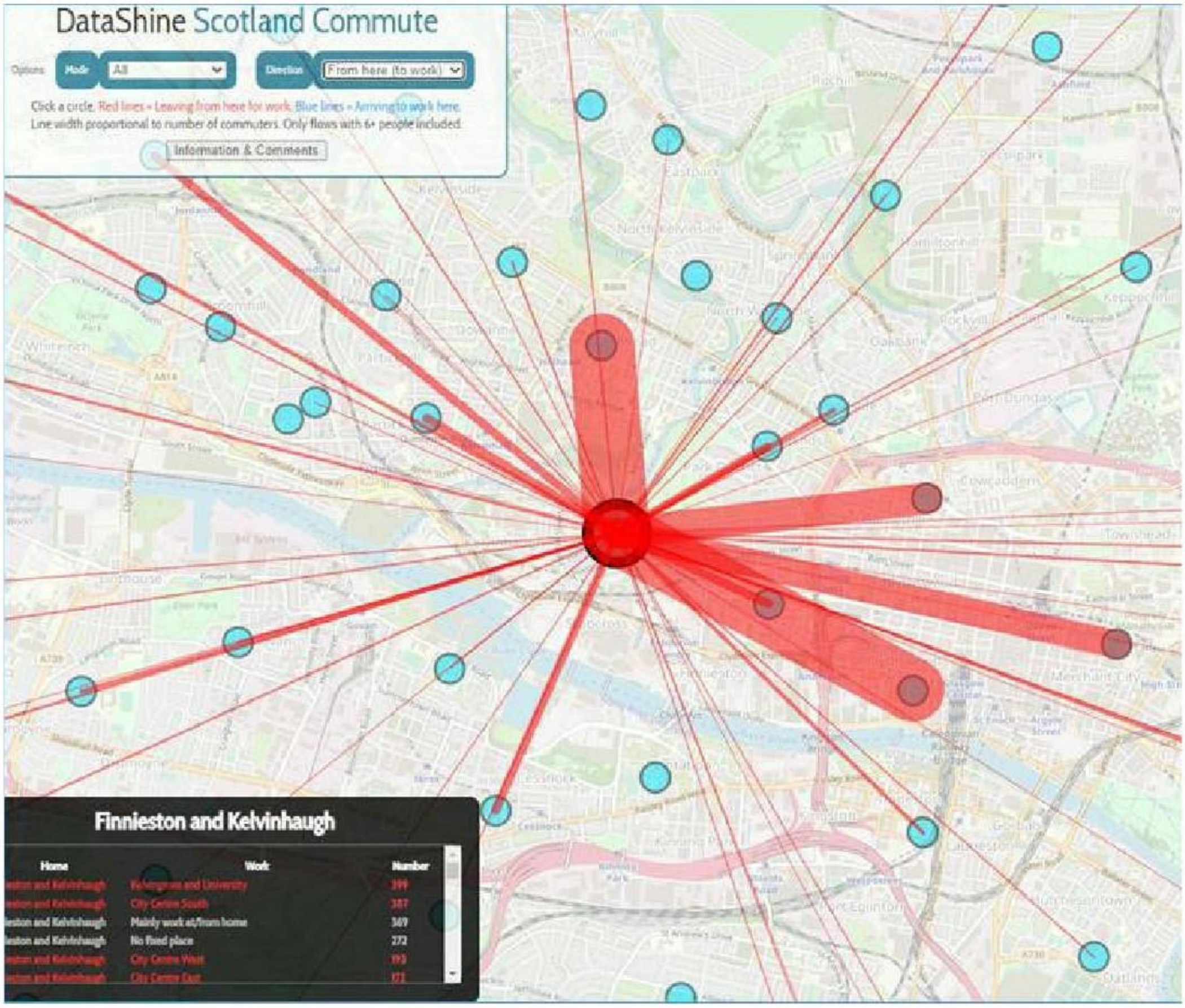
The Datashine 'Commute From' Extract at Figure 2 demonstrates that the key work and study locations are in the City Centre and at the University, suggesting very little requirement for travel by private car.

