

local transport strategy 2010





Contents

	Page
Foreword	6
1. Background	8
Introduction	8
Scottish Transport Appraisal Guidance (STAG)	8
Strategic Environmental Assessment	9
Review of ‘Delivering in Partnership’ North Lanarkshire’s first Local Transport Strategy	9
2. National, regional and local policy context	11
Introduction	11
National policies	12
Regional policies	13
Local policies	14
3. About north lanarkshire	20
North Lanarkshire as a place	20
North Lanarkshire’s people	21
North Lanarkshire’s town centres	22
North Lanarkshire’s economy	23
Ravenscraig	25
Deprivation and inequality in North Lanarkshire	26
North Lanarkshire’s environment	28
Personal mobility in North Lanarkshire	29
Travel patterns in North Lanarkshire	30
Main mode of travel	30
4. North lanarkshire’s transport network: issues and challenges	33
The road network	33
Traffic modelling	35
Rail services	37
Parking and park and ride	40
Bus services	41
Walking and cycling	45
Safety and education	48
5. Consultation and engagement	51
Stage 1: Initial consultation with the public and key stakeholders	51
Conclusions	58

6. Opportunities	59
Introduction	59
Safety and security	59
Access to employment, health and education by public transport, cycling and walking.	60
Congestion and network performance	61
Parking in town centres	62
Maintenance and improvement of the road and footway network	63
7. Vision and objectives for north lanarkshire	64
Vision	65
Objectives	66
8. The transport strategy	75
Safety and security	75
Improving access by public transport, cycling and walking	83
Reducing congestion and improving network performance	95
Parking in town centres	105
Road and footway maintenance and improvement	108
9. Implementation plans	113
10. Monitoring and evaluation	127
The importance of monitoring and evaluation.	127
Monitoring framework	127



Foreword

Our road network exists, not as an end in itself, but to provide access to jobs, education, health services, leisure, shops and a range of other activities. An efficient transport system helps to connect communities and contribute to a better quality environment and is critical for stimulating economic activity and ensuring business competitiveness throughout North Lanarkshire; we cannot deliver local jobs and prosperity without effective transport networks.



Councillor James Coyle

As well as a range of purposes, travel and transport involves many different modes. We promote and encourage health and inclusion through more sustainable travel choices, by providing measures such as providing safe and convenient links to public transport connections and improving and developing our walking and cycling infrastructure.

Transport is very closely linked with land use planning; the location and nature of new developments can be influenced by the available transport links, while those same land-use decisions shape our choice of travel mode. The development of this document has therefore evolved in collaboration with the Council's new Local Plan.

North Lanarkshire is located in the heart of Scotland's central belt and is criss-crossed by many strategic transport corridors, both road and rail. These facilitate strong economic and social links with Glasgow and other communities throughout the Clyde Valley as well as commuting links to the west and with Edinburgh and the east. This Local Transport Strategy document therefore reflects the need to continue working with national and regional transport agencies and companies in order to ensure that the needs of, and links to, our local communities and businesses are fully considered in the development and implementation of strategic transport systems through the Council area.

The aims, objectives and actions within this document are closely aligned to, and influenced by, the Council's Corporate Plan, the North Lanarkshire Community Plan and Single Outcome Agreement, as well as recognising our obligations within the Disability Equality Duty. They are similarly aligned to wider national and regional policies such as the National Transport Strategy, the Regional Transport Strategy and the Glasgow and Clyde Valley Structure Plan, to ensure that we deliver an integrated, inclusive and supported transport network.

A number of major improvements to the road and transport network have been delivered in recent years, such as: the Council-led £3M Gartcosh Station and Transport Interchange project; a 100-space bus park & ride car park constructed at Harthill Services with, due to the success of the scheme, an addition 100 spaces due to be provided; Greenfaulds Station park & ride; major improvements to our road network through road re-surfacing and major road lighting renewal programmes; many new and upgraded cycle routes have been provided in order to provide sustainable travel choices; and a range of measures have been implemented through School Travel Plans in order to facilitate and encourage more sustainable and healthier travel choices to school.

Very significant reductions in a number of road casualties have been achieved in recent years. The Council has met, and significantly exceeded, its 2010 national accident reduction targets. The introduction of Twenty's Plenty signing and lining across the whole of the Council area in 2001/ 02 led to a significant reduction in road casualty numbers in the year following its introduction, which has been sustained, and improved upon, in subsequent years. Indeed, North Lanarkshire Council is still regarded nationally as one of the leading authorities in this field and continues to receive calls, mainly from English authorities, for advice on implementing such schemes.

Part-time 20mph speed limits, or other forms of 20mph restrictions, have been implemented outside of all schools. The Road Safety Education team continue to undertake a range of initiatives targeted at pre-school, primary and secondary pupils as well as undertake pre-driver training initiatives, elderly pedestrian training initiatives and in-car child seat checks. These, coupled with various engineering Accident Investigation and Prevention (AIP) schemes and partnership working with the Police and other North Lanarkshire Community Safety Partnership members, will form the basis of our efforts to further reduce road casualty numbers in the coming years.

However, we recognise that there is still much to be done to improve our roads infrastructure and to promote and facilitate safer, more sustainable and environmentally friendly travel choices, to encourage and support economic and social regeneration. This documents sets out how we intend to build on our successes and deliver a better and more integrated transport network, to contribute to a healthy, inclusive and prosperous society within North Lanarkshire.

1. Background

Introduction

- 1.1 Following the Scottish Integrated White Paper on transport 'Scotland's Transport Future', the Scottish Government has asked all local transport authorities to prepare a Local Transport Strategy (LTS). Local transport strategies have a statutory basis in the Transport (Scotland) Act 2001. Whilst this document is North Lanarkshire's first statutory LTS, it's not actually the first – the Council prepared a previous Local Transport Strategy document, Delivering in Partnership, in 2001.
- 1.2 Local transport strategies are a way in which local authorities are able to detail how they intend to deliver on national objectives at a local level, and provide an action plan for meeting local challenges and objectives. This document sets out the principles by which North Lanarkshire Council will maintain and improve all of its transport networks. It also demonstrates how the Council has applied national and regional transport policy locally, thereby assisting in the co-ordination and implementation of transport policy throughout Scotland and beyond.
- 1.3 This LTS is intended to cover the period 2012 and beyond, to reflect the timeframes of both the North Lanarkshire Community Plan and the Council's new Corporate Plan. Similarly, the LTS reflects the activities and agreements detailed within the Council's Single Outcome Agreement (SOA) concordat. The Single Outcome Agreement is an agreement between the Scottish Government and the Council that sets out how each will work in the future towards improving national outcomes for the local people in a way that reflects local circumstances and priorities, which was developed using an outcome-based model.

- 1.4 The Council has made some real progress since the first LTS was published in 2001 and has implemented a number of key transport schemes. However, we accept that there is still some way to go to achieve our vision for transport for the next three years and beyond, which is:

To create a North Lanarkshire that is an attractive place to live, work and invest and a place where all people enjoy a high quality of life with equal opportunities.

Scottish Transport Appraisal Guidance (STAG)

- 1.5 This document has been prepared in accordance with Scottish Government guidance on developing LTSs and also the Scottish Transport Appraisal Guidance (STAG). The principles within STAG have assisted in making informed choices between possible alternative strategies by appraising alternatives against five criteria: environment, safety, economy, integration and accessibility. The strategy has been developed to address current problems facing North Lanarkshire both today and in the future as well as to achieve the Council's broader objectives and transport vision.
- 1.6 Consultation is a key element of the STAG process, consequently the policies and actions contained within the strategy have been developed in response to a targeted programme of consultations, aimed at addressing, the specific issues that face North Lanarkshire.

Strategic Environmental Assessment

- 1.7 In accordance with the regulations incorporating European Directive 2001/42/EC into UK law and associated guidance, full consideration must be given to the environmental impacts of plans, such as this LTS, and the impacts of the transport facilities and services themselves.
- 1.8 A Strategic Environmental Assessment (SEA) has been undertaken that considers all significant environmental changes resulting from the proposals set out in this LTS. The process of the SEA can be broadly divided into five stages (A to E), with two main reports. The environmental report is produced at the end of stage D1 as shown in Figure 1.1.

Figure 1.1 The SEA Process



- 1.9 The Council has followed this process and prepared both an SEA scoping report and a full environmental report to accompany the LTS. The key environmental stakeholders have been consulted throughout the production of these two key SEA reports.
- 1.10 The scoping report explains why an SEA is required and describes what is involved in preparing a full SEA for an LTS. It sets the

context by investigating relevant plans and programmes, and establishes the environmental baseline. SEA objectives are set, and the assessment methodology is laid out, along with a set of indicators.

- 1.11 The SEA shows that the environmental impacts of the transport proposals being put forward have been taken into consideration. The final environmental report is the main written document produced at the end of the SEA process. It summarises the contents of the scoping report, and describes the significant effects on the environment generated by the actions emanating from the LTS. It then gives the reasons for the selection of the preferred strategy and suggests appropriate mitigation measures, if necessary. This report proposes monitoring relevant to the SEA objectives, and also provides a non-technical summary.

Review of 'Delivering in Partnership' North Lanarkshire's first Local Transport Strategy

- 1.12 The preparation of the new LTS was informed by a review of the first LTS – 'Delivering in Partnership'. The first LTS was set out on an area basis. The 'North area' included Cumbernauld, Croy and Kilsyth, Muirhead and Stepps, while the key population centres included in the 'Urban West' area were Airdrie, Coatbridge, Motherwell and Wishaw. The remainder of North Lanarkshire was covered by the 'Rural East' which did not include any major population centres, with largest settlement being Shotts. As a result of the very different transport requirements as well as differing economic and social issues faced by urban and rural communities, the focus of transport policies in these areas was differentiated accordingly.

1.13 Some of the key achievements of the first LTS include:

- opening of a new rail station with Park and Ride facilities at Gartcosh and the opening of a Park and Ride facility at Greenfaulds;
- publication of the Council's Walking and Cycling Strategy;
- new and improved walking and cycling infrastructure, including enhancement of the Glasgow –Edinburgh cycle route;
- development of the Smartways Initiative to promote walking and cycling and sustainable travel options;
- involvement of around 30 schools in developing school travel plans;
- expansion of the number of 20mph zones across the area; and
- continued maintenance and improvement of the transport infrastructure.



2. National, regional and local policy context

Introduction

2.1 In order to develop the vision, aims and objectives for the LTS, it was important to first understand the wider national, regional and local policy context within which the LTS would sit. That process ensured that the LTS was consistent with, and would contribute to, the achievement of, national, regional and local objectives and targets. Figure 2.1 outlines the key national and regional strategies and themes relevant to the LTS.

2.2 A detailed review of relevant national, regional and local environmental policies and objectives has also been undertaken as part of the Strategic Environmental Assessment, details of which can be found in the accompanying Environmental Report.

Figure 2.1 Relevant national and regional policies and areas of focus between 2.2 & 2.3

National		
National Transport Strategy Facilitate economic growth Promote accessibility Promote choice Promote modal shift Promote new technologies Manage demand Reduce the need to travel Promote road safety	Scottish Planning Policy 17 and PAN 75: Planning for Transport Integration of: Land use Economic development Environmental issues Transport planning	Choosing our Future: Scotland's Sustainable Development Strategy (2005) Common goal for sustainable development across the UK Sustainable production and consumption Climate change and energy Natural resource protection and enhancement Sustainable communities
Air Quality Strategy for England, Wales, Scotland and Northern Ireland Vehicle emissions Local air quality Health	Framework for Economic Development Principal outcome objectives Economic Growth Regional development Closing the opportunity gap Sustainable development	A Smart Successful Scotland Growing businesses Global connections Learning and skills
Regional		
Regional Transport Strategy Safety and security Modal shift Excellent transport system Effectiveness and efficiency Access for all Environment and health Economy, transport and land use planning	Glasgow and Clyde Valley Structure Plan Integrate land uses and transport Increase economic competitiveness Promote social inclusion and integration. Sustain and enhance natural and built environment.	Lanarkshire Economic Forum Changing Gear: Towards 2010 Growing business Skills and Learning Attractive place to live and work Sustainability Inclusion Equal opportunities

National policies

2.3 There is a wide range of national strategies that are relevant to the development of an LTS and which the LTS for North Lanarkshire must support.

2.4 In December 2006, the Scottish Government launched its first National Transport Strategy (NTS) outlining its policies and priorities for investment in transport across Scotland for the next 20 years. The NTS identifies that the growth of Scotland's economy is of prime importance and recognises the essential role that transport has to play in this process through the development of infrastructure and services. The NTS also recognises the importance of involving all communities in this growth and reducing the environmental impact through sustainable development.

2.5 The NTS sets the framework for transport at regional and local levels and aims to "promote economic growth, social inclusion, health and protection of our environment through a safe, integrated, effective and efficient transport system". The transport objectives contained within the NTS are based around this aim and are:

- To promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency.
- To promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network.
- To protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of energy resources.

- To improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff.
- To improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

2.6 Sustainable development is a key theme running through a wide range of national policies and transport policy in particular has a key role to play in achieving this. 'Choosing our Future' is Scotland's Sustainability Strategy, which signs up to the UK's Shared Framework for Sustainable Development and sets the principles by which this will be adopted in Scotland. The strategy recognises that the ability to travel is essential to maintaining a good quality of life and in helping communities to thrive, but at the same time, that it puts significant pressure on natural resources and impacts significantly on the environment. More sustainable travel choices, such as cycling and walking are recognised as bringing major health as well as environmental benefits.

2.7 The Framework for Economic Development in Scotland has a clear vision to 'raise the quality of life of the Scottish people through increasing the economic opportunities for all on a socially and environmentally sustainable basis'. The principal outcome objectives of the strategy are focussed on economic growth, regional development, closing the opportunity gap and sustainable development. The framework highlights the importance of the physical infrastructure in underpinning the competitiveness of enterprises. High quality infrastructure, including transportation infrastructure, is a pre-requisite for thriving and successful enterprise in Scotland as well as delivering an adequate supply of housing.

Transport will continue to be a high priority, with a clear focus on improving strategic planning, infrastructure investment, reducing road congestion and improving public transport.

- 2.8 The Air Quality Strategy for England, Wales, Scotland and Northern Ireland also recognises the significant impact that transport can have on the environment and human health, in particular relating to concentrations of, among others, carbon monoxide, lead, nitrogen dioxide, ozone and particulates. This national strategy relates directly to transport provision at a local level through the setting of national air quality objectives.
- 2.9 Transportation and land use planning are closely linked and consequently planning policy has a significant role to play in achieving the objectives for transport. Land use policy should assist in reducing the need to travel, creating the right conditions for greater use of sustainable transport modes and in avoiding and mitigating any adverse impact on the environment. Land use policy at a national level sets the context for Structure and Local Plans at a regional and local level. 'Scottish Planning Policy 17 (SPP17) Planning for Transport' is of particular importance in setting out the links between the planning system and transport. The Scottish Government's second National Planning Framework identifies the Central Scotland Green Network as a national priority, one of the aims of which is to promote active travel and healthier life styles. This will be an important link in providing sustainable travel options for certain journey purposes.
- 2.10 A more recent development at a national level has been the development of the Single Outcome Agreement (SOA). The Concordat put in place between the Scottish Government and COSLA in

November 2007 sets out the terms of a new relationship between the Scottish Government and local government and underpins the funding to be provided to local government over the period 2008-09 to 2010-2011. A central proposal of the Concordat was the creation of a Single Outcome Agreement (SOA) between each Council and the Scottish Government, based on 15 key national outcomes. The National outcomes reflect the Scottish Government National Performance Framework and also reflect the corporate and community plan commitments across Scotland's Councils and Community Planning Partnerships. Five Strategic Objectives support delivery of the Purpose and, in turn, these are supported by 15 national outcomes which describe in more detail what the government wants to achieve over a ten year period. Progress on these outcomes will be measured through 45 national indicators and targets.

Regional policies

- 2.11 The key regional policies of relevance to the LTS are the Glasgow and Clyde Valley Structure Plan, the Lanarkshire Economic Development Strategy and the Strathclyde Partnership for Transport's Regional Transport Strategy. Together, these strategies set the regional approach for land use planning, economic development and transport. Each sets the framework within which local policies and strategies are developed and are in turn consistent with policies and objectives at a national level.
- 2.12 The Transport (Scotland) Act 2005 placed a duty on Scottish Ministers to create Regional Transport Partnerships (RTPs) covering the whole of Scotland. The RTPs bring together local authorities and other key regional stakeholders in order to take a strategic approach to transport

across the regions. As a result of this new legislation, greater emphasis is now placed on the regional dimension. North Lanarkshire is a constituent member of the Strathclyde Partnership for Transport (SPT) area shown in Figure 2.2.

Figure 2.2 The spt region



2.13 SPT published their first statutory Regional Transport Strategy (RTS) in March 2007. This strategy identifies the long-term challenges facing transport in the West of Scotland with a vision of “a world class, sustainable transport system that acts as a catalyst for an improved quality of life for all”. The key goals of the RTS are to develop the economy of the region, promote social inclusion and equality, improve health, and protect the environment. The RTS contains an implementation plan that will bring forward and develop regionally beneficial transport improvements between 2007 and 2021.

2.14 The Glasgow and Clyde Valley Structure Plan promotes the balanced and sustainable development of the region by setting the land use framework for sustainable development, encouraging economic, social and environmental regeneration and maintaining and enhancing the quality of the natural heritage and built environment. The Structure Plan outlines a number of key transport projects of strategic importance to the region, to be taken forward during the lifetime of the strategy.

2.15 Economic growth is highlighted at both national and regional level as being of prime importance. The economic development strategy ‘Changing Gear – Towards 2010’, developed by the Lanarkshire Economic Forum, highlights that an integrated and sustainable transport infrastructure for Lanarkshire is an essential element in creating an attractive place to live and work, grow business and create equal opportunities for everyone.

Local policies

2.16 North Lanarkshire Council has a range of key policies and objectives at a local level that tie in with and influence the Local Transport Strategy. At an overarching level is the Single Outcome Agreement (SOA). The purpose of the SOA is to identify areas for improvement and ultimately deliver better outcomes for the people of North Lanarkshire. The Outcome Agreement forms the basis of a new relationship between Scottish Government and North Lanarkshire Council based on trust and mutual respect. The North Lanarkshire Outcome Agreement is based on a set of shared local outcomes between all partners of the North Lanarkshire Partnership (NLP). The Single Outcome Agreement is uniquely shaped to reflect the needs and circumstances of North

Lanarkshire and is designed to ensure that local people know exactly what the Council is committed to provide on their behalf.

2.17 The SOA is based upon a National Performance Framework, which is designed to be clear, logical and easy to understand, providing a unified vision and quantifiable benchmarks against which future progress can be assessed. As part of the Government Economic Strategy, a set of high level Purpose targets have been identified, that include specific benchmarks for sustainable economic growth and to ensure that growth is shared by all of Scotland. These are:

- improving our productivity and competitiveness;
- increasing our labour market participation; and
- stimulating population growth.

2.18 The process of developing the North Lanarkshire Single Outcome Agreement allowed the Council and its partners to align their local outcomes with the 15 National Outcomes. The 15 National Outcomes are listed below:

1. We live in a Scotland that is the most attractive place for doing business in Europe.
2. We realise our full economic potential with more and better employment opportunities for our people.
3. We are better educated, more skilled and more successful, renowned for our research and innovation.
4. Our young people are successful learners, confident individuals, effective contributors and responsible citizens.

5. Our children have the best start in life and are ready to succeed.

6. We live longer, healthier lives.

7. We have tackled the significant inequalities in Scottish society.

8. We have improved the life chances for children, young people and families at risk.

9. We live our lives safe from crime, disorder and danger.

10. We live in well-designed, sustainable places where we are able to access the amenities and services we need.

11. We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others.

12. We value and enjoy our built and natural environment and protect it and enhance it for future generations.

13. We take pride in a strong, fair and inclusive national identity.

14. We reduce the local and global environmental impact of our consumption and production.

15. Our public services are high quality, continually improving, efficient and responsive to local people's needs.

2.19 Table 2.1 shows the objectives of the key local strategies and plans that are relevant to the development of the LTS.

Table 2.1 Relevant local themes and objectives

Community Plan	NLC Corporate Plan Strategic measures of success	Finalised Draft North Lanarkshire Local Plan	Regeneration Framework	Walking and Cycling Strategy
<p>Health and Well-being Excellent health and care services that are timely, effective and centred around individuals. More people have the benefit of better physical and mental wellbeing and reduced health inequalities. Improved access to good quality and affordable housing in a safe and pleasant environment.</p>	<p>Health and Wellbeing Excellent health and care services that are timely, effective and centred around individuals. More people have the benefit of better physical and mental wellbeing and reduced health inequalities. Improved access to good quality and affordable housing in a safe and pleasant environment</p>	<p>Aim</p> <ul style="list-style-type: none"> To promote regeneration and sustainable growth in our communities. <p>Area priorities</p> <ul style="list-style-type: none"> Town Centres Ravenscraig A8/M8 Corridor Urban Expansion Areas 	<p>Revitalise town centres</p>	<p>To increase role of walking and cycling as a mode of transport, particularly for short trips within town centres and around urban fringes.</p>
<p>Sustainable Environment People live and work in a natural and built environment which is protected, cared for and enhanced. Negative impact on the environment is reduced through the development of sustainable services and actions. A safe, clean and attractive environment for the communities of North Lanarkshire.</p>	<p>Environment People live and work in a natural and built environment which is protected, cared for and enhanced. Negative impact on the environment is reduced through the development of sustainable services and actions. A safe, clean and attractive environment for the communities of North Lanarkshire</p>	<p>Economic development and infrastructure</p> <ul style="list-style-type: none"> Protecting industrial and business areas Protecting strategic locations for business and industry Protecting mineral resources Promoting sites for industrial and business development Promoting infrastructure development Promoting transport development Assessing minerals development Assessing waste development Assessing utilities development 	<p>Secure the sustainable development of strategic locations and infrastructure</p>	<p>To encourage and facilitate walking, cycling and horse riding as a leisure and tourist activity in order to realise the benefits gained to health, environment and the local economy.</p>

Community Plan	NLC Corporate Plan Strategic measures of success	Finalised Draft North Lanarkshire Local Plan	Regeneration Framework	Walking and Cycling Strategy
<p>Lifelong Learning</p> <ul style="list-style-type: none"> Improved access to quality learning opportunities. Raising achievement for all. Creating opportunities for all. 	<p>Lifelong Learning</p> <ul style="list-style-type: none"> Improved access to quality learning opportunities. Raising achievement for all. Creating opportunities for all. 	<p>Retail and town centres</p> <ul style="list-style-type: none"> Protecting the North Lanarkshire Centre Network Promoting town centre action Assessing development outside the town centre network Assessing bad neighbour development 	<p>Regenerate communities</p>	<p>To develop a safe, convenient, attractive and efficient infrastructure, which encourages and facilitates the use of walking, cycling and public transport.</p>
<p>Regeneration</p> <p>Increased sustainable economic growth by supporting new and existing business, social enterprises and providing appropriate investment opportunities.</p> <p>Enhanced physical and community infrastructure and further strengthened social networks to support the regeneration of local communities.</p>	<p>Regeneration</p> <p>Increased sustainable economic growth by supporting new and existing business, social enterprises and providing appropriate investment opportunities.</p> <p>Enhanced physical and community infrastructure and further strengthened social networks to support the regeneration of local communities.</p>	<p>Housing and community facilities</p> <ul style="list-style-type: none"> Protecting residential areas Protecting community facilities Promoting sites for housing development Promoting locations for medium-term housing development Promoting community facilities development Assessing affordable housing development 	<p>Improve employability and develop skills</p>	<p>To ensure that policy to increase walking and cycling meets the communities' needs and are fully integrated into the Structure Plan, Local Plan and Local Transport Strategy.</p>

Community Plan	NLC Corporate Plan Strategic measures of success	Finalised Draft North Lanarkshire Local Plan	Regeneration Framework	Walking and Cycling Strategy
<p>Community Safety A safe, clean and attractive environment for the communities of North Lanarkshire.</p>	<p>Developing the Organisation The council, working in partnership, will provide high quality, customer focused, accessible services making best use of a committed, effective and organised workforce.</p>	<p>Managing the Environment</p> <ul style="list-style-type: none"> • Protecting the natural environment and biodiversity • Protecting the built environment • Promoting vacant and derelict land regeneration • Assessing development in the green belt • Assessing development in the Rural Investment Area 	<p>Enhance the environment and create a positive image for North Lanarkshire</p>	

2.20 The strategies and plans shown in table 2.1 have strong links to the Local Transport Strategy. The Single Outcome Agreement, the North Lanarkshire Community Plan and the Council’s Corporate Plan are the most important and wide ranging, with the Community Plan setting the multi-agency ambitions for the future of the communities in North Lanarkshire and the Corporate Plan setting the strategic aims for the operations of the Council. The development of the Outcome Agreement has been fully supported by all community planning partners and is informed by the NLP Community Plan for 2008 - 2012 and the Council’s Corporate Plan 2008-2012”

2.21 The Community Plan is the principal local policy document for the North Lanarkshire Partnership which aims to address economic performance, environmental quality and social inclusion issues. It sets the agenda for delivering the Partnership’s vision to 2015 and contains a number of objectives for each of its five key themes:

- Health and Wellbeing
- Community Safety
- Sustainable Environment
- Lifelong Learning
- Regeneration

2.22 The Corporate Plan supports the aims of the Community Plan and has identified five key themes which cover the range of work undertaken by the Council. Within each of them are identified overall outcomes to be achieved by 2012 and an indication of the key actions which will be taken to achieve these. The strategic measures of success for each are detailed in table 2.1.

2.23 Both the Corporate Plan and the Community Plan were updated in 2008. The process involved cross-departmental working within the Council to ensure that the objectives and key themes within those documents were reflected in the LTS

2.24 The relationship between the Local Plan and the LTS is also particularly important as the Local Plan sets the spatial framework within which the transport system operates. The aim of the Finalised Draft North Lanarkshire Local Plan is 'to promote regeneration and sustainable growth for our communities'. The Local Plan follows national planning guidance and promotes new development on brownfield sites and in areas that are well served by public transport, cycling and walking links.

2.25 The Council's Economic Regeneration Framework sets the objectives of making town centres safe and accessible community focal points. Town Centre Action Plans support this framework by promoting diversification and improvements to infrastructure and the built environment.

2.26 The Council's Walking and Cycling Strategy, published in 2004, provides the framework for the development of local walking and cycling facilities. The objectives, policies and actions contained within that strategy have been incorporated into the new LTS.

2.27 The Council has developed an Air Quality Management Action Plan that has identified measures to improve air quality in each of North Lanarkshire's four declared Air Quality Management Areas (AQMAs). There are strong links between the LTS and the Action Plan as the areas have been designated such partly due to the emissions of Nitrogen dioxide and / or particulates from road traffic.

2.28 Policies at a local level generally reflect the guiding principles of regional and national policies. The key themes evident at a local level include promoting economic growth, reducing social exclusion and generally improving the quality of life for all people in North Lanarkshire. All the above local policy documents can be found on North Lanarkshire Council's website at www.northlanarkshire.gov.uk.



3. About North Lanarkshire

North Lanarkshire as a place

3.1 Located in Scotland’s central belt, North Lanarkshire is bordered by East Dunbartonshire, Falkirk, Glasgow City, South Lanarkshire, Stirling and West Lothian. Cumbernauld is the largest town in North Lanarkshire with a population of over 50,000 people, with several other towns of significant population being located in the south west of the area. Figure 3.1 shows the key settlements in the North Lanarkshire area and their 2003 populations. Cumbernauld is a New Town that was designed with segregation between traffic and pedestrians whilst other town centres have more traditional designs, involving considerably different issues for the management of roads and footways.

3.2 Across the Local Authority area there is a wide range of contrasting types of location. With such a highly concentrated population in places, North Lanarkshire faces many of the issues of urban authorities, yet is also faced with more rural issues in the eastern area, which contains only Shotts as a settlement of significant population. In these rural areas remoteness and lack of choice or access to public transport are serious issues; isolation of rural areas and poor internal transport along with declining town centres have been identified as key weaknesses that detract from the economic performance of many areas in North Lanarkshire.

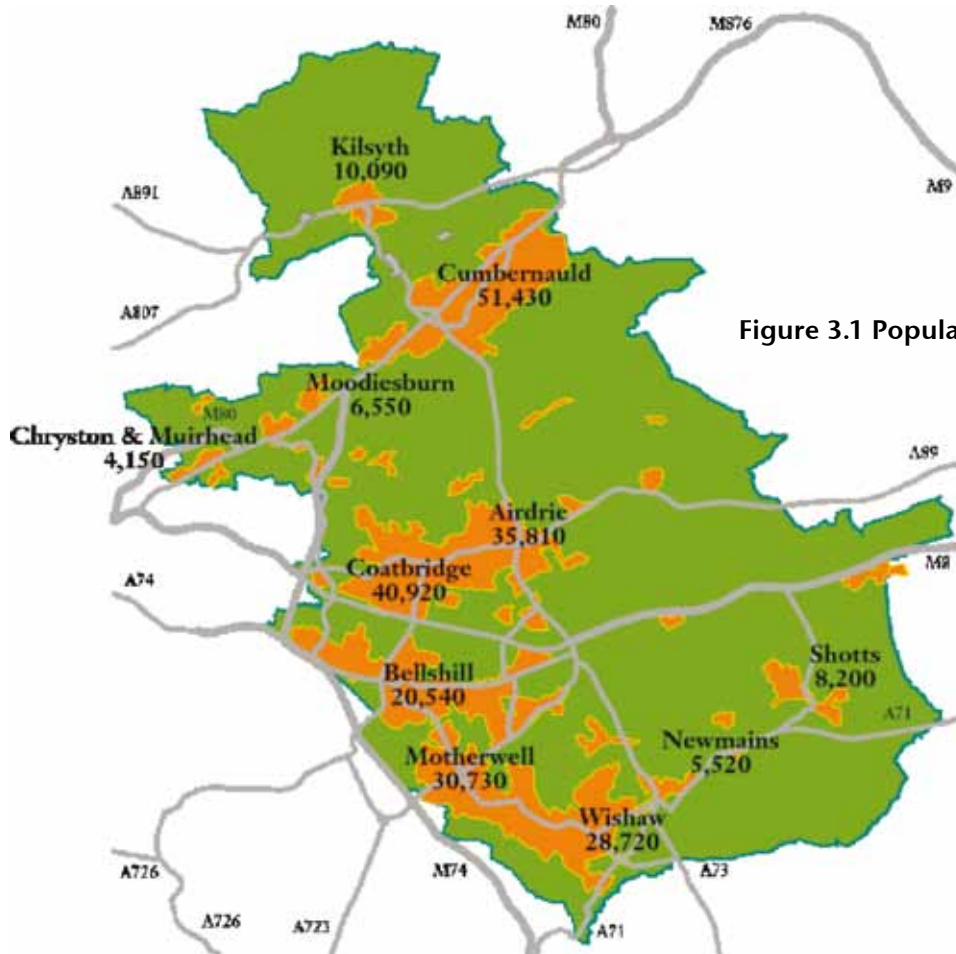


Figure 3.1 Population Centres

3.3 Economically and socially, the area is strongly linked with Glasgow and other communities in the Clyde Valley. As well as commuting to / from the Glasgow area, North Lanarkshire is also linked to the East with significant commuting to / from Falkirk, Linlithgow and Edinburgh.

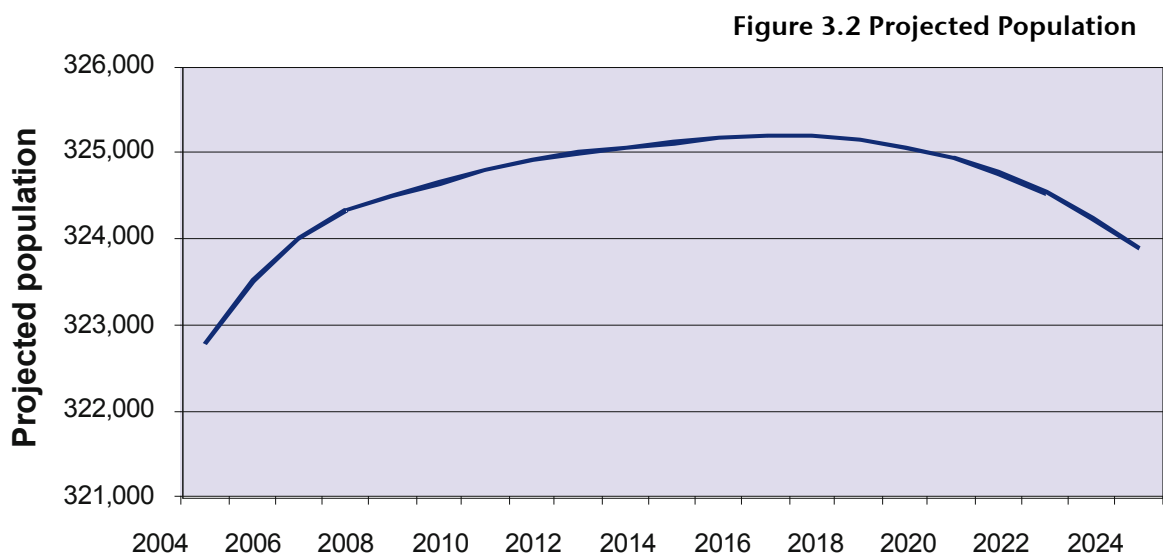
North Lanarkshire's people

3.4 North Lanarkshire is Scotland's fourth most populated local authority with a 2006 population of 323,780, spread over around 133,000 households, approximately 30% of which are single occupancy. The authority covers a total land area of approximately 47,648 hectares. With a population density of 689 people per square kilometre, North Lanarkshire is the fifth most densely populated local authority area in Scotland behind Glasgow, Dundee, Edinburgh and Aberdeen.

3.5 North Lanarkshire has a younger demographic compared to the national figure, with young people (under 16 years of age) making up 20% of the population,

compared to 18% in Scotland as a whole. Approximately 66% of the population is of working age (age 16 – 64), compared to a national average of 65% and 14% of the population is aged 65+ (compared to 14% nationally). Approximately 1.3% of the population are of a non-white ethnic background. The Pakistani community is the largest group (0.5% of population), while the Chinese and Indian communities each account for 0.2% of the population.

3.6 The overall change in the total population of North Lanarkshire is predicted to be very small (0.3%) between 2004 and 2024. However, within this time, the total population is predicted to rise and fall again, as shown in Figure 3.2 below. This pattern can be attributed to the expected decrease in births compared to a projected increase in deaths in this period. The death rate is expected to overtake the birth rate around the year 2020 / 2021. These predictions point to an uncertainty in the long term performance of North Lanarkshire as an attractive place to live and work, a point which this strategy, among others, is attempting to address.



