LOCAL TRANSPORT STRATEGY

CASE FOR CHANGE

Draft for Consultation – December 2025

NORTH LANARKSHIRE COUNCIL
COMHAIRLE SIORRACHD LANNRAIG A TUATH

LIVE
LEARN
WORK
INVEST
VISIT

Table of Contents

Tables

Figures

Introduction

Overview

North Lanarkshire's transport network plays a vital role in connecting communities, supporting economic growth, and facilitating everyday travel. However, with changing travel patterns, environmental challenges, and evolving local needs, there is a clear need for a refreshed and up to date Local Transport Strategy (LTS) that prioritises the current needs of the residents and visitors of North Lanarkshire in the next 10 years. The LTS will outline our future approach to the development and upkeep of the transport infrastructure within the Local Authority area.

This Case for Change report sets out the evidence base for transport-related problems and opportunities across all modes within the council area and draws upon relevant data analysis, policy review as well as public and stakeholder engagement. This report also outlines the Vision, Priorities and Objectives that have been developed from the evidence-based problems and opportunities identified in the area and are going to help shape the future direction of transport in the area.

By identifying the need for change, this report lays the foundation for a transport strategy that will improve connectivity, enhance accessibility, and contribute towards a more efficient, reliable and inclusive transport network throughout North Lanarkshire.

Report Structure

This report details the background information and summarises the problems and opportunities that have been identified to guide the LTS for North Lanarkshire. The Case for Change report follows the structure noted below:

- Chapter 2 – Policy Context
- Chapter 3 – Strategic Context
- Chapter 4 – Consultation and Engagement
- Chapter 5 – Problems and Opportunities
- Chapter 6 – Vision, Priorities and Objectives
- Chapter 7 – Summary

Work to inform these chapters has been undertaken over the period August 2024 to June 2025.

Policy Context

This chapter provides an overview of the key national, regional and local documents which shape the policy context in which the North Lanarkshire LTS sits. Neighbouring local authorities LTSs were reviewed. A summary of the relevance of each policy or plan document has been noted within **Appendix A**.

Since the last LTS was published in 2010, there has been a significant shift in policy. In 2019, the Scottish Government declared a Climate Emergency, and since then, both national and regional documents, such as the Second National Transport Strategy (NTS2) in 2020, Strathclyde Partnership for Transport's Regional Transport Strategy (RTS) in 2024, and the National Planning Framework 4 (NPF4) in 2023 acknowledge that any interventions or measures must consider their impact on tackling climate change. Local strategies have also shifted to include objectives to tackle climate change, such as our current Local Development Plan, published in 2022, which notes the importance of transitioning to a low-carbon economy in mitigating the effects of climate change. The 2019 Climate Plan ACT2030 set an ambitious target to achieve net-zero greenhouse gas emissions by 2030. The policies and strategies reviewed are shown in **Figure 1**.

This policy review has set out the policy context for the development of the next LTS for North Lanarkshire. The current policy, planning, strategy and investment landscape has a clear focus on tackling climate change and the impact of climate change on all levels of society by striving to achieve net zero carbon by 2045. The important role transport has to play in supporting climate change targets has been recognised. This is also reflected in NPF4 which has a focus on sustainable transport interventions and the priorities of NTS2 to achieve the 20% reduction in car kilometres to support the Climate Change Plan. NTS2 Priorities also refer to the need to improve health and wellbeing and a need to deliver inclusive economic growth and to reduce inequalities.

The Sustainable Investment Hierarchy, captured within NTS2, notes that consideration should be given to reducing the need to travel unsustainably, maintaining and safely operating existing assets, and making better use of existing capacity, before proposing targeted infrastructure improvements. The Sustainable Travel Hierarchy, also within NTS2, prioritises walking, wheeling and cycling and public transport above private cars.

The RTS for the SPT region also acknowledges the crucial role of transport in supporting climate change ambitions by setting targets to reduce car kilometres, transport emissions and private car use.

The local policy, strategies and plans broadly align with the regional and national policy context, with a particular focus on reduction in transport related emissions, supporting improvements to people's health and wellbeing whilst also supporting sustainable economic growth, acknowledging development within the area must be sustainable and aligned with transport policies.

National	Regional	Local
• Climate Change Plan 2018-2032 Update (2020) • National Transport Strategy 2 (2020) • National Planning Framework 4 (2023) • Strategic Transport Projects Review 2 (2022) • Reducing car use for a healthier, fairer and greener Scotland (2022) • Cleaner Air for Scotland 2 (2021) • Active Travel Framework (2020) • Cycling Framework for Active Travel (2023) • The National Walking Strategy (2014) & Action Plan (2019) • Physical Activity For Health: Scotland's National Framework (2024) • Scotland's Accessible Travel Framework (2016) • A Long Term Vision for Active Travel in Scotland 2030 (2014) • A Guide to Inclusive Cycling (2020) • Central Scotland Green Network Delivery Plan 2020 - 2030 (2020) • Sustainable Travel to Stations Strategy (2023) • Rail Services Decarbonisation Action Plan (2020) • National Just Transition Planning Framework (2021) and Draft Just Transition Plan for Transport in Scotland (2025) • National Strategy for Economic Transformation (2022) • Transport (Scotland) Act (2019) • Infrastructure Investment Plan (2021) • Programme for Government 2025 to 2026 (2025) • Approach to Climate Change Adaptation & Resilience (2023) • Vision For Scotland's Public Electric vehicles Charging Network (2023) • Reducing Car Use Through Parking Policies: An Evidence Review (2023) • Scotland's Road Safety Framework to 2030 & Delivery Plan 2024/25 (2024) • Industry Growth Plan for Rail Freight (2019) • Rail Freight Strategy for Scotland (2016) • Scotland's Railway Delivery Plan 2024-2029 (2024) • Network Rail CP7 Delivery Plan (2024) • Scottish Ministers' High Level Output Specification (HLOS) 2024 - 2029 (2023) • Hydrogen Action Plan (2022) • Local Living and 20-Minute Neighbourhoods (2024)	• A Call to Action: The Regional Transport Strategy for the west of Scotland 2023-2038 (2023) • The Regional Active Travel Strategy for the west of Scotland 2024-2038 (2024) • Glasgow City Region City Deal (2014) • STPR2 Initial Appraisal: Case for Change – Glasgow City Region (2021) • Glasgow City Region Climate Adaptation Strategy and Action Plan (2021) • Glasgow City Region Economic Strategy (2021) and Action Plan (2022) • Glasgow and Clyde Valley Green Network: The Blueprint (2019) • NHS Lanarkshire Sustainability & Climate Change 2022-2026 (2022) • Getting It Right For Every Person: A Mental Health and Bellbeing Strategy for Lanarkshire (2019) • Our Health Together Strategy 2024-2031 (2024) • Strathclyde Regional Bus Strategy (2025) • SEStran 2035 Regional Transport Strategy (2023)	• The Plan for North Lanarkshire (2019) • North Lanarkshire Council's Local Transport Strategy (2010) • North Lanarkshire Council's Active Travel Strategy 2021-2031 (2021) • North Lanarkshire Council's Local Development Plan (2022) • North Lanarkshire Council's Climate Plan ACT 2030 (2021) • North Lanarkshire Council's Core Paths Plan (2023) • North Lanarkshire Council's Economic Regeneration Delivery Plan 2023-2028 (2023) • North Lanarkshire Council's Air Quality Action Plan 2023-2028 (2023) • North Lanarkshire Council's Carbon Management Plan (2019) • North Lanarkshire Council's Tackling Poverty Strategy 2020 - 2023 (2020) • North Lanarkshire Council's Tourism Strategy and Action Plan 2022-2026 (2022) • North Lanarkshire Council's Digital and IT Strategy 2019-2024 (2020) • North Lanarkshire Council's Road Asset Management Plan (RAMP) 2021-2026 (2021) • Town Action Plans (2023-2024) • Cumbernauld Town Vision (2024) • Local Outcome Improvement Plans (LOIPs) • Town and Community Hubs (2024)

Figure 1: National, Regional and Local Strategies

Strategic Context

Introduction

This chapter sets out the Geographical, Socio-Economic, and Transport context for North Lanarkshire Council's Local Transport Strategy. **Appendix B** provides more detail on the source of data and information used within the Strategic Context. The outcomes of the review are presented in the following sections have been used to inform the identification of problems and opportunities.

Geographical

North Lanarkshire is one of 32 council areas in Scotland and is situated in the heart of Scotland's central belt, to the east of Glasgow. In addition to Glasgow City, North Lanarkshire shares borders with East Dunbartonshire, Stirling, Falkirk, West Lothian, and South Lanarkshire council areas as shown in **Figure 2**. It covers an area of approximately 475 km^2, corresponding to 0.6% of Scotland's area (78,789 km^2), ranking 16th of all the Scottish councils in terms of size of geographic area.
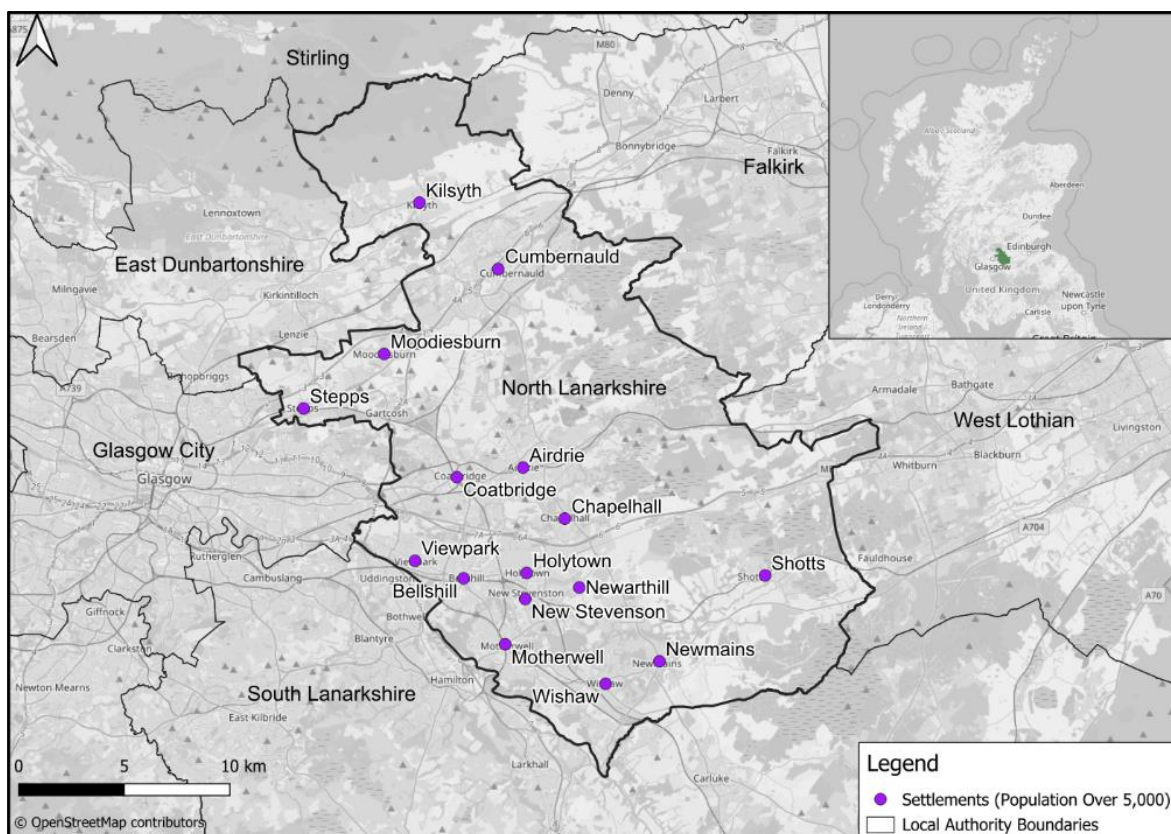
Figure 2: North Lanarkshire Council Area

North Lanarkshire Council sits within the Strathclyde Partnership for Transport area. SPT is the Regional Transport Partnership for the west of Scotland.