**Table 2 QS702SC Travel to Work or Study**

| Travel to Work or Study | Anderston/City | | Glasgow | | |
|---|---|---|---|---|---|
| | No. | % | No. | % | Variance % |
| Walk | 12,326 | 36% | 81,230 | 25% | 11% |
| Cycle | 401 | 1% | 5,211 | 2% | 0% |
| Bus | 1,804 | 22% | 65,459 | 20% | 2% |
| Train | 1,911 | 11% | 33,194 | 10% | 1% |
| Motorcycle | 19 | 0% | 465 | 0% | 0% |
| Car Driver | 3,044 | 23% | 107,808 | 33% | -11% |
| Car Passenger | 446 | 5% | 26,805 | 8% | -3% |
| Other | 151 | 1% | 2,020 | 1% | 0% |
| Total | 20,102 | 100% | 322,192 | 100% | 0% |

**Figure 1 Datashine Extract**


**Figure 2 Datashine Commute Extract**




The site is located within the High Public Transport Accessibility zone.

On the basis that the traffic impacts of the development are predicted to be at very modest levels and likely to be imperceptible in practice, we would propose to prepare a Transport Statement (TS) without detailed traffic modelling.

The TS would follow the undernoted format:

- Introduction
- National, Regional and Local Policy Review
- Review of existing accessibility by all modes
- Development Access Proposals
- People Trip Assessment
- Parking Provision Commentary
- Residential Travel Pack Framework
- Summary and Conclusions

I would be grateful if you could confirm that the above Scoping proposal is acceptable, and look forward to hearing from you.

Kind regards

Donald

*My working days are Monday to Thursday*

Donald Stirling MA MSc CMILT MCIHT
Principal Transport Planner

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2. **OFFICIAL** - this is information relating to the business of the council and is considered not to be particularly sensitive
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For more information about the Glasgow City Council Protective Marking Policy please visit https://glasgow.gov.uk/protectivemarking

For further information and to view the council's Privacy Statement(s), please click on link below:www.glasgow.gov.uk/privacy

# Appendix C

## *Census Data – Car or Van Availability*

C11
Scotland's Census 2011 - National Records of ScotlandTable KS404SC - Car or van availabilityAll households; All cars or vans
Datazone 2011 by Cars or vans, number of then Cars or vans, number of by Abode and Household size
Counting: Abode

