



## **Proposed Coffee Drive Thru, Carlisle Road, Airdrie**

### Transport Statement

February 2022

**ECS Transport Planning Limited**

Centrum Offices, 38 Queen Street, Glasgow, G1 3DX  
[www.ECSTransportPlanning.com](http://www.ECSTransportPlanning.com)

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<b>Issue</b>	<b>Date</b>	<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
01	17.02.22	Steven Scott	Michael Summers	Michael Summers

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## 1. Introduction

- 1.1. ECS Transport Planning Limited has been commissioned by LG04 Ltd to produce a Transport Statement in support of a planning application for a drive thru coffee shop, on land which historically accommodated the Burns Stewart Distillers adjacent to Carlisle Road, Airdrie.
- 1.2. The site benefits from an extant planning consent for a foodstore and drive thru restaurant with North Lanarkshire Council planning reference 20/00838/PPP. As the principle of a drive thru coffee unit on the site is already established via the extant consent, this Transport Statement will discuss the detail of the proposals with respect to transportation and outline any alterations from the original submission as part of the Planning Permission in Principle (PPiP) application.
- 1.3. The findings of this study, which support the proposals, are based on a review of the existing site and surrounding travel opportunities, while also taking cognisance of Transport Scotland's "Transport Assessment Guidance". Consideration has also been given to the requirements of local and national government planning policies, including the Scottish Government document 'Scottish Planning Policy' (SPP); however, as the site currently benefits from an extant planning consent policy compliance has already been established.
- 1.4. The subsequent chapters of this report are structured as follows:-
  - Development Proposals;
  - Sustainable Accessibility;
  - Existing & Future Traffic Conditions; and,
  - Summary & Conclusions.

## 2. Development Proposals

### Existing Site & Surrounding Area

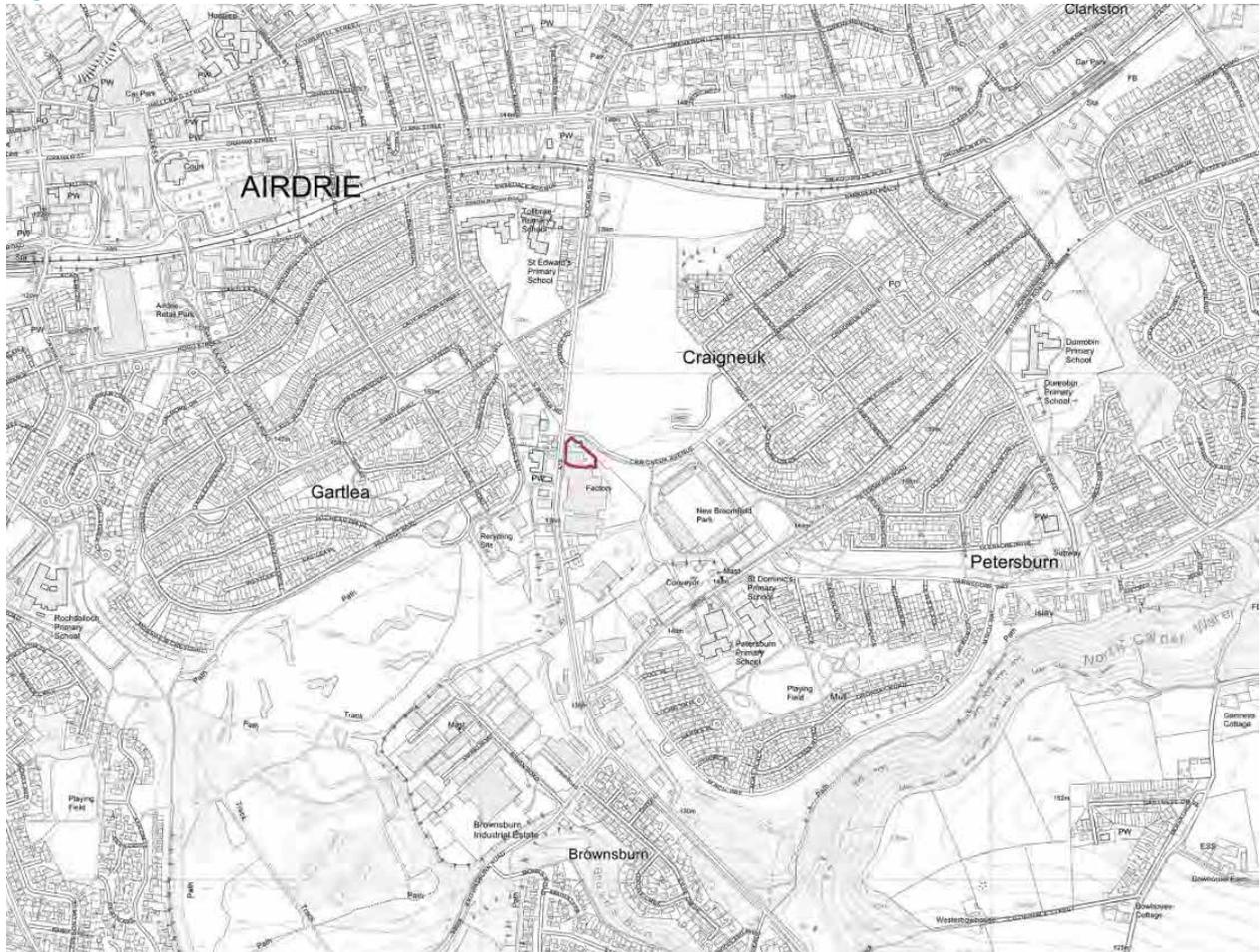
- 2.1. Airdrie is a town in North Lanarkshire which lies on a plateau roughly 400 ft (130 m) above sea level, and is approximately 12 miles (19 km) east of Glasgow city centre. As of 2012, the town had a population of around 37,130. Historically part of Lanarkshire, Airdrie forms part of a conurbation with its neighbour Coatbridge, in the territory formerly known as the Monklands district (population approximately 90,000 including outlying settlements).
- 2.2. The site was previously in use by Burns Stewart Distillers Ltd as a blending and maturation facility, however, it has had a number of varying uses over the years. The site is no longer suitable for the needs of Burn Stewart who are moving to new premises therefore demolition of the industrial unit would permit the site to be redeveloped to form a new mixed use scheme.
- 2.3. In 2020 a planning application for a mixed use development was submitted and subsequently approved by North Lanarkshire Council. The development proposals consisted of a 1,900msq Gross Floor Area (GFA) discount food retail unit and a 167msq drive thru restaurant. The proposals were submitted as a 'hybrid' planning application seeking detailed planning permission for the discount food retail unit, means of access to the site and parking with planning permission in principle sought for the drive thru and associated infrastructure.
- 2.4. The discount food store will be positioned on the southern boundary, with the drive through in the north adjacent to Craigneuk Avenue. Parking will be provided in the central area of the site for the discount food store to the south of the spine road. The drive thru unit will have segregated parking accessible via a priority junction on the northern side of the main spine road.
- 2.5. The full masterplan site area is located adjacent to the Excelsior Stadium, which is home to Airdrieonians Football Club, and is bounded to the north by Craigneuk Avenue, to the east by the stadium, to the south by industrial premises, and to the west by the A73 Carlisle Road.
- 2.6. *Figures 1 & 2* below present the site in its current form. *Figure 1* displays a view of the site from Craigneuk Avenue, with *Figure 2* indicating the site frontage with Carlisle Road looking north.

Figure 1: View of Site from Craigneuk Avenue    Figure 2: Carlisle Road Frontage



- 2.7. The location of the site, in a local context, is highlighted in red within *Figure 3* below.

Figure 3: Site Location



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- 2.8. As detailed previously, the planning application for the masterplan site was approved and the site therefore benefits from an extant planning consent for a foodstore and drive thru restaurant with North Lanarkshire Council planning reference 20/00838/PPP.

