Proposed Supplementary Guidance SG14

Ensuring a Choice of Access for New Developments

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Supplementary Guidance on Ensuring a Choice of Access for New Developments

1.0 Purpose of Guidance

1.1 The purpose of this Guidance is to set the framework for how the Council will consider the transport and access issues in relation to new development and changes of use where planning permission is required.

1.2 The objectives of the guidance are:

- to ensure that the travel demands of a new development are met in a manner which ensures a safe, realistic and convenient choice of access for all to development by:
  - Walking
  - Cycling
  - Public transport
  - Motor vehicles

- to ensure that the impact of development on the safety and efficiency of the transport networks are minimised.

1.4 This will assist in bringing forward good quality developments which also maximise choice of access and minimise congestion and pollution in Stirling. This will contribute to maintaining Stirling as an attractive location for work, living, shopping and leisure.

1.3 The requirements for all development are summarised in chapter two. Everyone should read this chapter. Detailed information to help you meet the requirements as set out in chapter two are included as appendices. You need only refer to those appendices that are applicable.

Within the Stirling local planning authority area, this guidance is proposed as Supplementary Guidance in support of the Stirling Local Development Plan. It supports Planning Policy 3 and Policy 3.1 of the Proposed Plan. It is also intended that this document be adopted as Council guidance so as to provide consistent advice on addressing the travel demands of development across the Stirling Council area, including that area within the Loch Lomond and the Trossachs National Park.

1.5 This document supersedes the previous Transport Design Advice Note which covered the Stirling Council area.

2.0 What are the requirements of development ?

The requirements

2.1   Table 1 summarises the minimum requirements for different sizes of development. Table 2 will help identify whether we consider your development to be a small, medium or large development (based on the number of vehicle trips).

2.2   The appendices provide more detailed notes on meeting the expectations included in Table 1.

The process

2.3   It will be helpful if you consider these expectations before submitting your application. Pre-application discussions with ourselves will assist this.

2.4   The Roads Improvement and Development Team will make a recommendation of approval or refusal to the Planning Team based on how you meet these expectations. Failure to meet these expectations could mean that your development may be recommended for refusal. We will use the Summary Assessment Sheet (Appendix I) to evidence how the transport and access requirements of the development have been met when making our recommendations.

2.5   The achievement of a safe and realistic choice of access needs to be achieved within the context of the overall design of the development – and so these two processes must be progressed in parallel, with both the Council and the applicant having responsibility to ensure collaborative working between all relevant parties. This document is not a guide to street or development design, but sets out the minimum access requirements to be considered within the wider design process. For design details reference should be made to the Placemaking Supplementary Guidance (SG01), the Council's Road Standards and Guidelines and the primary sources of information referenced in the appendices, in particular Designing Streets.

How will the requirements be met ?

2.6   Ensuring that there is a choice of access to development will be achieved through a combination of:
  • location of the development.
  • measures on site (physical and promotional).
  • measures off site.

2.7   It is likely that where measures off site are required – principally in relation to medium and large developments - developer contributions will be sought. Measures off site will be sought to:
  • address the impact on transport networks in the immediate vicinity of the development.
  • address the contribution the development makes to the cumulative impact of developments on networks in the area.
  • ensure that there is a realistic choice of modes of access to the development.

2.8   Location is critical to the level of measures required either on or off site. Development in the most accessible locations is less likely to require additional measures to ensure a choice of access than those developments in less accessible locations. Equally, if a safe and realistic choice of access can not be provided, the choice of location should be questioned.

Mode hierarchy

2.9   This guidance is ordered to encourage you to consider how the travel demands of your development will be maximised by pedestrians first, cyclists, second, public transport users third and finally by motor vehicles. Where there are conflicts between any of these modes, the mode(s) higher up the hierarchy will take priority subject to the function of the place.

Figure 1 helps show how different places have different functions, and hence different movement (mode) priorities. Considering the needs of people with mobility difficulties must be taken into account when considering all modes.

Fig. 1

2.10 The solutions to addressing the travel demands of development in a location should reflect the role of the streets in that location. To that end the City Transport Programme is based on the following themes in Stirling City :

- An attractive City Centre – where the priorities are to maintain good access to and from the Centre, while adopting the 'Streets for People' principle to maximise the ease and attractiveness of the City Centre for pedestrians
- Sustainable Residential Communities – where the priorities are to provide a safe street environment for all while maximising the ease and attractiveness for Stirling's residents to access facilities by walking, cycling and public transport.
- Efficient and Effective Strategic Routes – where the priorities are to maintain good access to and from Stirling City centre and other key economic hubs.

Subject to its location, development should pay regard to how it's travel demands are addressed to complement these centre or corridor priorities. It should also be noted that by directing City Transport contributions to projects within these themes, the transport networks which complement the development will continue to be improved.

2.11 Providing a choice of access and promoting access by sustainable modes will be most easily achieved if the travel demands of a development are considered in the following order:

(i) reduce the need to travel
(ii) maximise access by walking, cycling and public transport
(iii) identify mitigation measures required to accommodate residual vehicle trips

Further advice

2.12 Most developments will be on local roads where Stirling Council is the roads authority and will be responsible for assessing the transport and access implications of your development. However, Transport Scotland will also be involved in the process if your development is:

- Within 67metres of a trunk road; or
- Consists of, or includes, the formation, laying out or alteration of any means of access to a trunk road; or
- Likely to result in a material increase in the volume, or a material change in the character of traffic entering or leaving the road (this can taken to mean generally 10% in an unconstrained network and 5% in a constrained situation. However in particularly constrained situations any increase will be considered significant) or
- Affects a proposed trunk road.

The trunk roads are: A9 north of Dunblane, A82, A84, A85, M9 and M80. If the development affects the rail network then Network Rail will need to be consulted.

2.13 If you require any further advice in relation to this guidance, or wish to discuss the transport and access requirements of your development please contact:

Stirling Council	**Transport Scotland**
Development Management Team	Malcolm Forsyth
Environment Services	Development Management (North)
Stirling Council	Transport Scotland
Pitt Terrace, Stirling FK8 2ET	Buchanan House, 58 Port Dundas Road
01786 442862	Glasgow G4 0HF
	0141 272 7387

Table 1: Minimum requirements for meeting the travel demands of development

	Small Development (see table 2)	Medium Development (see table 2)	
Walking	Safe access into site	Safe access plus:	
		Residential: Safe route to local facilities	
		Non-Residential: Safe access into site	
Cycling	Safe access into site Cycle parking/storage	Safe access plus: • Safe link to cycle network • Cycle parking/storage & facilities	
Public Transport		**Urban** — Safe walking route to closest bus stops	
		Rural — Safe walking route to closest bus stops and/or contribution to Demand Responsive Transport Service (DRT)	
Vehicular Access	Safe access Roadside bin collection	Safe access & roadside bin collection plus: Minimise impact on immediate road network Contribution to City Transport programme or rural corridor or centre package if applicable.	
Car Parking	**Residential:**	Standards apply unless development is within a CPZ when reduced standards will be considered	
	Non-residential: Urban: Within CPZ	Reduced maximum standard may be considered	
	Urban: Outwith CPZ	Maximum standard applies	
	Rural:	Standard applies	
Transport Statement	No requirement	Required	
Transport Assessment	No requirement	May be required	
Travel Plan	No requirement	**Residential:** No requirement	
		Non-residential: may be required	

Notes: the above table is a guide to minimum requirements. The precise requirements to ensure a safe and realistic choice of access may vary according to development type and location.