**Filters:**
Summation Options Abode
Household size 01 - 30

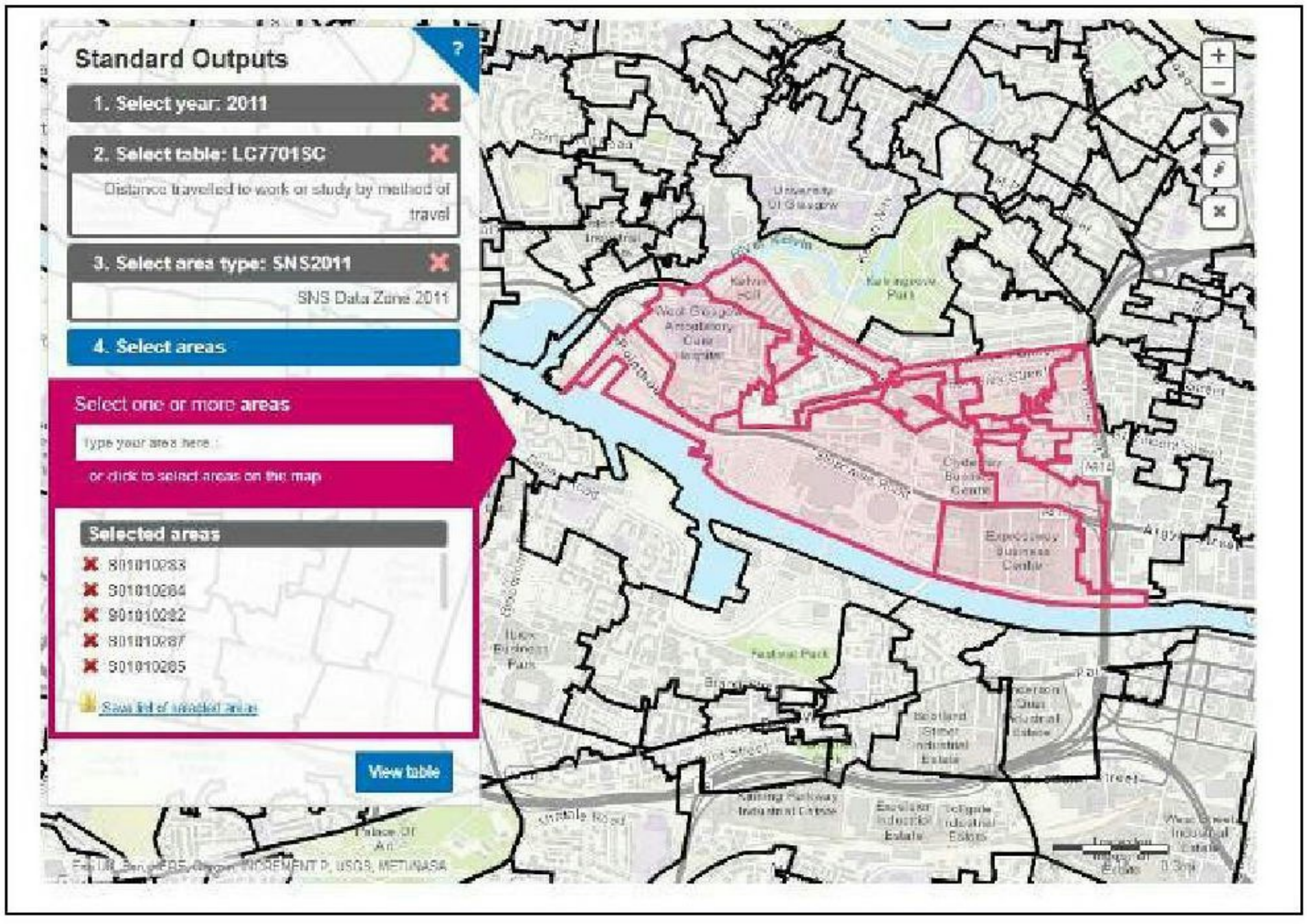
| Cars or vans, number of then Cars or vans, number of | All households | Number of cars or vans in household: No cars or vans | Number of cars or vans in household: One car or van | Number of cars or vans in household: Two cars or vans | Number of cars or vans in household: Three cars or vans | Number of cars or vans in household: Four or more cars or vans | All cars or vans in the households |
|---|---|---|---|---|---|---|---|
| Datazone 2011 | | | | | | | |
| S01010276 | 625 | 142 | 385 | 94 | 3 | 1 | 586 |
| S01010277 | 305 | 168 | 103 | 11 | 3 | 0 | 134 |
| S01010278 | 330 | 225 | 89 | 12 | 2 | 2 | 127 |
| S01010279 | 312 | 214 | 82 | 11 | 4 | 1 | 120 |
| S01010280 | 426 | 245 | 166 | 13 | 1 | 1 | 199 |
| S01010281 | 486 | 266 | 179 | 19 | 2 | 0 | 223 |
| S01010282 | 645 | 402 | 222 | 19 | 1 | 1 | 267 |
| S01010283 | 296 | 135 | 130 | 26 | 5 | 0 | 197 |
| S01010284 | 638 | 339 | 260 | 38 | 1 | 0 | 339 |
| S01010285 | 420 | 224 | 165 | 29 | 1 | 1 | 231 |
| S01010286 | 366 | 166 | 164 | 33 | 2 | 1 | 240 |
| S01010287 | 387 | 193 | 153 | 37 | 4 | 0 | 239 |
| | 5215 | 2738 | 2098 | 342 | 29 | 8 | 2902 |
| | | 53% | 40% | 7% | 1% | 0% | 56% |

FAIRHURST

# Appendix D

## *Census Data Extract – Distance Travelled to Work of Study by Method of Travel*

| LC7701SC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Distance to place of work or study | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Totals | |
| All people aged 4 and over studying or aged 16 to 74 in employment | 842 | 352 | 412 | 428 | 628 | 647 | 664 | 455 | 1237 | 661 | 763 | 7089 | |
| Work or study mainly at or from home | 82 | 58 | 86 | 54 | 71 | 58 | 86 | 52 | 190 | 76 | 72 | 885 | |
| Not Travel to Work or Study | | | | | | | | | | | | 5204 | 100% |
| Less than 5km | 500 | 214 | 231 | 297 | 426 | 435 | 416 | 275 | 835 | 420 | 538 | 4587 | 74% |
| 5km to less than 10km | 59 | 33 | 31 | 20 | 35 | 43 | 59 | 45 | 53 | 40 | 48 | 466 | 8% |
| 10km to less than 30km | 67 | 16 | 15 | 18 | 26 | 28 | 29 | 28 | 45 | 41 | 22 | 335 | 5% |
| 30km and over | 70 | 5 | 14 | 13 | 30 | 38 | 24 | 20 | 33 | 21 | 38 | 306 | 5% |
| Other (3) | 64 | 26 | 35 | 26 | 40 | 45 | 50 | 35 | 81 | 63 | 45 | 510 | 8% |



