



Ardrossan Community Campus

Transport Assessment Presentation
Stakeholder Meeting 27th March 2024



Introduction



- Stantec was appointed by the Schools for the Future Team of North Ayrshire Council to provide transport advice in support of planning application for a proposed Ardrossan Community Campus development on part of the Ardrossan Coastal Quarter site in Ardrossan, North Ayrshire.
- Brian Laird – Senior Associate Transport Planner (25+ years' experience).
- The presentation has been prepared to respond to questions received.



Approved Development



Planning permission granted for the development of Ardrossan Community Campus in September 2023. The Ardrossan Community Campus will accommodate:

- Early year primary school;
- Secondary school provision;
- A Library;
- Health & Social Care Partnership Services
- A Swimming Pool; and
- Main access to the site to be taken from Barr Street



Transport Assessment



Transport Scotland states that a Transport Assessment should:

“Assist local planning authorities to appraise the operational implications of a development within the context of the Local Development Plan.

The TA report will permit the transport implications of a proposed development to be considered and will identify any measures required to enable a more sustainable and environmentally efficient proposal.

The TA will also assist the relevant Roads Authority or Scottish Government to consider any issues relating to transport and traffic operations on the network.”

Transport Assessment



- The Transport Assessment (TA) considers the transportation and roads issues in relation to the development proposal and was produced in accordance with the requirements of Transport Scotland's Transport Assessment Guidance (2012).
- The TA was informed by scoping discussions with the Active Travel and Transport Team at NAC to agree the methodology and study area.
- A TA was submitted with the planning application.
- Planning application 23/00319/PPM was approved in September 2023 with no objections from the Active Travel and Transport Team at North Ayrshire Council (NAC).
- Updated TA was submitted in accordance with Condition 15 of the planning permission to provide updated 2023 traffic survey data.

Transport Assessment of Area



The TA provided the following:

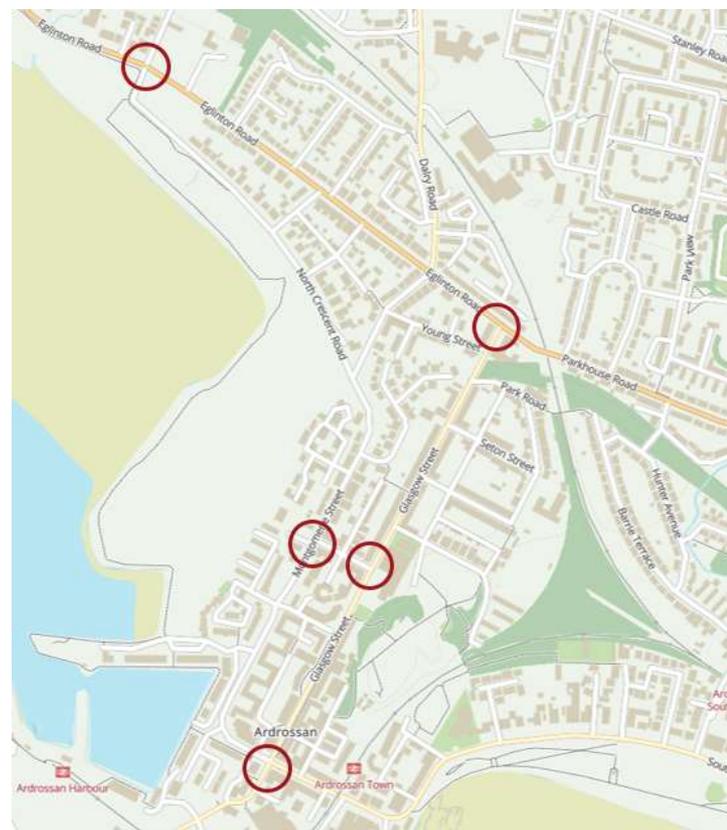
- Review of the existing site and local road network
- Description of the development
- Review of the national and local transport related planning policies
- Assessment of the accessibility of the site by active travel and public transport modes
- Review of the existing traffic flows on the local road network
- Assessment of the trip generation, distribution and assignment associated with the development
- Operational junction assessment
- Assessment of parking provision

Study Area



Following discussions with the Active Travel and Transport Team at NAC the following junctions were agreed to be assessed:

- Glasgow Street (B780)/Princes Street signal junction;
- Glasgow Street (B780)/Barr Street priority junction;
- Barr Street/Montgomerie Street priority junction;
- Eglinton Road (A738)/Parkhouse Road (A738)/Glasgow Street (B780) signal junction; and
- Eglinton Road (A738)/Witches Linn/North Crescent Road priority junction.



Assessments Undertaken



It was agreed with the Active Travel and Transport Team at NAC that the following assessments would be undertaken:

- Weekday Morning Peak Hour (08am to 09am)
- Weekday Afternoon Peak Hour (3pm to 4pm)
- Weekday Evening Peak Hour (5pm-6pm)

Assessments were undertaken for the following years:

- 2021 and 2023 Baseline - Existing situation (no development)
- 2026 Base – 2021 survey with a growth factor (no development)
- 2026 Assessment – Including development trip generation