Large Development (see table 2)		Notes
Safe access plus:		(1) See Appendix A (2) If no safe walking route exists or can be provided, there will be a greater emphasis on supporting measures to meet the travel by public transport (either via DRT contribution or enhanced City Transport).
Residential:	Safe route to primary school and local centre	
Non-Residential:	Safe route to residential	
Safe access plus		(1) See Appendices A & B (2) If no safe cycling route exists or can be provided, there will be a greater emphasis on supporting measures to meet the travel by public transport (either via DRT contribution or enhanced City Transport).
Residential:	Safe route to primary school and local centre Cycle storage	
Non-residential:	Safe route to residential Cycle parking for visitors/parking (storage) and facilities for staff	
Urban	Safe walking route to closest bus stops with shelter Minimum 3 buses per hour to key destinations	(1) See Appendices A & E.
Rural	Safe walking route to closest bus stop with shelter Contribution to DRT	
Safe access & roadside bin collection plus:		(1) See SPG 'Waste management requirements for New Development' (2) See Appendices C & E (3) Impacts on the wider road network will, in the City area, generally be addressed through contributions to the City Transport. However some development may be expected to minimise its impact on the road network that is not immediate to the site.
Minimise impact on immediate road network		
Contribution to CTS strategy or rural corridor or centre package if applicable		
		(1) See Appendix D (2) The provision of electric car charging facilities will be encouraged. CP2 = Controlled Parking Zone.
N/A		(1) See Appendix F (2) May be required for smaller developments where specific transport issues need to be addressed in relation to a trunk road.
Required		(1) See Appendix H
Required for all development		(1) See Appendix G (2) Travel plans may be requested for medium developments if the plan may help address transport related problems in the vicinity or if a good choice of access to the site cannot be provided.

Table 2: Definitions of the Small, Medium and Large Development Categories included in Table 1

Classification for this SPG	Small	Medium	Large [1]
Class 1: Shops			
Food	Less than 250m2	250 m2 – 1,000 m2	More than1,000 m2
Non-food	Less than 500 m2	500 m2 – 1,000 m2	More than 1,000 m2
Class 2. Financial, Professional and other services	Less than 200m2	200m2 – 1,000m2	More than1,000m2
Class 3. Food and drink	Less than 250m2		More than 250m2
Class 4. Business	Less than 1,250m2	1,250 m2 – 2,500 m2	More than 2,500m2
Class 5. General industrial	Less than 2,500m2	2,500 m2 – 5,000 m2	More than 5,000m2
Class 6. Storage or distribution	Less than 500m2	500-10,000 m2	More than 10,000m2
Class 7. Hotels and Hostels	Less than 30 bedrooms	30 to 70 bedrooms	More than 70 bedrooms
Class 8. Residential Institutions	Fewer than 30 Residents	30 to 70 Residents	More than 70 residents
Hospitals			More than 2,500 m2
Class 9. Houses	Less than 15 dwellings	15 –50 dwellings	More than 50 dwellings
Class 10. Non residential institutions	Less than 200m2 Fewer than 25 v/h	200 m2 – 500 m2	More than 500m2
Higher and further education		0-50 Students and Staff	>50 Students and Staff or More than 2,500 m2 which ever is the smaller
Class 11. Assembly and leisure			
Cinemas and Conference facilities			>1000 m2
Leisure facilities			>1000 m2

Notes:

- m2 =Gross floor area
- This table is indicative only and not exhaustive. The Council reserves the right to allocate a development to any development category (small/med/large). For example, where the development is located in a traffic sensitive area.

Appendix A

Pedestrian, Cycle and Public Transport Access

To meet the objective of ensuring a realistic choice of access to a development, development will need to demonstrate it is safely and conveniently accessible by pedestrians, cyclists and public transport users.

Table 1 summarises the minimum expectations for access by these modes for different sizes of development. The text below provides further guidance.

The form and layout of development can determine the permeability of a site and how it connects with surrounding development. The form and layout can therefore affect the ease of access by pedestrians, cyclists and public transport. Equally, the design of the street – beyond the provision of footpaths or cycle-paths or traffic calming etc - has an influence on how attractive the street is to walk or cycle through. The design of the street and the land uses that front it, influence how pleasant and secure an environment the street feels to pedestrians and cyclists.

Pedestrian Access

Access needs to be considered for pedestrians:

- within the site
- entering and exiting the site and walking to the site

Access for All

All pedestrian access should be designed to address the access needs of people with mobility difficulties. By designing for people with mobility difficulties, this maximises the number of people who can access the site as well as providing a quality environment for all users. This can mean:

- ensuring minimum widths of footways
- minimising obstructions on pedestrian desire lines
- removing steps on pedestrian desire lines, including the use of dropped kerbs, or raised tables where pedestrian desire lines cross vehicular routes
- ensuring road crossings have facilities for people with disabilities (dropped kerbs, beeps and rotating knobs on controlled crossings)

Where a Design and Access Statement is required (see SG01 Placemaking) the applicant will explain how access for all is provided within the Design and Access Statement.

Security

Similarly attention needs to be paid to ensuring a safe and secure environment for all. This can mean:

- ensuring pedestrian routes are 'overseen'
- providing street lighting
- considering the location of buildings, fences, walls and planting which could provide 'hiding places'

Pedestrian Desire Lines & Road Crossing

Any facilities provided for pedestrians should recognise pedestrian desire lines. Pedestrian desire lines may conflict with vehicular routes. Where this occurs, in accord with the mode hierarchy, appropriate pedestrian priority measures should be provided.

Where pedestrian access to a site requires crossing an internal or external road, some form of road crossing is likely to be required. The type of crossing will be dependent on the volume of pedestrians vs. the volume of traffic, but will range from the simple provision of dropped kerbs, through the provision of pedestrian refuges to the provision of controlled crossings. Where traffic or pedestrian volumes are particularly high the crossing facilities may need to be complemented with speed reduction or traffic calming features.

Access to the site

Medium and large developments will be expected to ensure that a safe pedestrian route is available to reasonable origins and destinations.

For residential developments this could include:

- local schools
- local facilities including shops, health centres, leisure facilities
- employment centres

For non-residential developments this could include:

- residential areas
- local shops

All developments will be required to provide pedestrian access to the nearest public transport (usually a pair of bus stops). Additionally, major development may be required to provide access to rail stations and alternative bus routes if applicable (see Public Transport Access below)

Development in urban areas is likely to only require connection to and minor improvements to the existing well-established footway networks. Development in rural areas is more likely to have to provide new routes.