# Appendix E

*TRICS Data*

Calculation Reference: AUDIT-109303-210215-0220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
**TOTAL VEHICLES**

Selected regions and areas:

| | | |
|---|---|---|
| 03 | SOUTH WEST | |
| | DV DEVON | 1 days |
| 04 | EAST ANGLIA | |
| | NF NORFOLK | 1 days |
| | SF SUFFOLK | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | SY SOUTH YORKSHIRE | 1 days |
| 10 | WALES | |
| | CO CONWY | 1 days |
| 11 | SCOTLAND | |
| | SA SOUTH AYRSHIRE | 1 days |
| | SR STIRLING | 2 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: No of Dwellings
Actual Range: 27 to 112 (units: )
Range Selected by User: 8 to 218 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 08/09/20

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 | 2 days |
| Wednesday | 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 | 9 |

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 | 4 |
| Built-Up Zone | 4 |
| 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,

Secondary Filtering selection:

Use Class:
C3 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:
10,001 to 15,000 4 days
15,001 to 20,000 2 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:
50,001 to 75,000 4 days
75,001 to 100,000 2 days
125,001 to 250,000 2 days
250,001 to 500,000 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.

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CO-03-C-01 BLOCKS OF FLATS CORNWALL
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

2 DV-03-C-01 BLOCK OF FLATS DEVON
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total No of Dwellings: 27
Survey date: MONDAY 10/07/17 Survey Type: MANUAL

3 NF-03-C-01 BLOCKS OF FLATS NORFOLK
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

4 SA-03-C-01 BLOCK OF FLATS SOUTH AYRSHIRE
RACECOURSE ROAD
AYR

Edge of Town Centre
Residential Zone
Total No of Dwellings: 51
Survey date: TUESDAY 16/09/14 Survey Type: MANUAL

5 SF-03-C-01 BLOCKS OF FLATS SUFFOLK
STATION HILL
BURY ST EDMUNDS

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 85
Survey date: THURSDAY 15/12/16 Survey Type: MANUAL

6 SR-03-C-01 FLATS STIRLING
FORTHSIDE WAY
STIRLING

Edge of Town Centre
No Sub Category
Total No of Dwellings: 80
Survey date: WEDNESDAY 15/06/16 Survey Type: MANUAL

7 SR-03-C-02 FLATS STIRLING
ROSEBERRY TERRACE
STIRLING

Edge of Town Centre
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY 15/06/16 Survey Type: MANUAL

8 SY-03-C-01 BLOCKS OF FLATS SOUTH YORKSHIRE
HEELIS STREET
BARNSLEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 112
Survey date: TUESDAY 06/09/20 Survey Type: MANUAL

9 WM-03-C-04 BLOCKS OF FLATS WEST MIDLANDS
GILLOLART WAY
COVENTRY
PARKSIDE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 55
Survey date: FRIDAY 11/11/16 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

