

**MORAY COUNCIL
TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997,
as amended**

REFUSAL OF PLANNING PERMISSION

**[Heldon And Laich]
Application for Planning Permission**

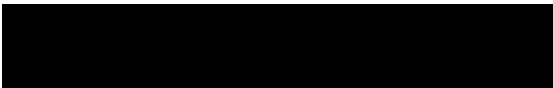
TO SREM/ CO-OP
c/o Springfield Real Estate Management Ltd
4 Rutland Square
Edinburgh
EH1 2AS

With reference to your application for planning permission under the above mentioned Act, the Council in exercise of their powers under the said Act, have decided to **REFUSE** your application for the following development:-

Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin

and for the reason(s) set out in the attached schedule.

Date of Notice: **30 March 2021**



HEAD OF ECONOMIC GROWTH AND DEVELOPMENT

Economy, Environment and Finance
Moray Council
Council Office
High Street
ELGIN
Moray
IV30 1BX

IMPORTANT
YOUR ATTENTION IS DRAWN TO THE REASONS and NOTES BELOW
SCHEDULE OF REASON(S) FOR REFUSAL

By this Notice, Moray Council has REFUSED this proposal. The Council's reason(s) for this decision are as follows: -

The proposal would be contrary to policies PP1, PP3, DP1, DP5, DP7, EP3, EP12 and Hopeman I1 Designation of the Moray Local Development Plan 2020 for the following reasons:

1. The proposal would introduce non-compliant uses (flats and retail) onto the Hopeman I1 site which is protected for business uses. There is no need for additional housing land in Hopeman as there are two housing sites identified in the Local Development Plan and no shortfall in the effective housing land supply. The proposed uses would lead to a loss of employment land within the village resulting in the loss of effective employment land from Hopeman and jeopardising the future development of the rest of the Hopeman I1 designation contrary to policy DP5 and Hopeman I1.
2. The application has failed to demonstrate that the proposed retail unit will not adversely impact on the distinctive character or vitality and viability of Hopeman contrary to policy DP7.
3. The design of the proposed retail unit and in particular the lack of a strong road frontage is not considered to be of sufficiently high design standard to fit with the distinctive character of Hopeman or create a strong sense of place. The proposal would be detrimental to the Burghead to Lossiemouth Special Landscape Area and contrary to policies DP1 (i)(a), PP1 (i) and EP3.
4. The application has failed to demonstrate satisfactory arrangements in relation to access for vehicles or pedestrians, access visibility, access to public transport, suitable crossing to the site or adequate servicing arrangements for any part of the development giving rise to conditions that would be detrimental to road safety contrary to policies PP3 (a) (iii) and DP1(ii) (a & c).
5. The application has failed to demonstrate that drainage from the proposed retail service bay can be dealt with in an acceptable manner contrary to policies DP1 and EP12
6. The application has failed to provide parking bays of sufficient size or number to comply with Moray Council parking standards contrary to policy DP1 (ii) (e).
7. The application has failed to provide adequate provision of Electric Vehicle Charging contrary to policy PP3 (a) (iv).

LIST OF PLANS AND DRAWINGS SHOWING THE DEVELOPMENT

The following plans and drawings form part of the decision:-

Reference	Version	Title
1002	A	Refuse vehicle swept path analysis
L-300		Cawdor cottage apartment
10045-C-201	C	Proposed drainage layout
20044_006		Visibility layout
20044_007		Visibility layout
L-001		Location plan
L-007		Landscaping plan
10045-C-301	A	Levels layout
L-003	J	Proposed site plan
L-102	B	Retail unit - ground floor plan
L-103	A	Roof plan
L-106	A	Retail unit - elevations sheet 1
L-107	A	Retail unit - elevations sheet 2
L-108	A	Retail unit - Section A-A
L-109		Retail unit - specification notes
L-202	A	Starter unit - floor and roof plan
L-205	A	Starter unit - elevations
L-206	A	Starter unit - Section A-A
L-207		Starter unit - specifications
L-006	A	Proposed boundary treatment

DETAILS OF ANY VARIATION MADE TO ORIGINAL PROPOSAL, AS AGREED WITH APPLICANT (S.32A of 1997 ACT)

- Changes to layout and design including:
- Provision of additional parking.
- Changes to design of shop.
- Change to detailing of proposed flats including changes to external finishes.

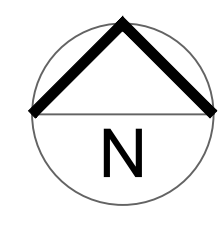
NOTICE OF APPEAL TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. The notice of review should be addressed to The Clerk, Moray Council Local Review Body, Legal

and Committee Services, Council Offices, High Street, Elgin IV30 1BX. This form is also available and can be submitted online or downloaded from www.eplanning.scotland.gov.uk

If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

Important notes for clients / contractors
No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced, in any way without express written consent.



PLANNING

LEGEND:

- SITE BOUNDARY. AREA: 2893m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.

Rev.	Date	Remarks	By	Ch.
Revisions				

SREM

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

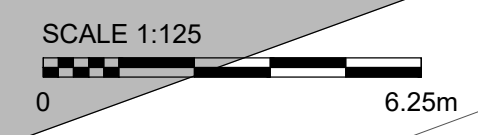
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED SITE PLAN

Scale 1:125	Date 24.02.2020	Drawn by BRL	Checked by VM
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Drawing no. L-003	Rev -
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A1

FORSYTH STREET

DELIVERIES / 3 ADDITIONAL
RETAIL UNIT PARKING BAYS

4000 SQFT RETAIL UNIT

4x4.5m
PLANT
AREA

BIN | BIN | BIN

SERVICE
YARD 50m²

14 PARKING BAYS
(RESIDENTIAL)

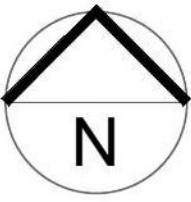
15 PARKING BAYS
(RETAIL UNIT)

1 PARKING
BAY
(SHED)

1200 SQFT
UNIT

AMENDED PLANS

Important notes for clients / contractors
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PLANNING

LEGEND:

- - - SITE BOUNDARY. AREA: 2893m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.
- - - PEDESTRIAN ACCESS TO RETAIL/ RESIDENTIAL.
- - - PEDESTRIAN ACCESS TO RETAIL ONLY.
- - - PEDESTRIAN ACCESS TO RESIDENTIAL ONLY.
- - - SERVICE YARD / DELIVERY ACCESS.
- - - DROPPED KERBS WITH TACTILE PAVING.
- NEW ROAD SIGN - "NEW ROAD LAYOUT AHEAD".
- POTENTIAL EV CHARGE POINT.
- BIRD BOX.

**Town & Country Planning
 (Scotland) Act, 1997
 as amended**

REFUSED

30 March 2021

**Development Management
 Environmental Services
 The Moray Council**

Rev	Date	Remarks	By	Ch.
J	16.02.2021	Landscaping updated.	BRL	-
H	05.02.2021	Door moved, disabled bay & EV added to starter unit. Additional EV point to retail parking.	BRL	-
G	03.02.2021	Footpath widened on Forsyth Street.	BRL	-
F	27.01.2021	Road safety audit & Planning updates.	BRL	-
E	31.08.2020	Motorcycle bays and bin collection note added.	BRL	-
D	21.08.2020	Loading bay extended. Pedestrian route updated.	BRL	-
C	18.08.2020	Parking reconfigured & footpath to east boundary added to suit Planning feedback.	BRL	-
B	03.07.2020	Amendments to full top.	BRL	-
A	30.06.2020	Scheme revised for Planning.	BRL	-

Revisions

SREM

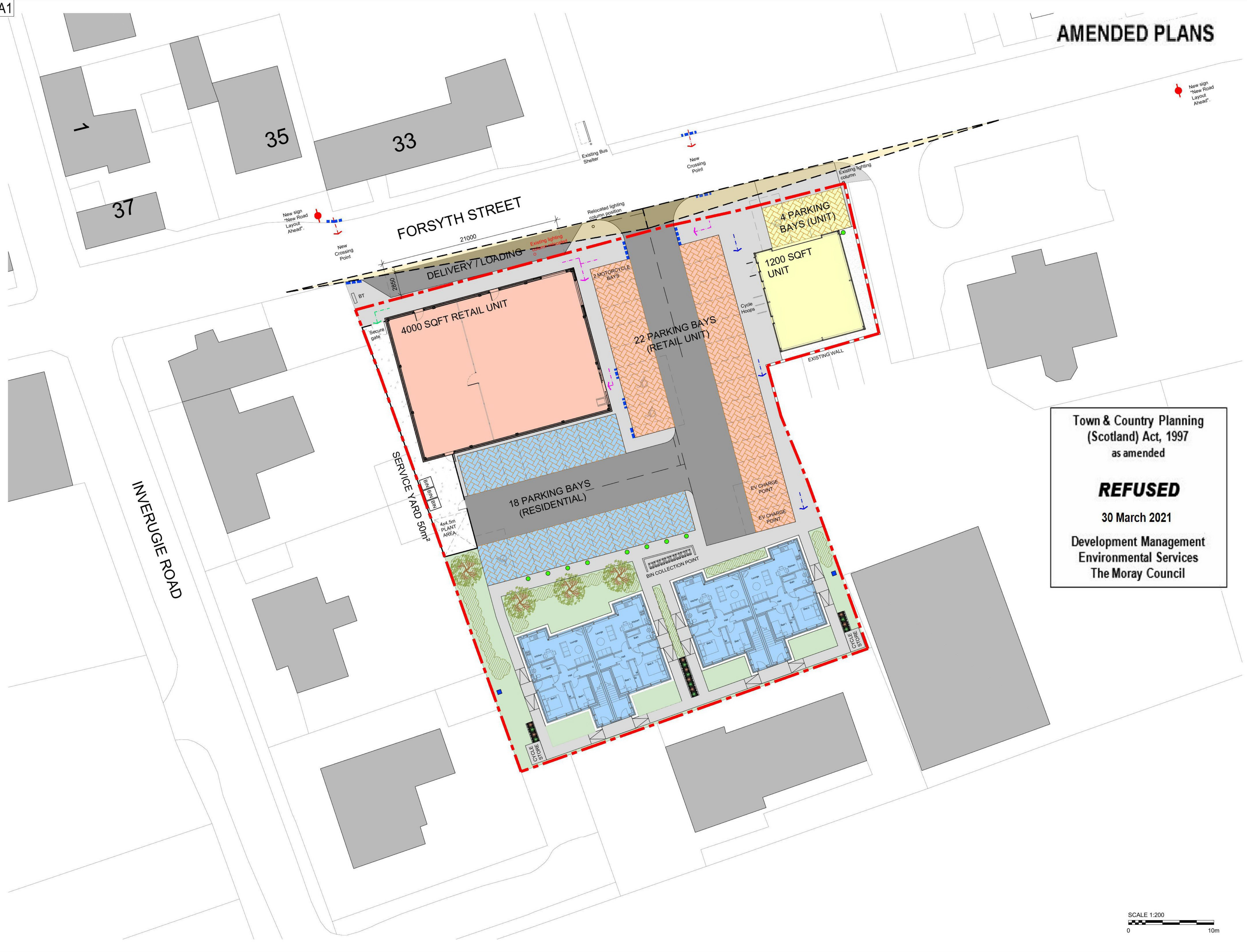
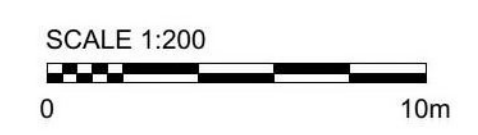
SPRINGFIELD REAL ESTATE
MANAGEMENT LTD

4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
 RETAIL UNIT, STARTER UNIT & FLATS
 FORSYTH STREET
 HOPEMAN

Drawing
 PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
1:200	24.02.2020	BRL	VM
Drawing no. L-003			Rev J



A1

Retail Planning Statement

**In Respect of Planning Application for Erection of
retail unit (Class 1) etc at Hopeman Service
Station, Forsyth Street, Hopeman
June 2020**

Prepared by

North Planning and Development

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T +44 (0)141 221 2626

www.northplan.co.uk

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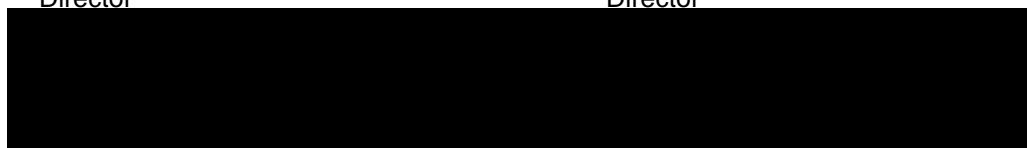
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Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it is has been signed by the Originators and approved by a Director.

DATE	ORIGINATORS	APPROVED
June 2020	David Campbell Director	Graeme Laing Director



_____ / _____

Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of North Planning & Development; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

1.0 Application Site and Proposal

- 1.1 This Retail Planning Statement is submitted in support of a planning application that has been submitted to Moray Council by Springfield Real Estate Management Ltd/Co-op seeking planning permission to Demolish existing service station and garage, erect retail unit, light industrial unit and 2 no. blocks of residential flats at Hopeman Service Station, Forsyth Street, Hopeman. This Statement considers the retail element of the application against planning policy and other material considerations and sets out a clear rationale for planning permission to be granted.
- 1.2 The application seeks to introduce a new and modern convenience retail store which will be occupied by the Co-op, who wish to secure a presence in Hopeman to supplement their existing presence across Moray Council area, which includes stores at Forres, Lossiemouth and Lhanbryde.
- 1.3 The proposed new Co-op foodstore will be provided within a single storey building and with a gross floorspace of 372sqm, comprising approximately 260sqm of retail trading space and the remainder as back of house storage, staff etc areas. The main building elevations will incorporate glazing, and walls will be finished in a mix of white render and nordic spruce vertical shiplap cladding. The building will incorporate a mono pitched roof and will be finished in grey roof panels. The customer entrance is positioned on the left-hand side of the proposed building. The form and design of the building is responsive to the context provided by existing nearby buildings but is also contemporary in terms of design and materials, and the development will deliver a very positive new contribution to the streetscape. The drawings that are submitted with the application fully identify the proposals.
- 1.4 The proposed development will incorporate dedicated customer parking spaces and plant areas are located to the rear of the proposed retail building. The proposed shop will open 7 days a week for the daily shopping needs of residents and the store will support approximately 5 full and 16 part-time jobs.
- 1.5 The proposal seeks to redevelop the application site, which is currently occupied by the Hopeman Service Station which was formerly a petrol filling station. Planning application reference 16/01799/APP was for development on part of the current application site, and the Report of Handling associated with that earlier application states that in January 2017 parts of the application site were used for storage and car sales by third party. Taken together, this confirms that the application site has an established use profile that includes petrol and car sales, both of which are roadside uses which attract vehicular traffic, thereby meaning that the site is affected by activities that result in the site having a commercial character. These established uses will have had and do have impacts by way of vehicle movements and associated noise etc, and this contributes to the established character of the site and surrounds.
- 1.6 The proposed shop will supplement the existing shopping provision in Hopeman and will provide a high-quality shopping environment for customers and sell a wide range of products. The Co-op business is focussed on the provision of modern convenience shopping facilities and, as such, the

application seeks to facilitate the delivery of a new Co-op convenience shop for the residents of Hopeman and surrounding area. The new store will supplement the existing Co-op stores in the area and serves to demonstrate the Co-op's continued commitment to Moray Council area.