Cycle Access

Access for cyclists needs to be considered:

- within the site
- entering and exiting the site and
- to the site

Depending on the scale (especially the volume and type of traffic generation) of the development, provision for cyclists may be required to be segregated from general traffic. More commonly, it is appropriate for cycle access to be shared with vehicles. Where cyclists are required to share road space with other vehicles the following should be considered.

- reducing the volume of traffic
- reducing the speed of traffic
- providing cycle lanes within the road

Particular attention will need to be paid at locations where the cyclist may be in a vulnerable position, e.g where the cyclist has to make a right turn, or where the cyclist needs to cross the road.

For both pedestrians and cyclists, it should be considered whether the safest and most convenient access is the same access as for motor vehicles.

Access to the Site

As with walking, medium and large developments will be expected to ensure that a safe cycle route is available to reasonable origins and destinations. Generally this will be achieved by forming a suitable connection to the wider cycle network, either through path improvements or signage.

For residential developments this could include:

- local schools
- local facilities including shops, health centres, leisure facilities
- employment centres

For non-residential developments this could include:

- residential areas
- local shops

Development in urban areas is likely to only require connection to and minor improvements to the existing cycle networks. Development in rural areas may have to provide new routes.

Active Travel Routes within the Central Scotland Green Network

The Local Development Plan defines Green Corridors within and around Stirling as part of the Central Scotland Green Network. Many of these Green Corridors will include paths for active travel (walking, cycling etc) which link residential locations to local facilities (shops, education etc) and employment as well as leisure opportunities. It is likely that maximising walking and cycling access to sites via the Green Corridors will help address the travel demands of a development. The Green Network Supplementary Guidance provides further advice on the Green Corridors.

Public Transport Access and Facilities

All development will require to be accessible by public transport if the development is to be considered realistically accessible by a choice of modes. This will mean all developments should provide pedestrian access from public transport (bus stops, or bus or rail stations) to the site.

Applications may also be required to:

- provide passenger facilities such as raised bus borders and bus shelters
- ensure bus access through a site
- support fixed route public transport services through financial contributions (including services provided by park and ride services) or for developments in rural locations, support demand responsive bus services
- provide bus priority measures

Development that is located in more accessible locations – i.e. on or close by public transport routes with a range of destinations – will be less likely to be required to provide passenger facilities or support fixed route services.

Rural locations which are not served by a fixed route bus service may be covered by a demand responsive transport (DRT) service by the Council. As it is the developer's responsibility to ensure that a development is realistically accessible by a choice of modes, including public transport, a contribution to providing the DRT service may be requested. In the interests of not overburdening small developments with additional costs, there will be no requirement for smaller developments to make such a contribution. However, larger developments may be required to make a contribution towards the demand responsive service. Larger developments will normally be medium and large developments as defined in Table 2. The contribution will be based on the cost of providing the DRT trip and a % of the trips which will be expected to be made by DRT over an initial period.

Please note that the Council can not guarantee to provide demand responsive services. Hence if there are insufficient funds to support DRT, some rural developments may not be accessible for residents, workers or customers by public transport

Please refer to the following for detailed guidance:

Scottish Government 'Designing Streets: A Policy Statement for Scotland' March 2010
http://www.scotland.gov.uk/Publications/2010/03/22120652/0
(in particular pp15-18 'Pedestrians and Cyclists'; p28 'Public Transport')

Transport Scotland 'Cycling by Design' 2010
http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/cycling-by-design

Stirling Council Road Standards and Guidelines (in production)

Transport Scotland 'Disability Discrimination Act Good Practice Guide for Roads' September 2009

Further Information:

Planning and Buildings Standards Advice Note (PAN) 78, Inclusive Design: Scottish Executive 2006.

Designing for Disabled People in Home Zones: Disabled Persons Transport Advisory Committee (DPTAC) 2007.

Department for Transport 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure

Appendix B

Cycle Parking

Cycle parking / storage and associated facilities such as clothes lockers and showers will be required for visitors and employees in non-residential developments, and for residents and visitors in communal residential facilities such as flats.

Where there is not space to provide parking on site, or where there is benefit in providing parking in association with other users, contributions may be sought to provide public parking in the vicinity of the development.

Different facilities will be required for employees and residents compared to visitors. Visitor parking can often be met through the provision of 'sheffield' style stands. However, longer term parking (storage facilities) will be required to be met for employees or residents through the provision of more secure parking such as a 'bike shed' or lockers.

In accord with the mode hierarchy, cycle parking will take priority over car parking, and should therefore be located in a convenient and secure location for users. This is likely to be close to any main access of the building in question. Wherever possible, parking facilities should be undercover.

Table 3: Cycle Parking Standards

Type of Development	Minimum Provision (higher levels expected in city centre locations)	
	Staff / Residents	**Visitors**
Class 1: Shops	1 space + 1 space per 20 staff	1 space + 1 space / 250 m2
Class 2. Financial, Professional and other services	1 space + 1 space per 20 staff	1 space / 400m2
Class 3. Food and drink	1 space + 1 space per 20 staff	1 space + 1 space / 100 m2 PFA
Class 4. Business	1 space / 400m2	1 space + 1 space / 1000 m2
Class 5. General industrial	1 space / 1000 m2	1 space
Class 6. Storage or distribution	1 space / 1600 m2	1 space1 space / 6000 m2
Class 7. Hotels and Hostels	1 space + 1 space per 20 staff	1 space / 10 bed spaces
Class 8. Residential Institutions		
Student Flats / Halls of Residence	1 space / dwelling	2 spaces min at main entrance
Class 9. Flats	1 space / dwelling	1space / 10 flats at main entrance
Class 10. Non residential institutions		
Primary and secondary education	1 space / 10 classrooms	4 spaces / classroom
Higher and further education	1 space / 35m2	2 spaces min at main entrance(s)
Hospitals / Medical centres	1 space + 1 space per 20 staff	1 space / 2 consulting rooms + 1 space / 20 beds
Class 11. Assembly and leisure		
Cinemas and Conference facilities	1 space + 1 space per 10 staff	1/ 50 seats or 100m2
Leisure facilities	1 space + 1 space per 10 staff	1/ 10 visitors or 100m2
Community Facilities		1 space + 1 space / 100 m2 PFA

Notes: m2 = GFA

Source: Cycling by design / Local Authority Parking Standards in Glasgow, Lancaster, Moray, SESTRANS.

Please refer to the following for detailed guidance:

Transport Scotland 'Cycling by Design' 2010
http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/ cycling-by-design

Further Information:
SUSTRANS 'Information Sheet FF37 Cycle Parking' 2004
http://www.sustrans.org.uk/assets/files/Info%20sheets/cycle%20parking%20info%20sheet.pdf

Appendix C

Access by Motor Vehicles

When considering access by motor vehicles:

- it should always be remembered that "creating good streets is not principally about creating successful traffic movement: it is about creating successful place"[2]
- the relative hierarchy of motor vehicles within the street or site must be taken into account.

Access for motor vehicles must be designed to:

- ensure safe entry and exit from the site for all site users.
- ensure the safety of users (pedestrians, cyclists, motor vehicles) within the vicinity of the site.
- minimise the impact of the development on the efficiency of the transport networks in the vicinity of the site.

