Proposed Student Accommodation Development, 55 - 57 High Street, Paisley

Transport Statement

March 2022

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1. Introduction

1.1. ECS Transport Planning Limited has been commissioned by T100 Limited to produce a Transport Statement (TS) in support of a planning application for a student accommodation development on a site adjacent to High Street and Storie Street, Paisley which currently accommodates a single storey café to the north and an empty office block to the south over 4 storeys.

1.2. Pre-application discussions with Renfrewshire Council (RC) were undertaken which outlined the key transportation aspects which should be considered in the supporting TS with respect to transportation which are as follows:

- Refuse strategy and access for refuse vehicles;
- Suitability of access for fire engines, service vehicles and vehicle drop off / pick up;
- Accessibility of the site to sustainable modes of transport;
- Cycle parking; and
- On-street parking review to justify parking provision.

1.3. RC also requested that a separate Travel Plan is prepared to support student, staff and visitor travel to / from the site, encouraging sustainable modes.

1.4. The findings of this study are based on a review of the existing site, existing traffic observations, transport infrastructure and has been produced in accordance with the Scottish Government document 'Transport Assessment Guidance', where appropriate. Consideration has also been given to the requirements of local and national government transport planning policies.

1.5. The subsequent chapters of this report are structured as follows:-

- Development Proposals;
- Local & National Transport Policy;
- Sustainable Accessibility;
- Existing & Future Traffic Conditions; and
- Summary & Conclusions.

2. Development Proposals

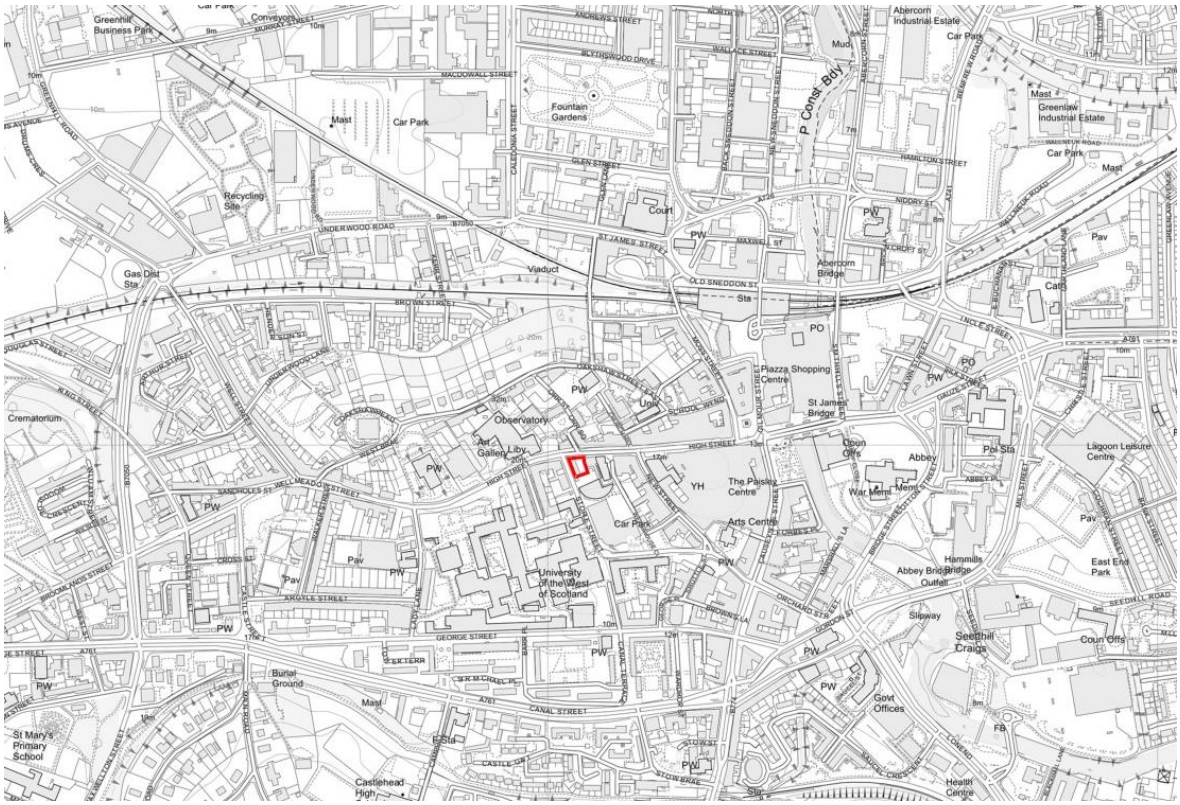
Existing Site & Surrounding Area

2.1. Paisley is a town situated in the west central Lowlands of Scotland. Located north of the Gleniffer Braes, the town borders the city of Glasgow to the east, and straddles the banks of the White Cart Water, a tributary of the River Clyde.

2.2. It serves as the administrative centre for the Renfrewshire Council area, and is the largest town in the historic county of the same name. Paisley is often cited as "Scotland's largest town" and is the fifth largest settlement in the country, although it does not have city status.

2.3. The site is located in the heart of Paisley, located at 55 – 57 High Street and extends to 690msq. To the east of the site there is greenspace with semi mature trees and planting with cafes and local shops in the near vicinity. The site is relatively flat along the High Street to the north and is at a steep incline along Stoire Street on the west. Currently the site accommodates a single storey café and a derelict 4 storey office block. An existing sub-station is located on the southern boundary of the site along with a private car park. The site is adjacent to the University of West of Scotland (UWS) Student Union Building and the UWS Campus. The location of the site, in a local context, is highlighted in red within *Figure 1* below.

Figure 1: Site Location



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2.4. *Figures 2 & 3* below present the site and surroundings in its current form. *Figure 2* displays a view of the site from High Street, with *Figure 3* looking east on Storie Street.

Figure 2: Existing Site from High Street

Figure 3: Stoire Street Site Frontage

2.5. The area surrounding the site has a mix of residential, commercial, educational and leisure facilities all in easy walking distance which ensures it is consistent with the walkable neighbourhood's principles defined in Designing Streets. The location is also in close proximity to the towns' major transport links.

Proposed Development

Development & Access Overview

2.6. T100 Limited propose a student accommodation development with 150 studio apartments and associated facilities. The student block will be developed over 6 storeys, but due to the level difference north to south, will also include a lower ground floor. The facility will include a bin store, bike store, social space, a gymnasium, mail area, reception and laundry room. The accommodation block will host an entrance on the northern and western elevations. Access to the bin store and bike store will be provided separately from High Street.

2.7. The building will operate with two stairwells and a lift, both accessible from a central foyer. The accommodation comprises of the following:-

- Lower Ground – 17 studios
- Ground – 19 studios
- 1st Floor – 24 studios
- 2nd Floor – 24 studios
- 3rd Floor – 24 studios
- 4th Floor – 23 studios
- 5th Floor – 19 studios

2.8. Cycle spaces will be provided within a secured sheltered store accessible from High Street providing a safe and convenient location which aids the promotion of cycling as a mode of transport.

2.9. Tinto Architecture's proposed site plans are included in *Appendix A* for reference.

Parking Provision

2.10. As detailed previously, no dedicated internal parking spaces will be provided for the student accommodation which is in accordance with the maximum provision identified in the SCOTS National Roads Development Guide. Given the town centre location, position of the University of the West of Scotland and access to sustainable forms of transport, it is considered that the site is ideally located for a parking free development.

2.11. As part of a recent planning application for student accommodation at the old TA Building, High Street, circa 150m west of the development site, a parking study was undertaken on the neighbouring streets by an independent survey company, Transurveys Ltd.

2.12. The parking survey was undertaken on Wednesday 21st and Thursday 22nd February 2020, prior to any Covid19 travel restrictions. The survey covered High Street, Wellmeadow Street, Caste Street, George Street, New Street, Storie Street, Townhead Terrace, Lady Lane Argyle Street, Walker Street and Well Street. The survey recorded parking availability at various time periods throughout the day and night. Results identified that the neighbouring streets, to the south and west of the site, are heavily parked during the afternoon which is not surprising given the urban location and number of businesses / local amenities surrounding the site. However, the survey indicated that there is significant spare capacity in the evening which would support visitors to the site.

2.13. Car parking charges are in operation in the vicinity of the site with single yellow line restrictions also in place restricting on-street parking between 0800 – 1815 (Monday – Saturday).

