



Proposed Extension to Airlie Medical Practice, Ajax Way, Methil

Transport Statement

February 2024

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Client Name: Primary Medical Property Investments Limited
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Comments

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Content

- 1. Introduction 1**
- 2. Development Proposals 2**
 - Existing Site & Surrounding Area 2
 - Proposed Development 3
 - Development & Access Overview 3
 - Development Parking Provision 3
 - Servicing Arrangements 5
- 3. Sustainable Accessibility 6**
 - Sustainable Travel Opportunities 7
 - Walking (Pedestrian) 7
 - Cycle (Bicycle) 9
 - Public Transport 9
 - Summary 12
- 4. Existing & Future Traffic Conditions 13**
 - Surrounding Highway Network 13
 - Summary 13
- 5. Summary & Conclusions 14**
 - Summary 14
 - Conclusions 15

Figures

Figure 1: Site Location.....2
Figure 2: Existing Site.....4
Figure 3: Segregated Footway Access4
Figure 4: Pedestrian Walking Isochrone8
Figure 5: Public Transport Accessibility & Provision11

Tables

Table 1: Existing Bus Services.....10

Appendices

- A. Existing Site Plans
- B. Proposed Development Plans
- C. Car Park Survey

1. Introduction

- 1.1. ECS Transport Planning Limited (ECS) has been commissioned by Primary Medical Property Investments Limited to produce a Transport Statement (TS) in support of a planning application for an extension to the Airlie Medical Practice at Ajax Way, Methil.
- 1.2. As the proposals are for an extension to an existing medical practice which will serve the same catchment area it is considered that the principle of the development in this location has already been established. As a result, this report focuses on any changes to the current site layout with respect to transportation and provides justification as required.
- 1.3. The findings of this study, which support the proposals, are based on a review of the existing site and surrounding travel opportunities, while also taking cognisance of Transport Scotland's "Transport Assessment Guidance". Consideration has also been given to the requirements of local and national government planning policies, including the Scottish Government document 'National Planning Framework 4' (NPF4).
- 1.4. The subsequent chapters of this report are structured as follows:-
 - Development Proposals;
 - Sustainable Accessibility;
 - Existing & Future Traffic Conditions; and,
 - Summary & Conclusions.

2. Development Proposals

Existing Site & Surrounding Area

- 2.1. Methil is an eastern coastal town in Fife, Scotland, situated within a continuous urban area described as Levenmouth. Methil lies geographically between Largo Bay to the east and Wemyss Bay to the west. Previously an industrial maritime powerhouse of the region and once Scotland's greatest coal port, it is now redirecting itself towards a green energy future. The River Leven delineates Methil from adjacent towns.
- 2.2. Airlie Medical Practice is located toward the northeastern area of the town in the Innerleven area. The wider area is predominantly commercial in nature accommodating various businesses as part of Energy Park Fife as well as Bayview Stadium.
- 2.3. The location of the site, in a local context, is highlighted by the yellow star within *Figure 1* below.

Figure 1: Site Location



- 2.4. The existing practice is accessed from Ajax Way which provides a direct link to a shared car park with a Boots Pharmacy which is part of the same building complex. The site is bound to the north by a grassed

area before the boundary with Poppyview Family Centre, the east by Ajax Way, south by a gap site, and west by a number of businesses contained within one shared commercial premises.

- 2.5. Pedestrian access is available direct from Ajax Way on the eastern boundary of the site via a segregated walkway and footways which adjoins the vehicle access.
- 2.6. The existing practice accommodates 4 doctors and 1 nurse consulting room at present as well as a range of administration and clinical space. The existing ground floor plan is included within Appendix A for reference.
- 2.7. *Figures 2 & 3, overleaf, present the site in its current form. Figure 2 displays a view of the medical practice from Ajax Way, with Figure 3 illustrating the segregated footway access from Ajax Way.*

Proposed Development

Development & Access Overview

- 2.8. Primary Medical Property Investments Limited propose to extend Airlie Medical Practice providing for 6 additional consultation rooms, administration space as well as additional waiting areas. The design seeks to extend the building to the north in to a currently unused grassed area adjacent to the Poppyview Family Centre.
- 2.9. The means of access for all modes of travel, servicing and deliveries will remain as current with no external alternations to the access junction or car park area.
- 2.10. The layout of the proposed development is indicated on a series of Austin Smith Lord Architects plans contained within *Appendix B*.

Development Parking Provision

- 2.11. At present, the wider site includes 31 parking spaces which are split as 2 disabled and 29 standard serving both the medical practice and pharmacy. The disabled bays are directly in front of the surgery entrance along with 19 standard spaces which are for general patient and pharmacy use. An additional 10 spaces are located on the southwestern elevation and are retained for staff use.
- 2.12. Transurveys Ltd were instructed to undertake an independent 12 hour car park accumulation survey on Thursday 9th November between 0700 – 1900 to determine current demand. The survey has identified that the car park is well utilised throughout the day with a short period of overutilisation associated with customers double parking while they access the pharmacy.
- 2.13. In general, the car park is well used throughout the day which is not unsurprising given it serves both the medical practice and pharmacy. A full copy of the survey report is contained within *Appendix C*.
- 2.14. Fife Council Transportation Development Guidelines (August 2018) – Appendix G Regional Variations to SCOTS National Roads Development Guide which indicates that parking should be provided at the rates:
 - 2 No spaces per consulting room if operates on an appointment basis* + 1 No space per practitioner + 1 No space per 3 other members of staff
 - *4 No spaces per consulting room if no appointment system

Figure 2: Existing Site



Figure 3: Segregated Footway Access



2.15. Based on the maximum parking standards the proposed extension could include an additional 19 parking spaces.

- 2.16. Given the urban location of the site and an aspiration to align with current national policy which encourages use of active and sustainable transport modes, the applicant does not wish to include additional parking as part of the scheme.
- 2.17. The approach to parking is consistent with NPF4 which indicates that Local Authorities should support low / no car parking schemes in urban locations that are well served by public transport. NPF4 Policy 13, Sustainable Transport, e) states the following:
- “e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.”*
- 2.18. As will be demonstrated within the following Chapter, the site is located within an urban location that is well-served by public transport modes which indicates it is ideally located for a low car parking scheme.
- 2.19. It is considered that the approach to parking is appropriate as the provision of significant additional parking spaces will only encourage greater private car dependency and detract from the move toward sustainable travel.
- 2.20. The site benefits from 4 covered sheffield style cycle stands which can accommodate 8 bicycles located on the southern elevation of the building.
- 2.21. Cycle parking for Class 2 is generally provided at a ratio of 0.25 No spaces per 100m² gross floor area which would equate to 3 cycle parking spaces based on 250sqm GFA. The two additional cycle stands will be introduced adjacent to the existing cycle parking provision on the southern elevation.

Servicing Arrangements

- 2.22. As the service vehicle access will be unchanged it is not considered necessary to provide swept path analysis.

3. Sustainable Accessibility

- 3.1. The following Chapter provides an overview of the sustainable transport infrastructure available to staff and patients at the proposed site. As the site is an established medical practice it is considered that the policy requirements for development on the site are already met and there is no requirement to undertake a people trip assessment.
- 3.2. However, a qualitative assessment of the available sustainable transport infrastructure and services will be undertaken to demonstrate whether the site is accessible to sustainable modes for both patients and staff.

Local & National Transport Planning Policy

- 3.3. Both local and national government planning policies aim to promote travel by sustainable modes, with the overarching objective of reducing reliance on travel by private vehicle, promoting social inclusion and improving health and wellbeing of the local community. Policies all highlight transport sustainability under the banners of Economic Growth, Accessibility & Social Inclusion, Environment, Safety & Personal Security and Sustainability and Integration.
- 3.4. The promotion of public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The Transport Scotland document "Transport Assessment Guidance", and Scottish Government policy documents 'National Planning Framework 4' (4) and 'Planning Advice Note (PAN) 75' also supports the need for consideration of a sustainable approach to transportation planning.
- 3.5. The following sections provide an overview of the existing walking, cycling and public transport opportunities, ahead of private car access, in line with the hierarchy of travel modes set out in NPF4, demonstrating that the site is compliant with these policies and is ideally located to be accessible by a range of travel modes, regardless of any additional infrastructure introduced as a result of the proposals.

Accessibility Criteria

- 3.6. There are various measures of accessibility and methods of calculation. Determining the accessibility of a site generally requires calculating the travel time by different modes; i.e. walking, cycling, public transport and private car. From 'Transport Assessment Guidance' Journey times of up to 20-30 mins are appropriate for walking and 30-40 mins for cycling.
- 3.7. PAN 75 sets maximum travel distances when assessing a development site for walking and cycling, as well as, establishing how far people would be prepared to walk to access local amenities, such as, retail outlets and public transport interchanges. These acceptable walking distances are as follows; however, it is important to note that in areas of frequent affordable public transport it is not uncommon for these walking distances to be exceeded:-
 - 400m to bus services;
 - 800m to rail services; and
 - 1,600m to local facilities / amenities.

Sustainable Travel Opportunities

Walking (Pedestrian)

Existing

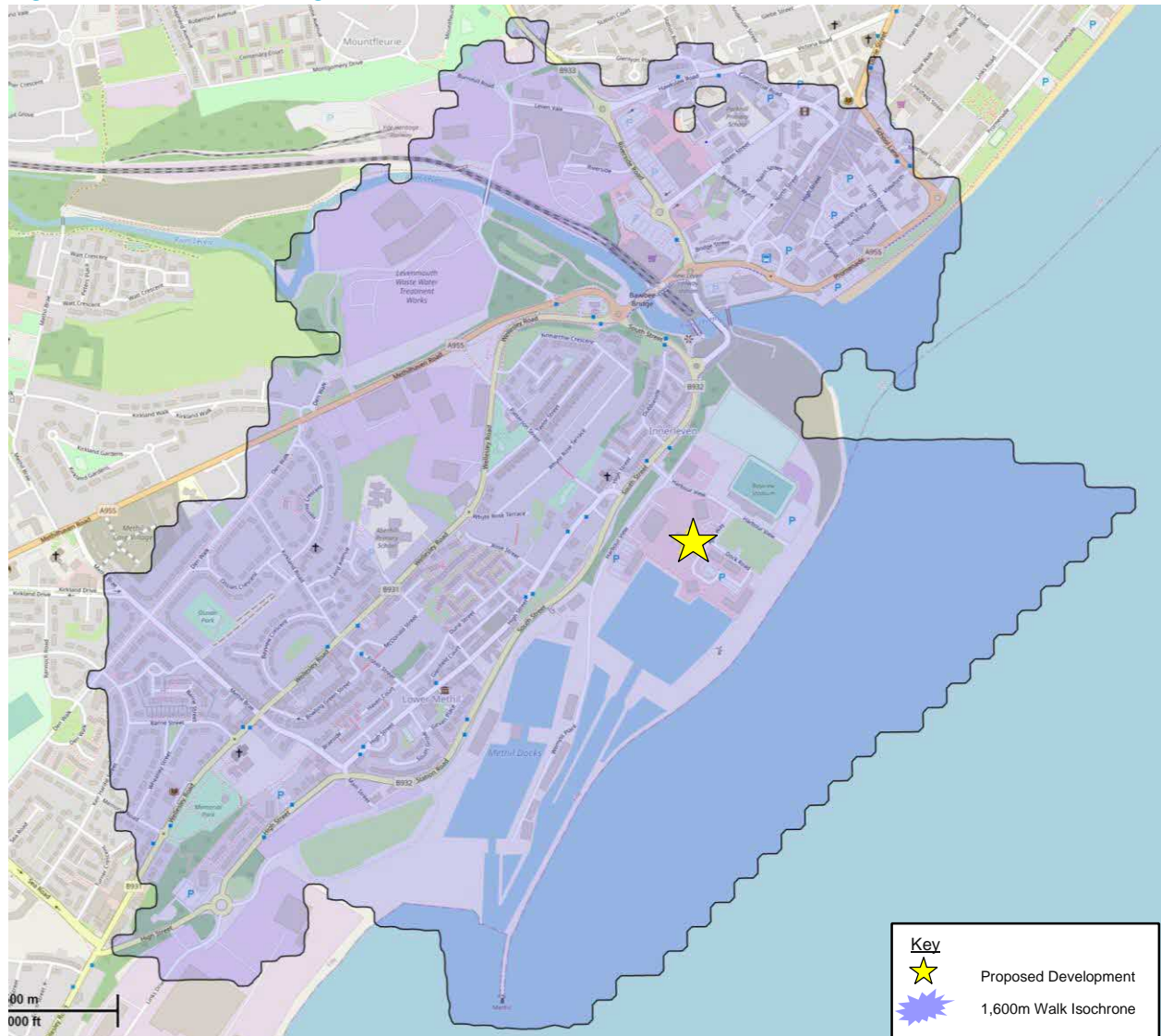
- 3.8. Pedestrian access is available direct from the footways on Ajax Way which is located on the eastern boundary of the medical practice. The site benefits from a segregated pedestrian footway on the northern boundary of the site as well as footways which abut the vehicle access toward the southern boundary. The existing footway connections provide a continuous link direct to the practice reception entrance.
- 3.9. Ajax Way benefits from 2m wide footways on both sides of the carriageway which include dropped kerbs at crossing points and street lighting. Ajax Way is of relatively new construction which ensures it is to current adoptable standards thereby providing a good standard of pedestrian infrastructure.
- 3.10. The Ajax Way footways provide access to the range of commercial premises neighbouring the site while also connecting to Harbour View in the north. Harbour View has 2m footways on both sides of the carriageway which connect Ajax Way and Bayview Stadium with South Street to the west. Similar to Ajax Way, the infrastructure includes dropped kerbs at crossing points and street lighting.
- 3.11. South Street is a key north – south link within the eastern area of the town as it connects the docks and employment areas with the primarily residential areas to the west. Immediately to the south of Harbour View a signal controlled pedestrian crossing is available on South Street providing pedestrians with a safe crossing point. The crossing serves a key desire line from the wider town to the stadium.
- 3.12. The footway provision on South Street is remote from the carriageway, separated by a verge. The layout is typical of historic distributor standard road designs. Properties do access directly from the footway but there is no direct vehicle access to properties in this area.
- 3.13. Once on the west side of South Street, the footway provision provides a continuous connection to the wider settlement in the west via the network of residential streets. To the north, South Street connects to Bawbee Bridge which provides pedestrians with access to Leven and the range of amenities and housing in this area.
- 3.14. The footpath on the west side of South Street is designated as part of the Leven to Buckhaven core path network.
- 3.15. An informal path network is also available to the south of the site which is well used by locals as it provides a connection to Harbour View to the south. The route provides access to the stepped access to South Street where links to High Street are available.
- 3.16. As expected in an urban area, the footway provision is of a good standard, benefiting from street lighting, and present on most streets, enabling connections between the proposed development and the surrounding residential population, in addition to nearby employment facilities and public transport interchanges.