This will include:

- ensuring visibility for vehicles exiting the site
- ensuring traffic within the site does not 'block back' into the road network
- paying consideration to existing pedestrian or cycle routes which cross the exit, and giving priority to these routes where appropriate

This may require:

- circulation within the site to minimise any 'tailbacks'. This will relate to both parking within the site as well as routes and turning areas for both operational and service (e.g. waste collection) vehicles.
- visibility splays to be provided at the exit of the site.
- mitigation measures to ensure the continued safety and convenience of pedestrians and cyclists passing the site in accord with the mode hierarchy.
- new junctions to provided at the entrance to the site.
- improved junctions in the vicinity of the site.

Residential Streets

Residential streets should be designed to be a safe environment for all road users. In essence, motorists need to be travelling at a speed where they can react to children being in the road. There are various ways this can be achieved within the street design, from traffic calming to shared surface home zones. Whatever the solution, it needs to fit the place and the function of the street.

Further guidance is contained within Stirling Council Road Standards and Guidelines (in production)

> **Please refer to the following for detailed guidance:**
>
> *Scottish Government 'Designing Streets: A Policy Statement for Scotland' March 2010*
> http://www.scotland.gov.uk/Publications/2010/03/22120652/0
> (in particular pp32-45 'Street Layout')
>
> *Design Manual for Roads and Bridges (DMRB): The Highways Agency. The DMRB suite of documents is updated several times each year.*
>
> *Stirling Council Road Standards and Guidelines (in production)*

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2. Scottish Government 'Designing Streets: A Policy Statement for Scotland'

Appendix D

Car Parking

Tables 4 -14 set out the car parking requirements for development.

Non-residential maximum standards

For all non-residential development these are maximum guidelines. Development will not be permitted to have more parking than that shown. Indeed, where the development is in an accessible location and where there are on-street parking controls in the vicinity (i.e. a Controlled Parking Zone), reduced maximum standards may be required.

Residential standards

For residential developments these are guideline numbers. The Council has a responsibility to ensure that those who own a vehicle have an opportunity to park it so that it does not impinge on the safety and amenity of neighbours.
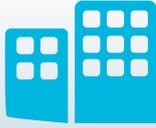
However, not everyone can or chooses to own a car[3] , and to enable the housing market to reflect this, it would be wrong for the Council to require all residential development to provide parking for all residents. In addition, the inclusion of on-site car parking space can increase development costs and reduce the potential for high quality urban design and layouts. However, we will only be able to consider reduced parking at residential developments where there are sufficient controls to ensure that car owning households do not result in car parking beyond the development which impacts on the safety or amenity of neighbours and/or the functioning of the road network in that vicinity. Typically the opportunities for such will be in accessible locations where parking controls are or could be put in place. Notes on car free development are included below.

Car Parking for People with Mobility Difficulties

We must all continue to design our environment to enable its use by all. Accordingly all car parking that is available for public, customer or employee uses must include an appropriate proportion of parking for people with mobility difficulties that is designed and located accordingly (Table 4).

Charging of Electric Vehicles

Electric vehicles will play an increasingly important role in the ability of the population to use motor vehicles as a means of transport. The ability to use, and increase the use of, electric vehicle relies in part on sufficient charging points. Accordingly commercial properties will be encouraged to provide charging points for employee and pool vehicles. Similarly, domestic properties will be encouraged to provide facilities for residents vehicles.

By using and supporting electric vehicle use, developments will assist in:

  • decreasing pollution in the vicinity of the development
  • increasing choices for employees
  • improving the environment credentials of the development for customers

Guidance on and support for the provision of facilities at either commercial or domestic properties can be found at the Energy Savings Trust website (see below)..

Mixed Use Developments

Where a development contains a mix of differing facilities then each part should be considered in its own right and the appropriate parking provided to give an overall total parking figure. However, in the case of commercial / leisure developments some overlap of parking provision can be accepted, provided that peak accumulations for both uses do not coincide.

Mode Hierarchy

And remember when designing your car park – unless every car contains just the driver and no passengers – then the pedestrian will always be the predominant mode of travel in the car park. Hence car parks need to be designed with the safety of the pedestrian in mind.

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3. *Approximately a third of households in Stirling City, and a quarter of households across the Council area do not have access to a car or van (Census and Scottish Household Survey data).*

Table 4: Car Parking for People with Mobility Difficulties

Type of Development	Size of Car Park	Minimum Number of Spaces Designated for Mobility Parking	Comment
Employment Premises	Up to 200 spaces	1 space per disabled employee plus 2 spaces or 5% (whichever is greater)	Minimum of 2 spaces
	Over 200 spaces	6 spaces plus 2% of total number	
Shopping, Leisure or Recreational	Up to 200 spaces	6% of total	Minimum of 3 spaces
	Over 200 spaces	4 spaces plus 4% of total number	
Other Type	Any	Spaces for regular users of premises who require disabled parking plus 5% of total number	Minimum of 1 additional space

Table 5: Class 1: Shops

Type of Development	Appropriate Provision (spaces relate to GFA)	Comment
Shops in Established Centres - Customers - Staff - Service	4.0 per 100m2 1.2 per 100 m2 0.2 per 100 m2	Minimum permissible provision.
Food Superstore (Stand Alone)	1 space per 14 m2	Maxima threshold 1000 m2
Non-Food Retail Parks	1 space per 20 m2	Maxima threshold 1000 m2
DIY Superstore (Stand Alone)	1 space per 20 m2.	Maxima threshold 1000s m2
Markets and Car Boot Sales	1 Space per stallholder/pitch + 1 space per 50 m2 sale area	
Cash and Carry Warehouse	1 space per 14 m2	
Motor Trade - Vehicle Display Area - Spares Department - Servicing/Bodywork - Tyre & Exhaust Centre - Car Wash - Scrap Yards Staff (to be added to customer parking)	1 space per 25 m2 4 spaces per service bay 4 spaces per service bay 2 spaces per service bay 5 spaces queuing space 1 space per 50m2	Includes showrooms and any external display area. Provision stated is for customers only and must be reserved and marked for their use. Developers will be required to demonstrate that space has been allowed for storage of new/used cars and other operational requirements.
Petrol Filling Stations	1 space per 3 staff at busiest time	Additional parking to be assessed if there is a shop.
Car Auction Rooms	1 space per 20m2 display + 1 space per 3 staff	

Table 6: Class 2: Financial, Professional and other services

Type of Development	Appropriate Provision (spaces relate to GFA)	Comment
Office Accommodation	1 space per 30 m2	Maxima threshold 2500 m2.
Banks	1 space per 10sq.m. public floor space + 1 space per 3 staff	1 suitable space for security van

Table 7: Class 3: Food and drink

Type of Development	Appropriate Provision (spaces relate to GFA)	Comment
Restaurants / Cafes	1/10 m2	Source: SESTRANS

Table 8: Class 4: Business

Type of Development	Appropriate Provision	Comment
Office Accommodation	1 space per 30 m2	Maxima threshold 2500 m2