2.14. T100 Limited, who will be responsible for managing the accommodation block, operate a strict no car policy for all tenants of the student accommodation with the penalty being termination of the lease if a student is found to have a car within the city limits. Alternative terms and conditions apply to students with disabilities.

2.15. Upon arrival and departure to the accommodation at the beginning and end of term times, students may require access to the accommodation block by vehicle to transport larger personal belongings. There are two private car parks available within close proximity of the site, which could support scheduled transfers, if necessary. Storie Street car park forms the southern boundary of the site and is accessible via Storie Street and Paisley Car Park is located to the north of the site accessible via Orr Square. Arrangements could to be made with the private operators directly.

2.16. SCOTS Nationals Roads Development Guide does not indicate minimum cycle parking requirements for this type of land use. Nonetheless, a total of 30 cycle stands will be introduced on site within a secure covered area on the ground floor accessible from High Street. The introduction of cycle storage facilities encourages sustainable travel. The cycle stands will be located within a secure area within the lower ground level ensuring the bicycles are sheltered and stored within a safe space. Whilst cycle facilities will be promoted, it is considered that walking will be the main mode of transport for students given the close proximity to local amenities and the university campus.

2.17. Given the student nature of the site it is not proposed to encourage motorcycle parking at the site, therefore, it is not proposed to provide any motorcycle spaces which is considered to be consistent with Government sustainable policies given the accessibility of the location.

Servicing & Fire Tender Access

2.18. As per the current arrangement for the café and existing uses in the vicinity of the site, refuse collection will be undertaken from High Street. A bin store will be positioned on the ground floor at the north eastern corner of the building with an entrance directly to High Street. Bins will be presented on collection day and returned to the store by the building factoring / management facility.

2.19. Servicing associated with the proposals will be limited and significantly less than the existing use. It is proposed that existing operations are maintained from High Street.

2.20. Similarly, fire tender access will be maintained from High Street and Storie Street to the northern and western elevations of the site, respectively.

3. Local & National Transport Policy

3.1. The planning system is used to make decisions about the future development and use of land in our towns, cities and countryside. It considers where development should happen and how development affects its surroundings. The system balances different interests, including transport, to make sure that land is used and developed in a way that creates high quality, sustainable places.

3.2. To inform this process, National and Local Government have developed a series of policy documents / statements and guidance in terms of transportation. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion. In reducing Scotland's carbon footprint, the promotion of public transport is seen as key for new developments with walking and cycling taking also an important role.

3.3. The following provides an overview of the current national / central and local government policies and guidelines, which the development proposals and site are reviewed against within this report.

National / Central Government Transport Planning Policy

The Government's White Paper

3.4. The White Paper 'The Future of Transport: A Network for 2030, Executive Summary, Paragraph 6' states that:-

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:-

- the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
- the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;
- bus services that are reliable, flexible, convenient and tailored to local needs;
- making walking and cycling a real alternative for local trips; and
- ports and airports providing improved international and domestic links."

Scottish White Paper

3.5. The Scottish White Paper, 'Scotland's Transport Future, Section 2: Objectives' outlines new objectives for achieving an integrated and sustainable transport system in Scotland:-

"Our objectives are to:-

- promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;

- protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;
- improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport".

Scottish Planning Policy

3.6. National policy for transport is detailed in Scottish Planning Policy (SPP). The relevant aim of planning policy is to support and accommodate new investment and development in locations accessible by a range of means of transport which seek to minimise the impact on existing transport networks and the environment.

Planning Advice Note 75: Planning for Transport

3.7. Planning Advice Note (PAN) 75 accompanies SPP and provides a good practice guide for planning authorities and developers in relation to carrying out policy development, proposal assessment and project delivery. The aim of the document focuses on how planning and transport can be managed; the role of different bodies / professions in the planning process and provides reference to other sources of information.

3.8. Respectively, paragraphs 7 and 24 of the document state the following in terms of transport:

"The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. Consideration should be given to freight logistics as well as person travel."

"Development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network that have a potential for higher density development and a potential for mixed use development with an emphasis on high quality design and innovation. These locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks and with vehicular considerations, including parking, having a less significant role. Mixed use development, for example the inclusion of local shops and services within larger housing developments can encourage multi-purpose trips and reduce overall distances travelled by car by bringing together related land uses."

3.9. Furthermore, maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport are contained within PAN 75. From paragraph B13, the document states the following:-

"Accessibility to public transport services:

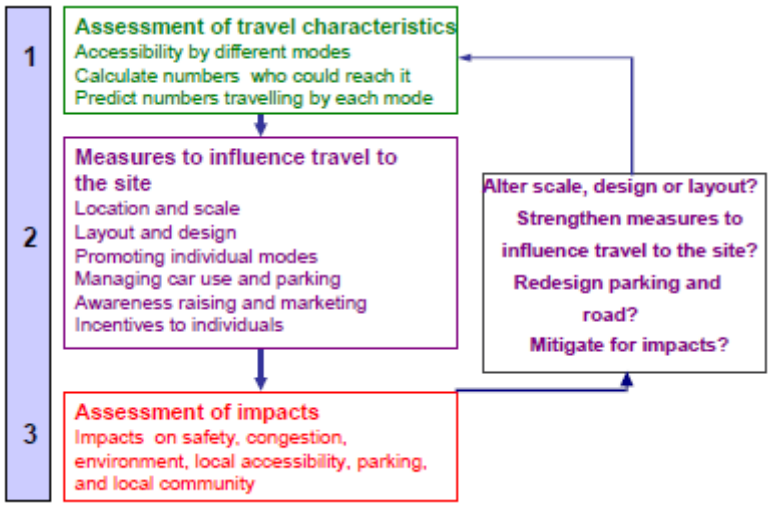
For accessibility of housing to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services."

"Accessibility to local facilities by walking and cycling:

A maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour."

Scottish Government: Transport Assessment Guidance

3.10. The above document was published in 2012, and seeks to provide a best practice guide to help identify and deal with the likely impacts of development proposals in-terms of transport. Detailed below are the key aims of a Transport Assessment.



Source: Scottish Government: Transport Assessment Guidance, Figure 5.1

3.11. Paragraph 2.9 of the document states that:

"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."

Designing Streets

3.12. This document is the first policy statement in Scotland for street design and sits alongside Designing Places, setting out government aspirations for design and the role of the planning system in delivering these. Together, they are the Scottish Government's two key policy statements on design and place making. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs). Designing Streets updates and replaces PAN 76 New Residential Streets (which is now withdrawn) and, in doing so, marks a distinct shift, raising the importance of street design issues.

3.13. The key policies from Designing Streets that should be considered are as follows:

- *"Street design must consider place before movement.*
- *Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.*
- *Street design should meet the six qualities of successful places, as set out in Designing Places.*

- *Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.*
- *Street design should run planning permission and Road Construction Consent (RCC) processes in parallel."*

Let's Get Scotland Walking - The National Walking Strategy

3.14. Let's Get Scotland Walking is a strategy to increase the number of Scots who are physically active and build on Scotland's outstanding opportunities for walking both in urban and rural areas. The foreword of the document states:

"There are many benefits from getting Scotland walking, including: more people will use active travel more often and will walk more for pleasure and for recreation; children will have safer routes to school and local facilities; older people will feel more connected with their communities; employers will have a healthier and more productive workforce; Scotland will reduce its use of carbon; and local economies will benefit from increased footfall."

3.15. The vision and aims of the document are as follows:

"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

3 Strategic Aims are:

- *Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being*
- *Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone*
- *Enable easy, convenient and safe independent mobility for everyone*

Cycling Action Plan for Scotland

3.16. The actions in this document aim to increase cycling across Scotland, supporting both new and experienced cyclists. It outlines a framework for delivering the vision, setting out what the Scottish Government will do, what they expect others to do and what outcomes they expect that action will achieve.

3.17. The Scottish Government's purpose is to focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. This first ever Cycling Action Plan for Scotland (CAPS) sets out how cycling, within the wider context of walking and active travel, contributes to this purpose, particularly through improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars.

3.18. Currently 1% of all journeys by Scottish residents are made by bicycle (Scottish Household Survey Travel Diary, 2008), and the Scottish Government would like to see this increased tenfold to 10% by 2020. Although this is an ambitious vision, the Scottish Government believe it is achievable. Around half the short journeys made (under 2 miles) are made by car; many of these could be switched to

bike. This Action Plan aims to provide a framework to help create an environment which is attractive, accessible and safe for cycling.