## Proposed Development

### Development & Access Overview

- 2.9. It is proposed to develop a 235m<sup>2</sup> Gross Floor Area (GFA) coffee drive thru unit with associated parking which will occupy the drive thru site within the consented mixed use development area. The drive thru unit will be positioned toward the western area of the site with the drive thru lane circulating around the western elevation with entry and exit in to the car park area which is located to the east of the building.

- 2.10. Vehicular, pedestrian and cycle access to the site will be promoted from the internal spine road which also serves the Lidl store. As the drive thru lane extends round the western elevation it is not possible to create a direct access to the unit from the Carlisle Road footway.
- 2.11. The proposed drive thru represents an increase of 68m<sup>2</sup> GFA over that consented as part of the original mixed use application. The implication of the larger unit with respect to transportation is detailed further in subsequent chapters.
- 2.12. The layout of the proposed development, including internal operation, is indicated on the Opfer Logan Architects Ltd Site Plan 22134\_PL SP 03 contained within *Appendix A*.

### Development Parking Provision

- 2.13. The extant planning consent includes Condition 5 which states the following:  
*“That parking for the drive-thru unit shall be provided on the basis of 20 spaces per 100m<sup>2</sup> public floor area and a minimum of 5 queuing spaces for take-away, contained within the dedicated drive-thru unit parking area, unless any other level of parking provision can be justified and approved in writing with the Planning Authority.”*
- 2.14. The above parking ratio is different to that detailed within the NLC parking standards and that referenced in the Transport Assessment for the mixed use scheme. The conditioned parking ratio would suggest a parking provision of 20 spaces based on a public floor area of 104m<sup>2</sup> as proposed.
- 2.15. NLC’s parking standards indicate that drive thru restaurants can provide between 10 – 15 spaces per 100m<sup>2</sup> GFA, with 1 cycle parking space required for 8 car spaces and 6% of the total car parking provided as disabled. It is proposed to provide 27 standard spaces including 2 electric charging bays and 2 disabled spaces which is consistent with NLC’s parking standards.
- 2.16. 6 sheffield cycle stands are also proposed on the southern elevation which will have the ability to accommodate 10 bicycles at any time which is well in excess of the council’s standards.

### Servicing & Refuse Arrangements

- 2.17. Servicing and refuse collection for the proposed unit will be undertaken internally within the car park. Vehicles will access the site via the proposed priority junction with the spine road, enter the site in a forward gear and route around the northern car park area to allow a turn to the south and access to the unit frontage. The retained gap in the parking spaces on the eastern elevation will allow the goods to be transported to the service entrance efficiently. The vehicle will then exit the site in a forward gear as illustrated on ECS Drawing 22001-001 contained within *Appendix B*.
- 2.18. Starbucks has confirmed that a rigid vehicle will be the largest vehicle requiring access to the site. As a result, the vehicle swept paths present a worst case scenario.
- 2.19. The Starbuck unit will be serviced out with opening times to ensure that any potential for customer and service vehicle conflict is removed. This approach to servicing is standard as the majority of coffee drive thru’s service from the car park area given the size of the site.

### 3. Sustainable Accessibility

- 3.1. This chapter examines the existing sustainable transport network and considers if the application site will offer a genuine choice of transport mode; facilitate a reduction in car use and support greater use of walking, cycling and public transport. This achievement would lead to social inclusion whilst supporting the local economy and promoting better health and fitness.

#### Local & National Transport Planning Policy

- 3.2. Both local and national government planning policies aim to promote travel by sustainable modes, with the overarching objective of reducing reliance on travel by private vehicle, promoting social inclusion and improving health and wellbeing of the local community. Policies all highlight transport sustainability under the banners of Economic Growth, Accessibility & Social Inclusion, Environment, Safety & Personal Security and Sustainability and Integration.
- 3.3. The promotion of public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The Transport Scotland document "Transport Assessment Guidance", and Scottish Government policy documents 'Scottish Planning Policy' (SPP) and 'Planning Advice Note (PAN) 75' also support the need for consideration of a sustainable approach to transportation planning.
- 3.4. The following sections provide an overview of the existing walking, cycling and public transport opportunities, ahead of private car access, in line with the hierarchy of travel modes set out in SPP, demonstrating that the site is compliant with these policies and is ideally located to be accessible by a range of travel modes, regardless of any additional infrastructure introduced as a result of the proposals.

#### Accessibility Criteria

- 3.5. There are various measures of accessibility and methods of calculation. Determining the accessibility of a site generally requires calculating the travel time by different modes; i.e. walking, cycling, public transport and private car. From 'Transport Assessment Guidance' Journey times of up to 20-30 mins are appropriate for walking and 30-40 mins for cycling.
- 3.6. PAN 75 sets maximum travel distances when assessing a development site for walking and cycling, as well as, establishing how far people would be prepared to walk to access local amenities, such as, retail outlets and public transport interchanges. These acceptable walking distances are as follows; however, it is important to note that in areas of frequent affordable public transport it is not uncommon for these walking distances to be exceeded:-
- 400m to bus services;
  - 800m to rail services; and
  - 1,600m to local facilities / amenities.

#### Multi-Modal / People Trip Assessment

- 3.7. It is stated within 'Transport Assessment Guidance' that *"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."*

- 3.8. To determine the future person trips and travel choice of people associated with the proposed development reference is generally made to the Trip Rate Information and Computer System (TRICS) database. However, due to the car born nature of trips attracted to drive-through facility, limited information is available on the database for multi-modal trips to these specific land uses. As no numerical value can be specifically identified for each mode category for the drive through unit, a qualitative review of the availability of facilities for staff and customers has been undertaken.

## Sustainable Travel Opportunities

### Walking (Pedestrian)

#### **Existing**

- 3.9. Pedestrian access to the existing site is available at two points on Carlisle Road as footways bound the vehicle access junctions to the site. Pedestrians have direct access to the footway on the eastern side of the Carlisle Road carriageway which is continuous to the north, toward the town centre, and to the south where residential and employment areas are located.
- 3.10. Carlisle Road benefits from footways on both sides of the carriageway as would be expected from a primary route within an urban setting. The footways on both sides of the carriageway are circa 2m wide and benefit from dropped kerbs at crossing points and street lighting.
- 3.11. A pedestrian refuge island is located on Carlisle Road, adjacent to the northern access to the site, which assists pedestrians crossing the route to access the bus stops located on both sides of the carriageway. In addition, a signalised pedestrian crossing is located on Carlisle Road between the Craigneuk Avenue and South Biggar Road junctions. The pedestrian crossing provides a safe and controlled crossing facility for pedestrian wishing to access residential and employment areas in the locale as well as leisure sites such as Carigneuk Park and Excelsior Stadium.
- 3.12. Craigneuk Avenue benefits from footways on both sides of the carriageway as would be expected of a primary route to Excelsior Stadium given the increased pedestrian demand during game days. Pedestrian refuge islands are included near to the stadium entrance to assist pedestrians crossing the route. Beyond the stadium, the route is traffic calmed with a series of physical build outs which reduce the carriageway to one-way priority control. The traffic calmed nature of the route in addition to the 20mph speed limit ensures that the route is attractive to pedestrians accessing the predominantly residential area.
- 3.13. South Biggar Road is a residential standard route which good footway provision on both sides of the carriageway. The route provides access to the various residential streets to the north west which ultimately link to the town centre over the railway line.
- 3.14. Immediately to the north of the BP petrol filling station, a segregated pedestrian / cycle route connects Carlisle Road to Lady Anne Crescent to the west. This route provides an alternative access from Carlisle Road to the extensive residential area to the west and onwards connections to the town centre.
- 3.15. As would be expected in an urban location, the site is well connected by a series of adopted standard footways which benefit from crossing facilities at regular intervals.