Figure 3 shows the urban and rural areas in North Lanarkshire based on the 6-fold Scottish Government Urban Rural Classification 2020, more information on this can be found in **Appendix B**. It shows that North Lanarkshire has a diverse range of urban and rural geographies within its boundary.
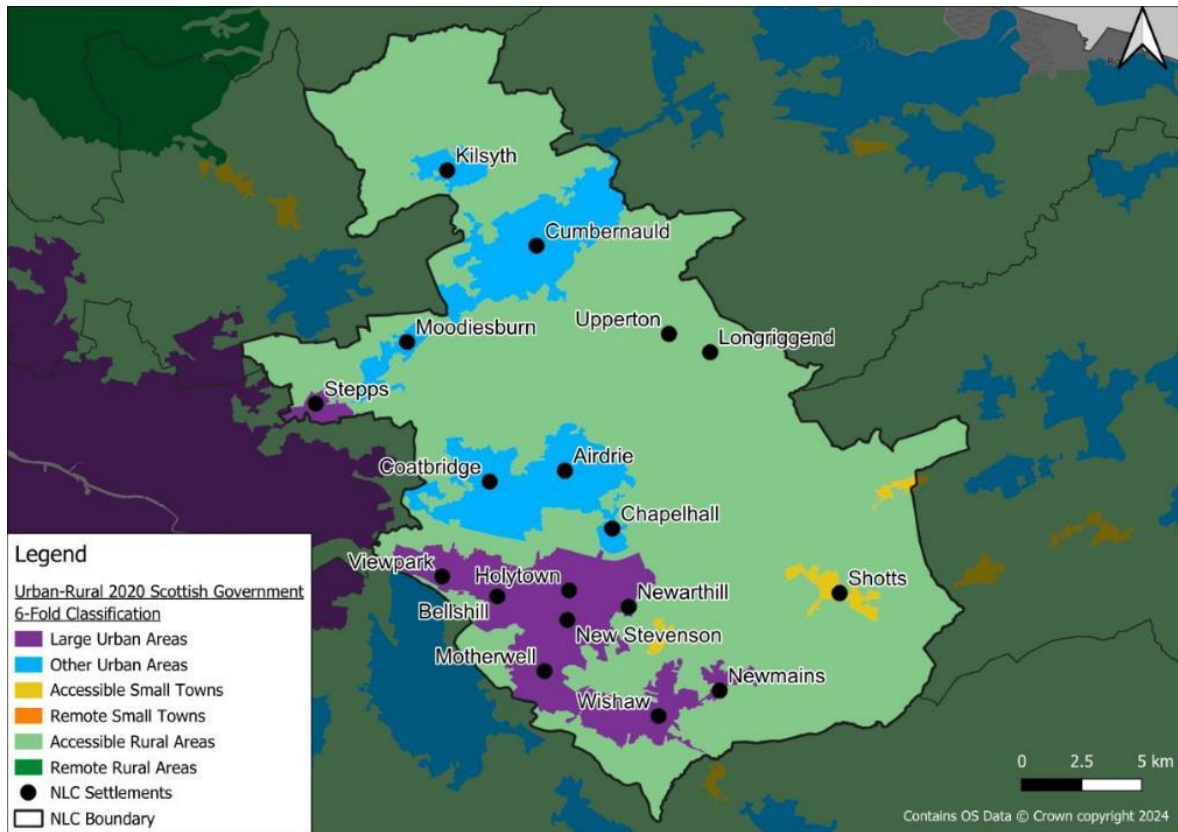
Figure 3: North Lanarkshire 6-Fold Urban Rural Classification

The 6-fold classification is broken down into the categories shown in **Table 1**, with the percentages within North Lanarkshire by population and land area also shown.

Table 1: North Lanarkshire 6-Fold Urban Rural Classification

Class Name	Description	NLC % Population	NLC % Land Area
Large Urban Areas	Settlements of 125,000 people and over	39%	17%
Other Urban Areas	Settlements of 10,000 to 124,999 people	47%	13%
Accessible Small Towns	Settlements of 3,000 to 9,999 people, and within a 30-minute drive time of a Settlement of 10,000 or more	4%	3%
Remote Small Towns	Settlements of 3,000 to 9,999 people, and with a drive time of over 30 minutes to a Settlement of 10,000 or more	0%	0%
Accessible Rural Areas	Areas with a population of less than 3,000 people, and within a 30-minute drive time of a Settlement of 10,000 or more	10%	67%
Remote Rural Areas	Areas with a population of less than 3,000 people, and with a drive time of over 30 minutes to a Settlement of 10,000 or more	0%	0%

Source: Scottish Government

The majority of the population within North Lanarkshire reside in data zones classified as either Large Urban Areas or Other Urban Areas (86% of total population), making up 30% of the North Lanarkshire land area.

Accessible Rural Areas make up 67% of the North Lanarkshire area, but only account for 10% of the population, indicating the rural nature of the area. Accessible Small Towns make up only 3% of the North Lanarkshire area and account for a small proportion of the population (4%).

Socio-Economic

Population

North Lanarkshire Council is home to approximately 340,000 people (2022 Census), ranking 4th in Scotland behind Glasgow, Edinburgh and Fife. The population of North Lanarkshire Council has grown by 1% since 2011, as shown in **Figure 4**.
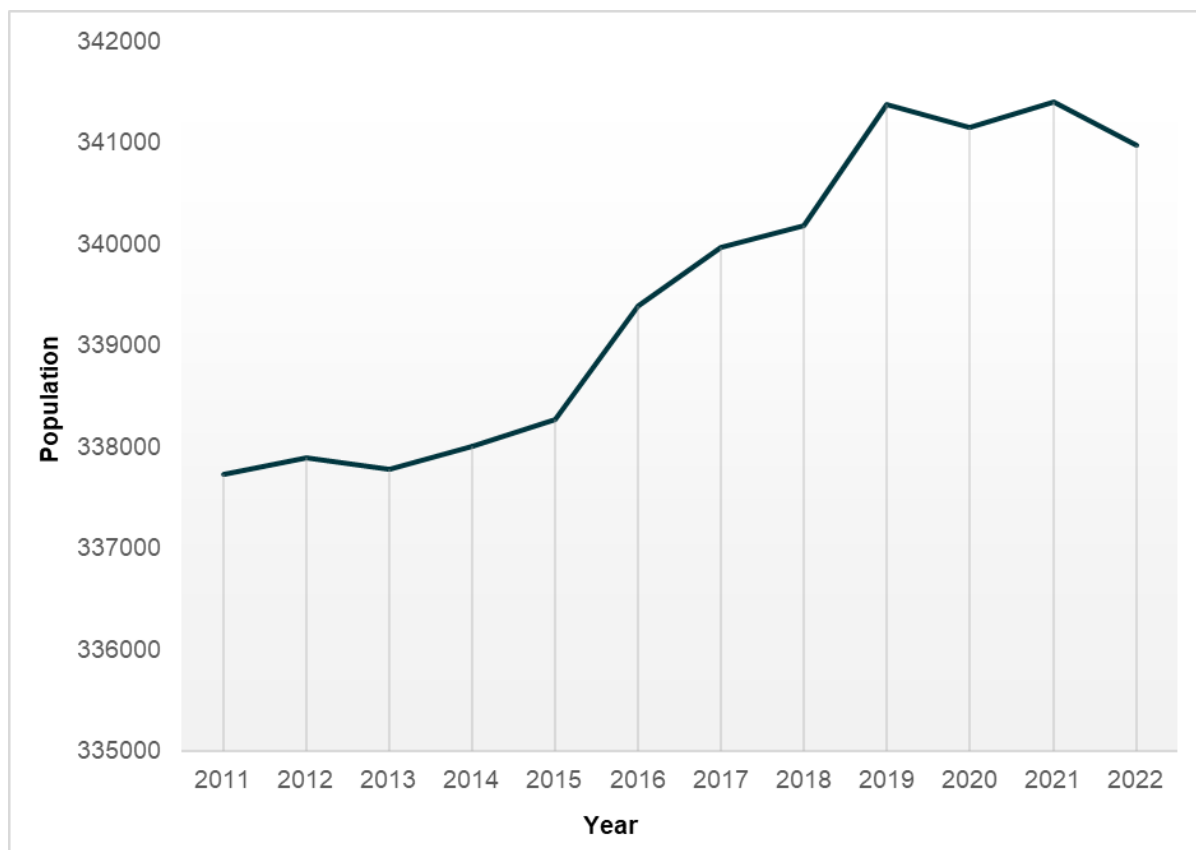
Figure 4: North Lanarkshire Population 2011 - 2022 (Source: NRS Mid-Year Population Estimates and Scotland Census)

Population data for North Lanarkshire and Scotland based on the last three censuses is presented in **Table 2** which show overall, similar population growth for both North Lanarkshire and Scotland (7.2% and 7.4%). However, whilst the population of North Lanarkshire increased by 6.2% between 2001 and 2011 -higher than the National average of 4.6% - growth slowed to just 1.0% between 2011 and 2022 which is lower than the Scottish average (2.7%) in the same period.

Table 2: North Lanarkshire and Scotland Population

Year	North Lanarkshire	Scotland
2001	318,123	5,062,011
2011	337,727	5,295,403
2022	340,973	5,436,600
% Change (2011-2001)	+6.2%	+4.6%

Year	North Lanarkshire	Scotland
% Change (2022-2011)	+1.0%	+2.7%
% Change (2022-2011)	+7.2%	+7.4%

Source: Scotland's Census

2018 population projections for North Lanarkshire show continued slow population growth until 2028, followed by a 1.2% fall between 2028 and 2043. The overall population is projected to be 337,000 by 2043.