- 1.7 The new Co-op that is proposed will offer a wide range of convenience products, and due to the availability of convenience expenditure, as evidenced at part 3.0 of this Statement, the Co-op will have little or no impact on the other very limited existing shops in Hopeman. Rather, it is anticipated that the new Co-op store will help to retain expenditure in Hopeman that is currently going to retail stores elsewhere (i.e. Elgin and Forres) and that by drawing an element of this trade back to Hopeman will help support the vitality, viability and sustainability of the settlement by helping to reduce the need to travel, not only reducing car trips, but also ensuring that good quality shopping facilities are available in Hopeman for the elderly, the less mobile and tourists. The introduction of a new Co-op store in Hopeman will also create new jobs, a good proportion of which would be expected to be filled by residents. Retaining trade and expenditure in Hopeman through the introduction of a new Co-op shop may also lead to more linked trips to other existing shops and services within the settlement, with consequent further positive impacts in terms of money being spent locally and associated employment benefits in these other shops and facilities.

2.0 Planning Policy Assessment

2.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 provides that:

‘where, in making any determination under the Planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise’

Moray Local Development Plan

2.2 Moray Council adopted the current Local Development Plan (LDP) on 31st July 2015, and this sets out the key planning policies relevant to the consideration of this planning application.

2.3 The site sits within the settlement of Hopeman, as identified in the adopted LDP. Whilst part of the site is affected by Policy I1, which supports business and industrial uses, the front part of the application site, over which the Co-op store is proposed, appears to be ‘white land’ and so that part is not affected by Policy I1.

2.4 Also of particular significance to the consideration of this application is the fact that the adopted LDP does not identify a town centre or other retail policy designation in Hopeman or the other settlements that fall within the catchment of the proposed store (i.e. Cummingstown and Duffus). On that basis, as there is no town or other centre within either Hopeman or elsewhere in the catchment, which are afforded protection by planning policy, Policies R1 and R2 of the adopted LDP are not applicable to the consideration of this application.

2.5 Instead, Policy R3 of the adopted LDP is relevant, and this establishes as follows:

“Proposals for Neighbourhood and Local Shops, Ancillary Retailing, and Recreation or Tourist Related Retailing will generally be acceptable in the following circumstances:

a) Small shops which are intended to primarily serve the convenience needs of a local neighbourhood within a settlement boundary

These types of retailing are exempt from the sequential assessment requirement but may, when requested by the Planning Authority, be required to demonstrate that they will not have an adverse effect on the vitality and viability of the identified network of centres”

2.6 The application proposal is for a Co-op shop which will predominantly serve the settlement of Hopeman, which has a resident population of approximately 1,700, and to a lesser extent the nearby settlements of Cummingstown and Duffus. The proposed shop will primarily serve the day-to-day convenience needs of residents within the local catchment area, and it is therefore clear that the retail element of the application proposals satisfies the requirements of Policy R3 of the adopted LDP.

n.b. It is relevant to note that Moray Council approved planning permission in 2016 for a new Co-op store in Lhanbryde. The store that was approved at Lhanbryde, and now built, is of a similar size to what is now proposed at Hopeman, the population of Lhanbryde is similar to Hopeman, and the new Co-op at Lhanbryde trades alongside a Keystore, thereby demonstrating that convenience stores can co-exist in settlements of this size. The Report of Handling associated with the Lhanbryde application justified approval of permission there due to the proposal complying with Policy R3 of the adopted LDP. This all serves to demonstrate that the Council should adopt the same approach to the retail proposal at Hopeman as they did at Lhanbryde, and conclude that the retail element of this application is in line with planning policy.

- 2.7 Notwithstanding the above, in addition to the retail specific policies, there are a number of other policies within the adopted Local Development Plan that provide support for the proposed retail development at Forsyth Street, Hopeman.
- 2.8 Primary Policy PP1 (Sustainable Economic Growth) of the adopted LDP establishes that development proposals which support the Moray Economic Strategy and contribute to the delivery of sustainable economic growth and the transition of Moray towards a low carbon economy will be supported. The application proposals meet the aims of this Policy as the development of a new foodstore here will deliver significant investment, create new jobs and reduce the need for customers to travel to other locations, thus reducing carbon emissions.
- 2.9 Primary Policy PP2 (Climate Change) of the adopted LDP establishes that in order to align with the Climate Change Act (Scotland) Act 2009 that new development should be in sustainable locations that make efficient use of land and infrastructure, reduce the need to travel, avoid areas at significant risk of flooding, landslip and coastal erosion. The application meets the aims of this Policy as the proposal is for the redevelopment of a brownfield site within the settlement boundary, so makes use of already developed land with existing infrastructure, the provision of a new retail store will reduce the need for residents within the catchment area to travel to other locations by private car and therefore help to reduce carbon emissions, and as the site is not affected by flooding, landslip or coastal erosion.
- 2.10 Policy ED8 (Tourism Facilities and Accommodation) of the adopted LDP establishes support for proposals that contribute to Moray's role as a tourist area where they demonstrate a locational need for a specific site. It is set out in the Retail Statement at part 3.0 of this report that the proposed retail store will serve the existing resident population of Hopeman and surrounding area. However, it is also anticipated that the retail store will serve to help meet the needs of tourists visiting the area. Part 3.0 of this report demonstrates that the existing shopping provision within the catchment does not provide for all of the convenience retail requirements of the catchment area, and so there is a specific locational need for a new store to be provided in Hopeman to meet the need that exists, and this is in line with terms and spirit of Policy ED8.

Proposed Moray Local Development Plan 2020

- 2.11 A replacement Local Development Plan is well advanced, and the planning policies that affect the application site and apply to the proposal are broadly the same as those contained in the adopted LDP.
- 2.12 The site is within the settlement boundary as identified in the Proposed LDP, and the site of the proposed Co-op is partly 'white land'. Policy DP7 (c) concerns Neighbourhood centres and establishes that:

“Small shops that are intended to primarily serve the convenience needs of a local neighbourhood within a settlement boundary will be supported. Depending on scale, proposal may be required to demonstrate that they will not have an unacceptable adverse impact on vitality and viability of the network of town centres (Table 6), by a Retail Impact Assessment or Retail Statement. Within a neighbourhood one unit of up to 400sqm designed to meet the day to day convenience needs of the neighbourhood will be supported... Neighbourhood hubs/centres should aim to contribute to the sense of community and place, the sustainability of an area, reduce the need to travel for day to day requirements and provide adequate parking and servicing areas”

- 2.13 Policy DP7 repeats much of what is set out in Policy R3 in the adopted LDP and establishes a presumption in favour of the provision of neighbourhood retail facilities. The Co-op store that is proposed at Forsyth Street, Hopeman is intended to serve precisely this purpose, is for a store of less than the 400sqm referenced in Policy DP7, and will contribute to sustainability by reducing the need for local residents to travel by car for day to day shopping requirements. The application also proposes adequate and suitable parking and servicing for the proposed retail store.

3.0 Retail Statement

3.1 Notwithstanding our view that Policy R3 of the adopted Local Development Plan and Policy DP7 both establish a clear presumption in favour of the provision of neighbourhood retail facilities, and of up to 400sqm, as is proposed at Forsyth Street in Hopeman, we have, without prejudice and to help inform the determination of the application, given due consideration to retail planning matters.

3.2 In terms of issues relating to retail capacity and impact, the scale of the proposed development is such that retail impact analysis is not required. However, to assist the Council with their consideration of our client's proposals we have undertaken the following high level analysis, which demonstrates that the proposed convenience store can be comfortably accommodated without giving rise to any significant retail impact issues.

Catchment Area

3.3 In terms of a catchment, the proposed convenience store will serve Hopeman and its immediate surrounds, including Cumingstown and Duffus. It is not anticipated that the store would draw any trade from beyond these areas, owing to the scale and nature of the convenience retailing offer in Burghhead, Lossiemouth and Elgin.

Catchment Population

3.4 Data taken from the 2011 Census, indicates that the resident population of Hopeman, together with Cumingstown and Duffus is approximately **2,273 people**. This figure does not include any allowance for growth associated with existing LDP housing allocations.

Convenience Retail Expenditure

3.5 In terms of the convenience retail expenditure generated by the catchment population, reference is made to the national average convenience goods expenditure per head, which is approximately **£2,136** (Experian).

3.6 This allows us to estimate that the total convenience expenditure generated by the catchment population is in the order of **£4.85m**. This does not include any allowance for additional expenditure generated by tourists, with Moray Council reporting that the Moray economy benefits from some £128m of tourism spend annually. Consequently, our estimate of available expenditure is considered to be a conservative one.

Existing Convenience Floorspace

3.7 In terms of the existing convenience floorspace within the catchment, the table below provides a summary of the existing convenience stores, along with their estimated sales floorspaces, benchmark turnover rates, and average turnovers which have been estimated with reference

to data published by Retail Rankings. This analysis indicates that the existing convenience goods floorspace in the catchment is in the order of **£1.38m**.

Store	Address	Gross Floorspace (sqm)	Benchmark Turnover Per Sqm	Estimated Average Turnover (£m)
Costcutter	Harbour Street, Hopeman	200	£4,000	£0.80
W Reid Butcher	Harbour Street, Hopeman	60	£3,000	£0.18
Duthie Pharmacy	Harbour Street, Hopeman	60	£2,500	£0.15
Hopeman Post Office / Newsagent	Harbour Street, Hopeman	50	£2,500	£0.13
Duffus Village Shop	Gordonstoun Road, Duffus	50	£2,500	£0.13
Total				£1.38m

Proposed Store

- 3.7 The proposed Co-op convenience store will have a gross floorspace of 372sqm, with approximately 260sqm of sales space and 112sqm of back of house, non-trading space (storage, staff areas etc).
- 3.8 According to data published by Retail Rankings, the Co-operative Group's company average turnover is in the order of £8,000sqm. As such, the proposed Co-op convenience store is expected to have a company average turnover in the order of **£2.0m**.

Capacity to Support new Store

- 3.9 Taken together, there is a total available convenience goods expenditure of £4.85m within the Hopeman catchment and the existing convenience stores have a combined average turnover of £1.38m, leaving £3.47m of 'surplus' retail expenditure. As noted above, this is likely to be an underestimate as it does not take into account tourism expenditure and nor does it allow for any increases associated with population and expenditure growth.

Available Expenditure (£m)	Turnover of Existing Convenience Provision	Surplus Convenience Expenditure (£m)	Proposed Store Turnover (£m)	Residual Turnover (£m)
£4.85	£1.38	£3.47	£2.00	£1.47

- 3.10 The above table demonstrates how the existing catchment area provides sufficient available convenience expenditure to comfortably support the proposed store without any significant impacts on existing convenience outlets. Indeed, even after the proposed store is introduced, there would remain a residual £1.47m of convenience goods expenditure in the catchment, an amount greater than the total turnover of all the existing convenience floorspace in the catchment.
- 3.11 It is our considered opinion that the proposed store will serve to address an existing gap in the convenience retail offer in Hopeman, creating new employment opportunities and reducing the need for residents to travel to more remote locations by car in order to satisfy their day to day convenience shopping needs.

3.0 Summary and Conclusions

- 3.1 This Statement supports a planning application that has been submitted to Moray Council by Springfield Real Estate Management Ltd/Co-op seeking planning permission to Demolish existing service station and garage, erect retail unit, light industrial unit and 2 no. blocks of residential flats at Hopeman Service Station, Forsyth Street, Hopeman.
- 3.2 The foregoing Statement demonstrates that the retail element of the planning application, which is for a new Co-op store, satisfies the planning policy requirements that are set out in the adopted Moray LDP.
- 3.3 Having regard to all the foregoing points and the proposal's compliance with the development plan, the proposed development is commended to Moray Council and we respectfully request that Planning Permission be duly granted.



Proposed Mixed Use Development, Forsyth Street, Hopeman

Transport Statement

July 2020

ECS Transport Planning Limited

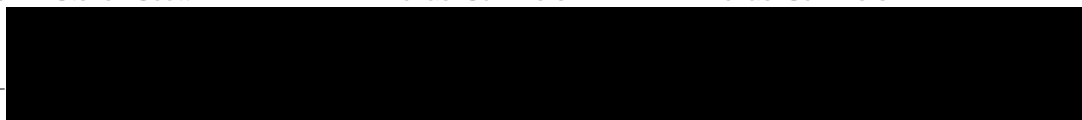
Centrum Offices, 38 Queen Street, Glasgow, G1 3DX
www.ECSTransportPlanning.com



Client Name: Springfield Real Estate Management Ltd
Document Reference: 01
Project Number: 20044

Issue	Date	Prepared by	Checked by	Approved by
01	10.07.20	Steven Scott	Michael Summers	Michael Summers

Comments



Comments

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- A. Site Layout
- B. Vehicle Swept Paths
- C. Census / TRICS / Multi-Modal

1. Introduction

- 1.1. ECS Transport Planning Limited (ECS) has been commissioned by Springfield Real Estate Management Ltd to produce a Transport Statement (TS) in support of a proposed mixed-use development with associated parking on the Hopeman Service Station site adjacent to the B9040 Forsyth Street, Hopeman.
- 1.2. The proposals seek permission to demolish the existing service station and garage and construct a small food retail convenience store, a light industrial / commercial starter unit and 2 no. blocks of residential dwellings containing a total of 8 cottage flats with associated access, servicing and parking facilities.
- 1.3. This report examines the key transportation issues and access opportunities associated with all modes of travel from development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area, where necessary.
- 1.4. The findings of this study are based on a review of the comments provided by Moray Council's Transport Planning Department (MC) within a consultation response to the planning application, consideration of representations by the public, a site visit, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning policies, including 'Designing Streets'.
- 1.5. The subsequent chapters of this report are structured as follows:-
 - Development Proposals;
 - Local & National Transport Policy;
 - Sustainable Accessibility;
 - Existing & Future Traffic; and
 - Summary & Conclusions.