### **Proposed**

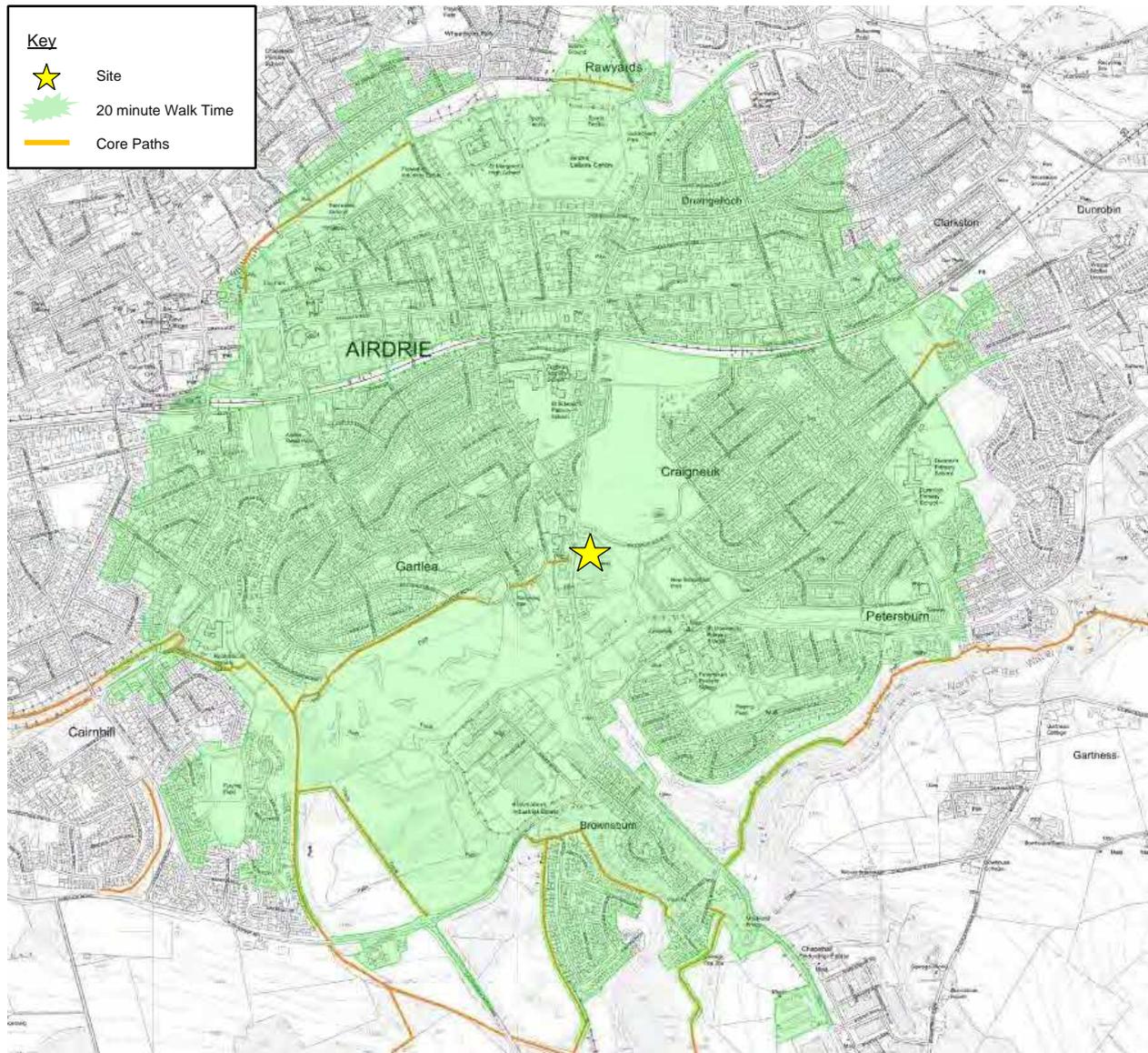
- 3.16. Walk-in trips will likely originate from the surrounding residential areas and shared trips with the amenities in the wider area. As the development site is accessible to a large proportion of the town's residential sectors it is expected that the level of walk-in trade could be significant.
- 3.17. From 'Transport Assessment Guidance' journey times of 20 – 30 minutes (circa. 1,600m – 2,500m based on an average walking speed of 1.4m/s) are considered to be appropriate for walking. These figures are broadly in line with the guidance set out in PAN75 which indicates a maximum walking catchment of 1,600m for local facilities and amenities. *Figure 4*, overleaf, presents a 20 minute (1,600m) walking isochrones in relation to the proposed development indicating that the much of Airdrie is largely accessible on foot.
- 3.18. The main desire lines for pedestrians will be to and from the residential areas which are predominantly to the north, east and west. However, some residential and employment areas are also located to the south which has been considered in the scheme design.
- 3.19. The proposed development will introduce direct footway links to the consented internal spine road from the access junction with Carlisle Road. The footways will provide a direct access to the drive thru site. Internally, footways have been introduced to connect the various units to the spine road and thereby Carlisle Road.
- 3.20. As part of the original consent, a new signal controlled pedestrian crossing will be introduced on the A73 Carlisle Road to the south of the drive thru site and adjacent to the Lidl store.
- 3.21. As expected in an urban area the footways are of a reasonable standard and present on most streets, enabling connections between the proposed development and the surrounding residential population, in addition to nearby employment and education facilities. Therefore, the current level of pedestrian facilities on offer, in conjunction with the measures promoted as part of the proposed development, will support the expected future peak related pedestrian demand by customers and staff and also ensure permeability from the anticipated walk-in catchment.

### **Cycle (Bicycle)**

#### **Existing**

- 3.22. National Cycle Route (NCR) 75 utilises many of the streets and roads adjacent to the site. NCR 75 runs through the heart of Glasgow and links Gourrock and Greenock in Inverclyde to Coatbridge and Caldercruix in North Lanarkshire.
- 3.23. Adjacent to the site, the route utilises Craigneuk Avenue to access Drumgelloch Rail Station and onwards to the north east toward Caldercruix, Bathgate, East Calder and ultimately Edinburgh. The traffic calming on Craigneuk Avenue has been designed to ensure cyclists can pass the various build outs without the need to wait for opposing vehicle traffic.
- 3.24. NCR 75 crosses Carlisle Road on the site frontage and connects to the previously mentioned segregated link between Carlisle Road and Lady Ann Crescent. The route continues west heading to Glasgow via Coatbridge and Uddingston.