Local Transport Planning Policy

Local Transport Strategy 2015 - 2020

3.19. Local Transport Strategies (LTS) are intended to set out a local authority's objectives, strategies and implementation plans for the development of an integrated transport system.

3.20. Renfrewshire's LTS sets out the council's vision and how they aim to achieve an integrated approach to transportation over the next 10 to 20 years. The vision for Renfrewshire is that people can improve their health and travel to where they want to get to within a set timescale using all modes including walking, cycling public transport or their car for essential trips; business can operate effectively and efficiently creating prosperity and job opportunities; visitors are attracted to enjoy the tourism and leisure facilities; and all this is accommodated without compromising our future environment and at best value to the council.

3.21. The LTS has 5 key objectives, as follows:-

- Regenerate the local economy wherever possible.
- Extend opportunities for all by:
    1. Combating poverty and promoting equality including supporting behavioural change;
    2. Encouraging healthier lifestyles;
    3. Encouraging a choice of transport options; and
    4. Improving access for all, including the mobility impaired.
- Ensure a healthy and sustainable environment.
- Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.
- Encourage integration of services and an integrated approach by public bodies whilst achieving best value.

3.22. The LTS sets down actions the council intends to take forward in order to achieve their 5 key objectives. In brief, the key actions will seek to:

- ensure that all Renfrewshire residents have the means to get to jobs, social, health and leisure facilities at all times of the day and that goods can be moved to where they are required when they are needed.
- resolve traffic congestion on the M8 and A737 and rail capacity at peak periods such that economic growth is supported without constraints imposed by transport.
- maintain roads, bridges, street lighting and furniture to a standard which ensures public safety and the most cost effective combination of structural repairs and cyclic maintenance.
- continue and develop strategies for travel planning and parking which reduce the growth of trips by private car and achieve a shift to walking, cycling, public transport and car sharing thus having a positive impact upon air quality and climate change.

- reduce road casualties in line with National targets and seek to address the underlying causes of many actions, namely, speeding drivers.
- improve the health and well being of its residents and visitors through promoting healthier travel choices for both leisure and commuting.

Summary

3.23. Both Local and National Government policy highlight the need to consider sustainable transportation modes when considering the likely impacts of development sites.

3.24. The promotion and connection to public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The policies all highlight transport sustainability in terms of social inclusion, environmental impact, successful integration and safety.

3.25. In addition, the Scottish Government document “Transport Assessment Guidance” supports the need for consideration of a sustainable approach to transportation planning.

4. Accessibility

4.1. This chapter examines the existing sustainable transport network and considers if the proposed development will offer a genuine choice of transport mode; facilitate a reduction in car use and support greater use of walking, cycling and public transport. This achievement would lead to social inclusion whilst supporting the local economy and promoting better health and fitness.

4.2. The following also provides an overview of the likely travel demand for sustainable modes of travel created by the residential development. The predicted uplift in walking, cycling and public transport trips is assessed in line with the existing provision and facilities in the surrounding area, with improvements to enhance accessibility by each mode considered where necessary.

4.3. In line with PAN 75, when assessing a development site, it is good practice to set maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport. The acceptable walking distances to public transport interchanges and local facilities are as follows:-

- 400m to bus services;
- 800m to rail services; and
- 1,600m to local facilities / amenities.

4.4. In areas where there are attractive public transport facilities, it is not uncommon for these acceptable walking distances to be exceeded.

Multi-Modal / People Trip Assessment

4.5. It is stated within 'Transport Assessment Guidance' that *"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."*

4.6. To determine the future person trips and travel choice of people associated with the proposed development reference was made to the Trip Rate Information and Computer System (TRICS) database. Multi-modal trip rates were obtained from the TRICS database for student accommodation developments which were consistent with the proposed site and are shown in *Table 1,* overleaf, with a copy of the full output included within *Appendix B*.

Table 1: Proposed Student Development Multi-Modal Trip Rates / Generation

	Weekday AM Peak			Weekday PM Peak		
	In	Out	Total	In	Out	Total
150 Bed Spaces						
Walk						
Trip Rate	0.003	0.107	0.110	0.166	0.096	0.262
Generation	0	16	16	25	15	40
Cycle						
Trip Rate	0.000	0.002	0.002	0.003	0.001	0.004
Generation	0	0	0	0	0	0
Public Transport						
Trip Rate	0.002	0.038	0.040	0.047	0.008	0.055
Generation	0	6	6	7	1	8

Sustainable Travel Opportunities

Walking

Existing

4.7. As would be expected in a developed urban area, the surrounding road network generally includes pedestrian provision on either side of the carriageway. High Street, which forms the northern boundary of the site, hosts footways on both sides of the carriageway which are of a good standard.

4.8. The existing footways described above are generally in good condition, benefit from street lighting and are sufficient in width to support increased pedestrian activity.

4.9. Storie Street, which forms the western boundary of the site also hosts footways on both sides of the carriageway. The footway on the eastern side of the carriageway provides a direct link to the student union from the development site.

4.10. Controlled crossing facilities are available at the High Street / Storie Street signalised junction opposite the site assisting with access to the University of the West of Scotland campus to the west of the site which is within 150m of the site.

4.11. The adjacent adopted road network hosts a network of signalised junctions and all junctions within the vicinity of the site include controlled crossings. Non-signalised junctions in the vicinity of the site host dropped kerbs and tactile paving on minor arms to assist with access to the controlled facilities.

4.12. High Street hosts a range of local amenities in the form of local shops, such as, food stores, banks and a post office. The site is also a short walk from Piazza Shopping Centre to the east (500m). To the east of the site, High Street becomes pedestrianised with vehicular access restricted to servicing.

4.13. Given the position of the university, range of amenities and employment opportunities in the locale, the site is ideally placed to encourage the 'walkable neighbourhoods' philosophy outlined in the Government's policy document Designing Streets.

Proposed

4.14. From *Table 1*, the proposed residential development is likely to generate approximately 16 (two-way) trips on foot during the AM peak period and 40 (two-way) trips during the PM peak period. The site is accessible to a wide range of amenities, public transport corridors and further education facilities all within a short walking distance which ensures that the aforementioned walking estimates are likely to be exceeded.

4.15. The main pedestrian desire line from the site will be east along High Street where various local amenities are located. Entrances to the building will be provided directly onto High Street and Storie Street.

4.16. The demand for walking generated by the development is expected to be constant throughout the day as student timetables will vary.

4.17. In recognition of PAN75, *Figure 4*, overleaf, highlights a walking isochrone relative to the development site and demonstrates the areas that can potentially be reached on foot within 1,600m. It is worth noting that isochrones are traditionally focused on the centre of the development site and it is evident that the majority of the Paisley area can be accessed on foot.

4.18. *Figure 4* demonstrates that the site is accessible to an extensive area of the town within the Government's recognised walking catchments. Existing bus facilities are located directly adjacent to the site on High Street with additional facilities available on Gauze Street at the Town Hall Bus Stance, thereby ensuring the site is in a high accessibility area.

4.19. Various leisure, retail and employment opportunities are located within an acceptable walking catchment ensuing that students will have every option to utilise sustainable modes of transport for all trip types rather than the private car.