Figure 5 shows the most densely populated areas are in the west and south-west; there are other moderately dense population centres in the central and northern areas of North Lanarkshire.
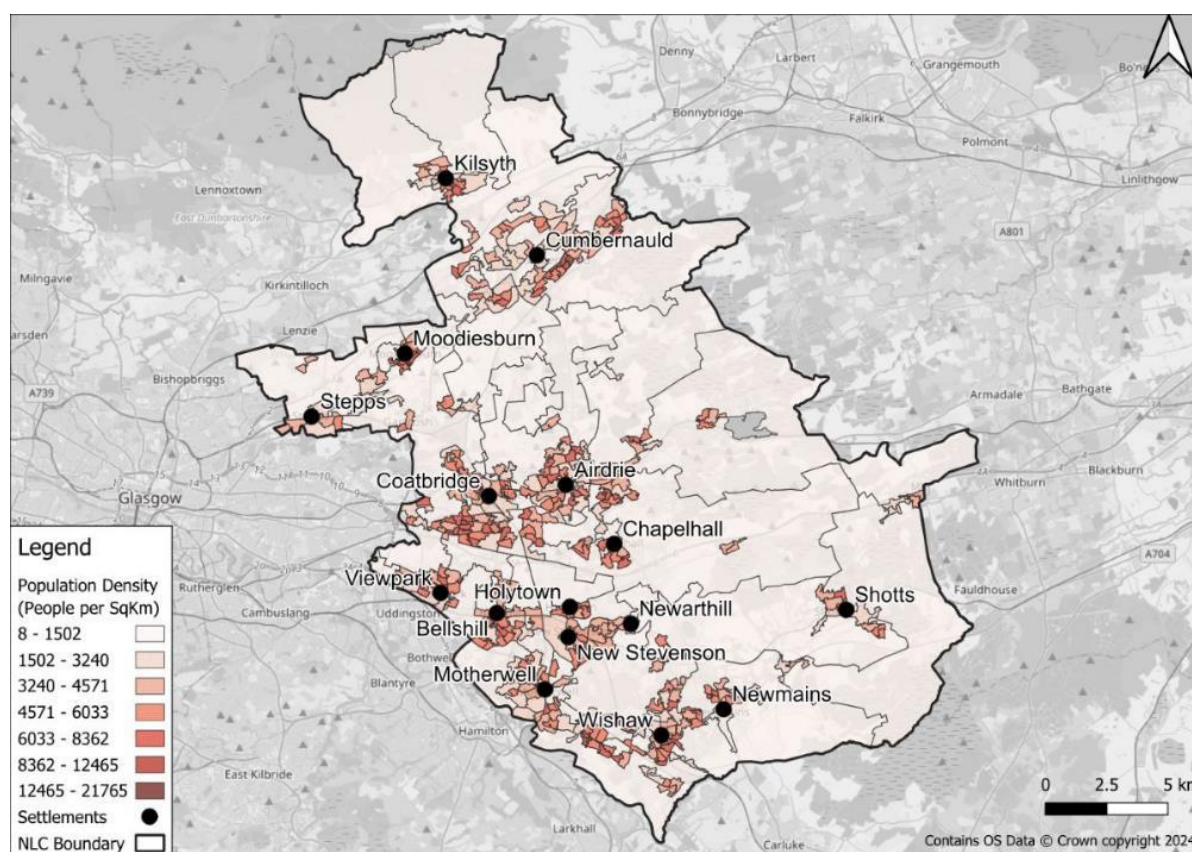
Figure 5: North Lanarkshire Population Density (Source: National Records of Scotland Mid-Year Population Estimates and Scotland Census)

Age Profile

Figure 6 and **Table 3** show within North Lanarkshire Council the proportions of people under 16 and of working age (16-64) have decreased, while the proportion of people aged 66 and over has increased since 2011. This follows the trend of Scotland's ageing population.
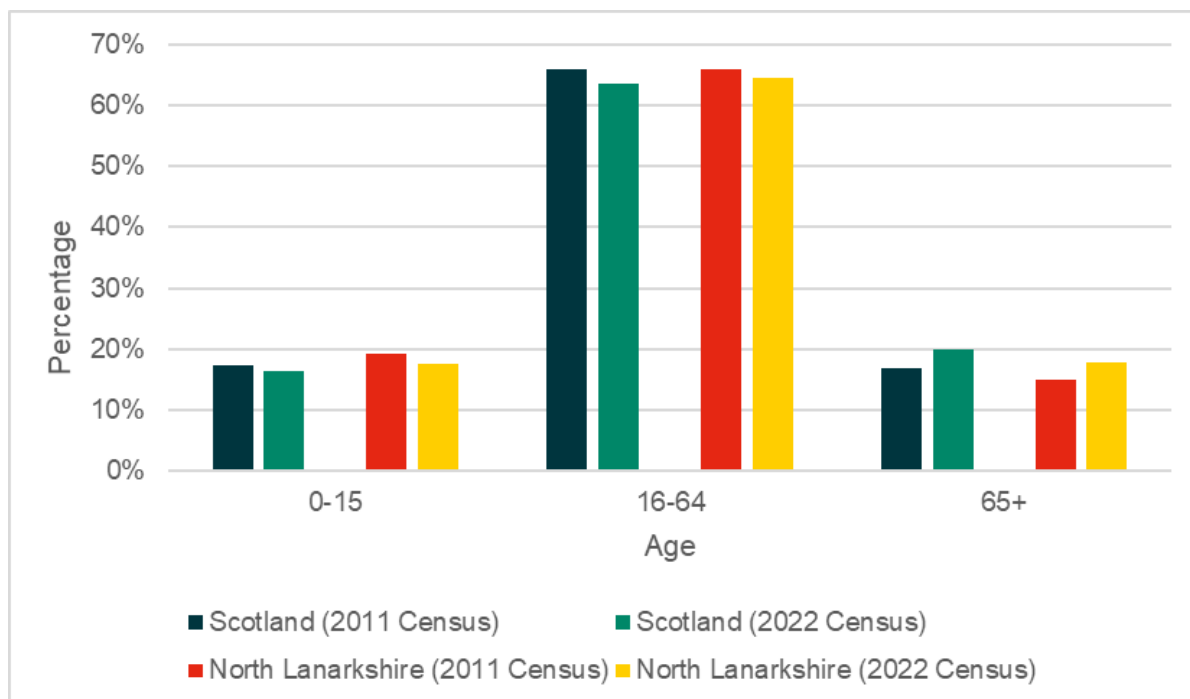
Figure 6: North Lanarkshire and Scotland Age Profile (Source: 2011 and 2022 Census)

Table 3: North Lanarkshire and Scotland Age Profile

Age range (years)	North Lanarkshire (2011)	Scotland (2011)	North Lanarkshire (2022)	Scotland (2022)
0-15	19.2	17.3	17.7	16.4
16-64	65.9	65.9	64.4	63.6
65 and over	14.9	16.8	17.9	20.0

Source: Scotland's Census

Deprivation

The SIMD deciles for the North Lanarkshire area are presented in **Figure 7**. There is a mixture of deprivation levels across North Lanarkshire, with higher deprivation zones in areas such as parts of Motherwell, Coatbridge and Wishaw, as well as the more rural areas of Plains, Caldercruix and Eastfield. Within Motherwell, Cumbernauld and Viewpark some areas fall within the lower deciles, whilst others fall within the upper deciles.
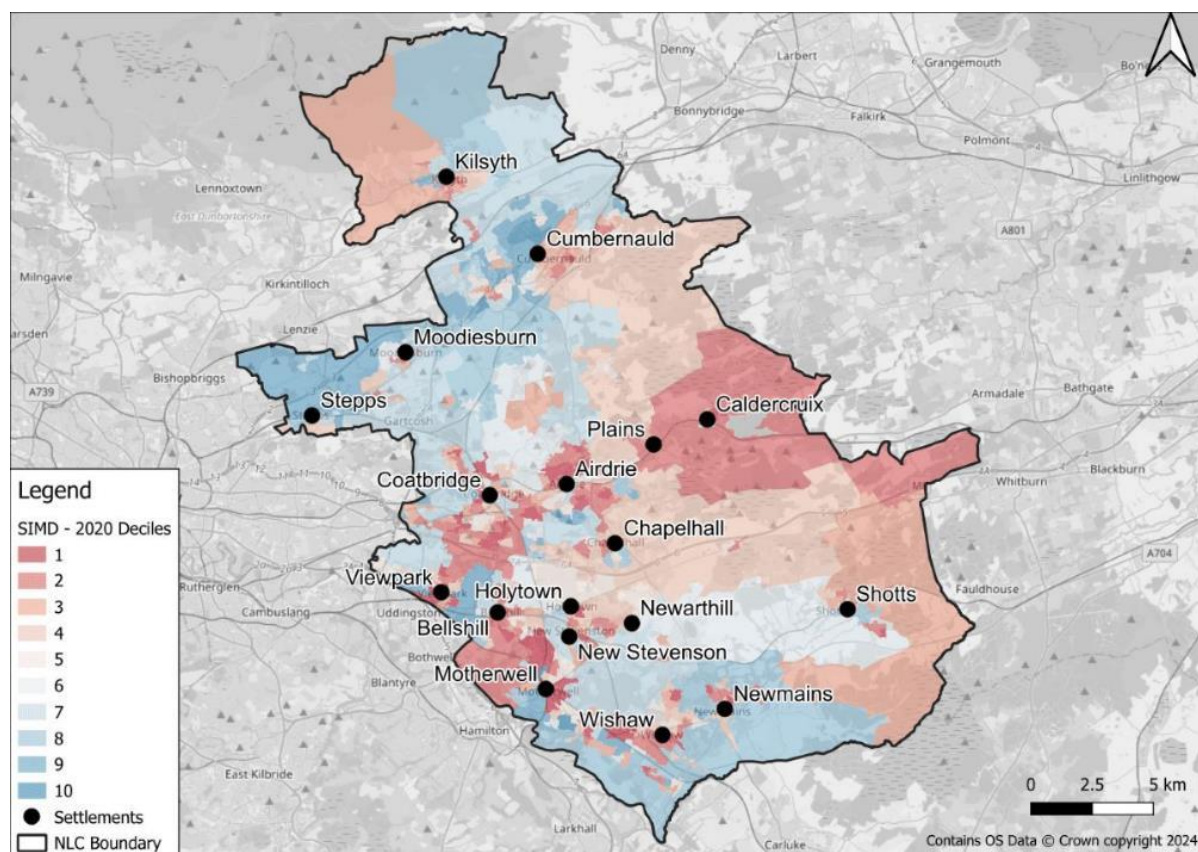
Figure 7: North Lanarkshire SIMD Deciles 2020 (Source: SIMD 2020)

The split of data zones across the SIMD deciles for the North Lanarkshire Council area and Scotland are summarised in **Table 4**.

Table 4: North Lanarkshire All Deciles Summary

Deciles	1	2	3	4	5	6	7	8	9	10
North Lanarkshire	13%	21%	14%	13%	9%	4%	8%	6%	10%	1%
Scotland	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%

Source: SIMD 2020

The table shows that North Lanarkshire Council has a significantly higher proportion of data zones in the 20% most deprived (Deciles 1 and 2) compared to Scotland as a whole (34% of data zones are in the lowest two deciles). This is the 6th highest proportion of data zones in the 20% most deprived of all local authorities across Scotland.

Employment

Census data shows the [Labour Market Profile of North Lanarkshire](#) for the period July 2024 – June 2025 notes that 76.1% of North Lanarkshire Council's working age population were economically active, i.e. either in employment or unemployed. This is slightly lower than the national average of 76.9%. Unemployment rate in the same period was 3.5% of the economically active population, which was similar to the 3.7% across Scotland.

Economically inactive people account for 29.5% of North Lanarkshire Council's working age population, which is higher than the national average (22.9%). This group encompasses long-term sick, students, those who are looking after family or home, retired, etc. The proportion of economically inactive people who want a job is 15.0%, which is slightly lower than the 16.5% in Scotland.