Proposed

- 3.17. The proposed site layout maintains the current principle of access to the medical practice for pedestrians which is considered to meet the council's guidance.

3.18. From 'Transport Assessment Guidance' journey times of 20 – 30 minutes (circa. 1,600m – 2,500m based on an average walking speed of 1.4m/s) are considered to be appropriate for walking. These figures are broadly in line with the guidance set out in PAN75 which indicates a maximum walking catchment of 1,600m for local facilities and amenities. *Figure 4*, below, presents a 20 minute walkable neighbourhood as detailed within NPF4 in relation to the proposed development site indicating that much of the town is accessible on foot

Figure 4: Pedestrian Walking Isochrone



3.19. It is evident that the site is accessible to a large residential population within the Government's identified recommended walking distance. Therefore, the current level of pedestrian facilities on offer will support the expected future peak related pedestrian demand by patients and staff and also ensure permeability from the anticipated walk-in catchment.

Cycle (Bicycle)

Existing

- 3.20. There is no designated cycle infrastructure within Methil near to the site, however, much of the surrounding street network will be attractive to cyclists due to the low traffic speeds and traffic calming on some streets to the west.
- 3.21. From 'Transport Assessment Guidance', an appropriate journey time for cycling is considered to be 30 - 40 minutes, which equates to a cycle distance of 5km to 13km based on an average cycling speed of 10 to 20kph. This cycle catchment will encompass all of Methil and several neighbouring settlements, including Leven, Buckhaven, Lundin Links, Lower & Upper Largo and eastern areas of Glenrothes from the proposed development site.
- 3.22. Cycling would be an attractive mode of travel for staff wishing to access the site from local residential / employment areas and public transport interchanges.

Proposed

- 3.23. Cycle access to the site will be as per the current arrangement. As part of the proposals, 2 new Sheffield cycle stand will be introduced and will have the ability to accommodate 4 bicycles at any time. These proposals will encourage both patients and staff to consider this mode of transport as a viable alternative to the private car.
- 3.24. Based on the existing cycle opportunities, nature of the local road network and proximity of residential areas it is considered that the anticipated demand for cycling can be accommodated and will be a feasible mode choice for patients and staff.

Public Transport

Existing

- 3.25. Ajax Way, adjacent to the site, is a bus route served by Moffat & Williamson Service 41B which also serves the nearest bus stops with shelters which are on South Street. The stops on South Street are within 400m of the site and accommodate a range of services connecting to the wider town as well as areas further afield such as Dunfermline, Dundee, Dalgety Bay, Kirkcaldy and Cupar which is important for access for staff.
- 3.26. The typical frequency of services and the range of routes at the time of writing is summarised in *Table 1* overleaf indicating a good level of service during weekdays when the practice is operational.
- 3.27. *Figure 5*, overleaf, presents 400m walking isochrones indicating that bus stops on Ajax Way and South Street are accessible from the site.
- 3.28. The site is accessible to public transport services within an appropriate walking catchment which ensures that the site meets the expectations of NPF4 with respect to accessibility to sustainable transport.

Table 1: Existing Bus Services

Service	Route Description	Frequency
		Mon-Fri
7A	Dunfermline • Rosyth • Dalgety Bay • Burntisland • Kirkcaldy • Leven	30mins
41b	Cupar –Broom – Leven - Buckhaven	120mins
43	Methilhill • Leven • Glenrothes • Whitehall	60mins
46	Kirkcaldy • Leven • Cupar • Dundee	60mins

Proposed

3.29. The site is well located to take advantage of the frequent bus services which access much of the residential areas within the catchment of the store and thereby provide an excellent alternative to the private car. As a result, it is not required to alter the level of public transport services or access to infrastructure as part of the development proposals.

Travel Plan Framework (Employment)

3.30. In line with Transport Assessment Guidance, Travel Plans should first be introduced within the TS. However, a Travel Plan cannot be fully developed until the development is operational, therefore, the Travel Plan Framework below will be used to establish the requirements of the future Travel Plan for the employment element of the development.

3.31. The framework detailed below is not intended to represent a Travel Plan, but is intended to allow consideration of what may be required and is aimed primarily at staff travelling to the development site.

3.32. The Department of Transport (DoT) 'A guide on travel plans for developers' states:

'A travel plan is a strategy for managing all travel and transport within an organisation. It seeks to improve access to a site or development by sustainable models of transport. A travel plan contains both physical and behavioural measures to increase travel choices and reduce reliance on single-occupancy car travel'

3.33. The aim of travel plans, as outlined by Central Government Guidelines, is to address potential means of reducing reliance on staff single-occupancy car use and encouraging the use of alternative forms of travel.

3.34. A Travel Plan involves the development of a set of mechanisms, initiatives and targets that together enable organisations to reduce the impact of travel.

Objectives

3.35. There are a number of objectives, both at national and local level, that the implementation of the Travel Plan is intended to help fulfil:

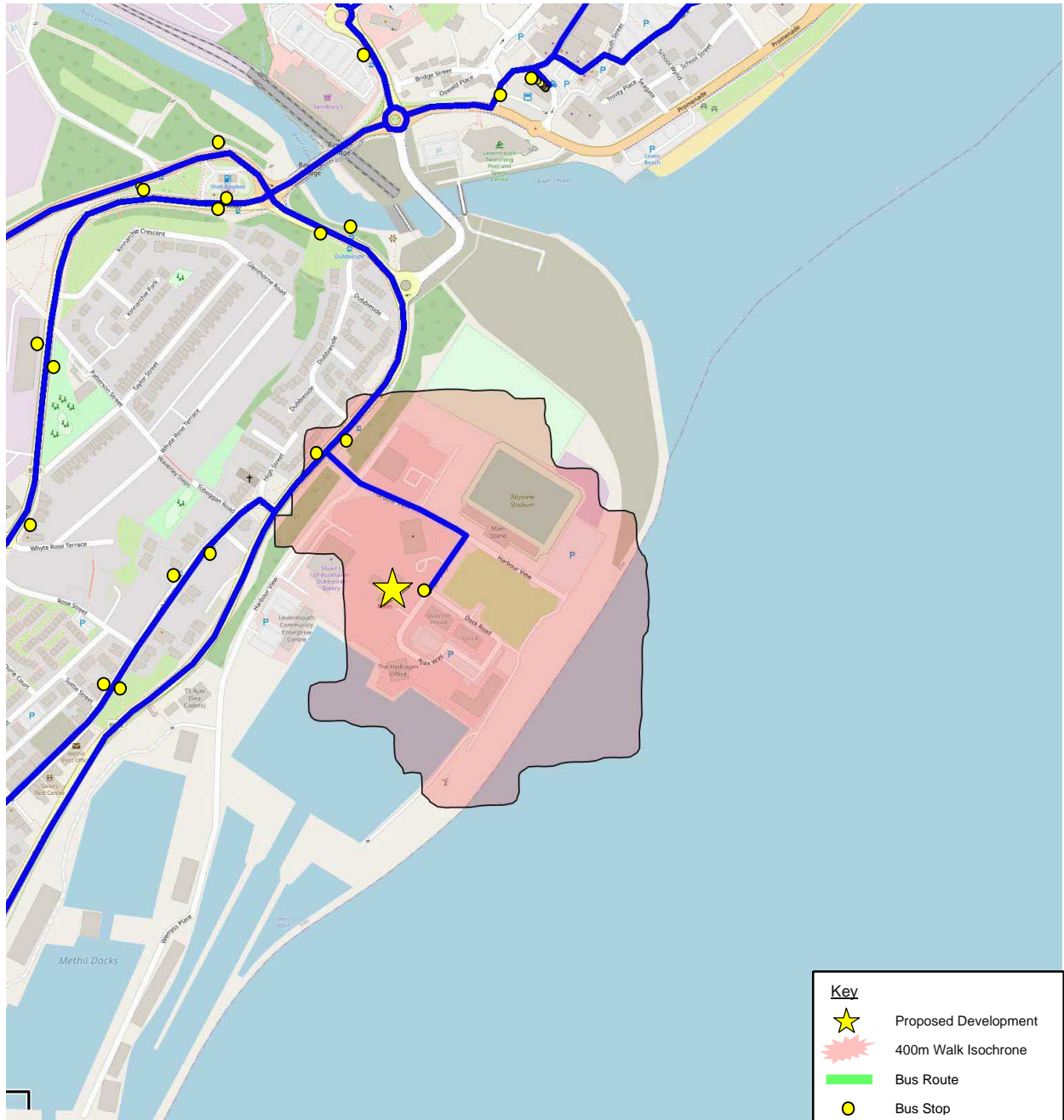
Influence travel behaviour;

Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;

Reduce the need for unnecessary journeys;

Reduction in overall mileage;
 Help improve the health of staff; and,
 Accommodating those journeys that need to be made by car.

Figure 5: Public Transport Accessibility & Provision



Targets

- 3.36. The objectives given above provide the framework for the Travel Plan measures. Where applicable, targets can be included to help achieve the objectives and there are two main types that are applicable. The most easily demonstrated is a commitment to deliver the package of measures set out in the plan. These measures include initiatives to promote increases in the use of walking, cycling, car-sharing and public transport use.
- 3.37. The second form of target is aspirational and related to proportional changes in the travel modes used to access the site. At this stage, there are no aspirational targets given in the plan as, in advance of the development opening, the modal split of staff for the office development is not known. Results of a staff travel survey (normally undertaken within 6 months of the development opening) would provide information on the prevailing travel choices of employees and a basis for the setting of aspirational targets in a later revision of the Travel Plan.
- 3.38. The Travel Plan will be implemented by the developer, who will work in conjunction with FC and other interested parties in its continuing progression and be responsible for managing and implementing.

Initiatives

- 3.39. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be considered and encouraged by the occupier(s) of the development:
- Provision of travel information - e.g. bus timetable information on staff notice boards;
 - Measures to promote walking / cycling - washing and changing facilities, bicycle users group, information on walk / cycle routes; and,
 - Car sharing - Promote a staff car sharing scheme as a means of reducing single occupancy car trips.
- 3.40. Travel Plans are primarily focussed on staff and therefore the majority of measures proposed within a plan are intended to encourage staff to use more sustainable modes of transport when travelling to the development.

Monitoring & Review

- 3.41. An objective of the Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary.

Summary

- 3.42. In line with local and national policy, a person trip assessment has been undertaken for the proposed development to review the potential future sustainable travel demand for all modes against the existing transport provision in the area. The current walking, cycling, and public transport provision in the area is good and sufficient for the expected increase in sustainable travel from the site. As part of the development proposals, measures will be introduced to enhance sustainable travel by the provision of cycle parking within the site, whilst also implementing a Travel Plan.
- 3.43. It has been demonstrated that the site is located within an urban location that is well-served by sustainable transport modes which ensure that the proposal for reduced car parking is in accordance with NPF4.

4. Existing & Future Traffic Conditions

- 4.1. 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 Highway Network

- 4.2. *Figure 1, Site Location*, identifies the site, surrounding road network and its environs. The site is ideally located for access to strategic transport links, such as, A915 and A92(T).
- 4.3. The site is accessed from Ajax Way via a simple priority junction which provides access direct to the car park area. Ajax Way is a recently constructed commercial standard spine road which connects to Harbour View in the north. Harbour View is the primary link road serving Energy Park Fife, Bayview Stadium and Methil Pier from South Street in the west.
- 4.4. South Street provides a key north – south function on the west side of the town connecting to the A955 and Leven in the north and High Street and Sea Road in the south. The A955 provides access to Kirkcaldy in the south via various local settlements. Alternatively, motorists can access the B933 Glenlyon Road to the east of Bawbee Bridge which connects to South Street. The B933 provides direct access to the A915 which is the primary route in the area connecting to Kirkcaldy and the A92(T) in the west and St Andrews in the north east.

Site Access

- 4.5. The access to the medical practice will be retained as current with no amendments to the adopted road network.

Development Traffic

- 4.6. As detailed in *Chapter 2*, the proposed medical practice will serve the established patient catchment base and although there may be slight increase in patients this is not considered to be material in terms of the operation of the road network.
- 4.7. As the proposed development will not result in a material increase in vehicle traffic no mitigation is required to the wider road network.

Summary

- 4.8. The assessment of the local road network supports the site access proposals and concludes that the proposed development will result in similar traffic generation to the current operation thereby ensuring that the surrounding junctions will continue to operate satisfactorily.