Figure 4: Pedestrian Walking Isochrone



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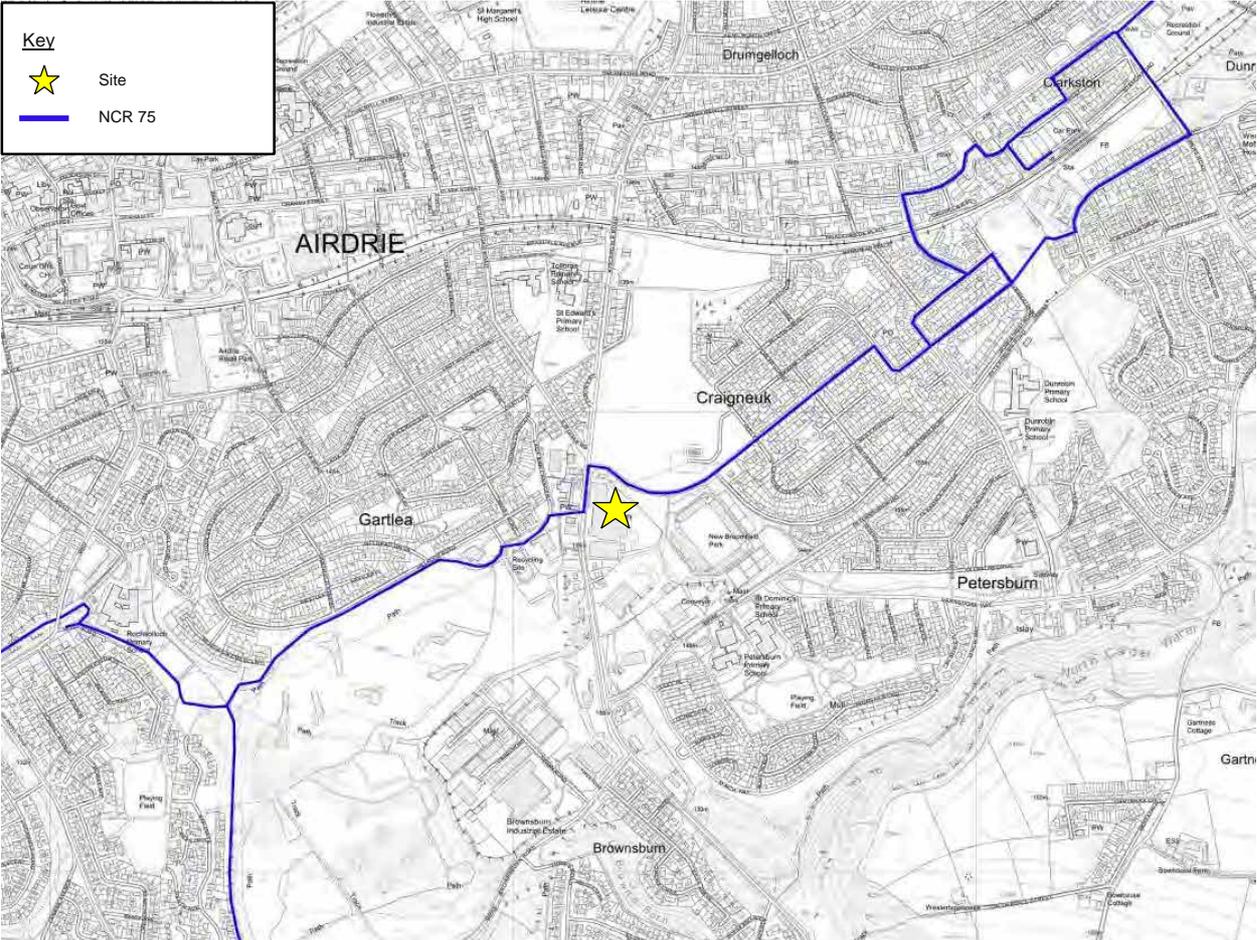
3.25. The location of NCR 75 in relation to the site is shown on *Figure 5* overleaf.

**Proposed**

- 3.26. It is anticipated that any increase in cycling trips will primarily be associated with staff at the proposed development given the nature of the intended use.
- 3.27. From 'Transport Assessment Guidance', an appropriate journey time for cycling is considered to be 30 - 40 minutes, which equates to a cycle distance of 5km to 13km based on an average cycling speed of 10 to 20kph. This cycle catchment will encompass Bellshill and several neighbouring settlements, including

Bellshill, Calderbank, Chapelhall, Newhouse, Coatbridge, Plains and Caldercruix. In addition, a short cycle (<7 minutes) will connect the proposed development to Drumgelloch and Airdrie Railway Stations in the north east and north west, respectively thereby offering multi-modal travel opportunities, particularly for staff residing within further afield areas.

Figure 5: Cycle Routes



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- 3.28. The proposed access junction includes a crossing on the Carlisle Road southern approach arm to ensure that cyclists using NCR 75 have a safe crossing location connecting the route.
- 3.29. Many of the streets in the vicinity of the site are residential in nature and lightly trafficked therefore conditions are considered conducive to cycling.
- 3.30. Based on the existing cycle opportunities, nature of the local road network and proximity of residential areas, in addition to the provision of cycle facilities at the site, it is considered that the anticipated demand for cycling can be accommodated and will be a feasible mode choice for customers and staff.

## Public Transport

### Existing

- 3.31. The site is well located to access existing public transport facilities with bus stops located on the Carlisle Road and Craigneuk Avenue site frontage. In addition, further stops are available on South Biggar Road a short walk from the site, circa 190m.
- 3.32. The northbound bus stop on Carlisle Road benefits from a bus layby, shelter and timetable information. However, the remainder of the stops in the area are standard bus flags with timetable information.
- 3.33. At present, 5 bus services are accessible from the site which are provided by Stuarts Coaches, ACE Mini Coaches and First as detailed in *Table 1* below. The current provision enables links to the town centre, surrounding residential areas, and nearby settlements of Wishaw and Kilsyth.

**Table 1: Bus Services Adjacent to the Site**

Operator	Service	Route	Frequency (mins)					
			Monday-Friday		Saturday		Sunday	
			Day	Night	Day	Night	Day	Night
Stuarts Coaches	44	Carlisle – Kilsyth	3 services	-	3 services	-	2 services	-
ACE Mini Coaches	47	Chapelhall Circular – Airdrie	30	-	60	-	-	-
First	201	Hairmyres Hospital – Airdrie Petersburn	15	60	20	60	30	60
Stuarts Coaches	248a	Wishaw - Airdrie	2 services	-	-	-	-	-
Stuarts Coaches	248b	Law – Monklands Hospital	4 services	-	-	-	-	-

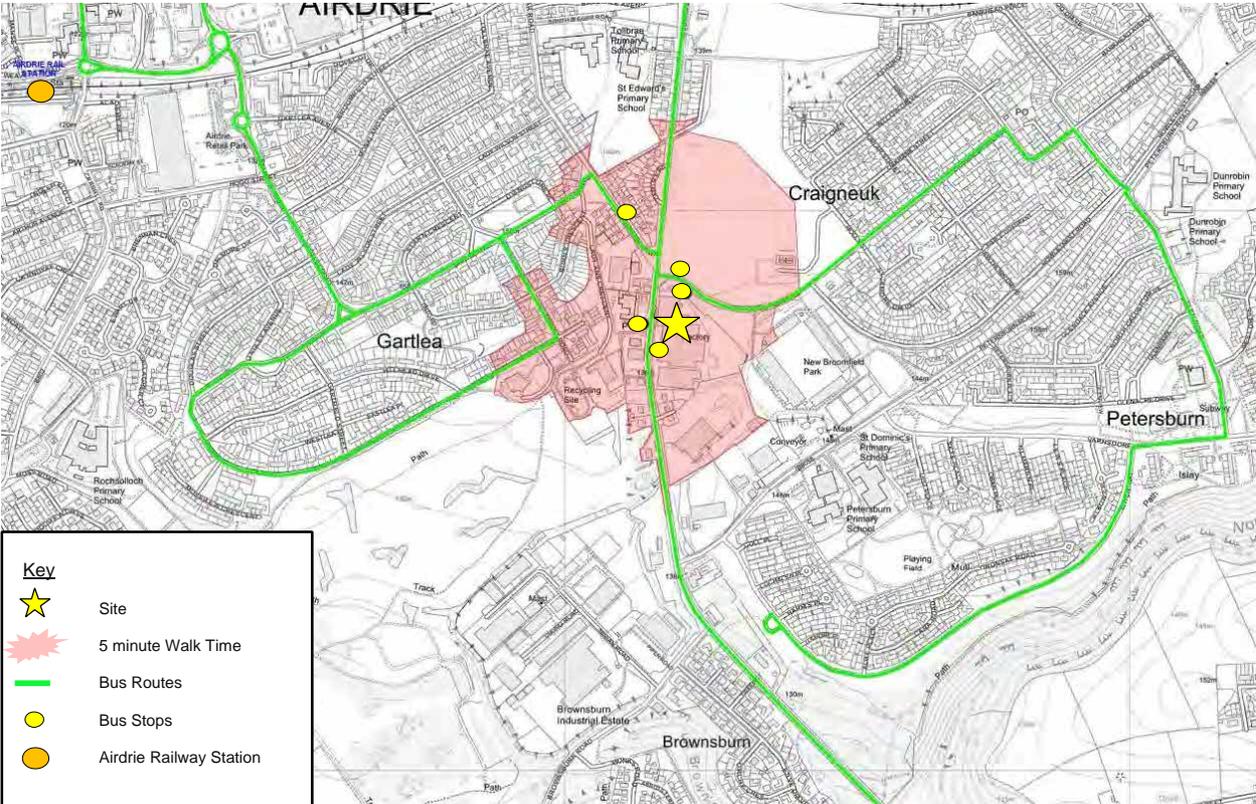
- 3.34. The First Service 201 provides a regular service throughout the day and evening during the weekday and weekend which provides a good level of service at key demand times for the site
- 3.35. *Figure 6*, overleaf, illustrates the existing public transport infrastructure surrounding the development site.
- 3.36. Airdrie Railway Station is located out with the recommended walk distance of 800m, however, it may be attractive to staff wishing to undertake a multi-modal trip to / from the site. The station provides regular services to Glasgow, Edinburgh and Bathgate and all the smaller station located between as indicated in *Table 2* overleaf.

