

Johnston, Charles

From: Steven Cameron [REDACTED]
Sent: 03 March 2014 09:19
To: localplan
Cc: Johnston, Charles; Wanless, Martin
Subject: Local Development Plan Objection
Attachments: LDP letter 280214 merged.pdf; Stagehall Planning Supporting Statement.pdf; Stagehall DBA Transportation Statement.pdf

Objection to Proposed Plan; Objection to Stow Settlement Profile; objection to omission of ASTOW027 and objection to inclusion of ASTOW022

I note that the online submission of representations to the LDP Proposed Plan has been taken off line and is no longer available as a means of making representation.

By way of this email we object to the Settlement strategy for Stow in so far as our client's site ASTOW027, Stagehall, has not been allocated as a housing site. Our objections (on behalf of the Miller Family) are outlined in our email of 28th February and are included here in the different attachments.

In addition, we object to the Stow settlement profile which states:

Once the allocated sites are fully developed the preferred area for future expansion beyond the period of this Local Development Plan will be an area north east of Stow at Craigend and two areas at Lugate, south west of Stow. These sites are considered to have potential for longer term mixed use development. The Craigend site was identified as an opportunity for development and the Lugate sites were identified as an opportunity for a new settlement in the Development and Landscape Capacity Study. The proposed Railway Station will provide good accessibility by public transport to these potential longer term development areas. The Craigend site would require a new or improved access to the A7 and the Lugate sites would require a new access onto the A7. Moreover longer term employment land to meet general business needs would be beneficial in these areas. These areas will be subject to further assessment as part of the next Local Development Plan Review and will require a Masterplan to ensure a coherent and holistic approach.

Our clients' site at Stagehall has not been allocated as a modest housing site on the edge of the existing settlement, adjacent to a recent small extension to the settlement at Stow because of an objection from Roads regarding a perceived unacceptable increase in traffic from 16 houses. The long term strategy as outlined above and included in the LDP Proposed Plan includes the prospect of a new settlement at Lugate to the south west of Stow. Lugate is favoured as a new settlement site as the "proposed railway station will provide good accessibility by public transport to these potential longer term development areas." In other words the new residential developments at Craigend and Lugate will be encouraged to use the existing road network to access the public transport offered at Stow Station. This is the same road network that the Roads Planners have used as a reason for justifying rejection of our clients' site at Stagehall as a housing allocation under ASTOW027. The settlement profile hints that new accesses will be required onto the A7 to serve both Lugate and Craigend however there will be nothing to prevent traffic using the existing road network, including in the case of Lugate, the unnamed road that passes Stagehall and uses Station Road to access Stow Station. It is our view that the settlement strategy is consequently flawed where a modest development within walking distance of all Stow facilities is rejected because of its traffic impact ("on the existing cul-de-sac and their impact on the road network in general" is the expression used in the site appraisal assessment for ASTOW027), yet the same strategy ultimately supports a new settlement at Lugate that could use the same general road network.

In addition, the site that is allocated in the Proposed Plan ASTOW022 at Craigend is supported even though it will result in additional traffic movement to Stow facilities and the Station when it is built, even though our client's site is within walking distance of all these facilities.

The Scottish Government expects planning authorities to provide a 'generous supply of housing' and the emerging revisions to Scottish Planning Policy propose a presumption in favour of sustainable development. In the circumstances there is considerable policy support to enable this site at Stagehall to be allocated yet the Council objects on road traffic grounds whilst supporting other short term and longer term developments that will inevitably result in considerably greater traffic movement.

We object to the allocation of ASTOW022 and object to the Proposed Plan as it does not include ASTOW027 as an allocation. We object to the Council stated settlement strategy for Stow which is not in accordance with current Scottish Government advice and the emerging requirements of Scottish Planning Policy. We understand that objections to the Proposed Plan and the Stow settlement strategy will be submitted by the Community Council.

I have copied in Charles Johnstone and Martin Wanless to this email as there has been previous correspondence with both.

As the on-line submission facility has been closed, although the deadline for submission of representations is 12 noon today, I would be grateful if this email could be acknowledged.

regards

Steven Cameron
Cameron Planning
29 East Argyle St., Helensburgh G84 7EJ



Cameron Planning

Cameron Planning
Clifton Cottage
29 East Argyle St
Helensburgh G84 7EJ



Plans and Research Team
Scottish Borders Council Headquarters
Newton St Boswells
Scottish Borders
TD6 0SA

28th February, 2014

Dear Sirs,

Scottish Borders Local Development Plan: Proposed Plan Objection by The Miller Family, Stagehall, Stow: Ref ASTOW027

We have been appointed by the Miller Family, Stagehall, Stow, local land owners and farmers at Stow, to submit an objection to the Scottish Borders Local Development Plan. The Miller Family are promoting an area of land in their ownership at Stagehall through the Local Development Plan process and we previously made representation to the Council at the Main Issues Report stage. The site has reference ASTOW027 in the December 2013 Site Assessment Report. The site has a nominal capacity of 16 units.

The land is degraded former agricultural land adjacent to a recent housing development at Wedale View, Stow. The site is within walking distance of the primary school and medical centre, as well as the centre of Stow. Of significant importance is the re-opening of Stow station on the new Edinburgh – Borders railway. The station is within easy walking distance from the development site.

Our case presented at the MIR stage is largely resubmitted here as a formal objection to the Proposed Plan. The case includes a Planning Statement, prepared by Cameron Planning with assistance from Hunter Architecture, based in Stow, and a Transportation Statement prepared by our Transport Consultants, Dougall Baillie Associates. We engaged with the Council after the MIR stage to further address the issues raised by the Council in their response to the MIR submission. Meetings were held with representatives from Planning and Transport. The conclusion from those meetings is detailed in our letter to the Council of 15th January, 2013 which is appended to this letter.

In summary, the following key points from our letter of 15th January, 2013 are highlighted below:

- The reasons for objection under the 2006 Development and Landscape Study were essentially flawed. This is explained in more detail in the accompanying letter of 15th January, 2013, however the key points to note in that letter are that:
 - the 2006 study considered an extensive area for settlement extension at Stow West rather than the modest proposal that we have submitted and also considered the area as

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- exposed rather than contained if the developable area is reduced to the modest addition proposed;
 - the study notes that the settlement edge is poorly defined but the Council's response ignored the opportunity for enhancement and provision of a better defined boundary;
 - elements of the study used to dismiss development options at Stow West were used to support development at Craighend, Stow, despite that area being isolated from facilities and being likely to *change the character of the settlement*'.
- the Council's response ignores the benefits of sustainable transport links provided by the new railway station at Stow;
 - the Council's response dismisses the extent to which the potential development site would accord with Scottish Planning Policy;
 - the Council rejected our Transport Consultant's Transportation Statement that highlights the existing, very low levels of traffic using the local road network and the low speed of vehicles that do so, together with the fact that there is no substantial increase in traffic flows arising from this modest development proposal;
 - a number of road safety measures have been implemented locally since the site was first considered as a housing opportunity site and whilst it is accepted that these met the concerns of the Roads Authority the increase in road traffic is being used as a reason for rejection, despite our Transportation Statement assessing nominal increases in road traffic generated from a development site of potentially sixteen units.

Within the Site Assessment Report document, dated 2013, that accompanies the Proposed Plan as a background paper, the Roads Authority acknowledges that significant improvements have been introduced in relation to traffic flows and pedestrian safety on Station Road and states that the site is worthy of consideration for inclusion; ultimately the Roads officer however remains of the view that the increase in traffic is such to warrant rejection. This view starkly conflicts with the views of our Transport Consultants that there will be no substantial increase in traffic flows arising from the development. All the settlement facilities are within walking distance from the site as are different sustainable transport options, including the new railway station at Stow. The proximity of these facilities reduces potential trip generation.

The Council's overall assessment is that the site is a distance away from the settlement centre. The site is clearly within easy walking distance of all facilities offered within the settlement and it is difficult to see why the Council persists with this argument. The site proposed as an allocation at Craighend, Stow, in the Proposed Plan, reference ASTOW022, is further away from the settlement centre than our client's site and at considerably further distance from the new railway station, the medical centre and the primary school. It is likely that the favoured development at Craighend will increase traffic generation for trips to the primary school and medical centre whereas our client's site is virtually adjacent to these facilities.

The Site Assessment Report confirms there are no objections to the site's development from SEPA, Flood Protection, Ecology, Archaeology or Urban Design perspectives. With regard to urban design, the Report

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notes that depending on access being achieved, '*some continuation of the existing housing at Wedale View may be appropriate here.*' It seems that the previous reasons for rejecting the site in terms of visual and landscape impact may have been superseded. The Landscape Assessment as detailed in the Site Assessment Report states the following:

- *Minimal features on site. Stone boundary wall to south, timber fence to north. Spoil heap and portacabins on site;*
- *Site has been previously used as housing site accommodation/storage. Site is in a derelict state and partially used for grazing.*

As previously noted, we have had some discussion with Eildon Housing Association who have expressed an interest in this site and confirmed in an email from 3rd October 2013 that:

"Yes the site remains of interest and yes I believe that if for affordable housing then site could be developed under the Councils exceptions policy."

It is a moot point that under the Council's exceptions policy in respect of housing in the countryside a development proposal comprised solely of affordable housing could have been supported by the planning authority. Nevertheless, the support from Eildon and their potential interest in the site is welcomed. A degree of affordable housing would be anticipated in any development proposal.

In summary, it is evident that the site has been rejected for a single reason, that relating to traffic generation. In this respect, the submitted Transportation Statement confirms that there will be no substantial increase in traffic flows.

We therefore reject the Council's assessment of the site and object to the Proposed Plan given the site's omission as a site that can contribute to the housing land supply locally at a nominal scale. The site should be included as a housing allocation site with a capacity of 16 units.

Yours faithfully,



Steven Cameron
Cameron Planning



Cameron Planning

Cameron Planning

Cameron Planning
Clifton Cottage
29 East Argyle St
Helensburgh
G84 7EJ



Charles Johnston
Plans and Research Team
Council Headquarters
Newton St Boswells
Scottish Borders
TD6 0SA

15th January 2013

Dear Charles,

Scottish Borders Main Issues Report – Stagehall, Stow, Galashiels: ASTOW027

Thank you for meeting with Hamish Hunter, Andy Miller and myself in December to discuss Scottish Borders Council's response to our submission to the Main Issues Report Stage of the emerging Local Development Plan. We had requested a meeting given the Council's initial negative response to our submission that the site at Stagehall could contribute to local housing land supply and provide a modest addition to the local housing market made up from a mix of market and affordable housing.

The meeting was useful in so far as we had only recently been provided with a copy of Alison Grant's Landscape Capacity Study for Stow on which the decision to reject our submission appears to have been at least partially made; we were consequently able for the first time to discuss the content of Alison Grant's Report. In addition, the meeting was attended by John Frater from SBC Roads and we had the opportunity to discuss the Roads' issues in more detail. The MIR response to our submission is currently that the site should not be allocated for housing as it has been previously considered by the Council and discounted due to constraints within the Development and Landscape Capacity Study and due to Roads being unable to support an allocation. I am not aware of this specific site being specifically considered in the previous Local Plan Review independent of consideration at the time to the capacity of the wider West Stow area to accommodate an extension to Stow.

It was agreed at the meeting that we would make further representation to the Council and the LDP in respect of these two issues, landscape capacity and roads, given that it is evident these are the two issues that have led to a negative response to a proposal which we understand would otherwise have Council support. Indeed it seems that the objection from Roads is the overriding factor in this case as the landscape issues we believe can be addressed. For that matter, we believe from our discussion with John Frater that further information can be submitted which would go some way to addressing Roads' concerns.

In this respect I understand that your Roads Planning colleagues have subsequently provided a further response in respect of their concerns and I have today received a letter from Trish Connolly in effect stating that Roads Planning maintain their objection to an allocation at this site. I will refer to this response below.

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Our submission has been rejected at this stage by reference to the Development and Landscape Capacity Study and Roads objections; these two issues are addressed below and enhance our original submission to the Main Issues Report. As stated, I also respond to Trish Connolly's letter of 11th January below as a separate item.

Development and Landscape Capacity Study

Having now had the opportunity to read Alison Grant's study in some detail it is evident that the study supports a significant extension to Stow at Craighend and would have been used to inform previous Development Plan reviews. Given the evident strategic nature of the study we feel that due consideration may not have been given to a more modest housing allocation such as that which we propose at Stagehall.

The Report was commissioned in September 2006 and published in March 2007 with a brief to *'recommend where new housing development might be appropriate in landscape terms as part of settlement expansion'*. The study was to consider the relationship between the existing settlement and expansion area. The study then essentially focuses on the proposed allocation at Craighend and whilst it undertakes detailed assessment of two extension areas, Stow West and Stow East, both of these are large search areas and do not allow for a modest allocation. It is important to emphasise here that the study had a specific remit, i.e. to assess the potential for settlement expansion, and that as such the analysis is based on settlement expansion at a strategic scale rather than more modest rounding-off opportunities.

It is also evident that much of the justification that is provided in support of the Craighend allocation could also be used to justify a modest allocation at Stagehall although the opportunity to do so was in our view missed at that time. In any event, the key points within the Report which would allow a reconsideration of the initial position of rejection are summarised below:

- Exposure to wind . the study states that new development should avoid exposed and windy ridges and elevated sites (para 4.3.2) going on to state that this is a particular problem at Stagehall. Reference to wind speed data shows that the Stagehall location in fact experiences the lowest wind speeds compared to the rest of the Stow area, an extract from wind speed maps is attached for reference with Stagehall marked on the plan;
- The Plan in Section 5 for Stow West defines an extensive study area that includes the much smaller proposed site at Stagehall which clearly lies between the steeper slopes to the west and the level Gala Water flood plain; much is made in the Study to highlight the steep slopes at Stow West as a negative feature however, the proposed development site at Stagehall is on more level ground, between the level valley and steeper side slopes; Stagehall has also historically been developed at this altitude, fitting into the existing topography;
- Character sensitivity in the table at para 5.2 highlights greater sensitivity in the flood plain with some sensitivity on the eastern facing slopes. In terms of landscape setting and recreational use we disagree with the Report findings that there is little recreation use as the area is extensively used by walkers and cyclists locally with good views over Stow and the valley; the Report also notes that the area contributes to the setting of the town, acting as a backdrop. These are two matters that we discussed in our original submission, firstly that countryside access can be enhanced by the provision of footpath linkages through the development site and secondly that the

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existing farm development at Stagehall and the existing mature tree cover already provide a robust backdrop to the proposed housing site;

- The assessment finds that the settlement edge is poorly defined and could be enhanced by structural planting to better define the edge . again this is a matter that we addressed in our original submission, highlighting the benefits of our clients extensive ownership at Stagehall and the opportunity to improve the settlement edge at Stagehall with planting, thereby also addressing the fact that the site is currently degraded and essentially derelict, having previously been used as a site compound for the adjoining development at Wedale View;
- The only matter of high sensitivity noted is in respect of views from the A7 although this point is made in the context of the wider Stow West study area, whereas the limited development opportunity at Stagehall, which we promote, has little visual impact and indeed benefits from the existing backdrop of Stagehall Farm and mature planting, noted above, against which the development of this site would also be set;
- In terms of sustainability the Report notes the proximity to facilities, a limited environmental impact and opportunity for woodland planting to be introduced but considers as negative aspects the exposed nature of the site and its steep sloping sides. As pointed out above however the site can very much be viewed in the context of the existing settlement and has an existing mature backdrop to mitigate any visual impact; in addition the site is between the steep sloping sides and level valley and is the same topography that has already been developed at Stagehall;
- In summary, para 5.4.2, the study states that there is ~~limited~~ development opportunity due to exposure and steep slopes; again this is a generalisation of the wider study area and does not fully consider the prospect of a more modest development opportunity such as we propose and which in our view would have little impact; indeed the positives of the proposed development we would suggest outweigh any negative aspects. The conclusion in the Report is that there is ~~limited~~ opportunity, not ~~no~~ opportunity. The current proposal is for a limited, modest scale of development. The fact that the summary concludes there is limited opportunity would also point to the study possibly considering a more strategic level of housing development such as that subsequently favoured at Craigend;
- Section 5.5 of the Report relates to Mitigation and Enhancement of Stow West and highlights the existing development at Stagehall Farm and its setting as a positive factor whilst also stating that there are disparate development styles at Stagehall and a poor settlement edge. Specific measures of enhancement are noted under section 5.5.3 and include enhancing the settlement edge by way of woodland planting and individual tree planting along the roadside to enhance the sense of arrival. In our original submission we proposed woodland planting to improve the settlement edge and improve the sense of place. Given the extent of our clients land ownership there is significant opportunity to create a more robust settlement edge with enhanced access to the countryside.

