

East Dunbartonshire Council

CRAIGFOOT ALLOTMENTS

Transport Statement



JUNE 2022 PUBLIC



East Dunbartonshire Council

CRAIGFOOT ALLOTMENTS

Transport Statement

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70012724

DATE: JUNE 2022

WSP

110 Queen Street Glasgow G1 3BX

Phone: +44 141 429 3555

Fax: +44 141 429 3666

WSP.com



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Issue	Revised following development changes	Minor update to include reference to raised beds.	
Date	12/09/2017	10/01/2020	08/06/2022	
Prepared by	Sean Boyd	Flora Chirnside	Andrew Fyfe	
Signature			I am the author of this document 2022.06.06 13:03:23 +01'00'	
Checked by	Andrew Fyfe	Frank Ocran	Flora Chirnside	
Signature			Digitally signed by Chirnside, Flora Reason: I have reviewed this document Date: 2022.06.06 13:24:58 +01'00'	
Authorised by	Douglas Bisset	Andrew Fyfe	Andrew Fyfe	
Signature			I am approving this document 2022.06.06 13:03:50 +01'00'	
Project number	70012724-V01	70012724-V01	70012724-V01	
Report number	70012724-TS-01	70012724-TS-02	70012724-TS-03	
File reference	\\uk.wspgroup.com\central data\Projects\70012xxx\70 012724 - Craigfoot Allotments\C Documents\Reports	\\uk.wspgroup.com\central data\Projects\70012xxx\700 12724 - Craigfoot Allotments\C Documents\Reports	\\uk.wspgroup.com\central data\Projects\70012xxx\70012 724 - Craigfoot Allotments\C Documents\Reports	



CONTENTS

1	INTRODUCTION	1
1.1	PURPOSE OF REPORT	1
1.2	REPORT CONTENT	1
2	POLICY REVIEW	2
2.1	SCOTTISH PLANNING POLICY 2014	2
2.2	EAST DUNBARTONSHIRE LOCAL DEVELOPMENT PLAN 2017	2
3	EXISTING SITUATION	3
3.1	SITE LOCATION	3
3.2	EXISTING LAND USE	3
3.3	PEDESTRIAN FACILITIES	3
3.4	CYCLE FACILITIES	4
3.5	PUBLIC TRANSPORT	4
	BUS ACCESS	4
	RAIL ACCESS	5
3.6	ROAD NETWORK	5
3.7	ROAD SAFETY	6
4	TRAVEL DEMAND CHARACTERISTICS	7
4.1	INTRODUCTION	7
4.2	TRIP GENERATION	7
4.3	DEVELOPMENT IMPACT ON LOCAL TRANPORT NETWORK	7
5	MEASURES TO SUPPORT DEVELOPMENT	8
5.1	INTRODUCTION	8
5.2	PROPOSED DEVELOPMENT	8

CRAIGFOOT ALLOTMENTS Project No.: 70012724 East Dunbartonshire Council



PEDESTRIAN PROVISION	8
PROVISION FOR CYCLISTS	9
PUBLIC TRANSPORT	10
ACCESS STRATEGY	10
PARKING	10
CONCLUSION	11
SUMMARY	11
TABLES	
IABLLS	
Table 3-1 – Existing Bus Services	5
	5
Table 3-1 – Existing Bus Services	3
Table 3-1 – Existing Bus Services FIGURES	
Table 3-1 – Existing Bus Services FIGURES Figure 3-1 - Site Location	3
Table 3-1 – Existing Bus Services FIGURES Figure 3-1 - Site Location Figure 3-2 - Local Cycle Routes	3
FIGURES Figure 3-1 - Site Location Figure 3-2 - Local Cycle Routes Figure 3-3 – Location of Existing Bus Stops	3 4 5