2. Development Proposals

Existing Site & Surrounding Area

- 2.1. Hopeman is a seaside village in Moray, on the coast of the Moray Firth, founded in 1805 to house and re-employ people displaced during the Highland Clearances. According to the 2011 census, Hopeman has a population of 1,724 residents within circa 701 dwellings.
- 2.2. The site extends 0.67ha and currently hosts a service station and garage which has fallen into a state of disrepair in its current condition. The site is considered to currently be dilapidated and detrimental to the character of Hopeman.
- 2.3. This site, which is brownfield in nature, is bounded to the north by the B0940 Forsyth Street, to the east by Tulloch of Cummings, to the south by a telephone exchange and agricultural land and to the west by residential properties between the site and Inverurie Road. 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. The area has a number of local amenities including Hopeman Primary School, Hopeman Stores, and Post Office (Premier), Costcutters, a general store, hairdressers and beauty salon, a butcher shop, a chemist, a fish & chip shop and recreational facilities.
- 2.5. The site is identified within the Local Development Plan as designated for Business Use, but it is clear that the site is not being utilised for business use and will, without substantial investment, deteriorate further over time. The site is well located in terms of access to arterial routes and public transport services to key areas of employment, such as, Elgin.
- 2.6. *Figures 2 & 3* below present the site in its current form. *Figure 2* displays a view of the site frontage looking south from Forsyth Street, with *Figure 3* illustrating the existing access arrangements.

Figure 2: View of Site from Forsyth Street

Figure 3: Existing Access Arrangements



Proposed Residential Development

Development & Access Overview

- 2.7. The proposals involve the demolition of the existing service station and garage onsite, and construction of a retail unit, a small light industrial unit and 2no blocks of residential cottage style flats. The development content will comprise of the following:-
 - 372msq Gross Floor Area (GFA) Food Retail (Convenience Store);
 - 112msq GFA Light Industrial / Business Use (Starter Business); and
 - 8 cottage flats split equally between two blocks.
- 2.8. The site frontage will be reconfigured, with the access arrangement condensed and footway on the southern side of the carriageway reinstated. The large existing egress at the western side of the site will be removed and a new standard priority junction introduced to replace the eastern access. A new delivery / loading layby will be created on the southern side of Forsyth Street to the west of the enhanced site access with the footway routing around the rear. In addition to the proposed delivery bay, 4 new car parking spaces will be introduced on the northern western boundary at the rear of the footway accessible via dropped kerb.

- 2.9. The site access junction will provide a route to the central area of the site with parking located either side. The internal road will be introduced in a T-Shaped arrangement to support larger vehicle turning manoeuvres. The minor section of the internal T-Shaped arrangement will operate as a parking courtyard and will host parking facilities either side.
- 2.10. The light industrial unit will be positioned to the east of the access junction directly south of the 4 proposed site frontage parking spaces and east of the site spine road. The convenience retail store will be located on the northern boundary of the site, to the south of the proposed delivery loading bay. To the south of the access roads and parking facilities, the cottage flats will sit on the southern boundary side by side.
- 2.11. Pedestrian access to the site will be provided from the northern boundary via Forsyth Street. A new dropped kerb crossing with tactile paving will be introduced between the enhanced site access junction and the proposed frontage car parking spaces. Access to the light industrial unit will be via an entrance on the northern elevation which will front the footway, as will access to the retail unit with entrance directly south of the delivery bay.
- 2.12. A zebra crossing will be introduced within the private internal spine road to support pedestrians crossing the minor arm of the junction. Access to the residential cottage flats will be introduced via a footway between the retail building and the parking bays on the western side of the site spine road. Another zebra crossing will be introduced over the parking court providing access to a surfaced area around the perimeter of both flatted buildings.
- 2.13. The proposed site layout is illustrated on Drawing L-003 Rev B contained within *Appendix A*.

Development Parking Provision

- 2.14. The proposed development will provide a total of 37 car parking spaces, which will consist of 4 frontage access spaces from Forsyth Street in support of the light industrial unit, 12 bays for the residential dwellings located either side of the internal parking court and 21 spaces for the convenience retail store positioned adjacent to the main spine road. The provision for the convenience store will include 2 disabled bays and one electric charging station.
- 2.15. As requested within MC's consultation response, parking provision for the residential element of the site has been introduced in accordance with Moray Council's Parking Standards as 1.5 spaces per flat which equates to a total of 12 spaces. Given the provision also accounts for visitor use, the spaces will not be allocated which ensures more efficient use of parking spaces.
- 2.16. Furthermore, the ratio of 3 spaces per 100msq GFA has also been applied to the light industrial use. However, given that some of the residential parking will be vacant during key retail demand periods, it is not considered necessary to apply the full food retail parking requirement to the site given the potential for shared use. The proposed retail element will provide a total of 21 spaces which is two short of the recommended 23 space provision. Co-Op, who are likely to be the tenant of the proposed unit, are comfortable that the proposed provision is sufficient to accommodate demand based on knowledge of operations at similar sized stores in areas with comparable characteristics. Given the remote location of the store, the proposed unit includes a larger storage area than would be standard, as such, applying the full parking ratio to this area is onerous.
- 2.17. Cycle parking will be provided in accordance with Moray Council's Parking Standards, with 3 Sheffield Cycle Stands introduced at the rear of the retail building which will support a total of 6 bicycles at any time.

The provision is in excess of the minimum requirements for both the retail and industrial elements of the site as set out in MC's guidance.

- 2.18. Cycle parking for the residential element of the site will be provided in a secure sheltered facility at the rear of the buildings adjacent to the bin stores.

Service & Refuse Vehicle Access

- 2.19. Servicing, for the retail store, will be undertaken from a dedicated layby on the southern side of the Forsyth Street carriageway adjacent to the unit. A traffic regulation Order will be promoted to restrict parking within the area. The dimension of the bay is more than adequate to support a standard 10m rigid delivery vehicle at a width of 3m and length of 18m. Servicing, if required, for the light industrial unit is envisaged to be undertaken by a small panel van.
- 2.20. Refuse collection will be undertaken internally for all three land uses. The refuse vehicle will enter the site in a forward gear route south on the spine road and turn right into the parking court. Once the bins have been collected the vehicle will reverse into the T-Shaped turning head arrangement and exit the site in a forward gear.
- 2.21. Drawing 20044_002, contained within *Appendix B*, demonstrates a service vehicle entering and exiting the proposed loading layby on Forsyth Street. Drawing 20044_001, also contained within *Appendix B*, demonstrates a refuse vehicle can be safely accommodated within the proposals, allowing vehicles to enter and exit the site in a forward gear, with Drawing 10045_401 illustrating fire tender access to the site.

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 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 will be 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.”*

Designing Streets

- 3.10. 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.
- 3.11. 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.”*

Scottish Executive Development Department: Transport Assessment Guidance (TAG)

- 3.12. 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. As with SPP, this guidance focuses on the overall accessibility of the development. Detailed below are the key aims of a Transport Assessment.
- Reducing the need to travel, especially by private vehicle;
 - Reducing environmental impact of development;
 - Encouraging accessibility of development / location; and
 - Promotion of measures that influence sustainable travel behaviour.
- 3.13. TAG provides recommendations for pedestrians, cyclists and public transport accessibility in relation to new development, defining mechanisms for identifying the location and measures.
- 3.14. 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.”*
- “In many cases, vehicle impacts will still be important and, in terms of the principals involved in the analytical process, will generally follow the well-established IHT procedures...”*

Let's Get Scotland Walking - The National Walking Strategy

- 3.15. 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."

- 3.16. 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

- 3.17. 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.
- 3.18. 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.
- 3.19. 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

- 3.20. Transport is an important part of the economy in Moray, particularly given its rural and peripheral nature. Developing a transport system that supports economic development, sustainable development, equality, social inclusion and health improvement principles will be a major challenge. A further challenge is safeguarding the quality of life for the citizens of Moray by finding new ways to maintain and increase sustainable economic development, without causing undue traffic growth, congestion and environmental damage.
- 3.21. The general need for reduction in levels of road traffic in parts of Scotland is not being challenged in the LTS, and there is general agreement that wherever possible efforts should be made to encourage the use of modes of transport other than the private car. The Council is currently pursuing various initiatives which would at least make a small contribution to this objective. These include Safer Routes to School, Rural Transport Initiatives and the preparation of Access and Cycling Strategies. Nevertheless, it must be acknowledged that the character of Moray, which is dictated by its rural location and the particular constraints which apply to public transport, means that some measures which might be successful in other parts of Scotland would be wholly inappropriate in this area. Therefore, it is not considered that setting targets to reduce traffic volumes on non-trunk roads is appropriate in Moray.
- 3.22. The purpose of the LTS is to set out a framework for taking forward transport policy and infrastructure within Moray nut can be summarised as follows:

VISION

- 3.23. Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable and affordable transport system that is inclusive and supports economic development and the needs of local communities whilst safeguarding the environment.

OBJECTIVES

Introduction

- 3.24. The following objectives have been developed, as a result of the consultation process. These have been split into two categories, comprising of Key Objectives and Sub-Objectives.

Key Objectives

- 3.25. The Key Objectives provide a framework for progress at a local level and provide a basis for the LTS.
- K1: Support and enable economic development through a sustainable transport infrastructure;
 - K2: Promote safer, inclusive and affordable travel for all;
 - K3: Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network;
 - K4: Improve accessibility to jobs, services and facilities;
 - K5: Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health;
 - K6: Promote integration across different modes, policies and land-use planning.

Sub-Objectives

- S1: Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe;
- S2: Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Government, developers and others to minimise predicted problems;
- S3: Support good quality and affordable public transport systems and where appropriate provide and maintain a network of socially desirable bus services to supplement the commercial network;
- S4: Review the role of Moray harbours;
- S5: Ensure adequate car parking provision to meet the need of communities;
- S6: Support improvements to passenger and freight rail services;
- S7: Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe;
- S8: Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives;
- S9: Work with others to improve transport infrastructure related to recreation and tourism;
- S10: Support access to the countryside and well being initiatives.

Delivery and monitoring

- 3.26. Like many other authorities, the success of the Local Transport Strategy will be constrained by competing demands on budgets. Annual budget and implementation reports will continue to be brought forward for Committee approval. Details of the approved budgets and plans will be made available on the Councils website.
- 3.27. Data collection and monitoring will continue. This will include aspects such as existing key performance indicators including road condition monitoring, lighting repairs and road accidents.

Summary

- 3.28. Both Local and National Government policy highlight the need to consider sustainable transportation modes when considering the likely impacts of development sites.
- 3.29. 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.
- 3.30. In addition, the Scottish Government document "Transport Assessment Guidance" supports the need for consideration of a sustainable approach to transportation planning.

4. Sustainable Accessibility

- 4.1. The following provides an overview of the likely travel demand for sustainable modes of travel created by the proposed 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.
- 4.2. 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.
- 4.3. In line with PAN 75, when assessing a development site, it is good practice to consider travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport. The suggested 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. It should be noted that the distances detailed above are recommended acceptable walking distances from a development site to surrounding facilities, however, these distances are often exceeded in rural locations.

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. In accordance with 'Transport Assessment Guidance', a person trip assessment has been undertaken to determine the likely multi-modal characteristics of the residential element of the proposed site. To appreciate the future travel characteristics of the development site, reference has been made to Scottish Census 2011 website (<http://www.scotlandscensus.gov.uk>), which defines 'Method of Travel to Work or Study' for the local area that applies to the location of the proposed development site. A summary of the corresponding mode share statistics are shown in *Table 1* overleaf, with the full 2011 National Census outputs detailed within *Appendix C*.
- 4.7. To assess the level of person trips, the corresponding weekday AM and PM proposed development peak hour (two-way) traffic generation, as indicated in *Table 5*, was applied to the percentage modal split for 'car drivers' (i.e. 49.62%). The remaining mode related trips were proportioned in line with the traffic generation, as indicated in *Table 2* overleaf.

Table 1: 2011 National Census 'Method of Travel to Work or Study Statistics

Mode	Census Output	Modal Split
Underground	2	0.19%
Train	43	4.13%
Bus	150	14.42%
Taxi	9	0.87%
Car or Van	516	49.62%
Passenger	82	7.88%
Motorcycle, Scooter or Moped	5	0.48%
Bicycle	18	1.73%
On Foot	172	16.54%
Other	43	4.13%
Total People	1040	100%

Table 2: Proposed Residential Development Modal Split and Mode Share (Two-Way)

Mode of Travel	Modal Split	AM Peak	PM Peak
Underground	0.19%	0	0
Train	4.13%	0	0
Bus / Coach	14.42%	2	1
Taxi / Minicab	0.87%	0	0
Driver Car / Van	49.62%	6	4
Passenger Car / Van	7.88%	1	1
Motorcycle / scooter	0.48%	0	0
Bicycle	1.73%	0	0
Walking	16.54%	2	1
Other	4.13%	0	0
Total	100%	11	7

Minor discrepancies are associated with rounding

- 4.8. The census information indicates that approximately 9% of adults work from home in and around the Hopeman area which has not been accounted for in the above calculations ensuring the assessment of each mode is robust. Clearly, those working from home would not impact on the commuter peak periods which would limit the impact on the existing transport infrastructure.
- 4.9. To determine the likely future travel choice associated with the retail unit, reference has been made to the industry standard Trip Rate Information and Computer System (TRICS) database. This database collates survey data for various development types and, based on the available information, 'Suburban' and 'Edge

of Town' has been used to assess the travel demand associated with the retail element of the site. The multi-modal travel information extracted from this database is contained within *Appendix C* with the resulting multi-modal / people trip generation (two-way) detailed in *Table 3* below.

Table 3: Proposed Retail Development Person Trip Generation (Two-Way)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Total Trip Rate	Total Trips	Total Trip Rate	Total Trips
Walk	18.354	68	21.347	79
Cycle	0.630	2	1.260	5
Public Transport	0.748	3	2.599	10

- 4.10. The light industrial proposals on site are of a size that is not comparable with any survey sites within the TRICS database, as a result, any movements to / from this facility during peak periods are considered to be insignificant and negligible on the network.
- 4.11. Furthermore, there has been no consideration take of the extant consent secured on the site and the associated generation that would be removed from the network with the change of land use.
- 4.12. The following paragraphs provide an overview of the existing walking, cycling and public transport opportunities, in line with the hierarchy of travel modes set out in SPP, demonstrating that the proposed development site is ideally located to be accessible by a range of travel modes, regardless of any additional facilities introduced as a part of the proposals.

Sustainable Travel Opportunities

Walking

Existing

- 4.13. At present, pedestrian facilities along the site frontage on the southern side of the Forsyth Street carriageway are intermittent and in a poor state of repair. However, there is a continuous footway present on the northern side of the carriageway which is in good condition, of a standard width and benefits from street lighting.
- 4.14. The footway on the northern side of the carriageway provides a connection to facilities on both sides of Harbour Street with dropped kerbs available to support crossing at regular intervals. Harbour Street is the main street through the centre of the village and provides a link to local amenities and the surrounding residential streets.
- 4.15. As would be expected within an established built-up village, the footways are interconnecting and penetrate the surrounding residential streets in a grid type arrangement.
- 4.16. *Figures 4 & 5* overleaf present the footway infrastructure adjacent to the site. *Figure 4* displays a view of the footways on Forsyth Street looking east, with *Figure 5* illustrating the facilities looking west.