Table 9: Class 5: General Industrial, Storage and distribution

Type of Development	Appropriate Provision	Comment
Factories and Workshops	1 space per 50 m2	Special provision may be required for buses
Warehousing (non-sales)	1 space per 200 m2	Office space to be assessed seperately
Business Park	1 space per 30 m2	More parking may be required for developments <2500 m2
Science Park High Tech Industry	1 space per 30 m2	

Table 10:Class 7: Hotels and Hostels

Type of Development	Appropriate Provision	Comment
Hotels/Guest Houses	1 space per bedroom + 1 space per 3 staff	

Table 11: Class 8: Residential Institutions

Type of Development	Appropriate Provision	Comment
Hospitals	1.5 spaces per bed	

Table 12: Class 9: Housing

Type of Development	Appropriate Provision		Comment
Housing Size of dwelling (number of bedrooms)	Allocated Spaces	Visitor Spaces	
1 or 2	1	0.50	The unallocated spaces shall be
3 or 4	2	0.25	provided in the form of lay-bys or by
5 or more	3	0.25	off-street car parks.
Up to 20 Flats	1.5 unallocated spaces per dwelling		Dependent on location, e.g. town centre redevelopment may need a reduced level of parking.
More than 20 Flats	1.25 unallocated spaces per dwelling		Space to be set aside for 0.25 spaces per dwelling, if required in future
Amenity Housing	1.0 spaces per dwelling + 0.25spaces visitor parking per dwelling		As above
Sheltered Housing	1 space per dwelling		As above
Nursing/Old People 's	1 space per 4 residents		Includes provision for staff and visitors
Students Flats	1 space per 6 students + 1 space per 3 staff + 1 space per warden		
Halls of Residence(on campus)	1 space per 12 students + 1 space per 3 staff + 1 space per resident staff		

Table 13: Class 10: Non-Residential Institutions

Type of Development	Appropriate Provision	Comment
Health Centres / ClinicsIncludes Dental and Veterinary Surgeries	4 spaces per consulting room + 1 space per practitioner + 1 space per 3 other staff	
Nurseries / Primary Schools	1 space per staff member	Provision of drop-off / pick-up point
Secondary Schools / Universities and Colleges	1 space per 2 staff members + 1 space per 15 students + provision for buses where required	Number of students is the total number attending the establishment.
Libraries	1 space per 30 m2 + 1 space per 3 staff	
Community Centres / Village Halls	1 space per 10 m2	Dependent on location
Churches	1 space per 10 seats	
Museums / Public Art Galleries	1 space per 30 m2 public display space + 1 space per 3 staff	

Table 14: Class 11: Assembly and leisure

Type of Development	Appropriate Provision	Comment
Social Clubs / Function Rooms / Public Houses / Licensed Clubs / Dance Halls / Discotheques	1 space per 4 public seats + 1 space per 3 staff	Dependent on location. Higher requirement will apply in rural locations.
	1 space per 10 m2 + 1 space per 3 staff	
Theatres and Concert Halls	1 space per 5 seats	Special provision may be required for buses and coaches
Cinemas/Bingo Halls	1 space per 5 seats	
Swimming Baths	10 spaces per 100 m2 pool area	
Snooker Halls	1 space per table	
Gymnasium	1 space per 20 m2 + 1 space per 3 staff	
Bowling Alleys	2 spaces per bowling lane	
Other Facilities	1 space per 2 players at peak time + 1 space per 10 seats (Spectators) + 1 space per 3 staff at peak time	
Golf Courses	1 space per 3 staff + 3 spaces per hole	
Caravan / Camp Sites	1 space per 3 staff + 1 space per pitch + 1 Visitors space per 10 pitches	
Stadia	1 space per 15 seats	Special provision for buses / coaches
Leisure (other than above uses)	1 space per 22 m2 or 1 space per 5 seats	Maxima threshold 1000 sq.m. or 1500 seats
Conference Centres	1 space per 5 seats	Maxima threshold 1000 m2
Crematoria	1 space per seat	

Notes: • spaces relate to public floor area unless otherwise indicated.

Car Free Development

Proposals for residential and non-residential developments without car parking will be considered if it can be shown there will be no car parking demand for the development. This is likely to be achieved via a combination of the following:

There are car parking controls within a reasonable park and walk distance of the development: The development site must be located wholly within a Controlled Parking Zone (CPZ). Where the development site is at the periphery of the CPZ the level of parking demand and constraint on surrounding streets within 200m will be taken into consideration. This is in order to ensure that there are sufficient parking controls available to 'self enforce' the car free status.

Council on-street residential permits will not be permitted to residents of the development: Properties within car free developments will not be eligible for any form of residents parking permit. This is to reinforce the self-enforcing nature of the car free developments and to prevent additional strain on parking within the CPZ.

The development demonstrates a commitment to enable its travel demands to be met by walking, cycling and public transport.

- The developer will be required to make provision for the development to be clearly marketed as car free through a Travel Information and Marketing Scheme for the site which shall be developed and agreed in consultation with the Planning Authority prior to occupation of any unit. This will include two main elements:
  - (i) an information pack to be distributed to occupants of the development
  - (ii) complementary measures to be agreed with the Planning Authority (including but not limited to communal travel information points and measures to enhance the attractiveness of sustainable travel)

The travel information pack shall be delivered to each new dwelling and shall include the following:

- leaflets containing information about walking and cycling routes to the development
- details on car sharing, community transport, taxis and school transport
- public transport information including current timetables
- explanation of the development's commitment to car-free

This information shall be collated and or created as required by the developer or such agent as they may appoint. As a minimum, annual revisions of the information shall be provided to all occupants of the development for a period of not less than 10 years from the date of first occupation.

- Provision shall be made for cycle storage in a secure covered location. The quantity and form of this will be agreed with the planning authority. In the case of flatted developments this is likely to take the form of a -"compound"- located at ground floor level.
- Pedestrian links which are fully accessible shall be provided between the site and the wider pedestrian network and access points to public transport
- The development operating or being part of a car club

It is likely that such conditions may only be met in the most accessible locations such as Stirling City Centre where the development is located close to transport and retail opportunities i.e.

- 400m of a frequent bus service (>3 buses per hour)
- 800m of a railway station
- 400m of retail facilities (inc convenience store)

Consideration will also be needed to be given to:

- Disabled parking and visitor parking (given the likely location of these developments off site opportunities will exist).
- Provision shall be made for appropriate service access to the site, including deliveries and refuse collection (see Waste Management Requirements for Development Sites SPG)

Please refer to the following for detailed guidance:

Scottish Government 'Scottish Planning Policy' February 2010
http://www.scotland.gov.uk/Resource/Doc/300760/0093908.pdf

Further Information

Scottish Government 'Safeguarding access to off-street parking facilities for people with disabilities in Scotland' 2007

Energy Savings Trust
http://www.energysavingtrust.org.uk/scotland/Transport/Business/Electric-vehicles

Car Parking; What Works Where: English Partnerships 2006

Appendix E

Cumulative Impact of Development

The travel demands generated by development will impact both:

- on the transport networks in the immediate vicinity of the development and
- on the transport networks within the wider area of the development.