5. Summary & Conclusions

Summary

- 5.1. ECS Transport Planning Limited (ECS) has been commissioned by Primary Medical Property Investments Limited to produce a Transport Statement (TS) in support of a planning application for an extension to the Airlie Medical Practice at Ajax Way, Methil.
- 5.2. As the proposals are for an extension to an existing medical practice which will serve the same catchment area it is considered that the principle of the development in this location has already been established. As a result, this report focuses on any changes to the current site layout with respect to transportation and provides justification as required.
- 5.3. The findings of this study, which support the proposals, are based on a review of the existing site and surrounding travel opportunities, while also taking cognisance of Transport Scotland's "Transport Assessment Guidance". Consideration has also been given to the requirements of local and national government planning policies, including the Scottish Government document 'National Planning Framework 4' (NPF4).
- 5.4. Primary Medical Property Investments Limited propose to extend Airlie Medical Practice providing for 6 additional consultation rooms, administration space as well as additional waiting areas. The design seeks to extend the building to the north in to a currently unused grassed area adjacent to the Poppyview Family Centre.
- 5.5. The means of access for all modes of travel, servicing and deliveries will remain as current with no external alternations to the access junction or car park area.
- 5.6. Transurveys Ltd were instructed to undertake an independent 12 hour car park accumulation survey on Thursday 9th November between 0700 – 1900 to determine current demand. The survey has identified that the car park is well utilised throughout the day with a short period of overutilisation associated with customers double parking while they access the pharmacy.
- 5.7. In general, the car park is well used throughout the day which is not unsurprising given it serves both the medical practice and pharmacy.
- 5.8. Given the urban location of the site and an aspiration to align with current national policy which encourages use of active and sustainable transport modes, the applicant does not wish to include additional parking as part of the scheme.
- 5.9. The approach to parking is consistent with NPF4 which indicates that Local Authorities should support low / no car parking schemes in urban locations that are well served by public transport. NPF4 Policy 13, Sustainable Transport, e) states the following:

"e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people."
- 5.10. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. This indicates that the current walking, cycling, and public transport provision in the area is sufficient to accommodate demand associated with the proposals.

Furthermore, a Travel Plan Framework will be considered for staff focused on reducing reliance on single vehicle occupancy.

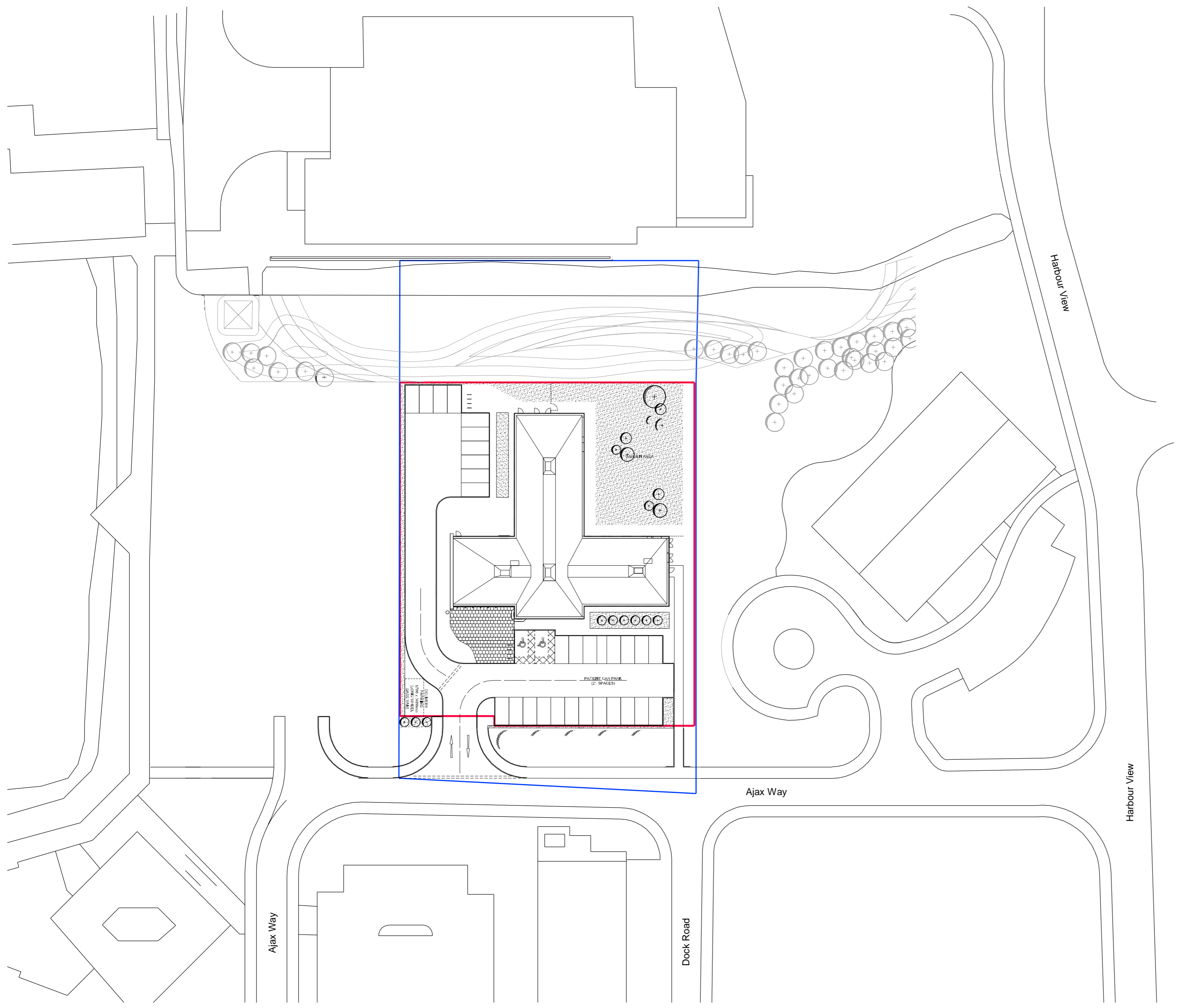
- 5.11. It has been demonstrated that the site is located within an urban location that is well-served by sustainable transport modes which ensure that the proposal for reduced car parking is in accordance with NPF4.
- 5.12. The proposed development will not result in a material increase in vehicle traffic and therefore no mitigation is required to the wider road network.

Conclusions

- 5.13. 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

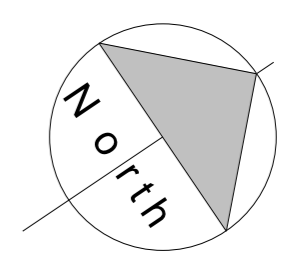
A. Existing Site Plans



NOTES

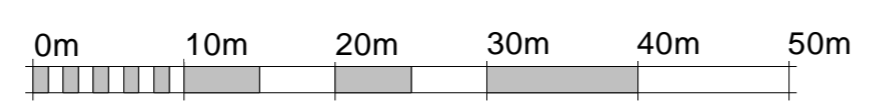
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- Denotes Application Boundary
- Denotes Land Ownership Boundary



1 Site Plan -Existing
1:500

Rev	Description	Drawn	Checked	Date Issued



VISUAL SCALE 1:500 @ A2

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Project Airle Medical Centre Methil

Description Site Plan - Existing

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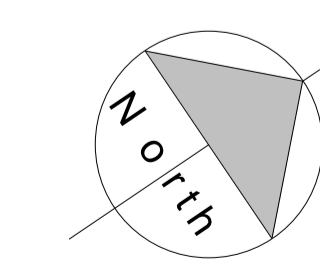
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Roof Lights

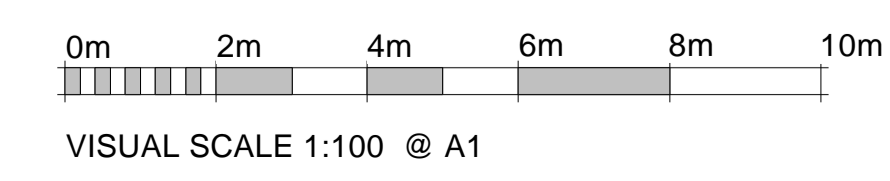
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1 Ground Floor -Existing
1:100

Rev	Description	Drawn	Checked	Date Issued



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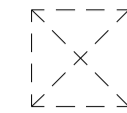
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Description Ground Floor - Existing

Job No.	222069	Drawing No.	ASL-XX-00-DR-A-0107	Revision	
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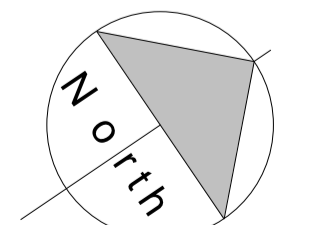
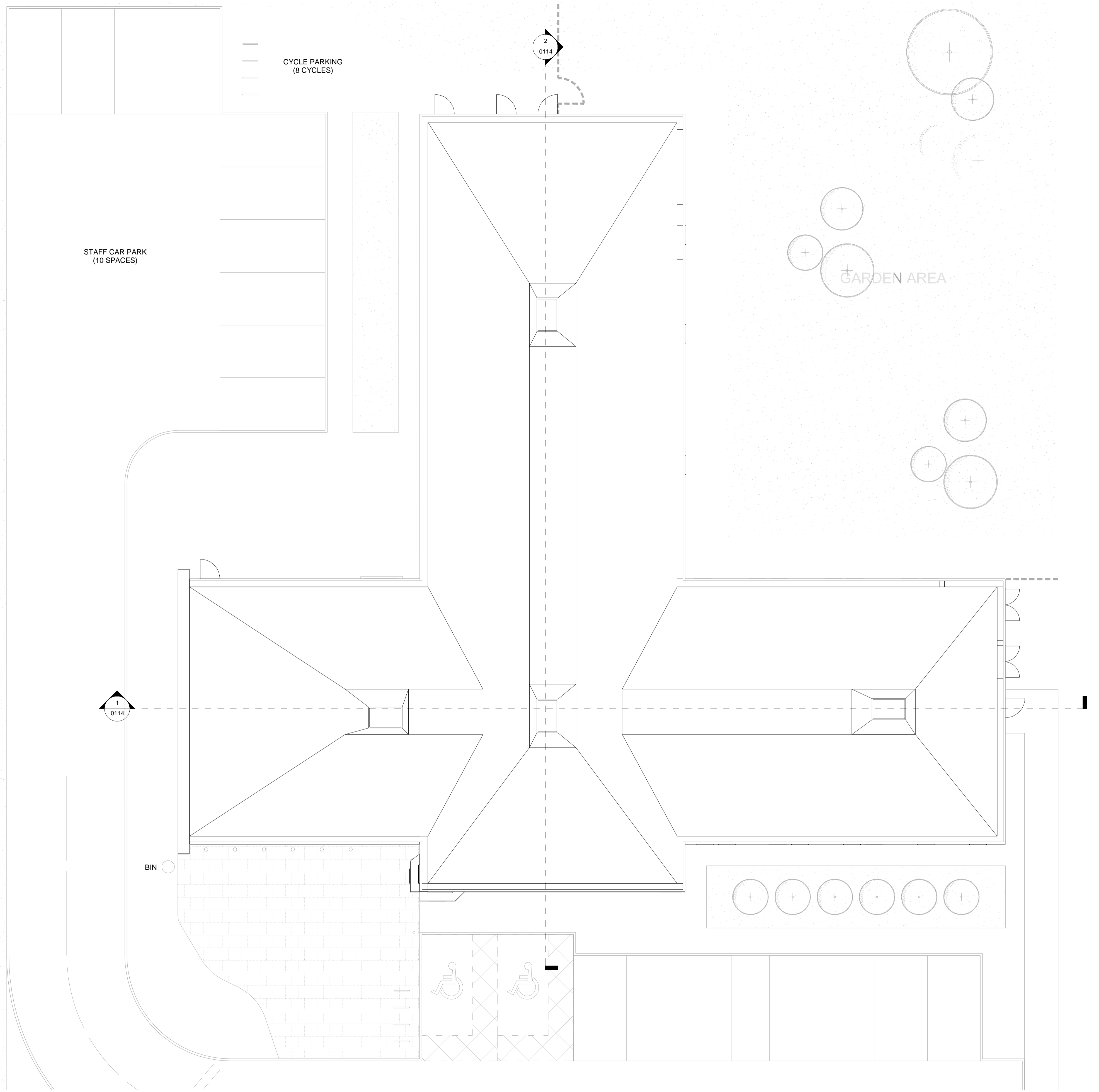
Roof Lights