Cycle Infrastructure

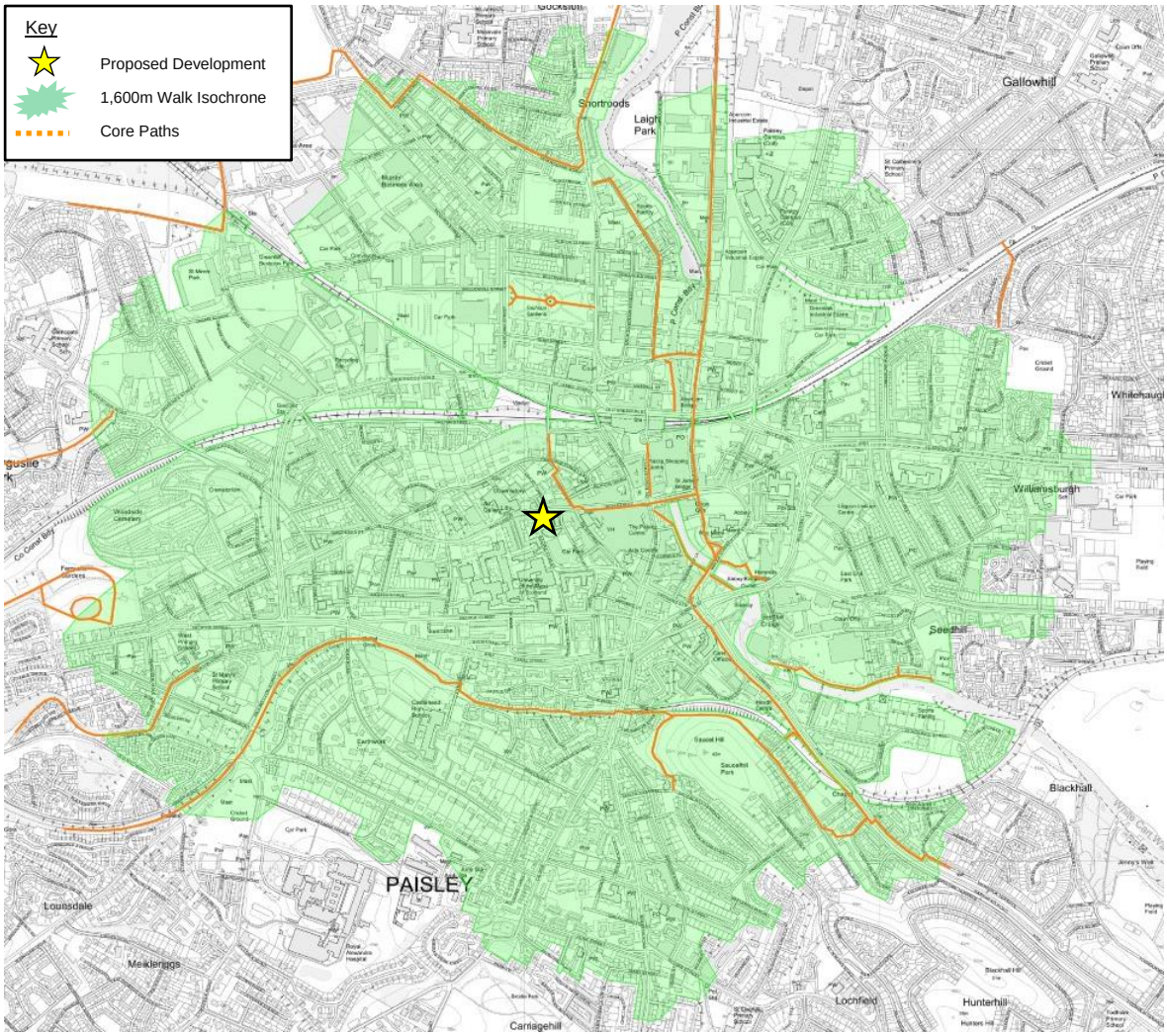
Existing

4.20. The National Cycle Network (NCN) Route 7 routes through Paisley approximately 650m south of the development site. The NCN 7 is accessible via Main Road from the A761 Canal Street and is predominately an off-road cycle route connecting Glasgow in the east with Kilwinning in the south. The route connects to an on-road local cycle route, which generally follows the A726 in a north-south direction routing through the town centre to Glasgow Airport.

4.21. This local cycle route can be accessed from High Street circa 450m east of the site adjacent to the Piazza Shopping Centre, offering links to key local amenities and employment zones in the northwest part of the town.

4.22. Key destinations for students will be the university adjacent to the site, public transport facilities and local amenities. Secure cycle parking facilities are available at the local railway station, Piazza Shopping Centre and the university nearby the site.

Figure 4: Walking Isochrones

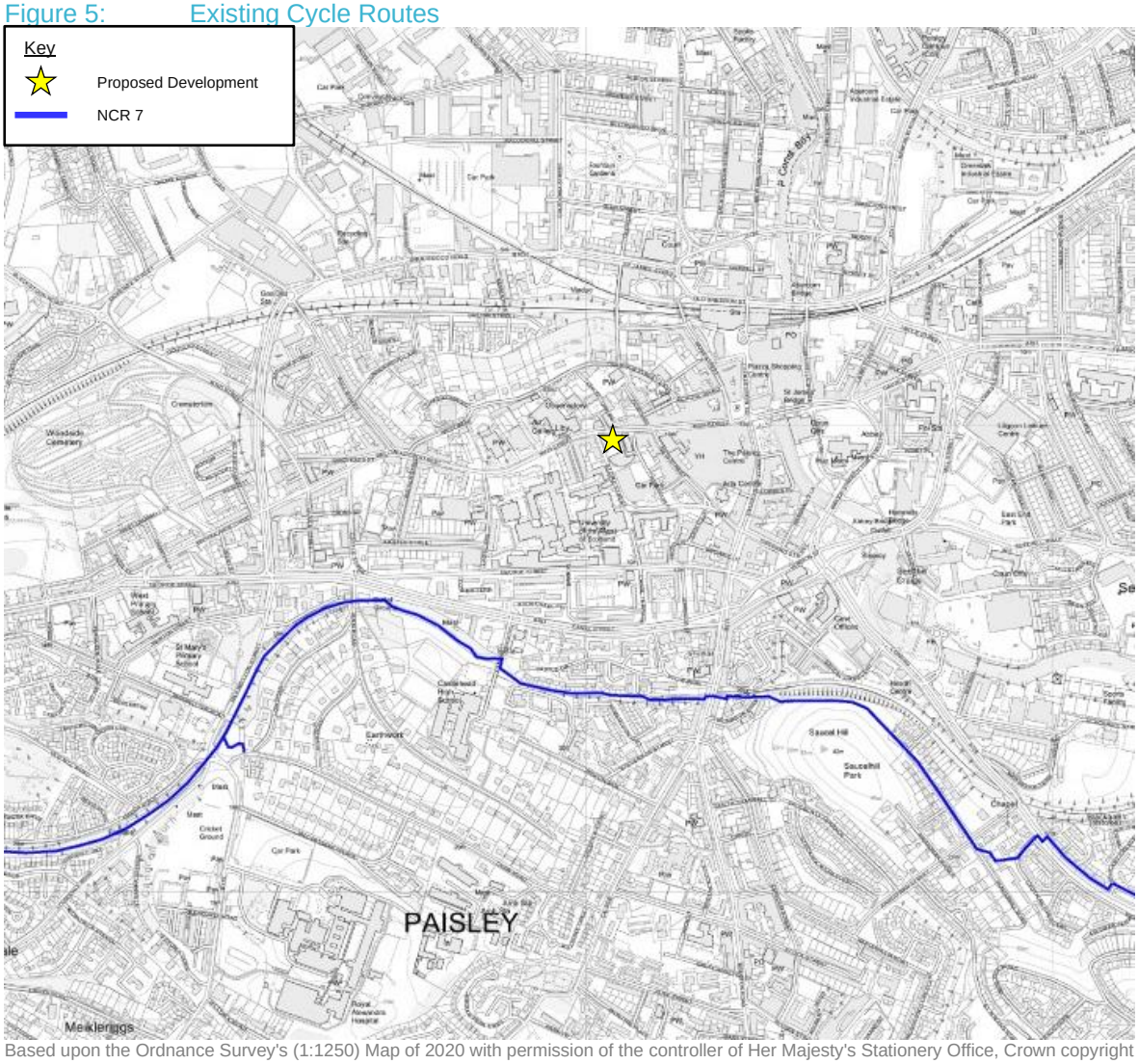


4.23. Short cycle trips (<2 minutes) will connect the proposed development to Paisley Gilmour Street Railway Station offering multi-modal travel opportunities, particularly for students who require to travel home during holiday periods to wider areas.

4.24. Furthermore, many of the streets located within the surrounding residential areas operate with 30mph zones and are lightly trafficked offering conditions conducive to cycling.

4.25. Local and national cycle routes, accessible from the site, are shown on *Figure 5* overleaf.

Figure 5: Existing Cycle Routes



Proposed

4.26. Results from the TRICS multi-modal assessment suggest the proposed development is unlikely to increase the number of cycling trips on the local road network during the AM and PM peak hours. However, given the car free nature of the development, it is likely that these numbers will be exceeded as facilities for students to cycle to the town centre and areas of education within the town and wider area in plentiful supply.

4.27. In line with 'Transport Assessment Guidance', a 30 to 40 minute journey is considered appropriate for cycling, and in the case of the development site, will encompass several destinations, including Paisley, Johnstone, Linwood, and Elderslie. Furthermore, a short ride from the development will provide access to the NCN Route 7 and local railway stations offering increased cycle connectivity to Glasgow, the wider Renfrewshire district and beyond.