3.7 In tandem with the, currently, growing population in North Lanarkshire, the number of households is set to increase from 137,670 to 157,200; an increase of 14%, over the 20 years from 2004. The increase in number of households is attributable to trends of smaller families and single occupancy households, increased divorce rates, delayed marriage and an increase in the elderly population. Comparing the projected increase in the number of households in North Lanarkshire (14% increase) and Scotland (13% increase) from 2004 to 2024 shows that North Lanarkshire is slightly above the national average. The rate of increase in number of households is significantly higher than the predicted rate of population increase. This signifies a trend to a more dispersed population and more individualised lifestyles. The expectation is that, unless measures are taken to improve public transport options, this will be reflected in higher car ownership and more single occupancy use of the car.

North Lanarkshire's town centres

3.8 Consultation has shown that the fabric in many of the towns in North Lanarkshire is often perceived as poor. Greater investment is needed in 'social housing' and significant pockets of both public and private buildings are in poor condition.

3.9 There are a range of different issues in towns across the authority for instance traffic and pedestrians are generally segregated in Cumbernauld, which can have implications for accessibility and severance. Many issues in other town centres are more traditional, with an emphasis on how best to blend pedestrian

and traffic in the streetscape while maintaining high levels of safety and environmental quality.

- 3.10 Parking provision is a particular issue in town centres in North Lanarkshire. Currently there are no areas within North Lanarkshire that charge for parking, although a number of town centres have limited-time parking restrictions, operated privately by the town centre owners. As a result, much of the free parking provision in town centres that is not subject to limited-time restrictions is taken up by car commuters who either work in the town centres or, in the case of those with rail links, park all day and travel by train to work elsewhere. The result is that there can be limited parking available for those wishing to access businesses, retail and services in the town centres.
- 3.11 The declining retail economies of many North Lanarkshire towns can be partly attributed to this problem and the fact that large out of town retail centres have become much more attractive for those with access to a car, due to the extensive availability of parking.
- 3.12 Town centres are identified as one of four Development Strategy Priorities in the Finalised Draft North Lanarkshire Local Plan. The Economic Regeneration Framework also identifies the revitalisation of town centres as one of its five key aims, with the objectives of creating town centres that are focal points for economic, community, recreational and cultural activity; creating safe, attractive and quality urban environments that promote lively, vibrant and viable town centres; and ensuring town centres are accessible to shoppers and visitors by a range of modes, and act as nodes for public transport.

North Lanarkshire's economy

3.13 It has been recognised that the image and perception of North Lanarkshire is sometimes poor, based on images of social deprivation and isolation. This image is in turn impacting on economic development in the area, which can impact upon the attraction of new investment. To address this problem, North and South Lanarkshire have recently teamed up to launch a new marketing initiative for Lanarkshire. This initiative has been launched to address any negative conceptions of image and promote the area as a single area that is an attractive place in which to live, work and locate business.

3.14 A joint branding initiative was launched in 2006, which led to the development of a corporate brand for Lanarkshire. The focus of this initiative is on marketing Lanarkshire as a good place to invest, as a viable tourism destination and an area with employment opportunities as well as an area with an effective transport system. A key aim of the branding project is to bring in more investment through the promotion of some key investment sites. In North Lanarkshire these are:

- Eurocentral: a 650 acre site located adjacent to the M8 motorway. The site is also home to Scotland's first Eurofreight Terminal which provides rail services to the UK, the Channel Tunnel and beyond.
- Strathclyde Business Park: provides 1.4 million sq ft of business and leisure space adjacent to the A8 and A725 near Bellshill. The park is also home to Lanarkshire's dedicated Medipark for the life sciences and medical technologies sector.

- Airdrie Business Centre: a newly developed site in the centre of Airdrie providing office and meeting facilities.
- Gartcosh Business Interchange: a newly developed site designed for large-scale office, industrial and distribution services. The site is not yet occupied however a new rail station to serve the site is already operational and providing park and ride facilities.
- Ravenscraig: currently one of the largest brownfield sites in Europe, Ravenscraig is to be developed into a new community providing a new town centre, housing, business and leisure space.
- Community Growth Areas: – The proposed Community Growth Areas in South Cumbernauld, Gartcosh / Glenboig, and South Wishaw will also provide a stimulus for economic growth. While primarily housing-led they have the potential to include other uses, including stimulating economic growth.

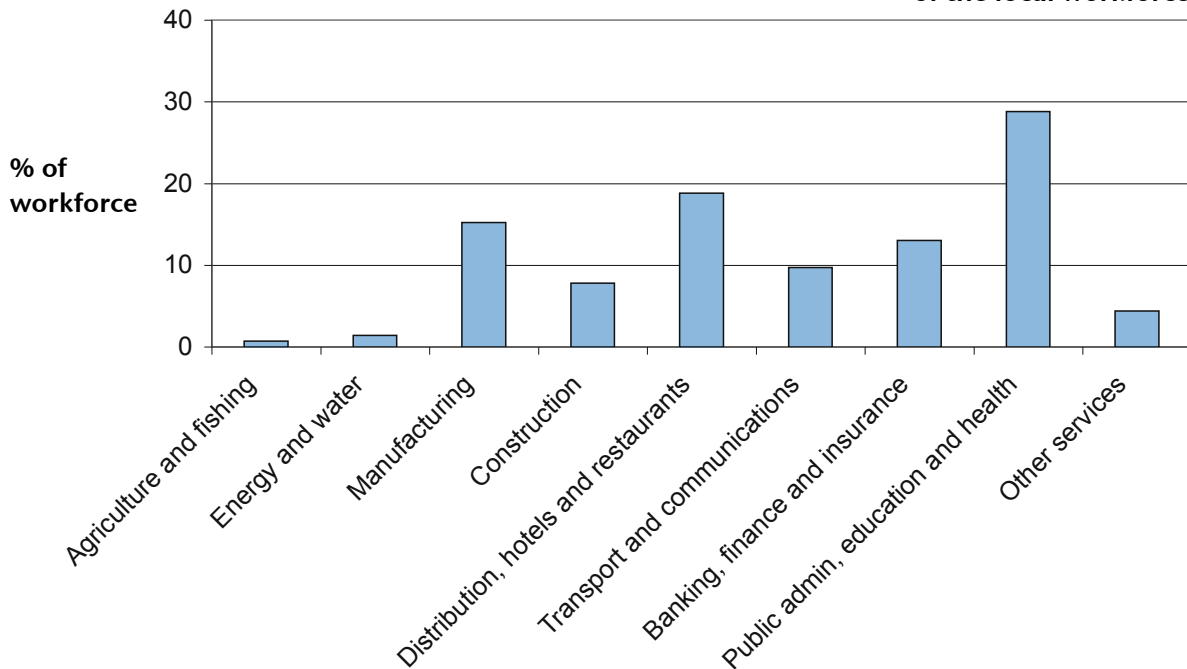
3.15 Strathclyde Business Park has been particularly successful in terms of take up of manufacturing and business space. However, our consultations have shown that this site is difficult to get to without access to a private car. Connectivity is a key issue identified by the re-branding initiative, which must be addressed to enable North Lanarkshire to progress as an attractive business location. A good public transport network and good cycling and walking connections are essential access to key employment sites and for the sustainable development of the economy in tandem with improved social inclusion.

3.16 Figure 3.3 shows how the local labour force is currently split across various sectors of employment. Historically the manufacturing sector was a large employer in North Lanarkshire, and this is still evident today, accounting for 12% of the workforce. The service sector is now the largest employer, accounting for 79% of the total workforce. Call centres form a key element of this sector and there is significant employment in call centres in Cumbernauld, Motherwell and Airdrie.

work. In recognition of these issues, service levels and provision of public transport, particularly early morning and late evening, are constantly monitored and assessed, with supported services being provided where they can be justified.

3.19 Unemployment in North Lanarkshire at 7.1% is higher than the Scottish average of 6.6%. Female unemployment at 8% is quite

Figure 3.3 Industry of employment of the local workforce



3.17 Overall, North Lanarkshire has a slightly lower rate of employment than the national average, 73% compared to 76% for Scotland as a whole.

3.18 A key factor associated with accessing employment in North Lanarkshire is the level of public transport provision, particularly in the early morning and evenings when it is most required for travel to work purposes. This can be a particular concern for shift workers if they find there are limited public transport options at the times they need to travel to and from

a bit higher than the national average of 5.7% while male unemployment at 8.1% is closer to the national average of 7.5%. Our consultations have shown that transport is a key consideration for jobseekers who often have to turn down employment opportunities due to limited public transport links. Accordingly, development of internal transport links, particularly linking the south to the north of North Lanarkshire, would have a significant impact on access to employment and opportunities for people across the authority. Nomis (ONS annual population survey)

Ravenscraig

- 3.20 The Finalised Draft North Lanarkshire Local Plan identifies a number of locations for new housing and economic development, the largest of which is the Ravenscraig development. Located between Motherwell and Wishaw, Ravenscraig will be the country's first new community in more than 50 years. A project of national significance, Ravenscraig is one of the largest regeneration projects in Europe, covering 450 hectares (1,125 acres)
- 3.21 The former Ravenscraig steelworks closed in 1992, creating one of the largest brownfield sites in Europe. At the core of the proposed Ravenscraig development is the creation of a sustainable, integrated urban community, complete with jobs, housing, schools, shopping, leisure and community facilities, as well as parks and wildlife corridors, all linked by an integrated transport system. Around 3,500 new homes will be constructed to accommodate between 7,000 and 10,000 residents. Major new facilities, including a railway station and bus interchange adjacent to the new town centre, are also planned to link the development to wider areas.
- 3.22 A high quality Industrial Campus and Business Quarter is planned to accommodate a range of businesses, alongside an Innovation Centre which will focus on learning and education and smaller start-up businesses. The new community will also provide a new town centre with a wide range of retail and leisure facilities, including a cinema, family entertainment centre, health club, bars, restaurants and a hotel as well as accommodating a regional sports centre. Two new primary school campuses and other community facilities are also planned. Motherwell College Campus has relocated to the Ravenscraig site.
- 3.23 In total, it is anticipated that approximately 12,000 jobs will be created as a result of the development and that it will act as a catalyst for the continuing growth of the North Lanarkshire economy in general.
- 3.24 Consent for the development required the appointment of a travel co-ordinator and the production of a site-wide Travel Plan. This will set the standard for individual travel plans for individual developments. The Masterplan for Ravenscraig also requires the developers to provide the complementary infrastructure to encourage and facilitate sustainable travel choices. These include the provision of a new rail station on the Wishaw Deviation line, bus links to surrounding areas and the provision of shared-use cycle paths throughout and into the development. A new link road will be constructed into the Ravenscraig site, forming a major new junction at Windmillhill Street and extending the dual carriageway from Airbles Road, in order to provide access and to link in with the Council's existing road network. The remaining single carriageway length of Airbles Road will also be upgraded to dual carriageway, and an improved junction formed at Strathclyde Park, while the A723, which connects Ravenscraig to the A8, will also be upgraded to dual carriageway. In the wider Motherwell-Wishaw area, several associated junction improvements will also be carried out by the Ravenscraig developers as a consequence of additional traffic anticipated. The aim is to reduce the dependency on car-borne travel to and from the site, and to try to instil a practise of sustainable travel choices from the outset, and the developers will also ensure that bus services are available within the development from an early stage.

Deprivation and inequality in North Lanarkshire

3.25 The Scottish Index of Multiple Deprivation (SIMD) highlights the extent of social inequalities within North Lanarkshire and in comparison with Scotland as a whole.

3.26 North Lanarkshire has a higher rate of economic deprivation compared to that of Scotland in general. In 2009, 14.45% of North Lanarkshire's working age population were classed as 'employment deprived', compared to 11.55% for Scotland. Income deprivation in North Lanarkshire is also higher than the national average; 32% of the total population was 'income deprived' in 2009 compared to 26% for Scotland. In comparison to Scotland as a whole, North Lanarkshire has a poor health record, which may be a consequence of a number of factors. Research published by the General Register's Office (GRO(S)) shows life expectancy at birth for Scotland to be 74.85 years for males and 79.74 years for females. The figure for males in North Lanarkshire is 72.7 years and for females is 78.4 years.

3.27 North Lanarkshire is ranked as one of the most deprived local authority areas in Scotland. The 2009 Scottish Index of Multiple Deprivation shows that North Lanarkshire has the second highest number of data zones in the top 15% deprived data zones in Scotland. Income deprivation has worsened since 2004 with 8.3% of North Lanarkshire's data zones in the 15% most deprived data zones in Scotland compared to 7.2% in 2006 and 8.7% in 2004. On the crime domain in SIMD 2009, 80 (19.1%) of North Lanarkshire's 418 data zones were found in the 15% most deprived data zones in Scotland, compared to 58 (13.9%) in 2006. It is therefore important that we work with our community planning partners to help tackle all of these issues.

3.28 An improved transport network and an improved provision of public transport are vital to enable measures to tackle deprivation and social exclusion to be effective. The Council and SPT are acutely aware of the needs of areas identified as suffering from deprivation. The level of transport provision and service available is directly relevant to three of these 'red factors', namely:

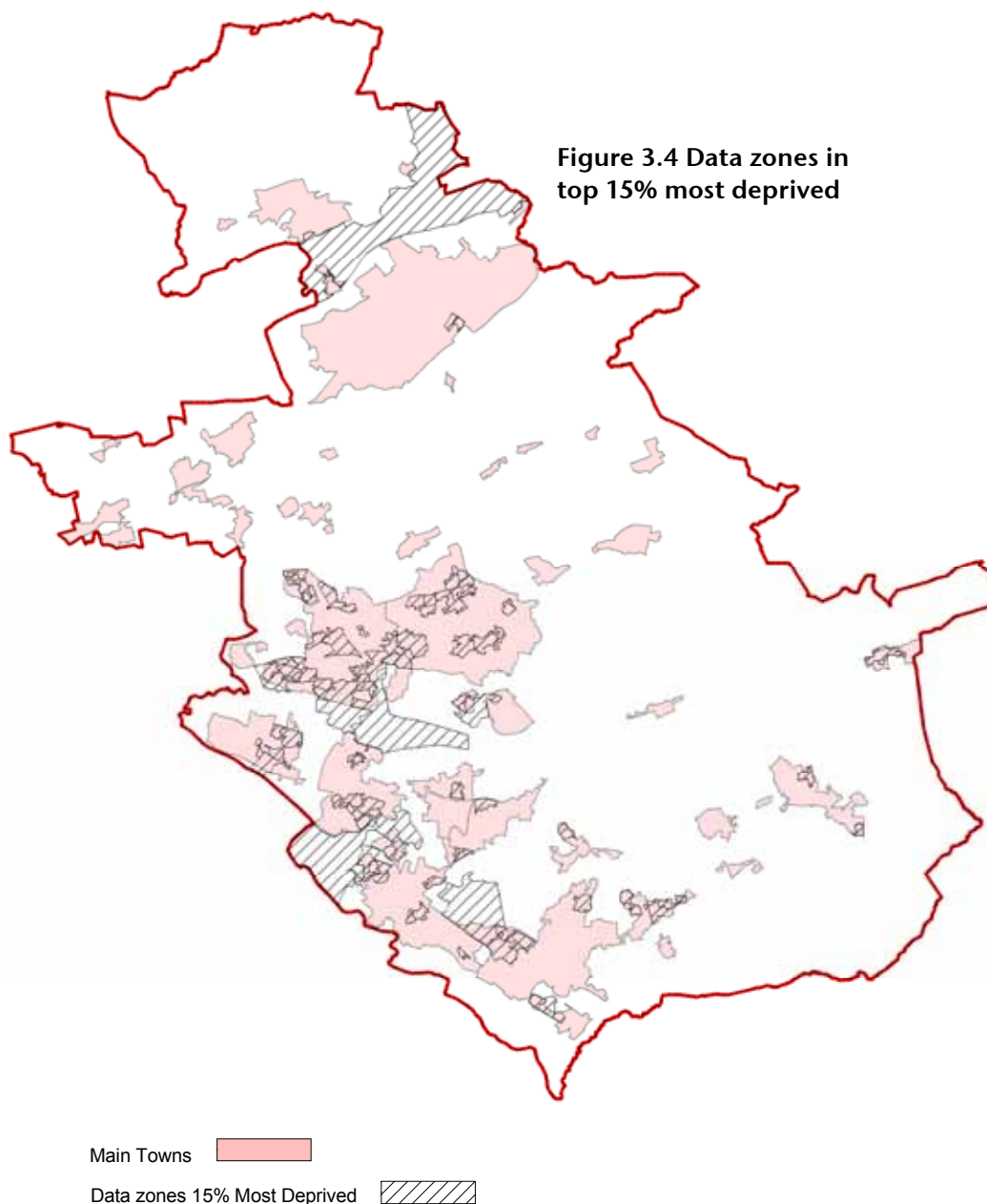
- Small area concentrations of low income: improving connectivity between settlements in North Lanarkshire, and linking smaller towns and villages to employment centres, will improve their economic prospects.
- In receipt of out-of-work benefits: better public transport links enable more of the population to gain access to employment.
- Low income pensioners: This group have a particularly high dependence on public transport and improving provision of this will have a direct impact on their quality of life.

3.29 As well as closing the opportunity gaps within North Lanarkshire by better connecting its population to employment centres, health, education and leisure services, better transport provision within North Lanarkshire would help to close the deprivation gap between this area and the Scottish average.

3.30 Although areas where deprivation indicators are most evident are distributed across North Lanarkshire, there are notable concentrations in parts of Coatbridge, Airdrie, Motherwell and Wishaw. There is recognition that poor health correlates closely with areas where unemployment and deprivation are concentrated. On the health domain in SIMD 2009, 96 (23%) of

North Lanarkshire's 418 data zones were found in the 15% most deprived data zones in Scotland, compared to 96 (23%) in 2006 and 76 (18.2%) in 2004.

A plan of the most deprived data zones in the top 15% is shown in Figure 3.4



North Lanarkshire's environment

3.31 North Lanarkshire's manufacturing history has had a substantial impact on the landscape and quality of the natural environment, leaving a legacy of dereliction, unstable and contaminated land. There is, however, a range of locally important environmental resources, in addition to the International, National and Strategic protected areas, which should be protected including:

- Ecological resources including a variety of locally protected sites and nature reserves;
- Landscapes such as the Clyde and Kelvin Valleys and Central Scotland Plateau;
- Existing and potential recreational resources including Palacerigg, Drumpellier and Strathclyde Country Parks;
- Built heritage, including around 200 listed buildings and seven Conservation Areas;
- Agricultural land – areas of prime quality and good urban fringe land;
- Mineral reserves – particularly coal, within the east area; and
- Undeveloped flood plain areas in parts of the Clyde and Kelvin Valleys.

3.32 As outlined in Section 1 the 'Strategic Development Framework for North Lanarkshire' states that protection of these resources is vital, and this is reflected in this strategy.

3.33 Climate change is becoming increasingly important on the political agenda and poses a major environmental, social and economic challenge. Transport significantly contributes to increasing levels of greenhouse gases through emissions of carbon dioxide, the main greenhouse gas, into the atmosphere. The Energy White Paper emphasises the need for urgent action to tackle climate change by setting the UK target of 60% reduction in its carbon dioxide emissions by 2050 and has nominated local government as a key partner in achieving this shift.

3.34 Air quality is an important environmental issue. There are currently four areas within North Lanarkshire that have been designated as Air Quality Management Areas (AQMAs) because their air quality falls below national standards. Emissions from transport are a significant contributory factor to the cause of poor air quality in each of these areas. The AQMAs are;

- **AQMA1 – Chapelhall:** located in the centre of Chapelhall, predominantly along the A73.
- **AQMA2 – Coatbridge:** running from the centre of Coatbridge south to the junction with the A8, predominantly along the A725.
- **AQMA3 – Motherwell:** located in the central and south-eastern parts of Motherwell, predominantly along the A721.
- **AQMA4 – Harthill:** located on Hirst Road B7066 to the west of Harthill to the south of the M8 and to the north of Tam's Loup Quarry.

3.35 An Air Quality Action Plan has been developed and this identifies key actions to improve air quality, particularly in these areas.

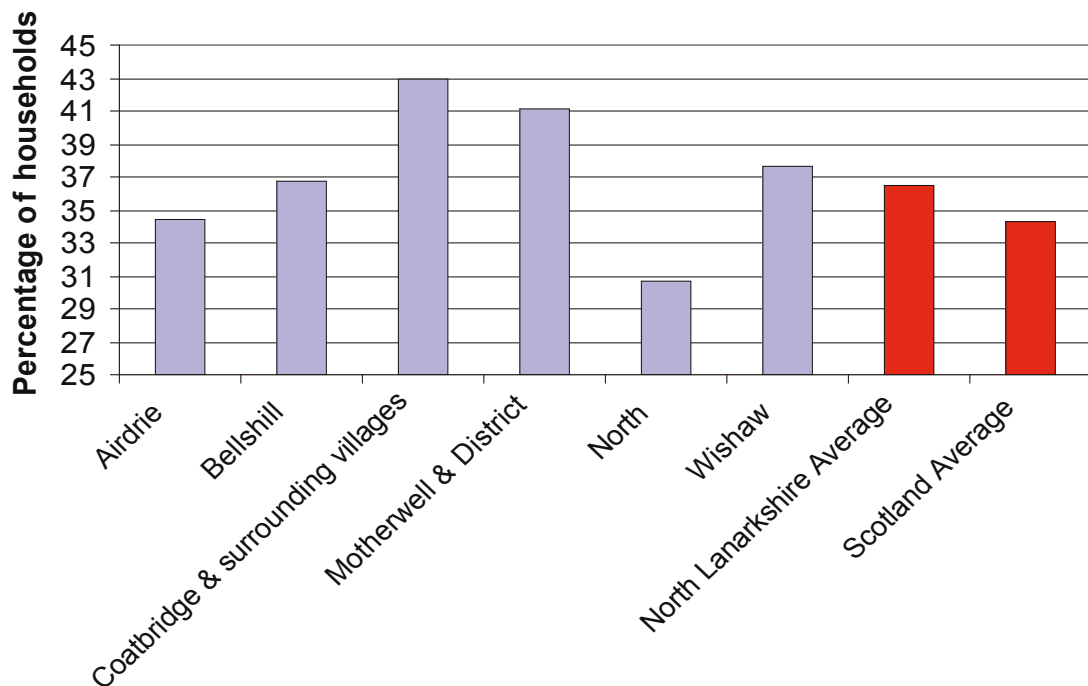
Personal mobility in North Lanarkshire

3.36 North Lanarkshire has a generally higher proportion of households who do not have access to a car than Scotland as a whole. Although not a problem in itself, if public transport, cycling and walking networks do not meet the needs of such people, this can result in higher levels of social exclusion and a poorer quality of life. More than one in three households (37%) in North Lanarkshire do not have access to a car or van and Figure 3.5 shows how this is split across the different areas.

3.37 Lower car ownership and the lack of access to a private car in the south; particularly Motherwell and Coatbridge, results in a higher necessity for public transport in these areas. Provision of alternatives to car travel in such areas, providing connections within these towns and more widely within North Lanarkshire will have a significant impact on the opportunities for people living there who do not have access to a car.

3.38 The availability of appropriate accessible transport can have a significant impact on the quality of life for those with mobility difficulties. In November 2005 8% of North Lanarkshire's population were in receipt of disability living allowance, and 10% were in receipt of Incapacity Benefit or Severe Disablement Allowance. Consultation has shown that many people with mobility difficulties find it difficult or impossible to use existing public transport services and are therefore reliant on travel by private car, lifts from friends or relatives, or community transport services.

Figure 3.5 Households without access to a car or van across north lanarkshire



Travel patterns in North Lanarkshire

3.39 Approximately 23,700 people who live in North Lanarkshire travel outside the local authority area to work (17% of the total population). Nearly half of such commuters travel to Glasgow, while 18% of the ‘in’ commuters come from Glasgow. A quarter of all ‘out’ commuters travel to South Lanarkshire, while 43% of those travelling in come from South Lanarkshire. The third largest source of commuter generation is the Lothian’s including Edinburgh, 11% of all ‘out’ commuters go to Edinburgh, while 6% of in commuters come from the capital. This highlights the importance of effective east-west transport connections across Scotland’s central belt.

Main mode of travel

- 3.41 Table 3.1 shows the main mode of travel in North Lanarkshire for all journeys in 2003/2004.
- 3.42 Similar to the pattern across Scotland as a whole, nearly 70% of people in North Lanarkshire stated that their main mode of travel is in low occupancy vehicles; either driving or as a passenger in a private car. Reducing this figure is the key to reducing the congestion currently experienced on the key road network and in town centres.

Table 3.1 Main mode of travel

Mode of transport (% named as main mode for all journeys)								
	Walking	Car or Van Driver Passenger	Bicycle	Bus	Taxi/minicab	Rail	Other	
North Lanarkshire	14%	50% 19%	0%	10%	4%	2%	2%	
Scotland	15%	53% 16%	1%	10%	2%	2%	1%	

3.40 Figure 3.6 details mode of travel for journeys to work, showing that a high proportion of both ‘in’ and ‘out’ commuting is done by private car; putting pressure on the local road network, as well as the motorways and trunk roads. Issues of how train and bus can be developed to play a more substantial role in this significant movement of intra-North Lanarkshire commuting patterns are outlined in the strategy section and implementation plans.

3.43 Table 3.1 shows the currently low levels of cycling as a mode of transport. A key aim of national and regional transport policy and the North Lanarkshire Cycling and Walking Strategy is to promote cycling as part of a sustainable package of transport modes and solutions. The development of a more extensive walking and cycling network can assist with the pan-lanarkshire aim of promoting tourism in the area.

3.44 Travel to work forms a key aspect of any transport system. Figure 3.6 shows that over half of North Lanarkshire residents in employment or studying travel to work/study by car as the driver; that is slightly higher than the Scottish figure of 50%. The proportion travelling by car as a passenger is also higher than the Scottish average (11% compared to 8%). The proportion of people walking to work / study is significantly lower in North Lanarkshire compared to Scotland as a whole (9% compared to 14%).

3.45 In the morning peak, in particular, as significant number of the cars on the road can be associated with trips to school; consequently, tackling ‘the school run’ could provide significant relief to the road network, as well as address sustainability, health and air quality issues. That is being addressed through the development of School Travel Plans. During the period of the last LTS, Council officials worked in partnership with SEEMIS, who provide educational management software systems to local authorities in Scotland, to conceive and develop a brand new school travel plan software programme; the programme is now available for all schools, and has proved to be a very valuable resource in the development of School Travel Plans.

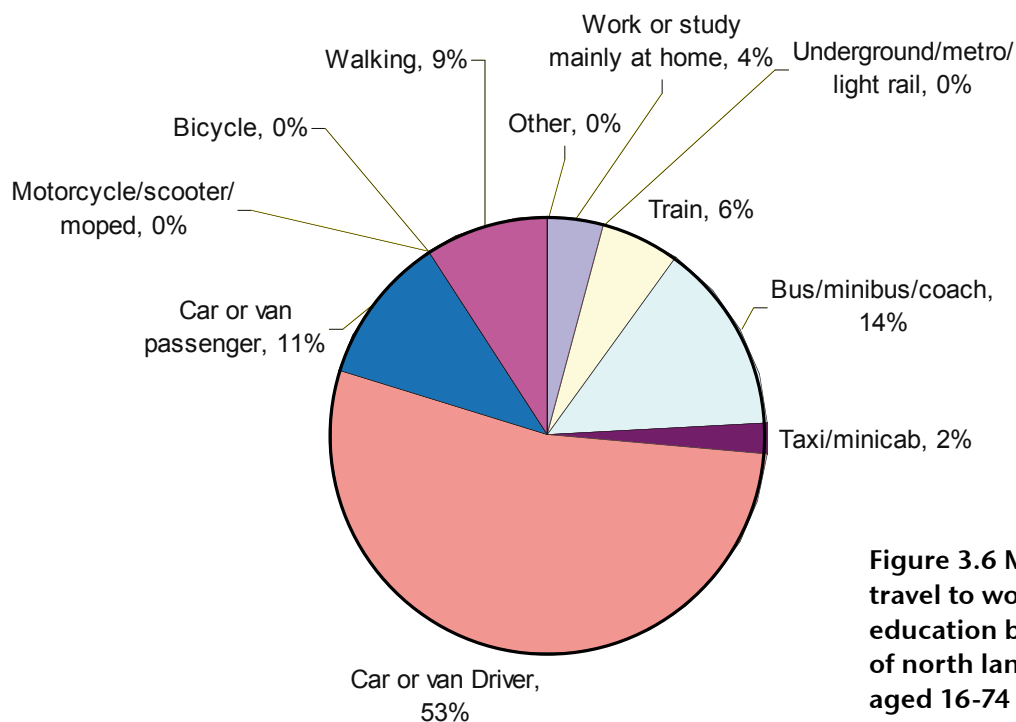


Figure 3.6 Mode of travel to work and education by residents of north lanarkshire aged 16-74

- 3.46 Schools are given assistance in the development and implementation of their travel plans by the Council's Travel Plan Co-ordinators. The Travel Plan Co-ordinators develop and deliver in-house training courses to schools in the use of this software, and provide general advice and guidance to schools in the subsequent development of their School Travel Plans.
- 3.47 The school travel plan software has a number of management features in-built. All of the travel-to-school patterns and issues information that is electronically input by pupils at every school is stored in a central database; access to that information is restricted to a certain number of officials. Essentially at the touch of a button, the officials can then quickly determine what number and/or percentage of children walk to school, cycle or be driven, etc. When the schools repeat the exercise the following year it is very quick and easy to monitor what changes there have been to travel behaviours, and consequently monitor and gauge how successful, or otherwise, any interventions have been.
- 3.48 Over a third of the primary schools within North Lanarkshire have completed the first stages of the process, the gathering and input of all the school-journey related travel patterns and the gathering of all the issues that may be discouraging pupils, teachers and staff, from changing how they travel to school. Quite a number of those schools have progressed further and have completed their School Travel Plan; a number of the remedial/action measures, both physical and 'soft', that were identified within the plans have since been implemented. Some of the examples of good practice in the STP process or of the particular effectiveness of subsequently implemented measures are passed on to encourage and assist other schools in the development of their own travel plans.
- 3.49 Clearly there is a large potential for mode shift to increase the proportion of travel by public transport, cycling and walking, and significant scope to reduce congestion and the impacts of the car by influencing travel.

4. North Lanarkshire's transport network: issues and challenges

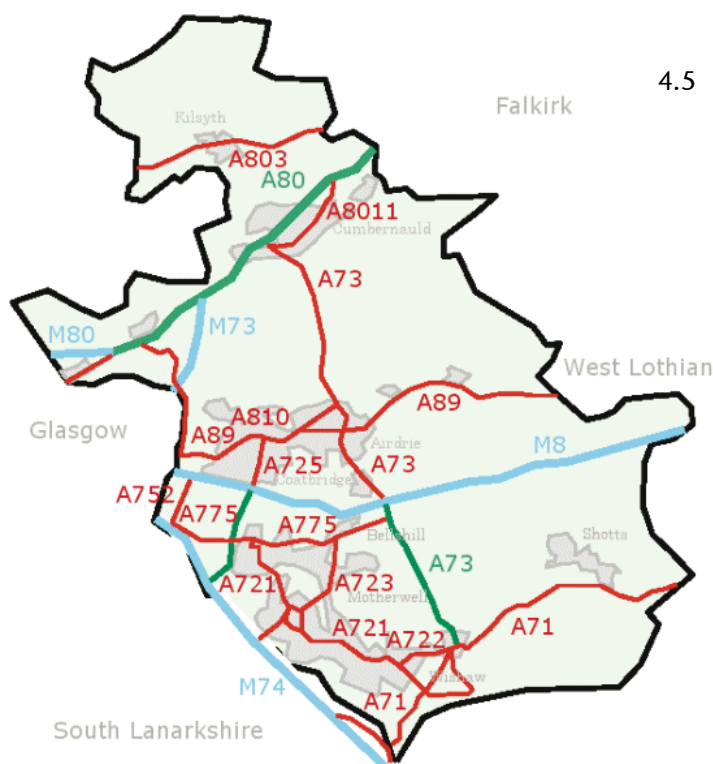
The road network

- 4.1 North Lanarkshire's location in the heart of the Central Belt means that it is incorporated in the strategic road network with excellent links to Glasgow and Edinburgh. Within North Lanarkshire there are 75km of trunk roads (including motorways) and 240km of A and B class roads. There are also approximately 60,000 street lighting units and 11,500 town centre public car parking spaces. Figure 4.1 shows the main roads within the area.
- 4.2 The M8, A8, M80, A80, M73, M74 and A752 Bellshill bypass are all trunk roads and are therefore the responsibility of the Scottish Government through Transport Scotland.

The A803, A89, A73 and A71, which are maintained by North Lanarkshire Council, have been designated as regional roads by Strathclyde Partnership for Transport (SPT); the remainder are local roads and are solely the responsibility of North Lanarkshire Council.

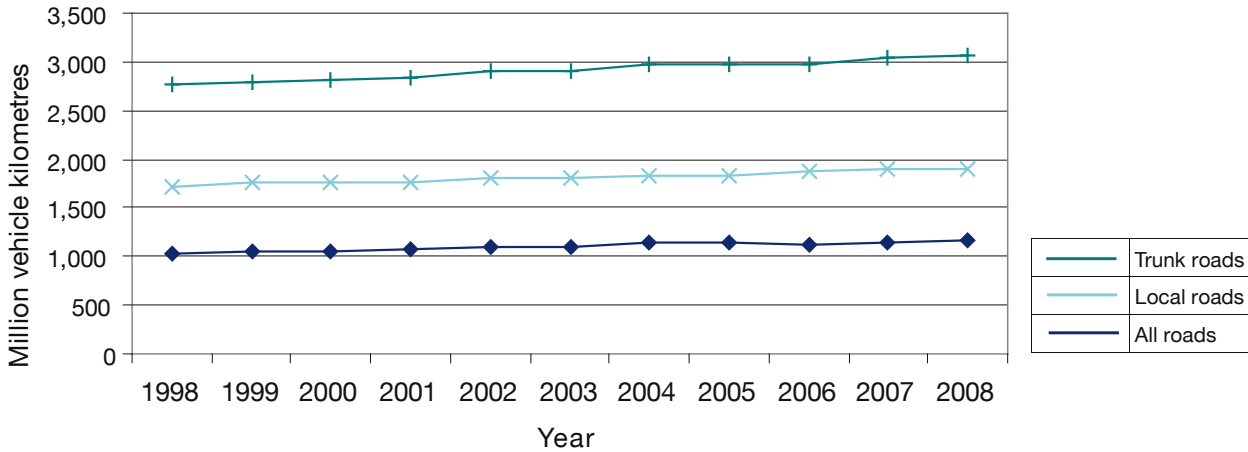
- 4.3 The M8/A8 corridor which connects Edinburgh and Glasgow cuts through the centre of North Lanarkshire with the M73 and M74 providing north south motorway links on the western edge of the area. The key towns of Motherwell, Coatbridge and Bellshill are all well connected to the motorway network whilst Cumbernauld is linked to the trunk road network by the A80, which is in the process of being extended and upgraded by motorway standard.

Figure 4.1 Road map of north lanarkshire



- 4.4 The A73 is one of the few strategic routes linking the north and south of the area and as a result, experiences significant volumes of traffic, particularly at peak times.
- 4.5 Over the last decade there has been a consistent trend of traffic growth in North Lanarkshire. Traffic on all roads has increased by 11% between 1998 and 2008; the increase is illustrated in Figure 4.2.