Denotes Application Boundary

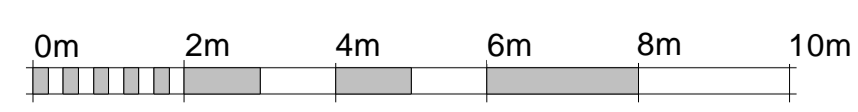


Denotes Land Ownership Boundary



1 Roof Plan -Existing
1:100

Rev	Description	Drawn	Checked	Date Issued



VISUAL SCALE 1:100 @ A1

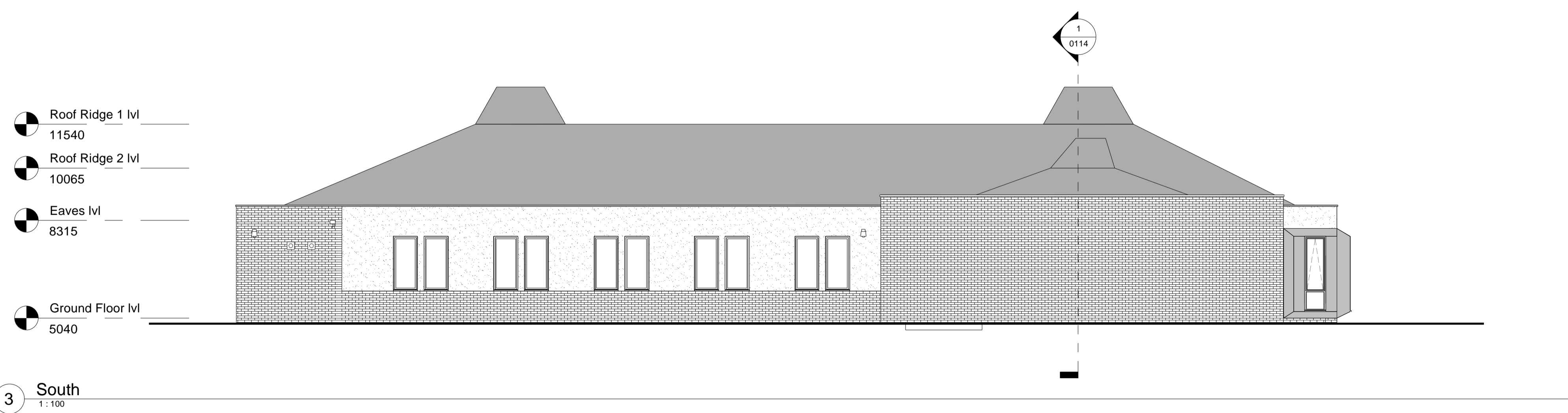
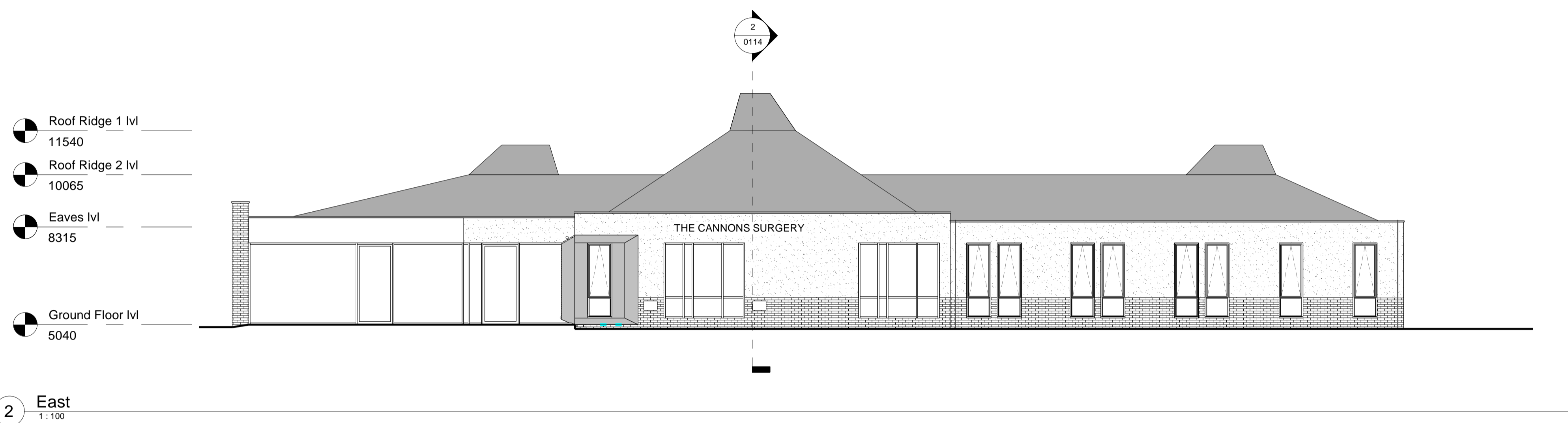
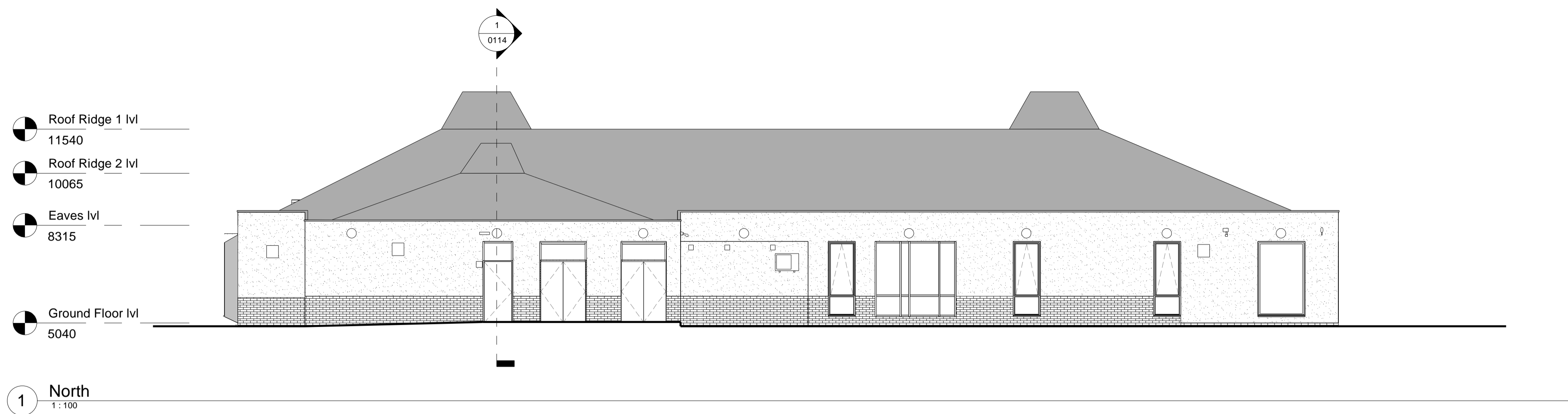
DO NOT SCALE. Use figured dimensions only. The contractor is requested to check all dimensions before the work is put in hand. All copyrights Austin-Smith Lord Ltd. This drawing must only be used for the purpose for which it is issued and its contents must not be reproduced for any purpose without written permission. No areas indicated or areas calculated from this drawing should be used for valuation purposes or as the basis for development contracts. Austin-Smith Lord Ltd is a limited company registered in England & Wales with registered number 1173049 Registered Office: Port of Liverpool Building, Pier Head Liverpool L3 1BY

Drawn	DC	Austin-Smith Lord Ltd Architects Designers Planners Landscape Architects
Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY
Scale @ A1	1:100	t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Status	S2	Drawings and models covered by Austin-Smith Lord Ltd BIM using AutoDesk Revit

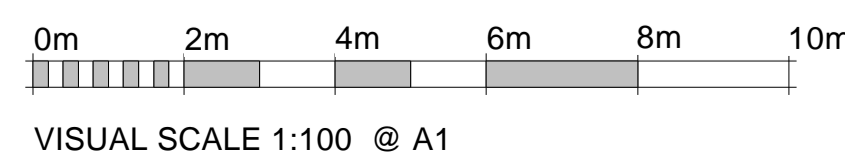
اسٽين سميٽ لارڊ ليٽڊ
 Project Airrie Medical Centre Methil
 Description Roof Plan - Existing
 Job No. 222069 Drawing No. 222069-ASL-XX-01-DR-A-0109 Revision

NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by M.H.S. All critical dimensions to be checked prior to ordering of materials.



Rev	Description	Drawn	Checked	Date Issued



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Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY
Scale @ A1	1 : 100	t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Status	S2	Drawings and models covered by Austin-Smith Lord Ltd BIM using AutoDesk Revit

0101:0112-nituaA

Project Airie Medical Centre Methyl

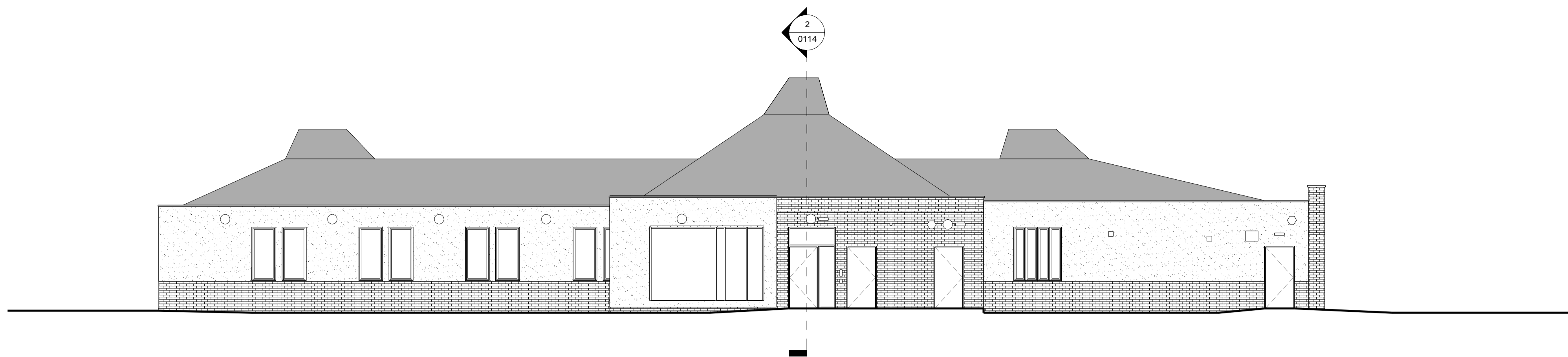
Description Elevations - As Existing Pg1

Job No.	222069	Drawing No.	ASL-XX-ZZ-DR-A-0110	Revision	
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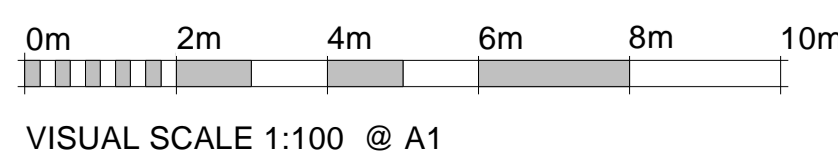
NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by M.H.S. All critical dimensions to be checked prior to ordering of materials.

- Roof Ridge 1 lvl
11540
- Roof Ridge 2 lvl
10065
- Eaves lvl
8315
- Ground Floor lvl
5040



1 West
1:100



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Drawn	DC	Austin-Smith Lord Ltd Architects Designers Planners Landscape Architects
Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY
Scale @ A1	1 : 100	t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Status	S2	Drawings and models covered by Austin-Smith Lord Ltd BIM using AutoDesk Revit

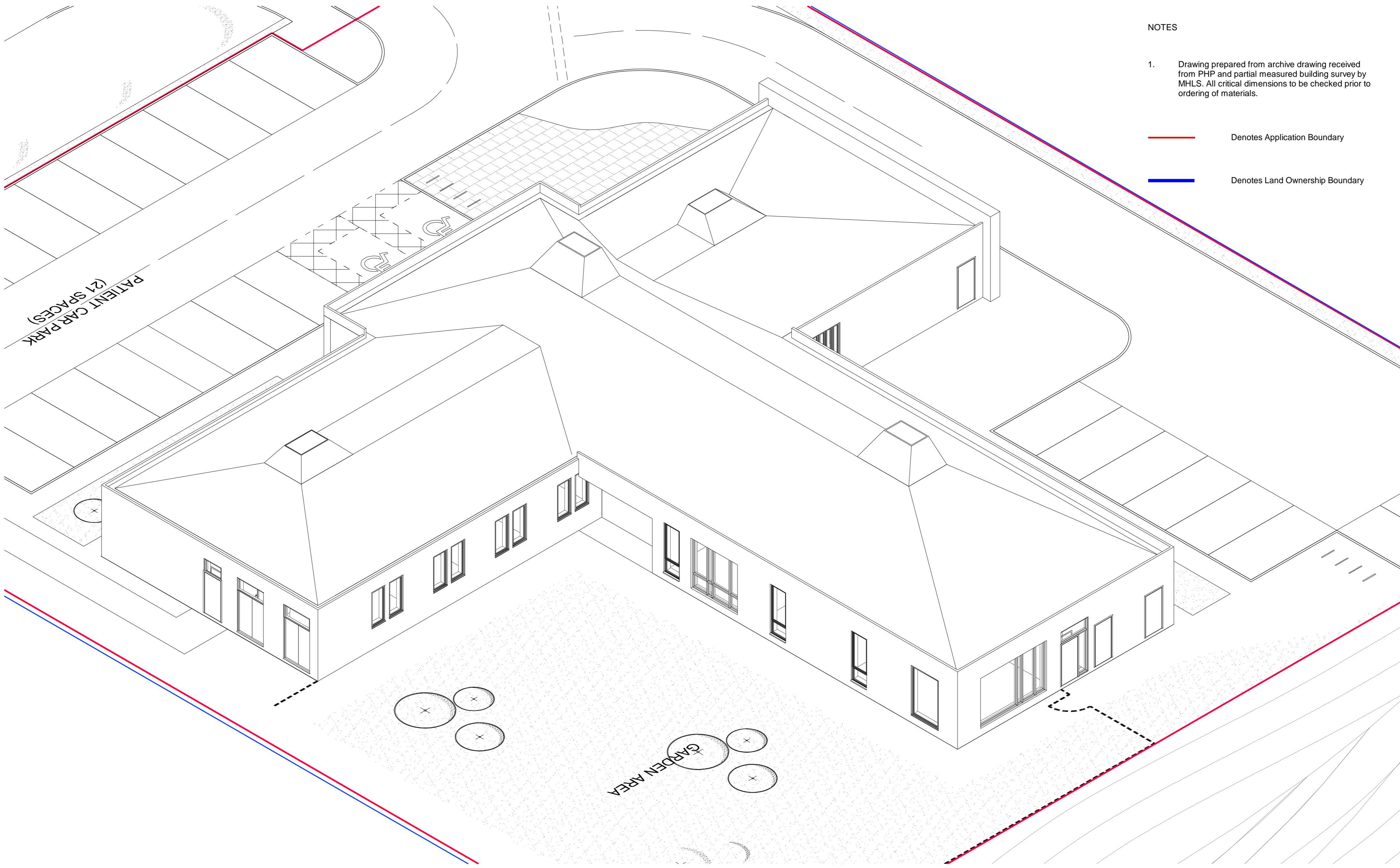
Austin-Smith Lord Ltd

Project Airlee Medical Centre Methil

Description Elevations - As Existing Pg2

Job No.	222069	Drawing No.	ASL-XX-ZZ-DR-A-0111	Revision	
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Rev	Description	Drawn	Checked	Date Issued



NOTES

1. Drawing prepared from archive drawing received from PHP and partial measured building survey by MHLS. All critical dimensions to be checked prior to ordering of materials.