Economic Performance

In 2023, the GVA per head of North Lanarkshire was £30,394, recovering from a decline in 2020. This decline may have been owing to the COVID-19 pandemic. The GVA per head is lower than the Scotland wide figure in 2023 (£33,419). However, North Lanarkshire Council's [Programme of Work 2024](#) indicates that GVA per head in the area has increased by 12.5% from 2023, compared to the national average of 9%.

GVA for the area has generally increased in the 20 years between 2003 and 2023 from £6,902,000 to £9,502,000 (in 2019 values) or by 38%. Notable decreases were seen after 2008 and after 2020, which may reflect the 2008 recession and the COVID-19 pandemic in 2020, shown in **Figure 8, which highlights trends over time**.
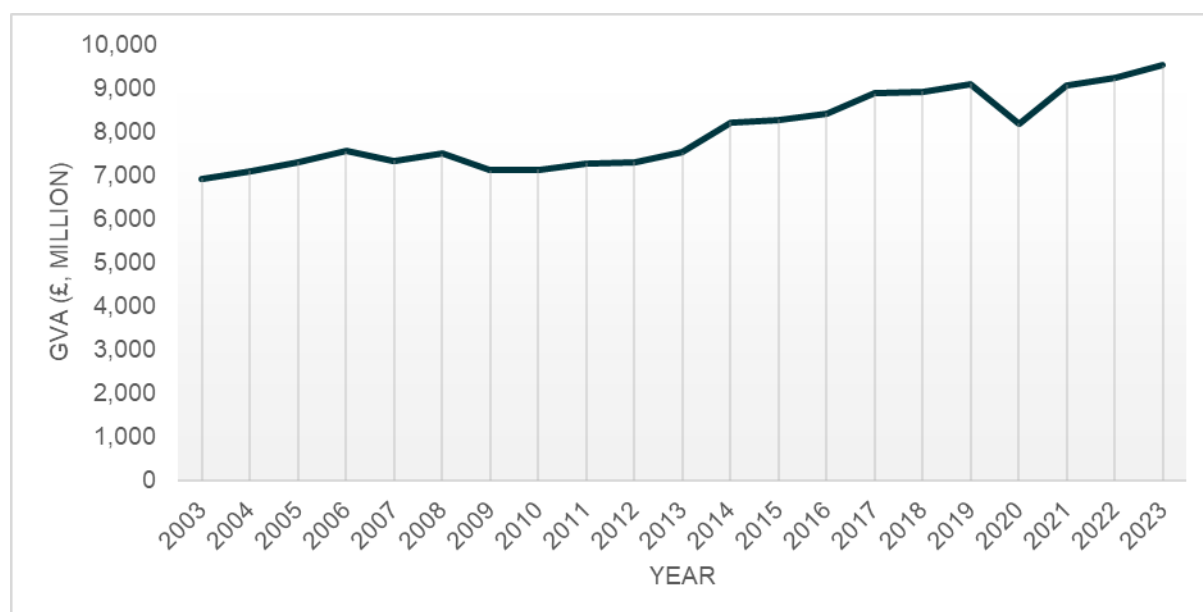
Figure 8: North Lanarkshire Gross Value Added Output (Source: ONS)

The split of the [industry sectors contributions to North Lanarkshire Council's GVA in 2023](#) is presented in **Figure 9**. The top contributing sectors in North Lanarkshire's GVA are Human health and social work activities (13%), followed by Manufacturing (12%) and Construction (11%) These industries are likely to have an impact on people's travel behaviours to work.
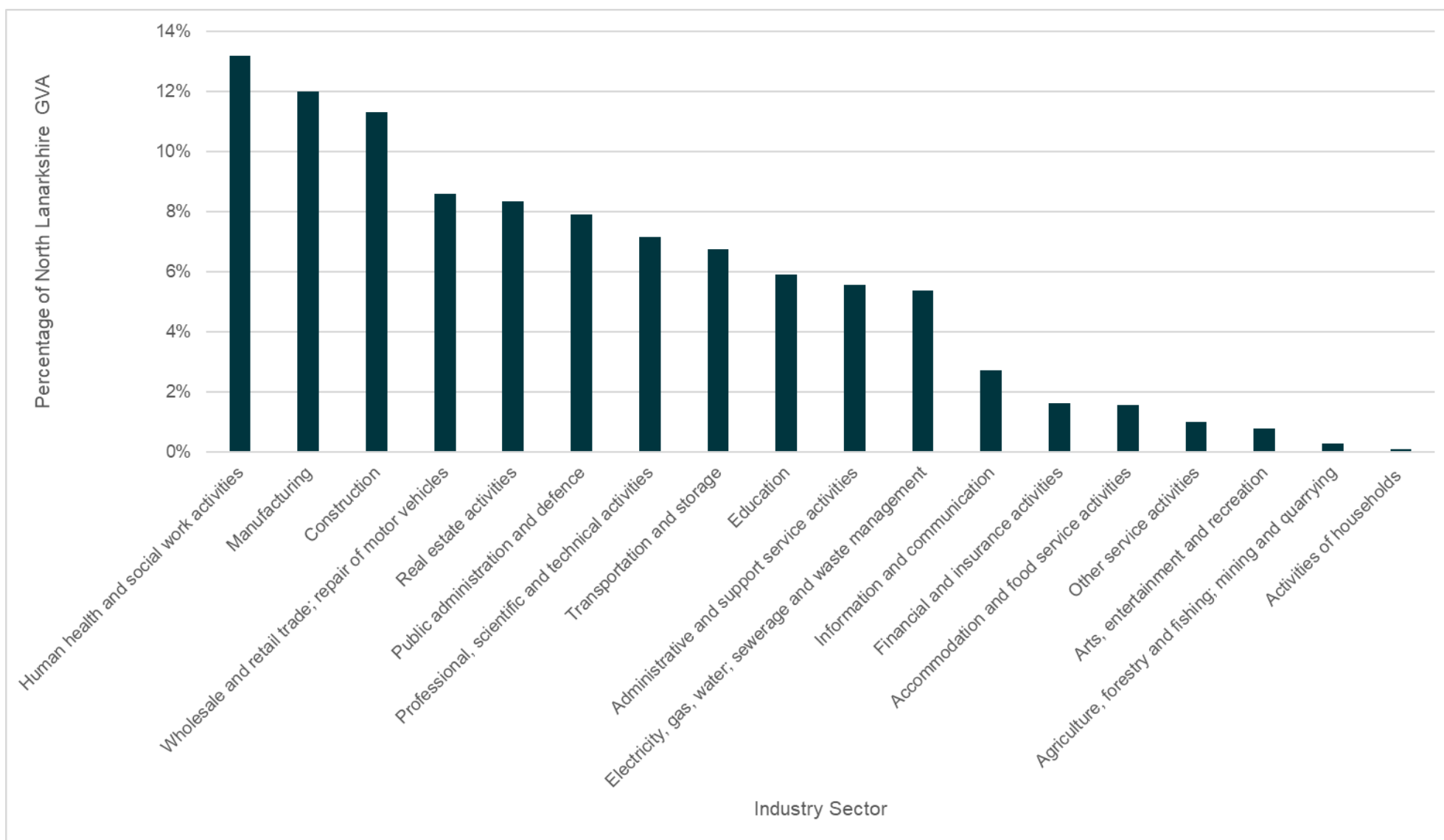
Figure 9: North Lanarkshire Industry Sectors Contribution to GVA in 2023 (Source: ONS)

Transport Expenditure

The transport expenditure as a percentage of total weekly household expenditure for North Lanarkshire, compared with the Scotland-wide figures is presented in **Table 5**.

Table 5: Transport Expenditure in North Lanarkshire and Scotland (FYE 2021)

Percentage Categories	0-4%	5-9%	10-14%	15-19%	20+%
North Lanarkshire	0%	14%	72%	15%	0%
Scotland	0%	16%	60%	23%	1%

Source: ONS Living Costs and Food Survey 2022, Percentages may not add to 100 due to rounding

Table 5 shows that most households in North Lanarkshire (72%) spend 10-14% of their total expenditure for transport every week. This is higher than the Scotland-wide figure (60%). 87% of North Lanarkshire Council households spend over 10% of their weekly household expenditure on transport costs, this is also higher than the national average (84%). However, only 15% of households in North Lanarkshire Council have a weekly transport expenditure of 15% or over, which is lower than the national average (24%).

In urban areas such as Motherwell, Wishaw, Coatbridge, Airdrie, and South Cumbernauld, transport expenditure is 12% or less of the total weekly household expenditure. However, in more rural areas including Plains, Caldercruix, Shotts and Kilsyth this rises to 19-20%.

Digital Connectivity

Regarding broadband coverage, Ofcom Connected Nations Report from Spring 2025 notes that North Lanarkshire has good digital connectivity, with 99% of homes having access to Superfast broadband (over 30Mbps) and 54% of premises having access to full-fibre broadband. The proportion of premises in North Lanarkshire Council that have access to Superfast broadband exceeds the national average of 96%, however the percentage of premises who have access to full-fibre broadband is less than the national average of 65%. Whilst larger urban areas and key economic centres within the LTS area have good coverage, those in more rural areas have lower accessibility to digital services.

In terms of mobile data coverage, based on the same report, North Lanarkshire has a fully active mobile data service capable of 4G connectivity across the entire local authority area. The area has 100% 4G coverage, which is above the national average of 90%. In terms of 5G coverage, North Lanarkshire has geographic coverage significantly above the national average (58% compared to 25%).

Limited digital connectivity may increase the need for physical travel to access essential services such as employment, health services and education.

Health

Figure 10 shows Scottish Household Survey data for North Lanarkshire between 2012 and 2019. In the eight years between 2012 and 2019, the proportion of people who have a long-term physical or mental health condition in the North Lanarkshire area has consistently been higher than the Scottish average.
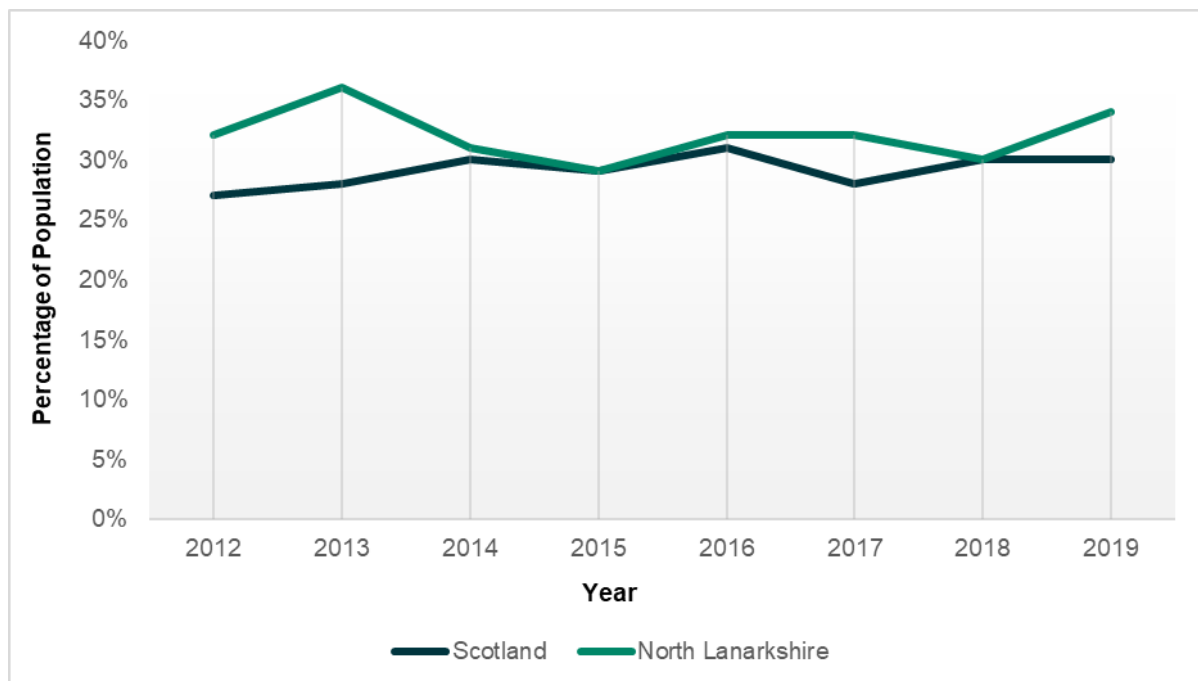
Figure 10: North Lanarkshire and Scotland Proportion of Long-Term Physical or Mental Health Conditions (Source: SHS)