Figure 4.2 Traffic increase in North Lanarkshire 1998-2008



4.6 Rising traffic levels and congestion are a national problem and without measures to control traffic levels, the trend of increasing traffic levels is likely to continue. The road network in North Lanarkshire is already congested at peak times. Town centres and the roads surrounding large business parks are often gridlocked during the evening peak period. Add to this the significant amount of development planned, both residential and commercial, and this situation will simply be exacerbated in the future unless efforts are made to encourage travel to work by modes other than the private car.

4.7 North Lanarkshire already has four designated Air Quality Management Areas, with a fifth due to be declared, where emissions from the transport network have caused concentrations of Nitrogen Dioxide or Particulate matter to rise above national objective levels. However, one of the four designated Air Quality Management Areas has been so designated mainly as a consequence of external environmental

factors, rather than primarily as a result of traffic levels. If traffic levels continue to increase, emissions of these pollutants and carbon emissions from transport will also continue to increase.

4.8 A major challenge highlighted in Section 3 is a difficulty in accessing employment, health and education services for the 37% of households that do not have access to a private car. This inaccessibility can result in significant social exclusion and a reduced quality of life for those affected. Consultation highlighted the particular problems faced by job seekers, many of whom are unable to take employment as they are unable to travel there at the required times.

4.9 A key focus of the co-ordinated investment programme implemented by North Lanarkshire Council is on targeting resources at disadvantaged communities to assist them to participate more fully in the wider economy.

Traffic modelling

4.10 There are significant traffic movements on many of the roads within the town centres across North Lanarkshire. Many of these town centres are subject to development pressures, both for commercial and residential interests, in and around the centres. To ensure the effectiveness of the local transport network in accommodating future development proposals it is important to undertake strategic transport assessments of the areas affected. Consequently, a number of Paramics traffic models have been developed. The Paramics traffic micro simulation models cover the main strategic routes within the immediate sphere of influence of a number of the town centres.

4.11 The Paramics studies identify and model patterns of vehicle movement into and between key areas, enabling the identification of possible areas of congestion, with a view to developing schemes to alleviate future problems. The dynamic modelling tool helps to predict the potential impacts across the transport network from the various development scenarios that may arise from the emerging land use strategies. This enables the Council to assess the cumulative development impacts, as well as aiding in the master planning of development areas.

4.12 The development of the traffic models enables the Council to examine several potential applications, including:

- assessment of area-wide impacts of several development proposals;
- an aid to master planning for development areas;

- Structure Plan review - reviewing the transport requirements to accommodate the long-term proposed development and transport strategy for the local area;
- town centre action plans - assessing proposed traffic management measures;
- scenario testing for the emerging road improvement proposals, station park & ride proposals, and the like;
- to help inform and prioritise maintenance and future upgrade works;
- economic assessment of new road proposals; and
- pollution emissions data.

4.13 There are presently three town centre Paramics traffic models, as detailed below:

- Motherwell – Ravenscraig – Wishaw – The original Wishaw traffic micro simulation model was extended to cover the road network of the Motherwell - Ravenscraig area and its linkages to the A8 corridor. The development of a robust traffic model for the Motherwell - Ravenscraig area was considered as an integral requirement of the proposals for Ravenscraig, to ensure that the impacts of future developments can be tested and assessed, plus any necessary changes to the local road network identified and programmed. The importance and influence of the A8 corridor, as well as the M74 corridor, on transportation to and from Motherwell is recognised, and consequently these are captured within the model. The model also enables the various development proposals for the Motherwell area, including the re-generation options for Motherwell Station, to be tested.

- Airdrie – Coatbridge – Although each of the town centre areas operate individually on a number of traffic levels, each has a significant effect on the other, with a proportion of the longer distance traffic passing through both areas. Consequently, Coatbridge and Airdrie are contained within one model, capturing the areas surrounding that section of the A89 corridor. The model can be used to examine the effects of potential changing travel patterns following the opening of the Airdrie-Bathgate rail link, the completion of the M8 upgrade and the potential Kilgarth proposals.
- Cumbernauld – The original Paramics model was developed to incorporate the town centre and the road network immediately surrounding it, incorporating Kildrum, Seafar, Greenfaulds and Lenziemill Road. The model has been used to test potential scenarios arising from the town centre improvement proposals, specifically in relation to any options that had identified potential changes to the current traffic operations. This model is due to be expanded, to provide a wider coverage for Cumbernauld, capturing the feeder roads to the northwest of the A80. The expanded model will be used to improve connectivity between the areas on the north side of the A80 and the town centre. In addition, it will help to analyse any changes to traffic patterns that may arise as a result of the M80 upgrade improvements.

4.14 A traffic model had also been developed for Bellshill, although this preceded the Paramics models noted above. The Bellshill model was developed in conjunction with the Bellshill town centre action plan, in order to model any proposed alterations to the road network in and around the area that were being proposed by the town centre action plan.

Bridge Asset Management

- 4.15 The council has some 500 road and footbridges excluding privately-owned bridges; the privately-owned bridges are owned by Network Rail and British Railways Board (BRB), for which the council shares a management role as they carry public roads.
- 4.16 As a result of European legislation, 40/44 tonne vehicles are permitted on roads across Europe, including the UK. We have undertaken a programme of bridge assessments to determine the ability of each road bridge to convey 40/44 tonne vehicles. As a result of this, weight or width restrictions have been imposed on a number of bridges that have failed the assessment.

Progress on the bridge assessment programme is summarised in the table below:

	Total	Assessed*	Remainder
Council road bridges	285	284	1
Private road bridges	56	47	9

* Progress at Q3. Anticipated results for Q4 will reduce remainder of private bridges to 6 (2NR + 4BRB).

The aim is to have the bridge assessment programme completed by 2011.

4.17 Structures that fail the bridge assessment process require to be managed actively. Where the failure is marginal it may be sufficient to increase the frequency or detail of the inspection regime. More significant failures require the application of interim measures involving either weight or width restrictions or both. The current position is summarised in the table below.

	Number of failures	Number weight restricted	Number width restricted
Council road bridges	16	2	0
Private road bridges	24	2	3

Work to reduce number of council weight restrictions underway at time of publication

Rail services

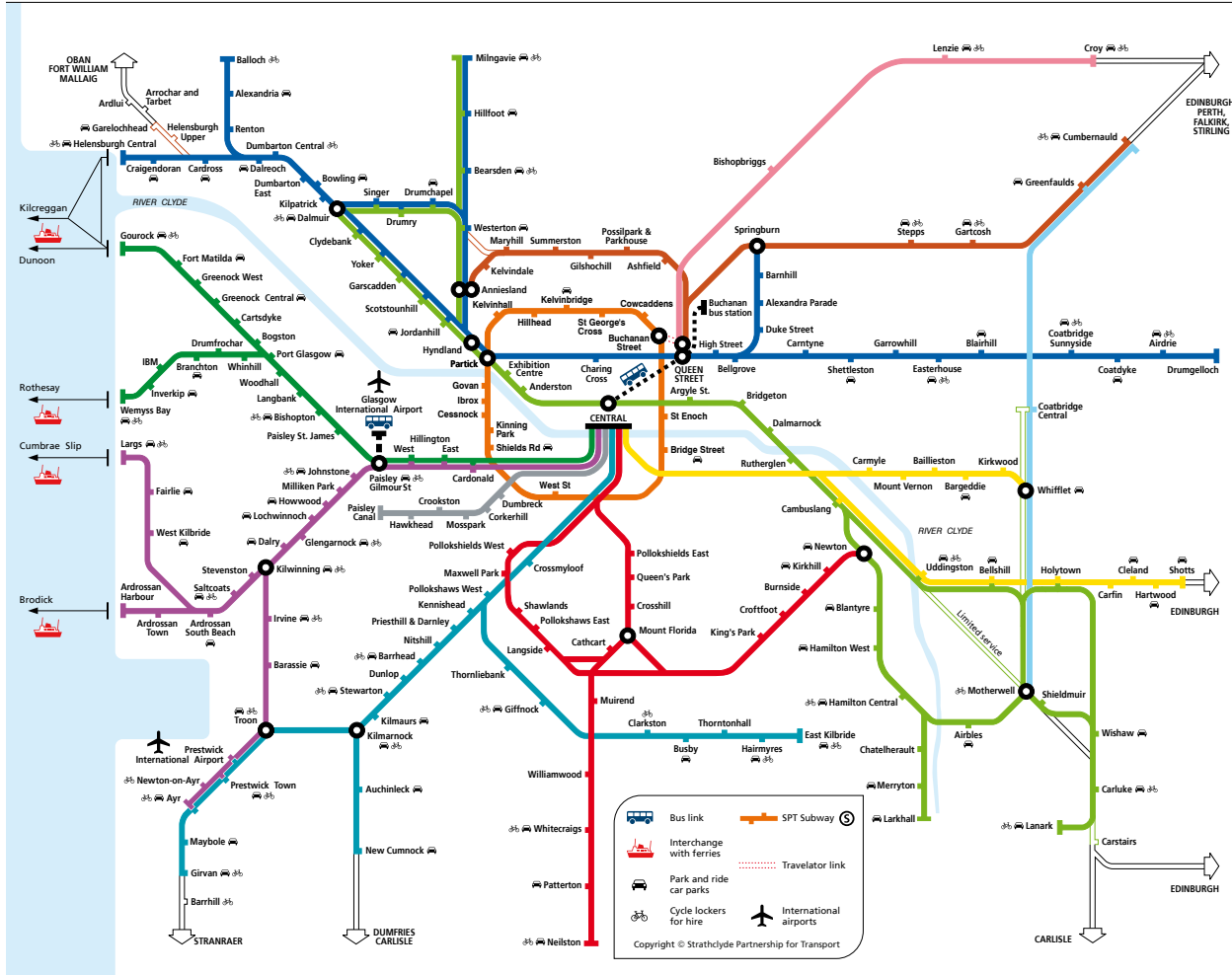
4.18 North Lanarkshire is well connected to the rail network and has 24 passenger rail stations. Both the 'northern' and 'southern' strategic national rail routes between Edinburgh and Glasgow pass through North Lanarkshire, as shown in Figure 4.3. In the north of the area Croy station provides access to the national rail network on Scotland's busiest route between Edinburgh and Glasgow.

4.19 In the 'southern area' Motherwell is on the mainline connecting to Glasgow via Cambuslang to the west and to Edinburgh via Carstairs to the east and England and London via the West Coast Main Line. Stations are also located at Drumgelloch, Airdrie, Coatdyke, Coatbridge Sunnyside, Coatbridge Central, Blairhill, Whifflet, Bellshill, Holytown, Carfin, Cleland, Hartwood, Shotts, Airbles, Shieldmuir, Wishaw, Cumbernauld Greenfaulds, Gartcosh, Stepps, Kirkwood and Bargeddie. The rail network within North Lanarkshire is shown in Figure 4.3 and the full extent of the western area of the Central Scotland rail network is illustrated in Figure 4.4.

Figure 4.3 Rail map of north Lanarkshire and surrounding area

Local rail services in the SPT area

Railway services operated by First ScotRail on behalf of Transport Scotland. Subway operated by SPT



4.20 As identified in the previous section, mode share of rail for journeys to work in North Lanarkshire is low, although for commuting beyond North Lanarkshire to Glasgow/Edinburgh and other employment centres the proportion of rail journeys is more significant. A substantial rail network is already in place in North Lanarkshire. The main issues in this regard are provision of adequate parking facilities, the upgrade of certain stations, access to stations by public transport, cycling and walking, and the integration of these services generally.

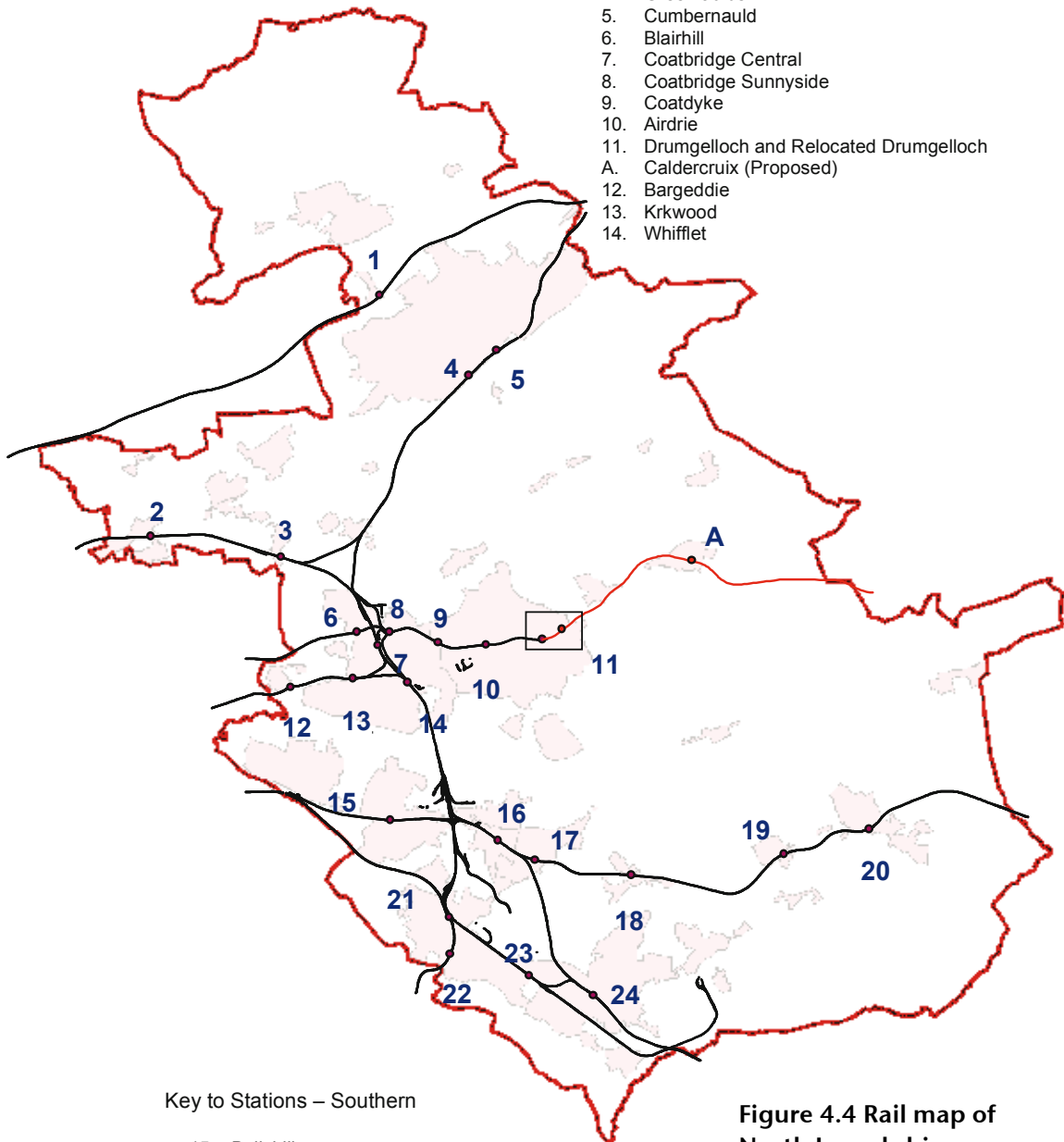
4.21 The most recent records indicate that 17.67% of the population of North Lanarkshire live within 800m of a rail station, based on the 2001 National Census data. That means that 56,733 people, out of the total of the 321,067 residents of North Lanarkshire, live within the generally accepted walking distance of a rail station, indicating that there is scope to increase the patronage figures on the rail network, as long as the pedestrian routes to those stations are convenient and safe and that the rail services operate on routes and at a frequency that suits their needs.

Key to Railway Lines

Existing Rail Network ———
 Proposed Airdrie – Bathgate Link ———

Key to Stations – North & Central

1. Croy
2. Stepps
3. Gartcosh
4. Greenfaulds
5. Cumbernauld
6. Blairhill
7. Coatbridge Central
8. Coatbridge Sunnyside
9. Coatdyke
10. Airdrie
11. Drumgelloch and Relocated Drumgelloch
- A. Caldercruix (Proposed)
12. Bargeddie
13. Kirkwood
14. Whifflet



Key to Stations – Southern

15. Bellshill
16. Holytown
17. Carfin
18. Cleland
19. Hartwood
20. Shotts
21. Motherwell
22. Airbles
23. Shieldmuir
24. Wishaw

Figure 4.4 Rail map of North Lanarkshire

4.22 The 800m walk-in catchments were calculated using Network Analyst rather than crow-fly distance, in order to give a more accurate catchment calculation, to ensure that the figures represent the number of people who would actually have to walk less than 800m, using the local road/ footpath network, to get to a station, as opposed to identifying the direct linear distances between a station and a home.

4.23 A significant project taking place over the next few years in relation to the rail network is the re-opening of the Airdrie – Bathgate railway line. The scheme involves:

- Upgrading the existing railway line between Edinburgh and Bathgate;
- Construction of new stations at Caldercruix and Armadale; relocated stations at Bathgate and Drumgelloch; and upgraded stations at Airdrie, Livingston North and Uphall stations;
- Four passenger services per hour in each direction between Glasgow and Edinburgh;
- A new relocated cycle track between Airdrie and Bathgate.

4.24 North Lanarkshire contains rail freight terminals at Mossend and Gartsherrie, both of which serve distribution companies, both locally and Scotland-wide, and ship goods to the rest of the UK and beyond. A proposal has been suggested to establish a rail freight facility at Kilgarth; if that were to be realised, an opportunity may be presented to provide a direct road link between the M73/ Gartcosh Business Interchange and Gartsherrie, via Kilgarth. Such a provision would also involve effectively turning the rail head at Gartsherrie, to link with any new road. If that were to transpire, it would remove a significant amount of heavy goods vehicles from the local road network within Coatbridge. As a result of vehicles accessing

these rail freight facilities, and its location on the country's strategic motorway network, North Lanarkshire has a large volume of heavy goods vehicles on its roads.

Parking and park and ride

4.25 Congestion in town centres is, in many cases, exacerbated by existing parking patterns and the unrestricted nature of parking provision in some town centres. Parking controls can be an effective way to manage traffic in town centres; however this is often a contentious issue, particularly when restrictions are introduced where previously there have been none, such as in Cumbernauld and Coatbridge. North Lanarkshire Council currently does not charge for parking anywhere within the local authority area, however, proposals are being developed to introduce on-street and off-street parking charges. As a result of the current situation, the main town centres of Motherwell and Airdrie and Coatbridge are used as 'informal park and ride' sites by people travelling to Glasgow, Falkirk or Edinburgh by train and by people working in these centres who are able to park their car free of charge all day.

4.26 This situation causes problems for local shoppers and others accessing facilities in the town centres, such as shops and libraries. A careful balance needs to be struck between providing sufficient parking supply in the town centres to maintain and, if possible, revitalise the retail economy whilst at the same time manage the demand through restricted parking supply and/or introducing a parking management and charging regime. Any parking regime will also need to facilitate access to opportunities and support economic development whilst reducing the impact of the private car on the environment, in particular air quality in the town centres.

4.27 Park and ride facilities currently exist at most rail stations in North Lanarkshire; however, in many cases demand for parking at stations far exceeds supply. The examples of Motherwell and Croy stations were highlighted during the consultation process. Work is underway at Croy to significantly increase the number of park and ride spaces. A scheme is also currently being developed to increase the parking provision at Coatbridge Sunnyside Station, in preparation for the anticipated increased patronage expected to result from the opening of the Airdrie-Bathgate rail link.

4.28 A new station was opened at the Gartcosh Business Interchange in 2005, while new stations are proposed at Caldercruix and Drumgelloch as part of the Airdrie-Bathgate rail re-opening scheme, all of which will provide opportunities for rail-based park and ride. There is currently only one dedicated bus-based park and ride facility in North Lanarkshire, located at the Harthill Transport Interchange, which is served by the express coaches running along the M8 between Edinburgh and Glasgow; the facility is due to be extended, due to increasing demand. Demand for Park and Car-Share at Newhouse prompted the development of a dedicated car parking facility at this site. In addition, it is known that some informal car to car-sharing takes place within Coatbridge, primarily for trips along the A8/M8 corridor. Other potential sites for bus-based park and ride are however being investigated along this corridor, to try to accommodate some of this demand.

Bus services

4.29 The bus network within North Lanarkshire is deregulated with a large number of different bus companies operating in competition on our roads. Standards of service across the area are variable;

while relatively good local services within larger towns and local areas of North Lanarkshire exist, links between major centres, particularly south/north and from outlying villages into the key towns could be improved. Bus services to key business and employment centres could also be improved as this can act as a barrier to increasing employment in the area. In addition, there is scope to improve services in the evenings and at weekends, as this can be particularly problematic for people in outlying or rural areas. The Council will continue to work with SPT in their role of supporting socially necessary services where these are not provided commercially.

4.30 Consultation has revealed a dis-satisfaction amongst the general public with the frequency of some buses, their reliability, hours of operation, consistency of pricing, standard of driving and in some cases the conduct of the driver towards passengers. Currently, bus travel is not widely seen as an attractive mode of transport in comparison to the private car and this will need to be addressed if significant mode shift is to be achieved in the future. To address this issue, SPT is working with bus operators as part of "Bus Action Plan" to improve standards within the bus industry.

4.31 Community transport services are a vital service to people with mobility difficulties and those who live in areas not served by regular public transport services. In such cases community transport services not only provide a means of transport, but also increased opportunities for social interaction and inclusion. Community transport services are generally operated by voluntary and community sector groups, to assist individuals facing barriers to conventional services. Community transport schemes typically work on the assumption that an available, adaptable and cost effective transport scheme plays a pivotal role in the move towards equality and social inclusion.

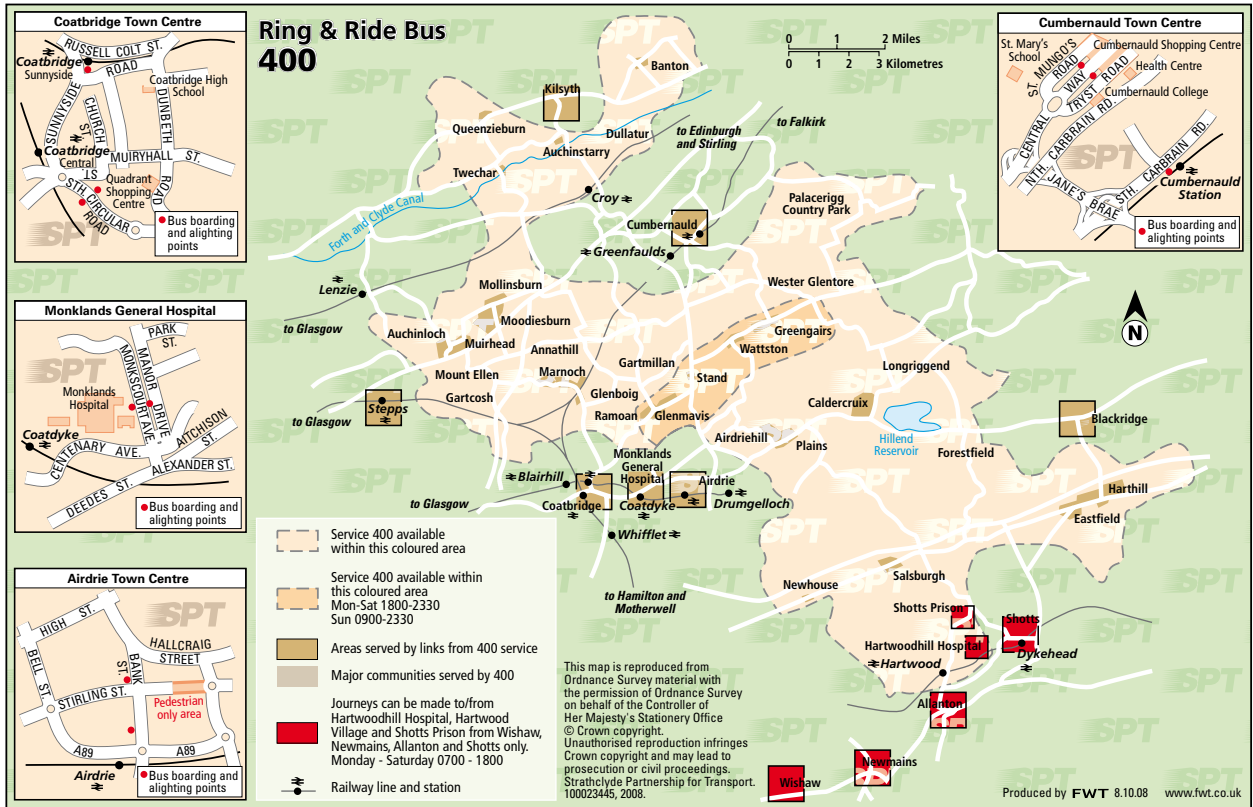
4.32 There are a number of community transport schemes operating in North Lanarkshire, however we acknowledge that these are not always sufficient to address the needs of the population and that they are unevenly distributed. While some areas are very well served by community transport initiatives, others are isolated from the network meaning accessibility remains extremely low. For instance, the Chryston Community Transport scheme primarily provides transport for local groups, for specific journeys, such as local church groups, the Scouts, pensioners' groups, and the like.

4.33 North Lanarkshire Council has already made moves to improve accessibility for those with mobility difficulties through the involvement in the Scottish Government Thistle Travel Card scheme. This initiative provides people with learning or physical difficulties with a card that indicates to transport staff that the holder may require additional support on their journey.



The new MyBus service bus (formerly Dial-a-bus)

Figure 4.5 MyBus Rural (formerly Ring and Ride) service 400



4.34 Community transport services are also available in North Lanarkshire through SPT's MyBus Rural" (formerly known as Ring and Ride) scheme.. Ring and Ride differs from local Community Transport schemes in that it is an on-demand, door-to-door, bus service designed to serve people and communities in some rural areas who do not have access to a local bus service. The service provides direct links between specific rural areas and also from these rural areas to town centres, leisure facilities, train stations and hospitals. MyBus Rural service only covers part of North Lanarkshire, is only available at certain times, and is only eligible for journeys that cannot be served by timetabled bus services. Bookings are made in advance by telephone, although obtaining the service is dependent upon whether or not any other bookings have already been made.

4.35 North Lanarkshire is currently served by two MyBus Rural" (formerly known as Ring and Ride) services. Those are Services 400 (refer to figure 4.5), which covers the majority of North Lanarkshire, plus Service 600 (refer to figure 4.6), which also covers parts of East Dunbartonshire.

Figure 4.6 MyBus Rural (formerly Ring and Ride) service 600



4.36 The MyBus (formerly known as Dial-a- Bus) service, managed by Strathclyde Partnership for Transport, operates throughout North Lanarkshire. However, this differs from the The MyBus (formerly known as Dial-a- Bus)” services in that The MyBus (formerly known as Dial-a- Bus)” is only available to people who are unable to use, or have difficulty using, ordinary buses and who meet any of the qualifying conditions, generally those who are mobility impaired in some way. Applicants must hold a Strathclyde concessionary card. All the MyBus (formerly known as Dial-a- Bus)” vehicles are wheelchair accessible, with low-floor ramp access. The MyBus service provides its passengers with access to local facilities.

4.37 The Council previously operated the ‘Working for Families Fund’, the aim of which was to address transport barriers to employment via a job shuttle mini bus service, thereby enabling parents with young families to gain access to training and their employment; the Council no longer co-ordinates this service. Under the Single Outcome Agreement, that has been replaced by the new Community Planning Partnership (CPP) integrated employability service, which started on 1st April 2008. This is branded under North Lanarkshire’s Working Employability Service (NLWES).

4.38 The NLWES has been devised to ensure a range of services and supports within North Lanarkshire are designed to engage with the ‘hardest to reach’ participants and to enable them to move towards sustainable employment. Integrated into the model are a range of support interventions and services to assist them. This includes a Discretionary Fund which is available to support transport costs to allow individuals to participate in training opportunities, work experience, job tasters and other elements of the framework. The scheme can also include the provision of a zone card for those individuals who secure employment and who are coming off state benefits but are not able to afford the travel costs for work, until they start to receive a salary.

4.39 NLC’s employer engagement team work with employers to assess transport difficulties experienced by current and potential staff members. The team will work with employers and with key partners such as SPT, to develop sustainable solutions to transport barriers.



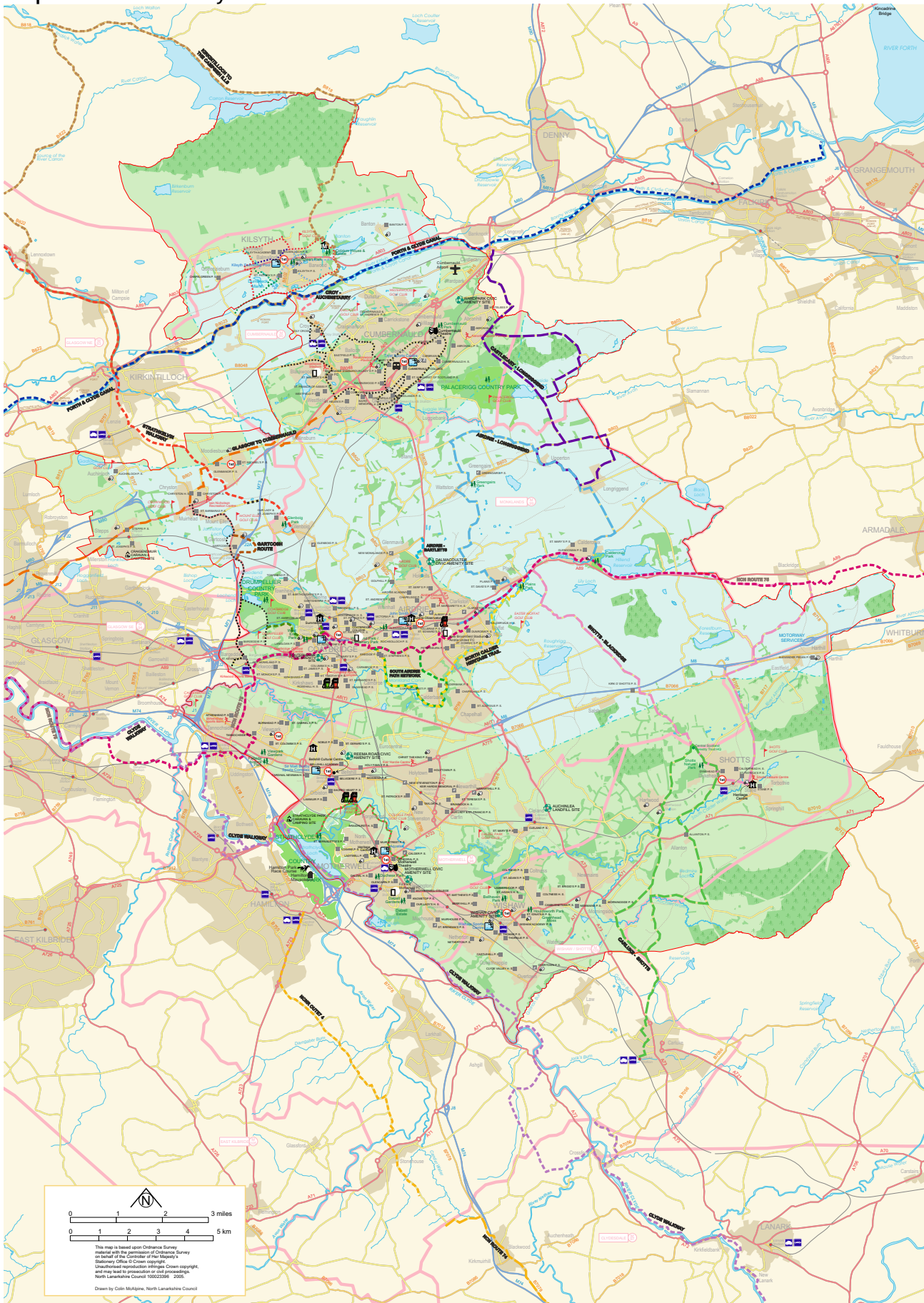
Walking and cycling

4.40 There are a number of routes within the North Lanarkshire area that are suitable for use by both walkers and cyclists. These include:

- National Cycle Route 75 between Glasgow and Edinburgh;
- North Calder Heritage Trail;
- South Airdrie Park Network;
- Clyde Walkway;
- The Greenlink, Strathclyde Park to Motherwell town centre;
- Glasgow to Cumbernauld Cycle Commuter Route;
- Strathkelvin Railway Walkway;
- Forth and Clyde Canal;
- Harthill walks;
- Kilsyth Paths;
- Strathclyde, Drumpellier and Palacerigg Country Parks;
- Five on-road routes linking rural communities; and
- Monkland Canal.

4.41 Maps of a number of the walking and cycling routes noted above are available, free of charge, from libraries and from all First Stop Shops. In addition, a main ‘Smartways’ map is available, which identifies the location of all of the main walking and cycling routes within North Lanarkshire. An extract from the main Smartways walking and cycling routes map is shown in Figure 4.7. These maps can also be downloaded from the Council’s web site, at “smartways.info”.

Figure 4.7 Smartways map of walking and cycling routes throughout north Lanarkshire
map for illustration only



4.42 Despite the wide range of facilities for walkers and cyclists in North Lanarkshire, the 2001 Census shows that trips to work on foot or by bicycle make up only 20% of all trips to work, compared with 24% for Scotland as a whole. Approximately 51% of North Lanarkshire residents travel 5 kilometres or less to their workplace, a distance which could comfortably be made by bicycle by many people. Travel to work on foot in North Lanarkshire is also low; 17% below the Scottish average.

4.43 Many of the existing walking and cycling networks, such as those in country parks and along canals, cater more for cycling and walking as leisure activities rather than as a mode of transport. This may account for the lower levels of cycling and walking for the journey to work trips. However, many of the paths that have been constructed in the last few years have been designed for commuting purposes, as well as for leisure and recreation users, to help encourage people to consider more sustainable travel choices, more often.

4.44 In 2005, the Council developed its own Walking and Cycling strategy, with the overall objective 'to promote, develop and manage the existing and planned walking and cycling network and to provide integration between travel modes in order to encourage a thriving economy within North Lanarkshire'. The strategy identified a number of opportunities to enhance and improve the cycling and walking networks in North Lanarkshire, particularly those along potential commuter routes.

4.45 Smartways is a walking, cycling and public transport initiative that was developed by the Council, which promotes, among other things, the availability of walking and cycling infrastructure across North Lanarkshire. Extensive maps of some walking and cycling infrastructure in a

number of local areas are freely available at local libraries and other Council services buildings; these are produced by the Council using OS maps as a base. A set of booklets for the Clyde Walkway are also available; these have been developed by the Council in conjunction with a range of other organisations, including;

- Glasgow City Council
- Greater Glasgow and Clyde Valley Tourist Board
- Scottish Enterprise Glasgow
- Scottish Enterprise Lanarkshire
- The Paths for all Partnership
- Sustrans
- Scottish Natural Heritage
- South Lanarkshire Council
- Strathclyde European Partnership

4.46 Working with other organisations to promote cycling and walking is a key aim of North Lanarkshire Council and is fundamental for increasing their mode share within an integrated and sustainable transport system. In conjunction with this, the Council's Travel Plan Co-ordinators and the Traffic and Transportation teams currently work closely with schools to help them to develop School Travel Plans, and thereafter assist them in the implementation of measures to help encourage travelling to school by non-car modes.