Figure 4: View of facilities on Forsyth Street looking east



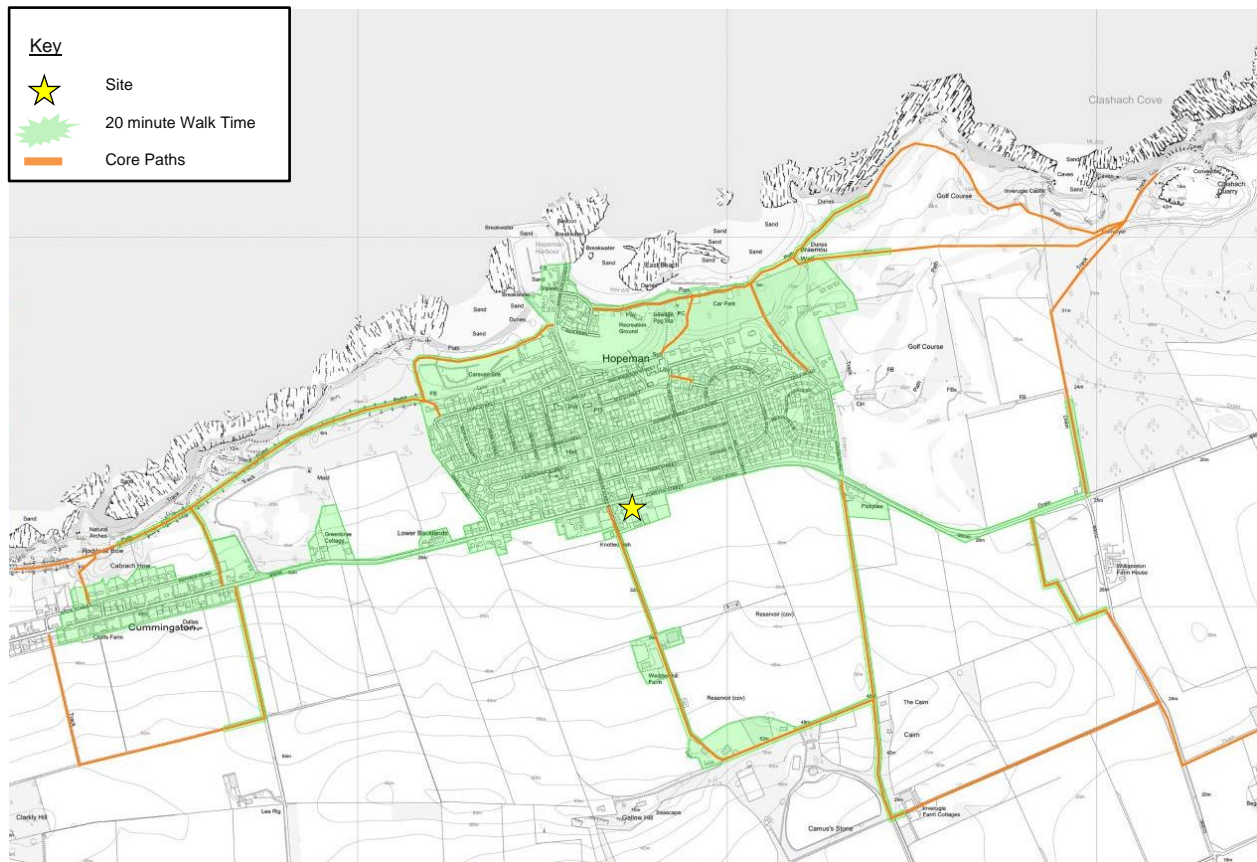
Figure 5: Facilities on Forsyth Street looking west



Proposed

- 4.17. From *Tables 2 & 3*, the proposed mixed use development could generate up to 70 and 80 (two-way) trips on foot during the AM and PM peak periods, respectively. However, it is expected that the level of walking trips could be increased given the walk-in catchment and the general accessibility to the village as a whole.
- 4.18. It is expected that the main pedestrian desire lines will be to the north of the development site, given the location of the village and majority of residential properties.
- 4.19. As part of the development proposals, the footway will be reinstated and upgraded along the site frontage with access provided direct to the retail and industrial unit entrances. Existing lighting columns will be relocated to assist with the introduction of the site access junction and the delivery layby. A zebra crossing will be introduced over the private internal access road to provide pedestrians with a safe crossing point over the minor access.
- 4.20. In addition to the crossing over the internal access, a new external crossing will be introduced over the B9040 Forsyth Street to the east of the proposed access junction. The crossing point will consist of dropped kerbs with tactile paving supporting access to the public transport facilities on the opposite side of the carriageway and also linking the site with the village.
- 4.21. Internally, residents of the cottage flats will be directed south via a footpath between the retail unit and the main spine road. A zebra crossing will be introduced to provide residents with support over the parking court aisle and a connection with the entrance to the dwellings.
- 4.22. 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 6* presents a 20 minute (1,600m) walking isochrone in relation to the proposed development indicating that residential settlements and bus stops are available in the local area.

Figure 6: Walking Isochrones



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- 4.23. The site is an excellent example of the 'walkable neighbourhoods' aspiration outlined in Designing Streets where residents can work, live and shop within the local area without the need to utilise a private car.
- 4.24. It is expected that the inclusion of external footway connections with Forsyth Street and introduction of a new crossing facility over the site access junction and Forsyth Street as part of the development will promote journeys on foot from the site and accommodate the expected uplift in pedestrian activity. It is therefore considered that the pedestrian generation calculated within the multimodal assessment will be exceeded, thereby reducing reliance on private car use for local trips.

Safe Routes to Schools

- 4.25. In line with Transport Planning Policy, Transport Statements / Assessments produced in support of residential developments should consider the safest route for young children travelling on foot or by bicycle to the nearest places of education. It is likely that children residing at the development site will be educated at Hopeman Primary School to the northeast of the site.
- 4.26. Hopeman Primary School is located on the east side of the village and has approximately 250 registered pupils. The catchment area includes Hopeman and nearby villages of Duffus and Cummingston.

- 4.27. As highlighted, the development will introduce a new crossing facility on Forsyth Street supporting access to the existing footway on the northern side of the carriageway. Approximately 170m east of the site, the footway on the northern carriageway of Forsyth Street connects with the footway on the western side of School Road. Pedestrians will require to cross minor junctions to reach School Road, but dropped kerb crossing facilities are present at both locations. The footway on School Road routes north terminating at a crossing point on Mid Street which connects the site to the Hopeman School gate. The route is less and 450m in length and well within the recommended walking distance of 1,600m to local facilities as outlined within PAN75.

Cycle Infrastructure

Existing

- 4.28. The residential nature of the surrounding road network is conducive to cycling with low vehicle speeds, generally 30mph speed restrictions, and low volumes of traffic.
- 4.29. Circa 4km south of the development site, National Cycle Route 1, Dover to the Shetland Islands, NCR1, intersects the B9013 south of Bank of Roseisle. The route provides access to the centre of Elgin in the east and Forres, Nairn and Inverness in the west. This cycle network runs along a combination of off-road and on-road routes, including the A96 Trunk Road.
- 4.30. The local Moray core path network also operates as shared cycle paths / footpaths. As previously described, there are several on and off-road core path / cycle routes within the village. Forsyth Street, along the development frontage, is detailed as a promoted path for cyclists. The paths connect the village with Burghead in the west and Lossiemouth in the east.
- 4.31. *Figure 6*, walking isochrones, indicates areas that can be reached within a 1,600m catchment of the development site, which equates to less than an 8 minute cycle time, indicating that cycling would be an attractive mode of travel for staff / customers accessing the site from the local residential areas. In addition, Lossiemouth and Elgin are within a circa 10km catchment of the development site, which equates to a cycle time of between 30 – 40 minutes which will be attractive to many of the residents accessing local employment centres.

Proposed

- 4.32. Results from the multi-modal assessment indicate that the development is likely to increase the number of cycling trips on the local road network by 2 movements during the AM peak period and 5 movements during the PM commuter peak. However, with the introduction of connections to cycling facilities and the promotion of a Travel Pack it is considered that cycling will be more attractive to residents than the multi-modal assessment suggests. The key cycle destinations from the residential site will be to education, amenities or public transport facilities for multi-modal travel.
- 4.33. Cycle parking for the retail unit will be provided in the form of three Sheffield Cycle Stands at the rear of the building which exceeds the minimum requirements detailed within Moray Council's Parking Standards. It is envisaged that these facilities will also support any demand from the small light industrial unit.
- 4.34. Secure and covered cycle parking for the residential element of the site will be provided at the rear of the buildings adjacent to the bin stores.

4.35. Based on the existing cycle opportunities, connections to cycle routes in the area and nature of the local road network, it is considered that the anticipated demand for cycling can be adequately accommodated.

Public Transport

Existing

4.36. The site is ideally located to access public transport facilities within the local area with bus services within easy reach of the site. Bus stops are located on Forsyth Street directly adjacent to the site frontage and benefit from shelters and timetable information.

4.37. At present, Stagecoach Service 32 services operates in the immediate locale of the development site. Details of bus provision available at the stop surrounding the site is summarised within *Table 4* below.

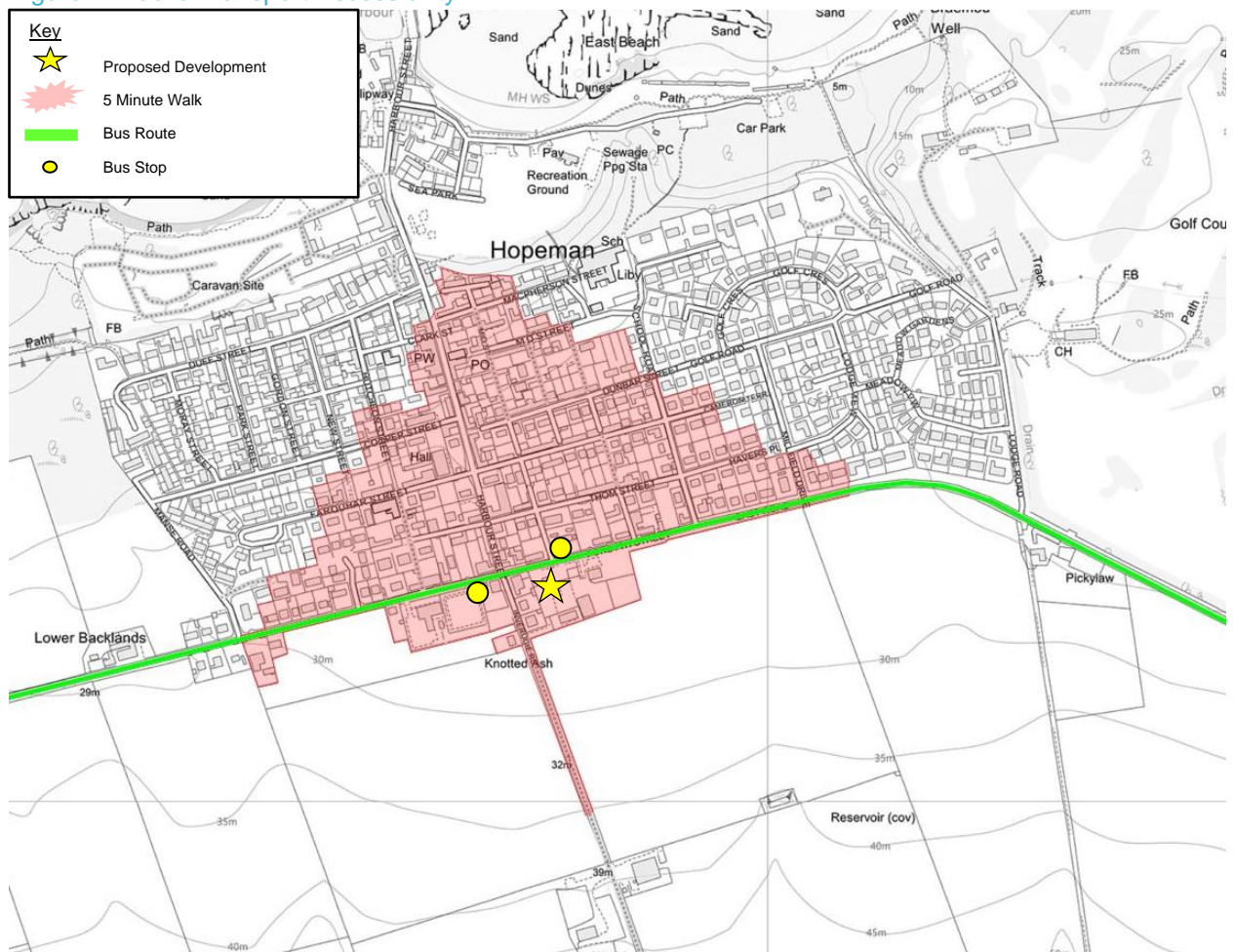
Table 4: Existing Bus Services

Operator	Service	Route	Frequency (mins)					
			Monday-Friday		Saturday		Sunday	
			Day	Night	Day	Night	Day	Night
Stagecoach	32	Elgin – Burghead	60	60	60	60	-	-

4.38. *Table 4* indicates that there is a regular service between Burghead and Elgin routing through Hopeman along Forsyth Street and past the front of the development site. As such, the services adjacent to the site provide an excellent service throughout the day and at evening during both the weekday and on a Saturday.

4.39. *Figure 7* indicates the location of public transport infrastructure in the vicinity of the site and the local bus routes.

Figure 7: Public Transport Accessibility



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Proposed

- 4.40. It is expected that there will be a regular demand for travelling by public transport to / from the development site during various times throughout the day, however, the largest demand will be associated with employment based trips. As a result, this public transport review focuses on the peak commuting periods, with up to 5 and 11 (two-way) trips estimated to be generated during the AM and PM peaks, respectively.
- 4.41. Given the location of the bus stops, and the residential settlements / employment centres accessible via these services, it is considered that the additional patronage generated by the development proposals can be easily accommodated by the existing provision.
- 4.42. It is considered that the available public transport within the area ensures that the development is located in an accessible area and will provide residents and staff with an alternative option to the private car, with timetables accommodating commuter travel.

Travel Plan Framework (Employment)

- 4.43. It is expected that a full travel plan will form a condition of any consent to ensure that relevant information reflective of Care Concerns specific operation and working conditions can inform the plan. The following provides a framework for a travel plan which will provide the basis for a full travel plan which will be completed in conjunction with MC.
- 4.44. 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.
- 4.45. 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.
- 4.46. 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'*
- 4.47. 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.
- 4.48. 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

- 4.49. 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.

Targets

- 4.50. 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.
- 4.51. The second form of target is aspirational and related to proportional changes in the travel modes used to access the site. Aspirational targets are not generally set in advance of the development opening as the modal split of staff for the retail 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.

- 4.52. The Travel Plan will be implemented by the end users, who will work in conjunction with MC and other interested parties in its continuing progression and be responsible for managing and implementing.

Initiatives

- 4.53. 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.

- 4.54. 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

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

Residential Travel Pack

- 4.56. Changes in travel behaviour can be further influenced through a Travel Plan, which involves the development of a set of mechanisms, initiatives and targets that will ultimately help to reduce the impact of travel.