### Proposed

- 3.37. The site is well located to take advantage of the frequent bus services which access much of the residential areas within the catchment of the proposed development and thereby provide an excellent alternative to the private car.
- 3.38. As part of the access junction design consented for the mixed use application, the southbound bus stops on Carlisle Road will be relocated to accommodate the junction design and proposed pedestrian crossing,

however, the relocation is minor and the site and neighbouring developments will still be within easy walking distance of the stop.

Figure 6: Public Transport Infrastructure



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Travel Plan Framework (Employment)

- 3.39. In line with Transport Assessment Guidance, Travel Plans should first be introduced within the TA / TS. However, a Travel Plan cannot be fully developed until the development is operational, therefore, the Travel Plan Framework below will be used to establish the requirements of the future Travel Plan for the employment element of the development.
- 3.40. The framework detailed below is not intended to represent a Travel Plan, but is intended to allow consideration of what may be required and is aimed primarily at staff travelling to the development site.
- 3.41. The Department of Transport (DoT) 'A guide on travel plans for developers' states:
 

*'A travel plan is a strategy for managing all travel and transport within an organisation. It seeks to improve access to a site or development by sustainable models of transport. A travel plan contains both physical and behavioural measures to increase travel choices and reduce reliance on single-occupancy car travel'*
- 3.42. The aim of travel plans, as outlined by Central Government Guidelines, is to address potential means of reducing reliance on staff single-occupancy car use and encouraging the use of alternative forms of travel.

3.43. A Travel Plan involves the development of a set of mechanisms, initiatives and targets that together enable organisations to reduce the impact of travel.

Table 2: Airdrie Rail Station Services

Operator	Line	Route	Frequency (mins)					
			Monday-Friday		Saturday		Sunday	
			Day	Night	Day	Night	Day	Night
ScotRail (Abellio)	Glasgow – Airdrie / Bathgate / Edinburgh	Helensburgh Central – Dumbarton Central – Dalmuir – Hyndland – Partick – Charing Cross – Glasgow Queen Street – High Street – Garrowhill – Easterhouse – Blairhill – Coatbridge Sunnyside – Coatdyke – Airdrie – Drumgelloch – Bathgate – Livingston North – Uphall – Edinburgh Park – Haymarket – Edinburgh	30	30	30	30	30	30
ScotRail (Abellio)	Glasgow – Airdrie / Bathgate / Edinburgh	Milngavie - Hyndland – Partick – Charing Cross – Glasgow Queen Street – High Street – Bellgrove – Carntyne – Shettleston – Coatbridge Sunnyside - Airdrie – Drumgelloch – Caldercruix – Blackridge – Armadale - Bathgate – Livingston North – Uphall – Edinburgh Park – Haymarket – Edinburgh	30	30	30	30	30	30
ScotRail (Abellio)	Glasgow – Airdrie / Bathgate / Edinburgh	Balloch – Dumbarton Central - Dalmuir - Hyndland – Partick – Charing Cross – Glasgow Queen Street – High Street – Bellgrove – Carntyne – Shettleston – Garrowhill – Easterhouse – Blairhill - Coatbridge Sunnyside - Airdrie	30	30	30	30	30	30
ScotRail (Abellio)	Glasgow – Airdrie / Bathgate / Edinburgh	Helensburgh Central – Balloch - Dumbarton Central – Dalmuir – Hyndland – Partick – Charing Cross – Glasgow Queen Street – High Street – Bellgrove – Carntyne – Shettleston - Garrowhill – Easterhouse – Blairhill – Coatbridge Sunnyside – Coatdyke – Airdrie – Drumgelloch – Caldercruix – Blackridge – Armadale - Bathgate – Livingston North – Uphall – Edinburgh Park – Haymarket – Edinburgh	30	30	30	30	30	30

### Objectives

3.44. There are a number of objectives, both at national and local level, that the implementation of the Travel Plan is intended to help fulfil:

Influence travel behaviour;

Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;

Reduce the need for unnecessary journeys;

Reduction in overall mileage;

Help improve the health of staff; and,

Accommodating those journeys that need to be made by car.

### **Targets**

- 3.45. The objectives given above provide the framework for the Travel Plan measures. Where applicable, targets can be included to help achieve the objectives and there are two main types that are applicable. The most easily demonstrated is a commitment to deliver the package of measures set out in the plan. These measures include initiatives to promote increases in the use of walking, cycling, car-sharing and public transport use.
- 3.46. The second form of target is aspirational and related to proportional changes in the travel modes used to access the site. At this stage, there are no aspirational targets given in the plan as, in advance of the development opening, the modal split of staff for the office development is not known. Results of a staff travel survey (normally undertaken within 6 months of the development opening) would provide information on the prevailing travel choices of employees and a basis for the setting of aspirational targets in a later revision of the Travel Plan.
- 3.47. The Travel Plan will be implemented by the developer, who will work in conjunction with NLC and other interested parties in its continuing progression and be responsible for managing and implementing.

### **Initiatives**

- 3.48. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be considered and encouraged by the occupier(s) of the development:
- Provision of travel information - e.g. bus timetable information on staff notice boards;
  - Measures to promote walking / cycling - washing and changing facilities, bicycle users group, information on walk / cycle routes; and,
  - Car sharing - Promote a staff car sharing scheme as a means of reducing single occupancy car trips.
- 3.49. Travel Plans are primarily focussed on staff and therefore the majority of measures proposed within a plan are intended to encourage staff to use more sustainable modes of transport when travelling to the development.

### **Monitoring & Review**

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

### **Summary**

- 3.51. In line with local and national policy, a person trip assessment has been undertaken for the proposed development to review the potential future sustainable travel demand for all modes against the existing transport provision in the area. The current walking, cycling, and public transport provision in the area is good and sufficient for the expected increase in sustainable travel from the site. As part of the development proposals, measures will be introduced to enhance sustainable travel by the provision of pedestrian links and cycle parking within the site, whilst also implementing a Travel Plan.

## 4. Existing & Future Traffic Conditions

- 4.1. The following presents the existing traffic conditions on the surrounding road network, and likely level of private car use generated by the proposed development.