4.28. The proposed development will seek to promote a series of measures that will help promote cycling as a feasible mode of travel. Firstly, cycle parking in the form of 30 cycle stands will be provided within a secured sheltered area of the ground floor which is in line with the standards contained within the 'National Roads Development Guide'. Furthermore, a Travel Plan will be introduced that will raise awareness of the local cycle opportunities and facilities, and associated health benefits. On this basis, the proposed development will seek to encourage cycle travel and reduce reliance on private car use in line with local and national transport policies.

4.29. The cycle parking area is detailed in the architects plans which are included in *Appendix A* for reference.

4.30. Based on the existing cycle opportunities, connections to cycle routes in the area, proximity of the university, local amenities, employment opportunities, in addition to the provision of cycle facilities at the site, it is considered that the anticipated demand for cycling can be accommodated and will be a feasible mode choice.

Public Transport

Existing

4.31. Bus stops with shelters and timetable information are located on High Street well within the recommended walking distance of 400m to public transport facilities as highlighted within PAN75. The westbound stop is positioned approximately 50m east of the northern boundary of the site, with the eastbound stop positioned circa 80m west of the site on the northern side of carriageway. Controlled crossing facilities are available at the signalised junction of High Street / Storie Street, directly opposite the site, providing safe access between the eastbound and westbound services.

4.32. These bus stops provide service connections to and from Paisley and from the wider area, including Renfrew, Neilston, Barrhead, and the southwest of Glasgow.

4.33. Details of existing bus provision in the vicinity of the site is summarised within *Table 2,* below, detailing the bus routes and operators serving the nearest bus stops. It is considered that the available public transport within the locale will provide students with an alternative option to the private car with local and strategic services available.

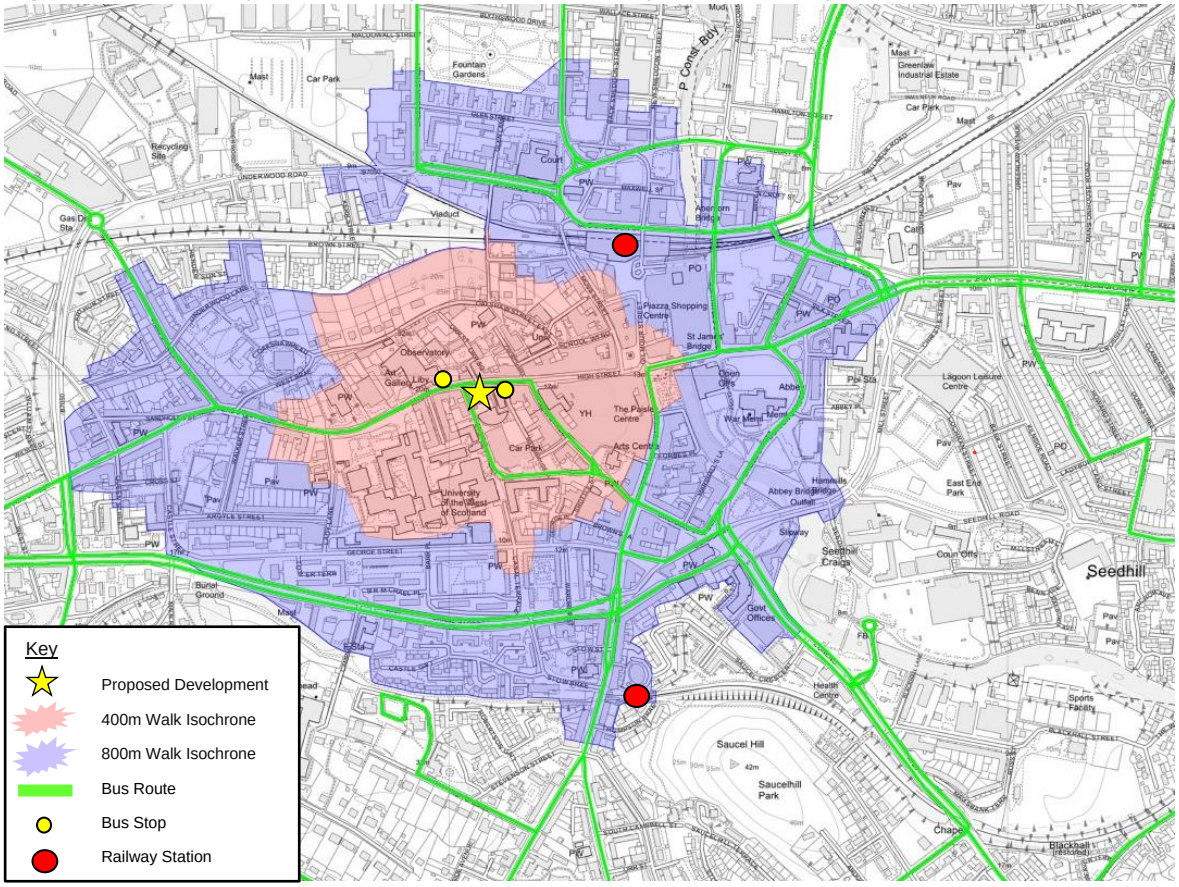
Table 2: Existing Bus Services

Service	Operator	Route	Frequency (mins)	
			Peak	Off-Peak
7	McGills	Linwood - Paisley	12	30
9	First	Glasgow - Paisley	15	30
17	McGills	Paisley – Glasgow	30	-
20	McGills	Paisley – Whitehaugh – Johnstone	30	60
38 / 38A	McGills	Spateston / Kilbarchan - Glasgow	8	30
60	McGills	Foxbar - Paisley	30	60
64	McGills	Paisley – Gallowhill	12	30
904	McGills	Paisley – Largs	60	60

4.34. The available bus routes provide regular services during key travel periods throughout the day ensuring that bus travel is an effective method of travel for students travelling to places of work and education. The services are also regular throughout weekend times ensuring that travel options are available for leisure trips.

4.35. *Figure 6* below presents the existing public transport provision in relation to the development site demonstrating that the proposed development is accessible to public transport opportunities, with local bus stops located within a 400m walking isochrone meeting the requirements of SPP & PAN75.

Figure 6: Proposed Development: Public Transport Accessibilty



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4.36. Students will have access to rail travel with Paisley Gilmour Street Railway Station located less than 500m from the site. This station is located on the 'Ayrshire Coast' line that provides regular services between Glasgow and various settlements in Ayrshire, Inverclyde, and Renfrewshire. Abellio ScotRail operate up to 4 services per hour on a typical weekday and Saturday, and 3 services per hour on a Sunday. Details of the services available are detailed within *Table 3* overleaf:-

Table 3: Existing Train Services

Operator	Route	Frequency (mins)	
		Peak	Off-Peak
Abellio Scotrail	Glasgow Central to Ayr via Paisley (Gilmour St)	30	30
Abellio Scotrail	Glasgow Central to Ardrossan via Paisley (Gilmour St)	60	60
Abellio Scotrail	Glasgow Central to Largs via Paisley (Gilmour St)	60	60

Proposed

4.37. Access to frequent public transport is considered as a key component in reducing reliance on private car use. As detailed in the previous chapter, a range of bus services currently operate along High Street in the vicinity of the development site. The nearest eastbound bus stop on this route is located circa 80m west of the development site on the opposite side of the carriageway, with the nearest westbound stop positioned 50m east of the site. Signalised crossing facilities are present directly opposite the site and form part of the Storie Street / High Street junction arrangement.

4.38. In line with 'Transport Assessment Guidance', an appropriate door to door travel time by public transport (including the walk, wait, journey time, and walk to the destination) is considered to be 30 to 45 minutes; therefore, assuming a 10 minute journey to and wait at either of the aforementioned bus stops (i.e. 20 to 35 minute journey time and end walk) the proposed development will be accessible to the wider Renfrewshire area and Glasgow City centre by the aforementioned services.

4.39. Based on the TRICS output, it is estimated that the site would generate in the region of 6 and 8 public transport trips in the AM and PM peak, respectively which can be accommodated on the existing services given the frequency.

4.40. Based on the above, students at the proposed development will have access to regular bus services throughout the day offering connections to several settlements within the Renfrewshire district. The current level of service will be able to accommodate the future public transport demand, and with the introduction of a Travel Plan, which will help raise awareness of the public transport opportunities in the area, the option to travel by rail could be made possible through the promotion of multi-modal journeys.

Summary

4.41. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel, which indicates that the site is located in a high accessibility area.

4.42. As part of the development proposals building entrances will link to the existing pedestrian infrastructure and promote connectivity with the surrounding area.