Only addressing the travel demands within the immediate vicinity of the development, will not address the cumulative increases in pressure on travel networks that are a result of development within that area.

Accordingly, we have identified packages of measures to address these cumulative impacts, and then identified a mechanism where this can be reasonably and fairly assigned to the developments responsible for the cumulative impact.[4]

Hence, developer contributions will be required for medium and large developments that are:

- within the City Transport Strategy area or
- within an area served by demand responsive transport or
- within a settlement or along a corridor where there is an identified improvement plan.

These contributions will support agreed transport improvements in the area which are a consequence of new development in that area.

Development in the City Transport Strategy Area

> *The figures/percentages for this section can only be finalised once the City Transport programme has been reviewed, which itself can only follow confirmation of the spatial strategy in the proposed plan.*

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4. This principle is consistent with Circular 1/2010.

Stirling is a small and compact City. There are limited accesses to and from the urban area lying between Bridge of Allan and Bannockburn. The Council have identified and adopted a City Transport Strategy which identifies the transport interventions required to address:

- existing travel demands
- travel demands that are a consequence of changing travel habits and
- new travel demands generated by new development.

Between 2012 – 2027, the increase in travel demand as a consequence of new development equates to approximately 19% of total traffic (and 27% by 2032). Consequently the Council will be seeking development in the City area (see Figure1) to contribute to approximately 19% of the cost of the City Transport package.

As the cost of the identified City Transport programme to 2027 is £51.5m and the estimated number of peak period trips is 218,452, the cost of accommodating each peak trip is £235.

Figure 1: City Transport Area

Accordingly, the developer contribution will be £235 multiplied by the total peak period trips (07:00 - 10:00 and 15:00 - 19:00) generated by the development. Based on experience to date, the following is an indication of the typical contributions which will be required from developments[5].

- Per house (private) - £819
- Per Flat (private) - £372
- Per 100 m2 GFA* Non food Retail - £1,795
- Per 100 m2 GFA* Supermarket - £19,425
- Per 100 m2 GFA* Business Park - £1,177

*GFA = Gross Floor Area.

Where applicable, Transport Assessments and Transport Statements will define the total number of trips a development will generate during the AM and PM peak periods, and this will be used to inform the contribution. The timing of any payments will be agreed as part of the Section 75 process.

As the developer contribution methodology is based on trips generated within the City Transport area it will generally only be applied within this area. However, it may also be applied where a development adjoining the City Transport area (for example, Dunblane and the Eastern Villages), will have an impact within the City Transport area. For developments where this is not applicable, any developer contribution will be based on specific mitigation associated with the development.

Where a developer makes a case for a low vehicle trip rate to be used for a site (either due to the development being at a site easily accessible by non car modes or as a result of implementation of travel plan measures) the Council will require that a sum equivalent to the difference between the contribution calculated by the developers rate and that calculated by the standard council rate be held in the form of a bond secured through the section 75 agreement. This sum will be released to the developer should post development monitoring show that the number of trips generated by the development is indeed lower than the standard council rate (Post development surveys will usually be carried out 2 - 5 years after completion of the development).

The developer contribution rate will be reviewed on a regular basis, but not less than 3 year intervals, to take into account variation in the total cost of the City Transport programme, the number of vehicles on the road network and anticipated generation of new vehicle trips related to development within the City Transport area.

Please Note:

(i) The contributions identified above are based on a draft of the City Transport programme. The content and cost of the City Transport programme – and hence the cost which is expected to be met by new development - can only be confirmed once the spatial strategy within the LDP is confirmed.

(ii) In addition to this developer contribution there will also be a need to provide measures to address immediate access issues onto the network, particularly in cases where the trunk road network is affected. Transport Scotland may seek further contributions where the development affects the operation of the trunk road network.

Development in an area served by Demand Responsive Transport

The Council provides a demand responsive public transport (DRT) service in the more remote areas that are inadequately served by commercial public transport services. The cost of providing this DRT service in any of these areas is directly related to the number of trips generated in the area. Consequently any new development in those areas will be expected to increase the demand on the DRT. It should also be noted that as development is expected to be accessible by a realistic choice of modes, this means that development should ensure that it is accessible by public transport (either by a fixed route service or a demand responsive service).

5 This list is not exhaustive and based on general trip rates used by Stirling Council. It is only provided as an indication of the potential contribution from some common land uses.

Development will therefore be expected to provide a level of support to DRT commensurate with the expected level of public transport access to the site[6]. In the interests of not overburdening small developments with additional costs, there will be no requirement for smaller developments to make such a contribution.

Development in Centre or Corridor with a defined Action Plan

Where there are identified problems, certain centres or corridors (outside the Stirling City Area) may have an approved and costed action plan.

Where new development adds to the existing problems in that centre or corridor, developer contributions may be required to support the identified package of measures.

Appendix F

Transport Statements

We may require a transport statement for 'medium' or 'large' sized developments (see Table 2). A statement may be requested for those developments which we feel would benefit from additional background data to identify how the travel demands of a development are to be met – but where we feel a full transport assessment is not required.

Within the Transport Statement we may request the following information:

Site information

- existing travel characteristics including: a plan that shows the proposed development site in relation to the surrounding area and transport system, including existing site access arrangements and any access constraints; and a qualitative description of the travel demands of the existing site, including pedestrian and cyclist movements and facilities.
- the permitted and existing use of the site
- the scale of development, such as numbers of residential units and/or gross floor area (GFA), subdivided by land use where appropriate
- the main features (design layout and access points for pedestrians, cyclists and motor vehicles) of the development

Travel Demands

To inform consideration of:

- the provision of a safe choice of access by walking, cycling, public transport and motor vehicles
- the development's impact on the safety and efficiency of transport networks

We may require:

- expected travel demands: the person-trip generation of the proposed development and expected distribution of trips across the different modes
- a description of the travel characteristics of the proposed development, including pedestrian and cyclist facilities/movements in the vicinity of the site, existing public transport provision, location of bus stops/ train stations, park-and-ride facilities diagrams showing how people can move to and through the place will be very useful. For some schemes, it may be good to show this for vehicles, bicycles and pedestrians, showing how the priorities for different users will have to be considered.