4.47 It is generally recognised that the primary responsibility for a child's safety on the journey to and from school lies with the parents/ carers/ guardians. However, to

help children cross the road on their way to and from school, and to help encourage more sustainable travel choices for the journey to school the Council provides crossing assistance, at locations which meet the appropriate criteria, through the provision of School Crossing Patrols (SCPs). The policy of North Lanarkshire Council is that School Crossing Patrols are generally provided only for primary school pupils.

- Horse rider proficiency tests;
- Encouraging the take up of the 'Pass Plus' scheme for young drivers;
- 'Restorative Justice' - working with young adults to provide drink-driving and speeding education;
- Set up of a baby car seat loan scheme based at Wishaw General Hospital; and
- 'Kerbcraft' Child Pedestrian Training Scheme for young children.

Safety and education

4.48 Personal safety on and around public transport is also a key social issue in North Lanarkshire. Youth disorder generates the highest demand on Police time in the authority area, and public transport interchange, stops, shelters and stations have been identified as gathering points for groups of youths. Vandalism and graffiti are commonplace at bus stops and shelter facilities which, in conjunction with the presence of groups of youths, act as a disincentive for use of public transport services. Furthermore, significant resistance to the installation of bus shelters has been noted due to the association with anti social behaviour. This has resulted in lower quality and less extensive facilities to support the bus network.

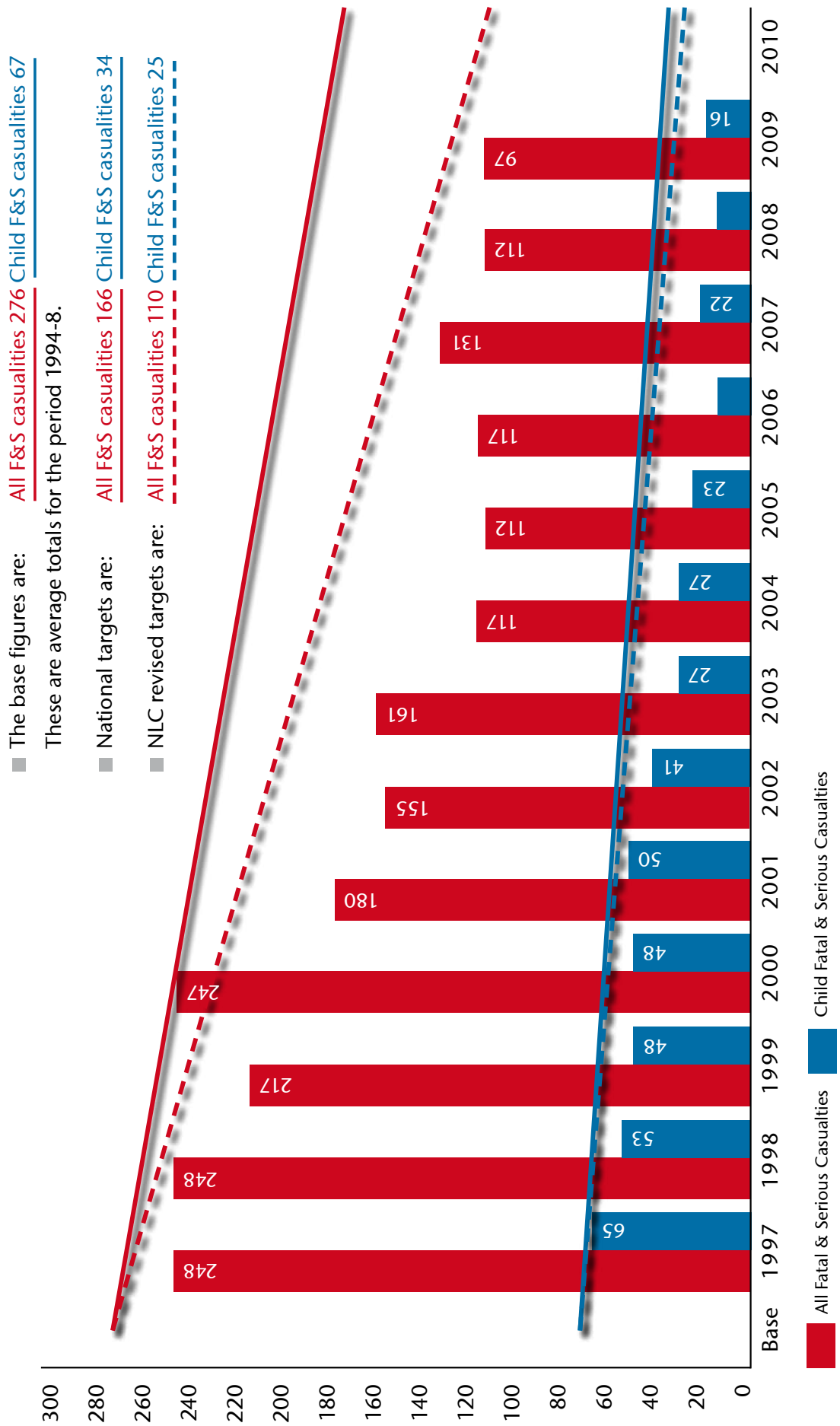
4.49 North Lanarkshire Council currently carries out a wide range of activities in road safety education and training, including:

- Cycle proficiency training at all schools;
- Dissemination of road safety resources and loan of training equipment to schools;
- 'Junior Road Safety Officer' scheme for primary 6 and 7 pupils;
- 'Children's Traffic Club' scheme;

4.50 The Council's road safety record is very positive. As a result of its comparatively high performance in road safety terms, North Lanarkshire Council set new and more demanding road safety targets for 2010, as shown in Figure 4.8. As the graph shows, road safety performance has generally been improving year on year. This is a positive reflection on both the road safety engineering activities and interventions and the road safety education programme, which includes schemes such as the Child Pedestrian Training Scheme (Kerbcraft) for young children. The Council will now focus on achieving the Scottish Government's road safety targets for the period from 2010 to 2020.

4.51 Multi-agency working between the Council and various parties is key to improving road safety and reducing the number and severity of accidents throughout the Council area. That includes joint initiatives and activities with the Community Safety Partnership, the Police, the Fire and Rescue Service, Learning and Leisure Services, the Chief Executive's office, RoSPA, NHS Lanarkshire, the West of Scotland Road Safety Forum (WoSRSF), and the like.

Figure 4.8 North Lanarkshire's road safety performance and targets to 2010



- 4.52 Road Accident Investigation and Prevention (AIP) studies were initiated in North Lanarkshire in 1999. Since then, 33 accident cluster sites (that is, where a number of road accidents have occurred) have been recommended for remedial treatment following an AIP study.
- 4.53 Funding for the treatment of accident sites was first made available in 2001; since then, the annual budget for AIP treatments has been approximately £100,000.
- 4.54 To date, thirteen locations have been treated, and subsequently monitored for the standard three year period following treatment. Across these sites, a reduction in personal injury accidents of 64.1% has been recorded subsequent to the implementation of the remedial treatments. The number of injury-accidents on these roads has been reduced from 92 to 33. The monetary value of the accidents saved is greater than £4 million, with a cost to benefit ratio of 1 to 14, which is a very significant rate of return. However, the grief and suffering that has been avoided as a result of these 'accidents' not actually happening is unquantifiable.
- 4.55 Other sites have been treated but have not as yet completed the three-year monitoring period; however, current indications are that these sites are showing similar, and consistent, levels of, accident reduction.
- 4.56 The fact that the AIP work has been implemented effectively and consistently over so many years, and the huge benefits that accrued from those actions, highlights the fact that this reflects quite an outstanding safety initiative that has resulted in an outstanding safety record.

- 4.57 The most recent accident statistics indicate that the council is still on course to meet the more stringent targets that it set itself for casualty reduction by 2010. The council's new targets are for a 60% reduction in fatal and serious casualties and a 62% reduction in child fatal and serious casualties, compared to the National casualty reduction targets of 40% and 50%, respectively. The National targets are based on the 5-year average accident rates for 1994-1998,
- 4.58 In terms of casualty numbers, this equates to a reduction in fatal and serious casualties from 276 to 110 (the National target being 166 casualties) and for child fatal and serious casualties a reduction from 67 to 25 casualties (with a National target of a reduction to 34 casualties per annum).



5. Consultation and engagement

5.1 Consultation has formed an integral part in the process of developing this Local Transport Strategy, not least to help to identify key issues and problems. The Council recognises that the gathering of the views and opinions of the population generally was very important, in order to:

- keep the public informed about the process of developing the new LTS and the purpose of the strategy;
- to allow the Council to gain a proper understanding of the needs and issues most important to the people in North Lanarkshire;
- to allow the Council to respond to and reflect these needs and issues in the later stages of the strategy development; and
- to allow the public and stakeholders the opportunity to comment on the draft strategy before it is finalised and adopted.

5.2 During the development of this strategy, consultation has been undertaken at two key stages:

- Stage 1, in which general transport issues in North Lanarkshire, opinions on current performance and suggestions for the future were discussed with North Lanarkshire's public and key stakeholders.
- Stage 2, in which stakeholders as well as the public are invited to comment on the draft LTS.

Stage 1: Initial consultation with the public and key stakeholders

5.3 This stage of initial consultation has taken a number of forms and was carried out in November and December 2006. The responses received during this process have been fed back into the development of the strategy. A summary of these activities is provided in the sections below:

North Lanarkshire Partnership Board

5.4 Formed in 1997 the North Lanarkshire Partnership (NLP), which includes the key public sector bodies in the area, is the key strategic mechanism driving the community planning process in the area. Its aim is to improve services for the people of North Lanarkshire through better joint working. It helps to facilitate joint action with local communities, voluntary organisations and the private sector to provide better co-ordination and effective partnership approaches to economic, social and environmental improvement.

5.5 A presentation and discussion was held with the members of the NLP board and the opportunity to provide further feedback was provided through a stakeholder questionnaire and the offer of individual meetings with the various organisations.

5.6 The key points raised by the stakeholders of the NLP board were:

- The economy and social inclusion are the two key issues of prime importance for North Lanarkshire.

- Public transport provision to key employment sites needs to be improved using creative solutions.
- Employers should be involved in developing solutions.
- Improving public transport links to health services is also of high importance.

Local Area Partnerships

5.7 A presentation and discussion was held at each of the North Lanarkshire Local Area Partnership meetings (Bellshill, Airdrie, Wishaw, Motherwell, Coatbridge and Northern areas). Attendees at these meetings were provided with the opportunity to raise issues important to them and their organisations and were able to provide more detailed feedback through the stakeholder questionnaire. Although many specific local issues were raised and noted, a number of common issues were highlighted across a number of LAPs. These are summarised in the points below:

Accessibility

- Public transport services in the early mornings and evenings are very limited.
- Community transport provision is limited and needs to be improved.
- Public transport links to health facilities and between hospitals needs to be improved.
- A lack of public transport provision is a key barrier to accessing employment.
- There should be a focus on improving accessibility to the designated 'Enterprise Zones'.

Congestion

- There are concerns that indiscriminate parking in town centres is causing congestion. This is often caused by over spill parking of commuters at stations in town centres such as Motherwell and Coatbridge.
- There is concern that large new developments, including Ravenscraig, will increase existing congestion problems.
- Heavy goods vehicles are causing congestion and pollution in town centres.

Safety and security

- Personal safety whilst travelling on public transport is a key concern for many people, particularly when travelling in the evenings. This is a major barrier for people using bus services.
- Traffic speeds on some roads in the area, particularly in the vicinity of schools was highlighted as a concern, although there was support for the recently introduced Driver Feedback Signs to slow traffic.

Public transport services

- The poor condition of the vehicles being used on many of the public transport routes in North Lanarkshire was a common issue highlighted as a concern.
- Information on public transport services is poor and should be improved.
- There should be a focus on improving interchange facilities and improving public transport facilities. Specific mention was made of the need to upgrade Motherwell Station.

Stakeholder and public questionnaire

- 5.8 A consultation questionnaire was distributed to key stakeholders through the NLP Board and the LAPs. This questionnaire provided attendees and their organisations with the opportunity to provide more detailed comment on transport issues relevant to them, further to the discussions held at the LAP meetings.
- 5.9 A separate consultation survey was carried out, on-street, with members of the public in order to gain the views of a cross section of the population. In total 556 members of

the public responded to the questionnaire. The two surveys, although adapted slightly to suit the needs of the respondents, asked a number of the same questions. The key results of this process are provided below.

- 5.10 Both questionnaires asked respondents to rank their top three priorities from a list of five key themes. Figure 5.1 and Figure 5.2 show that stakeholders and the public have slightly different priorities. The height of the bars shows the proportion of respondents that ranked each factor as a top three priority (out of five options) while the coloured segments show the split between the top three priorities.

Figure 5.1 Priorities – stakeholders

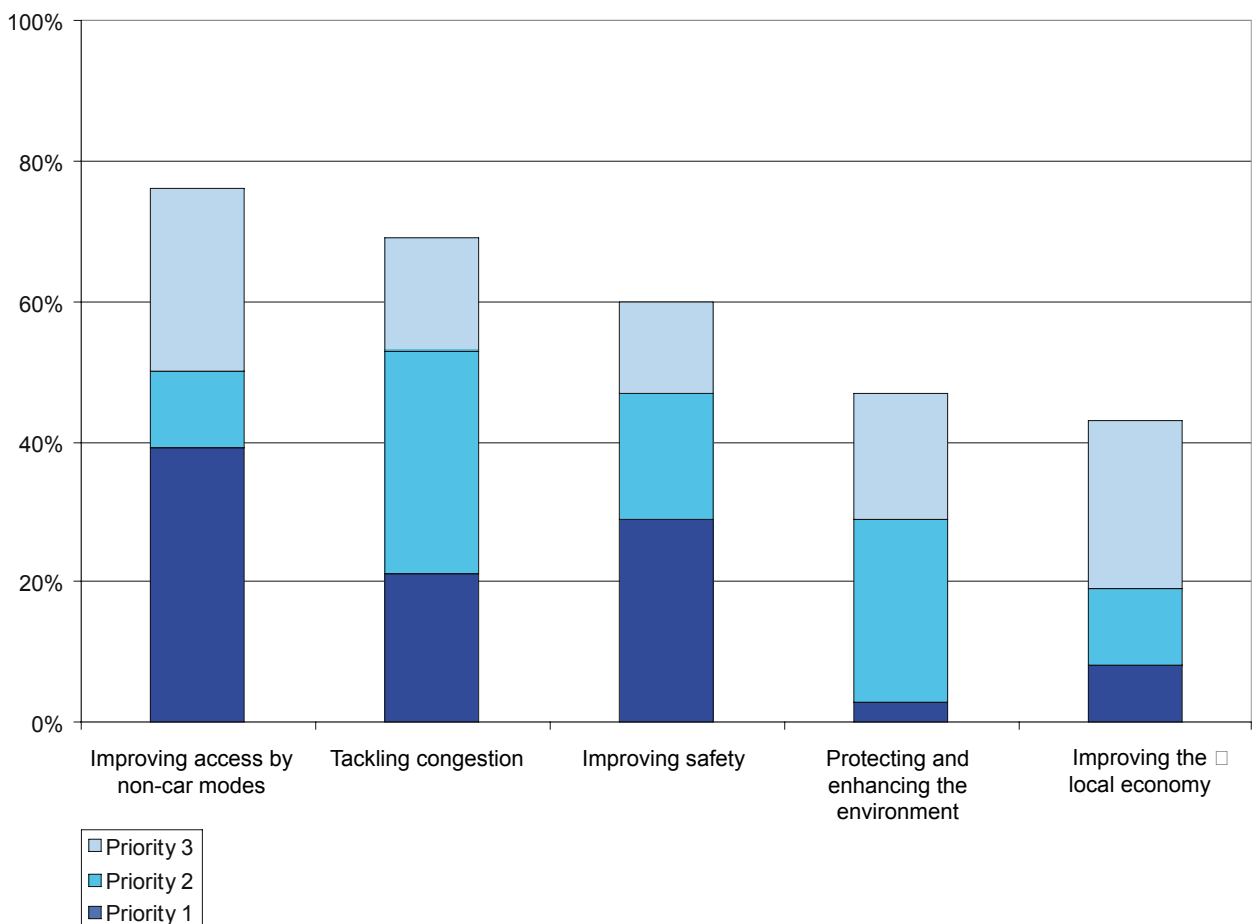
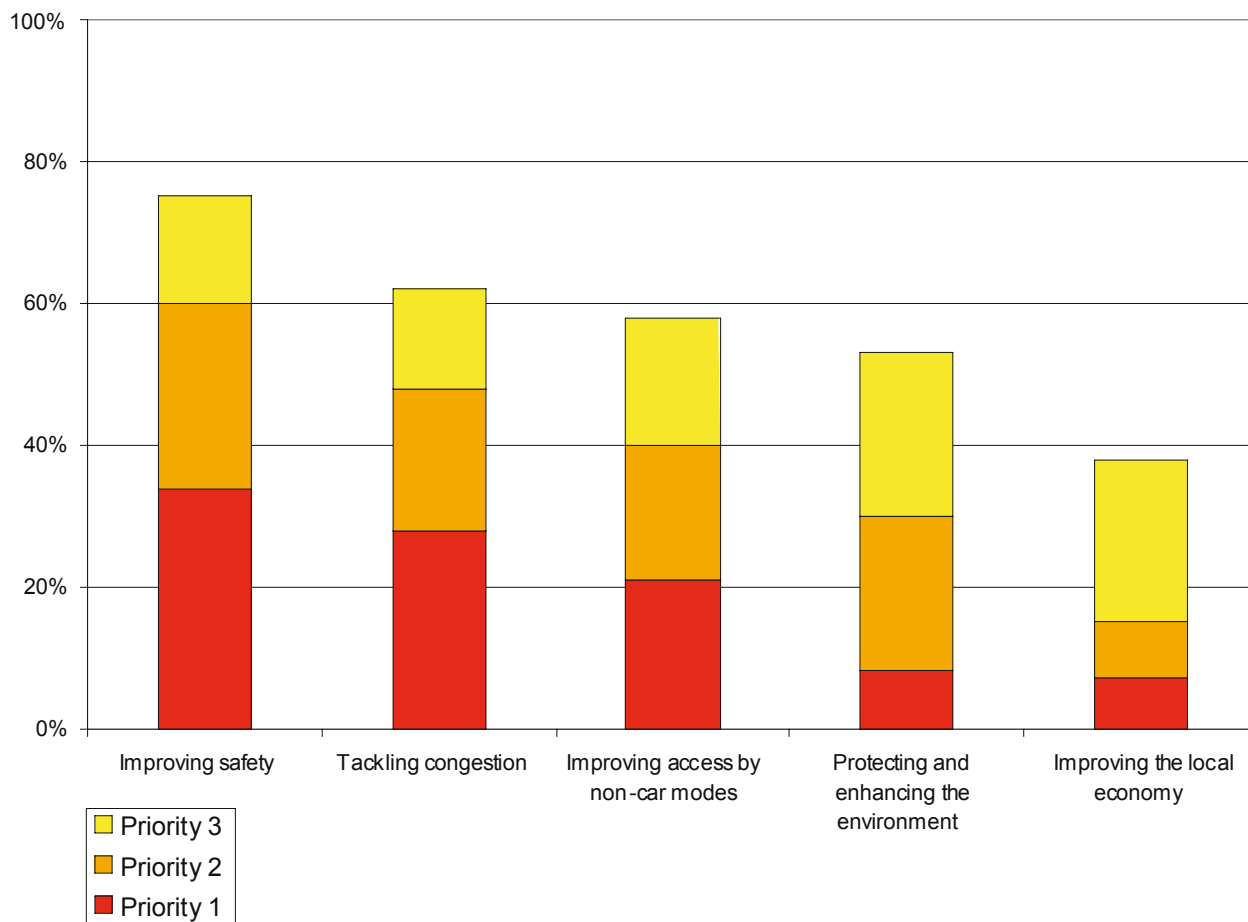


Figure 5.2 Priorities - public



5.11 The figures above show that improving access by non-car modes is the highest priority for key stakeholders with both the highest proportion of respondents ranking it as 'Priority 1' (as indicated by the blue section of the bar) and the highest proportion of respondents ranking it as one of the top three priorities (as indicated by the height of the bar). The general public however rank this as the third priority. It is thought that the presence of some key employers on the stakeholder group will have had a bearing on this result as being accessible to potential employees will be a key concern to them. Although access to employment is also an important issue for the general public, it is likely only to be a key priority for those who are currently searching for employment and do not have access to a private car.

5.12 In the case of the stakeholders and the general public, protecting the environment and improving the local economy are ranked as the two lowest priorities. A slightly greater proportion of stakeholders ranked 'improving the economy' as a number one priority over 'protecting and enhancing the environment'. A greater proportion of the general public however ranked the environment as a top 3 priority than stakeholders did.

5.13 As shown in Figure 5.3, when asked to rank a range of transport improvements, reducing road accidents, better maintenance of the road and footway network and reducing congestion on the road network were highlighted as among the most important improvements by stakeholders and the public.

Figure 5.3 Potential transport improvements (stakeholders)

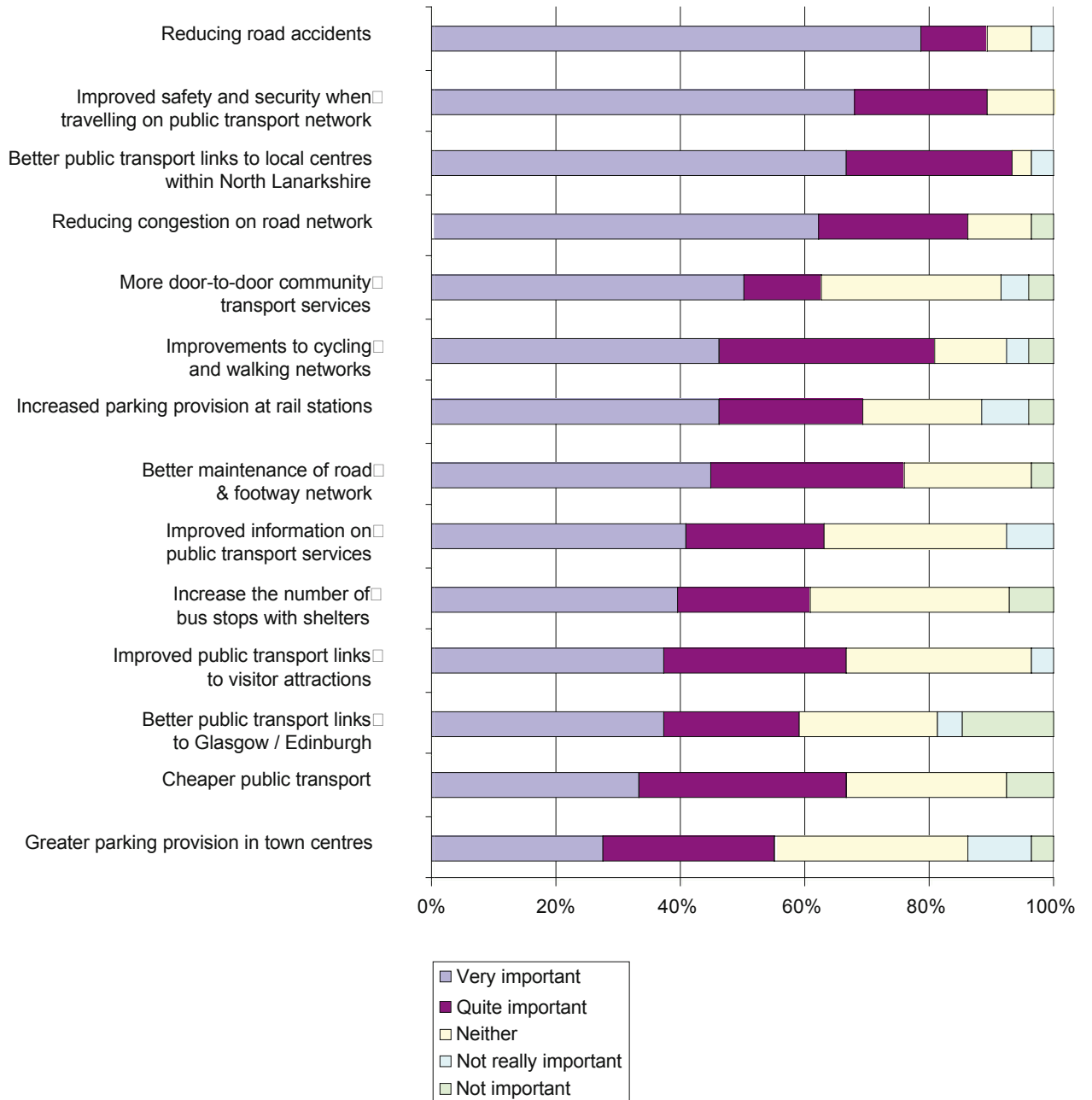
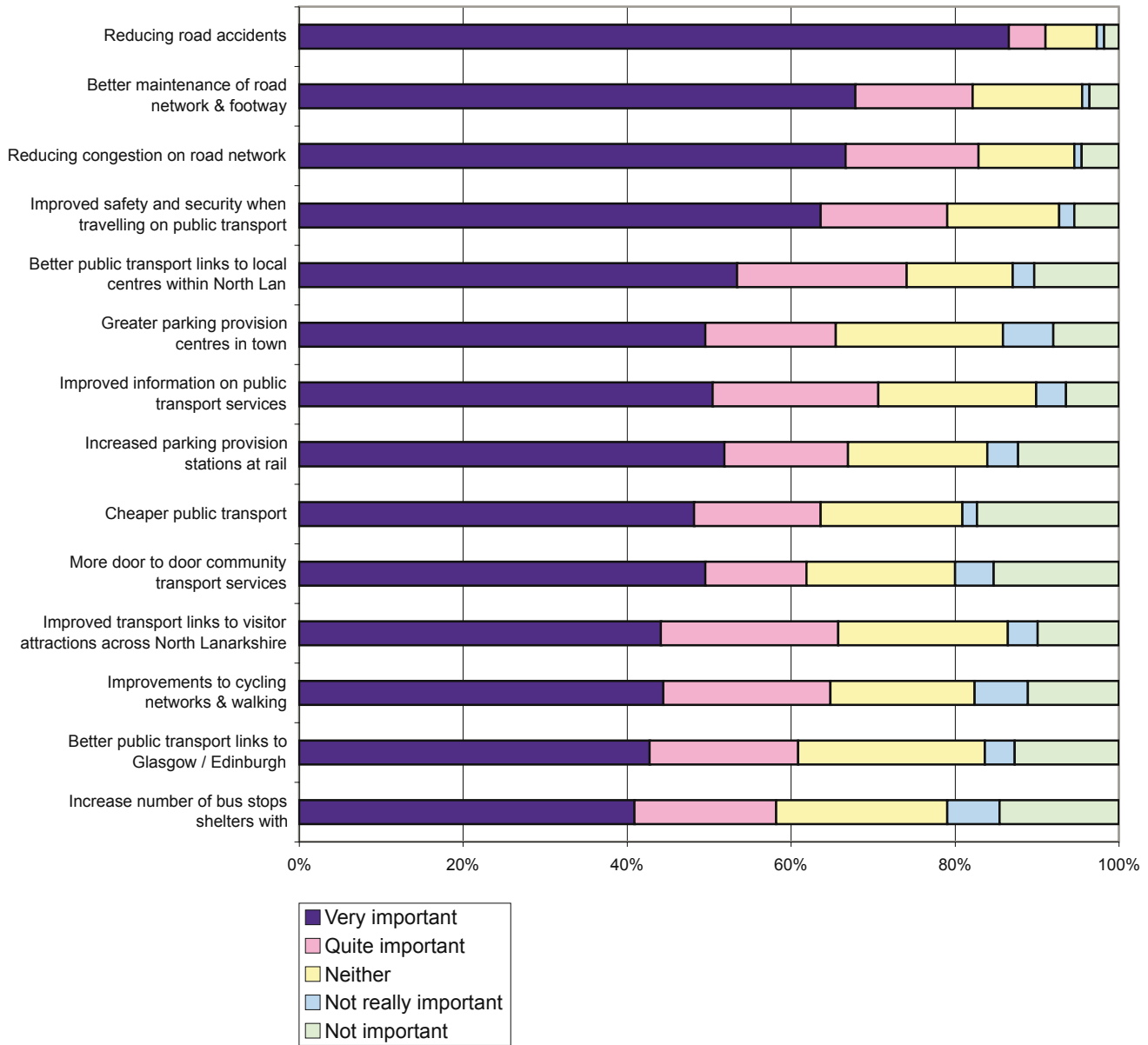


Figure 5.4 Potential transport improvements (public)



5.14 The responses to this question shown in Figure 5.3 and Figure 5.4 show the differences between the desires of the general public and of key stakeholders. In both cases, reducing road accidents is deemed to be very important. One of the greatest differences is that almost 70% of the public believe increased parking provision in town centres is either 'very important' or 'quite important' while only around half of stakeholders believe this to be of importance. This factor is ranked as least important by stakeholders. Better maintenance of the road and footway network is deemed to be of significant importance to the general public but is ranked less important overall by stakeholders. In contrast, stakeholders believe that improving safety and security when travelling on public transport is of high importance.

Other key stakeholders

5.15 Representatives from other key organisations were also contacted and provided with the opportunity to comment and input into the process. These included the Freight Transport Association, Road Haulage Association, The AA, The RAC Foundation, Sustrans Scotland, Cycling Scotland, The British Horse Society, British Waterways, Central Scotland Forest Trust and the Confederation of Passenger Transport. In addition, a number of representative groups were similarly contacted; these included the Voice of Experience Forum, North Lanarkshire Disability Forum, Lanarkshire Links, North Lanarkshire Deaf Forum, North Lanarkshire Access Panel, and NL Employee Disability Forum. The responses received during this element of the consultation were combined with the survey results to provide an overall understanding of the key issues and problems facing the North Lanarkshire and potential opportunities to address these.

Citizens Panel transport survey

5.16 In June and July 2007, North Lanarkshire Council also conducted a transport survey with its newly created Citizens Panel. This survey asked a number of questions relating to main method of transport, important factors in people's choice of transport, reasons for not using public transport, cycling and walking and school transport among others. In total, 1,590 panel members completed the survey (a response rate of 66%) and the results closely mirrored those obtained in earlier consultations for this LTS. The survey found that 68% of respondents travel by car to their place of work or study with a further 21% using public transport and 10% walking with none cycling.

5.17 The survey also found that factors most important to respondents when choosing their mode of transport are reliability, convenience and safety, while the least important factors are relaxing, environmental benefits and healthy lifestyle.

5.18 Although these survey results were obtained with the LTS already under development, they provided useful confirmation of the findings of earlier consultation exercises and provided useful additional information.

Voice of Experience Forum

5.19 The key issues raised by the Voice of Experience Forum, which represents elderly people across North Lanarkshire includes:

- the need for better promotion or information on public transport and community and demand responsive transport services;
- bus services are, in many cases too infrequent;
- there is a need to expand community transport services;
- there are different criteria for pensioners using the MyBus Rural service;
- demand responsive transport services tend to be overbooked;
- MyBus – you have to book too far in advance
- issues of personal safety are a key priority;
- uneven slabs and footways results in a feeling of tripping and falling;
- overgrown trees and shrubs on footways;
- anti-social behaviour is a key deterrent; and
- there is a need for improved information on roads and lighting faults.

Conclusions

5.20 A range of people and organisations have been consulted in relation to the development of this LTS. The first stage of consultation aimed to develop a clear understanding of the issues, problems and opportunities relating to transport provision in North Lanarkshire. The results of this consultation exercise have subsequently helped to inform the development of relevant and meaningful objectives that will form the basis of the strategy and set the direction for investment in transport services over the next four years.

5.21 The findings of the consultation exercise have also been used to inform the policies and actions contained within this strategy. Together these form an integrated package of measures designed to meet the needs of the people living and working in North Lanarkshire.



6. Opportunities

Introduction

6.1 Analysis of the key issues in North Lanarkshire, discussions regarding the existing transport network and consultation with the general public and key stakeholders in the area have all helped to identify five key transport related issues in North Lanarkshire. These are:

- safety and security when travelling on the transport network;
- access to employment, health and education by public transport, cycling and walking;
- peak hour congestion on the road network;
- parking in town centres; and
- maintenance of the road and footway network.

6.2 There is a wide range of opportunities available to tackle each of these key issues and these are discussed in the paragraphs below. Each of these issues is interlinked and in many cases, by addressing one, benefits can also be achieved in another area.

Safety and security

6.3 There are two aspects to be dealt with in terms of safety and security - safety on the road network (the reduction of road accidents and casualties) and fear of crime whilst travelling on the transport network (particularly for public transport users and pedestrians). Improving the safety and security of the travelling public will result in an improved quality of life for the people of North Lanarkshire and will also have a beneficial impact on the economy (it is estimated that prevention of each fatal or serious road accident has an economic benefit to the area of approximately £1,384,463 or £155,563 respectively).

6.4 There are opportunities to address both elements of this through a variety of measures including:

- Use of speed cameras, automatic driver messaging systems, and traffic calming measures to reduce traffic speed, particularly in built up areas.
- Infrastructure improvements to improve the design and layout of the road and footway network and junctions.
- Improvements in provision for cyclists, such as expansion of the off-road cycle network and on-road cycle lanes which will increase their safety and in turn encourage a greater number of people to consider cycling as a regular mode of transport.
- Road safety education and training, particularly for young people. In recent years, North Lanarkshire Council has seen a significant reduction in fatal and serious accidents as a result of this work and has met national targets prior to the set deadlines. There are, however opportunities to continue this downward trend in road accidents and set new, more challenging targets.
- Provision of CCTV facilities on-street, at interchange points and on public transport vehicles. CCTV can contribute to an increased feeling of safety and help to encourage more use of the public transport network. This subsequently has positive implications for reducing congestion on the road network, improving accessibility and quality of life.

Access to employment, health and education by public transport, cycling and walking.

6.5 There are significant opportunities to reduce social exclusion by improving access to key employment, health and education services through improvements to public transport, as well as to cycling and walking networks. A range of potential opportunities are highlighted below:

Local bus services

- Increasing the coverage, frequency and hours of operation of local bus services would enable many people to access destinations currently unavailable to them.
- Better connect areas of unemployment and areas of employment opportunity and outlying villages and rural areas with town centres and key interchange points.
- Improve access to public transport for those with mobility difficulties through provision of low-floor vehicles and level-boarding facilities.
- Liaise with SPT's Service Compliance Officers and Traffic Commissioners Officers who regularly check the suitability and safety of the vehicles.