APPENDIX A

DEVELOPMENT MASTERPLAN

APPENDIX B

TRICS FILES



1 INTRODUCTION

1.1 PURPOSE OF REPORT

- 1.1.1. WSP has been commissioned by East Dunbartonshire Council (EDC) to prepare a Transport Statement (TS) in support of proposed allotments at Milton of Campsie.
- 1.1.2. An original Transport Statement was submitted to East Dunbartonshire Council in September 2017. Changes were later made to the development design and therefore this report is an updated TS that reflects these changes.
- 1.1.3. The original development included 19 allotment plots, 18 terraced beds, 2 polytunnels, orchard fruit trees, toilet facilities and 7 parking spaces. The updated design is now reduced to raised beds and 8 allotment plots, with a laydown area adjacent to the A891 Antermony Road.
- 1.1.4. Given the reduction in the size of the development, the travel demand of the site will be less than previously considered.
- 1.1.5. This TS has been undertaken in accordance with the relevant policy and guidance, including Scottish Planning Policy (SPP) and the Planning Advice Note (PAN) 75, the Transport Assessment Guidance published by Transport Scotland in 2012 and East Dunbartonshire Local Development Plan 2017, and seeks to validate compliance with transport and land use policy.

1.2 REPORT CONTENT

- 1.2.1. Following this short introductory chapter, the report structure is as follows:
 - Chapter 2 Policy Review
 - Chapter 3 Existing Situation
 - Chapter 4 Travel Demand Characteristics
 - Chapter 5 Measures to Support the Development
 - Chapter 6 Conclusions



2 POLICY REVIEW

2.1 SCOTTISH PLANNING POLICY 2014

- 2.1.1. The Scottish Planning Policy (SPP) is the statement of the Scottish Government's Policy on nationally important land use planning matters. The SPP seeks to ensure the planning system should support patterns of development which:
 - optimise the use of existing infrastructure;
 - reduce the need to travel;
 - provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
 - enable the integration of transport modes; and
 - facilitate freight movement by rail and water.
- 2.1.2. The planning system should identify active travel networks and promote opportunities for travel by sustainable modes. The SPP will promote developments which are accessible and can take advantage of and maximise walking, then cycling, then public transport and finally the use of private cars.
- 2.1.3. Buildings and facilities should be accessible by foot and bicycle and have appropriate operational and servicing access for large vehicles. Cycle routes, cycle parking and storage should be safeguarded and enhanced wherever possible.
- 2.1.4. Where an area is well served by sustainable transport modes, planning authorities may set more restrictive parking standards, and where public transport provision is limited, planning authorities may set less restrictive parking standards. Where the required public transport services cannot be provided commercially, a contribution from the developer towards an agreed level of service may be an appropriate way forward.
- 2.1.5. SPP sets out parking policies for development, including maximum national parking standards for certain land uses, however residential parking standards are not defined in SPP but are defined by each individual local authority.
- 2.1.6. In terms of the strategic road network, development proposals are required, where practicable, to achieve a no net detriment position with regards to road safety or overall network performance.

2.2 EAST DUNBARTONSHIRE LOCAL DEVELOPMENT PLAN 2017

- 2.2.1. On 23 February 2017, East Dunbartonshire Council adopted their first Local Development Plan (LDP). The Local Development Plan outlines the Council's long-term land use strategy and is intended to guide development and regeneration strategies by illustrating where and how new development should take place. It also establishes those parts of East Dunbartonshire that should be protected from development.
- 2.2.2. The Craigfoot site has a status within the Adopted LDP as an area identified for Community Facilities. The LDP 2017 states that all community facilities and open space should be developed with a holistic approach, including contributing to placemaking, the green network, and protecting and enhancing nature conservation and the water environment.



3 EXISTING SITUATION

3.1 SITE LOCATION

3.1.1. The site is located within Milton of Campsie and is bound to the north by the A981 Antermony Road, to the east by an existing food retail store (Co-op) and by Glazert Water to the south. The site location is shown in Figure 3-1 below.

Key

Site Location

Milton of Campsia

Anterior State

Califort Addressed

Califort Management State

Figure 3-1 - Site Location

3.2 EXISTING LAND USE

3.2.1. The site is currently open grassland and was previously gifted to East Dunbartonshire Council with the aim to use for the benefit of the local community.