- 4.57. The aim of travel plans, as outlined by Central Government guidelines, is to address potential means of reducing reliance on single-occupancy car use and encouraging the use of alternative forms of transport thus helping to reduce the impact of travel.

- 4.58. The value of school and workplace travel plans is now widely accepted and the majority of local authorities recognise the influence they can have on ensuring efficient travel planning in such environments. As it is now widely recognised that residents also benefit from an environment, which offers a wide range of public transport facilities and where intrusion by traffic is minimised, this concept is now being extended to residential developments, where it has become a vital tool in delivering sustainable communities.

- 4.59. Although a Travel Plan cannot be fully developed until the proposals are fully operational, a framework document can be used to establish the requirements of the Plan. The focus of this Residential Travel Plan is to help deliver a sustainable community and provide informed transport choices for residents.

- 4.60. 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 of residents;
- Reduce the need for unnecessary journeys;
- Reduction in overall mileage;

- Help improve the health and wellbeing of residents;
 - Accommodating those journeys that need to be made by car.
- 4.61. 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 developer, such as:
- Information on the 'on and off road' pedestrian network routes for residents, and include any maps;
 - Information on the local cycle network routes to residents, which will include any maps; and
 - Provide up-to-date public transport information including timetables and bus company contact information.
- 4.62. One such method of providing residents with the above information is through issue of a Welcome Pack, however, the preparation of such a package is ultimately the responsibility of the builder. It is hoped that making residents more aware of local public transport facilities by such measures will encourage a modal shift from the private car to more sustainable forms of transport.
- 4.63. The provision of a residential travel planning leaflet would require to be in line with Moray Council's expectations and this should provide details of sustainable accessibility, in terms of walking, cycling and public transport.
- 4.64. The leaflet should cover a range of users and function and include the following information:
- School children travelling to / from school (primary and secondary);
 - Disabled and elderly access;
 - Leisure routes in the vicinity of the site;
 - Access to the town centre; and
 - Access to local amenities, including convenience stores and shops.

Sustainable Travel Summary

- 4.65. 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 and cycling provision in the area is sufficient to accommodate the expected future demand from the site.
- 4.66. As part of the internal site design, connections to the existing footway networks are provided which link with existing public transport facilities enhancing connectivity with the surrounding area. A new crossing will be introduced on Forsyth Street to link the site with the wider residential area and public transport facilities on the opposite side of the carriageway. Finally, a travel plan will be developed for the employment elements of the site to encourage staff to travel by sustainable mode and a residential travel pack will be distributed to residents upon occupation of each property to highlight sustainable travel options and encourage a shift in mode choice.
- 4.67. The site is accessible to a range of sustainable modes of transport, integrates well with the surrounding residential area and is compliant with the principles of Designing Streets thereby ensuring that the site is compliant with the national and local policies highlighted within *Chapter 3*.

5. Vehicular Accessibility

- 5.1. The following presents a review of the surrounding road network and details how the likely level of private car use will be generated.

Surrounding Road Network

- 5.2. This section of the report describes the most likely routes vehicles will travel to the development site from residential settlements and from the site to places of education, work and recreation. The following provides an overview of the key route corridors.

Existing

- 5.3. *Figure 1, Site Location*, identifies the site, surrounding road network and its environs. The site is ideally located to access strategic transport links, such as, the B9040, B9012, B9013 and the A96(T).
- 5.4. The site is bound to the north by the B9040 Forsyth Street. Forsyth Street is a single carriageway road circa 6.5m in width operating in an east-west direction along the southern extent of the village. Subject to a 30mph speed restriction within the built-up area of Hopeman, the route hosts residential road characteristics, such as, frontage access, on-street parking and is a bus route, despite being of local distributor standard. Beyond the limits of the village the speed limit increases to national speed restriction and connects the village with Burghead in the west with Lossiemouth in the east.
- 5.5. The village of Hopeman has been developed around a traditional grid style road network with several of the interconnecting roads forming priority junctions with the B9040 on the northern side of the carriageway. The main street in Hopeman, Harbour Street, forms a cross-road priority junction with the B9040 Forsyth Street and Inverugie Road circa 30m west of the site.
- 5.6. Harbour Street, also a single carriageway road, penetrates the centre of the village and hosts many of the villages' local amenities and recreational facilities whilst also providing a link to the Harbour in the north.
- 5.7. The B9040 forms a priority junction with the B9013 St Aethans Road to the south of Burghead circa 2.5km west of the site. The B9013 is a single carriageway distributor road linking Burghead in the north with the A96 Trunk Road in the south. The A96 is the main arterial route in the area and provides the village with a link to Inverness in the west and Aberdeen in the east, via Elgin.
- 5.8. Alternative routes are available to the centre of Elgin, namely the B9012, which is also a single carriageway road subject to a 60mph speed restriction. The B9012 forms a priority junction with the B9040 less than 1,250m east of the site and routes through the village of Duffus before connecting with Morrision Road.
- 5.9. The road network surrounding the site provides directly links to the centre of the village and easy access to key distributor roads providing links to the trunk road network and the main surrounding employment centres.

Proposed

- 5.10. As described within *Chapter 2*, the current access arrangement to the site with Forsyth Street on the northern boundary will be reconfigured and a single priority junction introduced to replace the former access / egress layout. The proposed / replacement junction will be introduced as a standard priority junction towards the eastern area of the site with standard Designing Street visibility splays provided.

- 5.11. The priority junction will support a single carriageway spine road which will connect to a parking courtyard in the south west of the site via a priority junction. The main internal spine road will terminate in a T-Shaped turning head.
- 5.12. Reconfiguration of the site access will permit the introduction of 4 dropped kerb parking spaces at the rear of the footway on the eastern side of the proposed priority junction and a new delivery layby on the western side of the junction. The delivery / loading bay will be subject to a Traffic Regulation Order to restrict public parking and control delivery times.
- 5.13. Parking for the site will be provided internal either side of the access spine road and both sides of the parking aisle within the courtyard.
- 5.14. The proposed access arrangement including visibility splays is presented on Drawing 20044_003 contained within *Appendix A*.
- 5.15. There have been various local representations submitted to Moray Council commenting on the means of access to the site and the nature of the adjacent road network. The standard of Forsyth Street and the volume of through traffic on the route are mentioned within many of the representations.
- 5.16. A food store should be located on a primary route, such as, Forsyth Street, to ensure pass-by traffic can easily access the site without the need to significantly divert through residential streets. Furthermore, the background traffic on Forsyth Street is not, in road design terms, significant.
- 5.17. As previously mentioned, the site has an extant land use which benefits direct from Forsyth Street which ensures that the means of access is committed in planning terms. It is understood that a residential development is currently under construction to the west of the site which benefits from direct access from Forsyth Street, thereby further demonstrating direct access from Forsyth Street is appropriate

Development Traffic

- 5.18. The industry standard TRICS database has been utilised to determine an appropriate vehicle trip rate for the retail and residential elements of the proposals as presented in *Tables 5 & 6* below and overleaf. A copy of the TRICS output is contained within *Appendix C*. As detailed within *Chapter 4*, there are no similar light industrial / business type developments of a comparable size on the database, therefore, it is considered that any generation, particularly during the commuter peak periods associated with this element of the proposals with be negligible.
- 5.19. It is estimated that the site will generate in the region of 69 and 77 (two-way) vehicle movements during the weekday AM and PM peak hours, respectively, which are expected to coincide with the peak background traffic periods.

Table 5: Residential Development Traffic Generation

8 Residential Units	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	0.210	0.481	0.691	0.259	0.185	0.444
Traffic Generation	2	4	6	2	2	4

Table 6: Residential Development Traffic Generation

372msq Food Retail	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	8.665	8.350	17.015	10.240	9.413	19.653
Traffic Generation	32	31	63	38	35	73

- 5.20. As highlighted within the tables above, two-way traffic generation associated with the development site is estimated to be marginally over 1 two-way vehicle movement every minute, on average, during the peak periods.
- 5.21. In addition, the site previously operated as a service station / garage which generated vehicle traffic at peak times. As the service station / garage will be removed to accommodate the mixed-use development the traffic associated with this use is considered 'committed' on the road network which would considerably reduce the nett increase of traffic on the road network as a result of the development proposals.
- 5.22. On the basis, MC confirmed within the consultation response, by the request for a Transport Statement, that a full assessment and detailed capacity analysis was not necessary.

Accident Review

- 5.23. When considering an appropriate access arrangement, consideration is given to the adjacent route network. As part of the consideration process, a review of Crashmap.com was undertaken to determine whether there were any safety issues surrounding the site. The review highlighted that there has only been one collision reported in the past 5 years on the B9040. The accident took place circa 400m east of the site and involved 3 vehicles. There were two slight injuries associated with the collision, which is considered to be caused by driver error.
- 5.24. The above review confirms that there are no safety issues with the current network arrangement in the vicinity of the site. Furthermore, the development proposals will rationalise the access points on the site, effectively improving road safety.

Construction Traffic Management Plan

- 5.25. Generally, the chosen haulage route is the shortest available to the strategic road network and focuses on trunk / distributor standard roads which are suitable to accommodate construction traffic vehicles. At this stage the specific construction route is unknown, but all routes to / from the A96 will be considered in due course.
- 5.26. Immediately upon commencement of the construction, all deliveries, operatives and visitors to the construction site will report to the site office. This will be communicated to all works contractors at their pre-start meeting. They will be informed by site staff of emergency procedures, assembly points, First Aid, site rules, etc.
- 5.27. Manned traffic management procedures will be adopted when very large loads are delivered to site. This is only for exceptional items and these movements will only occur occasionally and will be minimised, where possible.

- 5.28. Construction vehicles will be managed by the Project Manager overseeing direction of the project and by the Site Supervisor responsible for on-site activities. Contact details for both the Project Manager and Site Supervisor shall be provided to MC prior to works commencing and made visible on the site security hoarding.
- 5.29. Security hoarding around access points will be periodically inspected for damage by the site manager and remedial maintenance will be carried out if necessary.
- 5.30. Large vehicle deliveries will be coordinated directly between the project team and the supplier. Deliveries to the site by vehicles in excess of 3.5 tonnes will only be carried out between the hours of 09:00 and 17:00 Monday to Friday, and 08:00 to 13:00 on Saturday, however will be coordinated to avoid conflict with school opening and closing time periods.
- 5.31. All subcontractors will stipulate to the site manager their vehicle size, times for deliveries, access route and site access arrangement prior to delivery.
- 5.32. Deliveries will be restricted to site working hours as set out above or otherwise agreed with MC to reduce disruption to local residents and businesses.
- 5.33. Banksman will be provided for all HGV movements into and out of the site to minimise the potential impact on the public highway.
- 5.34. Wheel washing facilities are to be provided. These will be located on the egress of the site on an area of hard standing concrete. Jet washing wheels will be carried out by a traffic marshal or contracted labour.
- 5.35. The developer will ensure that the roads and footways surrounding the site are swept on a daily basis. This process is to ensure that any debris or dirt from the construction vehicles avoids getting transferred around the road network.
- 5.36. The owner will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices.
- 5.37. The main contractor and sub-contractors will subscribe to the "Considerate Contractors Scheme" and adhere to the guidelines set out by the scheme.

Vehicular Accessibility Summary

- 5.38. In summary, the nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

6. Summary & Conclusions

Summary

- 6.1. ECS Transport Planning Limited has been commissioned by Springfield Real Estate Management Ltd to produce a Transport Statement in support of a proposed mixed-use development with associated parking on the Hopeman Service Station site adjacent to the B9040 Forsyth Street, Hopeman.
- 6.2. The proposals seek permission to demolish the existing service station and garage, and construct a small food retail convenience store, a light industrial / commercial starter unit and 2 no. blocks of residential dwellings containing a total of 8 cottage flats with associated access, servicing and parking facilities.
- 6.3. This report examines the key transportation issues and access opportunities associated with all modes of travel from development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area, where necessary.
- 6.4. The findings of this study are based on a review the comments provided by Moray Council's Transport Planning Department (MC) within a consultation response to the planning application, a site visit, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning polices, including 'Designing Streets'.
- 6.5. The development content will comprise of the following:-
 - 372msq Gross Floor Area (GFA) Food Retail (Convenience Store);
 - 112msq GFA Light Industrial / Business Use (Starter Business); and
 - 8 cottage flats split equally between two blocks.
- 6.6. The site frontage will be reconfigured, with the access arrangement condensed and footway on the southern side of the carriageway reinstated. The large existing egress at the western side of the site will be removed and a new standard priority junction introduced to replace the eastern access. A new delivery / loading layby will be created on the southern side of Forsyth Street to the west of the enhanced site access with the footway routing around the rear. In addition to the proposed delivery bay, 4 new car parking spaces will be introduced on the northern western boundary at the rear of the footway accessible via dropped kerb.
- 6.7. The site access junction will provide a route to the central area of the site with parking located either side. The internal road will be introduced in T-Shaped arrangement to support larger vehicle turning manoeuvres. The minor section of the internal T-Shaped arrangement will operate as a parking courtyard and will host parking facilities either side.
- 6.8. The light industrial unit will be positioned to the east of the access junction directly south of the 4 proposed site frontage parking spaces and east of the site spine road. The convenience retail store will be located on the northern boundary of the site, to the south of the proposed delivery loading bay. To the south of the access roads and parking facilities, the cottage flats will sit on the southern boundary side by side.
- 6.9. Pedestrian access to the site will be provided from the northern boundary via Forsyth Street. A new dropped kerb crossing with tactile paving will be introduced between the enhanced site access junction and the proposed frontage car parking spaces. Access to the light industrial unit will be via an entrance on the

northern elevation which will front the footway, as will access to the retail unit with entrance directly south of the delivery bay.

- 6.10. A zebra crossing will be introduced within the private internal spine road to support pedestrians crossing the minor arm of the junction. Access to the residential cottage flats will be introduced via a footway between the retail building and the parking bays on the western side of the site spine road. Another zebra crossing will be introduced over the parking court providing access to a surfaced area around the perimeter of both flatted buildings.
- 6.11. A people trip assessment of the development proposals has been undertaken for all modes of travel which confirms that the walking, cycling and public transport provision in the area is excellent and sufficient to accommodate the expected future demand. The development will be designed to link to the existing transport infrastructure and encourages access by all modes.
- 6.12. The nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

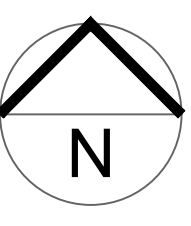
Conclusions

- 6.13. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate effectively with 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, therefore, in transportation terms, this Transport Statement demonstrates that the proposed development satisfies all policy requirements.

APPENDICES

A. Site Layout

Important notes for clients / contractors
 No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced, in any way without express written consent.