6.6 As the majority of local bus services in North Lanarkshire are run by a large number of privately owned companies and as the bus industry is deregulated, the Council will require their cooperation to directly improve services. There are, however, opportunities for the Council to work with operators and other key bodies to ensure that the services provided best meet the needs of the people of North Lanarkshire.

Rail services

- Capitalise on the opportunities that will be provided by the re-opening of the Airdrie-Bathgate passenger rail link through the provision of public transport connections to the new services and stations along this route.
- To ensure that rail stations are fully accessible by all modes of transport, including bicycle, on foot and by local bus services, as well as for those with mobility difficulties. For instance, a fully compliant footbridge has been installed at Motherwell Station; although further works are required, the Council and SPT will work with rail industry partners to deliver necessary improvements.
- To develop stations into key interchange points that provide a high level of service and information provision.

Community transport

- Roll out / expand community and demand responsive transport initiatives and increase marketing and communication of the services available.

Cycling and walking

- Ensuring that appropriate infrastructure and information is in place and that people feel safe whilst travelling in this way.
- Better link residential areas with business parks and key employment areas and reduce the severance currently created by the road network.
- Provision of cycle routes that complement and link to those in neighbouring authority areas.
- Further promote and publicise sources of information and facilities that are available.

Congestion and network performance

- 6.7 By encouraging a shift away from the private car to public transport, walking and cycling, particularly for journeys to work and school, peak hour congestion can be reduced. Alleviating this congestion will have a number of benefits for North Lanarkshire as a whole. By reducing congestion, improvements in journey time and reliability can be achieved thus making North Lanarkshire a more attractive place in which to invest and work, benefiting the economy as a whole. Such measures will also reduce the impact of local congestion, which could act as a barrier to the large-scale development that is outlined in the Finalised Draft North Lanarkshire Local Plan.
- 6.8 Reducing peak hour congestion will also result in benefits for the environment through reductions in vehicle emissions and consequential improvements in local air quality. Improvements to local air quality and the encouragement of more active forms of travel such as walking and cycling will bring additional benefits for the general health of the population.
- 6.9 There is a range of measures available to the Council to tackle this issue, which are discussed in more detail below. More detailed measures to tackle air quality are provided in the Council's Air Quality Management Action Plan.

Public transport

- Improvements to the frequency and timing of public transport services and to the surrounding infrastructure (vehicles and waiting facilities), more extensive information provision, and the integration of services, will make bus and rail travel much more attractive options.
- Work with employers at key business locations to provide innovative solutions to severe congestion problems, e.g. shuttle bus services.
- Promotion and enhancement of park and ride facilities to encourage people to use public transport for the most congested part of their journey.
- Improve integration of local bus services with train services to provide more opportunities for people to undertake journeys by public transport.

Park and ride

- Enhance opportunities for rail and bus-based park and ride to reduce congestion on the region's road network. Where necessary provide Park and Car Share facilities which have shown to be a success at Newhouse (M8 Junction 6).

Travel planning

- Encourage further development and implementation of school and workplace travel plans, to encourage travel by public transport, cycling and walking on journeys to work and school.

Land use planning

- Ensure that new developments are planned in areas that are currently well served by public transport, cycling and walking links.
- Request travel plans as part of requirements of planning permission for new large-scale developments.
- Potential to secure funding contributions from developers and other private bodies connected with new developments, to improve transport facilities surrounding the development.
- Develop the existing town centre Paramics traffic models to help manage current traffic flows as well as to examine and accommodate additional traffic flows on the road network that might result from future planning developments.

Parking in town centres

6.10 A key issue identified through consultation is the problem of parking in town centres. In many cases, because there is significant unrestricted parking and no differentiation between long and short stay car parking throughout the day, commuters are able to park all day in the car parks not subject to limited-time parking restrictions. This causes problems for local shoppers and others wishing to park to access town

centre facilities. Some businesses have parking management systems in place to ensure that demand for short and medium stay parking for shopping is satisfied. Opportunities exist to manage traffic levels in North Lanarkshire's town centres and encourage their regeneration through regulation of parking. Some businesses have already started to manage their parking supply in order to encourage and assist shoppers. Opportunities include:

- Managing the total amount of parking available;
- Managing the share of parking available for long and short stay users;
- Using charging mechanisms to control demand and length of stay in different locations.

6.11 A key issue in managing parking will be to strike the correct balance between limiting the impact of congestion in the town centre and maintaining accessibility levels and a positive economic performance. On-street parking management can be used to encourage turnover of spaces, thereby helping to attract trade for local businesses. There are some limitations in terms of controlling parking in that a number of car parks are owned by private organisations and the Council therefore requires cooperation to succeed.



Maintenance and improvement of the road and footway network

6.12 There is a considerable number of opportunities to improve levels of maintenance and to improve the road and footway network generally. These include opportunities to:

- Ensure that all roads, footways and cycleways are of a suitable standard to maintain safety and increase the attractiveness of public transport, cycling and walking;
- Ensure that lighting provision is appropriate to the type of route and that it improves safety;
- Ensure that winter maintenance regimes keep the most important parts of the network functioning in adverse weather conditions;
- Provide a positive contribution to the environment through the use of recycled materials in maintenance and construction, wherever feasible.



7. Vision and objectives for North Lanarkshire

- 7.1 The vision and objectives of this Local Transport Strategy (LTS) set out what the Council wants the transport system in North Lanarkshire to achieve in the coming years. The transport objectives set the direction for investment in transport and ensure that transport improvements also work towards the Council’s wider overarching goals. The objectives will also allow the Council to monitor and evaluate progress and to see what elements of the strategy are working well, as well as highlight any that may need to be refined.
- 7.2 The vision and objectives for this LTS have been developed directly with reference to the objective areas set out in other

North Lanarkshire strategies and plans. They have also been developed in line with the National Transport Strategy and the Regional Transport Strategy, as set out in Table 7.2. The LTS forms part of an integrated approach by North Lanarkshire Council to create a cohesive set of local objectives – designed to achieve all round benefit for the area – which are also in line with objectives at other levels of governance. The Single Outcome Agreement, the Community Plan, Corporate Plan, Finalised Draft North Lanarkshire Local Plan, the Draft Air Quality Action Plan and Economic Development Framework have all fed directly in to the LTS objective-setting process, along with regional-level strategies that apply to North Lanarkshire, as shown in Figure 7.1. The overarching aims of each plan are set out in detail in Chapter 2.

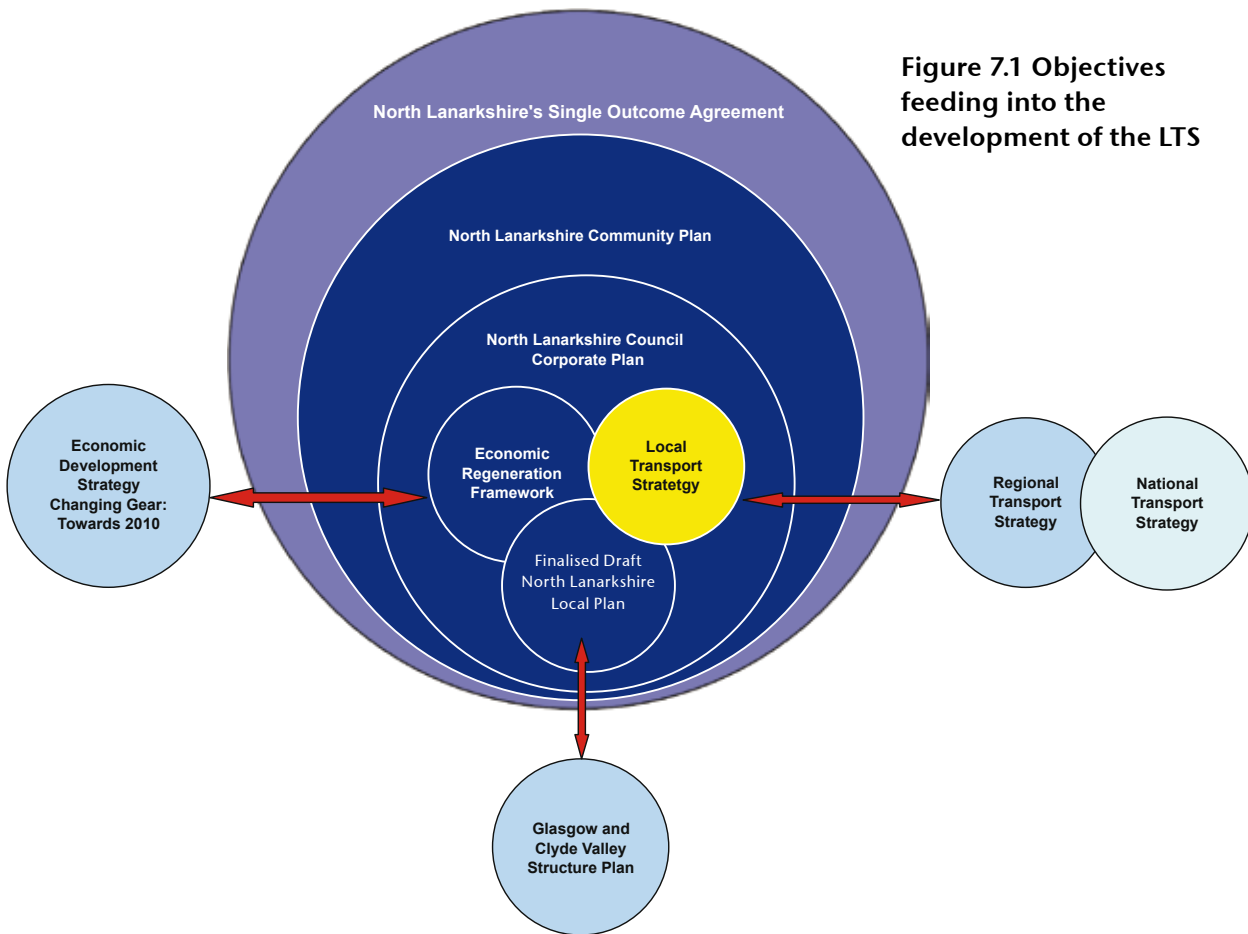


Figure 7.1 Objectives feeding into the development of the LTS

Vision

- 7.3 The vision of the LTS, which has been developed to link with the vision and objectives of the above strategies and plans, is:

“To create a North Lanarkshire that is an attractive place to live, work and invest and a place where all people enjoy a high quality of life with equal opportunities”.

- 7.4 Transport has a key role to play in achieving this overall vision by creating a network that is integrated, is fair and accessible, offers real choice, is efficient, affordable and easy to use, is environmentally sustainable, supports economic development and regeneration and is safe and secure.

- 7.5 A set of objectives has been developed that direct the strategy towards achieving this vision. These objectives have been developed to also address the problems and opportunities identified through earlier consultation and research. The five key issues relating to transport in North Lanarkshire are:

1. safety and security when travelling on the transport network;
2. access to employment, health and education by public transport, cycling and walking;
3. peak hour congestion on the road network;
4. parking in town centres; and
5. maintenance of the road and footway network.

- 7.6 The objectives of this LTS are detailed below, which are centred on four key themes that link back to national transport objectives; these also relate to the key themes of the Council’s Corporate Plan 2008 to 2012 and the key local issues, as follows:

- improving the economy: this necessitates dealing with issues of congestion and improving the transport infrastructure, which relates to the key theme of Regeneration within the Corporate Plan and is integral to our social, environmental and economic circumstances;
- improving accessibility: this requires improving access to employment, health, education and other key services by forms of transport other than the private car; achieving success in the Corporate Plan’s key themes of Lifelong Learning, Environment and Health and Wellbeing is dependent on accessibility improvements;
- enhancing safety and security: incorporating both road safety and issues related to the fear of crime on the transport network, which has a bearing on the key themes of Health and Wellbeing and Environment; and
- improving the environment and health of the population: which necessitates directly addressing increasing levels of road traffic and increasingly inactive lifestyles; these objectives reflect the Council’s key Corporate Plan themes of Health and Wellbeing and Environment.

- 7.7 Four key objectives have been developed within these four themes: these are detailed in table 7.1 along with an outline of our strategy for achieving these.

Table 7.1 Key Objectives from the Local transport Strategy

Objective 1 To stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business.

Our strategy for achieving this is to:

- Reducing the impact of peak hour congestion on the road network and secure more reliable journey times by all modes;
- Instigate appropriate demand management measures.
- Improve access to key town centres, employment and education destinations; and
- Provide a high quality, well maintained and integrated transport network.

Objective 2 To provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and those with limited access to the transport network

Our strategy for achieving this is to:

- Improve the connectivity within North Lanarkshire, particularly along North-South corridors and in rural areas by public transport, cycling and walking;
- Improve the accessibility of the transport network as a whole, particularly for those in areas of high unemployment and those with mobility difficulties.

Objective 3 To promote safety in the community and enhance actual and perceived safety when travelling on the transport network.

Our strategy for achieving this is to:

- Reduce the number and severity of road traffic accidents; and
- Reduce crime and the fear of crime for all on the transport network.

Objective 4 To protect North Lanarkshire’s natural and built environment and to improve the health of its population.

Our strategy for achieving this is to:

- Improve local air quality and reduce carbon emissions;
- Improve access to healthcare facilities;
- Challenge existing travel behaviour habits and encourage more sustainable transport choices.
- Increase the proportion of active travel trips; and
- Minimise the impact of the transport network on the natural and built environment.

Table 7.2 Link between local transport strategy and national transport strategy objectives

National transport strategy objectives						
LTS strategy elements	To promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency	To promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network.	To protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of energy sources	To improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff.	To improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport	

Objective 1: To stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business

Reduce the impact of peak hour congestion on the road network and secure more reliable journey times by all modes.					
Instigate appropriate demand management measures.					
Improve access to key town centre, employment and education destinations.					
Provide a high quality, well-maintained and integrated transport network.					

Table 7.2 Link between local transport strategy and regional transport strategy objectives

Regional transport strategy objectives							
LTS strategy elements	To improve safety and personal security on the transport system	To increase the proportion of trips undertaken by walking, cycling and public transport	To enhance the attractiveness, reliability and integration of the transport network	To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight	To promote and facilitate access that recognises the transport requirements of all	To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system	To support land-use planning strategies, regeneration and development by integrating transport provision.

Objective 1: To stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business

Reduce the impact of peak hour congestion on the road network and secure more reliable journey times by all modes.							
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Objective 2: To provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and for those with limited access to the transport network.

Improve connectivity within North Lanarkshire, particularly along North – South corridors and in rural areas by public transport, cycling and walking and.					
Improve the accessibility of the transport network as a whole, particularly for those in areas of high unemployment and those with mobility difficulties.					

Table 7.2 Link between local transport strategy and regional transport strategy objectives

RTS objectives							
LTS strategy elements	To improve safety and personal security on the transport system	To increase the proportion of trips undertaken by walking, cycling and public transport	To enhance the attractiveness, reliability and integration of the transport network	To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight	To promote and facilitate access that recognises the transport requirements of all	To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system	To support land-use planning strategies, regeneration and development by integrating transport provision.

Objective 2: To provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and for those with limited access to the transport network.

Improve connectivity within North Lanarkshire, particularly along North – South corridors and in rural areas by public transport, cycling and walking and.							
Improve the accessibility of the transport network as a whole, particularly for those in areas of high unemployment and those with mobility difficulties.							

Table 7.2 Link between local transport strategy and national transport strategy objectives

National Transport Strategy objectives						
LTS strategy elements	To promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency	To promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network.	To protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of energy sources	To improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff.	To improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport	

Objective 3: To promote safety in the community and enhance the actual and perceived safety when travelling on the transport network.

Reduce the number and severity of road traffic accidents.

Reduce crime and the fear of crime for all on the transport network.

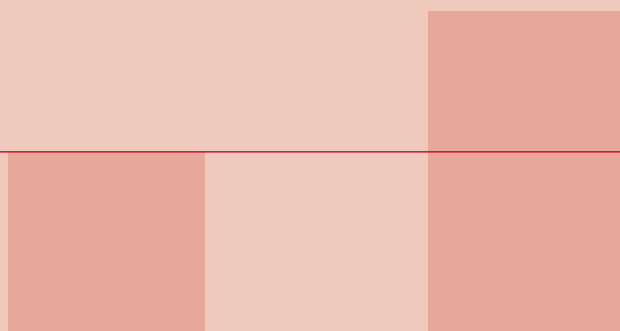


Table 7.2 Link between local transport strategy and regional transport strategy objectives

Regional transport strategy objectives							
LTS strategy elements	To improve safety and personal security on the transport system	To increase the proportion of trips undertaken by walking, cycling and public transport	To enhance the attractiveness, reliability and integration of the transport network	To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight	To promote and facilitate access that recognises the transport requirements of all	To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system	To support land-use planning strategies, regeneration and development by integrating transport provision.

Objective 3: To promote safety in the community and enhance the actual and perceived safety when travelling on the transport network.

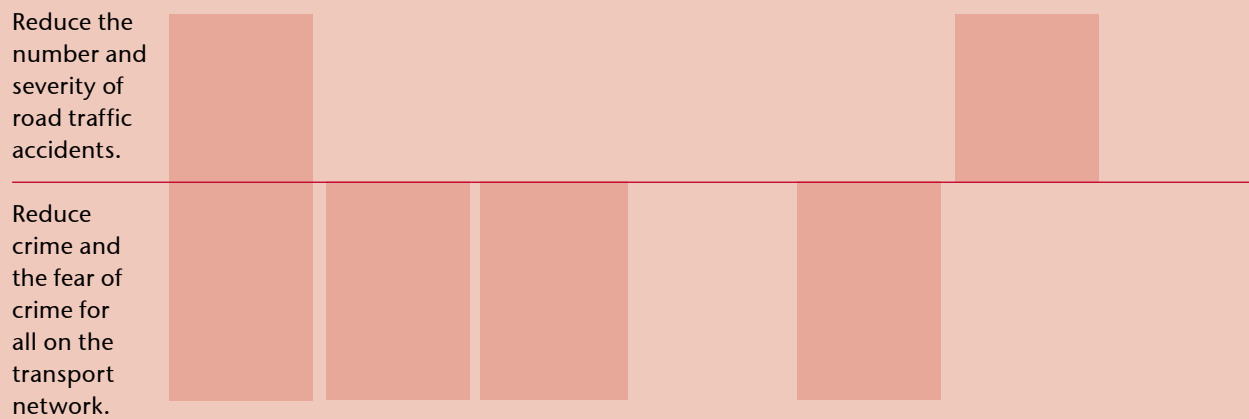


Table 7.2 Link between local transport strategy and national transport strategy objectives

National Transport Strategy objectives						
LTS strategy elements	To promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency	To promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network.	To protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of energy sources	To improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff.	To improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport	

Objective 4: To protect the North Lanarkshire’s natural and built environment and improve the health of its population.

Improve local air quality and reduce carbon emissions					
Improve access to healthcare facilities.					
Challenge existing travel behaviour habits and encourage more sustainable transport choices					
Increase the proportion of cycling and walking trips.					
Minimise the impact of the transport network on the natural and built environment.					

Table 7.2 Link between local transport strategy and regional transport strategy objectives

Regional transport strategy objectives							
LTS strategy elements	To improve safety and personal security on the transport system	To increase the proportion of trips undertaken by walking, cycling and public transport	To enhance the attractiveness, reliability and integration of the transport network	To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight	To promote and facilitate access that recognises the transport requirements of all	To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system	To support land-use planning strategies, regeneration and development by integrating transport provision.

Objective 4: To protect the North Lanarkshire’s natural and built environment and improve the health of its population.

Improve local air quality and reduce carbon emissions							
Improve access to health-care facilities.							
Challenge existing travel behaviour habits and encourage more sustainable transport choices							
Increase the proportion of cycling and walking trips.							
Minimise the impact of the transport network on the natural and built environment.							

8. The transport strategy

8.1 As set out in the previous chapters, four key objectives have been identified to aid the development of a strategy that addresses the key issues and opportunities relevant to North Lanarkshire and is in line with other local, regional and national policies. The policies that make up this LTS have been developed in order to address a range of key issues identified through research and consultation as well as to meet the objectives detailed in the previous chapter.

8.2 Policies have been split by the following headings, which reflect the key issues for North Lanarkshire:

- **Safety and security** - covering road safety issues and safety and security whilst travelling on the transport network as a whole.
- **Improving access by public transport, cycling and walking** - this includes bus, rail, cycling, walking, community transport and taxis and is focussed on improving access to employment and key services.
- **Reducing congestion and improving network performance** - covering measures aimed at improving the flow of traffic, including provision of priority for certain vehicles, travel planning, and measures to reduce the negative environmental effects of congestion and high traffic volumes.
- **Parking in town centres** – covering parking for all modes of transport from cars to bicycles and motorcycles and also the provision of disabled parking facilities.
- **Road and footway maintenance and improvement** – including maintenance of the existing network and associated features, including lighting provision and winter maintenance.

8.3 At the end of each section there is a table that illustrates how each policy contributes to delivering the four objectives of the strategy. In many cases a policy may contribute to meeting more than one objective: the table also illustrates that, as part of an integrated package of complimentary measures, each policy contributes to the overall strategy that meets all four of the objectives set.

Safety and security

Introduction

8.4 Fear of crime and transport safety on the transport network is a key issue for the travelling public in North Lanarkshire: this perceived risk of crime acts as a real deterrent to people using public transport, particularly after dark. Concerns over safety on the road network can also act as a deterrent to cycling and walking if roads are busy and sufficient space and crossing points are not provided.

8.5 However, the Council already has an excellent record in reducing road accidents and has already met the 2010 national targets (see Chapter 4 for more details). That has been achieved through a multi-agency approach, essentially pooling resources to achieve common objective of reducing the number of, and severity of, accidents on our roads. The measures include a mixture of proactive and reactive education and engineering interventions, such as advisory Twenty's Plenty signing schemes, part-time mandatory 20mph speed limits at schools, investigating and treating accident cluster sites, and the review of speed limits on 'A' and 'B' class roads. That notwithstanding, the Council regards safety as an important aspect of its transport service and consequently this strategy identifies a range of policy measures to facilitate this

continued improvement. These measures will be utilised to work towards the Scottish Government's Scottish road safety targets for the period 2010 to 2020, as set out in 'Scotland's Road Safety Framework to 2020' document. The Council's 'Walking and Cycling Strategy' also sets out a range of measures to cater for and protect pedestrians and cyclists, who are generally more vulnerable road users. Many of the policies within this section that refer to walking and cycling have been developed in conjunction with this strategy.

- 8.6 This strategy adopts a combination of measures aimed at both reducing casualties on the road network and reducing the risk and fear of crime. These policies consist of improvements to the public transport infrastructure and the street environment including CCTV, lighting, maintenance of footways and removal of overhanging trees / bushes and other items that reduce visibility.
- 8.7 Measures to enhance waiting facilities will be complemented by improved information in order to provide accurate timetable, ticket and journey information, prior to and during the journey. Such measures can assist in reducing the fear of the unknown for many potential and existing passengers.
- 8.8 A key focus of this strategy is the continuation of the already successful road safety education programme at schools and with the general public. Educating people, and in particular young children, on road safety not only has the immediate benefit of increased road safety today, but will have longer term benefits in the future. Many of these initiatives are directed towards vulnerable road users, who may include elderly as well young pedestrians, parents with prams/ toddlers, mobility impaired, cyclists, and the like. The strategy has been complimented with harder measures which include temporary mandatory 20mph

schemes at schools and, where regulations allow, the introduction of 20mph zones.

- 8.9 The policies that make up this strategy are detailed below. In addition to these, the Council will work with SPT to seek the delivery of a new multi-modal interchange in Motherwell town centre. The improvements, if implemented, would incorporate a range of safety and security improvements that will contribute to achieving the objectives of this strategy.

Policies

S1 Contribute to a reduction in crime and the fear of crime across the whole public transport network

The Council is committed to working in partnership with public transport operators, Strathclyde Police, British Transport Police and the public generally to tackle the issue of crime and safety on North Lanarkshire's transport network. The aim is to eliminate crime and the fear of crime on and around transport facilities by a combination of design and policy measures including:

- further investment in the bus stop infrastructure including improvement of shelters, seating and lighting;
- working with operators to look in to the possibility of installing CCTV on vehicles as a deterrent to crime and anti social behaviour;
- provision of CCTV facilities, help points and improved lighting at all rail stations and key bus interchanges in partnership with other agencies;
- enhancing pedestrian and cycle facilities, including lighting improvements and the removal of overhanging bushes or foliage between established footpaths and bus/ rail stops/ stations.

- provision of secure parking for vehicles, cycles and motorcycles. At present, the Council's network of CCTV cameras predominantly covers town centre locations. The Council has recently installed CCTV facilities at Harthill Transport Interchange and aims to expand this facility to cover other key parts of the transport network.

Although the Council aims to provide bus shelters wherever possible to ensure a more pleasant waiting environment for passengers, it is often the case that the provision of bus shelters can have the opposite effect and become a focus for anti-social behaviour. In recent years, some bus shelters in North Lanarkshire have been removed following requests from the public as they have become a focus for graffiti, vandalism and anti-social behaviour in general. Each bus stop will be assessed individually in order to provide the most appropriate facilities to improve safety and reduce criminal intent.

S2 Continue a programme of road safety education for the general public

The programme of road shows, presentations and practical advice delivered by the Council's Road Safety Team will continue throughout the period of this LTS, with the aim of improving the safety record even further. Existing road safety programmes include:

- Child pedestrian training scheme;
- Children's Traffic Club;
- Scottish Cycle Training Scheme;
- Encouraging the Pass Plus scheme;
- Baby Car Seat Loan scheme;
- Poster and radio campaigns;

- Road shows around schools; and
- Radio campaigns specifically targeted at elderly pedestrians.

Within the banner of road safety education, the child pedestrian training scheme will continue to play a key role during the lifetime of this LTS. North Lanarkshire Council has embraced the concept of the original Scottish Government 'Kerbcraft' scheme and the results have been excellent, as has the feedback from parents, pupils and teachers. As such, the Council aims to continue the child pedestrian training scheme and if possible increase its role within road safety education even further. The Council will continue to be a member of the West of Scotland Road Safety Forum, which provides opportunities for co-operation with other local authorities, and the sharing of best practice in education and engineering. The Forum also helps to jointly fund region-wide schemes, such as initiatives targeting young drivers and elderly pedestrians.

S3 Reduce fear of crime and improve the safety of public transport, cycling and walking through information provision

Although it has been shown that the fear of crime is far greater than actual instances of reported crime, the presence of information that enables people to better plan their journeys, incorporating less waiting time at bus stops, will increase safety for public transport passengers as well as reduce their fear of crime. Increased feelings of control and certainty facilitated by the provision of information at bus stops will significantly increase progress towards this for all passengers. Similarly, information on, and the promotion of, walking and cycling routes, can help improve safety and perceptions of safety by increasing the number of people using these routes.

S4 Implementation of appropriate measures to improve personal safety for pedestrians

The Council will work closely with Strathclyde Police to ensure that measures are taken to reduce the fear of crime and reality of street crime and its impact on the likelihood of people opting to walk as a form of transport. Design and maintenance of pedestrian facilities, personal safety education, public relations campaigns, road safety audits, CCTV and lighting enhancements can all be adopted to minimise the impact of street crime on pedestrians and consequently increase feelings of safety.

The Council will continue to undertake safety improvements through the 'safer routes to stations' project to ensure that access to all stations is provided in as safe a manner as possible. In large scale redevelopment of stations, we will ensure pedestrian safety, as well as personal security; will be a central issue in the design process.

The Council will continue to work with the Police in an attempt to reduce instances of parking on footways in certain areas, with the aim of ensuring a safe passage for all pedestrians.

Safety improvements associated with schools are currently addressed through the Travel Plan Co-ordinator role. The contribution of School Travel Plans towards reducing congestion is dealt with in another part of the strategy.

S5 Implement engineering measures where they will improve safety and provide local benefits

Road Accident Investigation and Prevention (AIP) studies were initiated in North Lanarkshire during 1999. The council uses its road accident database to identify road accident cluster sites. All cluster sites that

have a total of 5 or more personal injury accidents, in the relevant three year period, will be investigated to determine if low cost remedial treatment can be applied at that location to prevent similar accidents occurring in future years.

A site is usually defined as the area enclosed by a 100 metre grid square and will generally consider a road junction or a short length of road. A prioritised list of sites to be investigated, because of their higher than average accident levels, is approved by the Planning and Transportation Committee bi-annually.

Since the AIP programme began in 1999, 33 accident cluster sites have been recommended for remedial treatment following investigation. Funding for the treatment of accident sites was made available for the first time during 2001 and subsequently the annual budget for AIP schemes has been approximately £100,000.

To date, thirteen locations have been treated and monitored, for the standard three year period, following treatment. Across these sites, a reduction in personal injury accidents of 64.1% has been noted following remedial treatment being applied. The number of injury road accidents has been reduced from 92 to 33. The monetary value of the accidents saved is greater than £4 million with a cost to benefit ratio of 1 to 14. This is in addition to the pain, suffering and loss of output that has been avoided as a result of this reduction in road accidents. Other sites that have been treated but have not as yet completed the three year monitoring period are showing similar levels of accident reduction.

Generally speaking, accidents resulting in injuries to vulnerable road users, such as young and elderly pedestrians and cyclists, tend not to form accident clusters but are spread over a wider geographical area and therefore require a different type of

approach. Area wide treatments are often referred to as traffic calming schemes. These schemes aim to reduce vehicle speeds by using horizontal or vertical shifts in the road alignment. They also aim to deter through traffic from using the treated area. Vertical shifts can be achieved by installing road humps or speed cushions in the carriageway. Chicanes and mini roundabouts are examples of elements that can introduce horizontal shifts into the road alignment. Research has shown that a reduction in average vehicle speeds of 1 mph can result in a corresponding reduction in road accidents of 5 percent.

Each year the Council receives a number of requests for the installation of traffic calming schemes at various locations. The demand for traffic calming, generally, far exceeds the budget that is available for funding schemes of this type. The council has developed criteria that will allow any available funding to be directed towards areas that would benefit the most from the introduction of a traffic calming scheme.

The council has also made use of engineering measures that are designed to modify driver behaviour which will hopefully result in fewer vehicles being driven at inappropriate speeds. This should lead to improved safety for all classes of road users.

Electronic vehicle activated signs have been installed, at a number locations throughout North Lanarkshire, where there has been evidence of inappropriate vehicle speeds that might endanger other road users. North Lanarkshire Council was one of the first local authorities to embrace this new technology and to install electronic signs of this type. The signs have been well received by both the elected members and the residents of North Lanarkshire.

The council has also been active in promoting improved road safety near schools, in recent years. All schools in North Lanarkshire now have either a full time or part time mandatory or an advisory 20 mph speed limit in operation adjacent to the entrance to the school.

North Lanarkshire Council is still on course to meet the targets that have been set by central government for road casualty reductions by 2010. Indeed, the council has set itself even more challenging targets for road casualty reductions for the same period. The latest set of casualty statistics suggests that the council will be successful in achieving its own targets for road casualty reductions.

The subsequent focus will be on achieving the Scottish road safety targets from 2010 to 2020, as set out in the Scottish Government's Road Safety Framework to 2020.

Figure 8.1 shows the casualty reductions that the Scottish Government wish local authorities to achieve by 2015 and 2020, compared with the average Scottish figures for the period 2004/08.

Figure 8.1: Scottish road safety targets to 2020, with milestones at 2015

Target	2015 milestone % reduction	2020 target % reduction
People killed	30	40
People seriously injured	43	55
Children (aged <16) killed	35	50
Children (aged <16) seriously injured	50	65

In addition, the Scottish Government will continue the previous 10% reduction target in the slight casualty rate to 2020.

S6 Ensure safety considerations are taken into account in the planning and design of all new developments, including major new road infrastructure

Safety Audits will be undertaken on all major new developments and road improvements. These will be carried out at three key stages of development (feasibility, detailed design and prior to opening) and will take account of all modes of transport.

The Council aims to ensure a high level of safety in the development of all new car parks. Vehicle crime accounts for a high percentage of all crime and it is estimated that 22% of vehicle crime occurs in parking areas.

S7 Improve safety for all road users in residential areas, around schools and in town centres

Almost all schools in North Lanarkshire Council are now covered by either “20s Plenty” advisory 20mph zones or mandatory part time 20mph speed limits. The Council will continue to ensure that appropriate roads in new residential developments are subject to a 20mph speed limit where appropriate.

Speed activated variable message signs (VMSs), which alert drivers to the speed at which they are travelling have proved anecdotally effective at a range of sites across the UK and within North Lanarkshire. There are currently three area-wide pilot 20mph zones in North Lanarkshire, in Viewpark, Airdrie and Wishaw. These were implemented in 2005 and will continue to be monitored until 2009 and beyond. Although speed reductions have been low the areas have demonstrated reductions in the number of accidents. If the case can be made, it is the Council’s intention to roll this initiative out across other appropriate residential areas within North Lanarkshire,

to improve road safety through the introduction of 20mph speed limits with minimal traffic calming.

Current legislation only allows Mandatory 20mph Zones in areas where speeds are low. We will present our evidence to the Scottish Government to seek approval of the three trial Mandatory 20mph areas and request that the scheme is extended in order to improve road safety. We will consider other areas which may already meet the threshold, where the regulations permit and the area is suitable. Where there’s an identified area-wide pedestrian accident problem consideration would be given to the introduction of traffic calming measures.

It is essential that road safety education initiatives are backed up with the correct infrastructure to ensure maximum safety. This may include the provision of crossing points, enhanced signage, and the appropriate use of pedestrian guard rails. Sites where safety may need to be improved around schools will be identified through the School Travel Plans process which can incorporate “Safer Routes to Schools” initiatives.

School Crossing Patrols are provided at certain locations to help primary school pupils cross particularly busy roads on their journey to school. A revised procedure for the processing of requests for a School Crossing Patrol was recently approved by Committee; the aim of that revised procedure was to clarify and shorten the process for dealing with any such applications.

The Council’s criteria for the establishment of School Crossing Patrol sites was recently updated, to reflect elements within the LARSOA document “School Crossing Patrol Service, Guidelines June 2008”.

The new criteria for the assessment and establishment of School Crossing Patrol will be the basis for assessing all requests for a school crossing patrol within North Lanarkshire. A more consistent approach to the assessment of the need for a school crossing patrol service will ensure that patrollers are provided where they are needed most, meaning that the resource will be used most effectively and efficiently.

S8 Review of current speed limits in line with National Guidance

In line with Scottish Government guidance, the Council is in the process of undertaking a review of the appropriateness of the posted speed limits on all A and B Class roads across the local authority area by 2011. The review is being carried out across all local authority areas, in conjunction and through liaison with neighbouring authorities. The review is designed to ensure that the speed limits on all A and B class roads are appropriate for the road conditions and that they reinforce people’s assessment of what is the appropriate speed to travel at on that road.

S9 Continue to operate and maintain a network of safety cameras across North Lanarkshire

In conjunction with Strathclyde Police and the Strathclyde Safety Camera Partnership, the Council will continue to monitor the network of safety cameras within North Lanarkshire, to ensure they continue to be located in the most appropriate locations. Additional safety cameras will be installed at any site that meets the qualifying criteria. The Council will continue to be a member of the Strathclyde Safety Camera Partnership, a joint working initiative to help reduce the number of road crash casualties at recognised accident locations in the West of Scotland. The partnership operates a



combination of fixed, mobile and red light camera sites across the West of Scotland, including North Lanarkshire.