### Surrounding Road Network

#### **Existing**

- 4.2. The following provides an overview of the key route corridors comprising the agreed study network, indicating the site is ideally located for accessing key strategic route corridors; such as, the A73, B799 and M8 while also benefiting from connections to the surrounding residential population.
- 4.3. Carlisle Road (A73) is a single carriageway road which connects Carlisle in the south with Cumbernauld in the north via Airdrie and many other smaller settlements. The route provides a primary north – south link within Airdrie for local traffic accessing various areas within the settlement and also strategic traffic wishing to access the M8 and M80 motorways.
- 4.4. The site currently benefits from two simple priority junction accesses with Carlisle Road which are located toward the northern and southern boundaries. The northern access is circa 34m to the south of Craigneuk Avenue with the southern access located opposite the entrance to the BP petrol filling station.
- 4.5. The route is subject to 30mph speed restricts and has various accesses to commercial and residential premises nearby the site. The primary junctions in the vicinity are all priority controlled junctions with some benefiting from right turn ghost islands.
- 4.6. Craigneuk Avenue is a single carriageway road which provides direct access to Excelsior Stadium and continues north to serve an extended residential area. Beyond the stadium, the route is traffic calmed and becomes residential in nature and design.
- 4.7. South Biggar Road is again a residential standard route with frontage access to drive way parking. The route provides access to an extensive area of housing to the west of the site and can therefore become a through route.

#### **Proposed**

- 4.8. Access to the development site is proposed via a right turn ghost island priority junction with Carlisle Road with the existing access to the site being stopped up to accommodate the new access. The proposals will involve relocation of the existing southbound bus stop and also the introduction of a new dropped kerb crossing on the A73 Carlisle Road with tactile paving and a pedestrian refuge island. The access junction is consented as part of the mixed use scheme with the Roads Construction Consent at an advanced stage at the time of writing.
- 4.9. Access to the drive thru site will be direct from the private internal spine road via a simple priority junction as shown on Opfer Logan Architects drawings contained within *Appendix A*.

### Development Traffic

- 4.10. The consented drive thru unit has a GFA of 167m<sup>2</sup> with the committed traffic generation detailed in *Table 3* below. An allowance for 30% pass-by trips to the peak period in the weekday, which is generally accepted as industry standard practice, was accepted by NLC Roads.

Table 3: Consented Drive Thru Development Vehicle Trip Rates / Generation (167msq)

Mode	Peak Hour		Arrivals	Departures	Total
Private Car / Vehicle	Weekday PM	Trip Rate	13.45	13.013	26.463
		Pass-by (30%)	7	7	13
		New Trips (70%)	16	15	31
		Total Trips	22	22	44

4.11. The proposed drive thru has a GFA to 235m<sup>2</sup> which represents an increase of 68m<sup>2</sup> GFA. The increased traffic generation associated with the larger unit is detailed below in *Table 4*.

Table 4: Proposed Drive Thru Development Vehicle Trip Rates / Generation (235msq)

Mode	Peak Hour		Arrivals	Departures	Total
Private Car / Vehicle	Weekday PM	Trip Rate	13.45	13.013	26.463
		Pass-by (30%)	10	10	20
		New Trips (70%)	22	21	43
		Total Trips	32	31	63

4.12. The proposed increase in floor area represents a total two-way traffic increase of 19 vehicles during the peak hour which is less than 1 vehicle every three minutes on average. The approved TRICS output is enclosed within *Appendix C*.

4.13. Given the minor nature of the increased development area and the potential for shared trips with the adjacent Lidl, increased traffic generation will be negligible confirming that detailed junction capacity analysis would not be necessary to support the proposals. It is, therefore, considered that the proposed access arrangement is sufficient to accommodate demand without having a detrimental impact or creating additional delay to existing road users.

## Summary

4.14. The assessment of the local road network supports the access arrangement, reconfiguration of the car park and concludes that surrounding road network will operate satisfactorily with the introduction of traffic associated with the development proposals.

## 5. Summary & Conclusions

### Summary

- 5.1. ECS Transport Planning Limited has been commissioned by LG04 Ltd to produce a Transport Statement in support of a planning application for a drive thru coffee shop, on land which historically accommodated the Burns Stewart Distillers adjacent to Carlisle Road, Airdrie.
- 5.2. The site benefits from an extant planning consent for a foodstore and drive thru restaurant with North Lanarkshire Council planning reference 20/00838/PPP. As the principle of a drive thru coffee unit on the site is already established via the extant consent, this Transport Statement will discuss the detail of the proposals with respect to transportation and outline any alterations from the original submission as part of the Planning Permission in Principle (PPiP) application.
- 5.3. The findings of this study, which support the proposals, are based on a review of the existing site and surrounding travel opportunities, while also taking cognisance of Transport Scotland's "Transport Assessment Guidance". Consideration has also been given to the requirements of local and national government planning policies, including the Scottish Government document 'Scottish Planning Policy' (SPP); however, as the site currently benefits from an extant planning consent policy compliance has already been established.
- 5.4. It is proposed to develop a 235m<sup>2</sup> Gross Floor Area (GFA) coffee drive thru unit with associated parking which will occupy the drive thru site within the consented mixed use development area. The drive thru unit will be positioned toward the western area of the site with the drive thru lane circulating around the western elevation with entry and exit in to the car park area which is located to the east of the building.
- 5.5. Vehicular, pedestrian and cycle access to the site will be promoted from the internal spine road which also serves the Lidl store. As the drive thru lane extends round the western elevation it is not possible to create a direct access to the unit from the Carlisle Road footway.
- 5.6. The proposed drive thru represents an increase of 68m<sup>2</sup> GFA over that consented as part of the original mixed use application. The implication of the larger unit with respect to transportation is detailed further in subsequent chapters.
- 5.7. The extant planning consent includes Condition 5 which states the following:  
*"That parking for the drive-thru unit shall be provided on the basis of 20 spaces per 100m<sup>2</sup> public floor area and a minimum of 5 queuing spaces for take-away, contained within the dedicated drive-thru unit parking area, unless any other level of parking provision can be justified and approved in writing with the Planning Authority."*
- 5.8. The above parking ratio is different to that detailed within the NLC parking standards and that referenced in the Transport Assessment for the mixed use scheme. The conditioned parking ratio would suggest a parking provision of 20 spaces based on a public floor area of 104m<sup>2</sup> as proposed.
- 5.9. NLC's parking standards indicate that drive thru restaurants can provide between 10 – 15 spaces per 100m<sup>2</sup> GFA, with 1 cycle parking space required for 8 car spaces and 6% of the total car parking provided as disabled. It is proposed to provide 27 standard spaces including 2 electric charging bays and 2 disabled spaces which is consistent with NLC's parking standards.

- 5.10. 6 sheffield cycle stands are also proposed on the southern elevation which will have the ability to accommodate 10 bicycles at any time which is well in excess of the council's standards.
- 5.11. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. This indicates that the current walking cycling, and public transport provision in the area is sufficient to accommodate the expected future demand from the site. As part of the development proposals measures will be introduced to enhance sustainable travel by the provision of footway connections to spine road leading to Carlisle Road, cycle parking within the site and also implementing a Travel Plan.
- 5.12. The assessment of the local road network supports the access arrangement and concludes the surrounding road network will operate satisfactorily with the introduction of traffic associated with the development proposals.