— Denotes Application Boundary

— Denotes Land Ownership Boundary

1 Existing 3D View

Rev	Description	Drawn	Checked	Date Issued

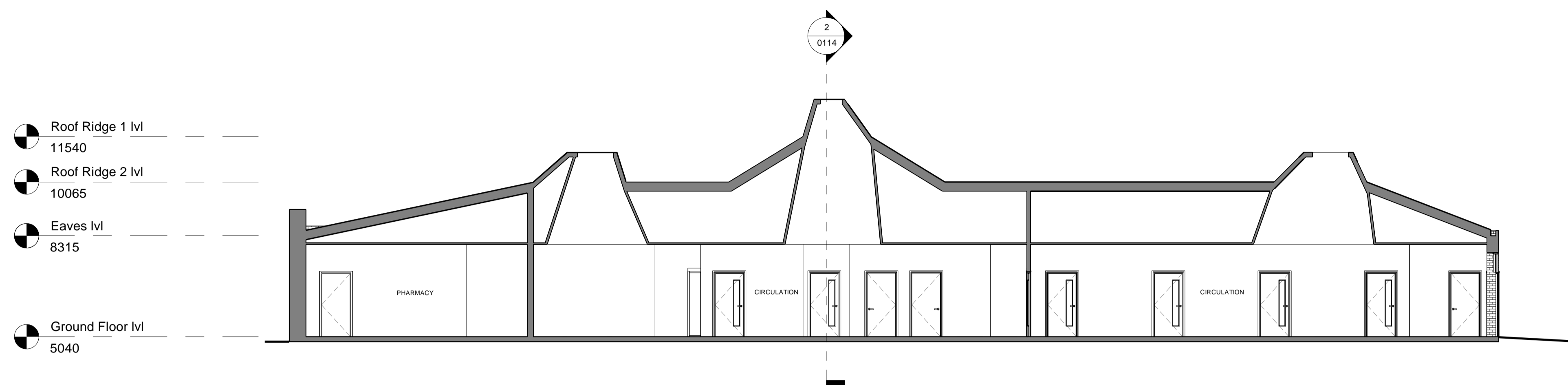
DO NOT SCALE. Use figured dimensions only. The contractor is requested to check all dimensions before the work is put in hand. © All copyrights Austin-Smith Lord Ltd. This drawing must only be used for the purpose for which it is supplied and its contents must not be reproduced for any purpose without written permission. No areas indicated, or areas calculated from this drawing should be used for valuation purposes or as the basis for development contracts. Austin-Smith Lord Ltd is a limited company registered in England & Wales with registered number 11773049 Registered Office: Port of Liverpool Building Pier Head Liverpool L3 1BY

Drawn DC
 Date 14/09/2023
 Scale @ A2 1 : 100
 Status S2
 Austin-Smith Lord Ltd Architects Designers Planners
 Landscape Architects
 one Dunleavy Drive
 Cardiff
 CF11 0SN
 t +44 (0)2920 225 208
 e cardiff@austinsmithlord.com
 Drawings and models powered by
 Austin-Smith Lord Ltd BIM using AutoDesk Revit

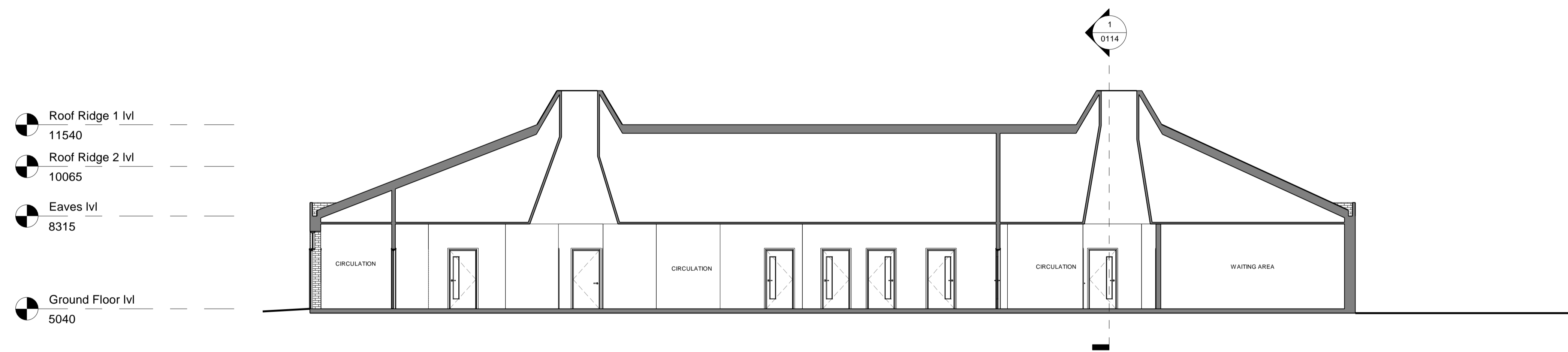
Austin-Smith Lord
 Project Airlie Medical Centre Methil
 Description 3D View - Existing
 Job No. 222069 Drawing No. 222069-ASL-XX-ZZ-DR-A-0112 Revision

NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by M.H.S. All critical dimensions to be checked prior to ordering of materials.

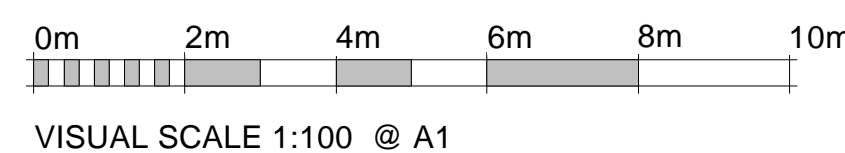


1 Section 1
1:100



2 Section 2
1:100

Rev	Description	Drawn	Checked	Date Issued



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Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Scale @ A1	1 : 100	
Status	S2	Drawings and models prepared by Austin-Smith Lord Ltd using AutoDesk Revit

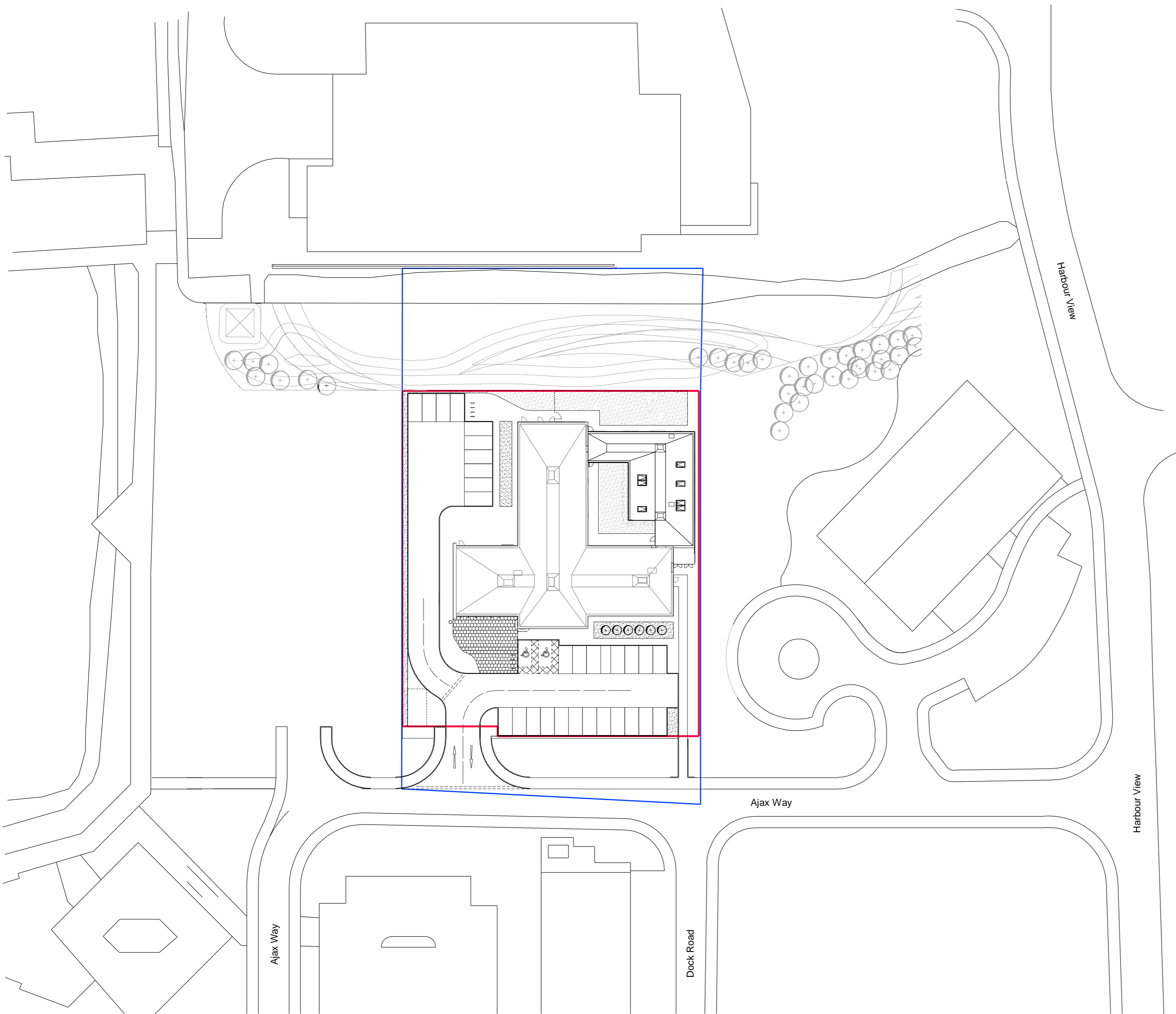
اسمیت-لورد

Project Airie Medical Centre Methil

Description Sections - As Existing

Job No.	Drawing No.	Revision
222069	222069-ASL-XX-DR-A-0114	

B. Proposed Development Plans



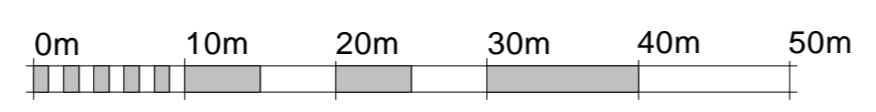
NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by MHLS. All critical dimensions to be checked prior to ordering of materials.

- Denotes Application Boundary
- Denotes Land Ownership Boundary

1 Site Plan -Proposed
1 : 500

Rev	Description	Drawn	Checked	Date Issued



VISUAL SCALE 1:500 @ A2

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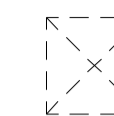
Drawn	DC	Austin-Smith, Lord Ltd Architects Designers Planners Landscape Architects one Dunleavy Drive Cardiff CF11 0SN t +44 (0)2920 225 208 e cardiff@austinsmithlord.com
Date	14/09/2023	
Scale @ A2	As indicated	
Status	S2	Drawings and models powered by Austin-Smith, Lord Ltd BIM using AutoDesk Revit

bol:dtim2-nitua
Project Airie Medical Centre Methil

Description	Site Plan - Proposed
Job No.	222069
Drawing No.	222069- ASL- XX- XX- DR- A- 0013
Revision	

NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by MHL. All critical dimensions to be checked prior to ordering of materials.