3.3 PEDESTRIAN FACILITIES

- 3.3.1. The main pedestrian network in the vicinity of the site is along the footways adjacent to the existing local roads.
- 3.3.2. A continuous footway is present on both sides of the A891 Antermony Road located to the north of the site and provides a link to the existing footways on the B757 Birdston Road.
- 3.3.3. The footway on the northern side of the A891 Antermony Road continues west of the site however it terminates approximately 200 metres to the east where the speed limit changes from 30mph to 40mph.
- 3.3.4. The southern footway of the A891 Antermony Road is continuous to the west however it terminates at the western boundary of the site.



3.3.5. The existing footways on the A891 Antermony Road are approximately 2 metres wide with associated street lighting available and provide a link to the existing foodstore, surrounding residential area and public transport facilities.

3.4 CYCLE FACILITIES

- 3.4.1. National Cycle Route 755 (NCR755 Strathkelvin Railway Path) is located within close proximity to the site and can be followed traffic free to the south until reaching Kirkintilloch at which point the route continues on-road for a short distance before joining NCR754. NCR754 connects Glasgow in the west to Edinburgh in the east.
- 3.4.2. In order to join NCR755 it would be necessary to travel on road for a short distance, approximately 350 metres, in Milton of Campsie. Given the 30mph speed limit in place and the residential make-up of Milton of Campsie it is not considered that this would detract any cyclists from undertaking the trip. The location of the NCR755 is shown within Figure 3-2.

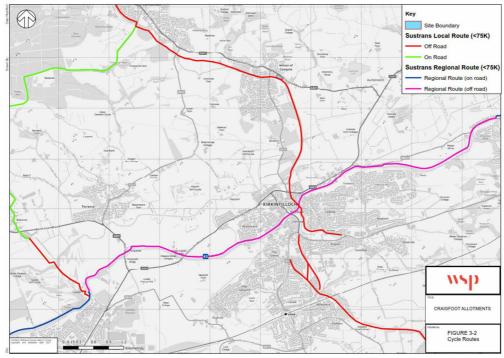


Figure 3-2 - Local Cycle Routes

3.5 PUBLIC TRANSPORT

BUS ACCESS

3.5.1. The nearest bus stops to site are located on the A891 Antermony Road approximately 290 metres to the west. It is noted that the existing footways and pedestrian crossings provide direct links between these stops and the site. The location of these stops and other local stops are shown in Figure 3-3.



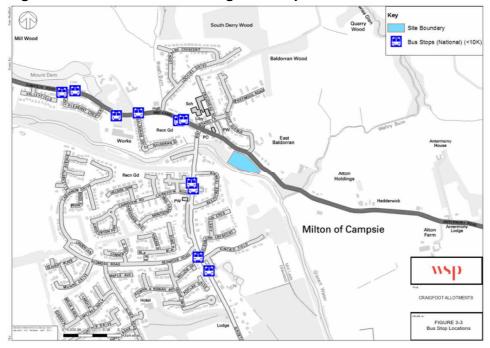


Figure 3-3 - Location of Existing Bus Stops

Table 3-1 - Existing Bus Services

Service	Route	Frequency			
		Weekday AM	Weekday PM	Saturday	Sunday
X85	Campsie Glen – Glasgow Buchanan Bus Station	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes

- 3.5.2. The route summaries and frequencies of the services available from the nearest stops on the A981 Antermony Road are indicated by Table 3-1 below. This service X85 provides links to Lenzie, Kirkintiloch and Glasgow City Centre.
- 3.5.3. The data within Table 3-1 indicates that there are approximately 2 buses per hour operating in each direction from the bus stops on the A981 Antermony Road.

RAIL ACCESS

3.5.4. The closest rail station to the site is Lenzie Station which is located approximately 6.1km to the south. Given this distance, and the nature of the proposed use for the site, it is unlikely that rail travel will feature as a travel mode to the allotments.