4.43. The site is located within an easy walk of numerous local amenities and public transport facilities which ensures it is compliant with the requirements of the SPP. All sustainable modes of transport provide an effective alternative to the private car given the surrounding environment and location of the development.

4.44. Census information for the surrounding populated area indicates that over 50% of residents travelling to work or education use sustainable forms of transport which confirms that the site is ideally positioned with respect to accessibility. Furthermore, the University of the West of Scotland is located 150m west of the proposed student accommodation facility, with the student union facility directly opposite.

4.45. Finally, the promotion of a Student Travel Plan will be considered for issue to residents upon occupation to provide upfront information on the available sustainable travel opportunities and ensure the travel methods of existing residents is reflected in the proposed development.

5. Existing & Future Traffic Conditions

5.1. The following presents the existing traffic conditions on the surrounding road network and likely level of private car use generated by the proposed development.

Surrounding Road Network

5.2. This section of the report describes the most likely routes vehicles will travel to the development site from the surrounding road network.

Existing

5.3. *Figure 1*, Site Location, identifies the site, surrounding road network and its environs. The site is well located for connecting into the surrounding road network being located adjacent to High Street in the centre of the town. High Street provides connections to key transport corridors within Paisley, such as, the B775, A726 and A761, with onward links to the M8 trunk road and linkage to the surrounding residential population. Whilst students will not be permitted to keep a car on-site, vehicular access will be necessary at the beginning and end of terms to support transport of personal belongings.

5.4. High Street forms the northern boundary of the development site. To the west of the site, High Street operates as a single carriageway in an east – west direction with parking facilities on both sides of the carriageway. To the east of the site, High Street is pedestrianised within the centre of the town, but operates with a short one-way westbound section between New Street and Storie Street. Within the pedestrianised section, access is restricted to servicing and refuse collection. The one-way section consists of a parking on the northern boundary of the carriageway, a treble bus stop on the southern side of the carriageway and a single central lane.

5.5. To the west of the site, High Street becomes Wellmeadow Street prior to connecting with Well Street via a 3 arm signal controlled junction. Well Street provides access to the B775 in the north via a 4 arm roundabout junction. The B775 is a key distributor road around the western perimeter of the town connecting the A726 in the centre with the A761 in the south.

5.6. The B775 provides links to the A726 at St James' Street to Renfrew and the M8(T) Junction 27 in the north via Renfrew Road.

5.7. Storie Street is a single carriageway operating in a north – south direction and forms the western boundary of the site. Storie Street forms a signalised junction with High Street in the north and operates with a banned right turn, due to the one-way system on High Street. To the south, Storie Street becomes New Street and New Street and links to Causeyside Street via a signalised junction.

5.8. Casuseyside Street becomes St Mirren Street, High Street then Gauze Street to the north east routing past Paisley Town Hall and the bus stance linking to the A726 / A761 signalised junction.

5.9. The A726 forms a gyratory one-way road system to the northeast of the development site, namely, Niddry Street, St James Street, Old Sneddon Street, and Weir Street. This road system connects a series of traffic signal junctions at the A741 (Renfrew Road), A726 (Incle Street & St James' Street), Love Street, Abercorn Street, Smithhills Street, and New Sneddon Street. In a wider perspective, the A726 provides links to the southern part of the town via Incle Street, and St James's Street which offers links to the western area of the town and the M8(T) Junction 29 in the north.

Proposed

5.10. As per the current arrangement, there will be no vehicular access to the site. Servicing will be limited and significantly less than the currently operational café on-site. Refuse collection will take place from High Street to the east of the stopline with the Storie Street junction, as per current arrangements. A bin store will be located on the low ground floor area, with bins pulled to the edge of the carriageway prior to collection.

5.11. On-street pay and display car parking facilities are present surrounding the site. Private car parks are also present to the south of the site within on Storie Street and at Orr Square to the north. These facilities will support visitors and will assist students arriving beginning of term and departing at the end of term.

Development Traffic

5.12. A multi modal assessment of the proposed development based on data extracted from the TRICS database suggested that a development of this scale and nature could generate in the region of 4 two-way movements during the busiest hour, which it outwith the background commuter peaks. However, without any standard dedicated internal parking facilities and presence of an adjacent controlled parking zone, it is considered that the development will operate with limited private vehicle movements.

5.13. It should also be recognised that the sites utilised within TRICS benefit from parking which ensures that the vehicle generation assumptions detailed are robust given the site does not provide general parking.

5.14. Furthermore, T100 Limited operate a strict no car policy for all tenants of the student accommodation with the penalty being termination of the lease if a student is found to have a car within the city limits. Nonetheless, the parking controls adjacent to the site will restrict private car ownership.

5.15. Due to the removal of the existing use on-site, there will be no net increase in traffic associated with the development. On this basis, it is considered that the proposed development will have a negligible impact on the road network, as such, and as agreed with RC, detailed junction analysis was not required to support the proposals.

Summary

5.16. The proposed development is ideally placed to link to the local and strategic road network. The limited vehicle generation will not have a material impact on the surrounding road network and there is no requirement for any physical offsite improvements.

6. Summary & Conclusions

Summary

6.1. ECS Transport Planning Limited has been commissioned by T100 Limited to produce a Transport Statement (TS) in support of a planning application for a student accommodation development on a site adjacent to High Street and Storie Street, Paisley which currently accommodates a single storey café to the north and an empty office block to the south over 4 storeys.

6.2. Pre-application discussions with Renfrewshire Council (RC) were undertaken which outlined the key transportation aspects which should be considered in the supporting TS with respect to transportation which are as follows:

- Refuse strategy and access for refuse vehicles;
- Suitability of access for fire engines, service vehicles and vehicle drop off / pick up;
- Accessibility of the site to sustainable modes of transport;
- Cycle parking; and
- On-street parking review to justify parking provision.

6.3. RC also requested that a separate Travel Plan is prepared to support student, staff and visitor travel to / from the site, encouraging sustainable modes.

6.4. The findings of this study are based on a review of the existing site, existing traffic observations, transport infrastructure and has been produced in accordance with the Scottish Government document 'Transport Assessment Guidance', where appropriate. Consideration has also been given to the requirements of local and national government transport planning policies.

6.5. T100 Limited propose a student accommodation development with 150 studio apartments and associated facilities. The student block will be developed over 6 storeys, but due to the level difference north to south, will also include a lower ground floor. The facility will include a bin store, bike store, social space, a gymnasium, mail area, reception and laundry room. The accommodation block will host an entrance on the northern and western elevations. Access to the bin store and bike store will be provided separately from High Street.

6.6. The building will operate with two stairwells and a lift, both accessible from a central foyer. The accommodation comprises of the following:-

- Lower Ground – 17 studios
- Ground – 19 studios
- 1st Floor – 24 studios
- 2nd Floor – 24 studios
- 3rd Floor – 24 studios
- 4th Floor – 23 studios
- 5th Floor – 19 studios

6.7. Cycle spaces will be provided within a secured sheltered store accessible from High Street providing a safe and convenient location which aids the promotion of cycling as a mode of transport.

6.8. Based on the existing cycle opportunities, connections to cycle routes in the area, proximity of the university, local amenities, employment opportunities, in addition to the provision of cycle facilities at the site, it is considered that the anticipated demand for cycling can be accommodated and will be a feasible mode choice.

6.9. A people trip assessment of the development proposals has been undertaken for all modes of travel which confirms that the site is located in a highly accessibility area. The development has been designed to link to the existing transport infrastructure ensuring the site is accessible by all modes.

6.10. The site is located within an easy walk of numerous local amenities and public transport facilities which ensures it is compliant with the requirements of the SPP. All sustainable modes of transport provide an effective alternative to the private car given the surrounding environment and location of the development.

6.11. Without any dedicated parking facilities and presence of an adjacent controlled parking zone, it is considered that the development will operate without private vehicle movements.

6.12. T100 Limited operate a strict no car policy for all tenants of the student accommodation with the penalty being termination of the lease if a student is found to have a car within the town limits. Nonetheless, the parking controls adjacent to the site will restrict private car ownership.