Public Health Scotland (PHS) provides a local area profile for each council, summarising a range of indicators that offers insights into various health outcomes, risk factors, and socio-economic conditions affecting communities. Of the 54 health and wellbeing indicators, North Lanarkshire Council performs below the national average in 35 of them. The *'Active Travel to Work'* indicator performs lower than the national average in North Lanarkshire. This indicator was surveyed in 2020 and shows that 10.1% of people within North Lanarkshire use active travel to get to work, whereas the national average is 16.9%.

Air Quality

Based on the most recent data from Public Health Scotland Profiles, annual average concentration of Fine Particulate Matter (PM2.5) has been graphed for the previous 10 years (2014 to 2023). **Figure 11** shows the North Lanarkshire area average and the national average. While both areas show a decline in the concentrations of PM2.5 across the 10-year period, North Lanarkshire has had consistently higher levels than the national average, at around 0.5 µg/m^3 every year. The graph highlights North Lanarkshire's poor air quality, which may reflect the area's reliance on manufacturing and industrial sectors.
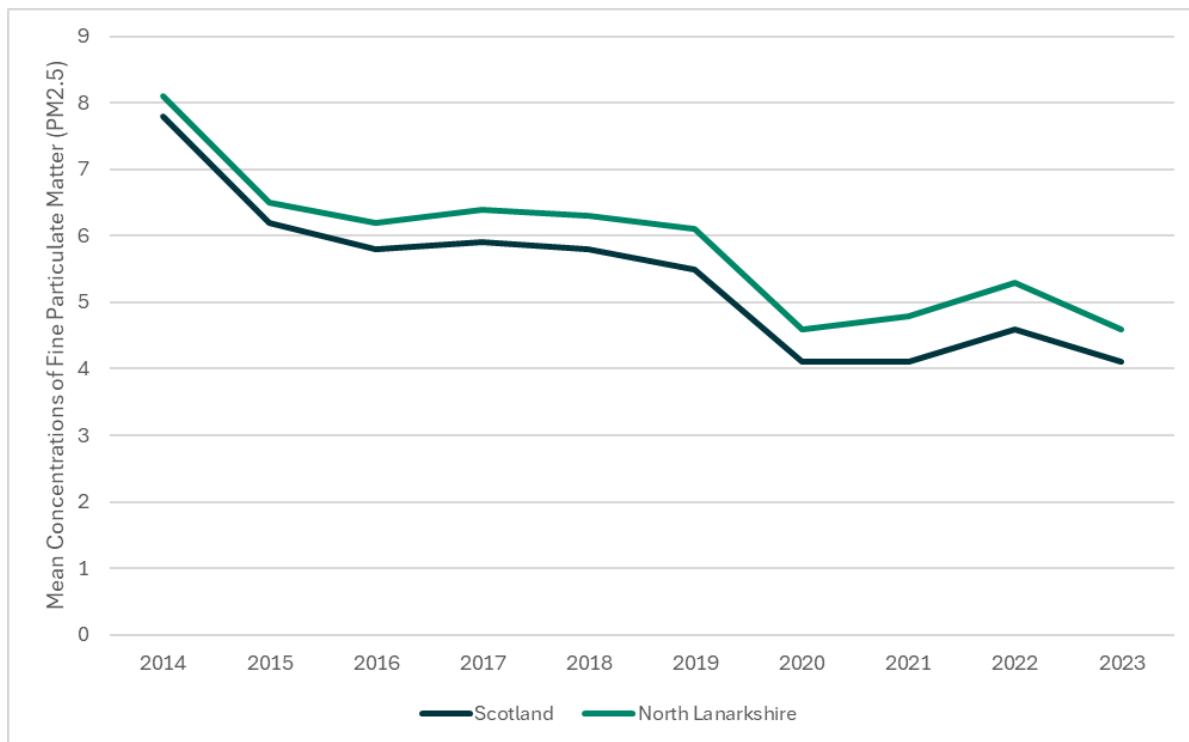
Figure 11: North Lanarkshire and Scotland Air Quality (Source: Public Health Scotland Profiles)

Since December 1997, each local authority in the UK has been carrying out a review and assessment of air quality in their area. The aim of the review is to make sure that the national air quality objectives (PDF) will be achieved throughout the UK by the relevant deadlines, to protect people's health and the environment. If the review finds places where the objectives are not likely to be achieved, the local authority must declare an Air Quality Management Area (AQMA) there and put together a plan to improve the air quality - a local Air Quality Action Plan (AQAP).

Our latest AQAP was published in 2023. Key achievements of the previous plan included revocation of the Croy Air Quality Management Area (AQMA). Since publication of the plan, further AQMAs have been revoked at Coatbridge and Chapelhall in 2024, following several years of compliance with national objectives. There remains one AQMA at Motherwell for PM10 pollution.

However, while we are meeting the national objective, annual average concentrations of PM2.5 are higher in North Lanarkshire compared to the Scottish Average.

Transport

Roads and Parking

Infrastructure

The major road network (motorways and A roads) within the North Lanarkshire area is shown in **Figure 12**. This includes the M8, which is the main route connecting Glasgow to Edinburgh and the busiest motorway in Scotland. There are several other key roads that pass through North Lanarkshire, including the M80, M74, M73 and A725. Other key roads include the A73 and A71.

The current road network is primarily facilitates east-west travel, with major routes such as the M8 and A8 serving as key connections between Glasgow and Edinburgh. In contrast, north-south travel depends on smaller, less efficient roads, resulting in extended journey times and limited accessibility between northern and southern areas within North Lanarkshire such as Cumbernauld in the north and Motherwell or Coatbridge in the south, and beyond.

Transport Scotland is responsible for ongoing maintenance work across the Scottish network of trunk roads and structures. In North Lanarkshire there are a total of three trunk road operating contracts in place:

- South East Unit – Operated by BEAR Scotland. Encompasses the M8 east of Junction 6.

- M8, M73, M74 DBFO – Operated by Scottish Roads Partnership. Encompassing the rest of the M8 in North Lanarkshire, M73, M73 and A725.

- M80 Stepps to Haggs – Operated by BEAR Scotland on behalf of Highways Management Scotland. Encompassing the M80 in North Lanarkshire.
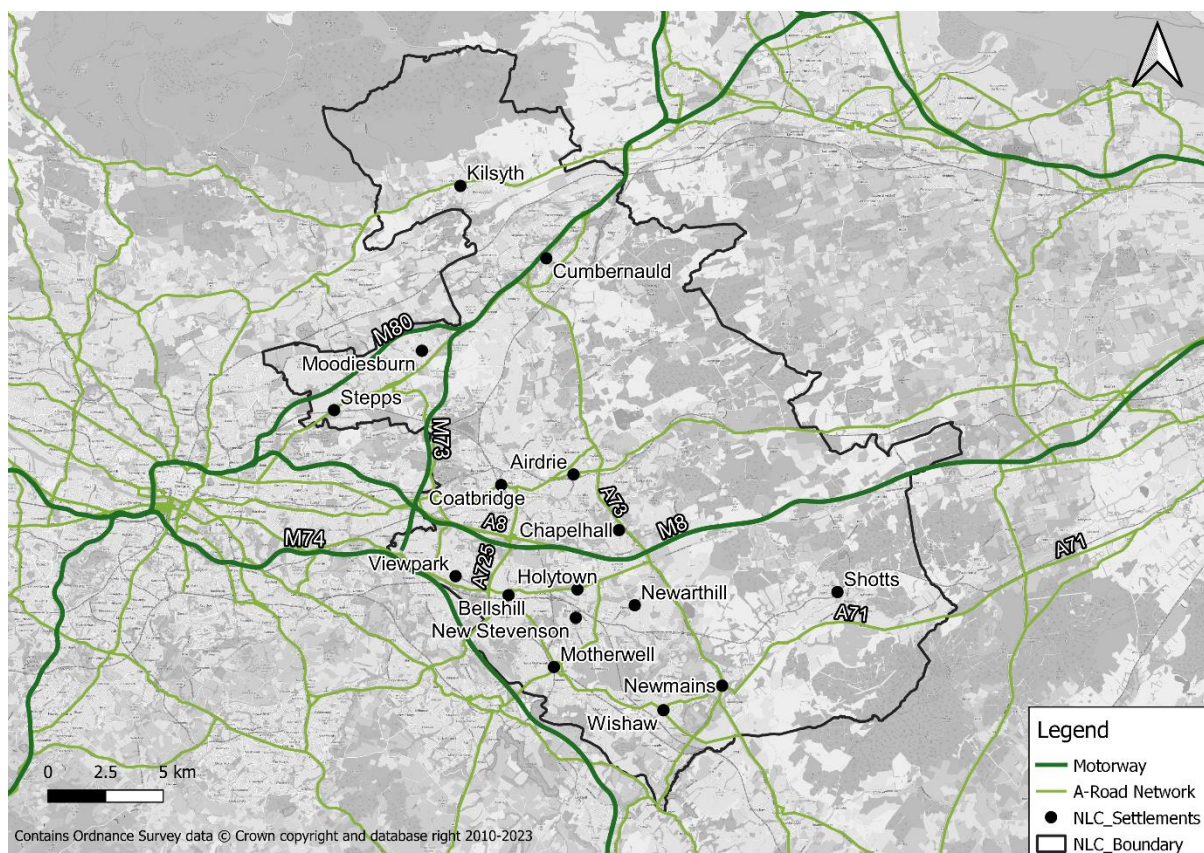
Figure 12: Road Network in North Lanarkshire

In terms of roads that we are responsible for maintaining, **Table 6** presents the length of those by road classification.

Table 6: Length of North Lanarkshire Council Roads by Category

North Lanarkshire Council Roads	A Roads	B Roads	C Roads	Unclassified	Total
Length (km)	152	146	250	1,067	1,615

Source: Scottish Transport Statistics 2023, Table 4.2

With regards to the local authority road network condition, the categories used by Transport Scotland to indicate the condition of the road are:

- Amber: further investigation should be undertaken to establish if treatment is required.

- Red: the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken.