3.6 ROAD NETWORK

3.6.1. Milton of Campsie is a large village located to the north of Glasgow. The main routes into and out of Milton of Campsie are the A891 Antermony Road which runs east/west through the village and the B757 Birdstone Road which heads south towards Kirkintilloch.



- 3.6.2. Immediate access to the wider road network is currently along the A891 Antermony Road. The A891 Antermony Road is a single carriageway road with a width of approximately 7 metres and currently serves the existing residential development located to the north of the site.
- 3.6.3. The A891 Antermony Road is subject to a 30mph speed limit and provides a footway along the north side of its frontage with the proposed development.

3.7 ROAD SAFETY

3.7.1. Road injury collisions have been reviewed within the vicinity of the site for the years 2014-2018. The accident locations are shown within Figure 3-4.



Figure 3-4 - Personal Injury Accidents 2014 - 2018

- 3.7.2. As shown in Figure 3-4, only 5 accidents occurred, of which 4 incurred slight injury and 1 incurred serious injury. There were no reported accidents which resulted in a fatal injury.
- 3.7.3. There are only 2 identified accidents that have occurred in close proximity to the proposed site access, and no discernible cluster of accidents is present, it is not considered that there any causation factors that require addressing as part of these proposals.



4 TRAVEL DEMAND CHARACTERISTICS

4.1 INTRODUCTION

- 4.1.1. The nationally recognised and accepted method of predicting person trip movements from a development is to make use of trip generation databases, which provide trip rates applicable to a proposed development based on similar developments elsewhere.
- 4.1.2. The ability to identify similar sites on which to base the prediction has been greatly improved in recent years due to the continual development of the TRICS computer database. The database stores detailed trip generation information from hundreds of sites in all the various land uses. For the purposes of this report version 7.6.3 of the TRICS database has been used, in conjunction with the TRICS Good Practice Guide 2016.

4.2 TRIP GENERATION

- 4.2.1. As a consequence of the development proposals for the site being relatively uncommon as a proposed development, only a single comparative site was found within the TRICS database, which was an allotment of approximately 0.3 acres in size with 1 on-site parking space and 5 off-site spaces located in Cleckheaton, West Yorkshire. The data shows that only two trips to the site were made during the day surveyed, with one being vehicular and the other being by bicycle. Interviews of both visitors found that the usual mode of transport to the site was by walking and that there were rarely any vehicles present.
- 4.2.2. A full output of the above TRICS data is contained within **Appendix B**. Based on the outcome of the TRICS database interrogation, it is evident that the proposed development is not one attracting high travel demands.

4.3 DEVELOPMENT IMPACT ON LOCAL TRANPORT NETWORK

- 4.3.1. Considering the size of the proposed development, it is anticipated that there will be few new trips associated with the development. Any additional trips that are associated with the development are also unlikely to occur during peak periods.
- 4.3.2. Given the low level of trips generated, it is considered that the proposed development would not have a significant detrimental impact on the operation of the existing transport network and its junctions. Therefore, the proposed development would require only on-site measures to allow a connection to the existing network.



5 MEASURES TO SUPPORT DEVELOPMENT

5.1 INTRODUCTION

5.1.1. This chapter of the TS looks at the transport infrastructure and measures that are required to support the new development to integrate with the existing surrounding area and promote as a sustainable development.

5.2 PROPOSED DEVELOPMENT

- 5.2.1. The updated development proposals include the following:
 - 8 allotment plots;
 - Raised beds;
 - A 2 metre wide footpath;
 - A laydown area for vehicles accessing the site;
 - A 1.5 metre wide footway connecting the laydown area and steps towards the site.
- 5.2.2. An indicative development layout is provided in **Appendix A** of this report.