We would also point out that in the Study consideration of the Craigend development site at Stow East many of the issues that arise in the analysis of the land at Stagehall are equally evident at Craigend. More

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specifically, the site promoted for housing has a gradient similar to the site we promote at Stagehall. The area is identified for development in two phases, it is argued that there would be little visual impact and the site is considered to be close to existing amenities. The site is assessed as south facing yet Area B is more east facing than the site we promote at Stagehall. Both Area A and B are at some considerable distance from the centre of the village, particularly in relation to access to the Primary School, Health Centre and rail halt. The Report states (para 6.4.1) that Site A has *'potentially good access to the local shop, school and other facilities'* and Table 6.3 states that the Stow East generally has *'good proximity and access to local facilities'* Even though the development if implemented would result in an *'extensive elongated development along the slopes of a valley'* the assessment concludes that the site is not detached. The development would nevertheless it is admitted in para 6.4.3 *'change the character of the settlement, considerably increasing its size and extending it into a side valley settlement.'*

In addition we must again highlight the very positive key considerations that would favour a modest housing allocation at Stagehall, namely

- The provision of a new rail halt at Stow will undoubtedly bring additional pressure for housing development within the settlement. In respect of compliance with the Scottish Government's sustainability agenda the provision of housing to maximise the availability and access to public transport is afforded support at a national level. A modest allocation at Stagehall would also demonstrate Scottish Borders Council's adherence to sustainable development and address some of the inevitable development pressure;
- The site is well located for access to public transport, both bus and train services;
- The new Primary School and Health Centre are both located in west Stow, within walking distance of the proposed site at Stagehall;

The proposed development at Craigend was not progressed through the Development Plan and the site was dropped. Our issue however is that the Capacity Study is still being used to reject a considerably more modest proposal at Stagehall. The Study's support, justification and mitigation requirements for the site at Craigend were we believe a means to an end and the Study clearly does not consider the option of the modest proposal at Stagehall that we now propose. In addition, the measures proposed to mitigate the impact of the Craigend proposal are precisely the measures that we have included in our original submission and which have seemingly been overlooked.

Our client is committed to working with the Council to ensure that any development at Stagehall is progressed in partnership. It must be recognised that if there are no sites allocated in Stow through the LDP process there will be pressure for the Reporter to consider allocating a site through the Examination process; this essentially takes the matter outwith the control of the Council.

Sustainable Development and Scottish Planning Policy

We have previously mentioned the Scottish Ministers' requirement that development plans contribute to sustainable development and that this requirement is articulated in Scottish Planning Policy (SPP) published in February 2010, currently at review. The Development and Landscape Capacity Study predates SPP. SPP emphasises the following requirements:

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- The fundamental principle of sustainable development is that it integrates economic, social and environmental objectives. The aim is to achieve the right development in the right place. The planning system should promote development that supports the move towards a more economically, socially and environmentally sustainable society (para 35)
- The planning system has an important role in supporting the achievement of sustainable development through its influence on the location, layout and design of new development (para 37); decision making should for example *'maintain, enhance and promote access to open space and recreation opportunities and support healthier living by improving the quality of the built environment, by increasing access to amenities, services and active travel opportunities, and by addressing environmental problems affecting communities.'* This last section is critical to our promotion of the site at Stagehall, this is the most sustainable location for development in Stow and a degraded area of land will be improved;
- In addition, decisions on the location of new development should for example *'reduce the need to travel and prioritise sustainable travel and transport opportunities, promote the development of mixed communities, and promote rural development'* (para 38);
- In terms of addressing Climate Change, development plans should promote a pattern of development which reduces the need to travel and encourages active travel and travel by public transport, taking into account the likely availability of public transport in rural areas (para 42). Stow will be provided with a new rail halt and has a good local bus service;
- In terms of housing provision, SPP confirms that the Scottish Government is committed to increasing the supply of new homes and the planning system should contribute to raising the rate of new housebuilding by identifying a generous supply of land for the provision of a range of housing in the right places. The planning system should enable the development of well designed, energy efficient, good quality housing in sustainable locations and allocate a generous supply of land to meet identified housing requirements across all tenures (para 70). This requirement to provide for a generous supply of land has subsequently been underlined by the Chief Planner;
- SPP also states that allocating a generous supply of land for housing in the development plan will give the flexibility necessary for the continued delivery of new housing even if unpredictable changes to the effective land supply occur during the life of the plan (para 71);
- New housing developments should be integrated with public transport and active travel networks, such as footpaths and cycle routes, rather than encouraging dependence on the car. New streets should connect well with existing streets and with walking and cycling networks, and allow for links into future areas of development (para 79);
- Furthermore, SPP advises that *'the majority of housing land requirements will be met within or adjacent to existing settlements'* with this approach helping to *'minimise servicing costs and sustain local schools, shops and services.'* In addition, *'development plans should promote the development of rural communities and aim to support and sustain fragile and dispersed communities through appropriate housing development.'*

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- In terms of rural housing, the requirement for development plans to allocate a generous supply of land to meet housing requirements applies equally to rural and urban areas. Development plans should therefore support more opportunities for small scale housing development in all rural areas, including new clusters and groups, extensions to existing clusters and groups (para 94). The aim is not to see small settlements lose their identity nor to suburbanise the Scottish countryside but to maintain and improve the viability of communities and to support rural businesses. (para 95).

It is useful to emphasise here that there is an opportunity in terms of visual impact and settlement setting to accommodate a modest development that will remove what is currently an eyesore site and provide a robust woodland settlement edge that creates a strong defensible boundary and provides a community asset as a destination view point and potential picnic area. There is also an opportunity to tie in existing footpath and cycleway networks through the development site to access the single track road that leads to Lugate and further afield to Glentress with its mountain bike trails.

The proposed development itself will follow the principles of the Scottish Government's *Designing Streets* policy to produce a considered and intricate layout that will provide a sensitive addition to the existing village, creating a more contained settlement at Stow by tying in Stagehall, and more particularly Wedale View, into the rest of Stow. The development will be safe and attractive and potentially focused on the central greenspace. There will be an opportunity to consider the specific design aspects in greater detail, perhaps using the pedestrian connections from the development to access community allotments in the new wooded area. The community space will be naturally policed by the surrounding houses and consideration can be given to an appropriate palette of materials including road surfaces and the use of shared surfaces

Transport Issues

The other reason given to reject the site as an LDP housing allocation is that SBC Roads Planning is unable to support an allocation for this site. From our discussion with Roads it is clear that this position stems from an historic objection to the previous development of the site. The objection at that time was overturned and permission was granted for the development of Wedale View. The objection this time around reflects the previous stance being taken by Roads and reflects the view that Station Road can not accommodate any additional traffic, that there are concerns relating to pedestrian safety for those using the bridge and that forward visibility for vehicles using the bridge is poor.

The Transportation Statement prepared by Dougall Baillie Associates and submitted with our original objection in 2012 found that there are very low levels of traffic currently using Station Road and that vehicles using the road travel at low speed, with the additional development offering no discernable impact on the current mode of operation. They concluded that any impact on the local road network would not substantially increase traffic flows and that any additional traffic can easily be accommodated by the existing road network.

Road safety locally has however been improved since the original objection by Roads to the previous development. The stone parapet wall on the south side of the Station Road bridge has been replaced by an open grate fence, greatly improving forward visibility. The Wedale View junction with Station Road and immediate vicinity has been brought into the 30mph zone, even though the average speeds are far lower

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than the speed limit, whereas previously the 30mph zone started at the village side of the new junction. A 20mph zone has also been introduced on Station Road. Parking on Station Road has been eased by the formation of vehicular driveways, this improves passing opportunities on Station Road as does the spaces at the junctions of the Health Centre and Primary School with Station Road. Off-street parking is also available at the Health Centre and Primary School.

In addition, further improvements to road safety are due to be implemented, namely the provision of a new footbridge to link the two platforms of the proposed rail halt. Although the design of the footbridge crossing has still to be finalised it will provide a safe route from the west side of the railway to the east side providing a safe pedestrian crossing route as pedestrians will in effect bypass Station Road bridge.

We understand that further footbridge design changes are currently proposed which would introduce a footbridge crossing running adjacent to and as an extension to the bridge; widening the bridge in this way will still provide a segregated and safe pedestrian crossing. In any event the existing footpath on the bridge can be reduced in width or permanently removed. Moreover, forward visibility will be improved by the removal of vegetation within the former Station House site which has been cleared and will be developed to provide the new Stow Station and car park. Further improvements could be considered, such as redefining Give Way road markings at road junctions.

We must also reiterate the degree to which the proposed development is compliant with the sustainable transport agenda. SPP para 165 states that

“The planning system should support a pattern of development which reduces the need to travel, facilitates travel by public transport and provides safe and convenient opportunities for walking and cycling.”

The location of the proposed development site is within walking distance of the new rail halt as well as within walking distance of the Primary School and Health Centre and other village amenities, including existing public transport links. The proposed development is wholly in accordance with Scottish Planning Policy and should be supported by Scottish Borders Council.

The proposed development will also link in with the existing pedestrian access network in Stow via Wedale View and from there via the proposed new railway footbridge crossing. The development site will also accommodate through linkages for pedestrians and cyclists to the adjoining countryside. The potential to provide public access to a new woodland area to be planted as a robust settlement edge could provide a destination viewpoint and picnic area for walkers and cyclists.

In summary, we maintain that there is significant support within Scottish Planning Policy for the allocation of the proposed site at Stagehall as a modest contribution to the local housing land supply. We have demonstrated that the site can be developed without any environmental impact and that the location is considered sustainable in respect of access to local facilities and public transport options, more particularly with the advent of the proposed rail halt within walking distance of the site; a new pedestrian bridge will provide access to the new rail halt and remove pedestrian traffic from the railway overbridge thereby improving road safety. SPP also requires new development to *‘encourage energy efficiency through the orientation and design of buildings, choice of materials and the use of low and zero carbon generating technologies.’* Our client is committed to ensuring these requirements are met.

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SBC Letter of 11th January, 2013.

I have today received a response from Trish Connolly to my initial letter of 29th November, 2012. The letter provides an updated response from Roads Planning following our meeting and discussions with Roads in December. All the points made above are still relevant however I would add the following points in specific response to the Council's letter of 11th January.

In the letter there is reference to a further response from Roads Planning. The recent changes that have been made to the local road network are noted and it is generally acknowledged that many of the previously expressed concerns have been addressed or can be addressed. Notwithstanding this positive view there is reference to a new sticking point however, Roads Planning's concern regarding the increase in traffic on Wedale View and the impact on the road network in general.

With the issues relating to road safety, pedestrian movement, traffic speed and visibility all largely being addressed, it is difficult to reconcile these positive aspects with the conclusion that the impact of traffic on Wedale View and the road network is such to warrant a continued objection.

Dougall Baillie's Transportation Statement is quite clear in its conclusion that the provision of an additional 16 dwellings at Stagehall **will not result in a significant increase in traffic levels over that which currently exists.**

It is, rightly, expected that the Council would require the promotion of a housing allocation site to be supported by robust analysis and some form of evidence base. This is why our client instructed Dougall Baillie to undertake a Transportation Statement. The findings from that statement, based on up to date analysis, clearly shows that the **'impact on the surrounding road network demonstrates that the proposed development would not substantially increase traffic flows'**. There will be no impact on the local road network.

Roads Planning are now using an increase in traffic on Wedale View as justification to object to this modest allocation. This objection seems somewhat contrived; their original objection was against any development whereas the current objection is that a modest increase in housing will adversely impact on the existing housing. Where is the evidence from SBC to counter our Transport Consultants' analysis? Planning decisions need to be robust and evidence based.

In conclusion we must emphasise that there have been a number of changes introduced since the site was last considered as a housing allocation, not least in respect of the national policy framework, and despite Roads Planning's most recent response we request that the Council reconsiders its initial response to our LDP MIR submission and recognises the potential of a modest allocation at Stagehall, in light of these changes, by including the site in the new LDP.

We strongly believe that on balance the site is a good housing opportunity that would provide a modest addition to the local housing market. This is an opportunity to provide both market housing and affordable housing; we have had discussions with Eildon Housing Association in this respect and they have expressed an interest in the site if it is allocated. There is a greater opportunity we believe in developing the site in a manner which will deliver a more robust settlement edge whilst addressing the legacy of previous development in developing a site that is wholly degraded. The opportunity to provide community

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access to woodland, allotments or picnic areas should not be underestimated, nor should the improved pedestrian and cycle access that can be accommodated. If considered essential, some traffic calming measures could also be introduced on Wedale View and we would be happy to discuss this in more detail with Roads Planning. In terms of access, there are no restrictions to our client accessing the proposed site through Wedale View.

The site is in summary a good housing opportunity. It would be a shame if the views of roads, which do not seem particularly robust or defensible, took precedence over what would be a good planning decision to allocate the site for this modest development. The positives considerably outweigh any negatives.

We would respectfully request that the Council reconsiders its position on this opportunity.

Yours faithfully,

Steven Cameron
Cameron Planning



CC Trish Connolly, Derek Inglis (SBC), Client

Miller Family

Land at Stagehall, Stow, Galashiels.

Response to Scottish Border's Council:

Local Development Plan:

Main Issues Report.

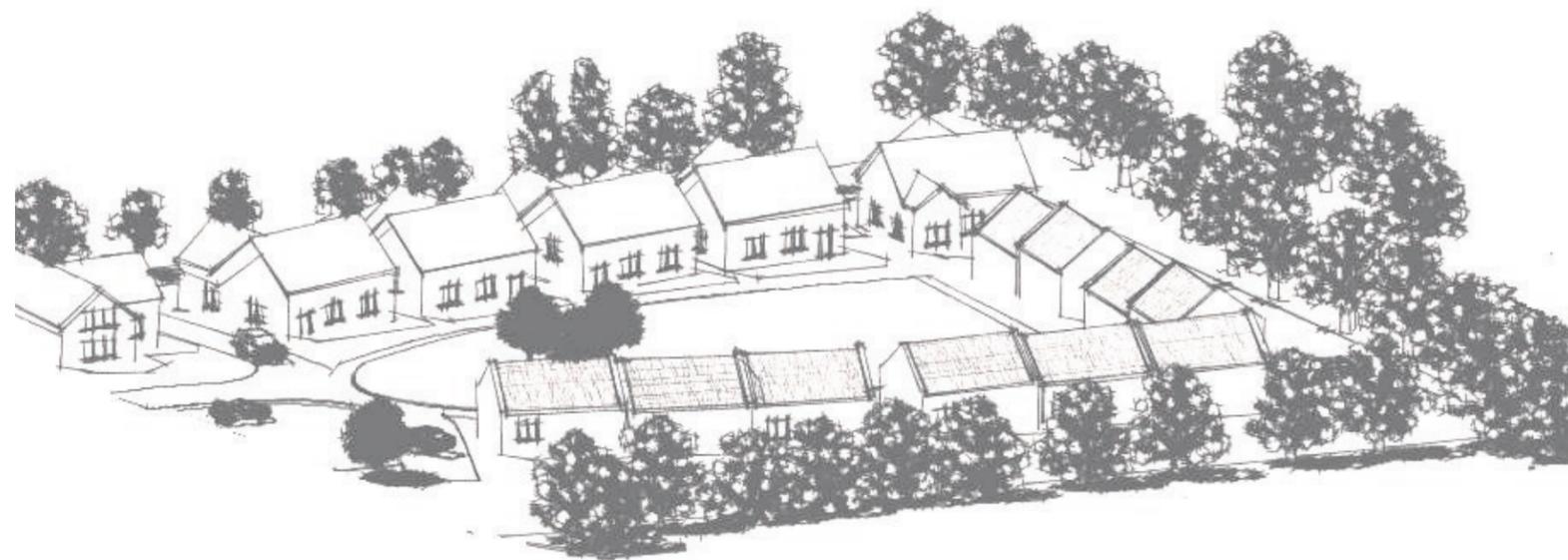
Planning Supporting Statement

 **Cameron Planning**

29 East Argyle Street
Helensburgh
G84 7EJ
Tel: 07747 053070

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Introduction

Cameron Planning has been invited by Andy Miller on behalf of the Miller family to lodge representations to Scottish Border's Council's Local Development Plan Main Issues Report in respect of land in their ownership at Stagehall, Stow.