Figure 13 compares the proportion of local authority roads that are categorised as Amber or Red within North Lanarkshire and Scottish average by road class. In the period 2022-23, North Lanarkshire had a lower proportion of Red roads (irrespective of road classification), than the national average. Similarly, the area had a lower proportion of Amber roads, except for unclassified roads which had a slightly higher proportion than Scotland.
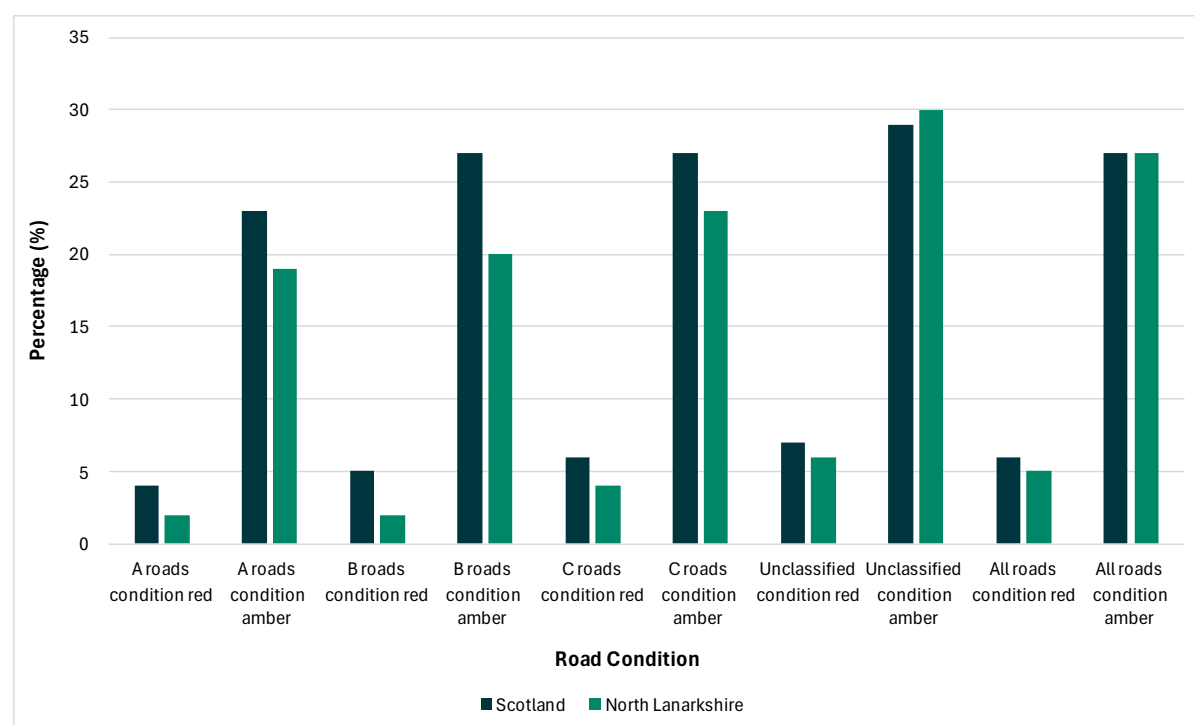
Figure 13: North Lanarkshire and Scotland Local Authority Road Conditions (Source: Transport Scotland)

Road Traffic Data

Transport Scotland's online traffic counter database was accessed to obtain traffic data from 2018 to 2024 from live counters and are presented in **Table 7**. Counters located on the following roads were reviewed:

- M80 between Stepps and Castlecary;

- M8 between Bargeddie and Harthill;

- A8 Glasgow and Edinburgh Road;

- A725 Bellshill Road;

- A73 Stirling Road; and

- A806 between the M80 and A80.

Table 7. AADT on selected North Lanarkshire road based on live traffic counters

Roads	2018	2019	2020	2021	2022	2023	2024
M80 Stepps - Castlecary (NB)	23,300	-	6,100	19,300	18,500	19,300	20,200
M80 Stepps - Castlecary (SB)	22,300	-	5,200	18,800	19,100	19,700	19,300
M8 Bargeddie - Harthill (EB)	-	40,500	30,400	32,500	38,200	33,000	40,200
M8 Bargeddie - Harthill (WB)	-	44,300	33,000	39,000	40,500	38,000	45,400
A8 Glasgow - Edinburgh Rd (EB)	8,100	6,900	6,700	7,600	8,200	9,000	8,900
A8 Glasgow - Edinburgh Rd (WB)	7,800	8,200	6,700	7,600	8,100	8,600	8,600
A725 Bellshill Road (SB)	-	23,300	19,000	21,800	24,900	25,200	25,900
A725 Bellshill Road (NB)	-	27,000	20,500	25,500	26,800	27,000	28,500
A73 Stirling Road (2-way)	-	15,400	12,600	13,900	14,300	14,600	14,800
A806 M80 - A80 (2-way)	-	12,800	8,700	10,100	11,200	12,100	-

Source: Transport Scotland

Across all sites it is noted that the Annual Average Daily Traffic (AADT - the total volume of vehicle travel on a road for an entire year, divided by 365) generally increased between 2018 and 2019 before dropping in 2020; this is owing to restrictions during the COVID-19 pandemic. Since then, traffic has been steadily rising but has only exceeded pre-pandemic levels on sections of the A8 and A725. Specifically, in 2024 there was a 10% increase on the A8 in both directions compared to 2018, a 6% increase on the A725 northbound and a 11% increase on the A725 southbound compared to 2019. Sections on other routes such as the M8, and A73 observed a small decrease in traffic volume up to 4% compared to 2019, while traffic on the M80 was 13% lower than 2018. Although these road sections appear less busy in 2024 than in 2018-2019, data indicates that overall, traffic levels on our major roads are on the rise.

INRIX, an online portal for analysis of speed and journey time data was also accessed to provide an indication of average speeds on the same roads listed above. Average weekday and weekend speeds between the hours of 07.00 and 19.00 were collected for the full year of 2024 along the same road sections shown in Table 7. The analysis indicated that speeds in general did not exceed the posted speed limits, except for the A725 section where weekend speeds were 5mph higher than the speed limit.

The latest Scottish Transport Statistics (2024) provides the traffic on trunk roads and local authority roads in million vehicle kilometres, based on DfT data. Data for North Lanarkshire Council during the period 1995 to 2023 is presented in **Figure 14**.

Between 1995 and 2023, traffic levels on trunk roads and local roads in the North Lanarkshire area increased by 31%. There was a significant reduction in 2020 owing to restrictions in place during the COVID-19 pandemic. However, since then, vehicle kilometres have risen to higher than pre-pandemic levels, with a 2% increase recorded between 2019 and 2023. Overall, in 2023, there were approximately 3,400 million vehicle kilometres travelled on all roads in North Lanarkshire, which was the second highest in Scotland, behind Glasgow City. In 2023, North Lanarkshire accounted for 7% of all traffic on Scotland's roads.
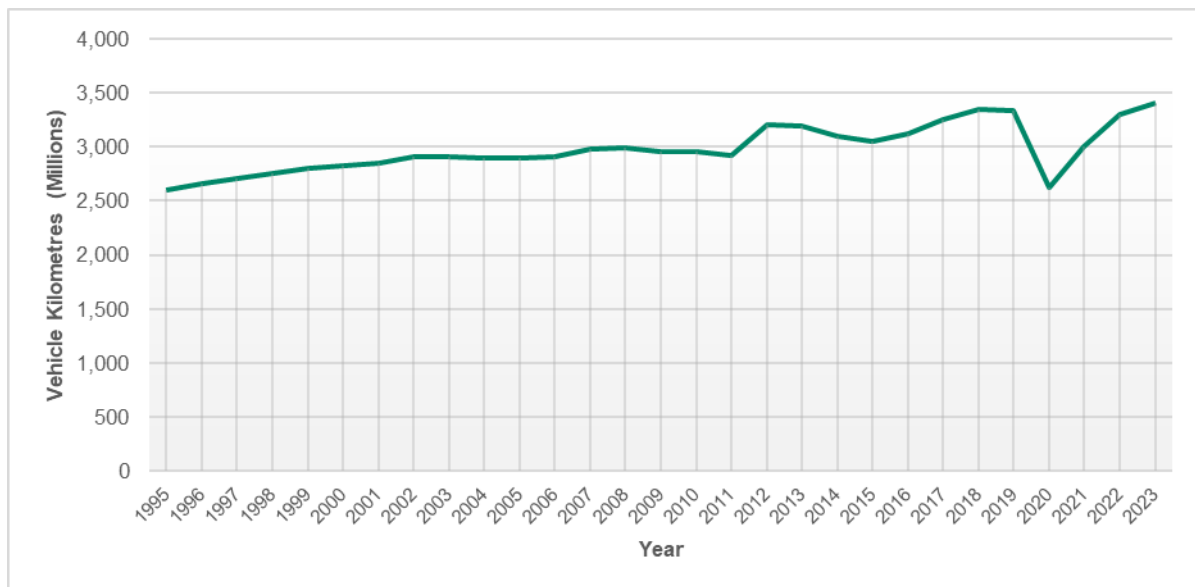
Figure 14: North Lanarkshire Annual veh-km 1995 - 2023 (Source: Transport Scotland)

Locations where traffic surveys were conducted recently in North Lanarkshire are shown in **Figure 15**.
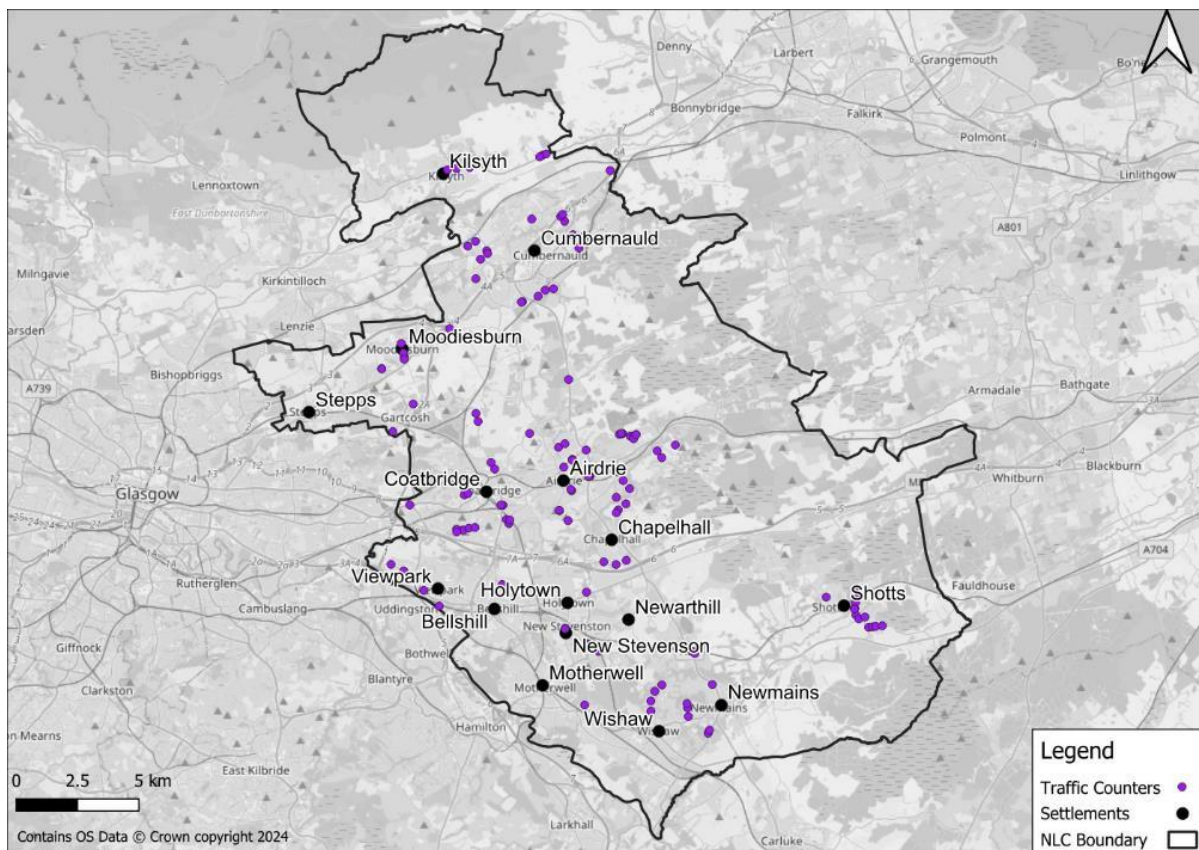
Figure 15: North Lanarkshire Traffic Survey Locations (Source: North Lanarkshire Council)

These surveys were primarily undertaken between January 2023 and May 2024, with a smaller number carried out in 2021 and 2022. Although the specification of these surveys varies across the different sites, they provide a reasonable indication of traffic levels, traffic composition and speeds at the surveyed locations.