5.3 PEDESTRIAN PROVISION

- 5.3.1. The presence of a footway network will allow access to the site on foot by local residents.
- 5.3.2. It is proposed to provide a new section of pedestrian footway along the northern boundary of development to address an existing gap in provision. This new section of footway would tie into the existing footway on the south of the A891 Antermony Road. This can be achieved by providing a new 1.5 metre wide footway on the existing grass verge along the north side of the development as indicated by *WSP Drawing 2724-WSP-SK-001 Rev P03* in Appendix A of this report.
- 5.3.3. The existing footways located on A891 Antermony Road, north of the proposed development, are of a suitable standard. In association with the measures outlined above, these shall accommodate any additional walking trips associated with the proposed development and will provide a means to access the wider pedestrian network.
- 5.3.4. To accommodate pedestrian trips associated within the development, footpaths will be provided throughout the development, which will link to the existing and proposed pedestrian footways as indicated by *WSP Drawing 2724-WSP-SK-001 Rev P03* in Appendix A of this report.
- 5.3.5. These improvements will ensure that the proposed development is well connected to the existing footway provision, enabling continuous linkage to bus stops.
- 5.3.6. In addition to the footway connectivity along the A891 Antermony Road, the development is also within close proximity to the Strathkelvin Railway Path. Access to this path could be taken approximately 350 metres to the west of the development off the B757 Birdston Road. The Strathkelvin Railway Path provides connection to Kirkintilloch and Strathblane.
- 5.3.7. Transport Assessment Guidance (2012) indicates that a 20-30 minute journey time by foot is acceptable. Walking isochrones for 5, 10 and 20 minute walking times are provided in Figure 5-1. Figure 5-1 illustrates that all of Milton of Campsie is within a 20 minute walk of the site confirming that the site is accessible by walking to all local residents. The walking assessment uses local pedestrian links which abut the site boundary.



Key

Site

O to 5 Minutes (0 - 400 Metres)

Sto 10 Minutes (400 - 800 Metres)

15 to 20 Minutes (200 - 1500 Metres)

15 to 20 Minutes (1200 - 1600 Metres)

Million of Campsia

Figure 5-1 - Walking Isochrones Assessment

5.4 PROVISION FOR CYCLISTS

- 5.4.1. There are opportunities to cycle utilising the nearby NCR755, which can be accessed some 350 metres from the proposed development. The local road network within the village is subject to a posted 30mph speed limit and therefore presents an opportunity for cyclists to confidently travel onroad.
- 5.4.2. *Transport Assessment Guidance (2012)* suggests that journey times of up to 30 to 40 minutes are appropriate for cycling; this relates to a distance of approximately 9km to 12km for adult cyclists.
- 5.4.3. Areas which are potentially within a 5 minutes and 20 minutes catchment of the proposed development, subject to physical ability, are illustrated within Figure 5-2.



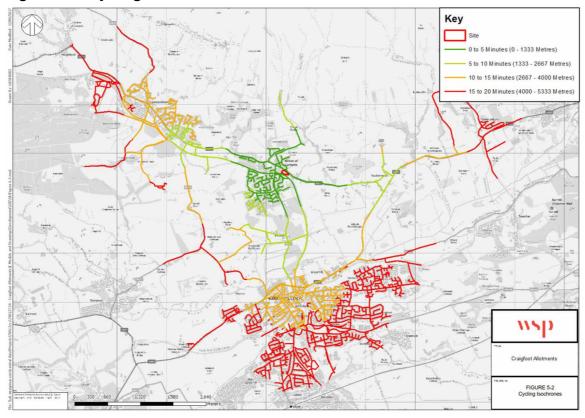


Figure 5-2 - Cycling Isochrones Assessment

5.4.4. Figure 5-2 confirms that the existing built environment of Milton of Campsie rests within a convenient 5 minute cycle journey.

5.5 PUBLIC TRANSPORT

5.5.1. There are bus stops within close proximity of the proposed development which are served by a regular bus service. As demonstrated within Chapter 3 of this report, access to such services can be made by means of walking on a series of well established pedestrian network around the site.