PLANNING

- LEGEND:**
- - - SITE BOUNDARY. AREA: 2693m² / 0.67 ACRES
 - TARMAC ROADS.
 - TARMAC FOOTPATHS.
 - BLOCK PAVIORS.
 - CONCRETE SLAB.
 - STONE CHIPPINGS.
 - GRASSED AREAS.
 - PAVING SLABS.
 - ← - - - PEDESTRIAN ACCESS TO RETAIL / RESIDENTIAL.
 - ← - - - PEDESTRIAN ACCESS TO RESIDENTIAL ONLY.
 - ← - - - SERVICE YARD / DELIVERY ACCESS.

Rev.	Date	Remarks	By	Ch.
B	03.07.2020	Amendments to suit top.	BRL	
A	30.06.2020	Scheme revised for Planning	BRL	

SREM

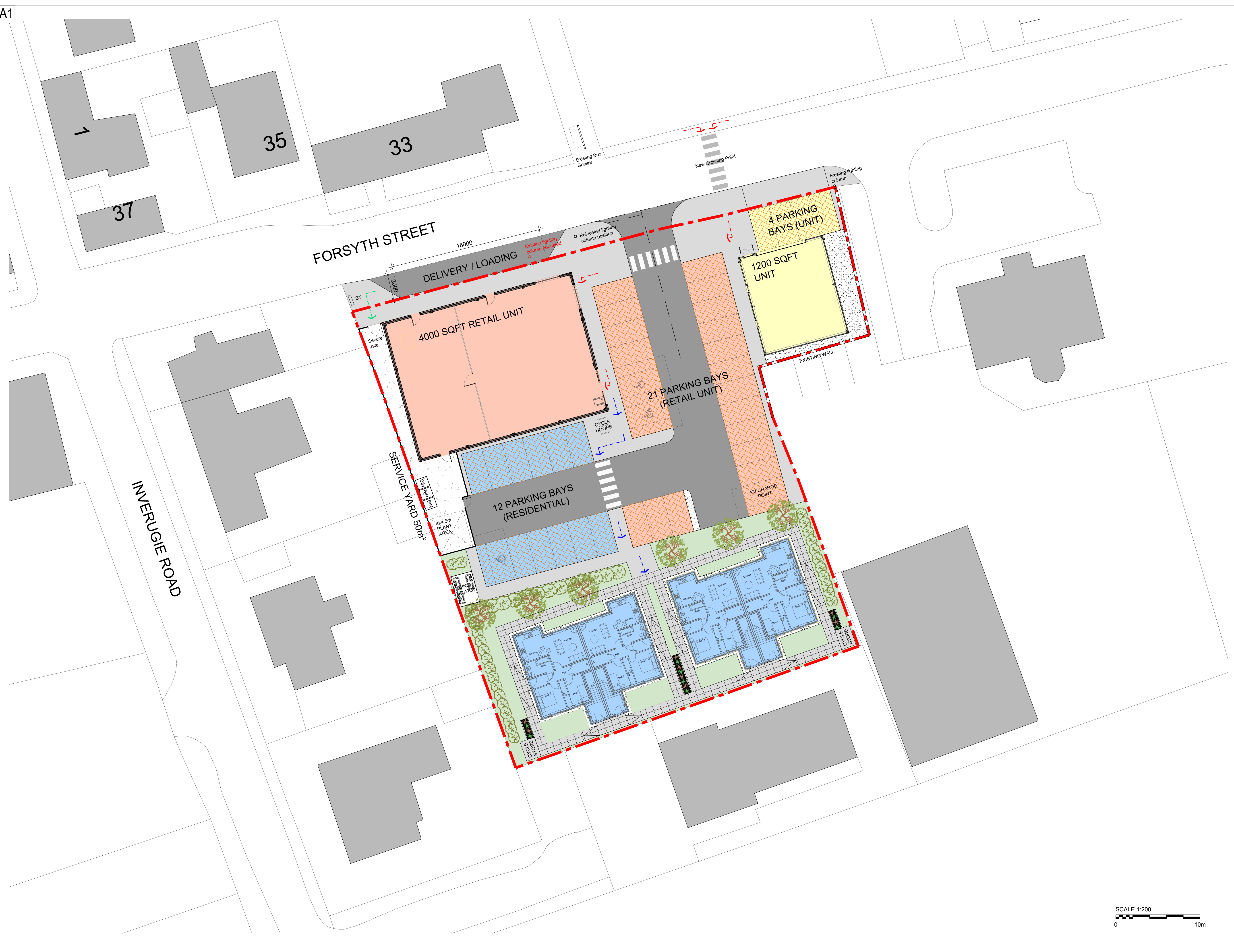
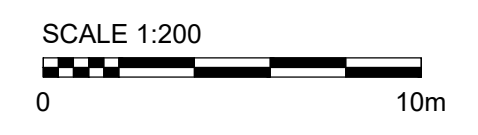
SPRINGFIELD REAL ESTATE
MANAGEMENT LTD

4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

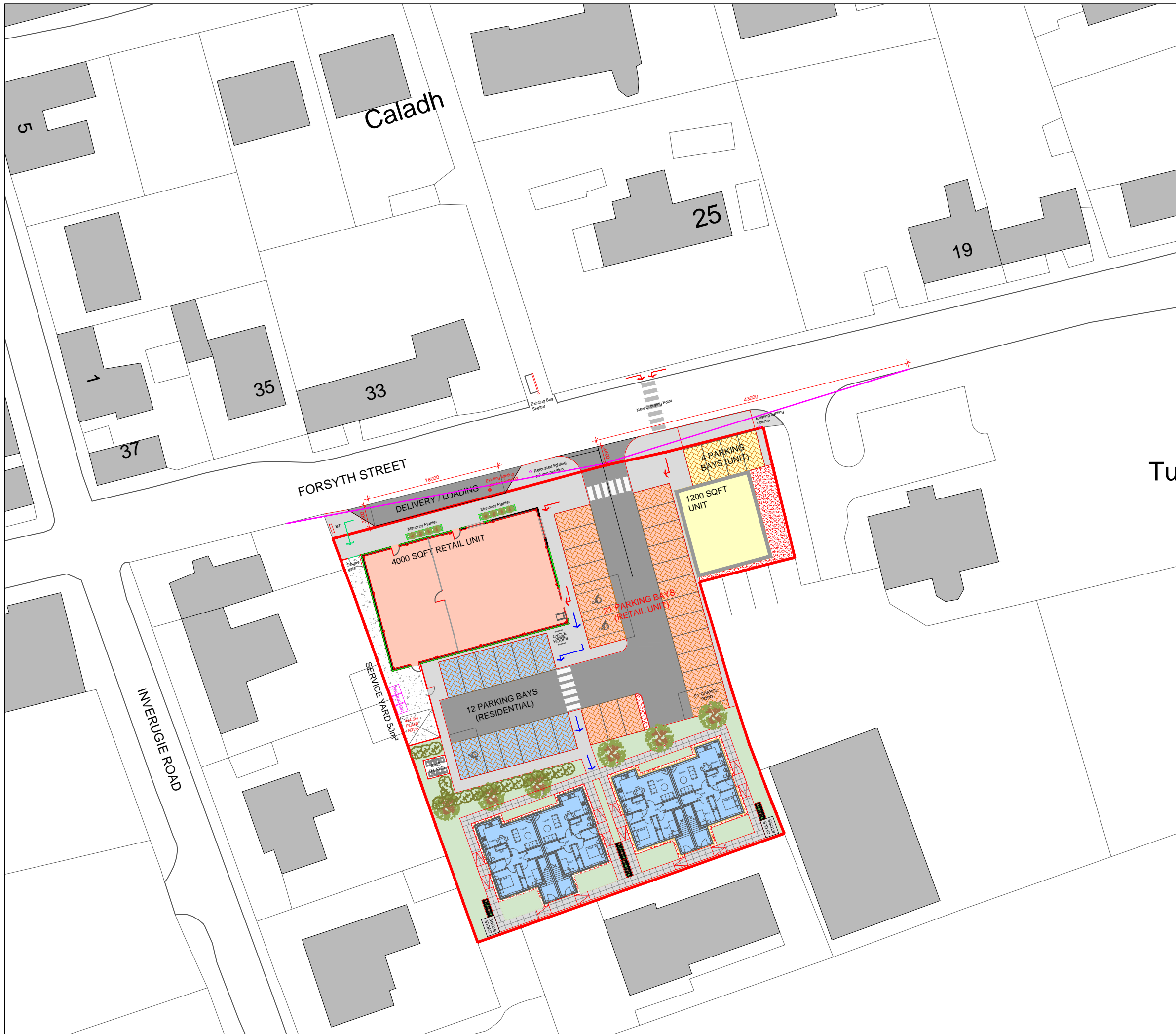
Project
 RETAIL UNIT, STARTER UNIT & FLATS
 FORSYTH STREET
 HOPEMAN

Drawing
 PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
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L-003		B	



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Notes:-

Visibility Splay 2.4m x 43m —————

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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 38 Queen Street
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 G1 3DX



Telephone: 0844 443 0934
 Email: info@ecstransport.co.uk

Client

**SPRINGFIELD REAL ESTATE
 MANAGEMENT LTD**

Project **PROPOSED MIXED USE
 DEVELOPMENT, FORSYTH
 STREET, HOPEMAN**

Title

**INDICATIVE ACCESS
 ARRANGEMENT**

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
1:500	10.07.20

Project No.	Drawing No.	Rev
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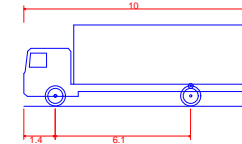
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	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Approval	<input type="checkbox"/> As Built

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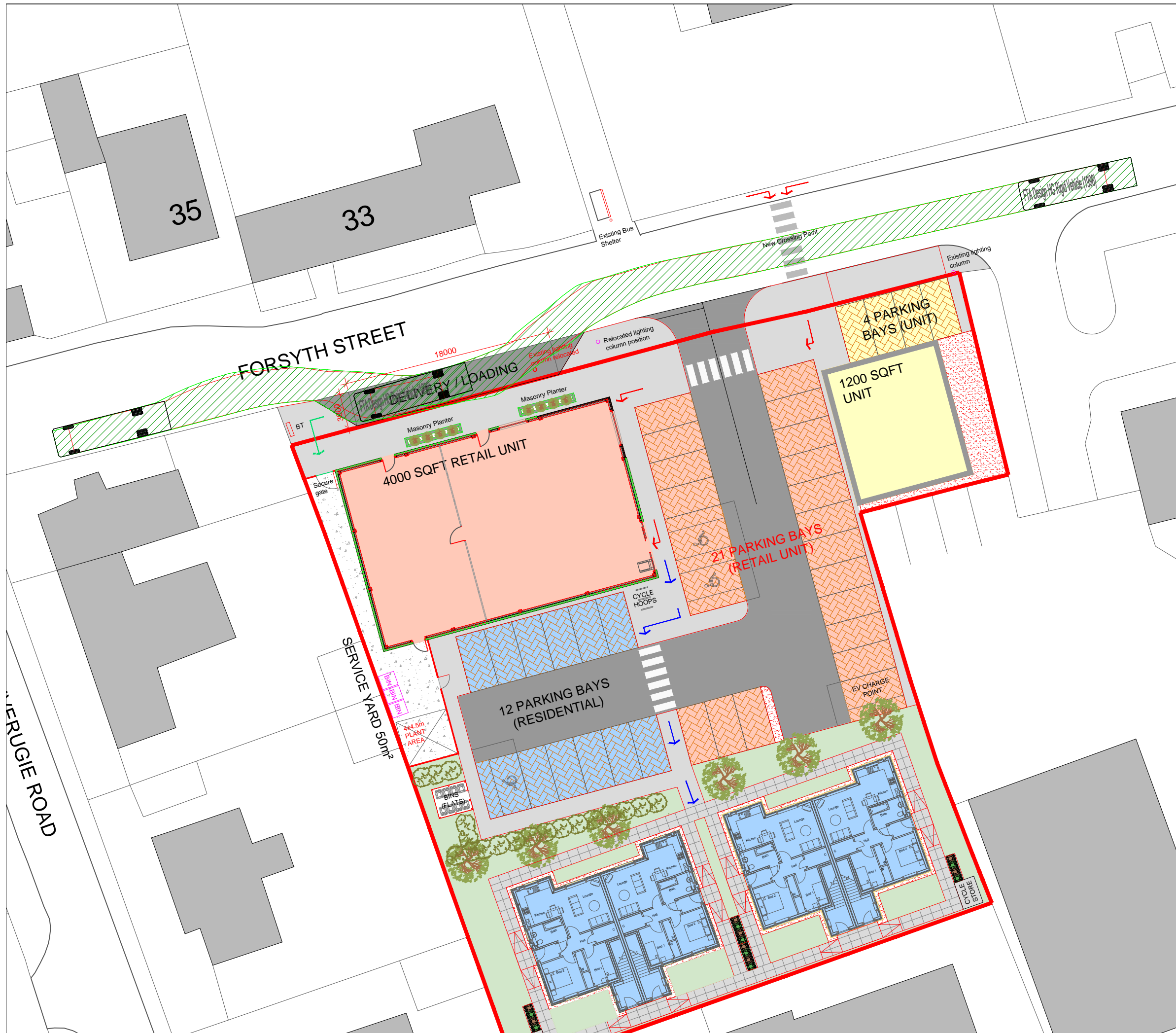
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B. Vehicle Swept Paths

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FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
-----	------	------------	-------	-----	-----