Table 8 presents speed data on selected surveyed roads. This shows that at some locations average speeds were recorded to be >20% higher than posted speed limits.

18

Road Name	Location	2-way ADT	Speed Limit (mph)	Average Speed (mph)	85th percentile Speed (mph)
Towers Road	Airdrie	5,015	30	35	41
Branchal Road	Cambusnethan	1,365	20	25	30
Benhar Road	Shotts	6,686	30	37	43
Torbothie Road	Shotts	4,200	20	25	29
Overtown Road	Wishaw	6,626	30	39	46
North Dryburgh Road	Wishaw	4,740	20	31	34

Source: North Lanarkshire Council

Data analysis reveals that several junctions within the local network are currently operating above capacity, causing localised congestion at peak times. We are aware of existing issues in Wishaw, Cumbernauld, Motherwell, Chryston, and Muirhead, and anticipate that additional locations may be identified in the future.

Figure 16 presents the trend for those killed or seriously injured on the road network in North Lanarkshire from 2012 to 2023 as a moving 5-year average. Using a moving average helps negate the influence of large fluctuations in year-to-year data that can occur but does not necessarily mean there is a significant road safety issue within the area. This allows longer-term trends in road safety data to be identified. Casualties are defined as individuals who are killed or seriously injured as a result of a road accident therefore, if a single accident involved multiple individuals who are injured or killed, each person would be counted separately as a casualty.
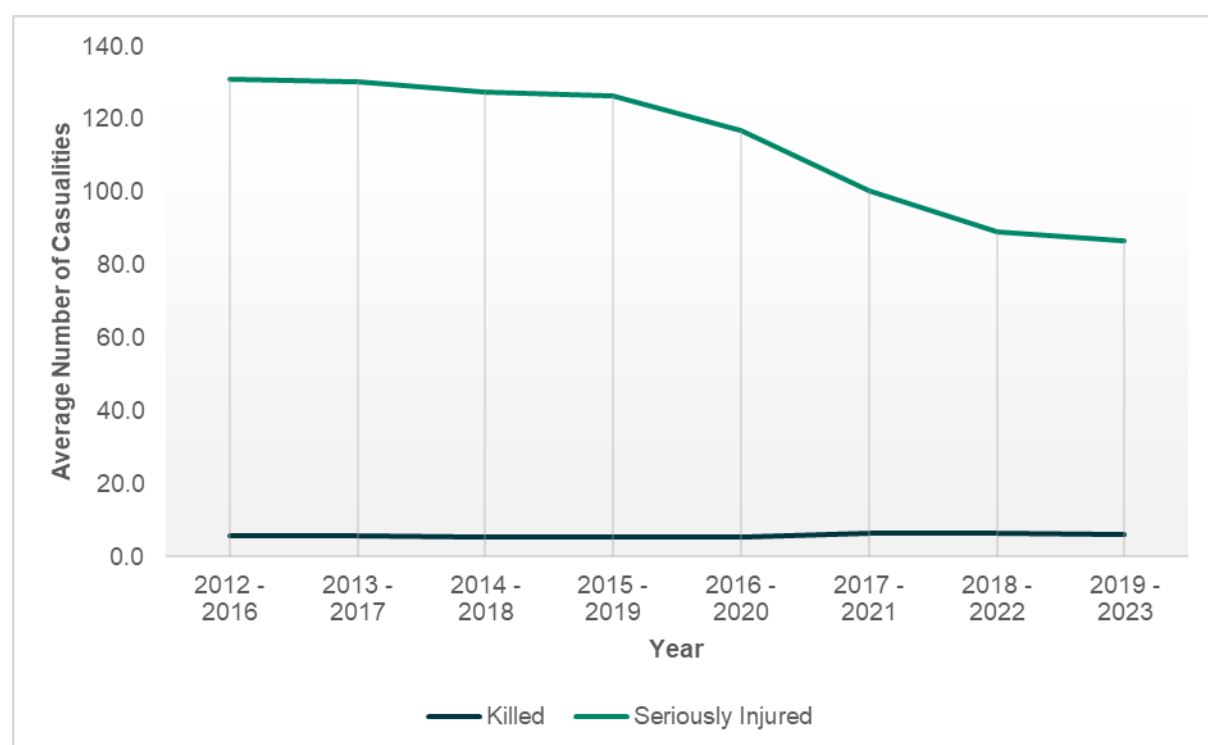
Figure 16: North Lanarkshire Killed or Seriously Injured (Source: Transport Scotland)

When comparing 2019-2023 to 2018-2022 the data shows that the average number of seriously injured persons on all roads in North Lanarkshire has reduced by 2%, from 88.2 to 86.0. The average number of persons killed on roads within North Lanarkshire in the same period has also reduced by 3%, from 6.2 to 6.0. Focusing on children (0-15 years), there has been a 9% increase of seriously injured, from 11.6 in 2018-2022 to 12.6 in 2019-2023. The average number of children killed on roads within North Lanarkshire has remained 0.6 in 2018-2022 and in 2019-2023.

The accident data includes the trunk road network in North Lanarkshire, over which we have no remit. Furthermore, 18% of all fatalities in Scotland were a motorcycle rider or passenger, despite making up less than 1% of all road traffic nationally (Transport Scotland – Scottish Transport Statistics 2023). This disproportionate statistic emphasises the vulnerable nature of motorcycle usage.

The location and severity of collisions that occurred within North Lanarkshire in 2023 has been mapped in **Figure 17**.
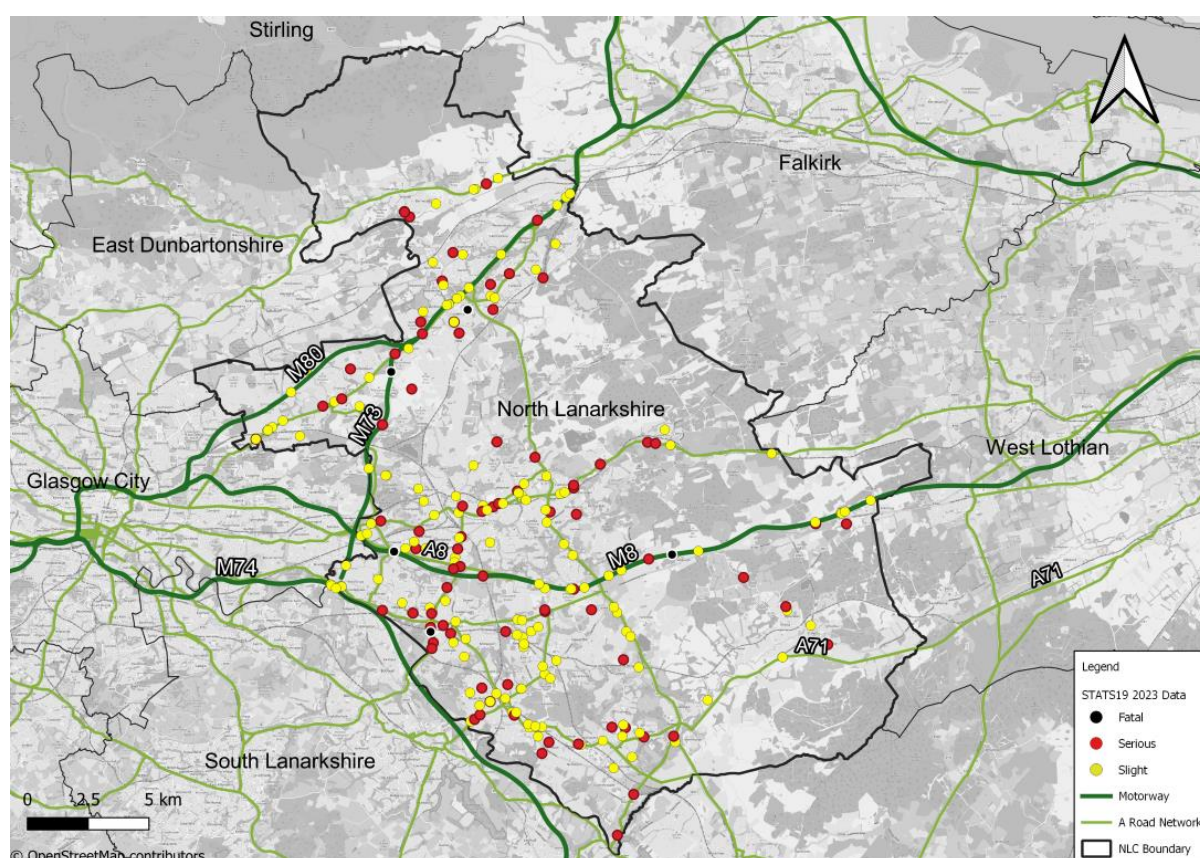
Figure 17: North Lanarkshire Collisions by Severity 2023 (Source: Transport Scotland)

The majority of collisions within North Lanarkshire in 2023 occurred on motorways and A roads. However, a fatal and a few serious collisions have also been recorded on local roads around Cumbernauld among other areas. Overall, in 2023, there were 5 collisions resulting in a fatality, 82 classified as Serious and 154 classified as Slight.