5.6 ACCESS STRATEGY

- 5.6.1. As shown in **Appendix A**, access to the site is to be provided by two new footpaths in addition to a new 1.5 metre wide footway on the south of the A891 Antermony Road. This footway will connect the laydown area to the stepped footpath into the site.
- 5.6.2. Given the predicted travel demand of the site, this level of provision would be sufficient to accommodate the demand.

5.7 PARKING

5.7.1. Due to the nature of the development, no car parking is to be provided. However, a laydown area is proposed adjacent to the A891 Antermony Road. The laydown area will be gated to prevent misuse and will be managed by the Council.



6 CONCLUSION

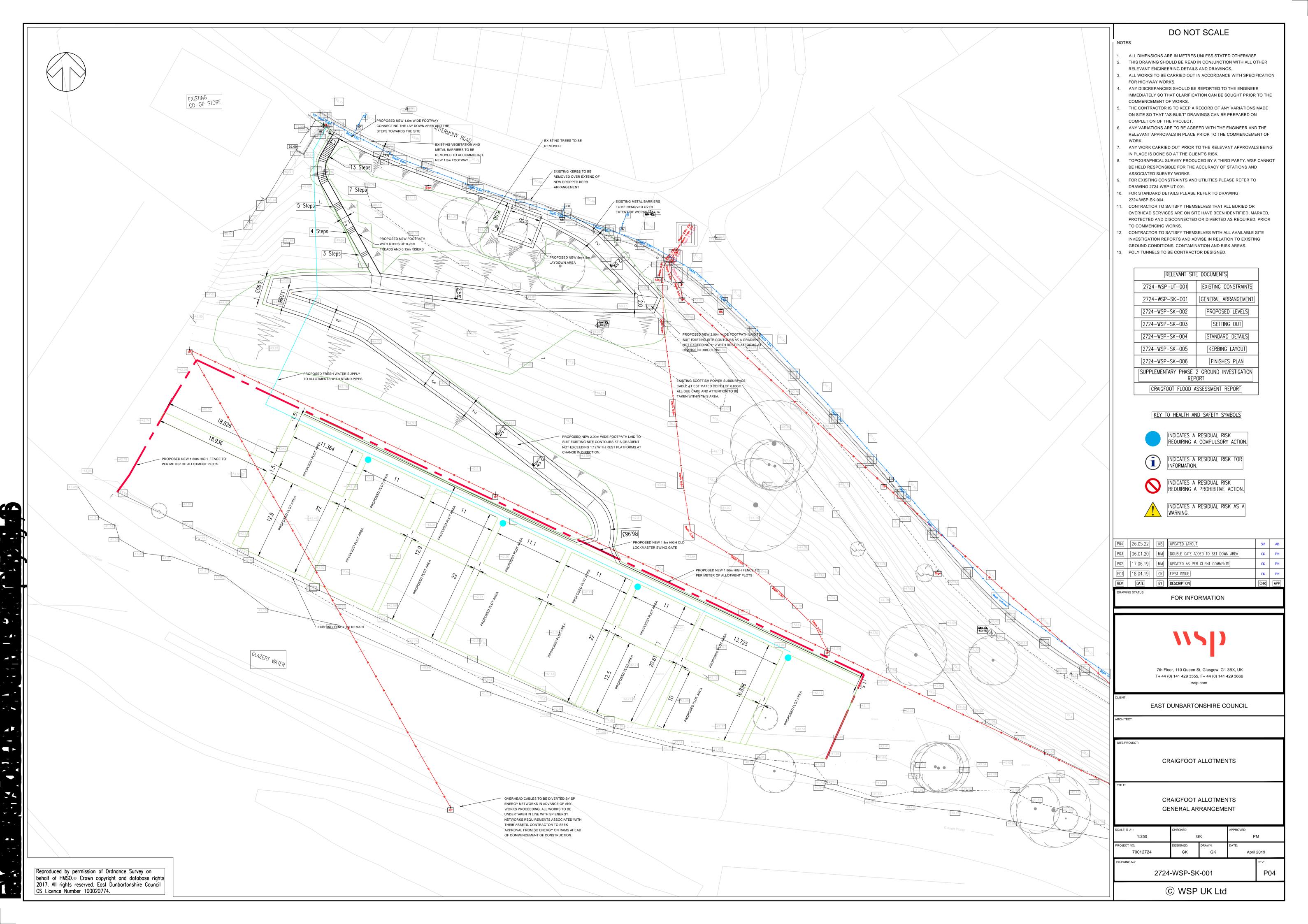
6.1 SUMMARY

- 6.1.1. The proposed development is for an allotment facility located to the south of the A891 Antermony Road in Milton of Campsie.
- 6.1.2. The proposed development will connect into the existing footway network throughout Milton of Campsie with all residents located within 1.6km walking distance from the site, encouraging walking trips.
- 6.1.3. NCR755 Strathkelvin Railway Path is located some 350 metres from the proposed development allowing for cycle accessibility and bus stops are only 290 metres to the west of the proposed development.
- 6.1.4. Access to the proposed development is provided by a new footway on the south of the A891 Antermony Road that connects to two footways leading into the site. This new footway also connects to a gated laydown area. This laydown area connects to the proposed internal footpath that provides access to the plots.
- 6.1.5. Assessment of the expected travel demand to and from the site identified that the majority of trips would be undertaken by sustainable modes and also outwith the network peak periods. Travel demand assessment undertaken within TRICS indicates a low vehicle trip rate, and therefore given the size of the site, it is considered that any additional vehicle trips will result in a negligible impact on the local transport network.