Roof Lights



Denotes Application Boundary

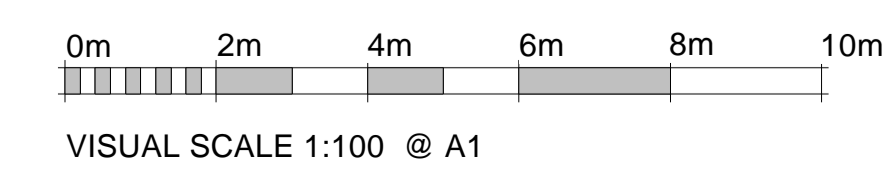


Denotes Land Ownership Boundary



1 Ground Floor -Proposed
1:100

Rev	Description	Drawn	Checked	Date Issued



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Drawn	DC	Austin-Smith Lord Ltd Architects Designers Planners Landscape Architects
Date	14/09/2023	Project: Airire Medical Centre Methyl
Scale @ A1	1:100	Description: Ground Floor Plan - Proposed
Status	S2	Job No. Drawing No. Revision 222069 222069-ASL-XX-00-DR-A-0116


0101:rtim2-nitauA
 Architects Designers Planners
 Landscape Architects
 Port Of Liverpool Building
 Pier Head, Liverpool
 L3 1BY
 t +44 (0)151 227 1083
 e liverpool@austinsmithord.com

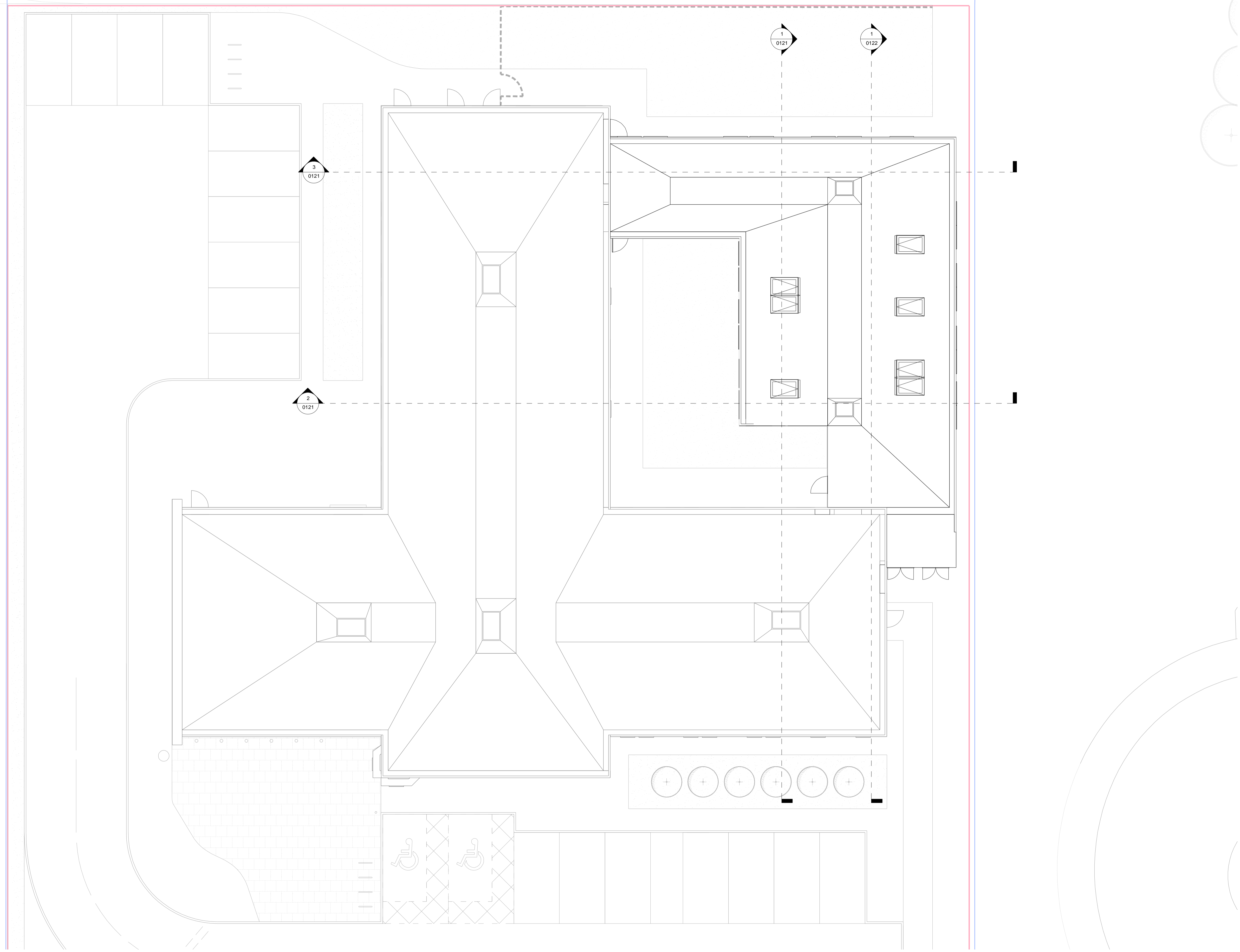
Drawings and models prepared by
 Austin-Smith Lord Ltd BIM using AutoDesk Revit

NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by M.H.S. All critical dimensions to be checked prior to ordering of materials.

 Denotes Land Ownership Boundary

 Denotes Application Boundary



1 Roof Plan -Proposed
1:100

Rev	Description	Drawn	Checked	Date Issued



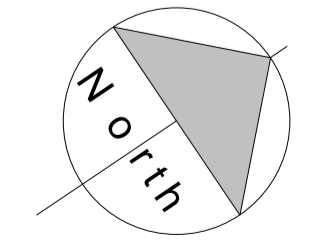
VISUAL SCALE 1:100 @ A1

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Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Scale @ A1	1 : 100	
Status	S2	Drawings and models covered by Austin-Smith Lord Ltd BIM using AutoDesk Revit

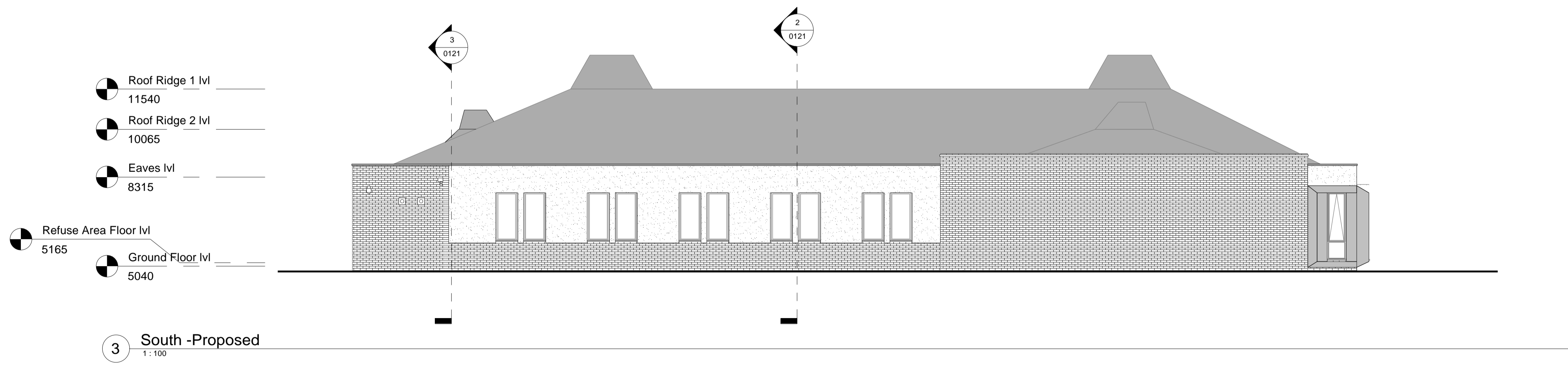
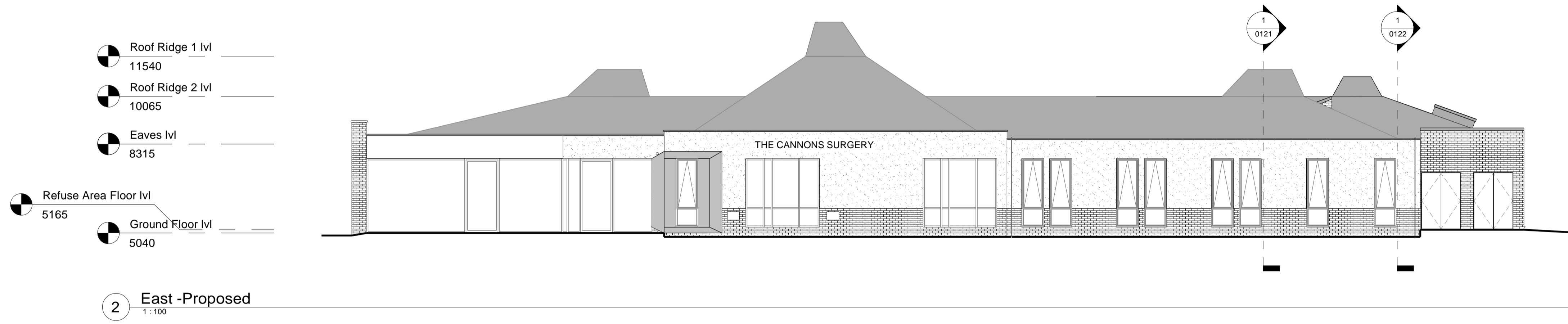
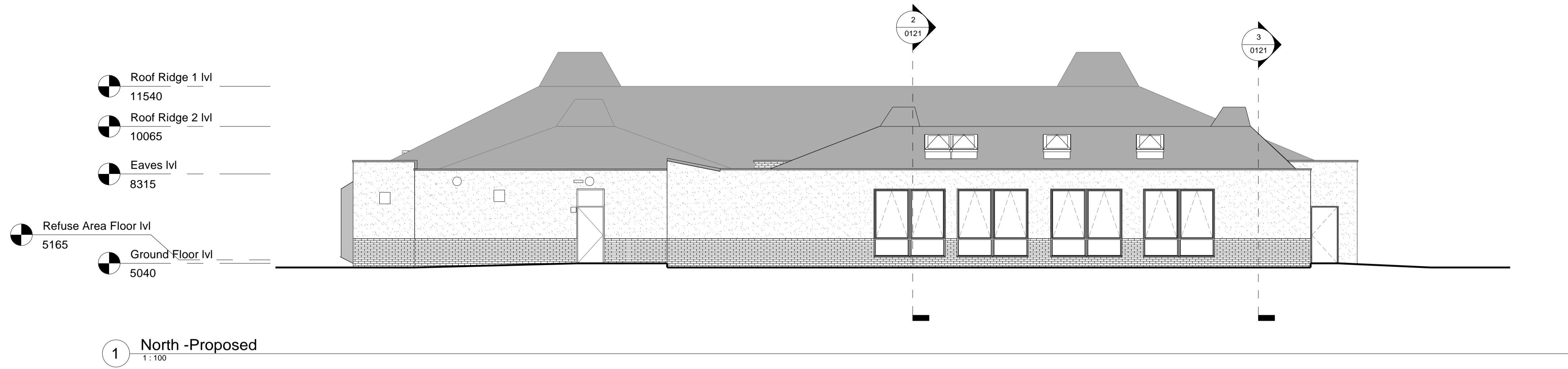
اسمیت-لورد

Description Roof Plan - Proposed		
Job No.	Drawing No.	Revision
222069	222069-ASL-XX-01-DR-A-0118	

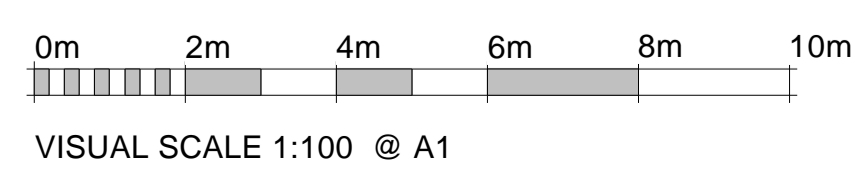


NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by M.H.L.S. All critical dimensions to be checked prior to ordering of materials.



Rev	Description	Drawn	Checked	Date Issued



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Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY t +44 (0)151 227 1083 e liverpool@austinsmithlord.com
Scale @ A1	1 : 100	
Status	S2	Drawings and models prepared by Austin-Smith Lord Ltd BIM using AutoDesk Revit

0101: 0121-0122

Project Airrie Medical Centre Methil

Description Elevations - As Proposed Pg1

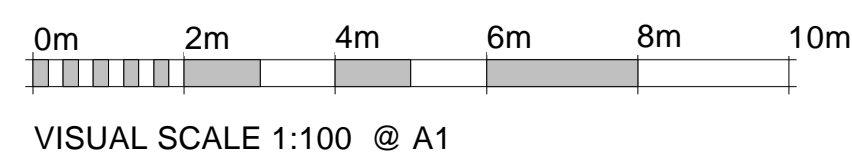
Job No.	222069	Drawing No.	ASL-XX-ZZ-DR-A-0119	Revision	
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NOTES

1. Drawing prepared from archive drawing received from PHP and partial measured building survey by MHLS. All critical dimensions to be checked prior to ordering of materials.