**TOTAL VEHICLES**

**Calculation factor: 1 DWELLS**

Estimated TRIP rate value per 154 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | Estimated Trip Rate | No. Days | Ave. DWELLS | Trip Rate | Estimated Trip Rate | No. Days | Ave. DWELLS | Trip Rate | Estimated 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 | 61 | 0.031 | 4.793 | 9 | 61 | 0.099 | 15.231 | 9 | 61 | 0.130 | 20.026 |
| 08:00 - 09:00 | 9 | 61 | 0.048 | 7.388 | 9 | 61 | **0.148** | **22.846** | 9 | 61 | 0.196 | 30.179 |
| 09:00 - 10:00 | 9 | 61 | 0.059 | 9.026 | 9 | 61 | 0.071 | 11.000 | 9 | 61 | 0.130 | 20.026 |
| 10:00 - 11:00 | 9 | 61 | 0.064 | 9.872 | 9 | 61 | 0.068 | 10.436 | 9 | 61 | 0.132 | 20.308 |
| 11:00 - 12:00 | 9 | 61 | 0.079 | 12.128 | 9 | 61 | 0.095 | 14.667 | 9 | 61 | 0.174 | 26.795 |
| 12:00 - 13:00 | 9 | 61 | 0.106 | 16.389 | 9 | 61 | 0.060 | 9.308 | 9 | 61 | 0.166 | 25.667 |
| 13:00 - 14:00 | 9 | 61 | 0.049 | 7.615 | 9 | 61 | 0.093 | 14.385 | 9 | 61 | 0.142 | 22.000 |
| 14:00 - 15:00 | 9 | 61 | 0.071 | 11.000 | 9 | 61 | 0.090 | 13.821 | 9 | 61 | 0.161 | 24.821 |
| 15:00 - 16:00 | 9 | 61 | 0.095 | 14.667 | 9 | 61 | 0.051 | 7.897 | 9 | 61 | 0.146 | 22.564 |
| 16:00 - 17:00 | 9 | 61 | 0.104 | 16.077 | 9 | 61 | 0.079 | 12.128 | 9 | 61 | 0.183 | 28.205 |
| 17:00 - 18:00 | **9** | **61** | **0.148** | **22.846** | 9 | 61 | 0.090 | 13.821 | **9** | **61** | **0.238** | **36.667** |
| 18:00 - 19:00 | 9 | 61 | 0.132 | 20.308 | 9 | 61 | 0.093 | 14.385 | 9 | 61 | 0.225 | 34.693 |
| 19:00 - 20:00 | | | | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | | | | |
| Total Rates: | | | 0.986 | 152.026 | | | 1.037 | 159.925 | | | 2.023 | 311.951 |

*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: | 27 - 112 (units: ) |
| Survey date date range: | 01/01/12 - 08/09/20 |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Calculation Reference: AUDIT-109303-210215-0207

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE

**TOTAL VEHICLES**

Selected regions and areas:

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | SM | SOMERSET | 1 days |
| 05 | EAST MIDLANDS | | |
| | DS | DERBYSHIRE | 1 days |
| | LE | LEICESTERSHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | WK | WARWICKSHIRE | 2 days |
| | WO | WORCESTERSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | LC | LANCASHIRE | 1 days |
| 09 | NORTH | | |
| | TW | TYNE & WEAR | 1 days |
| 11 | SCOTLAND | | |
| | EB | CITY OF EDINBURGH | 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: Gross floor area
Actual Range: 4780 to 15124 (units: sqm)
Range Selected by User: 800 to 15124 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 09/11/19

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:

| | |
|---|---|
| Tuesday | 1 days |
| Wednesday | 1 days |
| Friday | 7 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:

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town | 5 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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:

| | |
|---|---|
| Commercial Zone | 1 |
| Residential Zone | 6 |
| Retail Zone | 1 |
| 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:
3,001 to 10,000 1 days
10,001 to 15,000 4 days
15,001 to 20,000 1 days
20,001 to 25,000 2 days
25,001 to 50,000 1 days

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

Population within 5 miles:
50,001 to 75,000 2 days
75,001 to 100,000 1 days
125,001 to 250,000 2 days
250,001 to 500,000 4 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 3 days
1.1 to 1.5 4 days
1.6 to 2.0 1 days
2.1 to 2.5 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.

Petrol filling station:
PFS is present at the site and is included in the count 6 days
PFS is present at the site but is excluded from the count 0 days
There is no PFS at the site 3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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-01-A-01 SAINSBURY'S DERBYSHIRE
WWWERN WAY
DERBY
CHADDESDEN
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 9500 sqm
Survey date: FRIDAY 26/06/15 Survey Type: MANUAL

2 EB-01-A-01 ASDA CITY OF EDINBURGH
THE JEWEL
EDINBURGH

Edge of Town
Retail Zone
Total Gross floor area: 15124 sqm
Survey date: FRIDAY 27/04/18 Survey Type: MANUAL

3 LC-01-A-19 ASDA LANCASHIRE
EASTWAY
PRESTON
FULWOOD
Edge of Town
Commerce Zone
Total Gross floor area: 14000 sqm
Survey date: FRIDAY 09/11/18 Survey Type: MANUAL

4 LE-01-A-03 SAINSBURY'S LEICESTERSHIRE
GLEN ROAD
LEICESTER
OADBY
Edge of Town
Residential Zone
Total Gross floor area: 5700 sqm
Survey date: FRIDAY 07/11/14 Survey Type: MANUAL

5 SM-01-A-01 ASDA SOMERSET
CREECHBARROW ROAD
TAUNTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10725 sqm
Survey date: FRIDAY 13/07/12 Survey Type: MANUAL