## Conclusions

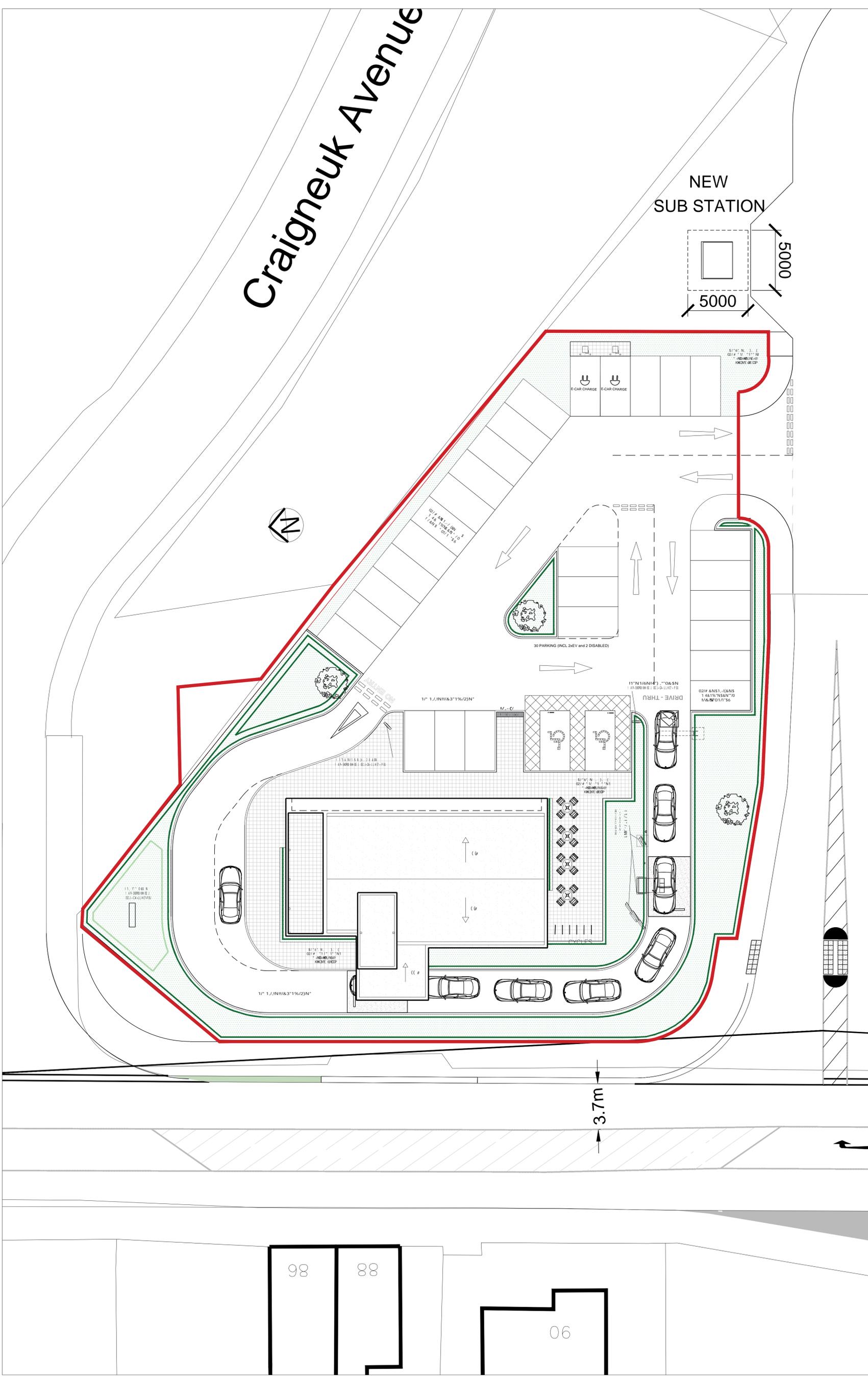
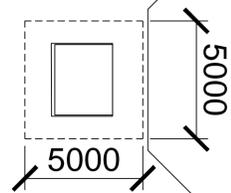
- 5.13. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate well within the existing transport network following the introduction of additional non-car promoting measures. In addition, the site can be accessed safely from the adjacent road network by private vehicles without impacting on the operation of the existing network.

# APPENDICES

**A. Site Layout**

Craigneuk Avenue

NEW SUB STATION



STARBUCKS®

Rev	Description	By	Date

**OLA**  
OPFER LOGAN ARCHITECTS

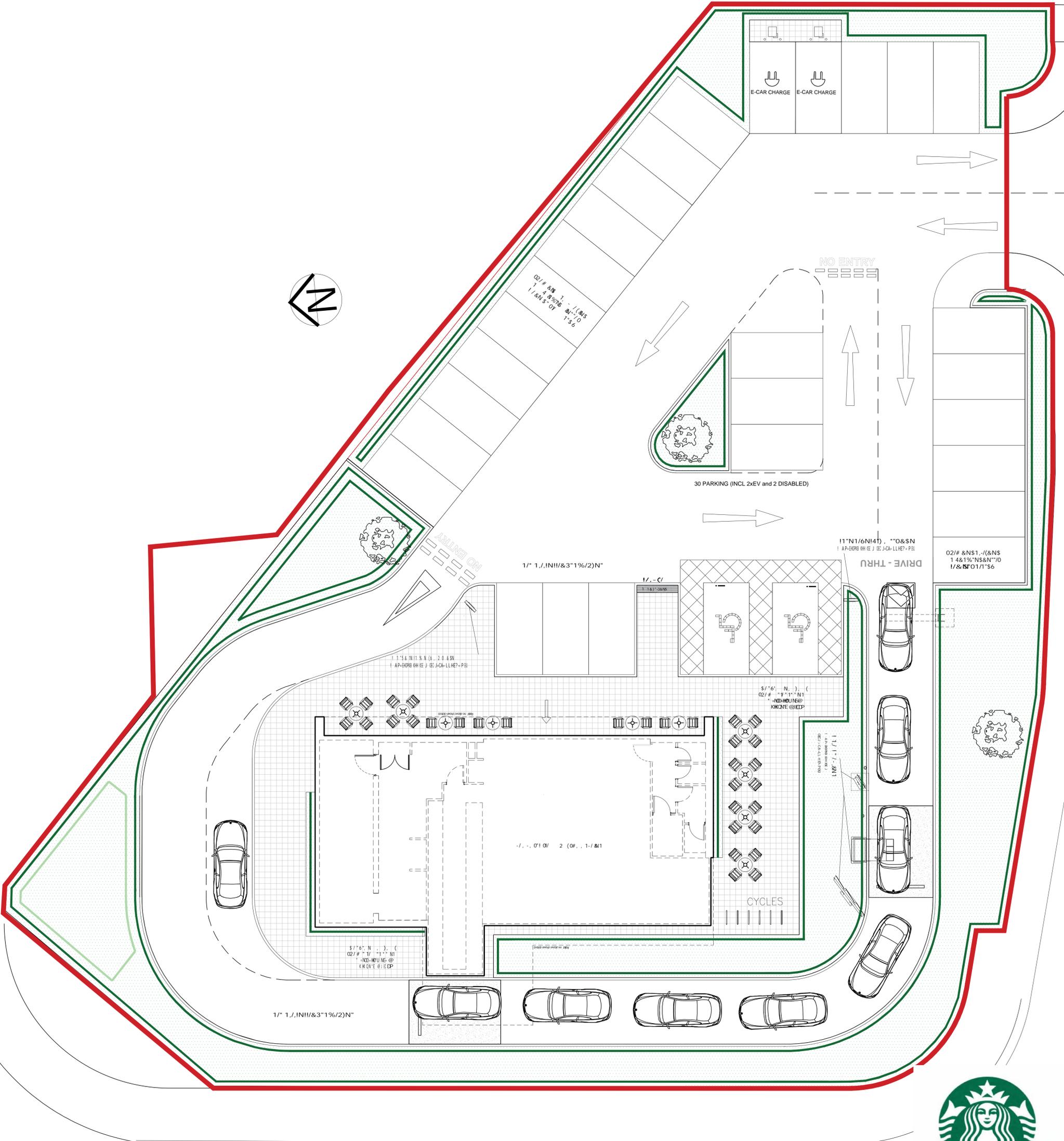
130 CUBIE STREET | GLASGOW | G40 2AF  
T: (0141) 332 9300 F: (0141) 342 2299 E: info@olarchitects.com