The Main Issues Report (MIR) was published for consultation on the 2nd April, 2012 and has a submission deadline date of noon on the 25th June, 2012. The consultation process at MIR stage leads into and informs the Local Development Plan which Scottish Border's Council intimates is programmed for publication in the autumn of 2012. This representation to the Main Issues report is considered to be duly made by way of this submission.

The submission has been prepared by Cameron Planning with input from Hunter Architecture, located in Stow. The submission is accompanied by a Transportation Statement prepared by Dougall Baillie Associates.

1.1 Site Location and Description

The site promoted by the Miller Family is land within their ownership in Stow to the immediate west of the former railway line, which is now due to be reinstated as part of the proposed Waverly line to Tweedbank. Stow is scheduled to be provided with a rail halt as part of the new rail line provision. Stow is located north of Galashiels on the A7.

The site is bound to the west by an unclassified public road, which Stagehall Farmhouse and steadings front onto, to the south by agricultural land, by the proposed Borders Rail link to Tweedbank along its eastern boundary and recent residential development to the north at Wedale View.

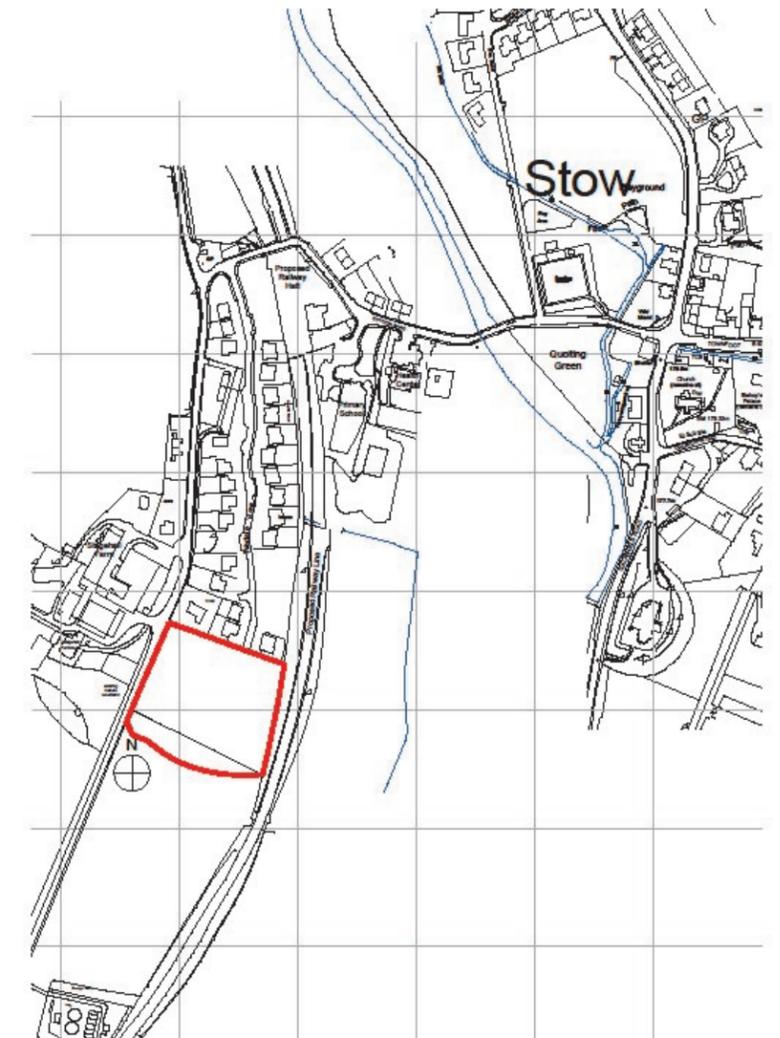
The site is substantially degraded having been previously used as the site compound by Richmond Homes relative to their development to the immediate north. Richmond Homes entered administration and the site compound has been essentially abandoned. The degraded site is visually intrusive. Richmond Homes also utilised the site for the storage of construction materials and top soil. An access has been formed into the site off the public highway and the surface top spoil has been largely stripped with the ground disturbed to a significant extent. A large bund of soil has been left to the west of the site.

As a result of the works undertaken by Richmond Homes during their possession of the site and due to their subsequent administration, the site has remained in an unattractive and derelict state with the appearance of an unfinished building site. The Richmond Homes development is essentially complete, with the remaining plots that had not been developed at the time of administration currently under construction by M&J Ballantyne, Kelso Builders. There is however no likelihood of the site promoted in this submission being tidied, remediated or returned to agricultural use.

The site slopes to the east away from the highway down to the railway line route and has no distinguishing features. The recent housing development by Richmond has no strong boundary with the adjoining land and indeed sits adjacent to the degraded site that comprised their former site compound with open aspects to the south. The consequence of the manner in which the Wedale View site has been developed the provision of a weak and visually poor settlement boundary. The site compound field is bound by a fence line from the highway to railway. There is again no strong defensible boundary between the settlement and the adjoining countryside. Only along the western boundary, adjacent to the highway is there a strong field boundary, existing hedging. The existing access through Wedale View will give access to the proposed development site.



Existing Site



Location Plan

2. MIR Submission

We believe that there is an opportunity to provide a form of development that can act as an exemplar development within the Scottish Borders. The site links well with the rest of the settlement and there is sufficient land to provide cycleway and footpath links through the site as well as to consider community focused developments such as allotments, an orchard, picnic area or view point destination.

Andy Miller, on behalf of the Miller family at Stagehall, Stow, submits that the site discussed within these papers should be allocated as a housing site in the new Scottish Borders Local Development Plan. In addition it is maintained that the settlement boundary should be revised at this location to include the proposed development site.

The attached plan prepared by Hunter Architecture shows an indicative layout comprising 16 residential units accessed from the existing access road through the Richmond Homes housing development to the immediate north, via Wedale View. A cyclepath/foot path links through the site to the public highway providing a shortened through route from the settlement centre over the railway bridge through the existing residential development at Wedale View.

As highlighted in Dougall Baillie's Transportation Statement, a proposed new footbridge across the railway line at the new station could also be used to provide a pedestrian link between both sides of the railway. Revised railway plans are unclear on whether a railway footbridge will be provided however if this is the case it shows that the use of the existing road bridge is considered acceptable. The housing layout is indicative in nature and helps identify a site capacity. The number of units that could be accommodated could change, subject to more detailed site analysis.

2.1 Main Issues Report

The Forward to the Main Issues Report recognises that *'change is constant'* and that there is a continued need to keep the planning framework up to date. The Main Issues Report informs the content of the Local Development Plan which in itself must take cognisance of the Strategic Development Plan and other material considerations, including Scottish Planning Policy, Advice Notes and Guidance. With regard to the Scottish Borders, the Scottish Border's Structure Plan will be replaced by the new SESPlan which will be the new Strategic Development Plan for part of Fife, Edinburgh, Lothian and the Borders. SESPlan published their Plan for consultation in the autumn of 2011 and its content has been subject to a high number of objections. The next stage for the Plan is for Examination and consideration of all unresolved objections. Given the level of objections however the complexion and content of the Plan is far from certain and it may be subject to some major changes, including for example the housing land supply figures. It is consequently, wrong for the Scottish Border's Local Development Plan to rely wholly on SESPlan in preparing the LDP.

The MIR notes that between 2010 and 2032 the population of the Borders is expected to grow by 15% and in addition that the number of households is expected to grow by 23% over the same period, both factors leading to an increasing requirement for housing land. The draft SDP and previous Structure Plan identify Strategic Development Areas (SDA) or 'primary development hubs' which will be the focus of development through the life of the SDP. One of the main influences on development is the Borders Railway which is due to be operational in 2014 and includes the provision of a rail halt in Stow. From a sustainable development perspective there is considerable merit in allocating housing land in close proximity to public transport hubs and although the bulk of development will be focused on the SDA's there must be consideration of housing in other locations, more particularly where a rail halt is provided.



Indicative Layout Plan

2.1 Main Issues Report (cont)

There is a concern that the LDP will merely reflect the SDP in respect of housing land requirements. Whilst the SDP itself reflected the recent Structure Plan requirements it is clear that the provision of housing land is at best modest compared to the requisite provision of a 'generous' supply as outlined in Scottish Planning Policy. Paragraph 2.25 of the MIR advises that no additional housing land is required beyond those sites previously identified to 2019 and that the requirement between 2019 and 2024 is only 'modest'. This includes a supply figure of only 50 units across the whole of the Borders area outwith the SDA's. It is our view that the supply that the Plan makes provision for is far from generous and consequently the Plan conflicts with Scottish Planning Policy.

Paragraph 3.4 of the MIR considers that there is already a generous supply of land identified for housing in the emerging plan but it also recognises that the LDP will need to augment this in line with the SESplan. If SESplan proposes only modest increases and these are replicated in the LDP then the LDP, as with SESplan, fails to meet the principal requirement of Scottish Planning Policy to provide a generous supply of housing land, despite the Council's view that the supply will be generous. In addition, the housing land supply must provide choice in tenure and location.

Whilst the LDP anticipates a 25% affordable housing requirement across the board, 'to help meet local need', there is no evidence as to how this will be delivered, locally, outwith the SDA's. Certainly in the case of Stow there are currently no sites proposed for housing in the LDP either for market or affordable housing. In a community with the provision of a rail halt this is at odds with the Government's sustainable development agenda.

The element of choice in tenure and location is fundamental to Scottish Planning Policy. The inclusion of the site at Stagehall as a housing allocation will provide both market and affordable housing for local people. The attraction of the rail halt at Stow will ensure that the marketability of these units is not in doubt.

One of the listed Main Aims of the LDP is to provide land for mainstream and affordable housing. However, in the case of Stow, the LDP will fail to deliver in its current form.

Section 5 of the MIR relates to Housing. Again, the MIR acknowledges the requirement to provide a 'generous' supply of land for housing. In terms of housing land provision however, the MIR relies on the previous Structure Plan provisions as being adequate; it also states that the new SDP will provide the strategic policy context post 2018. As noted above, the SDP is subject to a number of significant challenges regarding housing land supply and there is significant potential for the position promoted in the SDP to change before or at Examination stage. The SDP will also of course be the Strategic Development Plan for the period from its approval, potentially 2012/13, in fact superseding the previous Structure Plan.

It follows therefore that the position being taken by Scottish Border's Council in the MIR is flawed as it can not reflect the likely changes to housing land supply that will evolve through consideration of the SDP. Most significantly it does not provide for a generous Housing Land Supply.

There is an almost reluctant acceptance in paragraph 5.22 of the MIR that there may be wholesale changes to the SDP position in terms of land supply however the Council dismiss any change through the MIR at this time due to current levels of development. It is not for the Council to speculate on the current or future economic position; they are however obliged to provide for a 5 year housing land supply at any given time.

2.2 SESplan Housing Land Supply Assessment

The current consultation relates to the Scottish Borders Main Issues Report for the emerging Local Development Plan. The MIR however relies heavily on the Housing Land Supply position promoted within SESplan. Although SESplan considers the provision of strategic housing sites it includes a capacity within Scottish Borders outwith the Strategic Development Areas (SDA). By adhering to SESplan, Scottish Borders Council rejects opportunities for other sites to be brought forward or included in the housing supply, including the capacity outwith the SDA's

We have previously made objections to SESplan and believe that Scottish Borders Council is flawed in its approach to rely heavily on SESplan when the Plan is currently subject to considerable objection due to an underestimated housing land requirement and conflict with Scottish Planning Policy. It is noteworthy that the Scottish Ministers have seen fit to object to SESplan and there can be little doubt that it will not survive in its current form in respect of its strategic housing land supply, including its 'modest' supply outwith the SDA's. To ignore sites that are viable, effective and that can be delivered only because they do not appear in the SDP, would be wrong.

We are aware of a number of detailed objections to SESplan in respect of its Spatial Strategy and the analysis undertaken to inform the Housing Land Requirement document that accompanied the Plan, including the Housing Technical Note and the Housing Need and Demand Assessment methodology. It is evidenced that the housing land requirement has been underestimated and that the Spatial Strategy and Strategic Development Areas as defined in SESplan need to be reassessed. The timing of delivery, the inclusion of windfall sites and the inclusion of a relatively high proportion of constrained sites all contribute to a body of objection that has been laid against SESplan.

A likely outcome of the objections to SESplan will be that displaced demand is re-allocated to earlier phases of the Plan thereby increasing an already identified housing shortfall within the Plan area. The implication of deleting the windfall sites and applying reasonable assumptions relative to the level of constrained sites that could be included in the supply analysis resulted in Holder Planning, for example, and others, identifying an increase in this shortfall from 34,200 to 67,700 units, across the SESplan area.

The impact of adjustments to the Spatial Strategy is that the requirement for additional housing land is underplayed. The bulk of identified housing land requirement is defined in SESplan in the period post 2024 and the Plan also fails to demonstrate spatial distribution across the Local Development Plan areas, thereby conflicting with the requirement on the Strategic Development Plan to provide a clear and positive framework for growth, as well as the Scottish Planning Policy requirement to indicate the broad scale and location of housing land across the Plan area within Development Plans.

There is also a need to identify the housing land requirement by Council area, something that SESplan fails to do, in order to monitor and maintain a 5 year land supply.

In summary, the housing land supply position outlined in the SDP is seriously contested. There is every likelihood that the housing land supply figures will change and that this will be reflected in changes to the supply within the SDA's, the supply outwith the SDA's and also the timing of delivery in bringing sites forward to the period to 2024.

The impact of adjustments on the Spatial Strategy is that the requirement for additional housing land is underplayed. The bulk of identified housing land requirement is defined in SESplan in the period post 2024 and it fails to demonstrate spatial distribution across the Local Development Plan areas, thereby conflicting with the requirement on the SDP to provide a clear and positive framework for growth, as well as the Scottish Planning Policy requirement to indicate the broad scale and location of housing land across the Plan area.

There is also a need to identify the housing land requirement by Council area, something that SESplan fails to do, in order to monitor and maintain a 5 year land supply.

2.3 Scottish Ministers' Position on SESplan

We draw attention to the objection to SESplan lodged by the Scottish Ministers relative to the Proposed Plan's Housing Land Requirement section.

The Scottish Ministers state that Scottish Planning Policy (SPP) requires development plans to identify a generous supply of land to meet identified housing requirements across all tenures. Ministers are concerned that the plan will not provide a generous supply. In support of this view, Ministers share the opinion expressed by others that the Plan assumes a *'disproportionate amount of development to happen post 2024'* thereby conflicting with the Scottish Planning Policy requirement to set out housing land requirements over a 12 year period. The Ministers also note that *'windfall sites have been included in the established supply, rather than as an element of additional flexibility, different to that suggested in paragraph 62 of PAN2/2010: Affordable Housing and Housing Land Audits.'*

Ministers make a specific request that the housing land requirement is set out to 2024 in order for the SDP to be SPP compliant.

Ministers also challenge the land allocation figure of exactly 34,200 units as they would *'expect the plan to release more than enough land to meet the housing requirement (i.e. allocate a generous supply). This could be achieved either by increasing the numeric allocation in SESplan or inserting a requirement for LDPs to allocate 'more than' enough sites capable of development within the plan period.'* In our own previous submission to SESplan we had identified a potential shortfall requirement of 67,700 units, considerably higher than the 34,200 units that the Scottish Ministers challenge.

In addition, Scottish Ministers take a view that the Plan does not provide certainty for long-term investment and infrastructure requirements as it is unclear how allocations post 2024 will be made. Furthermore they confirm the position that LDPs can deal with any necessary phasing and that the Ministers do not want to create any unnecessary barriers to sites coming forward earlier than expected.

The objections from Scottish Ministers then will likely result in quite significant changes to SESplan which can not be viewed as it stands, as being fit for purpose. Consequently, this Main Issues Report can be considered flawed to due its reliance on SESplan. There is clearly a requirement for further housing land supply review including an increase in the strategic land requirement, including the provision of sites outwith the SDA's, and, revised phasing as to when sites will be delivered. The inclusion of the site at Stagehall, whilst not in itself a site that can be considered as a strategic land allocation, will provide an element of housing that contributes to the land supply outwith the SDA, will meet local needs and which will also generate developer contribution funding to infrastructure requirements.