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6. *As an example: the cost of a single DRT trip in 2011 was £6.41. If a development expects that 5% of its trips may be made by public transport, the contribution may be £6.41 x 5% of total trips over 5 years.*

Addressing the travel demands

To show how the travel demands of the development have been met we would expect:

- consideration of whether a travel plan would assist the meeting of the travel demands
- to see how the development is to be made safely accessible by
    - by pedestrians
    - cyclists
    - public transport users
- a proposed parking strategy and internal vehicular circulation (including number of spaces, parking accumulation, parking layout in relation to other site elements, ratio of operational to non-operational spaces, method of car park operation, overspill parking considerations, disabled parking, motorcycle parking, cycle parking, taxi drop-off points)
- what the residual vehicular impacts are and how these will be addressed, including how the impact of the development on the efficiency and safety of the surrounding transport networks (ie vehicular, pedestrian and cycle) are to be minimised
- the transport impacts of site construction, including the requirements of abnormal loads in the construction, use and decommissioning the present development

Please refer to the following for detailed guidance:

Scottish Government 'Scottish Planning Policy' February 2010
http://www.scotland.gov.uk/Resource/Doc/300760/0093908.pdf

Transport Assessment & Implementation: A Guide
www.scotland.gov.uk/Publications/2005/08/1792325/23264/

Further Information

DfT / DCLG Guidance on Transport assessment March 2007

CABE 'Design and Access Statements: How to read, write and use them' 2006
http://webarchive.nationalarchives.gov.uk/20110118095356/http:/www.cabe.org.uk/publications/design-and-access-statements

Appendix G

Travel Plans

Who requires to submit a travel plan?

Travel plans will be required for all major developments, and may be requested for medium developments if it is considered that the travel plan will assist in addressing traffic, access or air quality[7] issues in the vicinity.

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7. *The Council undertakes air quality monitoring in locations which may be at risk of breaching National Air Quality Standards. At the time of publication of this guidance, there are no locations which are at risk. However, if or when threshold levels are approached development which affects those locations will be required to pay particular attention to how they manage their impact on local air quality.*

What is a travel plan

Travel plans seek to minimise the traffic impact of the site and/or maximise the ability to access the site by more sustainable travel than single occupancy car travel, through a package of physical and promotional measures that:

- reduce the need to access the site, for example by supporting home working
- support access to the site by walking, cycling or public transport
- support car sharing
- manage car parking to support the modal share objectives
- minimise the impact of traffic at any one time through the consideration of shift patterns and/or opening and closing hours

The travel plan is an important tool to managing the traffic generation – and so it is an important consideration in assessing the transport and access issues in relation in a development.

What are the advantages of a travel plan?

Travel Plans can give your organisation a competitive advantage by:

- saving money by reducing the amount of car parking provision required. Land can also be used for other purposes e.g. building development
- providing revenue through car park charging
- enhancing recruitment packages, business image and public profile
- improved productivity from a healthier workforce will also save on sick leave costs
- meeting corporate goals e.g. corporate and social responsibility, quality assurance and environmental management, including making positive contributions to reducing greenhouse gas emissions and mitigating against climate change

What must the travel plan contain?

- targets for the numbers of vehicles accessing the site
- a programme of measures to support more sustainable travel, and control vehicular access, to achieve the above target – with key milestone dates for delivery identified
- an identified post within the organisation to be responsible for delivery of the travel plan
- a monitoring regime to identify if or when the targets and/or milestones are being met. This regime must also include agreed dates on which to report progress against the targets and/or milestones to the Council

Enforcement

Bonds will be required (usually via voluntary agreements (such as a section75 agreement)) to enable previously agreed measures to be implemented if the development does not meet agreed targets or milestones. These measures would seek alternative means of achieving the modal share targets set, or if the modal share target has been shown to be unachievable, to fund measures which take account of the higher than anticipated traffic generation of the site.

The bonds may also be triggered by progress reports not being submitted. Without the progress reports we will be unable to assess whether agreed targets and/or milestones are being met.

The implementation of all travel plans will be expected to have commenced – and the initial milestones achieved - prior to the opening of the development.

Development applications where the end user is known – will be required to submit a full travel plan in support of the application. Development applications where the end user is not yet known will be required to provide guarantees that a travel plan will be implemented by or on behalf of the end user to meet the agreed vehicular trip targets (for example – the sale or lease of the site includes a covenant which requires the end user to implement a travel plan OR the owner of the site commits to the implementation of the plan. In all cases, bonds will be required to implement appropriate measures if the agreed vehicular modal share is not met).

Please refer to the following for detailed guidance

Scottish Government 'Scottish Planning Policy' February 2010
http://www.scotland.gov.uk/Resource/Doc/300760/0093908.pdf

The Tayside and Central Scotland Regional Transport Partnership (TACTRAN) have developed an on-line tool to help you develop and deliver a travel plan
http://www.travelknowhow.org.uk/tactran/

The Scottish Government's on-line travelling planning tool
http://www.chooseanotherway.com/

Energy Savings Trust offers assistance in producing travel plans
http://www.energysavingtrust.org.uk/scotland/Scotland-Welcome-page/Business-and-Public-Sector-in-
Scotland/Transport/Travel-plan-advice

Further Information:

DfT A guide on travel plans for developers 2005

DfT The Essential Guide to Travel Planning 2008

Appendix H

Transport Assessments

Transport Assessment Requirements

A transport assessment (TA) will usually be required for a large development (see table 2) where the transport and access implications of the development are likely to be significant. However the Council and Transport Scotland reserve the right to request a transport assessment for any development where it is considered appropriate because of the relative scale of impact of a development.

Transport assessments will normally be required to provide:

- Information on the existing and proposed uses of the site
- Assessment of existing and future travel demands arising from the existing and proposed uses (this may include the construction phase of the development as well as its 'operational' stage)
- Identification of measures to address the travel demands

Scoping

Where a TA is or may be needed it is important that the scope of the assessment is agreed at an early stage. Initial discussion (and ongoing discussion at key stages as the TA is developed) will assist in the process of assessing the development impact and minimise the potential of unnecessary work.

The scoping will identify key elements for the assessment including the study area, methodology for (person) trip generation, mode share and distribution and any requirements for modelling. The scoping process will also identify whether or not a travel plan will be required.

If the development is located on the trunk road network Transport Scotland will be the responsible highway authority and take the lead on agreeing the scope and assessing the transport assessment. Where a development is on a non trunk road but will affect a trunk road the scoping and assessment will involve both Transport Scotland and Stirling Council.

Figure 7 indicates the basic process for developing a Transport Assessment. In order to minimise travel by motor vehicles and maximise travel by sustainable modes an iterative approach to undertaking the assessment is encouraged.