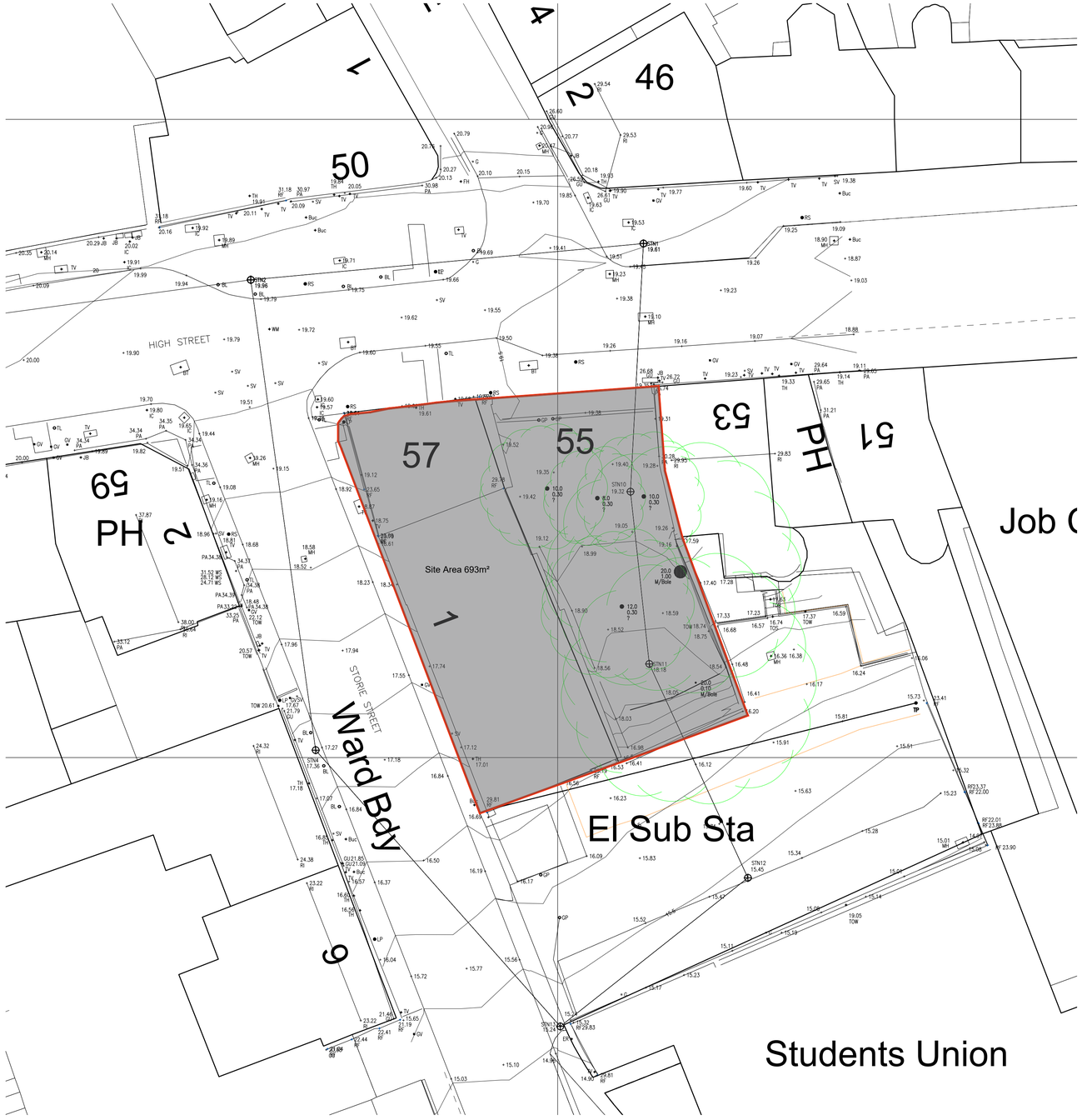
6.13. Due to the removal of the existing use on-site, there will be no net increase in traffic associated with the development. On this basis, it is considered that the proposed development will have a negligible impact on the road network, as such, and as agreed with RC, detailed junction analysis was not required to support the proposals.

Conclusion

6.14. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate well within the existing transport network. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users.

APPENDICES

A. Site Layout



Existing Site Plan

Scale 1:200 on A1

Location Plan

Scale 1:1250 on A1

NORTH

Key:

Boundary

0 2 4 6 8 10 20m

Rev	Description	Date
A	First Issue	15.01.21

TINTO

Client: T100 Ltd

Project: Proposed Student Residence
55 - 57 High Street
Paisley

Title: Existing Site & Location Plans

DWG no: 3618-EX(190)001 **Date:** 15.01.21

Drawn by: MK **Checked by:** **Scale:** varies

tinto.co.uk
+44 (0) 1224 821 670
Mill House
Grandholm Crescent
Bridge of Don
Aberdeen, AB22 8BB

Key:

Boundary

Proposed Site Plan

Scale 1:200 on A1

Rev	Description	Date
Rev A	For Planning	30/03/22

TINTO

Client: T100 Ltd

Project: Proposed Student Residence
55 - 57 High Street
Paisley

Title: Proposed Site Plan

DWG no: 3618-PL(190)001 **Date:** 28/03/22

Drawn by: TS **Checked by:** **Scale:** 1:200

tinto.co.uk
+44 (0) 1224 821 670

Mill House
Grandholm Crescent
Bridge of Don
Aberdeen, AB22 8BB

Areas & Accommodation Schedule										
Studio size (m²)	14	15	17	18	19	20	22	Total	GIA	NIA*
Fifth	1	4	6	5	1	2		19	473	325
Fourth	5		11	4	2		1	23	533	389
Third	5		12	4	2		1	24	549	406
Second	5		12	4	2		1	24	549	406
First	5		12	4	2		1	24	549	406
Ground	7		8	2	2			19	504	308
LG	5		9	1	2			17	400	279
Total	33	4	70	24	13	2	4	150		
Area totals (m²)	462	60	1190	432	247	40	88	2519	3557	2519

*Note. NIA shown includes apartments only

Proposed Lower Ground Floor Plan

Floor plans are indicative and for illustrative purposes only Scale 1:50 on A1

Rev	Description	Date
Rev A	For Planning	30/03/22

TINTO

Client: T100 Ltd

Project: Proposed Student Residence
55 - 57 High Street
Paisley

Title: Proposed Lower Ground Floor Plan

DWG no: 3618-PL(100)001 **Date:** 23.02.22

Drawn by: TS **Checked by:** RS **Scale:** 1:50 @A1

tinto.co.uk
+44 (0) 1224 821 670
Mill House
Grandholm Crescent
Bridge of Don
Aberdeen, AB22 8BB

Bin Requirements

General Waste Bins
140L general waste per household
150 flats total x 140 = 20,1000L
20,720/1280 = **16 bins required**
(Bin size 1260x990mm)

Blue & Green Bins Requirements
70L Green & Blue per household
150 flats total x 70 = 10,500L
10,500/1280 =8 **bins required**
(Bin Size 1260x990mm)

Total Bins required = 24

Proposed Ground Floor Plan
Floor plans are indicative and for illustrative purposes only Scale 1:50 on A1

Rev	Description	Date
Rev A	For Planning	30/03/22

TINTO

Client: T100 Ltd

Project: Proposed Student Residence
55 - 57 High Street
Paisley

Title: Proposed Ground Floor Plan

DWG no: 3618-PL(100)002 **Date:** 24.11.21

Drawn by: TS **Checked by:** RS **Scale:** 1:50 @A1

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+44 (0) 1224 821 670
Mill House
Grandholm Crescent
Bridge of Don
Aberdeen, AB22 8BB

Proposed First Floor Plan

Floor plans are indicative and for illustrative purposes only Scale 1:50 on A1

Rev	Description	Date
Rev A	For Planning	30/03/22

TINTO

Client: T100 Ltd

Project: Proposed Student Residence
55 - 57 High Street
Paisley

Title: Proposed First - Third Floor Plan

DWG no: 3618-PL(100)003 **Date:** 24.11.21

Drawn by: TS **Checked by:** RS **Scale:** 1:50 @A1

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+44 (0) 1224 821 670

Mill House
Grandholm Crescent
Bridge of Don
Aberdeen, AB22 8BB

Proposed Fourth Floor Plan

Floor plans are indicative and for illustrative purposes only Scale 1:50 on A1

Rev	Description	Date
Rev A	For Planning	30/03/22

TINTO

Client: T100 Ltd

Project: Proposed Student Residence
55 - 57 High Street
Paisley

Title: Proposed Fourth Floor Plan

DWG no: 3618-PL(100)004 **Date:** 24.11.21

Drawn by: TS **Checked by:** RS **Scale:** 1:50 @A1

tinto.co.uk
+44 (0) 1224 821 670
Mill House
Grandholm Crescent
Bridge of Don
Aberdeen, AB22 8BB