2.4 Strategic Assessment

The Strategic Environmental Assessment that accompanies the Main Issues Report includes a short consideration of the promoted site (ASTOW026) and concludes that there is 'minor biodiversity risk' but that the site is constrained in the Landscape Study. In support of the site, it is located close to the train station, primary school and health centre and is within walking distance of the settlement centre. The Council Roads Department do not support an allocation here.

The issue relating to the concern expressed by Roads is addressed more fully in the accompanying statement by Dougall Baillie Associates. With regard to the landscape and visual impact we argue that the site is currently degraded and that there is an opportunity to considerably improve the settlement boundary by introducing structural landscaping/planting, including trees, to the south of the site to both contain the site and to create a stronger settlement boundary. Structural landscaping on the edges of the site will also assist in framing the development and ensuring that the development fits into the existing townscape. The introduction of a through footpath will benefit the community by enhancing access to the hills to the west and contribute to a local footpath network. Dwellings should maximise the southerly aspect of the site to maximise energy sufficiency.

The images that accompany this submission have been prepared by Hunter Architecture, a local Stow based practice and, in our view they demonstrate that the site can be developed without significant adverse impact on the local landscape. Indeed, we argue the opposite, that the development and accompanying landscape strategy will enhance the landscape setting of the settlement. The adoption of a comprehensive landscape strategy will ensure that the development will sit into a well defined village setting.

In respect of the 'minor bio-diversity risk' that the SEA alludes to, it is difficult to see what this relates to given the very poor condition that the site is currently in.

With regard to the concerns expressed by Roads we would highlight the conclusions found in Dougall Baillie's Transportation Statement, that traffic flows and traffic speeds are both very low.



Existing view from the south on A7

Station Road, where it crosses the railway line is sub standard. The highway is however an adopted highway and the proposed development is modest in comparison to the level of development that could be developed within Stow and for which there may be pressure to make provision for given the presence of the rail halt.

It is evident that the number of vehicle trips using the road is relatively small and it is further the case that the addition of 16 additional dwellings will have limited impact. The Primary School, Health Centre, village centre and railway halt are all within walking distance, further reducing the need for vehicular trips. In addition the geometry of the road is such that vehicles travel at very low speed. Dougall Baillie's Report considers these matters in more detail.

Roads also expressed concern that development of the site would not comply with Designing Streets. Dougall Baillie (DBA) however, in their Statement, advise that the indicative layout prepared for this submission would still enable the principles of Designing Streets to be adhered to. The issue of the perceived 'substandard' footway provision across the railway bridge can be addressed by the proposed footbridge provision at Stow Station.

In summary it is the view of DBA that the likelihood of vehicles meeting on a section of road with substandard geometry is limited and this is borne out by the traffic survey information. The low speeds recorded along this road also underline that the consequences from two cars meeting would be negligible. The impact of traffic generation on the surrounding road network will also be negligible.

2.4 Site Analysis

Scottish Border's Council has assessed the site in preparing the MIR and has previously expressed a view that the site is difficult to access and that development of the site would have a potentially adverse impact on the landscape setting of Stow.

In respect of site access, Miller Family has instructed Dougall Baillie Associates to prepare a Statement to examine an access strategy for the site and which specifically addresses the issue of vehicular access via Station Road.

The Council's Roads Authority has expressed a view that the bend on



Indicative view from the south on A7



Indicative view from the north on Quoiting Green



Indicative view from the south on unclassified road

2.4 Site Analysis (cont)

In addition, the Council has highlighted a potentially adverse impact on landscape setting. The current scenario however is that the views from the southern approach towards Stow, and specifically Stagehall clearly take in the existing residential development and the derelict field in the foreground. The settlement boundary at this location is weak and inadequate.

Stow based architectural practice Hunter Architecture have been commissioned by the Miller Family to prepare an indicative site layout and also to consider the issue of visual impact. The accompanying layout, whilst indicative, shows that the site can easily accommodate 16 residential units. A greater density of housing could indeed increase this figure. A key aspect of the analysis however is the accompanying views towards the site. These show that the settlement boundary can be made more robust through landscaping and tree planting to ensure that the proposed development, and equally the existing recent development, will be drawn into the community and will be seen as part of the existing settlement. This is preferable to the current scenario where an open aspect is currently portrayed with no thought given to settlement boundaries.

As the development opportunity is progressed, the proposed development design and layout will be supported by a comprehensive landscaping scheme and other studies that may be required.

Another aspect of the proposed development is the provision of a footpath and cycle path link from the Station or Station Road, through the site to the public highway beyond. This local footpath



Existing view from old bridge on A7



Indicative view from old bridge on A7

network will tie in to a proposed picnic area to the immediate south, adjacent to the highway at an elevated position, providing a focal point for locals to walk to.

The Miller Family has ties to the local school and provide access to a woodland area adjacent to Stagehall Farm where school pupils can view local wildlife and experience nature at close hand. There is an opportunity to provide a more formal access arrangement to allow school pupils to also access the land to the south of the residential development, within a controlled area, where pupils could have access to allotments for example. Indeed the provision of allotment space could be extended to the wider local community.

In summary, the transport and access issue is we feel one that has been overplayed. The level of traffic use and speed of traffic is very low and the road geometry itself controls traffic movement. The landscape impact has also we feel been overplayed by the Council as there is an opportunity to improve the settlement boundary at this location and ensure that the boundary becomes more robust and defensible.

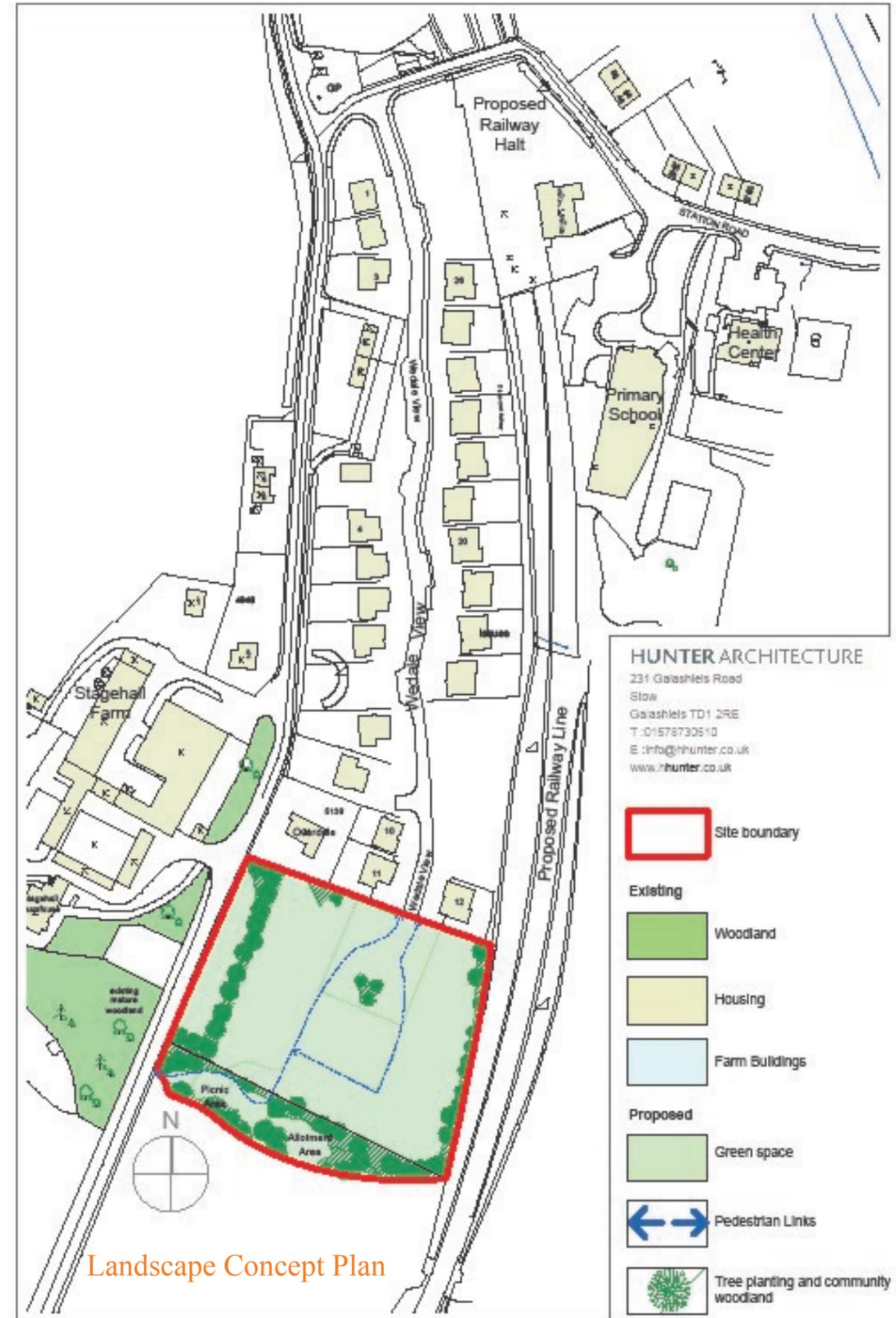
2.6 Response to Issues

With regard to the specific questions outlined in the MIR we would provide the following responses.

Question 7 of the MIR asks ‘do you agree with the preferred option for the scale of additional housing land in the LDP or do you agree with the alternative option? In response to this issue we believe that the alternative option should be the preferred option, that is, that scale of housing land should be increased from that set out in the SDP.

Question 8 of the MIR asks ‘do you agree with the preferred options for additional housing sites in Appendix A, do you agree with any of the alternative options, or do you have alternative options? In response to this issue we advise that the site at Stagehall in Stow should be allocated as a housing allocation in the LDP, thereby providing additional housing opportunity in Stow at a location that is wholly sustainable, is within walking distance of the local primary school, health centre and village centre and is essentially adjacent to the proposed rail way station at Stow. In addition, assuming that the 25% affordable housing requirement will apply across the board, the development site will provide affordable local housing within an existing settlement. We promote the alternative or additional option of Stagehall as a housing allocation site.

Question 9 relates to the provision of affordable housing at 25% or an alternative scenario of reviewing the provision to reflect the current economic position. Our response is that the requirement should reflect current economic restraints however the issue of affordable housing needs further consideration as to how this can be delivered. Low cost housing in a location such as Stow will be attractive to the local market and ensure that the housing offer is wide. A straightforward 25% social needs provision for example could mean people from outwith the settlement being relocated to Stow. Our view is that housing provision for local people is preferable. The requirement for any affordable housing policy must also be evidence based.



3. Summary and Conclusions

This Planning Statement has been prepared on behalf of the Miller Family and comprises their submission to the Council in support of the inclusion of their land at Stagehall Farm as defined within this document as a housing land allocation within the new Local Development Plan.

From a planning policy point of view there is evidently a significant reliance on the emerging SDP, SESplan, to inform the LDP. SESplan has however been subject to a significant body of objection, particularly in respect to its housing land supply, including objections from the Scottish Ministers and, its content may well change in the course of the coming months. One of the changes will likely be an increase in the housing land supply requirement, including a requirement for an increased allocation outwith the Strategic Development Areas which would mean a requirement to find additional sites for development. The timing of site delivery is also challenged, which will likely result in an increase in the housing land requirement to 2019.

In principle, as the Stagehall Farm site is situated on the edge of an existing settlement, is within walking distance from a new rail halt to be provided in Stow on the Borders Waverly line and is within walking distance of the local Primary School, Health Centre and Village centre, there is considerable merit in allocating the site as one that would contribute to the housing land supply.

Scottish Border's Council has however rejected the inclusion of the site at Stagehall Farm, Stow, on the basis of bio-diversity impact, landscape impact and concerns raised by Roads. The site is extensively degraded and sits adjacent to an existing recent housing development. The site's bio-diversity will be poor. Any impact on landscape setting can be mitigated by a comprehensive landscape strategy to ensure that the site 'fits' into the existing settlement. Without investment in the site to improve its visual impact it will remain as an adverse visual intrusion, particularly when viewed from the south, heading north on the A7 and from views across from the A7. The introduction of tree planting, as shown in Hunter Architecture's images, will ensure that the current visually poor contribution will be enhanced considerably.

Although the site is not included within the green belt the principles of green belt boundary review are appropriate to consider in respect of this submission. There is a need to ensure that settlements have defensible and robust settlement edges in order to prevent adverse visual intrusion and detriment to the landscape setting. By enhancing settlement fringes, including through the provision of an improved form of development and accompanying landscaping, harsh settlement fringes can be softened and new development can be developed within a framework of screening and planting. Stow is a settlement that fits into its landscape well, the new development at Wedale View being an exception where the southern boundary has been left poorly defended and essentially open.

The proposed development is not a large development, yet if planned correctly and adopting a sensitive approach to urban fringe development, including the provision of a landscape strategy, it can positively contribute to the settlement 'fit'. Above all else it would provide much needed local housing ensuring that an appropriate range of housing is provided including low cost affordable housing for first time buyers.

With regard to the Roads issues, Dougall Baillie Associates Transportation Statement demonstrates that traffic flow and traffic speeds are both extremely low. This fact alone demonstrates that the likelihood of traffic meeting on the small section of sub standard road is negligible, including with the additional development built, and the consequences from any meeting of vehicles similarly negligible. DBA highlight the fact that existing services are all within walking distance from the site, reducing demand for car based travel; the provision of the new rail way halt and existing bus services, can also result in reduced car based travel. There is all likelihood that once the rail halt is open in 2014 that bus services could tie in with train times, bringing public buses closer to the development site. There is little likelihood that the development would have an impact on the local road network.

In response to the specific questions asked in the Main Issues Report we disagree with the preferred option expressed under Question 7 in respect of housing land and hold the view that the scale of housing land should be increased beyond that shown in the SDP. With regard to Question 8 we disagree with the preferred option identifying additional housing sites and the alternative sites option on the basis that the site at Stagehall Farm, Stow, should be include in the LDP as a site that will contribute to the housing land supply requirement. We would also emphasise that in relation to Question 9, relative to affordable housing, that any requirement for an affordable housing allocation must be based on evidence as required in Scottish Planning Policy, whether this is at the 25% figure promoted in the Plan or at any alternative revised figure.

We strongly believe that there is an opportunity to provide a relatively modest development in a location where a new train station will see increased pressure for land to be released for housing. The site promoter, being a local landowner, is keen to see a development that works well with the existing community and fits into the landscape and village setting. The landowner is also happy to expand on an existing relationship with the local primary school by allowing children access to an area of land that could be developed as allotment space, and idea that could be developed further with the local community through allotment, orchard or picnic space and a viewpoint access by way of a new footpath and cyclepath link that will link with existing networks.

In summary we ask that Scottish Border's Council revises the settlement boundary at Stow and identifies the site promoted in this submission as a housing allocation site.

Mr Miller

**Proposed Residential Development
Stagehall, Stow**

Transportation Statement

June 2012

Dougall Baillie Associates



civil. structural. transportation. water management

Dougall Baillie Associates
3 Glenfield Road. Kelvin. East Kilbride. G75 0RA

w: www.dougallbaillie.com

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DBA is quality assured to BS EN ISO 9001(2008) and the company's Quality Management System is certified by NQA (certificate No. 8891).



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1	22/06/12	Client Team	Issued for Planning

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APPENDICES

Appendix A - Stow Station Proposals Drawing

Appendix B - Traffic Survey Data

Appendix C - TRICS Database Output

1 Introduction

- 1.1 Dougall Baillie Associates (DBA) has been appointed to act on behalf of Mr Miller in connection with the development of 12 - 16 residential units at a site in Stagehall, Stow. The site location is shown on Diagram 1.1, relative to the local road network.
- 1.2 The proposed development would represent an extension of an existing 26 dwelling residential development accessed from the existing Wedale View, off Station Road. An indicative site layout is shown in Diagram 1.2.
- 1.3 In discussions, Scottish Borders Council raised concerns relating to a number of issues associated with the proposed development. These being:
- Lack of integration of the existing housing site with rest of the town;
 - Substandard footway provision across the Station Road railway bridge.
 - extension of the existing cul-de-sac not complying with the principles of 'Designing Streets'.
 - No suitable means of vehicular access from the minor public road to the west of the site.
 - Station Road effectively subject to single lane flow due to on-street parking;
 - Reduced forward visibility due to the existing road alignment;
- 1.4 This Transportation Statement has been prepared to address the issues raised by Scottish Borders Council.
- 1.5 The report also summarises data abstraction, calculations of traffic generation and analysis of junction operation. More detailed information pertaining to certain aspects of the report may be available and can be obtained on request.