ECS Transport Planning Ltd
 Centum Offices
 38 Queen Street
 Glasgow
 G1 3DX



Telephone: 0844 443 0934
 Email: info@ecstransport.co.uk

Client

**SPRINGFIELD REAL ESTATE
 MANAGEMENT LTD**

Project **PROPOSED MIXED USE
 DEVELOPMENT, FORSYTH
 STREET, HOPEMAN**

Title

**SERVICE VEHICLE SWEEP
 PATHS**

Team	Drawn	Checked	Approved
-	SS	MS	MS

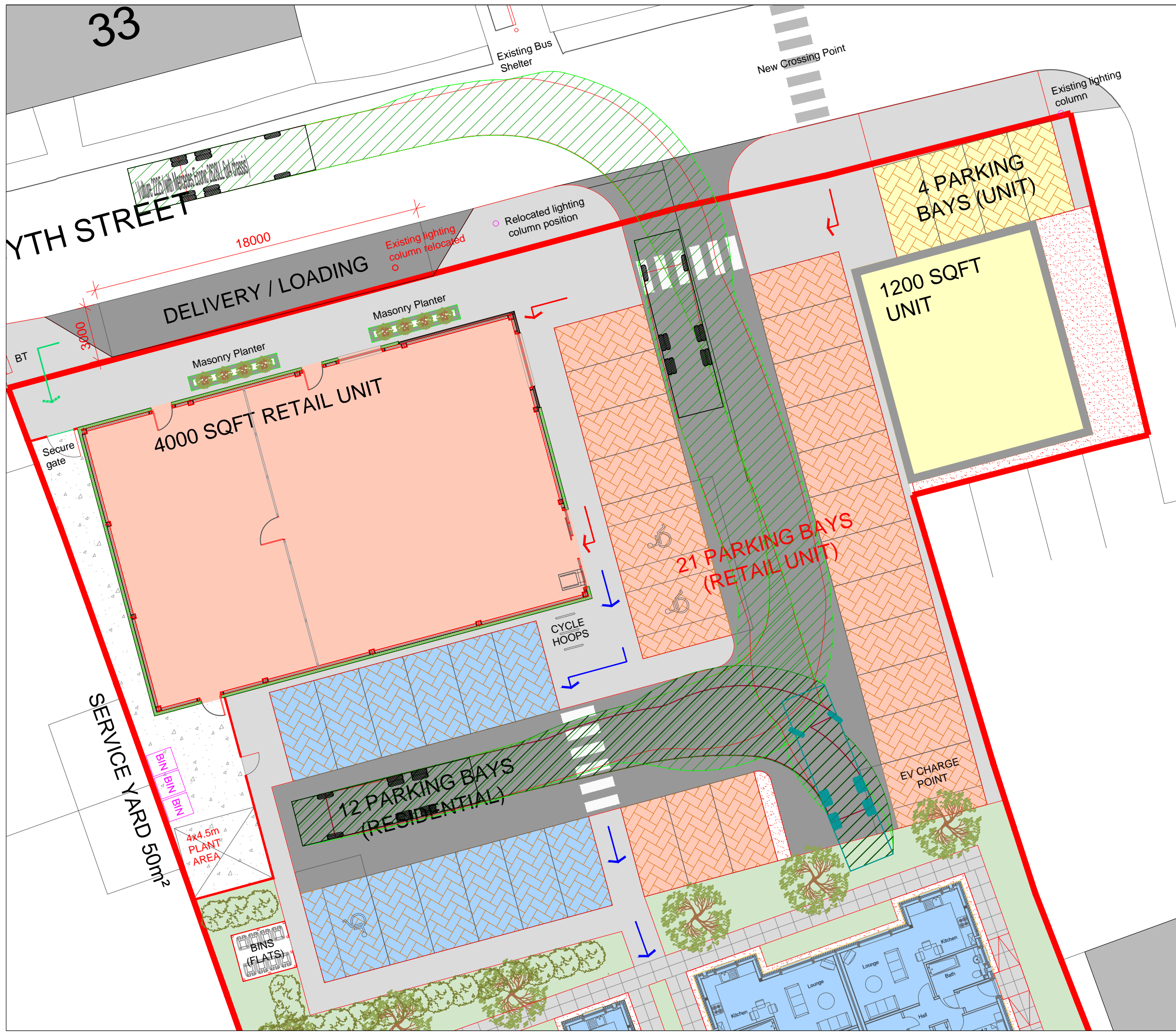
Scale @ A3	Date
N.T.S	10.07.20

Project No.	Drawing No.	Rev
20044	20044_002	-

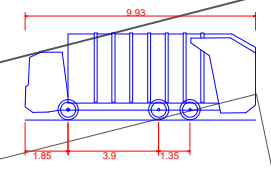
Purpose of Issue	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Tender	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Approval	<input type="checkbox"/> As Built

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Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)
 Overall Length 9.930m
 Overall Width 2.490m
 Overall Body Height 3.749m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 9.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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ECS Transport Planning Ltd
 Centum Offices
 38 Queen Street
 Glasgow
 G1 3DX



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Client
SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project
PROPOSED MIXED USE DEVELOPMENT, FORSYTH STREET, HOPEMAN

Title
REFUSE VEHICLE SWEEP PATHS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3
N.T.S

Date
10.07.20

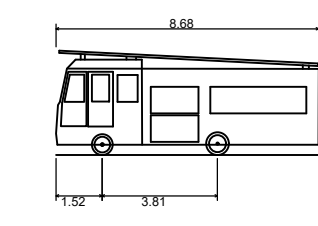
Project No.
20044

Drawing No.
20044_001

Rev
-

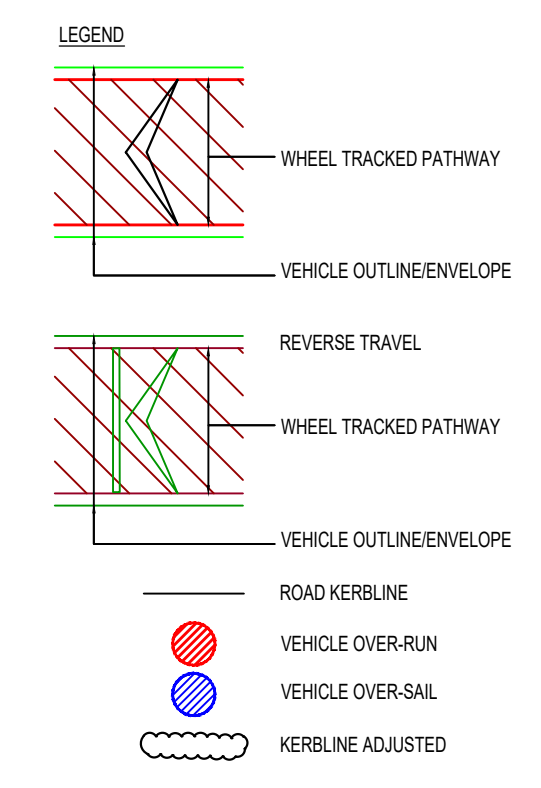
Purpose of Issue
 Preliminary
 For Tender
 For Construction
 For Information
 For Approval
 As Built

Important notes for clients / contractors
 No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to the office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced, in any way without express written consent.

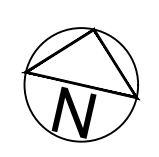


DB32 Fire Appliance
 Overall Length 8.680m
 Overall Width 2.150m
 Overall Body Height 3.452m
 Min Body Ground Clearance 0.337m
 Max Track Width 2.121m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 7.810m

NOTES:
 1. SITE MEASUREMENTS OR VEHICLE TRACKING SHOULD BE ASSESSED ON A LARGE SCALE ENGINEERING TOPOGRAPHICAL SURVEY OR ARCHITECTS PRECISION LAYOUTS TO VERIFY THAT ADEQUATE CLEARANCES CAN BE ACHIEVED.



A1



PLANNING

Rev	Date	Remarks	By	Ch.
Revisions				

SREM

SPRINGFIELD REAL ESTATE
 MANAGEMENT LTD

4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
 0131 541 0133

Project
 RETAIL UNIT, STARTER UNIT AND FLATS
 FORSYTH STREET
 HOPEMAN

Drawing
 VEHICLE SWEEP PATH

Scale	Date	Drawn by	Checked by
1:250	08.07.20	PD	

Drawing no.	Rev
10045-C-401	

C. Census / TRICS / Multi-Modal



C11
Scotland's Census 2011 - National Records of Scotland Table QS702SC - Method of travel to work or study (1) All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census
Datazone 2011 by Transport to place of work or study by Term-time Address (Indicator) and In education or employment
Counting: Person

Filters:
 Default Summation Person
 Term-time Address Resident
 In education or emp; In education or employment - Part time students

Transport to place of work or study	All people	Work or study mainly at or from	Underground, metro, light rail or	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Datazone 2011												
S01011143	630	56	2	24	80	3	279	36	3	10	103	34
S01011144	518	52	0	19	70	6	237	46	2	8	69	9

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

1148	108	2	43	150	9	516	82	5	18	172	43
1040	9.41%	0.19%	4.13%	14.42%	0.87%	49.62%	7.88%	0.48%	1.73%	16.54%	4.13%

20044 Forsyth Street, Hopeman

Hopeman - All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census

Total People	Works or studies mainly at or from home	Not currently working or studying	Underground, tube, metro or light rail	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	TOTAL
1148	108		2	43	150	9	516	82	5	18	172	43	1040
			0.19%	4.13%	14.42%	0.87%	49.62%	7.88%	0.48%	1.73%	16.54%	4.13%	100.00%

Residential Vehicle Trips Only

	IN	OUT	TOTAL
AM	2	4	6
PM	2	1	4

Residential People Trips Only

	IN	OUT	TOTAL
AM	3	8	11
PM	4	3	7

		Underground	Train	Bus	Taxi	Car Driver	Passenger	M/cycle	Bicycle	Foot	Other	Total
AM	IN	0	0	0	0	2	0	0	0	1	0	3
	OUT	0	0	1	0	4	1	0	0	1	0	8
	TOTAL	0	0	2	0	6	1	0	0	2	0	11
PM	IN	0	0	1	0	2	0	0	0	1	0	4
	OUT	0	0	0	0	1	0	0	0	0	0	3
	TOTAL	0	0	1	0	4	1	0	0	1	0	7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA SF SUFFOLK	1 days
05	EAST MIDLANDS LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	1 days
08	NORTH WEST CH CHESHIRE	2 days
11	SCOTLAND AG ANGUS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 7 to 24 (units:)
 Range Selected by User: 5 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Tuesday	4 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	6 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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 6 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	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
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	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	3 days
1.1 to 1.5	3 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:

Yes	1 days
No	5 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7		
	<i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
2	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH	DETACHED	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11		
	<i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24		
	<i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
4	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22		
	<i>Survey date: TUESDAY 18/09/12</i>		<i>Survey Type: MANUAL</i>
5	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10		
	<i>Survey date: WEDNESDAY 10/05/17</i>		<i>Survey Type: MANUAL</i>
6	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7		
	<i>Survey date: TUESDAY 23/10/12</i>		<i>Survey Type: MANUAL</i>

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/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.074	6	14	0.395	6	14	0.469
08:00 - 09:00	6	14	0.210	6	14	0.481	6	14	0.691
09:00 - 10:00	6	14	0.198	6	14	0.222	6	14	0.420
10:00 - 11:00	6	14	0.123	6	14	0.123	6	14	0.246
11:00 - 12:00	6	14	0.136	6	14	0.123	6	14	0.259
12:00 - 13:00	6	14	0.185	6	14	0.160	6	14	0.345
13:00 - 14:00	6	14	0.148	6	14	0.210	6	14	0.358
14:00 - 15:00	6	14	0.198	6	14	0.247	6	14	0.445
15:00 - 16:00	6	14	0.222	6	14	0.173	6	14	0.395
16:00 - 17:00	6	14	0.259	6	14	0.185	6	14	0.444
17:00 - 18:00	6	14	0.259	6	14	0.136	6	14	0.395
18:00 - 19:00	6	14	0.148	6	14	0.074	6	14	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.160			2.529			4.689

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.

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Parameter summary

Trip rate parameter range selected: 7 - 24 (units:)
Survey date range: 01/01/12 - 25/09/19
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 292 to 539 (units: sqm)
 Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 07/04/17

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

Selected survey days:

Monday	3 days
Friday	4 days

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

Selected survey types:

Manual count	7 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local 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	6
High Street	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:

A1 7 days

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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000 1 days
 25,001 to 50,000 1 days
 100,001 to 125,000 1 days
 125,001 to 250,000 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days
 1.1 to 1.5 3 days

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

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 7 days

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

Travel Plan:

No 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	DH-01-O-01 132 STATION LANE HARTLEPOOL SEATON CAREW Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 469 sqm <i>Survey date: MONDAY 26/11/12</i>	SAINSBURY'S LOCAL DURHAM	<i>Survey Type: MANUAL</i>
2	NF-01-O-01 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 298 sqm <i>Survey date: FRIDAY 26/10/12</i>	TESCO EXPRESS NORFOLK	<i>Survey Type: MANUAL</i>
3	NY-01-O-03 FOREST ROAD NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm <i>Survey date: MONDAY 19/09/16</i>	CO-OPERATIVE NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
4	SY-01-O-02 ECCLESALL ROAD SHEFFIELD Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 306 sqm <i>Survey date: FRIDAY 14/12/12</i>	SAINSBURY'S LOCAL SOUTH YORKSHIRE	<i>Survey Type: MANUAL</i>
5	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 330 sqm <i>Survey date: FRIDAY 07/04/17</i>	CO-OPERATIVE TYNE & WEAR	<i>Survey Type: MANUAL</i>
6	WL-01-O-01 THE CIRCLE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm <i>Survey date: FRIDAY 23/09/16</i>	ONE STOP WILTSHIRE	<i>Survey Type: MANUAL</i>
7	WY-01-O-02 AINSTY ROAD WETHERBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 539 sqm <i>Survey date: MONDAY 26/09/16</i>	CO-OPERATIVE WEST YORKSHIRE	<i>Survey Type: MANUAL</i>

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	381	4.203	3	381	4.028	3	381	8.231
07:00 - 08:00	7	363	7.759	7	363	7.247	7	363	15.006
08:00 - 09:00	7	363	8.665	7	363	8.350	7	363	17.015
09:00 - 10:00	7	363	6.341	7	363	5.711	7	363	12.052
10:00 - 11:00	7	363	6.144	7	363	6.065	7	363	12.209
11:00 - 12:00	7	363	5.317	7	363	5.553	7	363	10.870
12:00 - 13:00	7	363	7.995	7	363	7.404	7	363	15.399
13:00 - 14:00	7	363	5.790	7	363	5.632	7	363	11.422
14:00 - 15:00	7	363	6.735	7	363	6.617	7	363	13.352
15:00 - 16:00	7	363	7.562	7	363	7.838	7	363	15.400
16:00 - 17:00	7	363	9.059	7	363	8.074	7	363	17.133
17:00 - 18:00	7	363	10.240	7	363	9.413	7	363	19.653
18:00 - 19:00	7	363	11.422	7	363	11.934	7	363	23.356
19:00 - 20:00	7	363	8.153	7	363	9.137	7	363	17.290
20:00 - 21:00	6	375	3.738	6	375	5.296	6	375	9.034
21:00 - 22:00	6	375	2.804	6	375	3.249	6	375	6.053
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			113.846			114.107			227.953

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

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Parameter summary

Trip rate parameter range selected:	292 - 539 (units: sqm)
Survey date range:	01/01/12 - 07/04/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	381	0.438	3	381	0.350	3	381	0.788
07:00 - 08:00	7	363	0.433	7	363	0.394	7	363	0.827
08:00 - 09:00	7	363	0.315	7	363	0.315	7	363	0.630
09:00 - 10:00	7	363	0.197	7	363	0.158	7	363	0.355
10:00 - 11:00	7	363	0.118	7	363	0.079	7	363	0.197
11:00 - 12:00	7	363	0.158	7	363	0.158	7	363	0.316
12:00 - 13:00	7	363	0.315	7	363	0.276	7	363	0.591
13:00 - 14:00	7	363	0.118	7	363	0.197	7	363	0.315
14:00 - 15:00	7	363	0.315	7	363	0.315	7	363	0.630
15:00 - 16:00	7	363	0.433	7	363	0.473	7	363	0.906
16:00 - 17:00	7	363	0.709	7	363	0.512	7	363	1.221
17:00 - 18:00	7	363	0.630	7	363	0.630	7	363	1.260
18:00 - 19:00	7	363	0.709	7	363	0.591	7	363	1.300
19:00 - 20:00	7	363	0.433	7	363	0.354	7	363	0.787
20:00 - 21:00	6	375	0.089	6	375	0.267	6	375	0.356
21:00 - 22:00	6	375	0.134	6	375	0.134	6	375	0.268
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			5.544			5.203			10.747