- 6.1.6. Interrogation of local accident data showed no discernible clusters of accidents within the areas adjacent to the site.
- 6.1.7. This TS concludes that the proposed development can be accommodated at this location with no detrimental impact to the existing transport network and can integrate well into the existing network.

Appendix A

DEVELOPMENT MASTERPLAN





Appendix B

TRICS FILES



TRICS 7.6.3 131019 B19.24 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday 12/12/19 SITE DETAILS FOR WY-16-A-02

Page 1

Licence No: 100316

WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Site Reference: WY-16-A-02

Created: Version: 7.1.3 08/08/14 Latitude/Longitude: 53.72648, -1.70939

16 - MIXED/A - MISCELLANEOUS Land Use Type:

YORKSHIRE & NORTH LINCOLNSHIRE/WEST YORKSHIRE Region/Area

Description: **ALLOTMENTS** Street: VALLEY ROAD

District:

Town: **CLECKHEATON** Post Code: BD19 3LJ

Planning Authority:

Edge of Town Location Sub Category: No Sub Category Use Class: Not Known

Population within 500m: 1689

Population within 1 Mile: 5,001 to 10,000 Population within 5 Miles: 50,001 to 75,000 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams	Total Trains	Total
		within 400m	within 1000m	Services
Monday-Friday	0700-1900	124		124
Monday-Friday	0700-1000	36		36
Monday-Friday	1600-1900	36		36
Saturday	0700-1900	62		62
Sunday	0700-1900	58		58

Is site associated with a travel plan: No If not, are there any plans to implement

a Travel Plan in the future? No

Is survey data available before the

implementation of the Travel Plan? No Is the location of the site hilly or flat: Flat Urban Regeneration: Nο

No. of developments for this Site: 1 No. of survey Days for this Site: 1

These Allotments are located to the north of Cleckheaton off Valley Road. Out of the entire site only 2 allotment spaces are used. The council/Allotment societies manage the waiting list for the rental of these allotments.