Diagram 1.1
SITE LOCATION

NOT TO SCALE

Dougall Baillie Associates



Diagram 1.2
INDICATIVE SITE LAYOUT

NOT TO SCALE

Dougall Baillie Associates



existing mature woodland

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date		revisions	
231 Galashiels Road Stow TD1 2RE T :01578 730510 E :info@hunter.co.uk www.hunter.co.uk			
client:		Mr Miller	
project:		land at Stagehall Stow	
drawing title:			Scale:
Block Plan			1:500
Drawn	Checked	Drawing no	Rev
HAH		894.sk.02	b
Date	Date		
Mar 12			



DO NOT scale from this drawing

HUNTERARCHITECTURE

2 Sustainable Transport Assessment

- 2.1 Scottish Planning Policy (SPP) emphasises that development should be located in areas that are capable of being integrated into effective networks for all forms of transport, including walking cycling and public transport. SPP also identifies a hierarchy of priority that should be given to different transport modes in terms of measures to accommodate their access to a development. This hierarchy is walking, cycling, Public Transport and lastly private car.
- 2.2 This assessment of Public Transport facilities and services considers in detail the four elements of the public transport network that serve the area in which the proposed development is located. Separate sections are included for Pedestrian facilities, Cycling facilities, Bus services and Rail services.
- 2.3 The Bus Services and Rail Transport sections deal with the routes, quantity and availability of all relevant services. The current infrastructure for each of these two modes has been examined, along with the potential to maximise access to the site for all travel modes.
- 2.4 The bus and rail parts of the assessment are based on published data for bus and train services. This data may be subject to revision and the data used will become outdated in the future, however it is considered to represent a reasonable basis on which to carry out the type of desktop study summarised in this section of the report.

Walking

- 2.5 Walking is a main mode of travel for many people albeit potentially for only part of their journey. Good access by foot is therefore important to encourage short local journeys entirely on foot as well as for longer journeys by public transport, which begin and end with a walk.
- 2.6 The most popular pedestrian routes from the development are anticipated to be those leading to local amenities and public transport facilities in the surrounding area.
- 2.7 Important local facilities including schools, places of worship, retail and leisure facilities are generally located to the east and northeast of the proposed development. These are shown on Diagram 2.1.
- 2.8 Pedestrian routes to these facilities from the proposed development site would follow Wedale View to the north exiting east onto Station Road.
- 2.9 Travel distances and approximate travel times on foot to local facilities from the edge of the proposed development areas are listed below. Travel times are based on an assumed walking speed of 1.5 metres per second.
- Stow Primary School - 450m (5 minute)
 - Bus stop on Galashiels Road - 700m (8 minute)
 - Post office & Local Shop - 800m (9 minutes)

- 2.10 The walk distances to these local facilities are in line with the maximum threshold of 1600m for accessibility to local facilities recommended in PAN75 (ANNEX B) which is based on observed travel behaviour.
- 2.11 A continuous footway is provided along the length of Station Road from the development to all local amenities. In order to encourage local trips on foot it is proposed that pedestrian facilities within the site would be linked to this existing footway provision.
- 2.12 At present the existing footway on Station Road does narrow to around 1.2m across the bridge directly to the east of Wedale View. It is noted that as part of the Borders Railway project the previous rail line, which passed through Stow, will be re-established. As part of this project a new Stow Station rail halt will be established. Details of this new station are illustrated in the Scot Wilson Waverly Project, Stow Station drawing included in Appendix A at the end of this report. This drawing illustrates a pedestrian footbridge, accessed from Station Road and to the west of the existing road bridge. This footbridge links to a new car park and through this back onto Station Road, in the vicinity of Stow primary School. This would supplement the existing footway provision effectively providing an alternative pedestrian route for those walking to and from the proposed development.
- 2.13 While the development would provide footway linkage to local amenities, the development also includes a pedestrian / cycle link to the south west, which is illustrated in Diagram 1.2. This shared use link provides a link to the existing rural road, directly to the west of the development site, which is used by walkers and cyclists. It is proposed that this new link would provide a more attractive route than is currently available which requires users to pass the working Stagehall Farm.

Cycling

- 2.14 The significance of cycle use for commuter trips is dependent on local topography, climate and facilities provided at the destination (parking, changing facilities etc). Research has identified that cyclists are reluctant to accept detours and will avoid routes which are hilly, perceived as dangerous, or have bad surfaces.
- 2.15 Reference has been made to the Sustrans website which indicates an on-road cycle route running within close vicinity of the development on Station Road. The Borders Loop cycle route links Stow with Galashiels and other neighbouring towns. A plan showing the route of the Borders Loop, in the vicinity of the development, is shown in Diagram 2.2 at the end of this section.

Bus Services

- 2.16 Reference to current Public Transport information indicates that there is an existing bus service along Galashiels Road. The X95 service operated by First Bus runs on a half hourly frequency between Edinburgh and Carlisle via Stow and Galashiels. This service would provide access to employment, retail and leisure facilities within Galashiels and Edinburgh City Centre.

Service	Route Description	Frequency (minutes)	Veh/ Hour	Operator
Available from Stops on Galashiels Road				
X95	EDINBURGH - Eskbank-Newtongrange-Stow-Galashiels-Selkirk-Hawick-Langholm CARLISLE (Raillink)	30	2	First Bus

Table 2.1 -Bus Routes during Weekdays

Train Services

- 2.17 At present there are no rail services in close proximity of the development. As noted previously however, Transport Scotland intend to re-establish the Borders Railway. This will incorporate a station in Stow adjacent to the proposed development site. Reference to the Transport Scotland website details this route is expected to run a half hourly service during peak hours between Edinburgh Waverly and Tweedbank with journey times in the region of 50 minutes (or less). The expected completion date for the Borders Railway line is December 2014.

Summary

- 2.17.1 Given the size of Stow, distances to local amenities are unlikely to be a disincentive to walking trips. The proposed development will link into the existing pedestrian network. In addition, the proposed infrastructure works provided as part of the Borders Railway will see a new pedestrian bridge supplementing the existing facilities provided on the Station Road bridge.
- 2.18 Given the rural location of the proposed development, its proximity to existing and proposed cycle and public transport networks will result in a choice of mode of travel that will be rarely matched in the surrounding area.

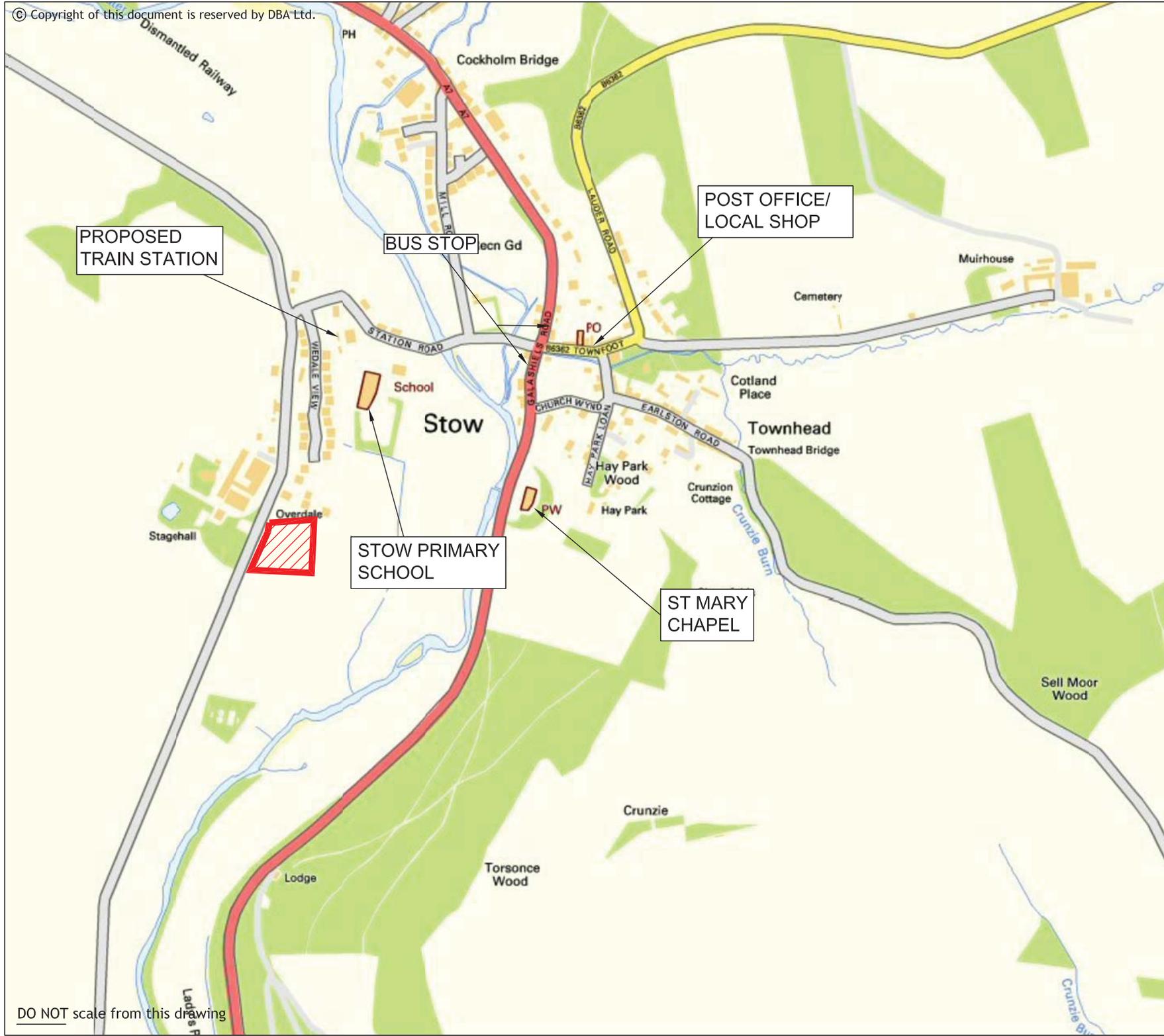
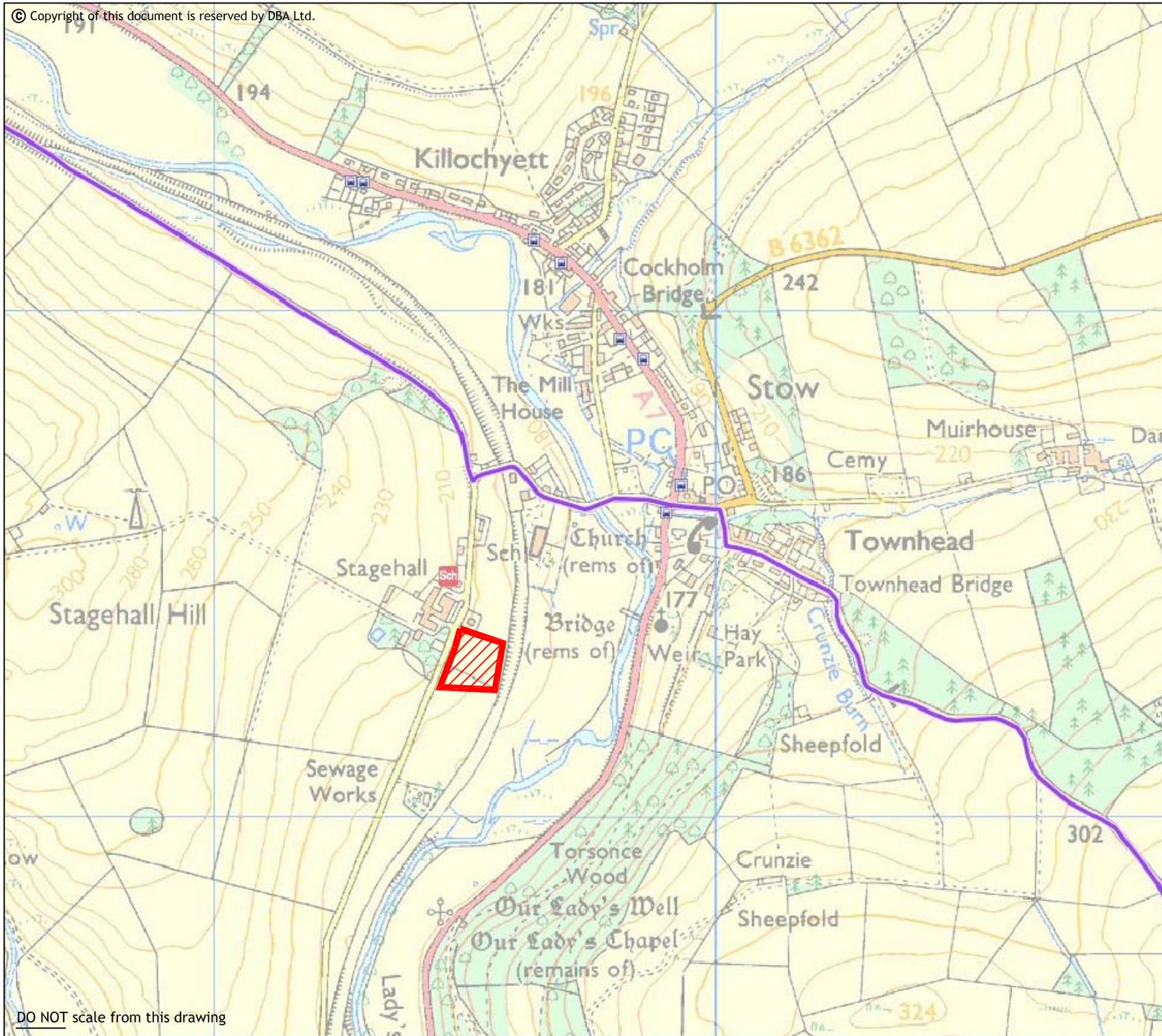


Diagram 2.1
LOCAL AMENITIES

NOT TO SCALE

Dougall Baillie Associates





— ON-ROAD CYCLE ROUTE
 (Route information taken from sustrans website)

Diagram 2.2
 CYCLE ROUTES

NOT TO SCALE

Dougall Baillie Associates



3 Development Layout

- 3.1 Modern street planning and design aims to take into account the street network by ensuring that the design of the street not only caters for the movement of vehicles but is suitable for serving all land uses on the street. In residential areas this means that streets not only serve vehicular needs but provide safe liveable streets in neighbourhoods that give equal weighting to people and therefore in broad terms encourage walking and cycling.
- 3.2 This is achieved by street layout which ensures streets are designed for walking and cycling by influencing driver behaviour. The Scottish Government's Designing Streets guidance notes that '*conventional traffic calming techniques, such as cushions or humps do little to develop a positive sense of place*'. Instead alternative speed controlling methods should be incorporated into the street layout to ensure that the design has positive speed control methods. This can be achieved by taking advantage of building road narrowing. Landscaping and other design features.
- 3.3 Designing Streets notes a range of traffic calming measures that would act in different ways and which have been considered for inclusion in the proposed development layout:
- **Psychology and perception measures** - play a strong part in influencing driver behaviour. Street features and human activity can influence the speed at which people choose to drive. Features likely to be effective include:
 - buildings in close proximity to the street;
 - reduced carriageway width;
 - features associated with potential activity in, or close to, the carriageway, such as pedestrian refuges; and
 - landscaping.
 - **Street dimensions** - can have a significant influence on speeds. Keeping lengths of street between junctions short is particularly effective.
 - **Reductions in forward visibility** - are associated with reduced driving speeds.
 - **Physical features** - involving vertical or horizontal deflection can be very effective in reducing speed.
 - **Materials** - can reduce speed by both visual perception and by physical characteristics, such as cobbled surfaces.
- 3.4 Designing Streets does not include design standards on the type of scheme to be implemented as part of a development of a particular size, as was previously the case with Council Roads Design Guidelines. Alternatively, it replaces standards with a set of guiding principles. In this sense Designing Streets simply suggests that the design adopted should be suitable for the purpose for which it will serve.