Client	LG04 LTD
Project	STARBUCKS AIRDRIE
Title	SITE (ROOF) PLAN AS PROPOSED
Project No.	22134
Scale	1:150 @ A1
Drawing No.	PL-SP-02
Date	JAN 2022
Drawn By	JAD
Checked By	DW

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SITE (ROOF) PLAN AS PROPOSED @ 1:150





DETAILED SITE PLAN AS PROPOSED @ 1:100



**STARBUCKS**

Rev	Description	By	Date

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OFFER LOGAN ARCHITECTS

130 CUBIE STREET | GLASGOW | G40 2AF  
T: (0141) 332 9300 F: (0141) 342 2299 E: info@olarchitects.com

Client	LG04 LTD
Project	STARBUCKS AIRDRIE
Title	DETAILED SITE PLAN AS PROPOSED
Project No.	22134
Scale	1:100 @ A1
Drawing No.	PL-SP-03
Date	JAN 2022

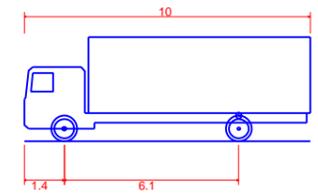
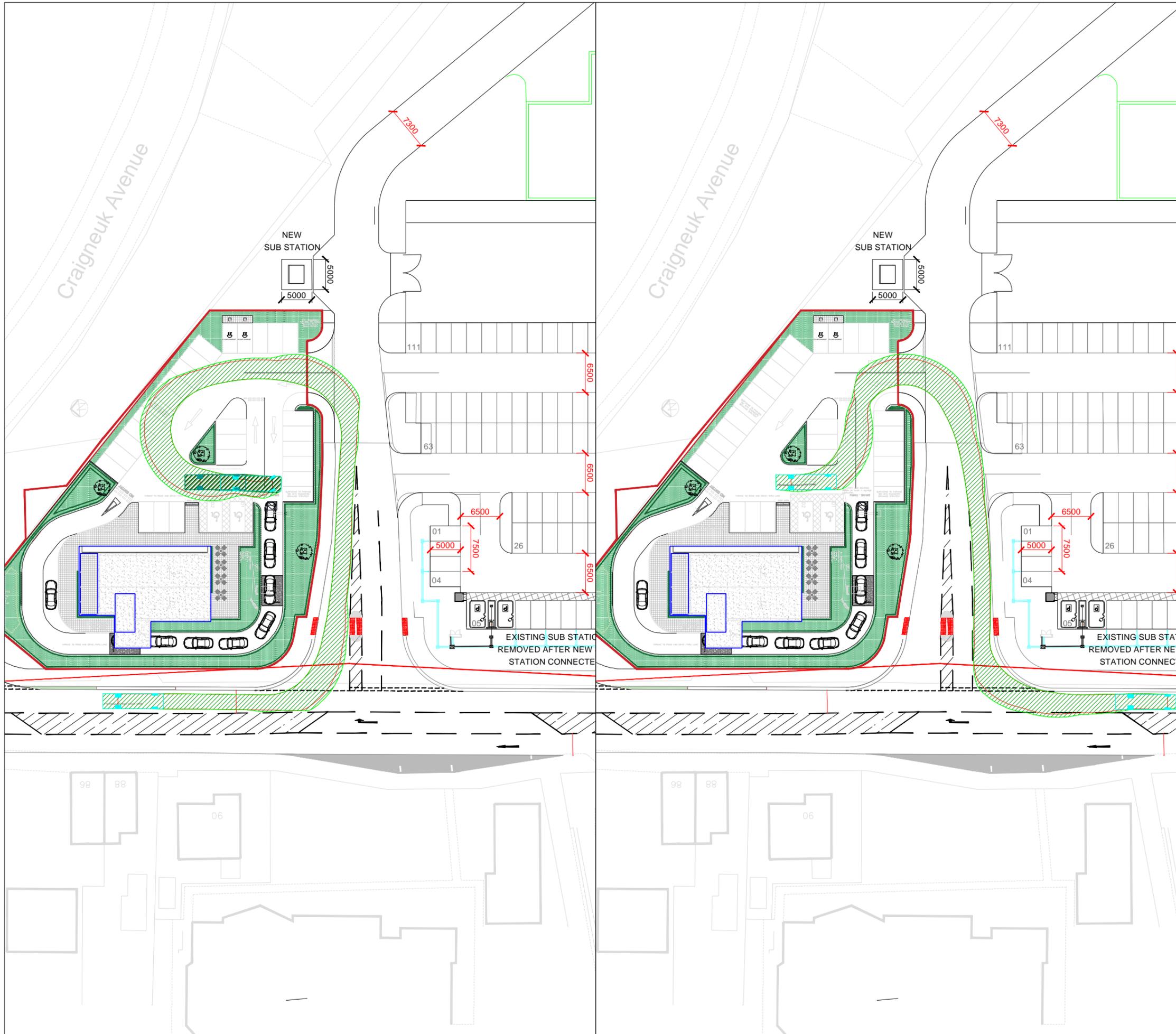
Drawn By: JAD Checked By: DJV  
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PLANTING SPECIFICATIONS



**B. Vehicle Swept Paths**

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

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



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

Client **LG04 LTD**

Project **STARBUCKS, CARLISLE ROAD, AIRDRIE**

Title **COFFEE DRIVE THRU SERVICE VEHICLE SWEPT PATHS**

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3 **N.T.S** Date **17.02.22**

Project No. **22001** Drawing No. **22001\_001** Rev **-**

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

**C. TRICS Output**

Calculation Reference: AUDIT-654801-200520-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : D - FAST FOOD - DRIVE THROUGH  
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
11	SCOTLAND	
	FI FIFE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 275 to 435 (units: sqm)  
 Range Selected by User: 182 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/19

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

Selected survey days:

Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A3	2 days
A5	1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-06-D-02 NEWMARKET ROAD CAMBRIDGE	MCDONALD'S	CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	435 sqm	
	Survey date: TUESDAY	19/09/17	Survey Type: MANUAL
2	FI-06-D-02 WHIMBREL PLACE DUNFERMLINE HALBEATH	KFC	F I F E
	Edge of Town Development Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	22/03/16	Survey Type: MANUAL
3	LN-06-D-01 RUSTON WAY LINCOLN	MCDONALD'S	L I N C O L N S H I R E
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	435 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	435	2.529	1	435	2.069	1	435	4.598
08:00 - 09:00	1	435	3.218	1	435	3.678	1	435	6.896
09:00 - 10:00	1	435	3.218	1	435	3.448	1	435	6.666
10:00 - 11:00	3	382	8.908	3	382	8.908	3	382	17.816
11:00 - 12:00	3	382	12.664	3	382	12.664	3	382	25.328
12:00 - 13:00	3	382	17.642	3	382	15.284	3	382	32.926
13:00 - 14:00	3	382	13.799	3	382	15.983	3	382	29.782
14:00 - 15:00	3	382	10.742	3	382	10.830	3	382	21.572
15:00 - 16:00	3	382	10.655	3	382	11.092	3	382	21.747
16:00 - 17:00	3	382	14.236	3	382	13.974	3	382	28.210
17:00 - 18:00	3	382	13.450	3	382	13.013	3	382	26.463
18:00 - 19:00	3	382	15.197	3	382	14.672	3	382	29.869
19:00 - 20:00	3	382	15.808	3	382	15.721	3	382	31.529
20:00 - 21:00	3	382	9.956	3	382	13.362	3	382	23.318
21:00 - 22:00	3	382	10.655	3	382	9.782	3	382	20.437
22:00 - 23:00	2	355	11.127	2	355	10.986	2	355	22.113
23:00 - 24:00	1	435	10.345	1	435	12.874	1	435	23.219
<b>Total Rates:</b>			184.149			188.340			372.489

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 275 - 435 (units: sqm)  
 Survey date range: 01/01/12 - 28/06/19  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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