Policy fit with objectives

8.10 The focus of this strategy is on improving safety and security on the transport network across North Lanarkshire. Policies contained within this strategy will also significantly contribute to achieving objectives in other areas. The table 8.1 shows how the policies set out in this section will contribute to all strategic objectives and highlights the integration between the four strategies.

Table 8.1 Policy fit with objectives and single outcome agreement

Policy code	Policy area	National Outcomes	Regeneration	Lifelong Learning	Health & Wellbeing	Environment
S1	Measures to reduce crime and fear of crime	6, 7, 9, 11, 12, 13	○	○	●	○
S2	Road safety education	4, 5, 6, 7, 8, 9, 11, 13			●	○
S3	Improve perceptions of safety through info provision	4, 5, 6, 7, 8, 9, 11, 13, 15		○	●	○
S4	Measures to improve safety for pedestrians	4, 5, 6, 7, 8, 9, 11, 13		○	●	○
S5	Engineering measures to improve safety	4, 5, 6, 7, 8, 9, 11, 13		○	●	○
S6	Account for safety in planning of new developments and roads	2, 4, 5, 6, 7, 8, 9, 10, 11, 13			●	○
S7	Improve safety in residential areas, around schools and in town centres including the introduction of 20mph zones where regulations allow	2, 4, 5, 6, 7, 8, 9, 10, 11, 13	○	○	●	○
S8	Review current speed limits	6, 9, 11, 14			●	○
S9	Operation and maintenance of speed cameras	6, 9, 11, 14			●	○

● = strong contribution to objective, ○ = partial contribution to objective.
 National Outcomes = 15 Outcomes from Single Outcome Agreement

Improving access by public transport, cycling and walking

Introduction

8.11 A fundamental aim for the Council is ensure that everyone in North Lanarkshire is able to access the services and facilities they require on a regular basis and that all North Lanarkshire residents are able to benefit from new and existing employment opportunities in the area. The Council chairs the multi-agency North Lanarkshire Sustainable Transport Sub Group, whose membership includes Jobcentre Plus, Motherwell College, Strathclyde Partnership for Transport (SPT), CVS Lanarkshire, NHS Lanarkshire, and Strathclyde Police; this cross-cutting group enables better coordination and implementation of sustainable travel choices and green travel plans. This strategy aims to achieve the objectives through a combination of improvements to public transport and demand responsive transport (DRT) services, to cycling and walking facilities and through ensuring that they are integrated with the provision of high quality and accessible information on the services and facilities available. This strategy also aims to promote improvements to the public transport, road and footway infrastructure, to ensure that those with mobility difficulties are not disadvantaged.

8.12 Public transport, cycling and walking have the potential to reduce social exclusion by improving accessibility to key services and facilities for those who do not have access to a car. The Council has recently implemented a number of significant improvements to the public transport network, such as the opening of Gartcosh Station, which includes Park-and-Ride facilities, and the provision of new Park-and-Ride facilities at

Greenfaulds Station, which included the construction of a new link road to the A73. The implementation of these improvements strengthens our case for lobbying for improvements to the rail service along this line, specifically 15-minute frequency services on the Motherwell-Cumbernauld and Glasgow Queen Street-Cumbernauld lines, as well as for enhancements to other services throughout North Lanarkshire generally. Any improvements to public transport and to cycling and walking facilities will also enhance opportunities for modal shift and will contribute to reducing congestion. Improvements to public transport vehicles and associated infrastructure will help to improve access to services for those with mobility difficulties.

8.13 Another initiative to improve potential access to the job market is the Social Car Rental Scheme. The scheme is led by the Voluntary Action North Lanarkshire group in conjunction with North Lanarkshire Council. The social car rental scheme is an initiative that aims to remove transport barriers for people seeking employment. The scheme allows clients to hire a car for up to 12 weeks, thereby giving the individual 12 weeks to either save for their own car or make suitable arrangements to get to and from their place of work.

The scheme is available to anyone over the age of 25, with a full clean driving licence, offered employment and finding it difficult to get to their place of work by public transport. It enables clients without access to suitable transport to temporarily access a vehicle, allowing them to take up an offer of employment which would otherwise not have been possible.

Many individuals, and in particular clients who have experienced worklessness for a number of years, cannot afford to own and maintain their own car. That can create a barrier to travel that can often reduce

opportunities for clients who are seeking employment but who are restricted due to unsuitable public transport options for their specific needs. This scheme therefore addresses a specific barrier to employment through the provision of temporary transport, to enhance their employment opportunities in North Lanarkshire and the surrounding area.

The objectives of the Car Rental Scheme are to:

- Provide temporary affordable transport to clients for up to 12 weeks
- Incorporate flexible rental arrangements to meet the needs of the client
- Provide employability service providers with a transport solution for some of their clients
- Delay the need for an unemployed person to pay up-front costs for purchasing a car
- As far as possible, remove the administration of accessing appropriate insurance, etc
- Refinance the service to provide cars for clients needing quick access to a car.

Initially the scheme will operate on pilot basis to assist people living in the Wishaw / Shotts area. Depending on its success and following a sustainability review it will be assessed to determine whether the scheme will continue beyond its initial 18-month funding period.

8.14 This strategy also seeks to improve the provision of Demand Responsive Transport (DRT) services, primarily for the benefit of those who are unable to access the scheduled public transport network, either because they live in remote rural areas or because of mobility difficulties. There is currently a range of DRT services provided in North Lanarkshire, designed to enable access to work, further education, healthcare and other services for the whole community;

however, it is recognised that these services are not as comprehensive as they could be. There are some Community Transport initiatives operating within North Lanarkshire, operated by local groups. The two vehicles initially operating under the (Working for Families Fund) WFFF were subject to a gifting arrangement to the voluntary sector in August 2008. Under this arrangement, a service specification was drawn up which agreed that “The vehicles will be used to support the development of a sustainable transport solution for the residents of North Lanarkshire in line with the North Lanarkshire Partnership Transport Sub-group Action Plan (currently under development) as part of a wider transport agenda”.

8.15 In addition, NHS Lanarkshire operate a service to assist with access to healthcare facilities. All of these initiatives can help to improve access for those who aren't served by regular, or convenient, public transport services. However, cooperation and coordination between the Council, other public bodies and the voluntary groups is required to ensure that Community Transport works as efficiently as possible. Cooperation and coordination between the Council and voluntary groups is required to ensure that Community Transport is a success.

8.16 Improving public transport, cycling and walking provision and encouraging greater use of these forms of transport as alternatives to the private car can have a positive impact on both the environment and the health of the local population. Increased levels of walking and cycling can bring benefits for individuals and wider communities, including improved personal health, reduced social exclusion, lower traffic levels and reduced congestion, which in turn leads to better air quality, noise reduction and better conditions for pedestrians and cyclists, making these modes more attractive.

However, it is recognised that in some instances anti-social behaviour can act as a deterrent to some public transport and walking trips. Education can have a role to play in addressing these issues, possibly through intergenerational work with younger and older people exploring issues and developing solutions together.

8.17 This strategy recognises the important role that effective information provision can play in enhancing accessibility to employment and other services. A lack of suitable transport is very often cited by job-seekers as a barrier to accessing employment, further education and training opportunities; these difficulties were raised on a number of occasions during the initial consultation. In many cases, without significant improvements, public transport is simply not a viable option for many journeys. However, the lack of information on the transport options available is also a significant barrier, but is one that can be overcome without significant investment. For instance, working in conjunction with Jobcentre Plus, SPT can provide travel plans to new job seekers, to help them identify how they may be able to access any particular job opportunity. Similarly, Motherwell College advise their students that they can access public transport travel information via the 'Traveline' web site, which provides travel options for specific routes at any specific time of the day.

8.18 Cumbernauld Airport is conveniently located close to the central Scotland motorway network, situated on the outskirts of Cumbernauld. The Airport provides air charter and helicopter services, for both business and pleasure purposes, which may provide a limited degree of alternative options for providing accessing to and from the area.

Policies

A1 Continue to work closely with operators, SPT and external organisations to support the Region's Six-Point Bus Action Plan, to represent the interests of North Lanarkshire's residents, and improve public transport services

Although the Council has no direct control over commercially operated services in the area we fund SPT, to act as our agents to deliver community transport services such as Ring and Ride. The Council will continue to work with these and other relevant organisations to further raise the standard of public transport in North Lanarkshire, as well as to promote joint working with neighbouring authority areas. Particular focus will be given to improving links for commuters and job seekers to areas of concentrated employment (such as Strathclyde Business Park, Eurocentral, Gartcosh Business Interchange, Airdrie Business Centre, Ravenscraig, Drumpellier Business Park, Innovation Centre in Bellshill and employment estates in Cumbernauld and Moodiesburn), key transport interchanges (such as rail stations), town centres and other areas of employment opportunity. Opportunities to extend the coverage and hours of operation of bus services into rural and residential areas will also be explored, as well as the potential to better fit with shift patterns.

The Council will support SPT in the implementation of its 6-Point Bus Action Plan and support joint working with local employers, Scottish Enterprise Lanarkshire, the economic development agency, the Chamber of Commerce, NHS Lanarkshire, job centres, business site owners and where appropriate community groups in order to identify gaps in the public transport network as well as opportunities for improvements.

Within North and South Lanarkshire

Council areas 1 in 3 households do not have access to a car or van. To address this issue, both North and South Lanarkshire Council, through Strathclyde Partnership for Transport, intend to explore the feasibility of developing an orbital quality bus corridor linking East Kilbride and Hamilton to Motherwell, Coatbridge, Airdrie and Cumbernauld.

A2 Improve the level of public transport services to North Lanarkshire’s hospitals and healthcare sites.

The Council will work closely with transport operators, SPT and NHS Lanarkshire (through the North Lanarkshire Partnership) to identify opportunities to improve access to health facilities by public transport and reduce the proportion of travel to these sites by car. As well as improving access to healthcare services for those without access to a car, alternative means of travel will be promoted for those who currently travel by car.

The Council will work with operators, South Lanarkshire Council and NHS Lanarkshire to improve cross-boundary access to healthcare and to identify funding opportunities to pursue the implementation of more direct bus services to North Lanarkshire’s hospitals and health facilities from key destinations, related to the most popular visiting times and shift patterns. This will, again, have the joint effect of increasing accessibility for those without access to a car and reducing use of the car for healthcare related trips, a key aim of the SPT Access to Healthcare Working Group.

A3 Enhance the level of information on public transport options provided to jobseekers.

The Council aims to improve the information available on public transport, cycling and walking services and assist

job-seekers in planning journeys to work. Within NLWES, North Lanarkshire’s Working delivers an integrated high profile advertising campaign. The aim is to raise awareness of the positive impact working can have on a person’s life. NLW is the vehicle for awareness raising and engagement within the NLWES model.

A4 Expand and improve rail connections to, from and within North Lanarkshire

The Council will continue to support and drive forward proposals to improve rail services in the area, including lobbying for a 15 minute frequency on the Motherwell-Cumbernauld-Stirling/Falkirk and the Glasgow-Cumbernauld-Stirling/Falkirk Grahamston lines, improvements on the Whifflet line, and will examine the feasibility of providing a new station in Abronhill. The Council will also continue to support the current project to re-open the Airdrie-Bathgate rail line, which will provide a 15-minute frequency service to Bathgate and Edinburgh, as well as to Glasgow and Helensburgh. Proposals for a new station at Ravenscraig would also improve rail connections, as will the new stations being constructed at Caldercruix and Drumgelloch as part of the Airdrie-Bathgate Rail Link project.

The Council will support the electrification of the strategic Scottish rail network identified in Transport Scotland’s Strategic Projects Review. In particular, the Council will support the committed improvements as part of the Edinburgh to Glasgow improvements, comprising Edinburgh to Glasgow via Falkirk route, Diversion Routes 1 (Haymarket) and 2 (Falkirk Grahamston), and electrification on the route via Cumbernauld and to Dunblane / Alloa, as well as the electrification of the Edinburgh to Glasgow via Shotts line and the Whifflet line.

A5 Ensure that the public transport infrastructure is properly maintained and remains fit for purpose

The Council will continue to maintain and improve the public transport infrastructure across the area, including bus shelters and interchanges. Graffiti on and the vandalism of, bus infrastructure is a significant problem in North Lanarkshire, which is a real deterrent to the use of public transport. At present, the Council is responsible for the provision and maintenance of bus shelters and interchanges, whereas SPT is responsible for the provision of bus stop poles and information panels. The Council wishes to consolidate these responsibilities, so that bus stops in general are the responsibility of one organisation; this will be discussed further with SPT.

A6 Improve the availability of public transport timetable and ticket information in North Lanarkshire

The Council will continue to facilitate the provision of at-stop timetable information through the inclusion of display panels on all bus shelters. SPT are currently rolling out a programme to put information display panels at all other bus stops (i.e. those without shelters) across the region; it is the responsibility of SPT to ensure that information is provided at all bus stops. Due to the large number of independent public transport operators that run services across North Lanarkshire there are currently discrepancies in the levels of at-stop information actually provided. The overall aim is to facilitate the provision of comprehensive at-stop information.

The Council will continue to publicise 'Traveline Scotland' and 'Transport Direct', the online and telephone public transport information services, for information on travel within and beyond North

Lanarkshire. In conjunction with public transport operators, the Council will also explore opportunities for providing Real Time Passenger Information (RTPI) along key bus corridors. Making RTPI available at people's homes and at stations and bus stops further enhances the perception of reliability. As well as contributing to making public transport a more attractive option in general, the presence of this information also has a significantly positive impact on both actual and perceived safety, as referred to in the strategy on safety and security.

A7 Ensure that new public transport services, infrastructure and schemes are effectively publicised in order to maximise their take up

Appropriate signage will be provided in tandem with widespread marketing/ publicity campaigns to ensure that new facilities, such as park and ride and walking and cycling infrastructure, are publicised effectively to enable maximum uptake. The Council will involve public transport operators in this process where appropriate, and will work with the local media and major employers, as well as using its own channels of communication, to convey this information to the public.

A8 Support Structure and Local Plan policies to ensure effective transport links are provided to and within all new developments.

Both the Finalised Draft North Lanarkshire Local Plan and the Approved Glasgow and Clyde Valley Structure Plan contain policies aimed at ensuring that good standards of site planning and sustainable design are incorporated into new developments (see Strategic Policy 9 of the Glasgow and Clyde Valley Structure Plan and Council Policies DSP3 Impact of Development and DSP4 Quality of Development). The LTS

supports these principles, which are aimed at ensuring that new developments are designed to facilitate convenient access into and through the development that is attractive to pedestrians, cyclists and people with disabilities, as well as to ensure that the site is integrated into the public transport network and wider road network.

These principles apply to all new developments. However in particular, the Council will aim to ensure that transport developments in the Ravenscraig corridor are sufficient to deal with the demand that this large-scale development will generate, and ensure that they are delivered in tandem with the development of the site. The need to fully integrate development on the ground, in terms of the transport links as well as at the policy level, is referred to in the RTS, and also forms a key aspect of this LTS.

Supplementary Planning Guidance notes, providing further direction on the integration of transport issues into planning for new developments and the impact and quality of new development in general, are in the process of development and will be submitted to the Council's Planning and Transport Committee for approval in due course, Guidance notes on Travel Plans and Cycling have completed their consultation process.

A9 Enhance the accessibility of public transport services for those with mobility difficulties

The Council will work with bus operators and SPT to encourage wider use of low floor vehicles across all operators, enabling easy access for those with mobility difficulties including the elderly and those with young children, as well as encourage customer care practises with bus drivers to, for instance, allow elderly or mobility impaired

passengers sufficient time to take their seats. In addition, the Council wishes to maximise the benefits of investment in low-floor vehicles by providing raised kerbs (bus boarders) and clear way markings at appropriate bus stops, to allow buses to drive up to the edge of the kerb, so as to enable level boarding. The Council will seek additional funding to increase the proportion of bus stops with raised kerbs and clearway markings. Bus stops on A-class roads will be prioritised first, particularly those in the near vicinity of/ leading to town centres, and a rolling programme will follow, dependent upon funding availability. The Council will also continue to support the MyBus (formerly Dial-A-Bus) initiative, which provides a key service for those with limited mobility by substantially increasing access to services, healthcare and other key destinations across North Lanarkshire.

In addition, the Council aims to improve accessibility to and within transport interchanges, such as Cumbernauld town centre bus stances; we will assess these to determine what improvements may be required to improve accessibility and to ensure that they are DDA compliant. The Council will also support the delivery of First ScotRail's station improvement programme, which aims to achieve DDA compliance through the provision of improved access facilities and help-point provision at rail stations.

A10 Continue to ensure a comprehensive network of Demand Responsive Transport services across North Lanarkshire to provide access to a range of opportunities for those without access to a car

The MyBus Rural service (formerly Ring and Ride) is a valuable resource in the Council's drive to ensure equal opportunities for

all and as such the Council is committed to continuing to provide them as well as maintain or improve the level of service currently offered. DRT services can provide a valuable transport link for people with mobility difficulties as well as for people who live in remote rural areas that are not served by scheduled public transport services. Many positive steps have already been taken to improve access for all in North Lanarkshire through DRT initiatives, however, the Council recognises that there is scope to extend the geographical coverage, the hours of operation, and the procedure for booking demand responsive MyBus Rural services. The Council will work with SPT to examine opportunities to extend and enhance this service.

A11 Improve taxi rank facilities in North Lanarkshire's town centres.

The Council is aware that many taxi pick up / drop off areas are only informal taxi ranks. Many have become run down and access arrangements are not always ideal. The Council will engage with taxi operators to discuss the best methods to deliver improvements to the taxi infrastructure. A key aim is to ensure access facilities are appropriate for all, including those with mobility difficulties. This policy will also contribute to improving safety, by helping to make taxi facilities more accessible in the evenings and after dark.

A12 Increase awareness of the community and demand responsive transport options available.

The Council will explore ways to increase awareness of the community and demand responsive transport options that are available, with the aim of increasing uptake of these services and of reducing social

exclusion. This will require cooperation, and potentially some joint working, with the voluntary sector and other partner agencies. In delivering this information, particular attention will be paid to difficult to reach groups, including the elderly, those with mobility difficulties, those with visual impairments and those living in remote locations, as these are the groups who most require this information.

As part of the gifting arrangement, the two existing vehicles transferred to the voluntary sector would support the effectiveness of the North Lanarkshire Working Employability Service (NLWES) and areas of market failure within the current transport provision in North Lanarkshire. The voluntary sector has signed up to "Vehicles will be called on in the service design stages from July 2008 to December 2008 in support of the Community Planning Partnership Integrated Employability Model and specifically in transporting participants to education, training and employment opportunities as detailed in the partnership CPP bid. This service design phase will inform the procurement of transport provision to support the delivery of the model over the next two years and will be based upon a co-planning public social partnership model which has been successfully piloted in North Lanarkshire."

In addition, the multi-agency North Lanarkshire Sustainable Transport Sub Group is considering establishing a short-term group to develop a Community Transport Strategy for North Lanarkshire. The purpose of the group would be to work across the public and third (voluntary) sectors to improve and coordinate community transport across North Lanarkshire.

A13 Increase awareness of the Scottish Government travel schemes amongst those who could benefit from these.

The national entitlement card for elderly and disabled and the Young Scot Concessionary travel scheme have been successful initiatives since they were launched and it is the aim of the Council to ensure that those who may be eligible for these schemes are aware of them and how to apply for them.

A14 Ensure provision of adequate facilities for the mobility impaired on the pedestrian network.

In conjunction with policies to maintain and improve the pedestrian and cycle infrastructure in North Lanarkshire (policy A19), the Council will ensure that existing and future pedestrian facilities are accessible for all. Improvements may include provision of tactile paving, drop kerbs and audible and tactile cone crossing alerts at pedestrian crossings as well as incline facilities / ramps to avoid steps where reasonably practicable. The Council will consult with the North Lanarkshire Disability Forum, the North Lanarkshire Disability Access Panel, the Voice of Experience Forum, Lanarkshire Links, North Lanarkshire Deaf Forum, North Lanarkshire Access Panel, and NL Employee Disability Forum, in order to identify areas where improvements to the existing pedestrian infrastructure may be required, as well as responding to requests from the public, where appropriate, and will incorporate the installation of drop kerbs at required locations as part of the general maintenance programme.

A15 Continue to promote the use of alternatives to travel by private car, particularly on the journey to work.

The Council will continue to publicise and 'market' the benefits of public transport, cycling and walking for journeys to work. A considerable range of marketing material has been produced to publicise walking and cycling routes and facilities under the 'Smartways' scheme; the Council will continue to promote and expand this initiative. The Council will also work with external organisations such as interest groups and public transport operators to actively publicise the alternatives to car travel that are available.

In particular, the Council will work with existing major employers and new employers to the area to publicise the range of 'Smartways' materials that could be made available to their staff with the aim of encouraging people to make smarter choices on their journey to work. Targeting people at a change point in their life (e.g. when they move job) provides an excellent opportunity to influence their travel behaviour. The Council will also explore other opportunities to promote 'Smartways', and other similar initiatives, where it may help to influence people's travel behaviour, such as linking it to health initiatives and promoting it at colleges, job centres, health centres and estate agents. The Council will also explore opportunities to provide cycle storage and shower facilities at its offices, where feasible and appropriate, to help encourage people to cycle to work.

For instance, the Sustainable Transport Sub-Group worked with Jobcentre Plus and Motherwell College to advise new job seekers and students respectively of how to access public transport travel information via the 'Traveline' web site, which provides travel options for specific routes at any specific time of the day. The Council will seek to expand and promote such initiatives that promote more sustainable travel choices.

A16 Ensure excellent pedestrian and cycle accessibility.

The Council will ensure that walking and cycling links in North Lanarkshire are improved and extended across the board. The Council will assess pedestrian and cycle facilities and levels of access in and around residential areas, town centres and other key services, and will identify priority areas for improvement. During the initial consultation stage, a desire for the cycle network in North Lanarkshire to be more effectively linked to the National Cycle Network was highlighted, particularly a link to the Glasgow area.

Enhancements to the network and improvements to the links with Glasgow have already been undertaken with the Forth and Clyde Canal towpath already upgraded, plus more recently two separate sections of the Monkland Canal towpaths have been widened and resurfaced; these works have been carried through close liaison with British Waterways.

The availability of off-road cycle tracks contributes to enhancing the attractiveness and viability of cycling as a mode of transport, and increases its safety. The Council has and will continue to work closely with SPT, Sustrans, Cycling Scotland and British Waterways Board, as well as other interest groups, to deliver these improvements. Partnership and community working has helped to deliver many of the projects that have been successful delivered

throughout the Council area. Discussions with stakeholders and community representatives highlighted the desire to see improved signing and greater publicity of new routes, which the Council is committed to delivering.

In accordance with policies contained in the Finalised Draft North Lanarkshire Local Plan, the Council will ensure that all new developments are planned and developed to be easily accessible on foot and by bicycle and that viable alternatives to the private car are provided.

The Council will continue to work with Transport Scotland to ensure that suitable walking and cycling facilities are provided as an integral element of major road and infrastructure improvement schemes, such as the proposed A8 Baillieston to Newhouse motorway upgrade project. In addition, the Council will continue to examine options to provide an additional footpath link across the new M80 road widening project through Cumbernauld.

A17 Monitor the use of off-road cycle and pedestrian routes.

Through the installation of cycle and pedestrian counters the Council will monitor use of existing and new routes, in order to gain a better understanding of the cycle, pedestrian and horse riding patterns and volumes in North Lanarkshire. This understanding will enable resources to be allocated more effectively in the future, in terms of adding to and improving cycling, pedestrian and equestrian facilities. The Council will continue to expand this network of monitoring data, thus improving the level of data available.

A18 Ensure a clear system of road, footway and cycleway signage provision

Although the signage infrastructure across the area is largely in place, there is a constant need to maintain this and update it where necessary. In particular, the Council will ensure that existing and new park-and-ride sites are appropriately signed in order to increase awareness of the facilities and facilitate easy access and use of the sites. The Council will work with developers and businesses to ensure that new developments, such as Ravenscraig, are fully integrated to the signage network.

In conjunction with development of park and ride sites (policy C2), the Council will inform Transport Scotland of opportunities to direct drivers from the trunk road network to our Park-and-Ride facilities. These demand management measures could be incorporated in the trunk road improvements proposed for the M80, M73 and A8/M8.

The Council also aims to improve the signage on existing walking and cycle routes and ensure a high standard of signage is provided on new routes (see policy A21); such measures help to make people aware of routes that they might not know exist, plus help to reassure users that they can follow comprehensive signing to guide them to their intended destination. New measures will be considered in the wider design and locational context, so as to avoid overcrowding the streetscape and avoid sign clutter.

A19 Ensure adequate facilities for powered two wheelers are provided across North Lanarkshire.

Motorcycle use will be considered in the development of any road improvements and the placement of new street furniture. Motorcycle parking provision will also be

considered in a parking strategy (see policy P1) to cater for trips to the town centres. The Council will encourage employers to provide motorcycle parking as part of any travel plans implemented.

Policy fit with objectives

8.17 The focus of this strategy is on policies to promote public transport, cycling and walking and on accessibility to employment and key services to promote equal opportunities and improve social inclusion. However, by addressing this objective, the results of these policies will also make either strong or partial contributions to other objectives across the whole strategy.

8.18 The table 8.2 shows how the policies set out in this section will contribute to all strategic objectives.



Table 8.2 Policy fit with objectives and single outcome agreement

Policy code	Policy area	National Outcomes	Regeneration	Lifelong Learning	Health & Wellbeing	Environment
A1	Improve public transport services	1, 7, 9, 10, 12, 14	●	●	○	○
A2	Improve public transport to healthcare facilities	1, 6, 7, 8, 9, 10, 12, 14	●	○		○
A3	Provision of information for job-seekers	2, 3, 4, 6, 7, 8, 10, 13, 14	○	●		
A4	Expand and improve rail connections	1, 2, 6, 7, 9, 10, 12, 13, 14, 15	●	●	○	●
A5	Ensure public transport infrastructure is maintained	1, 6, 7, 9, 10, 12, 13, 14, 15	●	○	○	
A6	Improve availability of timetable and ticket info	1, 2, 6, 7, 8, 9, 10, 12, 13, 14	●	○	●	○
A7	Ensure new services are publicised effectively	6, 7, 8, 9, 12, 13, 14	●	○		○
A8	Ensure effective transport links to all new developments	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14	●	●	○	●
A9	Enhance accessibility to public transport for those with mobility difficulties	1, 2, 6, 7, 8, 9, 10, 12, 13, 14	○	●		○
A10	Continue to ensure comprehensive network of DRT	4, 5, 6, 7, 8, 9, 11, 12, 13, 14	○	●		○
A11	Improve taxi rank facilities	6, 9, 10, 12, 14	●	○	●	○
A12	Increase awareness of community and demand responsive transport. Produce Community Transport Strategy	4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15		●		○
A13	Increase awareness of national travel schemes	4, 5, 6, 7, 12, 13, 14		●		○

Policy code	Policy area	National Outcomes	Regeneration	Lifelong Learning	Health & Wellbeing	Environment
A14	Provision of pedestrian facilities for mobility impaired	6, 7, 9, 10, 12, 13, 14		●	●	○
A15	Promote alternatives to the private car	6, 7, 12, 13, 14	●	○	○	●
A16	Pedestrian and cycle access accessibility	6, 7, 10, 12, 13, 14	○	●	●	●
A17	Monitor use of pedestrian and cycle routes	6, 7, 10, 12, 13, 14		○		●
A18	Road, footway and cycleway signage provision	6, 7, 10, 12, 13, 14	○	●	○	●
A19	Facilities for Powered Two Wheelers	7, 10, 12, 13, 14	○	○	○	○

● = strong contribution to objective, ○ = partial contribution to objective.
 National Outcomes = 15 Outcomes from Single Outcome Agreement

Reducing congestion and improving network performance

Introduction

8.19 Improving the economic performance of North Lanarkshire and the economic prospects for our communities are primary aims of this LTS. The efficiency and reliability of the transport network plays a significant role in the attractiveness and potential economic growth of an area. An effective and efficient transport system allows people and goods to access a wide range of destinations on time and increases the attractiveness of an area for investment.

8.20 However, as journey requirements change through shifting land use patterns and the desire and need to travel longer distances increases, a number of sections of North Lanarkshire's road networks are reaching capacity, especially at peak commuting times.

8.21 North Lanarkshire's strategy for reducing congestion and improving network performance is to reduce the impact of congestion during the peak period, improve journey time reliability, improve accessibility to key destinations and to ensure that the transport network is of a standard that does not hinder the movement of people and goods; this includes reducing any potential for delays to emergency vehicles, particularly at peak times. The objectives of this strategy are complementary to objectives for the region, as outlined in the RTS, and to those of Lanarkshire's Local Economic Framework, the economic development strategy 'Changing Gear – Towards 2010' and the Council's Corporate Plan.

8.22 This strategy will tackle the issues of congestion and reliability through a combination of public transport, smarter choices, information provision and demand management measures, as well as measures to improve facilities for freight in the area.

8.23 Public transport improvements will focus on making bus and rail services more attractive and viable journey options compared to the private car. This will be achieved through encouraging, wherever possible, the expansion and improvement of bus and rail services and infrastructure, as well as giving public transport priority over the private car on the road network, where appropriate. Expansion of the public transport network would also contribute to improving accessibility to key employment and further education destinations for the area's existing and potential workforce.

8.24 This strategy supports national and regional measures to address congestion through infrastructure improvements but recognises that this alone cannot reduce congestion levels. Such 'hard measures' need to be accompanied by 'softer measures' aimed at reducing the demand for travel and encouraging travel by means other than the private car. Research in recent years has shown that 'softer measures' have achieved positive results in changing attitudes and behaviour, in a cost-effective fashion. These softer measures, such as Parking Management and Bus Priority, require implementation as part of a balanced programme which includes road and junction improvements.

There will be a general presumption towards encouraging a shift from car travel to public transport of other more sustainable means, wherever possible.

- 8.25 North Lanarkshire lies at the heart of Scotland's freight transport network and is a key hub for national freight distribution and the area's importance as a freight hub could increase if developments such as the proposed Kilgarth development in Coatbridge were to be progressed. On a local level, movement of freight is also fundamental for serving the supermarkets and businesses of the area. This strategy aims to improve the reliability of journey times and assist the movement of freight in order to assist local businesses to grow and to attract inward investment.
- 8.26 As detailed in the Finalised Draft North Lanarkshire Local Plan, North Lanarkshire has potential for considerable development in terms of housing, particularly in the identified urban expansion areas and for employment, retail and leisure on many sites, not least at the Ravenscraig site where development is underway. For these developments to be delivered in an appropriate manner and for them to fulfil their potential, there is a need for them to be integrated into the public transport network, linking them to the surrounding area, the central belt and beyond. Land use patterns have a significant impact on travel patterns, and consequently there needs to be strong links between transport planning and land use planning. This strategy reflects these links and complements the policies contained within the Regeneration Framework and the Finalised Draft North Lanarkshire Local Plan.
- 8.27 This strategy is also focussed on reducing and mitigating the negative environmental impacts of the transport network in general, by seeking to reduce congestion and encourage a shift to alternative modes. This will contribute to efforts to improve local air quality and reduce carbon emissions from the transport network.

Policies

C1 Improve journey times and reliability of bus journeys across North Lanarkshire

In conjunction with SPT and bus operators, the Council will investigate the potential for introducing bus priority measures. Possible interventions may include bus lanes or priority design features at junctions, queue management systems and traffic light priority technology where road space does not allow for bus lanes. Agreement and joint working between all parties will be required in order to implement such measures effectively and the Council will work with SPT where appropriate regarding funding for design and implementation of these measures.

However, concurrent with the introduction of any such measures, the Council would seek to engage the bus operator(s) in a bus Statutory Quality Partnership (SQP), highlighting that the implementation of any physical improvement measures would be subject to the bus operators signing up to a SQP and consequently committing to improvements to their services.

C2 Further expand opportunities for both rail and bus based park and ride across North Lanarkshire

Park-and-Ride, Park-and-Car Share and Park-and-Choose facilities have an important role to play in improving North Lanarkshire's transport network, particularly for commuting journeys and as such is referred to in the SPT RTS. The Council will continue to expand parking facilities at existing rail park and ride sites where there is opportunity to do so; many of the existing sites, which are currently operating at capacity. Opportunities for new bus or rail based park and ride facilities will also be explored, wherever appropriate.

Such facilities can greatly contribute to reducing congestion at the regional level and can encourage greater uptake of public

transport and promote the benefits of car sharing.

C3 Explore the potential for re-allocation of road space to more efficient means of transport where possible

The potential for managing road capacity through the introduction of priority vehicle lanes is identified by SPT in the RTS. North Lanarkshire Council supports this policy and will work in conjunction with SPT to identify appropriate locations where such measures may provide benefits on the regional and local road network and to investigate the methods required to administer/enforce such a scheme. Whilst there is a desire to instigate appropriate demand management measures, opportunities to re-allocate road space are quite limited on the local road network, which may lead to fairly localised improvements.

C4 Better manage the flow of traffic on North Lanarkshire's roads by improving information on congestion and road traffic incidents

The Council will improve information provision for road users through increased publicity of the Traffic Scotland web site. That web site provides up to date information on road traffic across Scotland, including any incidents and road works, the locations of Park and Ride facilities and the operation of variable message signs. This is a useful resource for car drivers that can help to alleviate congestion, by making drivers aware of incidents in advance and thereby giving them the opportunity to take an alternative route or use public transport. The Council will also continue to publicise the Scottish Roadworks Register web site that offers similar benefits to road users, by planning the most optimal route given the current situation at the time of the journey.

C5 Increase the efficiency of the road network by alleviating congestion problem areas.

There are a number of points on the road network that suffer from severe congestion, particularly at peak times. The Council supports the schemes outlined in the RTS and the Finalised Draft North Lanarkshire Local Plan to address some of these key problem areas on the road network. Alleviating delays on the road network will have significant benefits for the freight industry and for businesses, as well as car drivers, public transport users and for local air quality.

The Council is also undertaking studies of the main town centres and major corridors in North Lanarkshire (such as the A73, A723 and A71) with the aim of identifying measures to alleviate traffic congestion in those town centres and identifying the need for improvements on the major corridors. Paramics traffic models have been developed for a number of the town centres, which are being used to identify congestion problem areas, both existing and potential, and which will consequently allow the testing of potential traffic management measures to address problems on the network.

In addition, the Paramics traffic models will be used to examine the effects of additional traffic movements on the road network, or indeed of changes to the actual road layout, that may arise from, or be necessitated by, developments being proposed in and around the main town centres and major corridors.