- 3.5 In our view the emerging development layout has adopted the principles of Designing Streets where it is able. Consideration was given to the inclusion of a road link to the minor road to the west of the development site however, this was discounted for the following reasons:
1. Designing Streets recommends caution when proposing cul-de-sac development as this will tend to concentrate traffic at a single point. The proposal for up to 16 units will not result in a significant increase in traffic levels over that which currently exists;
 2. Providing a link onto the minor road would not result in a redistribution of traffic away from the Wedale View / Station Road junction. Given the location of the development site relative to the rest of Stow and access onto the A7, it is considered that the overwhelming majority of existing and new trips would continue to use the existing junction;
 3. While the provision of a new access would not result in a redistribution of development traffic between the two accesses, it would provide an alternative route for traffic currently using the minor road. Given the nature of the surrounding area this would include farm traffic. While the likelihood of existing minor road traffic diverting by way of a second access may be limited, the effect of the second access would still be to induce through traffic movements and so increase traffic levels through Wedale View.
 4. As noted, Designing Streets recommends caution when proposing cul-de-sac development. It acknowledges however, that *'Short culs-de sac may occasionally be required because of topography, boundary or other constraints.'* Given the difference in level between the development site and the minor road, it is anticipated that providing an additional access would limit the development potential and so compromise the viability of development.
- 3.6 Given the above, it is considered that the principle of development access as shown is the most appropriate and would still enable the principles of Designing Streets to be adhered to.

4 Data Collection and Abstraction

Base Traffic Flows

- 4.1 An ATC survey was conducted by Sky High - Count On Us between 00:00 on the 7th of June through to 00:00 on the 9th of June. The counter was placed on Station Road west of the railway bridge and east of Wedale View. This allowed for not only a vehicle count to be obtained but also vehicle speeds to be collected. The ATC data sheet provided by Sky High - Count On Us has been included in Appendix B.
- 4.2 Table 4.1 below summarises traffic flow over the ATC location during the weekday AM and PM peak hours:

Peak Hour	Direction	Number of vehicles
AM (09:00-10:00)	East Bound	32
	West Bound	32
PM(15:00-16:00)	East Bound	39
	West Bound	38

Table 4.1 - Average Peak Hour Base Flows

- 4.3 As noted, two-way flow across the counter was recorded at 64 vehicles in the AM peak hour and 77 vehicles during the PM peak. These two-way flows correspond to 1 vehicle per minute during the AM peak and 1.3 vehicles per minute during the PM peak. It is perhaps worth noting that the PM peak occurs between 15:00 and 16:00. This is earlier than is generally the case and may be explained by the influence of the school run on already low background traffic flows.

Design Years

- 4.4 The projection of base traffic flows to the relevant design year has been carried out using the 'Low' growth prediction obtained from the Department of the Environment, Transport and the Regions publication 'National Road Traffic Forecasts (Great Britain) 1997'.
- 4.5 It is anticipated that the development could be complete by the year 2015, (based on a start in 2013 and a 2 year construction period). 2015 has therefore been adopted as the design year. The NRTF Growth factors used to project the surveyed flows to the 2014 design year are shown in Table 4.1.

Year	Index	Factor
2012	1.184	
2015	1.226	1.035

Table 4.2 - NRTF 1997 'Low' Growth Factors

4.6 Projecting the base flow figures as detailed in Table 4.1 would give 2015 flows as shown below in Table 4.3.

Peak Hour	Direction	Number of vehicles
AM (09:00-10:00)	East Bound	33
	West Bound	33
PM(15:00-16:00)	East Bound	41
	West Bound	40

Table 4.3 - Projected Peak Hour Flows

4.7 Clearly, projecting the existing traffic levels to the year of completion does not significantly alter traffic flow totals with two-way flows equating to 1 vehicle per minute during the AM peak and 1.4 vehicles per minute during the PM peak.

Speed Survey

4.8 As part of the ATC count data vehicle speeds were also collected at the same location. Table 4.4 below summarises the full results

Speed Limit	Direction	Total Vehicles	Average Daily Flow	No. of vehicles over 30mph	Mean Speed (mph)	85 th percentile speed (mph)
30mph	Eastbound	639	320	0	17	21.9
	Westbound	618	309	4	17.4	21.7

Table 4.4 - Projected Peak Hour flows

4.9 As shown in Table 4.4 the 85th percentile speed is well below the 30 mph speed limit restriction. It is would appear clear that while the existing road geometry may not meet current design standards, motorists drive accordingly.

Conclusions

4.10 The survey carried out on Station Road indicates two particular features of existing road usage. Firstly, existing traffic flow is extremely low and secondly while traffic flows are low this does not induce high speeds rather vehicle speeds are also low.

4.11 From the survey data we would draw the following conclusions:

- o The likelihood of vehicles meeting on a section of road with substandard geometry is limited:
- o The low speeds recorded suggest that the consequences of two vehicles meeting would be limited.

5 Traffic Distribution & Generation

Trip Generation

- 5.1 As previously stated, the purpose of this assessment is to demonstrate that the development can be supported in transport terms and Section 2 demonstrates that the development site could integrate with the existing town and further afield by means other than the private car.
- 5.2 Nevertheless, it is inevitable that the development will generate additional vehicle trips, and this section of the assessment will predict the impact on the adjacent road network.
- 5.3 In order to predict the impact of a development on the adjacent road network, it is necessary to consider the operation of the network during the following periods:
- road network traffic peak conditions combined with the predicted levels of development traffic at that time, and
 - peak development traffic periods combined with the road network conditions at that time.
- 5.4 Residential developments such, are most likely to generate their highest hourly traffic flows during the weekday AM and PM peak periods. The combination of existing and generated traffic on the road network is therefore most onerous during these periods. Accordingly, to reflect the 'worst case' conditions, this traffic assessment examines both the weekday morning and evening peak hours.
- 5.5 For analysis to be carried out three types of information are required: -
- base traffic flows in the locality, projected to the appropriate future 'design year',
 - the amount and geographical distribution of traffic generated by the proposed development and
 - details of the adjacent road network, including geometric layout and existing method of control at relevant junctions.

Traffic Distribution

- 5.6 in order to produce the most onerous impact on the road network, it has been assumed that all traffic leaving the development would exit the development turning right from Wedale View on to Station Road towards Galashiels Road (A7). Similarly all returning trips are expected to come from this direction.

Trip Rates

- 5.7 Reference was made to the Trip Rate Information Computer System (TRICS) database, 2012(a) Version 6.9.1, which contains data of traffic surveys at sites around Great Britain.
- 5.8 Estimation of the probable vehicle trip attraction by a new development is based on experience and on surveys undertaken at existing similar developments, related to a common index. In the case of residential developments the accepted index is by the number of dwellings.
- 5.9 It is generally accepted that the peak periods for residential generation coincides with the weekday morning and evening commuting peak periods on the network. Based on traffic surveys of similar developments, an estimated vehicle trip rate for the development has been obtained. This shows that, as expected for the development, trip rates are highest during the morning and evening peak commuting periods.
- 5.10 The trip rates are summarised in Table 5.1 below, with the TRICS output in Appendix C.

Land Use	Trip Rates In / Out Weekday AM Peak	Vehicle Trips In / Out Weekday AM Peak	Trip Rates In / Out Weekday PM Peak	Vehicle Trips In / Out Weekday PM Peak
Residential 16 Units	0.170 /0.452	3 / 8	0.415 /0.223	7 / 4

Table 5.1 - Development Vehicle Trip Generation

6 Development Impact

- 6.1 Vehicular access to the site is via an extension of Wedale View. Wedale View accesses on to Station Road via a priority junction already utilised as a residential access.
- 6.2 The existing footway running along the east side of Wedale View will be extended to allow pedestrian access to the proposed development.
- 6.3 Traffic generation for the development during the weekday morning and evening peak periods were obtained by the methods described in Section 5.

Wedale View Junction

- 6.4 Given the low number of trips being added (a combined total of 11 in both the AM and PM peak hours) and the low traffic flow surveyed on Station Road it was not considered necessary to analyse the junction capacity.
- 6.5 As the junction already operates as a residential access it is assumed that it meet the requirement of Scottish Borders Council at the time of construction.

Station Road

- 6.6 ATC data collection on Station Road has highlighted a low flow rate where the addition of Generated Trips in the both the AM and PM peaks would not have a significant bearing on the operation of the existing roads network.
- 6.7 Detailed in Table 6.1 below are the projected flows as detailed in Table 4.3 plus the generated flows as detailed in Table 5.1:

Peak Hour	Direction	Projected Number of vehicles	Generated Trips	Total Vehicles
AM 09:00-10:00	East Bound	33	8	41
	West Bound	33	3	36
PM 15:00-16:00	East Bound	41	4	45
	West Bound	40	7	47

Table 6.1 - Combined flows

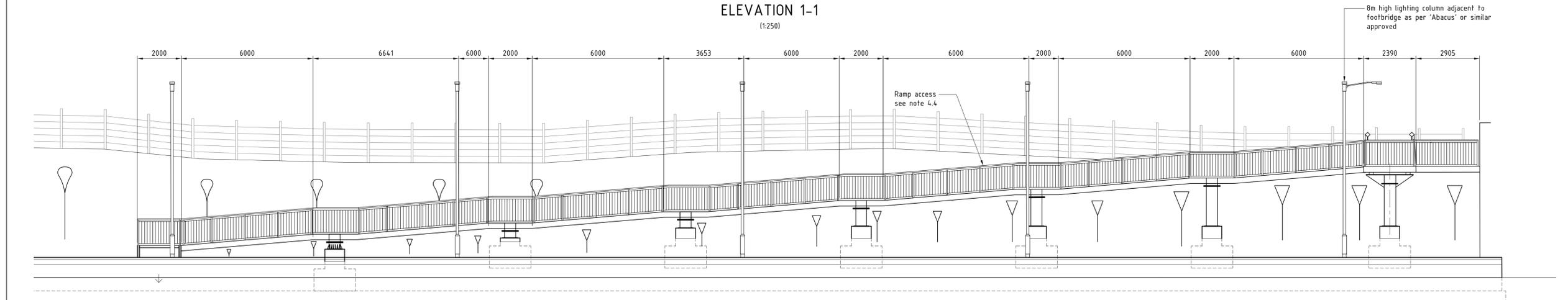
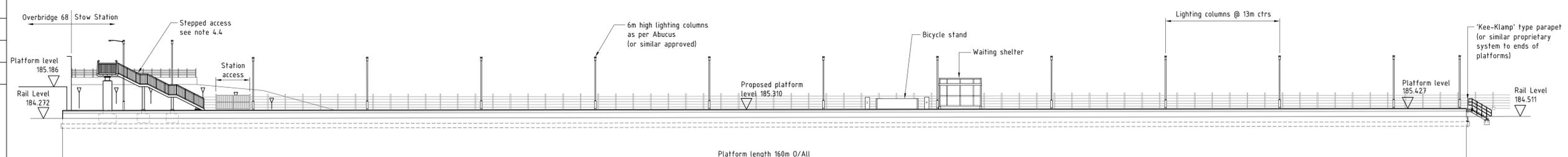
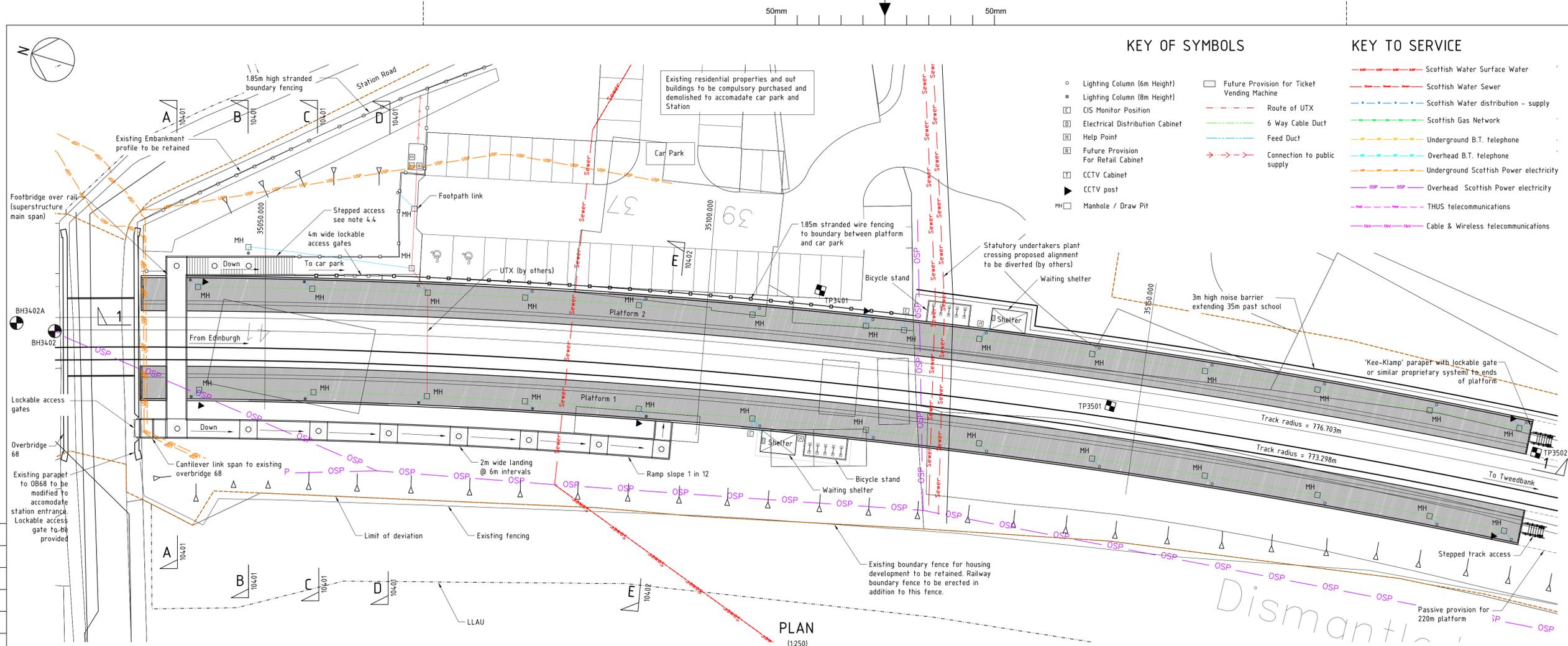
- 6.8 As demonstrated in Table 6.1 the flow, even with the addition of generated trips, traffic flows on Station Road would still be very low.
- 6.9 Scottish Borders Council expressed a concern that Station Road was effectively reduced to a single lane in places due to on-street parking. We would refer to DMRB, Volume 5, Section 1; TA 79/99 Traffic Capacity of Urban Roads. This gives design capacities for various classifications of road found in the urban environment. Classification "UAP4" is described as high street carrying predominantly local traffic with frontage activity including loading and unloading, unlimited access to houses, shops and businesses and unrestricted parking.

- 6.10 For a carriageway width of 6.1m TA 79/99 quotes a peak direction capacity of 750 vehicles per hour. We would suggest that this would indicate that, while vehicles may be required to wait, there is no suggestion that the peak predicted one-way flow of 47 vehicles per hour could not be accommodated. In addition, it is noted that the proposed development would contribute only 7 vehicles per hour to this total. This equates to one vehicle every 8.5 minutes. We would suggest that this would not represent a significant impact on existing road network performance.
- 6.11 Scottish Borders Council also noted that Station Road is subject to reduced forward visibility. Clearly this is an existing situation and was also the case when the existing Wedale View development was granted a consent. Again, we would refer to the results of the survey carried out on Station Road and the potential increase in traffic flow that could result as a consequence of the proposed development.
- 6.12 The projected peak two-way traffic flow would be 81 vehicles. The proposed development would add a further 11 vehicles to this. The resulting 92 vehicles per hour corresponds to 1.5 vehicles per minute passing over the Station Road bridge. This represents an increase of 0.1 vehicle per minute compared to the traffic levels without the development.
- 6.13 The speed survey indicates that existing vehicles travel at a speeds significantly below the imposed speed limit. We would see no reason to suggest that this would alter following the addition of development traffic. Given this, we would suggest that traffic speeds are limited by the existing road geometry with limited risk to road users. We would fail to see that this would alter following the addition of the limited number of additional trips resulting from the proposed development.