Proposed Fifth Floor Plan

Floor plans are indicative and for illustrative purposes only Scale 1:50 on A1

Rev	Description	Date
Rev A	For Planning	30/03/22

TINTO

Client: T100 Ltd

Project: Proposed Student Residence
55 - 57 High Street
Paisley

Title: Proposed Fifth Floor Plan

DWG no: 3618-PL(100)005 **Date:** 24.11.21

Drawn by: TS **Checked by:** RS **Scale:** 1:50 @A1

tinto.co.uk
+44 (0) 1224 821 670
Mill House
Grandholm Crescent
Bridge of Don
Aberdeen. AB22 8BB

B. TRICS Output

Calculation Reference: AUDIT-654801-200115-0115

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
	DV	DEVON	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Secondary 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: 168 to 291 (units:)
Range Selected by User: 15 to 700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 18/10/18

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:

Thursday	4 days

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

Selected survey types:

Manual count	4 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	2
Suburban Area (PPS6 Out of Centre)	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	2
Built-Up 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:

C3	4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 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:

25,001 to 50,000	1 days
100,001 to 125,000	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	2 days
1.1 to 1.5	2 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	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1 BA-03-G-01 STUDENT FLATS BATH & NORTH EAST SOMERSET
LOWER BRISTOL ROAD
BATH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 291
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

2 DH-03-G-01 STUDENT FLATS DURHAM
ASHWOOD
DURHAM
GILESGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 168
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

3 DV-03-G-04 STUDENT ACCOMMODATION DEVON
BONHAY ROAD
EXETER

Edge of Town Centre
Residential Zone
Total Number of residents: 241
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

4 WK-03-G-02 STUDENT FLATS WARWICKSHIRE
RAGLAN STREET
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Number of residents: 197
Survey date: THURSDAY *17/10/13* *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/G - STUDENT ACCOMMODATION
MULTI-MODAL 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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	224	0.003	4	224	0.003	4	224	0.006
08:00 - 09:00	4	224	0.004	4	224	0.001	4	224	0.005
09:00 - 10:00	4	224	0.004	4	224	0.003	4	224	0.007
10:00 - 11:00	4	224	0.012	4	224	0.011	4	224	0.023
11:00 - 12:00	4	224	0.011	4	224	0.011	4	224	0.022
12:00 - 13:00	4	224	0.006	4	224	0.006	4	224	0.012
13:00 - 14:00	4	224	0.008	4	224	0.006	4	224	0.014
14:00 - 15:00	4	224	0.004	4	224	0.007	4	224	0.011
15:00 - 16:00	4	224	0.009	4	224	0.012	4	224	0.021
16:00 - 17:00	4	224	0.006	4	224	0.004	4	224	0.010
17:00 - 18:00	4	224	0.001	4	224	0.009	4	224	0.010
18:00 - 19:00	4	224	0.002	4	224	0.003	4	224	0.005
19:00 - 20:00	4	224	0.009	4	224	0.008	4	224	0.017
20:00 - 21:00	4	224	0.014	4	224	0.013	4	224	0.027
21:00 - 22:00	3	202	0.008	3	202	0.012	3	202	0.020
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.109			0.210

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:	168 - 291 (units:)
Survey date date range:	01/01/11 - 18/10/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL CYCLISTS
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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	224	0.000	4	224	0.000	4	224	0.000
08:00 - 09:00	4	224	0.000	4	224	0.002	4	224	0.002
09:00 - 10:00	4	224	0.000	4	224	0.003	4	224	0.003
10:00 - 11:00	4	224	0.000	4	224	0.000	4	224	0.000
11:00 - 12:00	4	224	0.003	4	224	0.002	4	224	0.005
12:00 - 13:00	4	224	0.000	4	224	0.001	4	224	0.001
13:00 - 14:00	4	224	0.000	4	224	0.002	4	224	0.002
14:00 - 15:00	4	224	0.001	4	224	0.001	4	224	0.002
15:00 - 16:00	4	224	0.002	4	224	0.000	4	224	0.002
16:00 - 17:00	4	224	0.001	4	224	0.000	4	224	0.001
17:00 - 18:00	4	224	0.003	4	224	0.001	4	224	0.004
18:00 - 19:00	4	224	0.000	4	224	0.000	4	224	0.000
19:00 - 20:00	4	224	0.001	4	224	0.000	4	224	0.001
20:00 - 21:00	4	224	0.001	4	224	0.001	4	224	0.002
21:00 - 22:00	3	202	0.002	3	202	0.000	3	202	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.013			0.027

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PEDESTRIANS
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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	224	0.001	4	224	0.003	4	224	0.004
08:00 - 09:00	4	224	0.003	4	224	0.107	4	224	0.110
09:00 - 10:00	4	224	0.013	4	224	0.049	4	224	0.062
10:00 - 11:00	4	224	0.023	4	224	0.062	4	224	0.085
11:00 - 12:00	4	224	0.038	4	224	0.048	4	224	0.086
12:00 - 13:00	4	224	0.049	4	224	0.055	4	224	0.104
13:00 - 14:00	4	224	0.068	4	224	0.072	4	224	0.140
14:00 - 15:00	4	224	0.078	4	224	0.069	4	224	0.147
15:00 - 16:00	4	224	0.098	4	224	0.080	4	224	0.178
16:00 - 17:00	4	224	0.132	4	224	0.045	4	224	0.177
17:00 - 18:00	4	224	0.119	4	224	0.084	4	224	0.203
18:00 - 19:00	4	224	0.166	4	224	0.096	4	224	0.262
19:00 - 20:00	4	224	0.051	4	224	0.050	4	224	0.101
20:00 - 21:00	4	224	0.064	4	224	0.059	4	224	0.123
21:00 - 22:00	3	202	0.040	3	202	0.025	3	202	0.065
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.943			0.904			1.847

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	224	0.000	4	224	0.002	4	224	0.002
08:00 - 09:00	4	224	0.002	4	224	0.026	4	224	0.028
09:00 - 10:00	4	224	0.002	4	224	0.038	4	224	0.040
10:00 - 11:00	4	224	0.002	4	224	0.030	4	224	0.032
11:00 - 12:00	4	224	0.013	4	224	0.029	4	224	0.042
12:00 - 13:00	4	224	0.022	4	224	0.018	4	224	0.040
13:00 - 14:00	4	224	0.021	4	224	0.036	4	224	0.057
14:00 - 15:00	4	224	0.026	4	224	0.043	4	224	0.069
15:00 - 16:00	4	224	0.019	4	224	0.027	4	224	0.046
16:00 - 17:00	4	224	0.047	4	224	0.008	4	224	0.055
17:00 - 18:00	4	224	0.036	4	224	0.025	4	224	0.061
18:00 - 19:00	4	224	0.026	4	224	0.012	4	224	0.038
19:00 - 20:00	4	224	0.008	4	224	0.011	4	224	0.019
20:00 - 21:00	4	224	0.012	4	224	0.003	4	224	0.015
21:00 - 22:00	3	202	0.005	3	202	0.000	3	202	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.241			0.308			0.549

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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	224	0.004	4	224	0.010	4	224	0.014
08:00 - 09:00	4	224	0.010	4	224	0.137	4	224	0.147
09:00 - 10:00	4	224	0.021	4	224	0.091	4	224	0.112
10:00 - 11:00	4	224	0.041	4	224	0.108	4	224	0.149
11:00 - 12:00	4	224	0.072	4	224	0.096	4	224	0.168
12:00 - 13:00	4	224	0.077	4	224	0.080	4	224	0.157
13:00 - 14:00	4	224	0.103	4	224	0.116	4	224	0.219
14:00 - 15:00	4	224	0.109	4	224	0.124	4	224	0.233
15:00 - 16:00	4	224	0.133	4	224	0.126	4	224	0.259
16:00 - 17:00	4	224	0.185	4	224	0.055	4	224	0.240
17:00 - 18:00	4	224	0.159	4	224	0.119	4	224	0.278
18:00 - 19:00	4	224	0.194	4	224	0.115	4	224	0.309
19:00 - 20:00	4	224	0.074	4	224	0.069	4	224	0.143
20:00 - 21:00	4	224	0.098	4	224	0.078	4	224	0.176
21:00 - 22:00	3	202	0.059	3	202	0.033	3	202	0.092
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.339			1.357			2.696

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.*