It is recognised that the operation of the trunk road network throughout North Lanarkshire can have a significant effect on local road conditions: if the trunk roads are congested many drivers may divert onto the

adjacent local roads to try to avoid a quicker route, which can add to the sometimes heavy traffic flows already on those roads; similarly, if there are insufficient accesses to and from the trunk road network, either in terms of the number and spacing of the junctions or of the suitability of the junctions, longer-distance journeys may instead be taken along the local road network, exacerbating any conditions or problems on those local roads.

Consequently, the Council will continue to support Transport Scotland in the delivery of the various trunk road improvement projects that are either underway or are planned for the area; those include: the M80 Stepps to Haggs motorway upgrade project; the M74 completion into Glasgow; the M8 Baillieston to Newhouse motorway upgrade; the M74 Junction 5 Raith Interchange upgrade scheme; and the M8/M73/M74 network improvements scheme.

C6 Improve North Lanarkshire's facilities for freight transport.

Through joint working with SPT, freight operators and neighbouring local authorities, and through its membership of Strathclyde Freight Quality Partnership, the Council will endeavour to increase the promotion of and improve the access arrangements to the area's freight terminals, and will continue to promote measures to enhance the fabric of freight terminals in North Lanarkshire. Such improvements will benefit operators and general traffic alike, through providing more convenient access arrangements and by reducing the delays at junctions that link freight terminals with the general road network. In addition to the existing freight terminals, the Council hopes that there may be an option to consider establishing a rail freight facility at Kilgarth,

which could include the provision of a direct road link between the M73/ Gartcosh Business Interchange and Gartsherrie; however, such a provision would be dependent upon a strong economy and significant freight demand.

However, whilst recognising the important role that freight plays, there is a need to regulate its interaction with other traffic and consider its impact on the environment and on the population of North Lanarkshire generally. To that end, the Council will work closely with freight industry representatives and Strathclyde Freight Quality Partnership to identify appropriate routes for freight traffic throughout North Lanarkshire, as well as consider issues such as loading curfews in town centre areas and lorry parks.

C7 Support the transfer of road freight onto the rail or canal network

Due to its central location at the heart of central Scotland's road and rail network, the movement of freight has a significant impact on traffic levels on the environment in North Lanarkshire. In many cases key freight routes are through built up areas raising concerns over safety amongst the local population. The Council will support the Scottish Government in undertaking an opportunities study into the potential use of the Forth and Clyde Canal for freight purposes, with the aim of transferring some freight from road to canal; it is recognized, however that the use of the canals for freight movements may be restricted to bulky and/or non time-sensitive items. The Council will also continue to promote rail freight facilities in the area such as the proposed Kilgarth container base and the Mossend freight terminal in order to encourage a greater transfer of freight onto rail.

C8 Continue to apply appropriate parking standards at all new developments.

The availability of parking is a major determinant of travel mode. The Council will continue to use its own parking standards for residential developments and will use the maximum parking standards and thresholds for development detailed in 'SPP17 – Planning for Transport' to ensure that the number of parking spaces provided at new developments is appropriate to its size and use. The Council has started to review its use of the "Guidelines for Development of Roads" 1986. As an integral element of that, the Council will separately develop a supplementary guidance note in respect of parking standards. The Council's minimum standards for motorcycle parking will also be applied at new developments. The parking policy will be supported by other policies that will seek to ensure that developments are located in areas that are well served by public transport or that public transport improvements are addressed within the planning permission process.

C9 Reduce single occupancy car trips by publicising and expanding the car-sharing scheme.

A car-sharing scheme has been set up for workplaces, colleges and schools in North Lanarkshire. A range of posters and leaflets have been created to publicise this initiative and are displayed at libraries, schools, Council offices, housing offices and 'one stop shops' (Council information points), as well as other venues with high visitor numbers. The scheme has had some success so far, but the aim is to extend its usage further and set up a system to monitor future levels of use to enable publicity to be specifically designed and to ensure maximum uptake of the scheme.

C10 Promote the development and implementation of workplace travel plans.

To date, a number of businesses have been encouraged to develop a workplace travel plan, the aim of which are to provide travel information for job seekers, outlining how best to travel by public transport to key employment locations, as well as to encourage employees to consider more sustainable travel choices. However, uptake has been quite limited, due to a number of reasons. The Council will lead by example and will develop travel plans for its own office locations, starting with Fleming House in Cumbernauld. As the major employer in the area, travel to work at Council offices has a significant impact on overall travel patterns. The intention is that the Travel Plans that will be produced will act as examples for other employers to follow as well as contribute to mode shift improvements 'on the ground'. In this regard it is fundamental that the plans that are developed are also implemented and monitored, to ensure that they contribute to a tangible difference in mode shift in North Lanarkshire.

The Council will continue to request the development of travel plans as part of the conditions of planning permission for major developments with the aim that travel to and from those sites by modes other than the car are considered and encouraged at the outset. It is intended that these will be taken forward in conjunction with the Council's Regeneration Service, Jobcentre Plus and other relevant partners. Opportunities will be explored to make these plans available to access remotely, from the Council's and North Lanarkshire's Working websites. Furthermore, the Council will continue to work with travel plan co-ordinators at SPT on improving the process as much as possible and on benchmarking travel planning with other areas.

C11 Promote the development and implementation of School Travel Plans.

Officials with the Council’s Environmental Services and Learning and Leisure Services will continue to encourage all schools in North Lanarkshire to develop School Travel Plans. As well as encouraging travel to school by means other than the car, the process will be used to implement measures (including infrastructure improvements) to make walking and cycling more attractive and safer for school children. Through the School Travel Plan, the concerns and barriers that inhibit people from changing their travel behaviours will be identified, as will potential measures that will address those concerns and encourage more sustainable travel choices. The Travel Plan Coordinators will continue to work with the Transportation engineering teams to implement, wherever practical and possible, the infrastructure improvement measures identified in the STPs.

A further aim of this policy is that to instil more sustainable travel habits in the population from a young age; in doing so, the future of transport across North Lanarkshire’s communities will be more sustainable, and the communities will enjoy considerable health benefits as a result of more active travel choices. However, it is recognised that the success of such schemes depends upon successful partnership working as well as the cooperation of, and agreement with, parents and carers, and consequently this strategy will seek to develop upon previous such successes.

The development of school travel plans is closely linked to the provision of School Crossing Patrol sites, both of which assist in the Council’s aim to encourage more sustainable forms of transport and promote Active Travel by encouraging parents to allow children to walk to and

from school and so reduce car journeys. The amendments to the legislation in the Transport (Scotland) Act 2001 also allow school crossing patrollers to stop traffic to help anyone (child or adult) cross the road. This assistance to other pedestrians helps to encourage more sustainable travel choices as well as promote road safety generally, and so could encourage children older than primary school age, and adults, to walk rather than drive or be driven on short journeys.

C12 Raise awareness of and promote smarter choices.

A key element in meeting the objectives of this theme will be the challenging of existing travel behaviour habits and the encouragement of more sustainable transport choices. That will include initiatives aimed at increasing the proportion of active travel trips, for commuting, education, health, shopping, recreational or leisure purposes. A key tool in delivering an increase in awareness of sustainable has been the Smartways initiative, an active travel scheme with aims to promote walking, cycling, car sharing, public transport and healthy activity, which has met with notable success over recent months. The Council will continue to promote the Smartways initiative, including developing more resources to promote cycling and walking. The aim is to expand awareness of the Smartways initiative to a wider audience and to encourage cycling and walking as an option for commuting and shopping trips as well as for leisure and recreational activities.

In conjunction with work on school and work place travel plans, the Council will continue a more general programme of smarter choices education and promotion by raising awareness of the negative impacts of congestion and of the positive

contribution cycling and walking can make to individuals' health and to the environment. Publicity will include travel education promotion, including initiatives such as the 'Walk to School Week', bike week and highlighting the range of Smartways information available. The walking and cycling infrastructure will be improved and extended; in addition, the existing cycle route maps will be updated where required, plus new maps developed and produced whenever any new cycle routes or networks have been established. The Council will also work with local interest groups to help deliver and promote information on concerning cycle networks and facilities, as well as raise awareness of air quality issues and consequences. This will be achieved through a variety of media, including the local press and the Council's own website.

C13 Ensure a 'development mix' to contribute to a reduction in the need to travel and support Local Plan policies to direct development in support of urban and rural regeneration

The Council recognises the need for policy integration in meeting its objectives in a sustainable fashion. The Council will ensure a close working relationship between the transportation and planning functions. The aim is to ensure a 'development mix' that contributes to the protection of North Lanarkshire's environment while also encouraging regeneration and ensuring improvement and development of the economy. This will ensure development planning takes sustainable travel options into consideration and, where possible, links developments to existing transport infrastructure and/or delivering local services to reduce the need to travel.

This is a reflection of the approved Glasgow and Clyde Valley Structure Plan 2006, which has a general policy applying to all

developments. Strategic Policy 9 states that, in order to accord with the Structure Plan, development proposals will require to satisfy the following criteria:

"that appropriate provision has been made by the developer for:

- (i) the infrastructure or facilities required to make the development acceptable***
- (ii) the implementation of appropriate transport measures for the minimization and management of the future levels of traffic generated, including Green Transport Plans***
- (vi) arrangements for the maintenance of measures required under Criteria C(i) to C(iv) above."***

The proposed Urban Expansion Areas identified within the emerging North Lanarkshire Local Plan are examples of where the Council will seek to link new developments to existing transport infrastructure, seek provision of new or enhanced public transport services and will require the delivery of local amenities and services to reduce the need to travel. The Finalised Draft North Lanarkshire Local Plan has general policies that will apply to all developments; a number of Supplementary Planning Guidance notes are being prepared to address the various elements.

Under DSP 3 Impact of Development: developments will be assessed in terms of their impact on the economic, social, or environmental infrastructure of the community. Where developments would have an adverse impact, planning permission will only be granted if planning conditions or legal agreements can mitigate those impacts. Supplementary Planning Guidance is in preparation.

Similarly, DSP 4 Quality of Development sets out a number of design and sustainability criteria for assessing developments. In particular,

“3. The proposed development takes account of the site appraisal, any evaluation of design options, and achieves a high quality development in terms of:

b. Achieving a safe, inclusive, convenient and welcoming development including addressing: personal safety, security and crime prevention; adaptability; safe, secure, and convenient access into and through the development that is attractive to pedestrians, cyclists, people with disabilities; integration into public transport, green networks and wider links; access for cars, where required, being safe for cars and other road vehicles, and appropriate parking or traffic calming being well located and integrated”

This strategy also supports Local Plan policies to encourage the re-use of vacant and derelict land in the urban area, protecting the greenbelt from inappropriate development.

C14 Protect and promote natural and built environment assets.

In line with policies contained within the Finalised Draft North Lanarkshire Local Plan, the Council will ensure that transport infrastructure developments do not adversely impact on the environmental infrastructure of a community or on sites designated for their natural heritage, biodiversity, scenic or historical importance, nor on water quality. Where adverse impacts are likely to occur, and these are deemed unavoidable, the Council will ensure that appropriate means of mitigation are undertaken.

The Council will continue to work with the Scottish Environment Protection Agency (SEPA) to deliver drainage facilities for all developments in line with the requirements of the Sustainable Urban Drainage Systems (SUDS) guidelines. All

designs will be developed in accordance with the specifications set out in the Design Manual for Roads and Bridges (DMRB) or the Manual for Streets, depending upon the nature of the development. The Council will also seek to ensure that the minimal amount of waste is created through the application of sustainable construction methods, with the use of materials that use carbon products in the most efficient way possible, while also applying a ‘whole life costing’ approach that delivers value for money as well as environmental efficiency.

C15 Work across Council departments to improve air quality and reduce North Lanarkshire’s ecological and carbon footprints.

There are currently four areas within North Lanarkshire that have been designated as Air Quality Management Areas (AQMAs), where the air quality falls below national standards. The emissions from transport have been directly linked to at least part of the cause of poor air quality at three of the sites. The Council has developed an Air Quality Management Action Plan to tackle the poor air quality at each of these areas.

The Council has also undertaken work in recent years to calculate its ecological and carbon footprint; – that is, the global impact of our actions illustrated as how much land and sea is needed to provide us with water, energy and food to support our lifestyles. This measure helps to judge how sustainable our way of life is and what changes are needed, both now and in the future, to reduce our global impact. The ecological footprint calculations show that if the earth’s resources were shared equally among everyone, a ‘fair share’ would be just less than 2 global hectares per person. Scotland has an ecological footprint of 5.37 global hectares (gha), whilst North Lanarkshire’s Footprint is 5.09gha. If all of



the world's population lived like we do in North Lanarkshire, we would need two extra planets. Transport accounts for 16% of North Lanarkshire's ecological footprint. Transport carbon emissions account for 25% of North Lanarkshire's total CO2 emissions of 11.5 per capita/tonnes.

The transport team will work with others within the Council on implementing the actions contained within the Air Quality Action Plan and on a carbon management programme to examine ways in which this footprint can be reduced over time. From a transport perspective actions to reduce car use and the use of alternative fuels will all contribute to this goal. In addition, we will explore the potential of implementing junction or road network improvements at the sites, to improve traffic flows through that site and thereby reduce the levels of congestion, which in turn will help to reduce the level of harmful emissions emitted by those vehicles.

Policy fit with objectives

- 8.28 This strategy has focussed on policies that have the specific aim of reducing congestion. Such measures primarily relate to the objective to stimulate business and the economy. However, through addressing this objective, the results of these policies will also make either significant or partial contributions to other objectives across the whole strategy. This highlights the integrated nature of the effects of transport improvements across North Lanarkshire, and demonstrates how by adopting these policies the Council aims to deliver transport improvements under all objectives.
- 8.29 The table 8.3 shows how the policies set out in this section will contribute to all of the strategic objectives.

Table 8.3 Policy fit with objectives and single outcome agreement

Policy code	Policy area	National Outcomes	Regeneration	Lifelong Learning	Health & Wellbeing	Environment
C1	Improve journey times and reliability of bus journeys	1, 2, 6, 7, 10, 12, 14	●	○		●
C2	Expand rail and bus park and ride	1, 2, 6, 7, 9, 10, 12, 13, 14	●	○		●
C3	Explore potential for re-allocation of road space	2, 6, 7, 10, 12, 13, 14	●			●
C4	Information on congestion and incidents	2, 6, 7, 10, 12, 13, 14	●		○	●
C5	Alleviation of congestion	2, 6, 7, 10, 12, 14	●	○		●
C6	Improve facilities for freight	1, 2, 10, 14	●		○	○
C7	Support transfer of freight from road to rail / canal	1, 2, 6, 9, 10, 12, 14	●		●	●
C8	Appropriate parking standards at new developments	1, 2, 6, 7, 10, 12, 14	●			●
C9	Publicise and expand car sharing scheme	6, 7, 9, 11, 12, 14	●	○		●
C10	Workplace travel plans	1, 2, 6, 7, 9, 11, 12, 14	●	○		●
C11	School travel plans	5, 6, 7, 8, 9, 12, 13, 14	●		●	●
C12	Promote smarter choices	2, 6, 7, 8, 9, 12, 13, 14	●			●
C13	Ensure development mix to reduce the need to travel	2, 6, 7, 9, 10, 12, 13, 14	○	○		●
C14	Protect and promote environment	6, 10, 12, 14				●
C15	Improve air quality and reduce ecological footprint	6, 10, 12, 14	○			●

● = strong contribution to objective, ○ = partial contribution to objective.

National Outcomes = 15 Outcomes from Single Outcome Agreement

Parking in town centres

8.30 The availability and control of parking in town centres is a key problem across North Lanarkshire. The Council does not currently charge for parking in any Council-owned car parks and does not apply any restrictions in these car parks at any times; however, that is expected to change. As a result of the current policy, some town centres are used extensively as informal park and ride sites by commuters travelling onwards by rail or bus and by those who work in the town centres who are able to park for free all day. This causes problems for local shoppers and others wishing to park to access town centre facilities as there is often an insufficient turnover of spaces. People wishing to use local shops and services can find it difficult to find short stay parking spaces within the town centres. This pattern is having a detrimental effect on the viability of local shops and the local economy.

8.31 In contrast, in some town centres where private companies own the car parks, limited-time parking restrictions have been implemented. While that can be a benefit for shoppers and other short-stay visitors, it can have a detrimental impact on surrounding residential streets if the people who are parking all day migrate out to those streets. The maximum-stay periods imposed on the controlled town centre car parks also need to be long enough to allow people sufficient time to access the shops and facilities, or they similarly may choose to park on the surrounding streets or possibly may just choose to travel to another centre. Some consideration may need to be given to how to control any overspill.

8.32 This strategy aims to address this issue by implementing mechanisms to better manage the volume and use of parking facilities. A key issue, however, is to strike the correct balance between limiting the impact of commuter parking whilst

maintaining levels of accessibility to town centres and key interchange points on the transport network, such as railway stations. Furthermore, the council has very little control over the management and operation of the town centre car parks that are owned and operated by third parties.

8.33 Maintaining parking provision, as well as access to spaces for disabled drivers, will remain as a key element of any parking improvements, as will the provision of parking for other modes of transport, including motorcycles and bicycles.

Policies

P1 Re-vitalise North Lanarkshire's town centres by managing the volume and use of parking in town centres through the development of a parking strategy

In order to ensure that all day commuter parking does not jeopardise the viability of town centres, the Council is developing proposals to introduce a parking management strategy for North Lanarkshire. The parking strategy will include proposals for off-street car park charging, the introduction of decriminalised parking enforcement, on-street parking strategy and a residential parking permit scheme. It will examine the most appropriate form of parking control for each town centre, determining where different measures are most appropriate.

As noted above, a significant proportion of town centre parking in North Lanarkshire is privately owned; consequently, the parking strategy will have to take cognisance of the level of control or influence the Council actually has and allow for joint working between the Council and the private town centre owners. Parking controls currently being proposed include a combination of time restrictions and parking charges. Effective enforcement of any parking regulations will be a key element of these actions.

To ensure that the parking strategy remains effective and relevant, it should ideally be reviewed on a three-yearly basis.

A number of options are currently being developed to manage the volume of parking available and the types of journeys or vehicles for which parking is prioritised. These include:

- managing the total volume of on and off-street parking available for both cars and motorcycles;
- managing the share of parking available for long and short-stay users;
- using charging mechanisms to control the length of stay allowed in different locations;
- appropriate measures to prevent overspill parking into adjacent residential areas;
- providing financial incentives for smaller cars or those using biofuels; and
- decriminalisation of parking (that is, transferring the responsibility for parking enforcement from the police to a third party) to enable enforcement to be undertaken by the Council.

Parking decriminalisation will assist enforcement activities allowing the Council to more effectively control parking attendants and allow targeting, meaning there will be more compliance with any parking restrictions.

Effective enforcement of parking restrictions will increase turnover of spaces, enabling improved access to local shops and businesses, thereby enhancing inward investment.

The introduction of a parking strategy will be followed by the implementation of the various actions that would be expected to be identified in such a plan. This will include proposals such as:

- measures to expand the supply of parking spaces, both on-street and in off-street car parking areas;
- decriminalisation of parking enforcement, which would involve the introduction of third tier enforcement by transferring the responsibility for parking enforcement from the police to the Council, or some other party acting on behalf of the Council;
- restrictions on the permitted length of stay in parking spaces, to encourage turnover of spaces and thereby increase parking availability;
- the introduction of parking charging mechanisms at selected off-street car parks in the main town centres throughout North Lanarkshire;
- the introduction of parking charges at Long Stay and Park and Ride facilities.
- the introduction of a Residents Parking Permit scheme, so that residents are not adversely affected by any commuter parking that may be displaced as a result of charges or time restrictions being introduced in town centre areas;

P2 Continue to provide appropriate disabled parking facilities.

Through the planning process, the Council will continue to ensure that disabled parking spaces are provided at new developments in line with current standards and that uncontrolled spaces for Blue Badge holders are provided in town centre areas. The Council will also discuss the requirements for disabled parking bays with the North Lanarkshire Access Panel, the North Lanarkshire Disability Forum and the Voice of Experience Forum, in order to identify any additional requirements.

The Council, in terms of the Disabled Persons' parking places (Scotland) Bill, will

identify on and off-street advisory disabled parking place and will promote orders for the introduction of compliant mandatory disabled Parking Places.

P3 Improve cycle parking and storage facilities.

The Council aims to provide more cycle storage facilities, particularly at key public transport interchanges, to improve integration of cycling with other forms of transport and to increase its role in commuter patterns by encouraging ‘cycle and ride’. At present, most cycle storage facilities at public transport interchanges within North Lanarkshire have been provided by SPT (with the exception of those at Harthill Services, which were provided by the Council). The Council will continue to promote further development of cycle initiatives in North Lanarkshire and pursue funding to implement improvements, where available.

The Council will continue to provide cycle parking at key public facilities, as well as continue to provide cycle stands in schools throughout the Council area.

Policy fit with objectives

8.34 Through addressing this objective, the results of these policies will make either substantial or partial contributions to all objectives. This highlights the integrated nature of the effects of transport improvements across North Lanarkshire and how by adopting these policies the Council aims to deliver transport improvements under all objectives.

8.35 The table below shows how the policies set out in this section will contribute to all strategic objectives.

Table 8.4 Policy fit with objectives and single outcome agreement

Policy code	Policy area	National Outcomes	Regeneration	Lifelong Learning	Health & Wellbeing	Environment
P1	Control volume and use of parking in town centres through the development of a parking strategy and associated control measures	2, 6, 10, 12, 14	●			●
P2	Provision of disabled parking facilities and the implementation of the Disabled Persons’ Parking Places (Scotland) Bill.	6, 7, 9, 10, 13		●	○	
P3	Improve cycle parking and storage	6, 7, 9, 10, 12, 13, 14	○	●	○	●

● = strong contribution to objective, ○ = partial contribution to objective.
National Outcomes = 15 Outcomes from Single Outcome Agreement

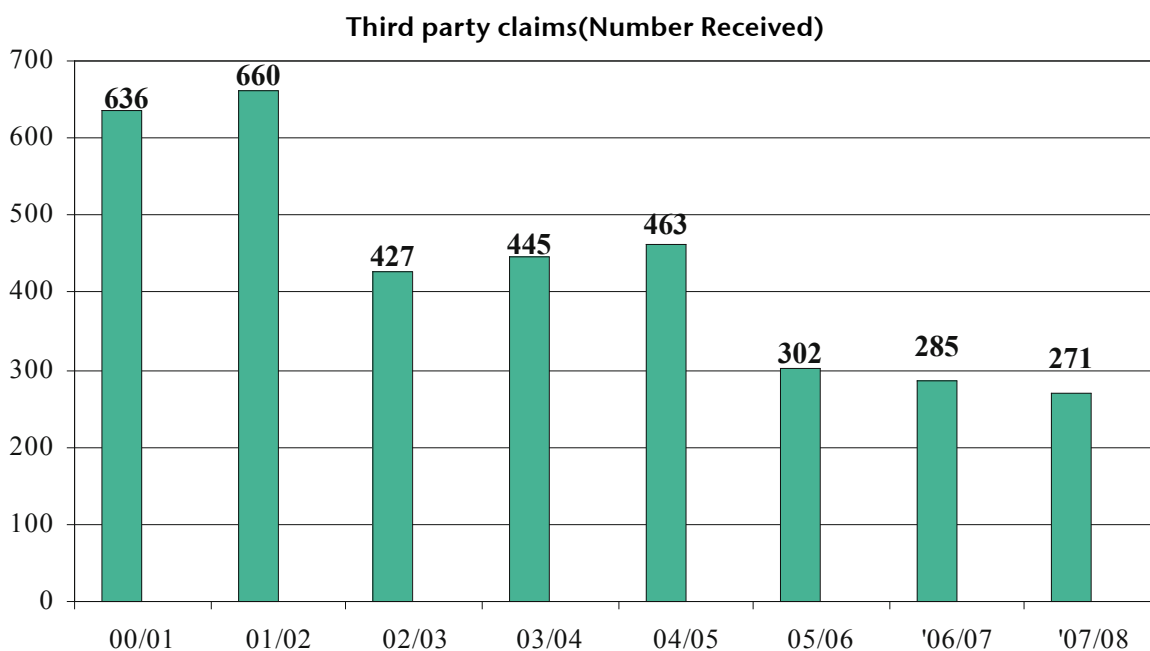
Road and footway maintenance and improvement

8.36 Maintenance and improvement of the road and footway network forms a key part of this strategy, which aims to provide a high quality, well maintained and integrated transport network across North Lanarkshire. The Council, as roads authority for the area, is responsible for the inspection and maintenance of roads (with the exception of Trunk Roads which are the responsibility of the Scottish Government), housing footpaths, control of winter maintenance procedures, design, bridges, procurement and maintenance of street lighting, litter picking and sweeping, and the development and implementation of an asset management plan.

8.37 This strategy aims to ensure that the road and footway network is maintained to a standard that is fit for purpose and meets the needs of all users, implementing improvements to meet challenging demands, as well as ensuring the safety of all of those travelling on it. Environmental considerations are also becoming increasingly prominent and consequently this strategy aims to more fully integrate environmental sustainability into road maintenance/ improvement regimes.

8.38 Associated with the strategies of managing and maintaining the network there is a strong safety consideration by the Council and this has been borne out by the reduction in the number of third party claims being received. The improvements in network safety are manifest by a continuing reduction in these claims. Refer to figure 8.2.

Figure 8.2 Third party claims in North Lanarkshire



Policies

M1 Ensure that the transport infrastructure is maintained to a standard that meets the needs of all users.

The Council will continue a programme of road maintenance designed to produce the maximum benefit for all users (including pedestrians and cyclists) within the available budget. Throughout the year, local area roads' inspectors will continue to undertake regular safety and condition inspections of the road network and identify any areas in need of maintenance. This process will be used to prioritise the maintenance and replacement programme. Requests for maintenance from the public and from elected members will continue to be input into the inspection.

The development of the Asset Management Framework led to the production of an Asset Management Plan, through joint

working with other Councils facilitated by the Society of Chief Officers of Transport Scotland (SCOTS), which will assist in providing a greater understanding of the condition of the road network.

In terms of structures, the Council will maintain and monitor a programme of bridge strengthening, in order to remove restrictions as far as possible.

The number of bridges strengthened each year will be constrained by resources and cost. The cost of strengthening an individual bridge is governed by such factors as size of bridge, severity of failure, complexity of structure, location and access considerations. However, the bridge strengthening programme will also include the decommissioning of redundant bridges and the upgrading of bridge parapets that fail to meet current containment standards – another form of bridge strengthening.

The specific aim for 2009/10 is to strengthen or improve parapet containment on 3 bridges. The performance indicator targets set for 2009/10 are:

Bridges – Road Network Restrictions	2009/10 target	2009/10 thresholds
As a percentage of the total number of assessed bridges, the number of council and private bridges that:		
a) fail to meet the European standard of 40 tonnes	12%	+/-2%
a) have a weight or width restriction placed on them	3%	+/-2%

The bridge inspection regime will also inform the Council's asset management process on the need for other types of maintenance and repair, such as waterproofing, expansion joint replacement, bearing replacement, painting (of steelwork) and structural repairs.

We will continue to work with other local authorities, through the Society of Chief Officers for Transportation in Scotland (SCOTS), on the implementations of the nationally recognised Code of Practice "Management of Highway Structures". Key to this Code of Practice will continue to be the operation of a Bridge Management System (BMS), which will sit within an agreed framework that encompasses Road and Lighting Asset Management Systems.

Figure 8.3
Street lighting faults reported in
North Lanarkshire

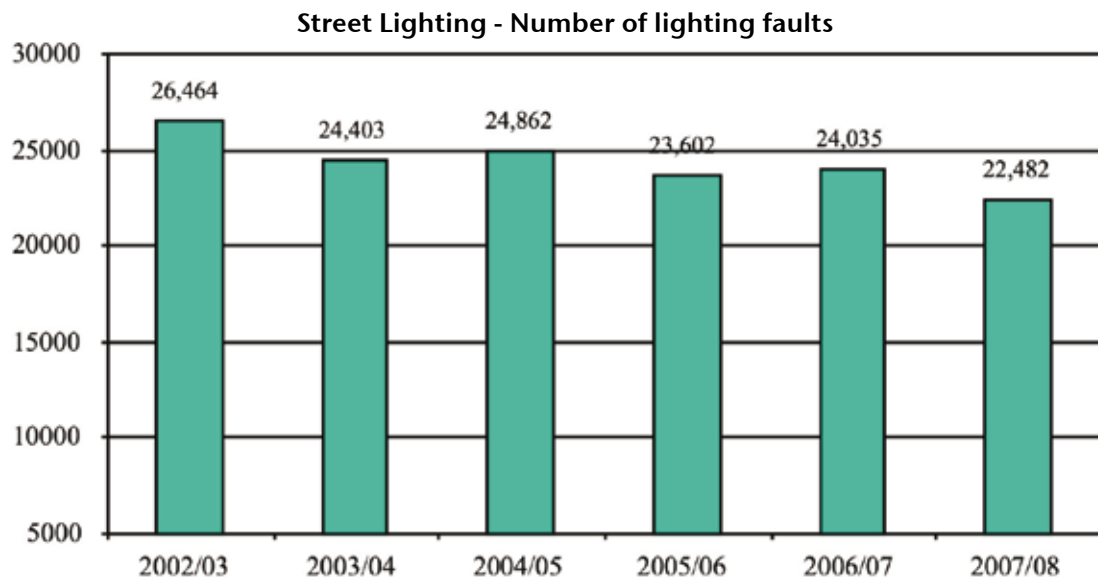
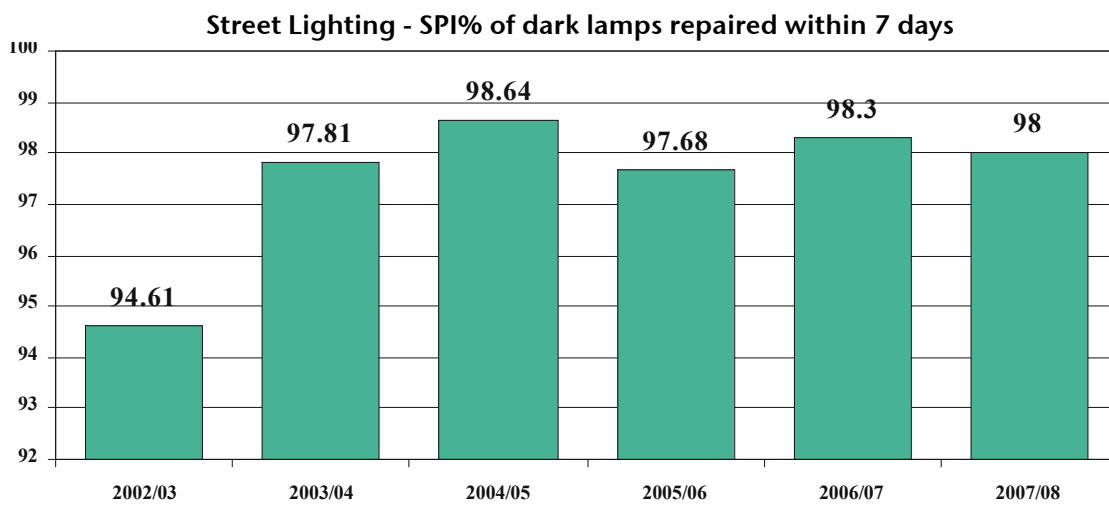


Figure 8.4
Street lighting faults
repaired within 7 days



M2 Enhance personal safety through appropriate lighting provision across the transport network

There are approximately 58,000 street lighting units across North Lanarkshire; however, as much of North Lanarkshire's lighting stock is operating beyond its recommended lifetime the Council aims to replace this through sustainable investment in more energy efficient materials. An enhanced maintenance programme will entail a move towards whiter lighting, which will initially be focussed on pedestrian routes, road crossing points, public transport interchanges and junctions. Whiter lighting will also be installed as standard in new developments bringing safety benefits as it allows better clarity and definition of colours compared to sodium lighting. The number of lighting faults continues to fall as the condition of the street lighting network improves through upgrading lamps and lanterns. Refer to figure 8.3.

The current performance indicator for the replacement of dark lamps remains at a consistently high level. Refer to figure 8.4. Some parts of the street lighting network are supplied from a dedicated supply from within the power company distribution cables for domestic and commercial customers. This '5th core' power supply to the street light network has caused some problems for maintenance in the past, as the supply is owned by an external energy provider and the council is reliant on that provider to respond to and repair cable faults on this network. OFGEM is currently measuring power company performance in carrying out cable fault repairs. The Council will continue to replace this network, where feasible so that it is within the control of the Council, to assist in providing a consistent standard of maintenance and repair across the whole network.

M3 Continue to enhance the standard of street lighting, improve its efficiency and reduce its environmental impact.

Through the LTS and its Lighting Strategy, North Lanarkshire Council will continue to enhance street lighting provision through the upgrade of columns and the replacement of existing obsolete low-pressure sodium lighting with whiter lighting units. As well as giving greater clarity and definition, these whiter lamps together with new lanterns produces less light pollution, in terms of sky glow and light trespass. This form of lighting is also more environmentally friendly to dispose of at the end of its life.

The Council will work with contractors and other bodies within the guidelines of the EU Waste Electrical and Electronic Equipment (WEEE) Regulations, which places responsibility for re-cycling of old lighting stock with the manufacturer, in order to dispose of waste lighting infrastructure in a sustainable manner.

M4 Provide a standard of service on public roads which will permit safe movement of vehicular and pedestrian traffic appropriate to prevailing weather conditions

The Council will continue to operate a system of priority routes for winter road gritting, with priority given to 'A' and 'B' class roads, main distributor roads, access routes to hospitals, schools, ambulance depots, main police stations and fire stations and main bus routes. The Council will also seek efficiencies in the delivery of the winter service. These efficiencies will be delivered through targeting patrolling on pre-assessed routes when appropriate and in addition to the regime of planned precautionary gritting. The Council's full

policy on winter maintenance can be found in the current ‘Winter Maintenance: Policy and Procedures’ document. This policy document is updated on an annual basis.

M5 Recycle and re-use materials used in the construction and maintenance of the road, footway and cycle networks

The Council will endeavour to maximise the recycling and re-use of materials wherever possible, in accordance with the standards and guidelines set out in the Design Manual for Roads and Bridges (DMRB). Following this best practice guidance on issues such as

optimising the use of carbon products will contribute to delivering value for money in the Council’s use of resources for the transport network, as well as contributing to the improvement and protection of the natural environment.

Policy fit with objectives

8.39 Table 8.5 shows how the policies set out in this section will contribute to all strategic objectives.

Table 8.5 Policy fit with objectives and single outcome agreement

Policy code	Policy area	National Outcomes	Regeneration	Lifelong Learning	Health & Wellbeing	Environment
M1	Maintenance of transport infrastructure to a high standard with the associated development of the Asset Management Framework and an Asset Management Plan.	1, 2, 7, 9, 10	●		●	
M2	Enhance personal safety through appropriate lighting	6, 7, 9, 10, 12, 13	○	○	●	○
M3	Enhance standard of street lighting to improve efficiency and reduce environmental impact	6, 7, 9, 10, 12, 13, 14	●		○	●
M4	Safe movement of traffic in all weather conditions	1, 2, 6, 9	●		●	
M5	Re-cycle and re-use materials used in construction and maintenance	1, 2, 14	○			●

● = strong contribution to objective, ○ = partial contribution to objective.
 National Outcomes = 15 Outcomes from Single Outcome Agreement

9. Implementation plans

9.1 Tables 9.1 to 9.5 identify actions to be taken against various transport-related issues, with an indication of lead agency and indicative timescales for delivery.