7 Summary and Conclusion

- 7.1 This Transportation Statement (TS) has been prepared to address the comments raised in discussion with Scottish Borders Council.
- 7.2 The proposed residential development site is located close to existing Public Transport facilities. Bus stop facilities are located within close vicinity to the site on Galashiels Road and are served by routes which provide links to Edinburgh City Centre, Galashiels and Carlisle.
- 7.3 The development is well served by existing footway provisions on Wedale View, linking with Galashiels Road via Station Road. The incorporation of the pedestrian foot bridge as part of the planned Stow Rail station will improve the pedestrian links and serve to address the issue of the existing footway over the Station Road bridge. This will aid the integration of the existing and proposed development accessed via Wedale View.
- 7.4 The proposed development layout has taken cognisance of the principles contained in Designing Streets. It is considered that the provision of a second access onto the adjacent minor road would not result in a redistribution of development trips but would in all likelihood induce additional vehicle trips through the development.
- 7.5 A new shared pedestrian / cycle link is proposed linking through the development site to the minor road. It is considered that this would provide a welcome alternative route to that which currently exists.
- 7.6 A survey of existing traffic flows and vehicle speeds has been carried out on Station Road, between the railway bridge and Wedale View. This survey serves to demonstrate the very low levels of traffic currently using Station Road and the low speeds that they are travelling at.
- 7.7 Examination of the likely impact on the surrounding road network demonstrates that the proposed development would not substantially increase traffic flows.
- 7.8 While it is undoubtedly the case that Station Road is reduced to one lane in places due to on-street parking, this assessment demonstrates that the traffic flows that could be expected following completion of the proposed development could comfortably be accommodated.
- 7.9 Furthermore, while it is true that Station Road is subject to reduced forward visibility, the speeds at which vehicles travel are clearly influenced by this. It is considered that the level of additional traffic, that would be generated by the development, would have no discernable impact on the mode of operation as it currently exists.
- 7.10 Examination of the likely impact on the surrounding road network demonstrates that the proposed development would not substantially increase traffic flows.

Appendix A
Stow Station Proposals Drawing



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES:

1 GENERAL

1.1 All dimensions in millimetres unless noted otherwise.

1.2 All levels in metres above project datum unless noted otherwise.

1.3 This drawing to be read in conjunction with the accompanying Form A document WRP-SW-CV-DRG-10400 and drawings WRP-SW-CV-DRG-10401, 10402, 10451 and 10452.

2 STATUTORY UNDERTAKERS PLANT

2.1 The statutory undertakers information on this drawing is for general guidance only and is based upon C2 statutory undertakers returns. Although all reasonable steps have been taken to locate local features there is no guarantee that all features have been shown. The size and position of all services shall be agreed with the statutory undertakers prior to commencement of works.

3 GEOTECHNICAL

3.1 Boreholes and Trial Pits locations have been shown on the basis of the information contained in the ground investigation report No. C7023/6 dated February 2008.

3.2 Borehole and Trial Pits have been shown on the basis of information contained in the ground investigation report No. C7023/1 and C7023/2.

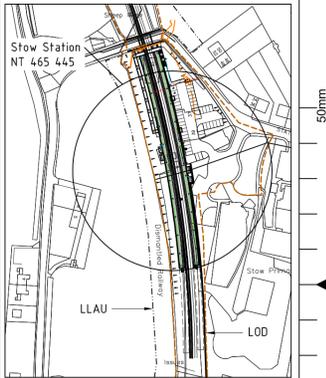
4 OTHER

4.1 Permanent Way alignment is shown indicatively, final alignment and levels to be confirmed during Form B stage. The geometry and alignments of platform shall be adjusted as required at Form B stage.

4.2 Stranded wire boundary fence shall be provided in accordance with Network rail standard drawings NR/CIV/SD/388.

4.3 This drawing indicates provisional proposal only which are subject to further discussions between Scottish Borders Council, Transport Scotland and the train operating company.

4.4 Footbridge details have been based upon Network Rail Standard series drawings NR/CIV/SD/400.



Client Issue Form A	KJC	KD	DH	Nov 08	A
M&E Requirements added	KJC	DB	DEH	Sept 08	A03
Second Issue Form A	KJC	DB	DEH	Jul 08	A02
First Issue	GM	DB	DEH	Jun 08	A01

Revision Details

By	Chkd	Appd	Date	Suffix

Drawing Status

FOR INFORMATION

Client

WAVERLEY RAILWAY PROJECT

Drawing Title

WAVERLEY RAIL PROJECT STOW STATION FORM A STATION GENERAL ARRANGEMENT

Project Manager: David Johnston

Email: david.johnston@scottwilson.com

Telephone: 0141 354 5666

Project No: A012643

ELR/ Mileage: WRL1 / 35120.000m

Scale: AS SHOWN @ A1 SIZE

Drw: G. Moore Chk: K. Drain App: D. Hubie

Date: June 2008 Date: June 2008 Date: June 2008

Scott Wilson Railways Ltd.
 Buchanan House
 58 Port Dundas Road
 Glasgow G4 0HG
 Telephone 0141 335 3223
 Fax 0141 335 2757
 www.scottwilson.com

Scott Wilson

Drawing Number eB Ref

WRP-SW-CV-DRG-10400

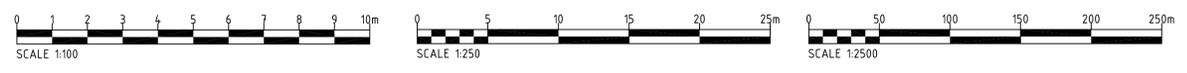
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Appendix B

Traffic Survey Data

G0024 STOW ATC Site 1 Location Station Rd, 200m west of Mill Rd, Stow (Raillings)
 07 June 2012 to 08 June 2012 Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
07 June 2012																			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	1	29	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:00	32	0	27	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00	21	1	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	9	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:00	17	1	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	1	22	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	2	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00		0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	17	0	16	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
21:00	1	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07 1	277		23	30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0 22	31		27	31	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0 00	32		2 1	31	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
00 00	32		2 3	31	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0

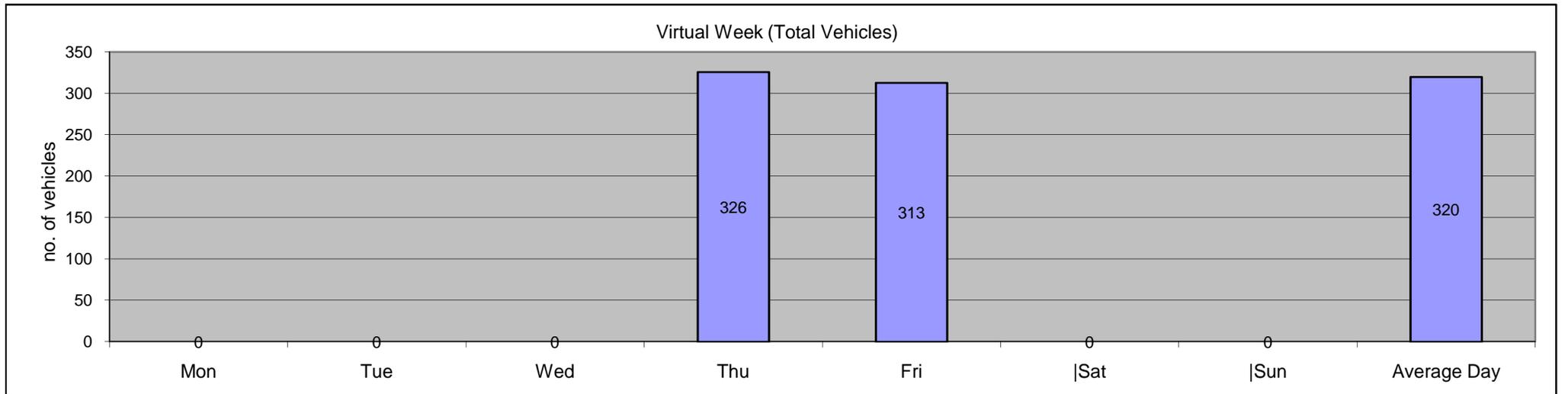
G0024 STOW ATC		Site 1		Location Station Rd, 200m west of Mill Rd, Stow (Raillings)											
07 June 2012		to 08 June 2012		Direction Eastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
0 June 2012															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
07:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
08:00	27	2	23	1	0	0	1	0	0	0	0	0	0	0	0
09:00	31	2	22	6	0	0	1	0	0	0	0	0	0	0	0
10:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0
11:00	27	0	24	1	0	1	1	0	0	0	0	0	0	0	0
12:00	23	3	18	1	0	0	1	0	0	0	0	0	0	0	0
13:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	0
14:00	2	4	16	6	0	0	1	0	0	1	0	0	0	0	0
15:00	3	0	40	2	0	0	0	0	0	1	0	0	0	0	0
16:00	2	0	21	2	0	0	0	0	0	0	1	0	0	0	0
17:00	1	0	18	0	0	0	0	0	0	1	0	0	0	0	0
18:00		0	5	0	0	0	0	0	0	0	0	0	0	0	0
19:00		0	9	0	0	0	0	0	0	0	0	0	0	0	0
20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
21:00		0	5	1	0	0	0	0	0	0	0	0	0	0	0
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07 1	273	11	227	2	0	1		0	0	3	1	0	0	0	0
0 22	302	11	2	2	0	1		0	0	3	1	0	0	0	0
0 00	310	11	2 3	2	0	1		0	0	3	1	0	0	0	0
00 00	313	11	2	2	0	1		0	0	3	1	0	0	0	0

G0024 STOW ATC Site 1 Location Station Rd, 200m west of Mill Rd, Stow (Raillings)
 07 June 2012 to 08 June 2012 Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00		0	5	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	13	1	0	0	0	0	0	0	0	0	0	0
08:00	31	2	26	2	0	0	1	0	0	0	1	0	0	0
09:00	32	1	25	5	0	0	2	0	0	0	0	0	0	0
10:00	22	1	19	2	0	0	0	0	0	0	0	0	0	0
11:00	27	0	24	2	0	1	1	0	0	0	0	0	0	0
12:00	1	2	16	1	0	0	1	0	0	0	0	0	0	0
13:00	1	0	9	5	0	0	1	0	0	0	0	0	0	0
14:00	23	3	15	5	0	0	1	0	0	1	0	0	0	0
15:00	3	0	35	4	0	0	0	0	0	1	0	0	0	0
16:00	2	1	22	1	0	0	1	0	0	0	1	0	0	0
17:00	23	0	22	1	0	0	0	0	0	1	0	0	0	0
18:00		0	8	1	0	0	0	0	0	0	0	0	0	0
19:00		0	8	0	0	0	0	0	0	0	0	0	0	0
20:00	12	0	12	0	0	0	0	0	1	0	0	0	0	0
21:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
22:00		0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07 1	27		232	2	0	1		0	0	2	1	0	0	0
0 22	310		2	2	0	1		0	1	2	1	0	0	0
0 00	317		272	2	0	1		0	1	2	1	0	0	0
00 00	320		27	30	0	1		0	1	2	1	0	0	0

G0024 STOW ATC Site 1 Location Station Rd, 200m west of Mill Rd, Stow (Raillings)
 07 June 2012 to 08 June 2012 Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
Virtual Week 1																						
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	32	4	283	31	0	0	0	6	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Fri	313	11	264	28	0	0	1	5	0	0	3	1	0	0	0	0	0	0	0	0	0	0
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average Day																						
[--]	320	8	274	30	0	0	1	6	0	1	2	1	0	0	0	0	0	0	0	0	0	0
Total Vehicles																						
[--]	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



G0024 STOW ATC Site 1 Location Station Rd, 200m west of Mill Rd, Stow (Raillings)
 07 June 2012 to 08 June 2012 Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
07 June 2012													
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0
07:00		0	6	1	0	1	0	0	0	0	0	0	0
0 :00	33	1	25	5	0	0	2	0	0	0	0	0	0
09:00	22	0	18	4	0	0	0	0	0	0	0	0	0
10:00	13	0	11	2	0	0	0	0	0	0	0	0	0
11:00	17	0	15	2	0	0	0	0	0	0	0	0	0
12:00	13	0	12	1	0	0	0	0	0	0	0	0	0
13:00	2	6	15	5	0	0	0	0	0	0	0	0	0
14:00	2	0	24	4	0	0	0	0	0	0	0	0	0
1 :00	3	0	35	3	0	0	0	0	0	0	0	0	0
16:00	23	1	19	3	0	0	0	0	0	0	0	0	0
17:00	2	0	23	1	0	0	1	0	0	0	0	0	0
18:00	2	0	26	2	0	0	0	0	0	0	0	0	0
19:00	10	0	10	0	0	0	0	0	0	0	0	0	0
20:00	13	0	12	0	0	0	1	0	0	0	0	0	0
21:00	12	0	12	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0
07 1	27		22	33	0	1	3	0	0	0	0	0	0
0 22	312		2	33	0	1		0	0	0	0	0	0
0 00	31		270	33	0	1		0	0	0	0	0	0
00 00	31		270	33	0	1		0	0	0	0	0	0

G0024 STOW ATC Site 1 Location Station Rd, 200m west of Mill Rd, Stow (Raillings)
 07 June 2012 to 08 June 2012 Direction Westbound

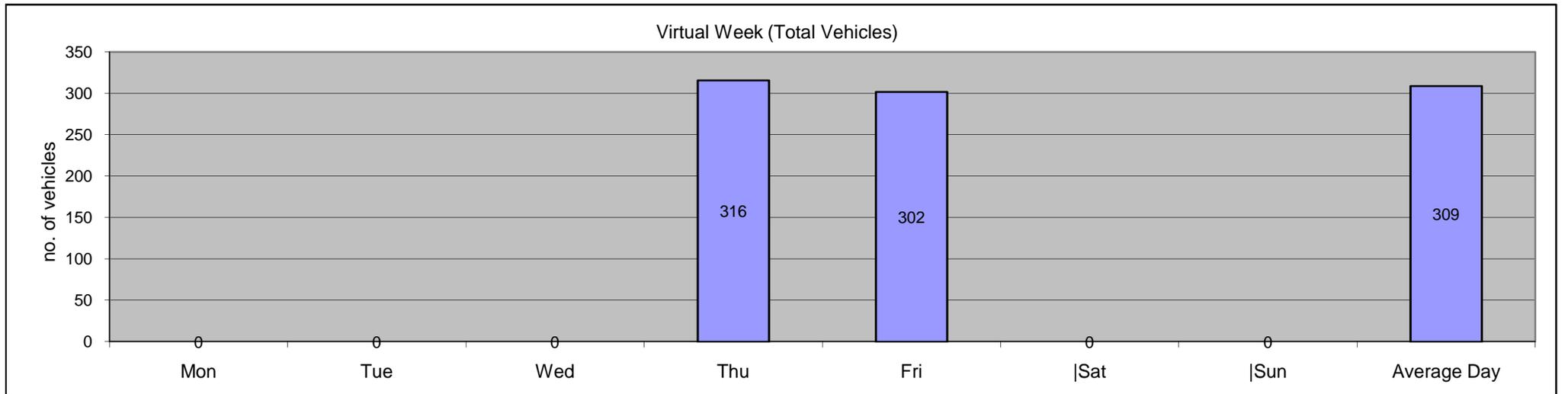
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC		
0 June 2012																					
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00		0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00		0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0 :00	31	1	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	2	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	17	0	14	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	27	2	22	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	2	2	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	11	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	23	0	18	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
1 :00	3	0	34	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
16:00	27	0	24	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
17:00	2	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
18:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00		0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00		0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07 1	2 7		22	30	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	
0 22	2		2 3	31	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	
0 00	300		2 7	31	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	
00 00	302		2	31	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	