Rev	Description	Drawn	Checked	Date Issued



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Drawn	DC	Austin-Smith Lord Ltd Architects Designers Planners Landscape Architects
Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY
Scale @ A1	1 : 100	t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Status	S2	Drawings and models prepared by Austin-Smith Lord Ltd BIM using AutoDesk Revit

Austin-Smith Lord Ltd

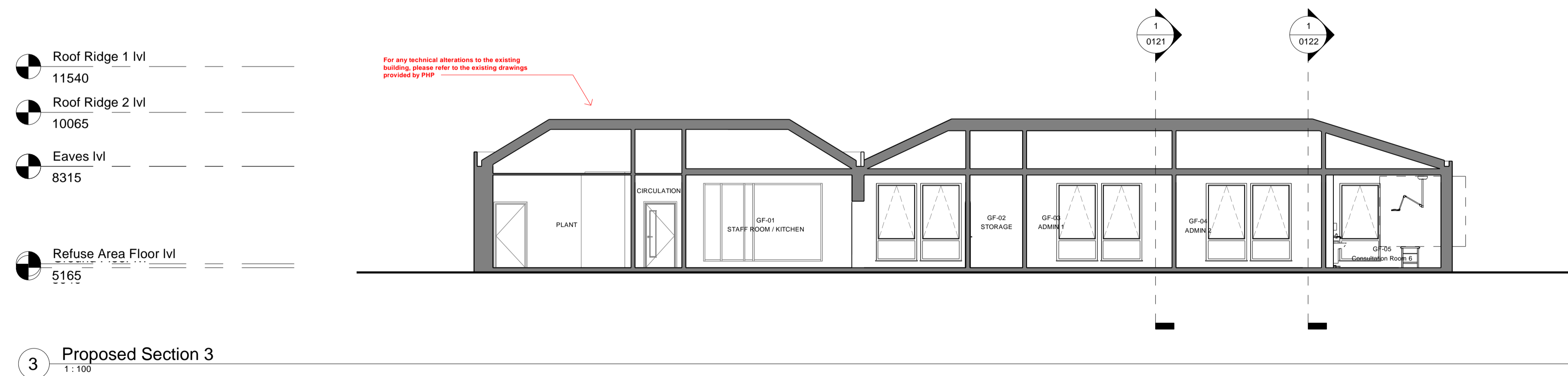
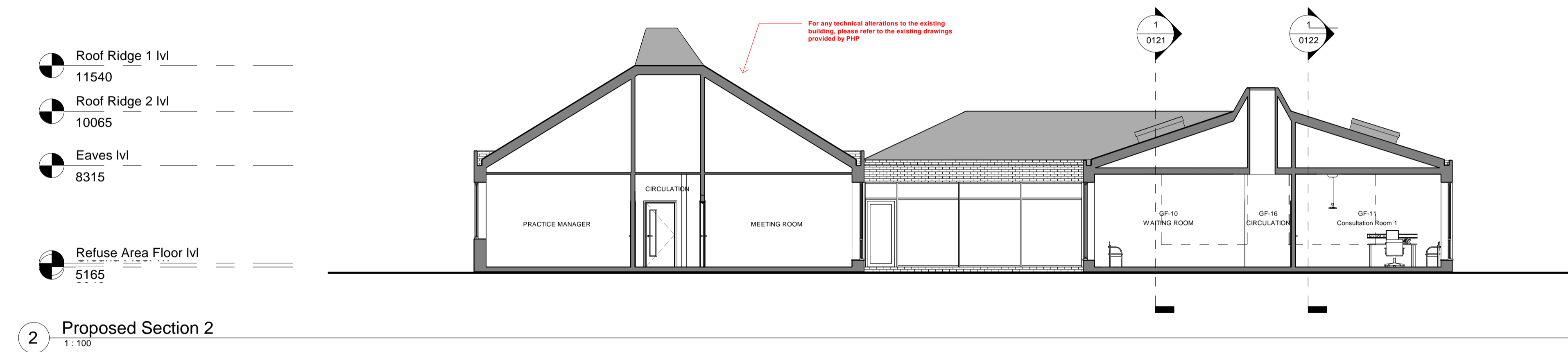
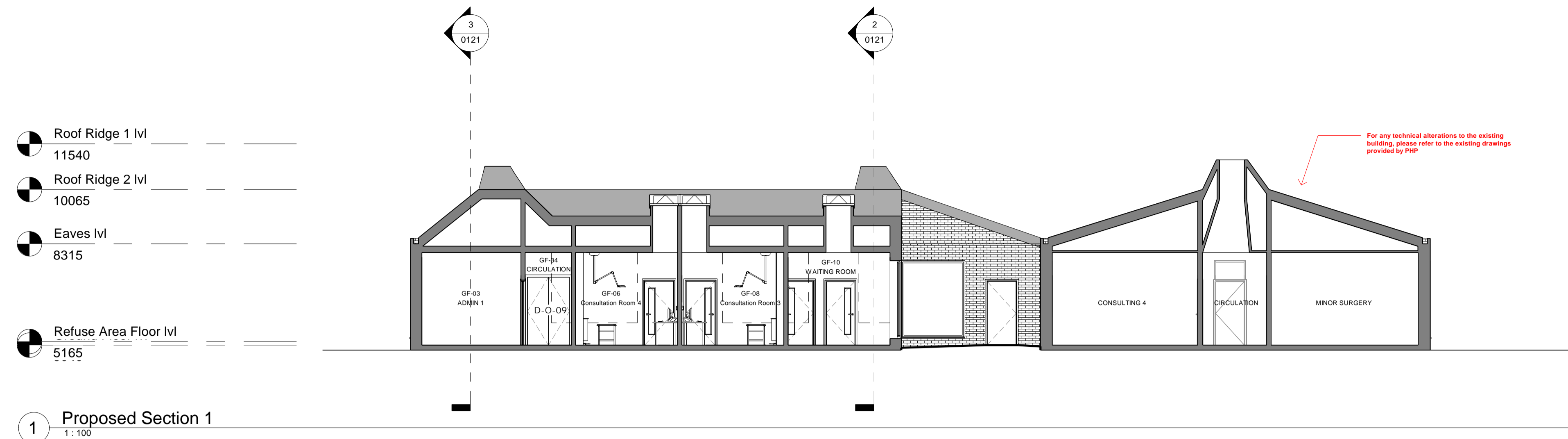
Project Airie Medical Centre Methil

Description Elevations - As Proposed Pg2

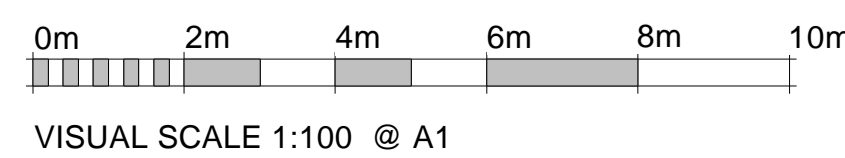
Job No.	222069	Drawing No.	ASL-XX-ZZ-DR-A-0120	Revision	
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NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by MHLS. All critical dimensions to be checked prior to ordering of materials.



Rev	Description	Drawn	Checked	Date Issued



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Drawn	DC	Austin-Smith Lord Ltd Architects Designers Planners Landscape Architects
Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Scale @ A1	1:100	
Status	S2	Drawings and models prepared by Austin-Smith Lord Ltd using AutoDesk Revit

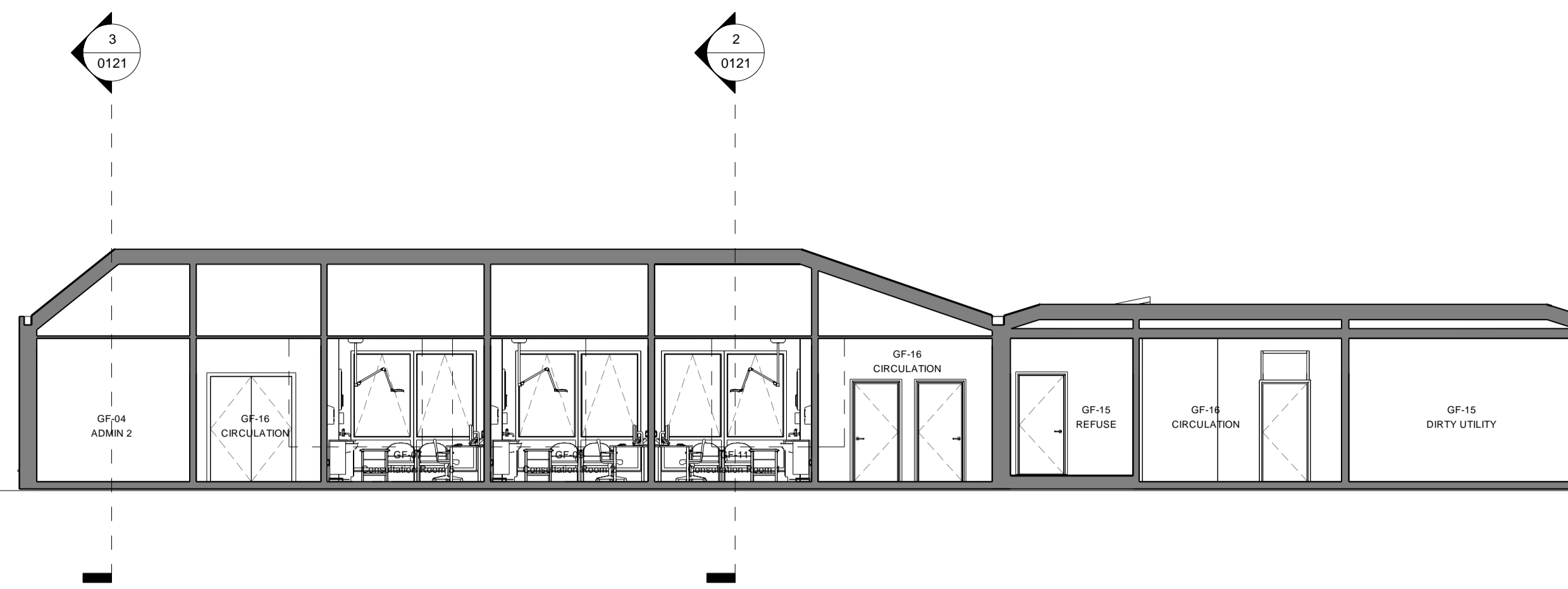
اسمیت-لورد

Project: Airrie Medical Centre Methil		
Description: Sections - As Proposed Pg1		
Job No.	Drawing No.	Revision
222069	222069-ASL-XX-DR-A-0121	

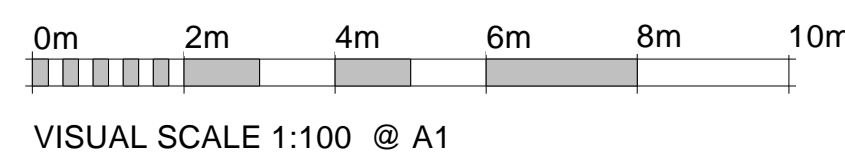
NOTES

- Drawing prepared from archive drawing received from PHP and partial measured building survey by MHLS. All critical dimensions to be checked prior to ordering of materials.

- Roof Ridge 1 lvl
11540
- Roof Ridge 2 lvl
10065
- Eaves lvl
8315
- Refuse Area Floor lvl
5165



1 Proposed Section 4
1:100



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Drawn	DC	Austin-Smith Lord Ltd Architects Designers Planners Landscape Architects
Date	14/09/2023	Port Of Liverpool Building Pier Head, Liverpool L3 1BY
Scale @ A1	1 : 100	t +44 (0)151 227 1083 e.liverpool@austinsmithord.com
Status	S2	Drawings and models covered by Austin-Smith Lord Ltd BIM using AutoDesk Revit

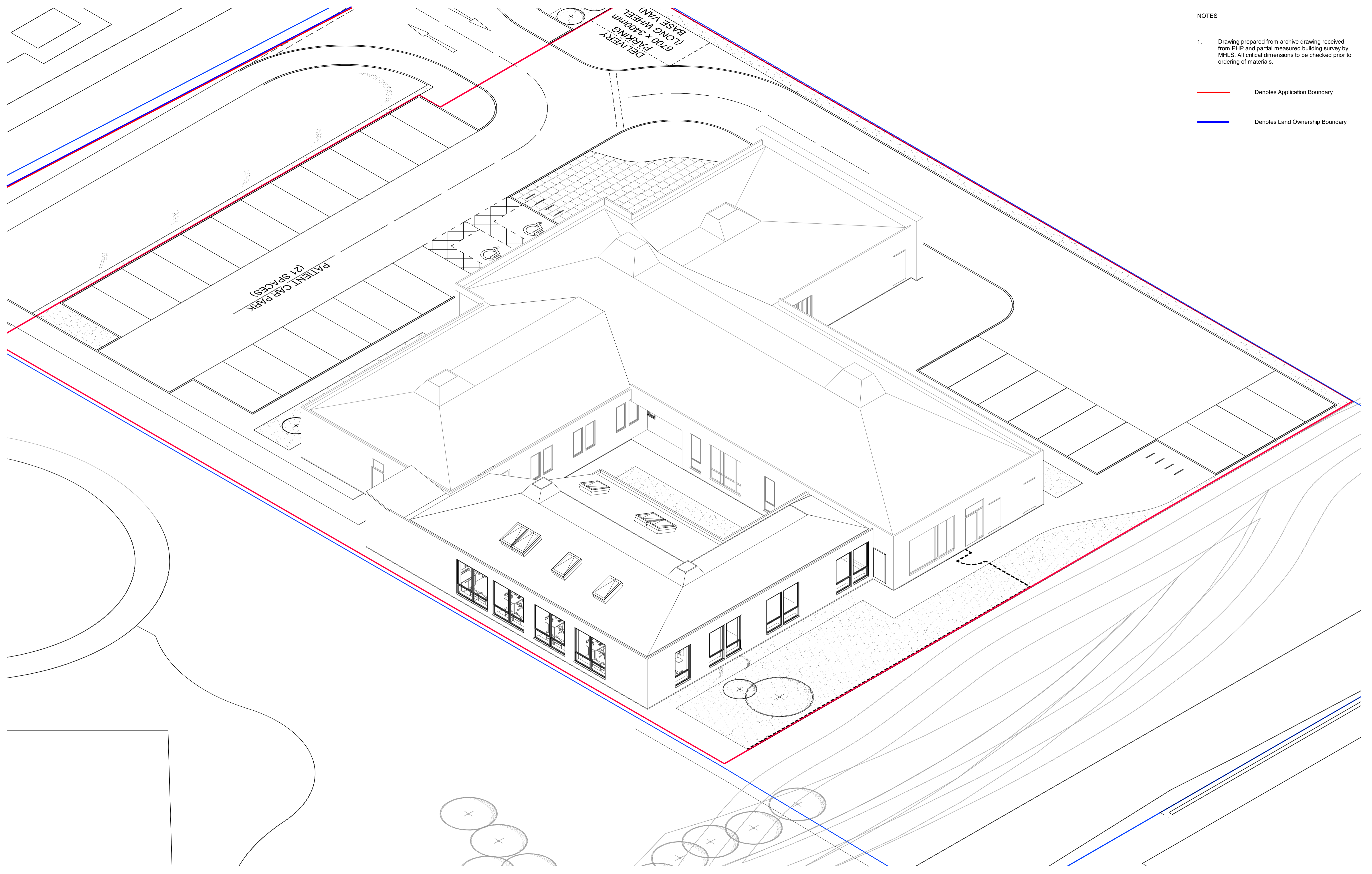
Austin-Smith Lord Ltd

Project Airlee Medical Centre Methil

Description Sections - As Proposed Pg2

Job No.	222069	Drawing No.	ASL-XX-DR-A-0122	Revision	
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Rev	Description	Drawn	Checked	Date Issued