Table 9.1 Safety and security on the transport network

Link to policies	Action	Lead agency	Timescales
S1	Encourage bus operators to install CCTV on vehicles as a deterrent to crime and anti social behaviour.	NLC / SPT / bus operators	Continue throughout the lifetime of LTS
	Assess provision of security facilities at key bus interchanges and seek improvements where necessary: CCTV, help points, secure cycle and motorcycle parking and improved lighting.	NLC / town centre managers	Continue throughout the lifetime of LTS
	Assess personal security on public transport network: Undertake periodic surveys to assess the levels of personal security across the whole network in North Lanarkshire – allowing improvements to be prioritised and evaluated.	NLC	Continue throughout the lifetime of LTS
S2	Continue provision of and extend the coverage of the child pedestrian training scheme.	NLC	Continue throughout the lifetime of LTS
	Continue to support and expand uptake of the Children’s Traffic Club.	NLC	Continue throughout the lifetime of LTS
	Continue to publicise the ‘Pass Plus’ initiative for new drivers: Lobby the Scottish Government to provide grant funding to part-fund the scheme for young drivers.	NLC	Continue throughout the lifetime of LTS
	Liaison with health services on continuation of baby car seat loan scheme.	NLC and NHS Lanarkshire	Continue throughout the lifetime of LTS
	Continue delivery of cycle training in North Lanarkshire’s primary schools: through the Scottish Cycle Training Scheme.	NLC	Continue throughout the lifetime of LTS
	Continue a programme of road safety publicity initiatives: posters, radio campaigns and road shows, aimed at different road users and ages and in schools.	NLC	Continue throughout the lifetime of LTS
	Continue to promote the 20s Plenty message through updated campaigns	NLC	Continue throughout the lifetime of LTS
S3	Tackle some issues of safety through ‘Smartways’ information: provide information on safety initiatives / improvements as part of the ‘Smartways’ package of information.	NLC	Continue throughout the lifetime of LTS

Table 9.1 Safety and security on the transport network

Link to policies	Action	Lead agency	Timescales
S4	Identify locations for and introduce new pedestrian crossing facilities at appropriate locations.	NLC	Continue throughout the lifetime of LTS
	Identify potential safer routes to stations: implement improvements where appropriate.	NLC	Continue throughout the lifetime of LTS
	Continue to assess and implement school crossing patrols where justified.	NLC	Continue throughout the lifetime of LTS
S5	Investigate accident cluster sites and implement subsequent remedial treatments where required.	NLC	Annually
	Analysis of accident data and carry out Accident Investigation and Prevention studies: to identify areas where remedial measures, road / junction realignments or traffic calming features may be required.	NLC	2009-2011
	Work towards achievement of the Scottish road safety targets from 2010 to 2020, as set out in the Scottish Government's Road Safety Framework to 2020	NLC	2015/ 2020
S6	Safety Audits to be carried out for all major new developments and road improvement schemes: to ensure high levels of safety at all new development and new road schemes.	NLC	Ongoing
S7	Expansion of the number and coverage of mandatory or advisory 20mph zones: in appropriate residential areas and to ensure all schools are covered. Consideration given to the implementation of traffic calming where accident figures dictate.	NLC	2009
	Lobby the Scottish Government to approve expansion of pilot 20mph zones in appropriate residential areas: to seek support for the implementation of 20mph zones with minimal traffic calming features.	NLC	Continue throughout the lifetime of LTS
	Pedestrian and cycling safety improvements implemented across the whole network: identified and implemented through the Travel Planning process and more generally.	NLC	Continue throughout the lifetime of LTS
	Pedestrian and cycling safety improvements tailored for routes to schools: identified and implemented through the School Travel Plan process and more generally.	NLC	Continue throughout the lifetime of LTS
	Assess effectiveness of the programme of speed activated driver feedback signs and if positive, roll out at further appropriate locations.	NLC	2009 onwards
S8	Conduct a review of current speed limits on A and B class roads, in line with national guidance and in conjunction with neighbouring authorities: take action as appropriate.	NLC	2011/2014
S9	Maintain the network of safety cameras and review potential additional locations, if appropriate.	NLC Strathclyde Safety Camera Partnership.	Ongoing

Table 9.2 Improving access by public transport, cycling and walking

Link to policies	Action	Lead agency	Timescales
A1	Support SPT in the development and delivery of its 6-Point Bus Action Plan: the action plan includes: measures to better regulate registered local bus services; undertake gap analysis of existing bus service provision; seek more flexible and integrated bus provision; develop a range of Statutory Quality Partnerships, Punctuality Improvement Partnerships and possible Quality Contracts; and locate travel points in all 12 NLC First Stop Shops.	SPT	Continue throughout the lifetime of LTS
	Enhance public transport links to stations on Airdrie-Bathgate rail line: Work in partnership with the project promoter to maximise the opportunity for interchange at the existing, upgraded, relocated, and entirely new stations on the line within North Lanarkshire, by: reviewing existing services; identifying potential new or enhanced services; identifying infrastructure improvements, such as providing DDA-compliant accesses, and exploring the scope for introducing other incentives such as through-ticketing and service subsidies.	NLC / SPT	By 2010 – anticipated year of opening
	Lobby for extended and enhanced bus services in the evenings and at weekends, particularly those serving rural areas.	NLC / SPT / Bus Operators	Continue throughout the lifetime of LTS
	Develop our understanding of travel needs: Undertake detailed analysis of travel needs in relation to the existing transport network and key destinations, to identify gaps and areas where improvements are required.	NLC / SPT	Short term
	Streamline communications between North Lanarkshire Council, SPT, and public transport operators: Review current processes for representing the area's public transport needs.	NLC	Short term
	Examine options to improve communication between the Council and town centre and business park owners: Aim to identify solutions which may include subsidised bus services linking areas of unemployment with areas of employment plus examine the potential of shuttle buses to nearby transport interchanges.	NLC / SPT	Continue throughout the lifetime of LTS

Table 9.2 Improving access by public transport, cycling and walking

Link to policies	Action	Lead agency	Timescales
	Investigate the feasibility of introducing a shuttle bus service between Cumbernauld and / or Greenfaulds train stations and the town centre and other employment locations, as well as a bus service between Condorrat / Croy Station / Carrickstone / Craigmarloch, with a view to implementing such schemes within the lifetime of the LTS: The new service would be integrated with the arrival / departure times of key train services; the Cumbernauld / Greenfaulds Station service would link to potential rail service improvements on the Cumbernauld line.	NLC	Continue throughout the lifetime of LTS
	Examine alternatives to car and heavy rail access to areas of employment e.g. Strathclyde Business Park.	NLC / SPT	Continue throughout the lifetime of LTS
	Investigate options for implementing a high frequency circular 'fast link' bus service between Ravenscraig and Holytown, Motherwell and Wishaw stations: To help integrate the new Ravenscraig development with the existing public transport network.	NLC / Ravenscraig Partnership	Continue throughout the lifetime of LTS
	Work with South Lanarkshire Council and Strathclyde Partnership for Transport to explore the feasibility of developing an orbital quality bus corridor linking East Kilbride and Hamilton to Motherwell, Coatbridge, Airdrie and Cumbernauld.		Continue throughout the lifetime of LTS
A2	Work with NHS Lanarkshire, SPT and bus operators to improve bus access and reliability for services into Monklands Hospital	NLC/ NHS/ SPT	Continue throughout the lifetime of LTS
A3	Promote the Smartways package of information to Frontline Employability Workers: to better equip those who are assisting people back into employment to provide advice on transport issues and information to pass on to their clients.	NLC	Continue throughout the lifetime of LTS
	Develop a package of public transport information that can be provided to job seekers to better enable people to access employment, education and training opportunities: this could utilise the existing package of Smartways information as a base, but also advertise online and telephone journey planners such as Traveline Scotland.		Continue throughout the lifetime of LTS
A4	Support the committed improvements to the Central Scotland rail network as identified within the Edinburgh to Glasgow Improvements Programme (EGIP)	NLC/ Transport Scotland/ Network Rail	Continue throughout the lifetime of LTS
A5 & S1	Continue with the 6-weekly cleaning cycle of all bus shelters.	NLC	Continue throughout the lifetime of LTS

Table 9.2 Improving access by public transport, cycling and walking

Link to policies	Action	Lead agency	Timescales
	Install, replace or upgrade bus shelters: Continue to monitor the existing shelters for damage and assess public requests for the repair / cleaning of shelters or the provision of new shelters.	NLC	Continue throughout the lifetime of LTS
	Examine options for enhancement to Cumbernauld town centre bus stances: Work in partnership with SPT and the town centre owners to optimise the operational efficiency, accessibility and safety of the bus stances.	NLC / SPT / town centre managers.	Continue throughout the lifetime of LTS
	Enhance Airdrie's town centre interchange: Work in partnership with SPT to optimise the operational efficiency, accessibility and safety of the existing bus and rail interchange.	NLC and SPT	Continue throughout the lifetime of LTS
A5	Improve bus stop infrastructure: Incorporating bus shelters, seating and lighting provision.	NLC	Continue throughout the lifetime of LTS
	Extend bus park & ride facilities at Harthill Services: carry out a demand study to determine level of under-supply, and extend facilities, if so required.	NLC	2011
A6	Provision of timetable display cases: at bus stops with a shelter.	NLC	Continue throughout the lifetime of LTS
	Publicise 'Traveline Scotland': on all relevant printed information and on the Council website.	NLC / SPT	Continue throughout the lifetime of LTS
	Facilitate SPT in their role to provide bus timetable information at all bus stops with poles.	NLC / SPT / bus operators	Continue throughout the lifetime of LTS
A7	Ensure appropriate signage of new transport facilities.	NLC	Continue throughout the lifetime of LTS
	Publicise new transport facilities as they come on stream.	NLC	Continue throughout the lifetime of LTS
A8	Ensure that the transport developments in the Ravenscraig corridor are sufficient to deal with the demand from this large site.	NLC	Continue throughout the lifetime of LTS
A9	Encourage operators to increase the number of low floor vehicles across the bus network.	NLC / SPT / bus operators	Continue throughout the lifetime of LTS

Table 9.2 Improving access by public transport, cycling and walking

Link to policies	Action	Lead agency	Timescales
	Introduce Raised Kerbs and Bus Boxes / Bus Boarders at Bus Stops: Rolling programme of improvements at appropriate bus stops to allow safer access and egress for bus passengers, prioritising A class roads initially.	NLC	Continue throughout the lifetime of LTS
	Improve accessibility to Cumbernauld town centre and bus stances: to provide DDA compliant facilities, with particular priority given to the standard of pedestrian routes.	NLC and town centre managers	Continue throughout the lifetime of LTS
	Assess the accessibility to public transport interchanges: identify where accessibility improvements are required.	NLC	Continue throughout the
	Conduct a review of demand responsive transport services: In conjunction with SPT, community transport operators and the Council's own social work, health and education departments, to determine where funding should best be directed. To include consultation with existing and potential users.	NLC, SPT and community and voluntary transport operators	Continue throughout the lifetime of LTS
A10	Explore the potential for enhancing the range of community transport services available. Through the Sustainable Transport Sub-Group, develop a Community Transport Strategy for North Lanarkshire	NLC / SPT / Operators	2012
	Lobby for expansion of Community Transport and Demand Responsive Transport services: with the aim of extending both the geographic coverage and the hours of operation of services.		2012
	Maintain, monitor and improve use of the Shopmobility scheme in town centres.	NLC	Continue throughout the lifetime of LTS
A11	Consultation with taxi representatives: to identify areas for improvement.	NLC	Continue throughout the lifetime of LTS
	Conduct a thorough examination of existing taxi rank facilities and formalise these where appropriate, or provide alternative locations.	NLC	Continue throughout the lifetime of LTS
	Examine where additional taxi rank facilities are needed: create new taxi rank facilities where appropriate.	NLC	Continue throughout the lifetime of LTS

Table 9.2 Improving access by public transport, cycling and walking

Link to policies	Action	Lead agency	Timescales
A12	Continue to publicise community and demand responsive transport services: through distribution of information in libraries, health centres and other council facilities.	NLC	Continue throughout the lifetime of LTS
A13	Increase awareness of the National Concessionary Fares Schemes: promotion on the Council's website, in libraries, health centres and other council facilities.	North Lanarkshire Council / SPT.	Continue throughout the lifetime of LTS
A14	Implementation of measures to enable improved access to pedestrian infrastructure by the mobility impaired: including tactile paving, drop kerbs, audible and tactile cone crossing alerts and ramps with staggered sections and rest areas to avoid steps where technically feasible.	NLC	Continue throughout the lifetime of LTS
	Consultation with the North Lanarkshire Public Access Forum and Local Access Forums: on potential improvements to the existing pedestrian and cycle infrastructure to enhance accessibility.	NLC	Continue throughout the lifetime of LTS
	Continue to install DDA compliant drop kerbs: as part of the overall maintenance programme, as well as reacting to specific public requests.	NLC	Continue throughout the lifetime of LTS
A15	Continue to develop and promote the Smartways Initiative: Continue updating and distribution of the main Smartways maps. Develop and produce new local area cycling / walking maps as routes are implemented. Continue to promote the initiative through the website and distribution of maps and leaflets at all libraries, schools, Council buildings, housing offices and 'one stop shops' (Council information offices). Continue with marketing initiatives such as placing adverts on library carrier bags and on the side of refuse collection vehicles. Explore options to provide cycle storage and shower facilities at offices to encourage cycling to work	NLC	Continue throughout the lifetime of LTS
	Develop a package of 'Smartways' based information targeted at employees: for distribution at existing and new employment sites, health centres, colleges, job centres etc.	NLC	Continue throughout the lifetime of LTS
A16	Continue development of the 'Greenlink' initiative: involving further development of the cycle link between Ravenscraig, Motherwell town centre, Bellshill and Strathclyde Park.	NLC / Central Scotland Forest Trust	December 2009

Table 9.2 Improving access by public transport, cycling and walking

Link to policies	Action	Lead agency	Timescales
	Development of Sustrans National Cycle Network: Work in partnership with Sustrans to develop and enhance the existing National Cycle Network, and improve connections to the national network.	NLC / Sustrans	Continue throughout the lifetime of LTS
	Upgrade of Strathkelvin Walkway to Coatbridge: incorporating links to Glenboig, Gartcosh, Drumpellier Country Park, Monkland Canal, Summerlee Heritage Park, Drumpark School, National Cycle Route 75, Bargeddie and Baillieston, including Gartcosh to Muirhead Link.	NLC	November 2010
	Cumbernauld walking / cycling network extensions: including improved links to Cumbernauld Station and Greenfaulds Station, links to Allandale and to the Forth and Clyde Canal at Castlecary and Auchinstarry, to Palacerigg Country Park and extensions to the Glasgow to Cumbernauld Cycle Commuter Route into the town centre and to Croy Station.	NLC	October 2010
	Continue implementation of schemes identified within the North Lanarkshire Walking and Cycling Strategy: including enhancements to existing routes; construction of new shared-use pedestrian / cycle paths; installation of cycle stands at appropriate locations; and continue to promote the benefits of walking and cycling as alternatives to the private car.	NLC	Continue throughout the lifetime of LTS
	Update the North Lanarkshire Walking and Cycling Strategy	NLC	2012
A17	Expand the network of cycle counters across North Lanarkshire: to enable enhanced monitoring of cycle trips.	NLC	Continue throughout the lifetime of LTS
A18	Liaise with North Lanarkshire Public Access Forum and Local Access Forums: to produce a town centre pedestrian and cycling signing strategy and to identify opportunities for improvements in signage of public access routes.	NLC, North Lanarkshire Public Access Forum and Local Access Forums.	Continue throughout the lifetime of LTS
	Maintain and improve pedestrian and cycle route signage.	NLC	Continue throughout the lifetime of LTS
A19	Improve facilities for powered two wheelers: utilise feedback from the North Lanarkshire Citizens Panel to help identify and develop enhancements to the transport network that will improve conditions for powered two wheeler users.	NLC	Continue throughout the lifetime of LTS

Table 9.3 Reducing congestion and improving network performance

Link to policies	Action	Lead agency	Timescales
C1	Explore opportunities to introduce bus priority measures on priority corridors: Work in partnership with key stakeholders to identify, develop and introduce bus priority measures, where feasible, as part of comprehensive multi-modal route action plans (RAPs).	NLC / SPT	Continue throughout the lifetime of LTS
C2	Expand Park and Ride facilities at Airdrie Station: to accommodate the increased demand forecast following the re-opening of the Airdrie-Bathgate rail line.	NLC	2011
	Develop Callon Street car park into a multi-modal Park and Ride and interchange facility: to improve access to the town centre and act as park and ride for the nearby train station as well as for bus services.	NLC	2011
	Explore possibilities to expand Park and Ride at Coatdyke, Coatbridge Sunnyside and Blairhill Stations in Coatbridge: To accommodate the increased demand that will be generated in Coatbridge from the re-opening of the Airdrie-Bathgate rail line.	NLC / SPT	2012
C3	Explore opportunities for priority vehicle lanes: Work with SPT to investigate areas where priority can be given to specific types of vehicle / road users.	NLC and SPT	Continue throughout the lifetime of LTS
C4	Publicise the Traffic Scotland website resource: on all relevant printed information and on the Council website.	NLC	Continue throughout the lifetime of LTS
	Explore the potential for Variable Message Signs: utilising information gained through the CCTV centre and to show spaces at Park & Ride sites.	NLC	Continue throughout the lifetime of LTS
C5	A723 Carfin – Holytown link road to Ravenscraig: Dual this route, linking the A8 to Ravenscraig, to enable the full economic development potential of the area to be met, in line with Local Plan proposals.	NLC, Transport Scotland	Continue throughout the lifetime of LTS
	A71/B7011 Horsley Brae junction improvements: work with South Lanarkshire Council to examine and implement feasible junction improvements to manage future levels of peak hour congestion, to improve accessibility to local economic development opportunities and to improve journey times, in line with the Local Plan.	NLC/SLC	Continue throughout the lifetime of LTS
	Improvements to the A73 corridor: to ease congestion and reduce air quality, noise and severance problems in the communities along its route.	NLC	Continue throughout the lifetime of LTS

Table 9.3 Reducing congestion and improving network performance

Link to policies	Action	Lead agency	Timescales
C5	Town centre traffic management improvements: where appropriate, to relieve localised congestion problems.	NLC	Continue throughout the lifetime of LTS
	Implement localised junction and network improvements to improve traffic flow: in areas of general constraint and to facilitate Local Plan development proposals		Continue throughout the lifetime of LTS
	Utilise the Paramics town centre traffic models: to better manage current traffic flows, to test road layout proposals, and to model the effects of additional traffic movements arising from localised development proposals as well as the developments proposed through the Local Plan.	NLC	Continue throughout the lifetime of LTS
C6	Whenever Market forces dictate, examine options to create a link road to connect Kilgarth and the freight terminal at Gartsherrie with the M73 at Gartcosh Business Interchange: which could remove a substantial proportion of freight traffic from the roads through Coatbridge.		Continue throughout the lifetime of LTS
	Identification of appropriate routes for freight: to provide advisory signing to encourage freight traffic away from sensitive areas onto more appropriate routes.	NLC in conjunction with freight industry representatives.	Continue throughout the lifetime of LTS
C7	Support work to explore opportunities into use of Forth and Clyde Canal for transporting freight: primarily for bulky and / or non time-sensitive goods.	British Waterways / Lowland Canal Freight Steering Group / Transport Scotland	Continue throughout the lifetime of LTS
C8	Develop a supplementary guidance note in respect of parking standards, to be applied in all new developments.	NLC	Continue throughout the lifetime of LTS
C9	Continue to publicise the car sharing database for workplaces, colleges and schools: through continued distribution of periodic emails to all Council staff and continuation of events such as the Council 'Car Sharing Day' to raise the profile of the initiative.	NLC	Continue throughout the lifetime of LTS
C10	Develop and implement Council Travel Plans: starting with Fleming House in Cumbernauld and then rolling out to other Council offices.	NLC with specialist assistance through the Site Specific Advice Scheme / SPT	Continue throughout the lifetime of LTS

Table 9.3 Reducing congestion and improving network performance

Link to policies	Action	Lead agency	Timescales
C10	Encourage use of low emissions vehicles and alternative fuels: Work in partnership with Northern Lanarkshire Council's Fleet Services and air quality team to introduce low emission vehicles and alternative fuels into the Council's fleet, in line with the Council's Air Quality Management Action Plan.	NLC	Continue throughout the lifetime of LTS
	Encourage wider development of workplace travel plans: through joint working with the SPT Travel Plan Co-ordinators, the Council's Regeneration Service, Jobcentre Plus and other relevant partners.	NLC / SPT / Jobcentre Plus	Continue throughout the lifetime of LTS
	Continue to request travel plans as part of the planning process for major new developments: in line with Local Plan policies.	NLC	Continue throughout the lifetime of LTS
C11	Encourage the development of School Travel Plans at all schools in North Lanarkshire and implement improvement measures where appropriate: through the Travel Plan Co-ordinator role, building upon the various School Travel Plans already developed and implemented.	NLC	Continue throughout the lifetime of LTS
C12	Utilise 'Lanarkshire' the Brand as a platform for disseminating transport information across the whole of Lanarkshire.	NLC	Continue throughout the lifetime of LTS
C13	Work with the planning function to ensure that new development plans take sustainable travel options into consideration and provide links to the existing transport infrastructure and local services, wherever possible.	NLC	Continue throughout the lifetime of LTS
C14	Work with developers and contractors to ensure that the minimal amount of waste is created through the application of sustainable construction methods.	NLC	Continue throughout the lifetime of LTS
C15	Implement relevant actions to address air quality, noise and carbon emissions following air quality monitoring (in line with the Air Quality Action Plan), noise mapping and carbon footprinting activities: relevant actions include local signing indicating the presence of an Air Quality Management Area, potential network improvements to reduce the level of congestion within these areas, vehicle emissions testing campaigns and vehicle idling campaigns.	NLC	Continue throughout the lifetime of LTS
	Develop and publish on the Council's web site guidance for drivers indicating how minor changes in driving style could have significant positive benefits for the environment/ air quality; such as: accelerating/ braking more smoothly; switching off engines if stopped at traffic lights; removing roof racks when not in use etc.	NLC	2011

Table 9.4 Parking in town centres

Link to policies	Action	Lead agency	Timescales
P1	Develop a parking management strategy for North Lanarkshire: This will identify the most appropriate measures for different areas of North Lanarkshire and should be reviewed on a three-yearly basis.	NLC – in conjunction with independent car park owners.	December 2010
	Implement the actions from the Parking Strategy: This is likely to include measures to expand the supply of parking, the decriminalisation of parking through the introduction of third tier enforcement, restrictions on length of stay, the introduction of parking charging mechanisms, and the introduction of Residents Parking schemes so that residents are not adversely affected by displaced commuter parking.	NLC – in conjunction with independent car park owners.	2013
P2	Implementation of the Disabled Parking Persons’ (Scotland) Bill	NLC	October 2011
P3	Enhance provision of secure cycle parking at transport interchanges, town centres, major employment, leisure and education centres and new developments.	NLC / SPT / town centre managers	Continue throughout the lifetime of LTS
	Enhance parking facilities for powered two wheelers in town centres, key interchanges and other key attractions.	NLC and car park owners.	Continue throughout the lifetime of LTS
P2	Continue to provide appropriate disabled parking facilities in town centres and other car parks.	NLC	Continue throughout the lifetime of LTS
S7	Encourage car park owners and developers to develop new car parks to the standards of the ‘Park Mark’ accreditation scheme.	NLC and car park owners.	Continue throughout the lifetime of LTS

Table 9.5 Road and footway maintenance and improvement

Link to policies	Action	Lead agency	Timescales
M1	Development of the Asset Management Framework an Asset Management Plan and a Road Network Action Plan.	NLC, SCOTS, Other Local Authorities	Continue throughout the lifetime of LTS
	Continue programme of road, footway and cycleway maintenance.	NLC	Continue throughout the lifetime of LTS
	Maintain and upgrade existing road sign infrastructure: ensuring inclusion of any new transport facilities.	NLC	Continue throughout the lifetime of LTS
	Maintain and upgrade existing bridges to comply with national load bearing and/or containment standards	NLC	Continue throughout the lifetime of LTS
M2	Continue a programme of street light column maintenance. Replace columns older than 30 years under a rolling programme of lighting upgrade.	NLC	Continue throughout the lifetime of LTS
	Replacement of '5th core' sections of the lighting network: to enable a faster response to faults.	NLC	Continue throughout the lifetime of LTS
	Implement an enhanced street lamp replacement programme. Continuation of the replacement of sodium lighting with white lighting lamps.	NLC	Continue throughout the lifetime of LTS
M3	Continue a programme of winter maintenance: as set out in the Council's Winter Maintenance Strategy which is reviewed annually and published in updated form each October.	NLC	Continue throughout the lifetime of LTS
	Investigate methods for optimising the winter maintenance service: to deliver it in the most efficient and effective way possible within the budget constraints.	NLC	Continue throughout the lifetime of LTS
M4	Re-cycle and re-use materials used in the construction and maintenance of the road and footway network.	NLC	Continue throughout the lifetime of LTS

9.2 In addition to the actions detailed in the tables 9.1 – 9.5, there are a number of actions that the Council wishes to promote but which will be delivered at a national or regional level. The Council will work with and actively support SPT and Transport Scotland in the implementation of these

actions, as outlined in the RTS and NTS respectively, and which will contribute to achieving North Lanarkshire's Transport objectives. These regional and national schemes with specific relevance to North Lanarkshire are identified in table 9.6.

Table 9.6 Transport Scotland and SPT projects

Transport Scotland projects	Link to LTS policies
Enhancement of park and ride facilities at Greenfaulds Station and introduction of variable message signs as part of works to upgrade the A80.	C2
Re-opening of the Airdrie – Bathgate rail line.	A5
Upgrade the A80 Glasgow to Stirling trunk road to motorway standard in order to reduce delays and improve journey time reliability.	C5
Completion of the M8 Baillieston to Newhouse to reduce delays and improve safety.	C5
A725 / M74 Raith Interchange project to decrease queues of traffic on the A725 Bellshill and Bothwell approaches, and on the M74 ramps that connect to the junction.	C5
Introduce express rail services between Glasgow and Edinburgh stopping at Shotts and Holytown (serving the Ravenscraig development) as part of the Caledonian Express Project.	A5
Expansion of park and ride facilities at Shotts and Holytown Stations as part of the Caledonian Express project.	C2 / A5
Enhance Park and Ride facilities at Harthill to build upon existing bus based facilities as part of the Central Scotland Transport Corridor Study.	C2
Provision of CCTV and general enhancement of station facilities at Shotts and Holytown stations as part of the Caledonian Express project.	S1
Improvements to rail services on the Whifflet line out of Glasgow Queen Street Station to improve capacity and frequency of services.	A5
Transport provision for the Ravenscraig development.	A16 / S6 / C8
Development of an orbital Quality Bus Corridor extending from East Kilbride and Hamilton to Motherwell, Bellshill, Coatbridge, Airdrie and Cumbernauld.	C1
Expansion of park and ride facilities at Croy Station involving 750 additional spaces in a 3 storey car park in phase 1 and a further 500 spaces in an additional 2 storeys in phase 2.	C2
Creation of a multi-modal interchange in Motherwell town centre, including expansion of park and ride facilities at Motherwell Station and general upgrade to station facilities (including DDA accessibility).	C2 / A10
Improvements to rail services between Motherwell and Cumbernauld to improve capacity and frequency of services.	A5
Improvements to rail services between Glasgow Queen Street Station, Cumbernauld and Falkirk Grahamston to improve capacity and frequency of services.	A5
Improvements to the A73 to reduce congestion, improve access to public transport and reduce severance in communities.	C5

10. Monitoring and evaluation

The importance of monitoring and evaluation.

10.1 The purpose of this LTS is to set out a strategy and programme that will bring about a set of changes in our transport networks. These changes are encapsulated in the transport objectives which, in turn, were shaped by our long-term vision of the future of transport.

10.2 Over the next four years, North Lanarkshire Council will implement the measures set out in the programme in Chapter 9. Over this period, we expect to see changes in travel behaviour, and in perceptions of quality of travel, as a result of the implementation of these measures.

10.3 The monitoring and evaluation framework for the strategy has been developed to identify whether or not the package of measures is performing as originally intended, whether the established objectives are being met, and whether the package of measures being implemented continues to represent value for money. The monitoring framework has been designed to:

- provide information on the progress of measures, including information on delivery (inputs and management) and on output; and
- generate monitoring information on an annual basis for use in evaluation.

10.4 The key purpose of evaluation is to:

- determine whether all or some objectives have been met fully or partially, and if not met, why;
- provide evidence on overall performance and, using performance tests / indicators and benchmarks to assess the net additional value obtained from a project or programme

compared with other projects or programmes; and

- diagnose where under or over performance has taken place in the chain or process between inputs and outcomes and to identify and assess the causes.
- 10.5 Progress is measured using a set of performance indicators and targets, leading to a range of strategy outcomes that are directly linked to the objectives. Performance indicators are a description of the outcome being measured, for example the number of bus passengers per year, whilst the target is a point we wish to reach, normally numerical.

Monitoring framework

10.6 The LTS objectives are at the centre of this strategy and form the basis for the monitoring framework. However, the various Actions associated with the Policies listed in Chapter 9 will also be monitored. For each of the objectives, it is necessary to develop a chain of cause and effect, linking the transport measures through to each objective. Each objective is discussed in turn in the sections below and for each, the following monitoring information is given:

- A set of transport indicators, baseline figures and target information that should be monitored in order to determine the direct impacts of the transport interventions contained within the strategy;
- A set of intermediate outputs that would be achieved as a result of the transport interventions; and
- A set of high-level strategic outcomes for the area as a whole which will result from the intermediate outputs, and which will indicate whether the objectives are being achieved.

10.7 These intermediate outputs and strategic outcomes will also be monitored to ensure the strategy as a whole is achieving the objectives, which will include a mid-term evaluation. The Council will work with SPT and other parties as appropriate in the monitoring and evaluation of these outputs and outcomes.

Objective 1: To stimulate business and the economy and develop North Lanarkshire as an attractive place to invest, work and do business

Table 10.1 Objective 1: transport indicators, outputs and outcomes

Outcome	
Reduced unemployment	Baseline: 22.9% economically inactive, 2005-06 (North Lanarkshire Labour Market Report Summer 2007)
Increased number of businesses in the area.	Baseline: 5,050 businesses in North Lanarkshire by end of 2005 (North Lanarkshire Council)
Intermediate output	
Number of people citing transport as a key barrier to accessing employment / education / training / services	Baseline: To be identified (Scottish Household Survey)
Reduced costs to freight industry / businesses	Baseline: To be identified
Transport indicator	
Average journey time on key routes to key destinations	Baseline: To be identified Target: To be identified Source: To be identified
Journey reliability	Baseline: To be identified Target: To be identified Source: To be identified

Objective 2: To provide equal opportunities and enhance the choice, accessibility and availability of transport, particularly for those in deprived areas and for those with limited access to the transport network

Table 10.2 Objective 2: transport indicators, outputs and outcomes

Outcome

Improved quality of life	Baseline: 42% of adults rate their neighbourhood as a 'very good' place to live (Scottish Household Survey 2005/06 Table 4.24)
Reduced unemployment	Baseline: 22.9% economically inactive, 2005-06 (North Lanarkshire Labour Market Report Summer 2007)
Increased % of young people in full time employment, education or training	Baseline: To be identified

Intermediate output

Increased number of people travelling by public transport	Baseline: Bus: 12%, Rail: 4% (Transport across Scotland in 2005/06 some Scottish Household Survey results from across Scotland, Table 19.)
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Transport indicator

Proportion of rail, bus stations and bus stops that are DDA compliant	Baseline: To be identified Target: To be identified Source: To be identified
Walking time to the nearest bus stop and frequency of service	Baseline: To be identified Target: To be identified Source: To be identified

Objective 3: To promote safety in the community and enhance actual and perceived safety when travelling on the public transport network

Table 10.3 Objective 3: transport indicators, outputs and outcomes

Outcome	
Increased number of cycling and walking trips	Baseline: 11% walk, 0% cycle (Scottish Household Survey: Travel Diary 2005/2006, Main Mode of Travel Table 14)
Reduced number and severity of road casualties	Baseline:
Increased number of public transport trips	Baseline: Bus: 12%, Rail: 4% (Transport across Scotland in 2005/06 some Scottish Household Survey results from across Scotland, Table 19.)
Intermediate output	
Improved perceptions of the safety of cycling and walking	Baseline: Additional survey work required
Improved perceptions of the safety and security of using public transport when	Baseline: 51% of adults feel very or fairly safe when travelling by bus and 48% feel very or fairly safe travelling by rail (Transport Across Scotland in 2006: some Scottish Household results for parts of Scotland, Table 13).
Transport indicator	
Length of dedicated or marked active travel network	Baseline: To be identified Target: To be identified Source: To be identified
CCTV coverage of public transport network	Baseline: To be identified Target: To be identified Source: To be identified

Objective 4: To protect North Lanarkshire's built and natural environment and improve the health of its population.

Table 10.4 Objective 4: transport indicators, outputs and outcomes

Outcome	
Improved local air quality	<p>Baseline: 40ug/m³ average annual mean concentration of Nitrogen Dioxide across 7 monitoring sites</p> <p>18ug/m³ average annual mean concentration of PM10s across 6 monitoring sites.</p>
Reduced number and severity of road casualties for North Lanarkshire	<p>Baseline: Ecological Footprint – 5.09 global hectares CO2 Footprint – 11.5 per capita/tonnes</p>
Improvements to the general health of the population	<p>Baseline: Self assessed health (all Lanarkshire adults), Very good / good: 66%, Fair: 23%, Bad / very bad: 11% (Scottish Health Survey 2003)</p>
Intermediate output	
Reduced vehicle emissions	<p>Baseline: To be identified</p>
Increased levels of physical activity	<p>Baseline: All adults in Lanarkshire - Low physical activity: 39%, Medium physical activity: 31%, High physical activity: 31%. (Scottish Health Survey 2003).</p>
Transport indicator	
Mode split on the journey to work and school	<p>Baseline: Walk: 11%, Car: 70%, Cycle: 0%, Bus:12%, Rail: 4%</p> <p>Target: To be identified</p> <p>Source: Transport across Scotland in 2005/06 some Scottish Household Survey results from across Scotland, Table 19.</p>
Proportion of Council vehicle fleet using sustainable fuels	<p>Baseline: To be identified</p> <p>Target: To be identified</p> <p>Source: North Lanarkshire Council</p>
Number of walking / cycling trips	<p>Baseline: 11% walk, 0% cycle</p> <p>Target: To be identified</p> <p>Source: Scottish Household Survey: Travel Diary 2005/2006, Main Mode of Travel Table 14.</p>

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