G0024 STOW ATC Site 1 Location Station Rd, 200m west of Mill Rd, Stow (Raillings)
 07 June 2012 to 08 June 2012 Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day													
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0
06:00		0	4	1	0	0	0	0	0	0	0	0	0
07:00	7	0	5	1	0	1	0	0	0	0	0	0	0
08:00	32	1	24	6	0	0	1	0	0	0	0	0	0
09:00	23	0	18	5	0	0	0	0	0	0	0	0	0
10:00	1	0	13	2	0	0	1	0	0	0	0	0	0
11:00	22	1	19	2	0	0	1	0	0	0	0	0	0
12:00	21	1	18	2	0	0	0	0	0	0	0	0	0
13:00	1	3	13	3	0	0	1	0	0	0	0	0	0
14:00	2	0	21	4	0	0	0	1	0	0	0	0	0
15:00	3	0	35	3	0	0	0	0	1	0	0	0	0
16:00	2	1	22	3	0	0	0	0	0	1	0	0	0
17:00	2	0	24	1	0	0	1	0	1	0	0	0	0
18:00	1	0	18	1	0	0	0	0	0	0	0	0	0
19:00		0	8	0	0	0	0	0	0	0	0	0	0
20:00	13	0	12	0	0	0	1	0	0	0	0	0	0
21:00		0	9	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0
07 1	271	7	227	32	0	1	3	0	2	1	0	0	0
0 22	30	7	20	32	0	1		0	2	1	0	0	0
0 00	30	7	2	32	0	1		0	2	1	0	0	0
00 00	30	7	2	32	0	1		0	2	1	0	0	0

G0024 STOW ATC Site 1 Location Station Rd, 200m west of Mill Rd, Stow (Raillings)
 07 June 2012 to 08 June 2012 Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week 1													
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	31	8	270	33	0	1	4	0	0	0	0	0	0
Fri	302	5	259	31	0	0	3	0	3	1	0	0	0
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0
Average Day													
[--]	30	7	265	32	0	1	4	0	2	1	0	0	0
Total Vehicles													
[--]	1	0	6	0	0	0	0	0	0	0	0	0	0



G0024 STOW ATC		Site 1														Location Station Rd, 200m west of Mill Rd, Stow (Raillings)									
07 June 2012		to 08 June 2012														Direction Eastbound		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed			
		10	15	20	25	30	35	40	45	50	55	60	65	130	30	30	35	35	45	45					
07 June 2012																									
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
05:00	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-			
06:00	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-			
07:00	1	0	1	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	22.8			
0 :00	3	1	11	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	19.9			
09:00	32	5	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	17.2			
10:00	21	1	7	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.8			
11:00	2	2	8	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	19.5			
12:00	1	2	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	22.8			
13:00	1	1	8	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	20.4			
14:00	17	1	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	18.1			
1 :00	3	3	18	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	16.3			
16:00	2	1	6	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	20.1			
17:00	2	1	7	13	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.4			
18:00	12	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21.7			
19:00		0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-			
20:00	17	0	5	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.6			
21:00	1	0	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	19.2			
22:00	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-			
23:00	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-			
07 1	277	1	102	103			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	20.			
0 22	31	1	11	122	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	21			
0 00	32	1	11	123		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.	21			
00 00	32	1	11	123	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.	21.3			

G0024 STOW ATC		Site 1														Location Station Rd, 200m west of Mill Rd, Stow (Raillings)							
07 June 2012		to														08 June 2012							
		Direction Eastbound														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	130	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
		10	15	20	25	30	35	40	45	50	55	60	65	130	30	30	35	35	45	45			
0 June 2012																							
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	
06:00	7	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	
07:00	12	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	22.6	
08:00	27	0	8	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	22.8	
09:00	31	3	9	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.5	
10:00	22	0	5	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	21	
11:00	27	2	8	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.5	
12:00	23	2	8	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	21.9	
13:00	12	1	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	18.8	
14:00	2	0	3	13	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.9	
15:00	3	5	19	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	19.2	
16:00	2	1	6	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.2	
17:00	1	0	4	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.7	
18:00		0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	
19:00		0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
20:00	7	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	
21:00		0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	
22:00	7	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	
07 1	273	1	7	10		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21.	
0 22	302	1	7	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.	
0 00	310	1	7	11		17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.	
00 00	313	1	7	117		17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.	

G0024 STOW ATC		Site 1														Location Station Rd, 200m west of Mill Rd, Stow (Raillings)							
07 June 2012		to														08 June 2012							
		Direction Eastbound														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	130	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
		10	15	20	25	30	35	40	45	50	55	60	65	130	30	30	35	35	45	45			
Average Day																							
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	
05:00	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-	
06:00		0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
07:00	1	0	1	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	22.8	
08:00	31	1	10	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.4	
09:00	32	4	13	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	19	
10:00	22	1	6	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21	
11:00	27	2	8	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	21.3	
12:00	1	2	7	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	21.9	
13:00	1	1	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	20.4	
14:00	23	1	7	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	21.7	
15:00	3	4	19	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	17.9	
16:00	2	1	6	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.1	
17:00	23	1	6	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21	
18:00		0	3	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	
19:00		0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	
20:00	12	0	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.7	
21:00	11	0	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.5	
22:00		0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
23:00	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	
07 1	27	1		10			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	21.	
0 22	310	1		11		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.	21.7	
0 00	317	1		120	72	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	21.	
00 00	320	1	7	120	73	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	21.	

G0024 STOW ATC		Site 1														Location Station Rd, 200m west of Mill Rd, Stow (Raillings)									
07 June 2012		to 08 June 2012														Direction Westbound		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	130	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed		
		10	15	20	25	30	35	40	45	50	55	60	65	130	30	30	35	35	45	45					
07 June 2012																									
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
06:00	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-			
07:00		0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-			
0 :00	33	4	10	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	18.8			
09:00	22	2	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	18.8			
10:00	13	0	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	18.8			
11:00	17	2	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.7			
12:00	13	1	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.2			
13:00	2	4	8	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	20.8			
14:00	2	3	8	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	20.4			
1 :00	3	5	11	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	19			
16:00	23	2	1	13	4	2	1	0	0	0	0	0	0	0	1	4.3	0	0	0	0	18.9	23.5			
17:00	2	1	6	11	5	1	1	0	0	0	0	0	0	0	1	4	0	0	0	0	18.2	22.4			
18:00	2	0	9	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	19.9			
19:00	10	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-			
20:00	13	0	2	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	22.4			
21:00	12	0	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	20.6			
22:00	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-			
23:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-			
07 1	27	2	72	12	2		2	0	0	0	0	0	0	0	2	0.7	0	0	0	0	1 .	20.			
0 22	312	2	7	1			2	0	0	0	0	0	0	0	2	0.	0	0	0	0	1 .7	20.			
0 00	31	2	7	1	7	10	2	0	0	0	0	0	0	0	2	0.	0	0	0	0	1 .	20.			
00 00	31	2	7	1	7	10	2	0	0	0	0	0	0	0	2	0.	0	0	0	0	1 .	20.			

G0024 STOW ATC		Site 1														Location Station Rd, 200m west of Mill Rd, Stow (Raillings)							
07 June 2012		to														08 June 2012							
		Direction Westbound														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	130	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
		10	15	20	25	30	35	40	45	50	55	60	65	130	30	30	35	35	45	45			
0 June 2012																							
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	-	
06:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	
07:00	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
0 :00	31	0	11	11	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.1	
09:00	2	3	8	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	21	
10:00	17	1	3	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	19.7	
11:00	27	2	4	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	20.4	
12:00	2	1	7	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	21.7	
13:00	11	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	22.6	
14:00	23	0	4	8	8	2	1	0	0	0	0	0	0	0	1	4.3	0	0	0	0	19.6	23.9	
1 :00	3	1	14	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.7	
16:00	27	1	4	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21	
17:00	2	0	4	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	23	
18:00	10	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	
19:00	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	
20:00	12	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	23.7	
21:00	0	0	1	3	1	1	1	0	0	0	0	0	0	0	1	16.7	0	0	0	0	23.8	-	
22:00	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	
23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	
07 1	2 7		1	11	71		1	0	0	0	0	0	0	0	1	0.	0	0	0	0	17.	21.	
0 22	2		2	127		11	2	0	0	0	0	0	0	0	2	0.7	0	0	0	0	1.1	22.1	
0 00	300		3	12		11	2	0	0	0	0	0	0	0	2	0.7	0	0	0	0	1.2	22.1	
00 00	302	10	3	12	7	11	2	0	0	0	0	0	0	0	2	0.7	0	0	0	0	1.1	22.1	

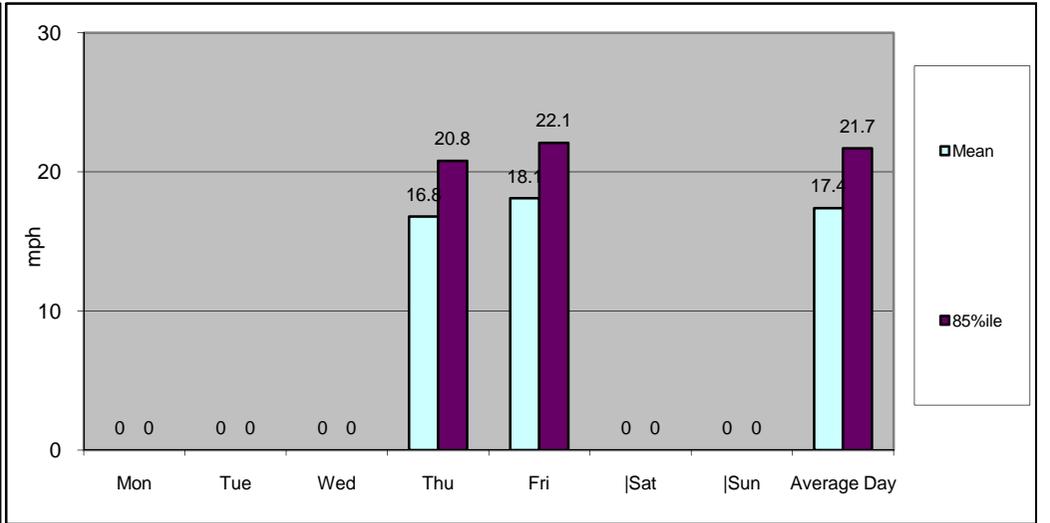
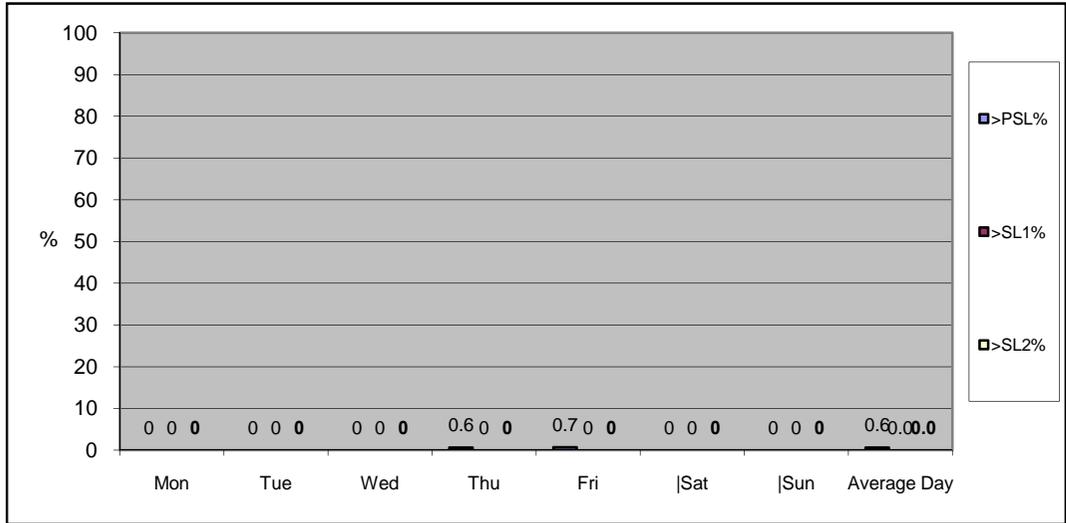
G0024 STOW ATC		Site 1														Location Station Rd, 200m west of Mill Rd, Stow (Raillings)							
07 June 2012		to														08 June 2012							
		Direction Westbound														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed	
		10	15	20	25	30	35	40	45	50	55	60	65	130	30	30	35	35	45	45			
Average Day																							
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	-	
06:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-	
07:00	7	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	
08:00	32	2	11	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	21.7	
09:00	23	3	9	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	20.4	
10:00	1	1	3	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	19.7	
11:00	22	2	4	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.4	
12:00	21	1	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	19.7	
13:00	1	2	5	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	22.4	
14:00	2	2	6	10	7	1	1	0	0	0	0	0	0	0	1	2	0	0	0	0	17.4	21.7	
15:00	3	3	13	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	19.5	
16:00	2	2	3	13	6	2	1	0	0	0	0	0	0	0	1	2	0	0	0	0	18.8	21.5	
17:00	2	1	5	11	9	1	1	0	0	0	0	0	0	0	1	2	0	0	0	0	18.7	23	
18:00	1	0	5	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	21.3	
19:00	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
20:00	13	0	1	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	23.7	
21:00	0	2	4	3	1	1	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	19.8	-	
22:00	3	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	
23:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	
07 1	271	17	7	122	7		2	0	0	0	0	0	0	0	2	0.	0	0	0	0	17.1	21.	
0 22	30	17	71	13	70	10	2	0	0	0	0	0	0	0	2	0.7	0	0	0	0	17.	21.7	
0 00	30	17	71	137	72	11	2	0	0	0	0	0	0	0	2	0.	0	0	0	0	17.	21.7	
00 00	30	17	71	137	72	11	2	0	0	0	0	0	0	0	2	0.	0	0	0	0	17.	21.7	

G0024 STOW ATC													Site	1	Location										Station Rd, 200m west of Mill Rd, Stow (Raillings)	
07 June 2012		to											08 June 2012	Direction	Westbound											
		Speed Bins											Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)									
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed				
		10	15	20	25	30	35	40	45	50	55	60	65	130	30	30	35	35	45	45						

Virtual Week 1																						
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Thu	31	24	79	144	57	10	2	0	0	0	0	0	0	0	2	0.6	0	0	0	0	16.8	20.8
Fri	302	10	63	129	87	11	2	0	0	0	0	0	0	0	2	0.7	0	0	0	0	18.1	22.1
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	

Average Day																						
[--]	30	17	71	137	72	11	2	0	0	0	0	0	0	0	2	0.6	0	0.0	0	0.0	17.4	21.7

Total Vehicles																						
[--]	1	34	142	273	144	21	4	0	0	0	0	0	0	0	4	0.6	0	0.0	0	0.0	17.4	21.7



G002 STOW ATC																		
Site	Location	J act	2012 Direction	Start Date	End Date	Posted Speed Limit PSL	Total ehicles	Day Ave.	Ave. Day	Posted Speed Limit PSL		110	PSL	2	DFT	PSL 1	Mean	ile
										PSL	PSL	SL1	SL1	SL2	SL2	Speed	Speed	
1	Station Rd, 200m west of Mill Rd, Stow	Raillings	Eastbound	07 June 2012	08 June 2012	30	639	N/A	320	0	0.0	0	0.0	0	0.0	17.0	21.9	
			Westbound	07 June 2012	08 June 2012		618	N/A	309	4	0.6	0	0.0	0	0.0	17.4	21.7	

Appendix C

TRICS Database Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 9 to 29 (units:)
 Range Selected by User: 5 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 18/10/11

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	3 days
Thursday	3 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	10
No Sub Category	1

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	11	17	0.059	11	17	0.165	11	17	0.224
08:00 - 09:00	11	17	0.170	11	17	0.452	11	17	0.622
09:00 - 10:00	11	17	0.149	11	17	0.197	11	17	0.346
10:00 - 11:00	11	17	0.160	11	17	0.197	11	17	0.357
11:00 - 12:00	11	17	0.191	11	17	0.181	11	17	0.372
12:00 - 13:00	11	17	0.202	11	17	0.165	11	17	0.367
13:00 - 14:00	11	17	0.223	11	17	0.207	11	17	0.430
14:00 - 15:00	11	17	0.186	11	17	0.207	11	17	0.393
15:00 - 16:00	11	17	0.266	11	17	0.229	11	17	0.495
16:00 - 17:00	11	17	0.415	11	17	0.223	11	17	0.638
17:00 - 18:00	11	17	0.335	11	17	0.245	11	17	0.580
18:00 - 19:00	11	17	0.234	11	17	0.149	11	17	0.383
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.590			2.617			5.207

Parameter summary

Trip rate parameter range selected: 9 - 29 (units:)
 Survey date date range: 01/01/04 - 18/10/11
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0