Bus (or tram) site accessibility

- 3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Dewsbury	5	31

Design features encouraging non-car modes

12. Pedestrians

There is a public footpath along the side of the site

Design features encouraging non-car modes

Road Network Distance to Local Deve	elopments
Year of Analysis	2014
Nearest Primary School	1.3 kilometres
Nearest Secondary School	1.1 kilometres
Nearest Local Shop/Corner Shop	0.3 kilometres
Nearest Main Supermarket	0.5 kilometres
Nearest Doctors Surgery	0.5 kilometres
Nearest Hospital with Minor Injuries/A & E	4.8 kilometres
Nearest Sports/Leisure Centre	1.2 kilometres

TRICS 7.6.3 131019 B19.24 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday 12/12/19 SITE DETAILS FOR WY-16-A-02
WSP DEVELOPMENT&TRANSPORTATION Page 2 Licence No: 100316

110 Queen Street GLASGOW, G1 3BX

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00055757
Number of people employed within Census Output Area	121
Number of households within Census Output Area	169
Number of people living within Census Output Area	329
Area of Census Output Area (hectares)	11.00
Population density within Census Output Area (per hectare)	30.10

SITE PHOTO



TRICS 7.6.3 131019 B19.24 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday 12/12/19 DEVELOPMENT DETAILS FOR WY-16-A-02 / 01 Page 4

Licence No: 100316

WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX

Site reference: WY-16-A-02

Trade name: Valley Road Allotments, Cleckheaton

Site area (h/a): 0.12

Open since 1952
Total Employees 0
Full Time Employees 0
Part Time Employees 0
Approximate % of total employees working

standard 9-5 hours or similar 0%

Percentage Split of Employee Gender

Male 0%

Female 0%

Name of nearest site Thornton Street

Distance to nearest similar site 1.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 08:00 18:00 to Friday 08:00 18:00 to Saturday 08:00 to 18:00 Sunday 08:00 18:00 to

TRICS 7.6.3 131019 B19.24 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday 12/12/19 PARKING DETAILS FOR SITE WY-16-A-02 Page 5

WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316

On-Site parking

Total no. of parking spaces

Number of spaces
Employee
Disabled
Visitor/Customer

Visitor/Customer 1
OGV parking bays 0
Cycle racks 0
OGV loading bays 0
Mother & Toddler 0
Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Parking adjacent to the allotments, no restrictions on vehicle type and no enforcement measures.

Site parking surface or non-surface (multi-storey/underground)

Surface

0

0

General Comments on Parking

There are several industrial units nearby where allotment visitors can park. However there are at present, only 2 allotments in use. Interviewing the users, we were told that they both walk to the site and there are rarely any vehicles on site.

The site has 2 cycle space

Off-Site parking details

Is there off-site parking available

Yes
Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

۷۵٥

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, in Unofficial or Unspecified Areas (e.g. Waste Ground, Verges)

Approx. available spaces 5

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

TRICS 7.6.3 131019 B19.24 Database right of TRICS Consortium Limited, 2019. All rights reserved Thursday 12/12/19 SURVEY DAY DETAILS FOR WY-16-A-02 / 01

Page 6 WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Licence No: 100316

Site reference: WY-16-A-02 Survey date: 12/04/14 Day of week: Saturday

Survey type: Manual Count AM weather: Mild and Cloudy PM weather: Mild and Light Rain

Initial car park occupancy: 0 0 Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 100% (1 On-Site Spaces)

Data proportions in %

100 Motor cycles 0 Public service 0 Motor cars Light goods OGV (1) 0 OGV (2) 0

0 Taxis

Servicing Vehicles count recorded

Time	Arr 1	Dep 1	Totals 2	Parking Accum
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	0	0	0	0
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	0	1	1
12:00-13:00	0	1	1	0
13:00-14:00	0	0	0	0
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

TRICS 7.6.3 131019 B19.24 Database right of TRICS Consortium Limited, 2019. All rights reserved SURVEY DAY DETAILS FOR WY-16-A-02 / 02
WSP DEVELOPMENT&TRANSPORTATION 110 Queen Street GLASGOW, G1 3BX Thursday 12/12/19

Page 7

Licence No: 100316

Site reference: WY-16-A-02 Survey date: 12/04/14 Day of week: Saturday

Vehicles surveyed: Cycles

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	0	1	(1)
13:00-14:00	0	1	1	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				·
21:00-22:00				
22:00-23:00				
23:00-24:00				



110 Queen Street Glasgow G1 3BX

wsp.com