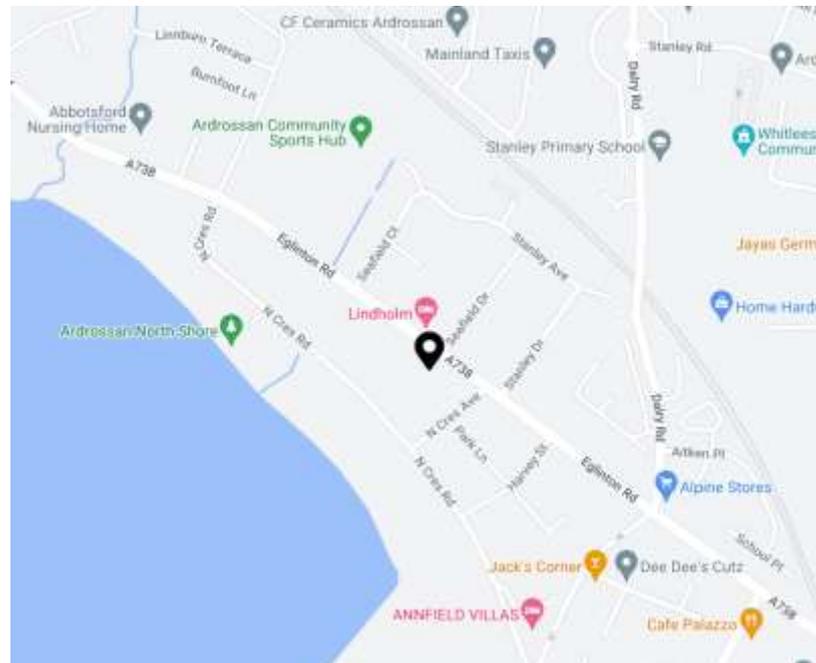
Junction modelling was undertaken using industry standard software:

- Junctions10 – Used to assess major/minor priority junctions
- LinSig – Used to assess traffic signal junctions

Traffic Surveys



- Traffic surveys were undertaken in December 2021 as agreed with the Active Travel and Transport Team at NAC.
- Following the Covid-19 pandemic it was agreed that the December 2021 surveys should be compared with historic data to understand if the surveys were representative of pre-Covid levels.
- A 2017 traffic survey was identified on Eglinton Road.



Traffic Survey Information



Traffic Flow Comparison 2017 vs 2021 (Daily Traffic)

Link	2017 Data	2021 Survey
Eglinton Road	6,780	5,730

- Comparison demonstrated that the 2017 flows were 18% higher than the 2021 surveys.
- All 2021 survey data was factored up by 18% to provide a robust assessment.
- Condition 15 of the approved scheme requested an updated assessment based on 2023 survey data.
- The same junctions were surveyed in October 2023.
- The results of the traffic surveys showed that traffic flows were less than the factored 2021 flows.

Junction Modelling



- The junction models assess the operational capacity using the traffic flows, with particular emphasis on the length of queues and the delay of the junction to determine if the junction operates within capacity.
- The model can then provide a forecast for the operation with the additional traffic generated by the development.
- Junction modelling assessments demonstrated that all of the existing junctions will operate satisfactorily with the additional traffic associated with the development.

Emergency Access



- Ardrossan Fire Station is located on Montgomerie Street.
- In the event of a blockage on Barr Street caused by the development or by existing users, emergency vehicles can travel south along Montgomerie Street to access Glasgow Street.
- Alternatively, they could travel north along Montgomerie Street and enter onto Eglinton Road via Caledonia Road.

Emergency Access Information



- The enabling works will be a benefit to the fire service by providing an alternative route if a blockage does occur on the existing road network.
- Although not part of the campus development, the enabling works will improve emergency access to North Crescent Road.
- The campus development will have no adverse impact on emergency access.

Ferry Terminal Timings



Ferry Arrival and Departures Monday to Friday:

Arrives 9.15am Departs 9.45am

Arrives 12pm Departs 12.30pm

Arrives 2.50pm Departs 3.20pm

Arrives 5.30pm Departs 6pm

- It has been identified that the school start and finish times will coincide with three ferry departure and two ferry arrival services.
- Vehicles arriving to the ferry terminal are required to arrive to the site 30 minutes to an hour before the departure time for check in.
- The traffic surveys captured traffic associated with the ferry terminal.
- The traffic assessment did not identify any traffic issues during these periods.

Framework Travel Plan



- Stantec also prepared and submitted a Framework Travel Plan to support the application and will be refined prior to occupation.
- The objectives of a Travel Plan are to reduce the number of trips made by motorised means, reduce the reliance on single occupancy private car trips and to promote more sustainable modes of travel.
- Some of the measures proposed as part of the Framework Travel Plan are targeted towards:
 - Promoting walking;
 - Promoting cycling;
 - Promoting public transport use including bus transport;
 - Reducing car use and encourage car sharing; and
 - Supporting the use of electric vehicles.

Car Parking Provision



- A total of 207 car parking spaces will be provided including 11 disabled spaces.
- Layby for buses and service vehicles will be provided within the site.
- The parking provision was based on North Ayrshire Council's Parking Standards:
 - School (Nursery, Primary and Secondary) – 1 space per staff member + provision for buses where required;
 - Library – 3 + 1 space per 3 staff;
 - Health & Social Care services (Health Centres) – 4 spaces per consulting room + 1 space per practitioner + 1 space per 3 other staff; and
 - Swimming Pool – 1 space per 100sqm + 1 space per 3 staff at peak times.

Additional Questions



Bus Routes

- No current plans to divert the existing services;
- The diversion of existing bus services would be the responsibility of Strathclyde Passenger Transport.

Traffic Calming

- No traffic calming measures were required as part of the planning permission for the Campus.



Thank You

Any Questions?