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

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	381	3.415	3	381	3.327	3	381	6.742
07:00 - 08:00	7	363	7.168	7	363	6.144	7	363	13.312
08:00 - 09:00	7	363	9.492	7	363	8.862	7	363	18.354
09:00 - 10:00	7	363	7.680	7	363	6.656	7	363	14.336
10:00 - 11:00	7	363	7.168	7	363	6.932	7	363	14.100
11:00 - 12:00	7	363	7.917	7	363	7.562	7	363	15.479
12:00 - 13:00	7	363	8.232	7	363	7.956	7	363	16.188
13:00 - 14:00	7	363	9.137	7	363	9.571	7	363	18.708
14:00 - 15:00	7	363	8.822	7	363	9.098	7	363	17.920
15:00 - 16:00	7	363	12.288	7	363	11.579	7	363	23.867
16:00 - 17:00	7	363	9.965	7	363	10.358	7	363	20.323
17:00 - 18:00	7	363	10.752	7	363	10.595	7	363	21.347
18:00 - 19:00	7	363	11.737	7	363	11.776	7	363	23.513
19:00 - 20:00	7	363	10.004	7	363	11.461	7	363	21.465
20:00 - 21:00	6	375	7.299	6	375	7.655	6	375	14.954
21:00 - 22:00	6	375	6.231	6	375	7.076	6	375	13.307
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			137.307			136.608			273.915

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

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	381	0.000	3	381	0.000	3	381	0.000
07:00 - 08:00	7	363	0.197	7	363	0.079	7	363	0.276
08:00 - 09:00	7	363	0.394	7	363	0.354	7	363	0.748
09:00 - 10:00	7	363	0.315	7	363	0.236	7	363	0.551
10:00 - 11:00	7	363	0.630	7	363	0.670	7	363	1.300
11:00 - 12:00	7	363	0.354	7	363	0.315	7	363	0.669
12:00 - 13:00	7	363	0.315	7	363	0.551	7	363	0.866
13:00 - 14:00	7	363	0.236	7	363	0.197	7	363	0.433
14:00 - 15:00	7	363	0.591	7	363	0.433	7	363	1.024
15:00 - 16:00	7	363	0.315	7	363	0.315	7	363	0.630
16:00 - 17:00	7	363	0.236	7	363	0.158	7	363	0.394
17:00 - 18:00	7	363	1.260	7	363	1.339	7	363	2.599
18:00 - 19:00	7	363	0.709	7	363	0.591	7	363	1.300
19:00 - 20:00	7	363	0.158	7	363	0.197	7	363	0.355
20:00 - 21:00	6	375	0.089	6	375	0.089	6	375	0.178
21:00 - 22:00	6	375	0.045	6	375	0.045	6	375	0.090
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			5.844			5.569			11.413

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

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	381	8.406	3	381	7.968	3	381	16.374
07:00 - 08:00	7	363	16.857	7	363	15.163	7	363	32.020
08:00 - 09:00	7	363	20.520	7	363	19.575	7	363	40.095
09:00 - 10:00	7	363	15.794	7	363	13.864	7	363	29.658
10:00 - 11:00	7	363	14.927	7	363	14.376	7	363	29.303
11:00 - 12:00	7	363	14.691	7	363	14.533	7	363	29.224
12:00 - 13:00	7	363	17.881	7	363	17.093	7	363	34.974
13:00 - 14:00	7	363	16.266	7	363	16.660	7	363	32.926
14:00 - 15:00	7	363	17.290	7	363	17.290	7	363	34.580
15:00 - 16:00	7	363	22.450	7	363	22.135	7	363	44.585
16:00 - 17:00	7	363	22.686	7	363	21.583	7	363	44.269
17:00 - 18:00	7	363	25.167	7	363	24.262	7	363	49.429
18:00 - 19:00	7	363	28.082	7	363	28.279	7	363	56.361
19:00 - 20:00	7	363	20.835	7	363	23.119	7	363	43.954
20:00 - 21:00	6	375	12.639	6	375	14.953	6	375	27.592
21:00 - 22:00	6	375	10.191	6	375	11.660	6	375	21.851
22:00 - 23:00	1	469	2.772	1	469	3.625	1	469	6.397
23:00 - 24:00									
Total Rates:			287.454			286.138			573.592

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

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Springfield Real Estate Management (SREM) Ltd.

**Proposed Mixed Use Development
Forsyth Street, Hopeman**

Combined Stage 1 & 2 Road Safety Audit

Report No. D00041 – RSA2

4 Kempston Place
South Queensferry
Edinburgh,
EH30 9QW

Date: 18 January 2021



DOCUMENT CONTROL

Document: Combined Stage 1 & Stage 2 Road Safety Audit
Project: Proposed Mixed Use Development, Forsyth Street, Hopeman
Client: SREM
Job Number: D00041
File Origin: C:\DBC Projects\D00041 - Forsyth Street, Hopeman\Reports\Forsyth St Hopeman RSA St1_2 (For Issue).docx

Document Checking:

Primary Author	Richard Pearson	Initialled:	RP
Contributor		Initialled:	
Review By	Kevin Nicholson	Initialled:	KN

Issue	Date	Status	Checked for Issue
1	18 January 2021	For Issue	KN



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2	Items Raised at Previous Road Safety Audits	3
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4	Audit Team Statement.....	8

Appendices

Appendix A – List of drawings/documents provided

Appendix B – Location plan of problems identified

1 Introduction

- 1.1 This report results from a Combined Stage 1 & Stage 2 Road Safety Audit carried out on the proposed mixed-use development on the south side of Forsyth Street, Hopeman at the request of Springfield Real Estate Management (SREM) Ltd. on behalf of The Moray Council (TMC) as the Overseeing Organisation. The project comprises of a simple priority junction access (to replace the existing 2 former garage forecourt accesses) to access parking for 2 retail units and 8 residential apartments. As part of the proposal a crossing will be provided across Forsyth Street.
- 1.2 The scope of the Road Safety Audit is to review the access junction and internal layout of the proposed scheme.
- 1.3 A road safety audit brief was provided by SREM in the form of an instructional email containing design drawings, street engineering review and a Transport Statement. It is not general practice of TMC to approve the audit brief and audit team prior to an audit, however the audit is considered acceptable, so long as qualification criteria and process of national standard has been followed. The Audit Team accepted the brief.
- 1.4 This site is a former Garage/Petrol Filling Station. Forsyth Street is a long straight road subject to a 30-mph limit with footways and street lighting on both sides of the street at the location of the site. There is a bus stop directly opposite the site (eastbound) and westbound bus stops either side of the site.
- 1.5 An initial investigation of collision history of the location shows no collisions in the past 5 years in the immediate vicinity of the site.
- 1.6 The audit was carried out by the following:

Audit Team Leader

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Director, Drummond Black Consulting Ltd.
Edinburgh

Audit Team Member

Kevin Nicholson BSc CMaths MCIHT FSoRSA
HE Approved Certificate of Competency
Director, Nicholson Sloan Consultancy Limited

- 1.7 The audit took place during January 2021 and comprised of a desk top study of the plans and reports provided, which are listed in **Appendix A**. A site visit was also carried out at 12 noon on the 13th January 2021. The site visit was carried out by the Audit Team Leader alone as a result of COVID restrictions in place. At the time of the site visit it was overcast and the road surface was damp from earlier rain. Traffic was light.
- 1.8 The terms of reference of the audit are generally as described in DMRB Volume 5 Section 2 GG119 (Rev 2) "Road Safety Audit". As this standard is primarily focused on the strategic road network and TMC does not have its own standard, the Audit Team has followed guidance from the CIHT Guidelines for Road Safety Audit on implementing the standard as appropriate to this scheme. The points not followed in particular are the approval of audit team and brief (See para. 1.3) and the Audit Team deals directly with the Design Team and not the Overseeing Organisation.
- 1.9 The team has examined and reported only on the road safety implications of the scheme and has not examined or verified the compliance of the design to any other criteria. Reference may be made to certain design standards however this report is not intended to provide a design check. The team has examined and reported only on the road safety implications of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or the construction of the scheme.
- 1.10 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise the likelihood of a collision. The location of the site and the locations of any specific problems are referenced on the plans in **Appendix B**.



2 Items Raised at Previous Road Safety Audits

2.1 The Audit Team has not been advised of any previous Road Safety Audits on this scheme.

3 Items Raised at this Combined Stage 1 & Stage 2 Road Safety Audit

NON-MOTORISED USERS

3.1 PROBLEM

Location: Proposed crossing facilities.

Summary: The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.

Dropped kerbs and tactile paving are not shown with the proposed crossing facilities. Notwithstanding that the Local Highway Authority may have a policy to install dropped facilities only in areas of heavy pedestrian traffic, if these are not provided, wheelchair users could attempt to cross and find themselves stranded in the carriageway on the exit side, increasing the risk of collisions and of overturning. Visually impaired pedestrians could be confused as to where to cross, again increasing the risk of trips or of conflicts with vehicles.

RECOMMENDATION

It is recommended that dropped kerbs and tactile paving are provided at the crossing facilities.

3.2 PROBLEM

Location: Proposed Disabled parking.

Summary: Absence of dropped kerbs at disabled parking bays.

No kerbing details are shown on the design to indicate the location of the proposed dropped kerbs. It is not clear if a dropped kerb is to be provided adjacent to the disabled parking bays within the car park. The absence of dropped kerbs to assist mobility impaired users to gain access to the footway could be hazardous and result in trip and fall accidents as well as a risk of wheelchair users overturning.

RECOMMENDATION

It is recommended that dropped kerbs are provided adjacent to the disabled parking bays.

3.3 PROBLEM

Location: Westbound bus stops on Forsyth Street.

Summary: Absence of footway connections to westbound bus stops.

There is currently no direct footway connection to either of the westbound bus stops. The absence of provision could result in pedestrians walling on the carriageway or on the grass verge, risking being struck by a vehicle or risking trip and fall accidents.



Figure 1: Route to westbound bus stops

RECOMMENDATION

It is recommended that a direct footway connection is provided. It is understood that TMC have plans for a footway to the west of the site. The design team should discuss this with them and ensure this co-ordinates with the development proposals.

3.4 PROBLEM (read in conjunction with 3.5 below)

Location: Proposed crossing facilities on Forsyth Street.

Summary: Insufficient detail of proposed crossing.

The drawings (and Transport Statement) specify the provision of zebra crossing facilities, however, the drawings do not include full details of the required beacons and road markings for these types of crossing. The absence of markings and beacons can result in drivers failing to stop and colliding with pedestrians. The absence of zig-zag markings could also result in parking in close proximity of the crossing, restricting visibility.

RECOMMENDATION

It is recommended that the crossing is designed with the full markings and beacons as required for these crossing types.

3.5 PROBLEM (read in conjunction with 3.4 above)

Location: Proposed crossing facilities on the development access road.

Summary: The location of the crossing could increase the risk of collisions.

The Transport Statement and drawings identify a Zebra crossing for the access road. If this is installed to full specification, motorists will be obliged to give way to pedestrians once they have established precedence by stepping on to the crossing. This could result in drivers of long turning vehicles braking suddenly and overhanging the carriageway on Forsyth Street, with the attendant risk of collisions involving westbound vehicles.

RECOMMENDATION

It is recommended that the crossing point is installed as an informal facility.

3.6 PROBLEM

Location: Proposed Forsyth Street crossing.

Summary: Potential collisions with pedestrians and manoeuvring vehicles.

The proposed zebra crossing in close proximity to the access to the 4 parking bays could potentially create a risk of collisions between pedestrians and manoeuvring vehicles. The Audit Team are particularly concerned where vehicles may be reversing out of spaces where they could collide with pedestrians either on the crossing or on the footway. Visibility for these drivers may also be restricted by the wall to the east of the parking bays.

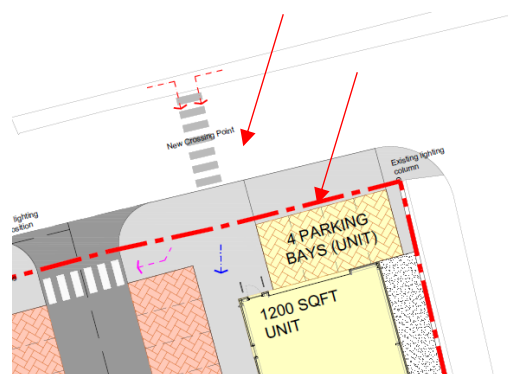


Figure 2: Parking Bays

RECOMMENDATION

It is recommended that the parking bays are moved directly adjacent to the carriageway with the footway behind. It is also recommended the crossing be relocated slightly east to allow space for a reversing car to not encroach onto the crossing point.

SIGNING, ROAD MARKINGS & LIGHTING

3.7 PROBLEM

Location: Proposed access and crossing on Forsyth Street

Summary: Increase in use and lack of junction and crossing warning signs could result in a variety of collision types at the crossing/ access junction.

As the junction proposals will facilitate an increase in use and with the introduction of a new controlled crossing, there is likely to be an increase in traffic turning into the access from Forsyth Street. With drivers not expecting this increase in turning movements, this could result in motorists following too close and with some hesitation, could result in rear shunt type collisions. In addition to this, drivers may not expect this level of traffic to emerge from the minor arm access. This could increase risk of side impact collisions. The introduction of the crossing with the absence of warning signs could increase risk of rear shunt collisions or vehicles overshooting the crossing and colliding with pedestrians.

RECOMMENDATION

It is recommended that advanced junction warning signs are provided on both approaches to the junction and crossing. A "New Road Layout Ahead sign" would appear to be the most appropriate.



4 Audit Team Statement

4.1 We certify that the terms of reference of the audit are generally in accordance with GG119 and additional guidance set out in CIHT guidelines for Road Safety Audit.

Audit Team Leader

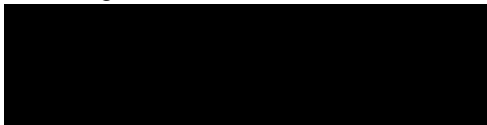
Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA 4 Kempston Place
HE Approved Certificate of Competency South Queensferry
Director, Drummond Black Consulting Ltd. Edinburgh
Signed: EH30 9QW
Tel: +44(0) 7866 851654



Date: 18 January 2021

Audit Team Member

Kevin Nicholson BSc CMaths MCIHT FSoRSA Cherry Tree Cottage
HE Approved Certificate of Competency Hayton
Director, Nicholson Sloan Consultancy Limited. Brampton
Signed: Cumbria
CA8 9HT



Date: 18 January 2021



Appendix A – List of drawings/documents provided



Appendix B – Location plan of problems identified