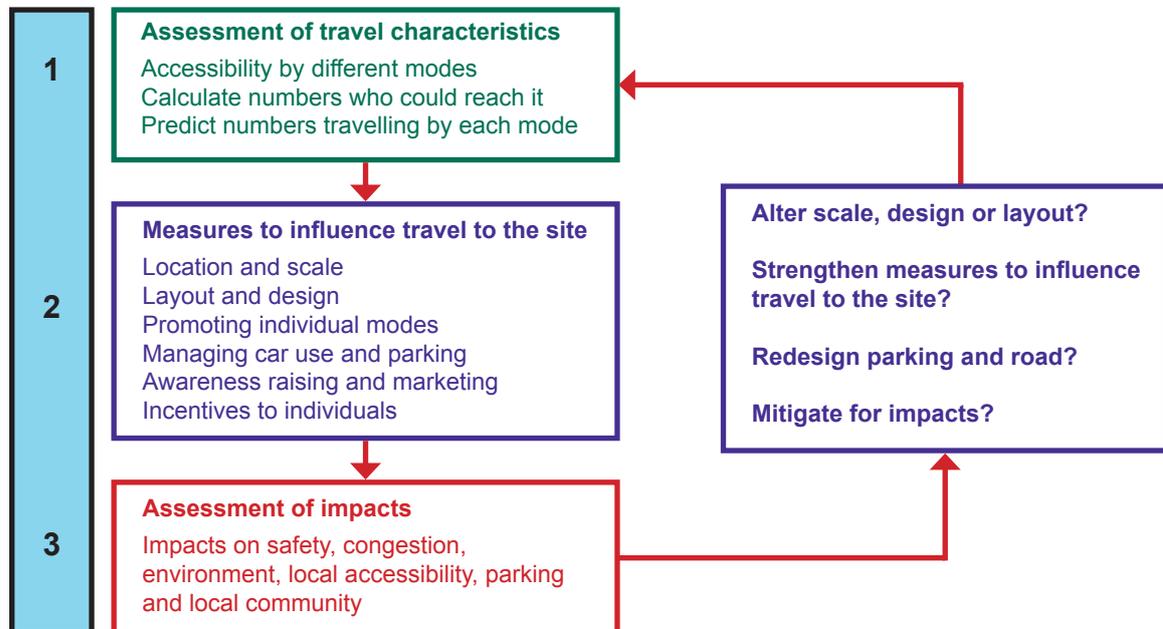**Figure 7: : The process of developing a transport assessment**
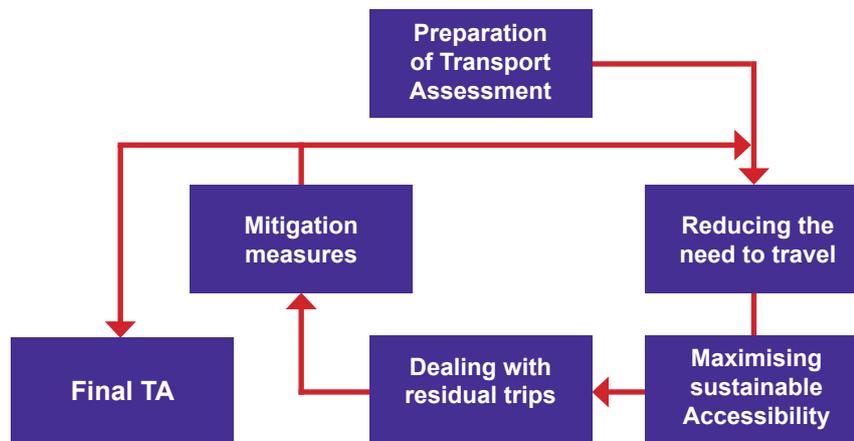
Contents of a Transport Assessment

A Transport Assessment should have three main elements:

- An assessment of travel characteristics.
- A description of the measures which are being adopted to influence travel to the site.
- A description of the transport impacts of the development in a dynamic network and how these will be addressed.

Figure 8: Key Elements of a Transport Assessment.

1	**Assessment of travel characteristics** Accessibility by different modes Calculate numbers who could reach it Predict numbers travelling by each mode
2	**Measures to influence travel to the site** Location and scale Layout and design Promoting individual modes Managing car use and parking Awareness raising and marketing Incentives to individuals
3	**Assessment of impacts** Impacts on safety, congestion, environment, local accessibility, parking and local community

Alter scale, design or layout?

Strengthen measures to influence travel to the site?

Redesign parking and road?

Mitigate for impacts?

Assessment of travel characteristics

- existing travel characteristics, including:
  - existing travel demands
  - a plan that shows the proposed development site in relation to the surrounding area and transport system, including pedestrian and cyclist facilities/movements in the vicinity of the site, existing public transport provision, location of bus stops/train stations, park-and-ride facilities, existing site access arrangements and any access constraints.
- expected person trip generation relating to the site, including the identification of potential trip rates for all modes
- issues for:
  - providing a safe choice of access by walking, cycling, public transport and motor vehicles
  - ensuring minimal impact on the safety and efficiency of transport networks
  - evidence (including appropriate modelling)
  - parking provision (including cycles)

Diagrams showing how people can move to and through the place will be very useful. It will be good to show this for vehicles, bicycles and pedestrians, showing how the priorities for different users will have to be considered

Mode share targets

The transport assessment will need to identify modal share targets. These are likely to be informed by:

- existing modal share within the local area
- an understanding of who is within reasonable access of the site by walking, cycling or public transport (identified in the travel demands report).
- the measures which can be introduced to maximise the modal share by walking, cycling and public transport.

As a travel plan (which is likely to be required for all large developments) will assist in identifying measures to reduce the need to travel, minimise travel by motor vehicles and maximise travel by sustainable modes, it is suggested that travel plan work is undertaken at the same time as the transport assessment so that it can usefully inform the transport assessment.

The TA should identify:

- how the travel demand of the site can be reduced
- how the development is to be made accessible by pedestrians
- how the development is to be made accessible by cyclists
- how the development is to be made accessible by public transport users
- are there any capacity issues arising from the development? This may need to be quantified with a supporting assessment using an appropriate modelling package (this will be dependent on the scale and location of the development and will be agreed with the council at the scoping stage of the assessment.
- if a travel plan is required – outline key proposals + car modal share target + monitoring
- are other measures required to ensure the impact of development on the safety and efficiency of the transport network is minimised?

Cumulative impacts of developments

- are City Transport / Public Transport / area package contributions required?

Assessment of Impacts

Once the proposed interventions have been developed, it is important to consider the impacts of the development to understand whether the impacts of the development on safety, congestion, local community, accessibility parking and the environment have been minimised. If not, the measures should be revisited. It is possible that this may be an iterative process.

Please refer to the following for detailed guidance:

Further InformationTransport Scotland 'Development Planning and management Transport Appraisal Guidance' July 2011

Scottish Executive 'Transport Assessment and Implementation: A Guide 2005
http://www.scotland.gov.uk/Publications/2005/08/1792325/23264/

Further Information

Department for Transport 'Guidance on Transport assessment' 2007

Appendix I

Summary Assessment Sheet

The summary assessment sheet below will be submitted by the Roads Improvement and Development Team to support the recommendation to the Planning Team.

Ref	
Proposal	
Location	
How is the development accessible by pedestrians?	(e.g. routes to facilities / crossings / direct access into site)
How is the development accessible by cyclists?	(e.g. routes to facilities / crossings / access into site / parking)
How is the development accessible by public transport users?	(e.g. routes to bus stops / stations / frequency of service)
Have potential adverse impacts of motor vehicles been accounted for	(e.g. safe access / impact on network / car parking)
Is a travel plan required? If a travel plan was required – outline key proposals + car modal share target	
Are CTS / Public Transport / P&R contributions required?	
Are other measures required to ensure: • that there is a realistic choice of access to the site and/or • the impact of development on the safety and efficiency of the transport network is minimised	

Further Information

Please contact:

Economy, Planning and Regulation
Planning Services
Stirling Council
Viewforth
Stirling
FK8 2ET

Telephone: 01786 442515
E-mail: planning@stirling.gov.uk

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