- NOTES
- Drawing prepared from archive drawing received from PHP and partial measured building survey by MHL.S. All critical dimensions to be checked prior to ordering of materials.
- Denotes Application Boundary
 - Denotes Land Ownership Boundary

1 Proposed 3D View

Rev	Description	Drawn	Checked	Date Issued

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Drawn	DC	Austin-Smith Lord Ltd Architects Designers Planners Landscape Architects Port Of Liverpool Building Pier Head, Liverpool L3 1BY t +44 (0)151 227 1083 e liverpool@austinsmithord.com
Date	14/09/2023	
Scale @ A1	1 : 100	
Status	S2	Drawings and models prepared by Austin-Smith Lord Ltd BIM using AutoDesk Revit

Austin-Smith Lord Ltd
 Project: Airline Medical Centre Methil
 Description: 3D - Proposed
 Job No. 222069 Drawing No. 222069-ASL-XX-ZZ-DR-A-0123 Revision

C. Car Park Survey

TRAFFIC SURVEY REPORT

AIRLIE MEDICAL PRACTICE, METHIL

TRANSURVEYS LIMITED

BLUE SQUARE OFFICES, 272 BATH STRET, GLASGOW, G2 4JR

TRAFFIC SURVEY REPORT

QUALITY MANAGEMENT

CLIENT ECS Transport Planning Limited
PROJECT Airlie Medical Practice, Methil
REFERENCE TS-23-096
REVISION 001

Revision	Date	Prepared by	Signed	Checked by	Signed
001	17/11/2023	Neil Dempsey		Neil Dempsey	

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SURVEY NETWORK

Car Park Accumulation Surveys

- Airlie Medical Practice

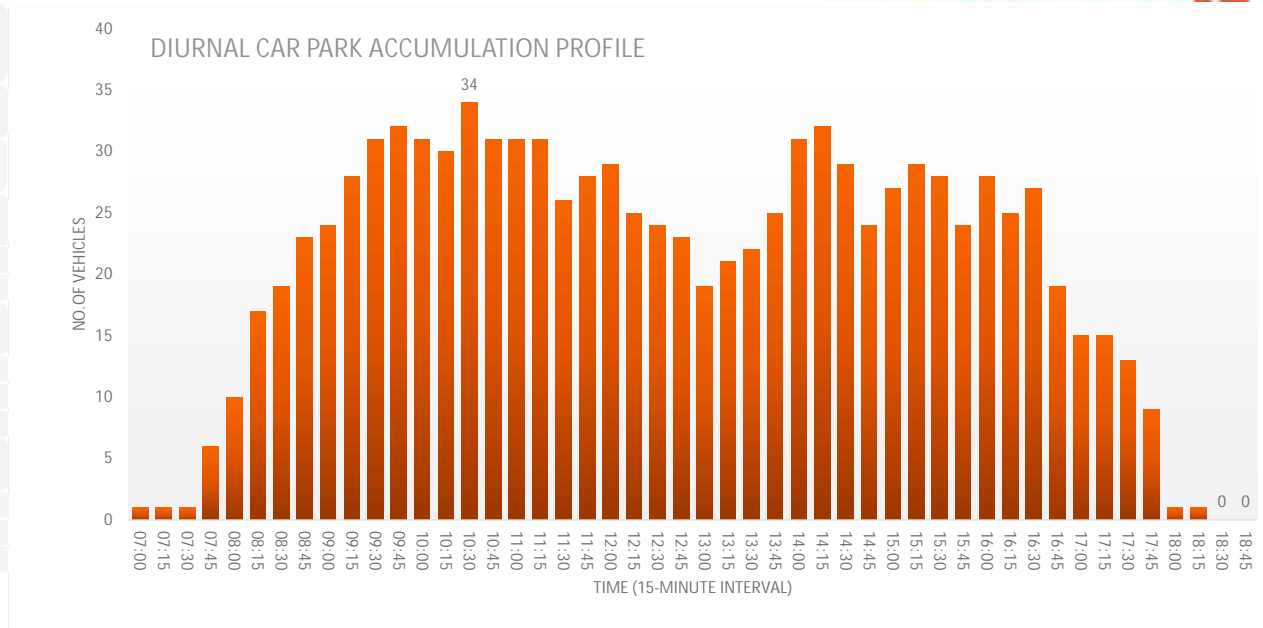


CAR PARK ACCUMULATION SURVEYS

CAR PARK ACCUMULATION DASHBOARD



CONTROL PANEL			
Airlie Medical Practice Car Park		Thursday 09 November 2023	
CAR PARK PROVISION (SPACES)		CAR PARK ACCUMULATION STATISTICS	
Standard	29	Pre-Survey Occupancy	
Disabled/Accessible	2	Mn.	0 0.0% 18:30 - 18:45
Patrent & Child	0	Max.	34 117.2 10:30 - 10:45
TOTAL	31		
TOTAL VEHICLES		VEHICLE PEAK HOURS	
Arrivals	239	Arrivals	46 13:45 - 14:45
Departures	243	Departures	46 14:00 - 15:00
Bidirectional (2-Way)	482	Bidirectional (2-Way)	91 14:00 - 15:00
TOTAL VEHICLE CLASSIFICATIONS (% Split)			
M/Cycle	0.4%	OGV1	0.0%
Car	94.6%	OGV2	0.0%
LGV	5.0%	Bus	0.0%



CLASSIFIED PARKING ARRIVAL / DEPARTURE COUNT

Project: Airlie Medical Practice, Methil

Client: ECS Transport Planning Limited

Project Ref: TS-22-096

Date: Thursday 09 November 2023

Weather: AM & PM: Dry / Sunny

Location: Airlie Medical Practice

Movement 1.1: Airlie Medical Practice Car Park (Arrivals / Inbound)

TIME	VEHICLE CLASSIFICATION								TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs	
07:00 - 07:15	0	0	1	0	0	0	0	1	0	1.00	
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00	
07:45 - 08:00	0	0	5	0	0	0	0	5	0	5.00	
08:00 - 08:15	0	0	6	0	0	0	0	6	0	6.00	
08:15 - 08:30	0	0	9	0	0	0	0	9	0	9.00	
08:30 - 08:45	0	0	7	0	0	0	0	7	0	7.00	
08:45 - 09:00	0	0	12	0	0	0	0	12	0	12.00	
09:00 - 09:15	0	0	2	0	0	0	0	2	0	2.00	
09:15 - 09:30	0	0	15	0	0	0	0	15	0	15.00	
09:30 - 09:45	0	0	9	0	0	0	0	9	0	9.00	
09:45 - 10:00	0	0	7	0	0	0	0	7	0	7.00	
10:00 - 10:15	0	1	7	0	0	0	0	8	0	7.40	
10:15 - 10:30	0	0	6	0	0	0	0	6	0	6.00	
10:30 - 10:45	0	0	10	0	0	0	0	10	0	10.00	
10:45 - 11:00	0	0	9	0	0	0	0	9	0	9.00	
11:00 - 11:15	0	0	9	0	0	0	0	9	0	9.00	
11:15 - 11:30	0	0	6	0	0	0	0	6	0	6.00	
11:30 - 11:45	0	0	8	0	0	0	0	8	0	8.00	
11:45 - 12:00	0	0	8	0	0	0	0	8	0	8.00	
12:00 - 12:15	0	0	9	0	0	0	0	9	0	9.00	
12:15 - 12:30	0	0	1	1	0	0	0	2	0	2.00	
12:30 - 12:45	0	0	6	0	0	0	0	6	0	6.00	
12:45 - 13:00	0	0	4	0	0	0	0	4	0	4.00	
13:00 - 13:15	0	0	5	0	0	0	0	5	0	5.00	
13:15 - 13:30	0	0	4	0	0	0	0	4	0	4.00	
13:30 - 13:45	0	0	4	0	0	0	0	4	0	4.00	
13:45 - 14:00	0	0	7	0	0	0	0	7	0	7.00	
14:00 - 14:15	0	0	12	3	0	0	0	15	0	15.00	
14:15 - 14:30	0	0	13	1	0	0	0	14	0	14.00	
14:30 - 14:45	0	0	9	1	0	0	0	10	0	10.00	
14:45 - 15:00	0	0	4	2	0	0	0	6	0	6.00	
15:00 - 15:15	0	0	9	1	0	0	0	10	0	10.00	
15:15 - 15:30	0	0	9	1	0	0	0	10	0	10.00	
15:30 - 15:45	0	0	4	1	0	0	0	5	0	5.00	
15:45 - 16:00	0	0	4	0	0	0	0	4	0	4.00	
16:00 - 16:15	0	0	12	0	0	0	0	12	0	12.00	
16:15 - 16:30	0	0	4	1	0	0	0	5	0	5.00	
16:30 - 16:45	0	0	8	0	0	0	0	8	0	8.00	
16:45 - 17:00	0	0	2	0	0	0	0	2	0	2.00	
17:00 - 17:15	0	0	3	0	0	0	0	3	0	3.00	
17:15 - 17:30	0	0	4	0	0	0	0	4	0	4.00	
17:30 - 17:45	0	0	2	0	0	0	0	2	0	2.00	
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.00	
18:00 - 18:15	0	0	1	0	0	0	0	1	0	1.00	
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.00	
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.00	
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.00	
TOTAL	0	1	226	12	0	0	0	239	0	238.40	

PEAK	VEHICLE CLASSIFICATION								TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs	
14:00 - 15:00	0	0	38	7	0	0	0	45	0	45.00	

CLASSIFIED PARKING ARRIVAL / DEPARTURE COUNT

Project: Airlie Medical Practice, Methil

Client: ECS Transport Planning Limited

Project Ref: TS-22-096

Date: Thursday 09 November 2023

Weather: AM & PM: Dry / Sunny

Location: Airlie Medical Practice

Movement 1.2: Airlie Medical Practice Car Park (Departures / Outbound)

TIME	VEHICLE CLASSIFICATION								TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs	
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00	
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00	
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.00	
08:00 - 08:15	0	0	2	0	0	0	0	2	0	2.00	
08:15 - 08:30	0	0	2	0	0	0	0	2	0	2.00	
08:30 - 08:45	0	0	5	0	0	0	0	5	0	5.00	
08:45 - 09:00	0	0	8	0	0	0	0	8	0	8.00	
09:00 - 09:15	0	0	1	0	0	0	0	1	0	1.00	
09:15 - 09:30	0	0	11	0	0	0	0	11	0	11.00	
09:30 - 09:45	0	0	6	0	0	0	0	6	0	6.00	
09:45 - 10:00	0	0	6	0	0	0	0	6	0	6.00	
10:00 - 10:15	0	0	9	0	0	0	0	9	0	9.00	
10:15 - 10:30	0	0	7	0	0	0	0	7	0	7.00	
10:30 - 10:45	0	0	6	0	0	0	0	6	0	6.00	
10:45 - 11:00	0	0	12	0	0	0	0	12	0	12.00	
11:00 - 11:15	0	0	9	0	0	0	0	9	0	9.00	
11:15 - 11:30	0	0	6	0	0	0	0	6	0	6.00	
11:30 - 11:45	0	1	12	0	0	0	0	13	0	12.40	
11:45 - 12:00	0	0	6	0	0	0	0	6	0	6.00	
12:00 - 12:15	0	0	8	0	0	0	0	8	0	8.00	
12:15 - 12:30	0	0	5	1	0	0	0	6	0	6.00	
12:30 - 12:45	0	0	7	0	0	0	0	7	0	7.00	
12:45 - 13:00	0	0	5	0	0	0	0	5	0	5.00	
13:00 - 13:15	0	0	9	0	0	0	0	9	0	9.00	
13:15 - 13:30	0	0	2	0	0	0	0	2	0	2.00	
13:30 - 13:45	0	0	3	0	0	0	0	3	0	3.00	
13:45 - 14:00	0	0	4	0	0	0	0	4	0	4.00	
14:00 - 14:15	0	0	7	2	0	0	0	9	0	9.00	
14:15 - 14:30	0	0	13	0	0	0	0	13	0	13.00	
14:30 - 14:45	0	0	12	1	0	0	0	13	0	13.00	
14:45 - 15:00	0	0	8	3	0	0	0	11	0	11.00	
15:00 - 15:15	0	0	6	1	0	0	0	7	0	7.00	
15:15 - 15:30	0	0	7	1	0	0	0	8	0	8.00	
15:30 - 15:45	0	0	5	1	0	0	0	6	0	6.00	
15:45 - 16:00	0	0	7	1	0	0	0	8	0	8.00	
16:00 - 16:15	0	0	8	0	0	0	0	8	0	8.00	
16:15 - 16:30	0	0	8	0	0	0	0	8	0	8.00	
16:30 - 16:45	0	0	6	0	0	0	0	6	0	6.00	
16:45 - 17:00	0	0	9	1	0	0	0	10	0	10.00	
17:00 - 17:15	0	0	7	0	0	0	0	7	0	7.00	
17:15 - 17:30	0	0	4	0	0	0	0	4	0	4.00	
17:30 - 17:45	0	0	4	0	0	0	0	4	0	4.00	
17:45 - 18:00	0	0	4	0	0	0	0	4	0	4.00	
18:00 - 18:15	0	0	9	0	0	0	0	9	0	9.00	
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.00	
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1.00	
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.00	
TOTAL	0	1	230	12	0	0	0	243	0	242.40	

PEAK	VEHICLE CLASSIFICATION								TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs	
14:00 - 15:00	0	0	40	6	0	0	0	46	0	46.00	