6 TW-01-A-02 ASDA TYNE & WEAR
WANSBECK ROAD SOUTH
NEWCASTLE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 9030 sqm
Survey date: FRIDAY 03/05/19 Survey Type: MANUAL

7 WK-01-A-02 ASDA WARWICKSHIRE
CHESTERTON DRIVE
LEAMINGTON SPA
SYDENHAM
Edge of Town
Residential Zone
Total Gross floor area: 8018 sqm
Survey date: WEDNESDAY 17/10/12 Survey Type: MANUAL

8 WK-01-A-03 TESCO WARWICKSHIRE
EVESCOTE ROAD
WARWICK

Edge of Town
Residential Zone
Total Gross floor area: 7951 sqm
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 WO-01-A-02 WAITROSE WORCESTERSHIRE
LONDON ROAD
WORCESTER
RED HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 4780 sqm
Survey date: FRIDAY 27/09/19 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 C1 - RETAIL/A - FOOD SUPERSTORE

**TOTAL VEHICLES**

**Calculation factor: 100 sqm**

Estimated TRIP rate value per 1800 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated 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 | 9428 | 1.274 | 22.983 | 9 | 9428 | 0.932 | 16.781 | 9 | 9428 | 2.206 | 39.714 |
| 08:00 - 09:00 | 9 | 9428 | 1.962 | 38.322 | 9 | 9428 | 1.516 | 27.282 | 9 | 9428 | 3.478 | 62.604 |
| 09:00 - 10:00 | 9 | 9428 | 2.912 | 52.421 | 9 | 9428 | 2.156 | 38.801 | 9 | 9428 | 5.068 | 91.222 |
| 10:00 - 11:00 | 9 | 9428 | 3.055 | 54.988 | 9 | 9428 | 2.751 | 49.514 | 9 | 9428 | 5.806 | 104.502 |
| 11:00 - 12:00 | 9 | 9428 | 3.327 | 59.889 | 9 | 9428 | 3.187 | 57.364 | 9 | 9428 | 6.514 | 117.252 |
| **12:00 - 13:00** | **9** | **9428** | **3.460** | **62.285** | **9** | **9428** | **3.502** | **63.028** | **9** | **9428** | **6.962** | **125.313** |
| 13:00 - 14:00 | 9 | 9428 | 3.339 | 60.079 | 9 | 9428 | 3.313 | 59.634 | 9 | 9428 | 6.651 | 119.713 |
| 14:00 - 15:00 | 9 | 9428 | 3.073 | 55.306 | 9 | 9428 | 3.282 | 59.082 | 9 | 9428 | 6.355 | 114.388 |
| 15:00 - 16:00 | 9 | 9428 | 3.135 | 56.430 | 9 | 9428 | 3.185 | 57.321 | 9 | 9428 | 6.320 | 113.751 |
| 16:00 - 17:00 | 9 | 9428 | 2.916 | 52.484 | 9 | 9428 | 2.954 | 53.163 | 9 | 9428 | 5.870 | 105.647 |
| 17:00 - 18:00 | 9 | 9428 | 2.998 | 53.906 | 9 | 9428 | 2.987 | 53.757 | 9 | 9428 | 5.982 | 107.663 |
| 18:00 - 19:00 | 9 | 9428 | 3.030 | 54.542 | 9 | 9428 | 3.405 | 61.288 | 9 | 9428 | 6.435 | 115.830 |
| 19:00 - 20:00 | 9 | 9428 | 2.262 | 40.710 | 9 | 9428 | 2.745 | 49.408 | 9 | 9428 | 5.007 | 90.118 |
| 20:00 - 21:00 | 9 | 9428 | 1.411 | 25.394 | 9 | 9428 | 1.866 | 33.582 | 9 | 9428 | 3.277 | 58.976 |
| 21:00 - 22:00 | 9 | 9428 | 0.943 | 16.972 | 9 | 9428 | 1.245 | 22.402 | 9 | 9428 | 2.188 | 39.374 |
| 22:00 - 23:00 | 1 | 9060 | 0.000 | 0.000 | 1 | 9060 | 0.033 | 0.597 | 1 | 9060 | 0.033 | 0.597 |
| 23:00 - 24:00 | | | | | | | | | | | | |
| Total Rates: | | | 39.093 | 703.680 | | | 39.069 | 703.004 | | | 78.152 | 1406.664 |

*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: | 4780 - 15124 (units: sqm) |
| Survey date date range: | 01/01/12 - 09/11/19 |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

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