Car Availability

The proportion of households that have access to car in North Lanarkshire and Scotland, according to Census 2022, is presented in **Figure 18**.
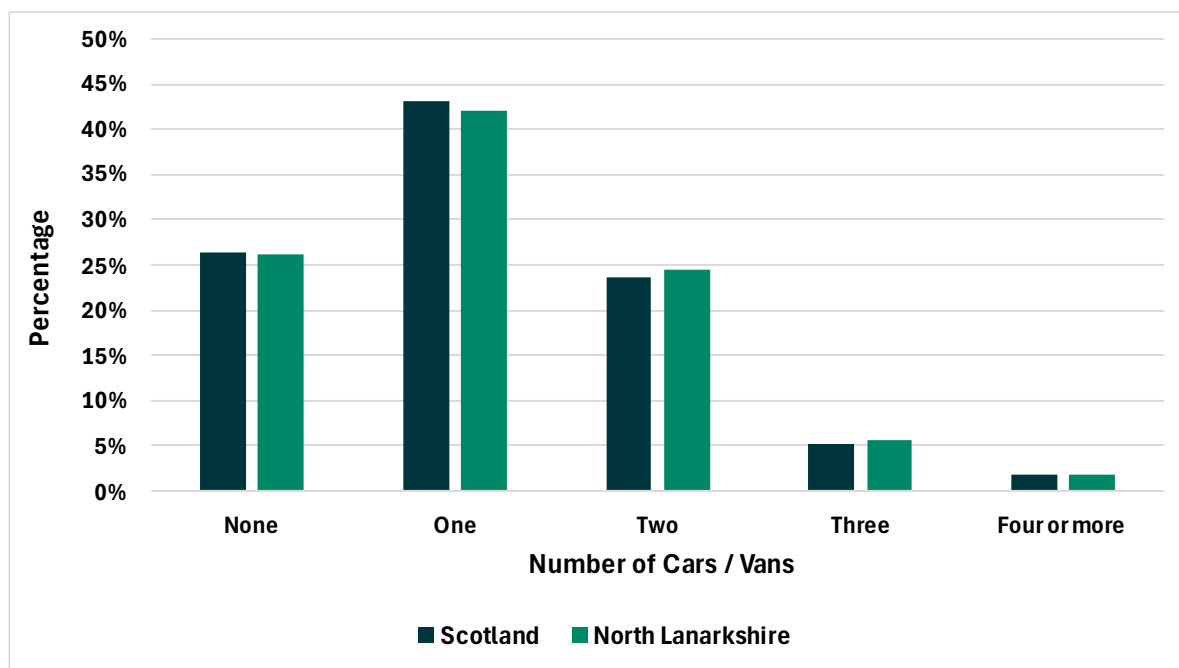
Figure 18: North Lanarkshire and Scotland Car or Van Availability by Household (Source: Census 2022)

As can be observed above, the proportion of households in North Lanarkshire with access to a car / van is broadly in line with the Scottish average at around 74%.

In addition, there is one car club, Go Wheels, based at Chryston Community Hub. This allows users the flexibility of using a car, without being tied to car ownership.

The UK Government's interactive dashboard on electric and low-emission vehicles and charging points shows data from the Department for Transport (DfT) on electric and low-emission vehicles and charging points by local authority. Vehicles are allocated to a local authority based on the postcode of the registered keeper. For privately owned vehicles this is the keeper's address. For company owned vehicles, including those leased for use, it is the company's registered address which may be not necessarily reflect where the vehicle is located. In this dataset, plug-in vehicles are those that use plug-in technology to connect to a source of electricity such as battery electric vehicles, plug-in hybrid electric vehicles and range extended electric vehicles. Ultra-low emission vehicles (ULEVs) are vehicles that emit less than 75 grams of carbon dioxide from the tailpipe for every kilometre travelled. This includes fully electric vehicles and other low-emission vehicles that are not plug-in, such as some hybrid-electric vehicles (HEVs) or fuel-cell powered vehicles. It should be noted that plug-in vehicles and ULEV's overlap so the figures for the two should not be added together.

According to this dataset, in September 2024, a total of 3,910 plug-in vehicles and 2,855 ULEVs were registered in North Lanarkshire. This includes privately-owned and company-owned vehicles. The proportion of privately owned plug-in vehicles in North Lanarkshire was 776 vehicles per 100,000 population, which was in line with the Scottish average of 781 vehicles per 100,000 population. The proportion of ULEVs in North Lanarkshire was 581 per 100,000 people, which was lower compared to across Scotland (770 per 100,000 people).

Electric Vehicles Charging

Data from the UK Government's interactive dashboard on electric and low-emission vehicles and charging points shows that in September 2024, North Lanarkshire had 272 publicly

available charging devices that charge the batteries of plug-in electric vehicles, 122 of which were rapid chargers or faster. Chargers are classified by their power output with rapid chargers rated at 50 kilowatts (KW) or above. North Lanarkshire had 80 public chargers per 100,000 people compared to 103 per 100,000 people across Scotland. Rapid (or faster chargers) were 36 per 100,000 people in North Lanarkshire compared to 26 per 100,000 people across Scotland.

Over the coming years, the Glasgow City Region should see over 3,000 additional charge points installed. £3.5 million in funding has been secured for the project through Transport Scotland.

Parking

Decriminalised Parking Enforcement (DPE) was introduced in North Lanarkshire in September 2018. We use these powers to:

- Encourage drivers to park correctly and safely, and ease congestion;
- Make it easier for shoppers to find short-term parking spaces in town centres; and
- Make it easier for businesses to receive deliveries.

To further improve safety for pedestrians, enforcement of pavement parking restrictions began in March 2025, in line with the Transport (Scotland) Act 2019.

There are 71 Council operated car parks in North Lanarkshire, including those at Blairhill, Drumgelloch, Greenfaulds, Motherwell, Whifflet, and Wishaw railway stations. Combined these provide a total of almost 4,700 parking spaces. Data shows that in 2023, 56 out of 88 car parks were more than 50% full, while 13 car parks were found to be operating at maximum capacity. There are currently no parking charges in place in Council operated car parks or any on-street locations.

In April 2024, we promoted a new Traffic Regulation Order (TRO) that took effect in May 2024. This TRO looks to maximise the potential of established car parks in eight locations by:

- Ensuring disabled bays are for the exclusive use of blue badge holders
- Ensuring EV charging infrastructure is available
- Excluding heavy goods vehicles (HGVs) from parking
- Ensuring vehicles are not using the car parks outside of opening hours
- Ensuring aisles and footways are kept clear.

The eight car parks are located at:

- Hallcraig Street, Airdrie
- Summerlee, Coatbridge (2 car parks)
- King Street, Kilsyth (2 car parks)
- Pollock Street (West), Motherwell
- Motherwell Park & Ride (East), Motherwell
- Motherwell Park & Ride (West), Motherwell

A comparison of car park occupancy from 2019 and 2023 illustrated a decrease between 2019 and 2023. It should be caveated that due to external and physical factors that there were differences in conditions of the surveys which may impact these results.

Public Transport

Rail Infrastructure

The rail network and stations within North Lanarkshire are presented in **Figure 19**. The rail network is composed of multiple corridors, predominantly running east-west. These radiate out from Glasgow, connecting to destinations in nearby regions such as Stirling, Falkirk, Edinburgh, and Lanark. The main rail infrastructure that runs through the region are the West Coast Mainline (WCML) and the Glasgow to Edinburgh lines. There are 25 rail stations in total within the local authority area.
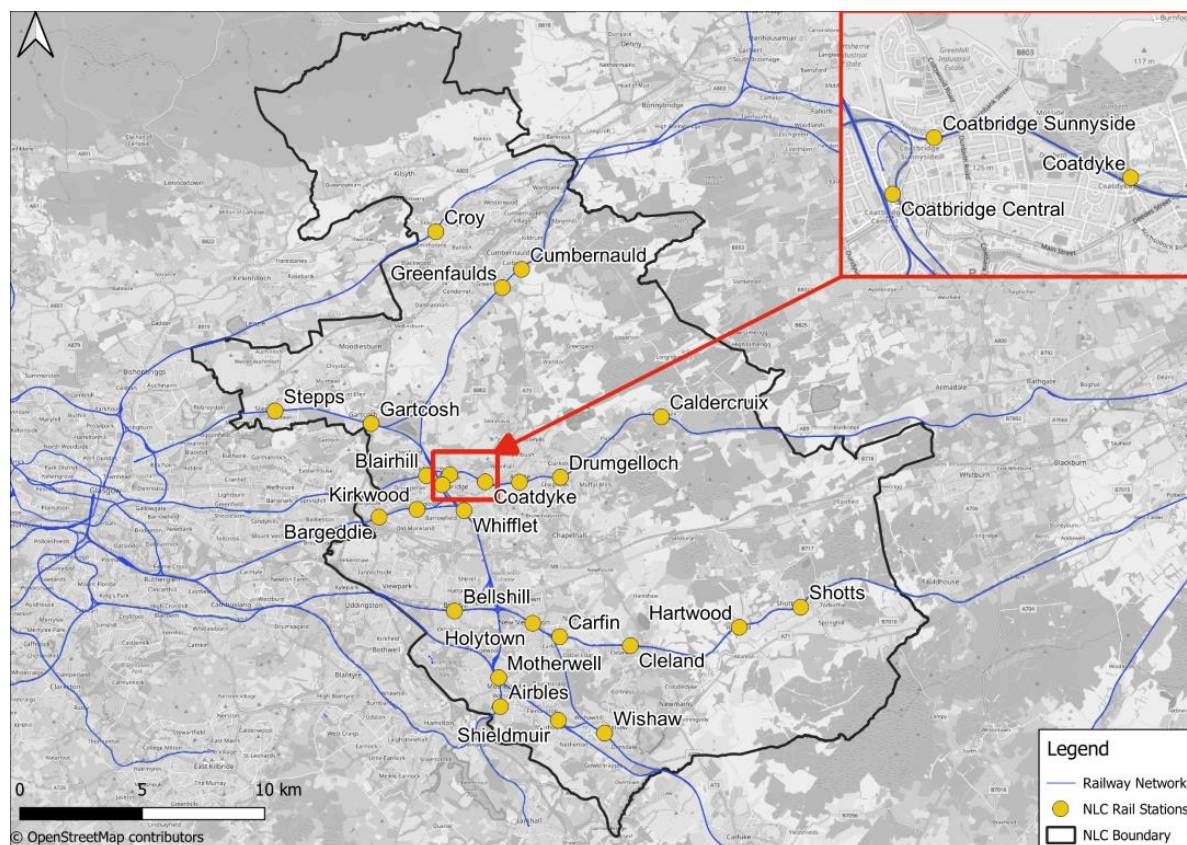
Figure 19: North Lanarkshire Railway Network

Transport Scotland is responsible for Scotland's rail policy, specification and development as well as the funding of Scotland's rail infrastructure, passenger and freight services through rail industry delivery partners. Responsibility for safety regulation across Great Britain sits with the Office of Rail and Road (ORR).

Rail Station Usage

Using the most recent available ORR data for the years 2013-2024, the levels of patronage at each station within North Lanarkshire can be determined, as shown in **Figure 20**. Since 2020 and the COVID-19 pandemic, there has been a decrease in the number of rail passengers in the local authority, in line with national trends. Up to March 2024, rail passenger numbers have remained below 2013 levels, although there has been continued recovery between April 2021 to March 2024; in 2023-24, rail patronage was 79% of the total patronage recorded in 2018-19.

Based on the ORR data, the top three busiest stations across 2023/24 were Croy (1,306,282 trips), Motherwell (917,772 trips) and Airdrie (774,562 trips). The three stations with the lowest number of entries and exits in the same period were Hartwood (14,984), Coatbridge Central (41,514) and Caldercruix (70,158).
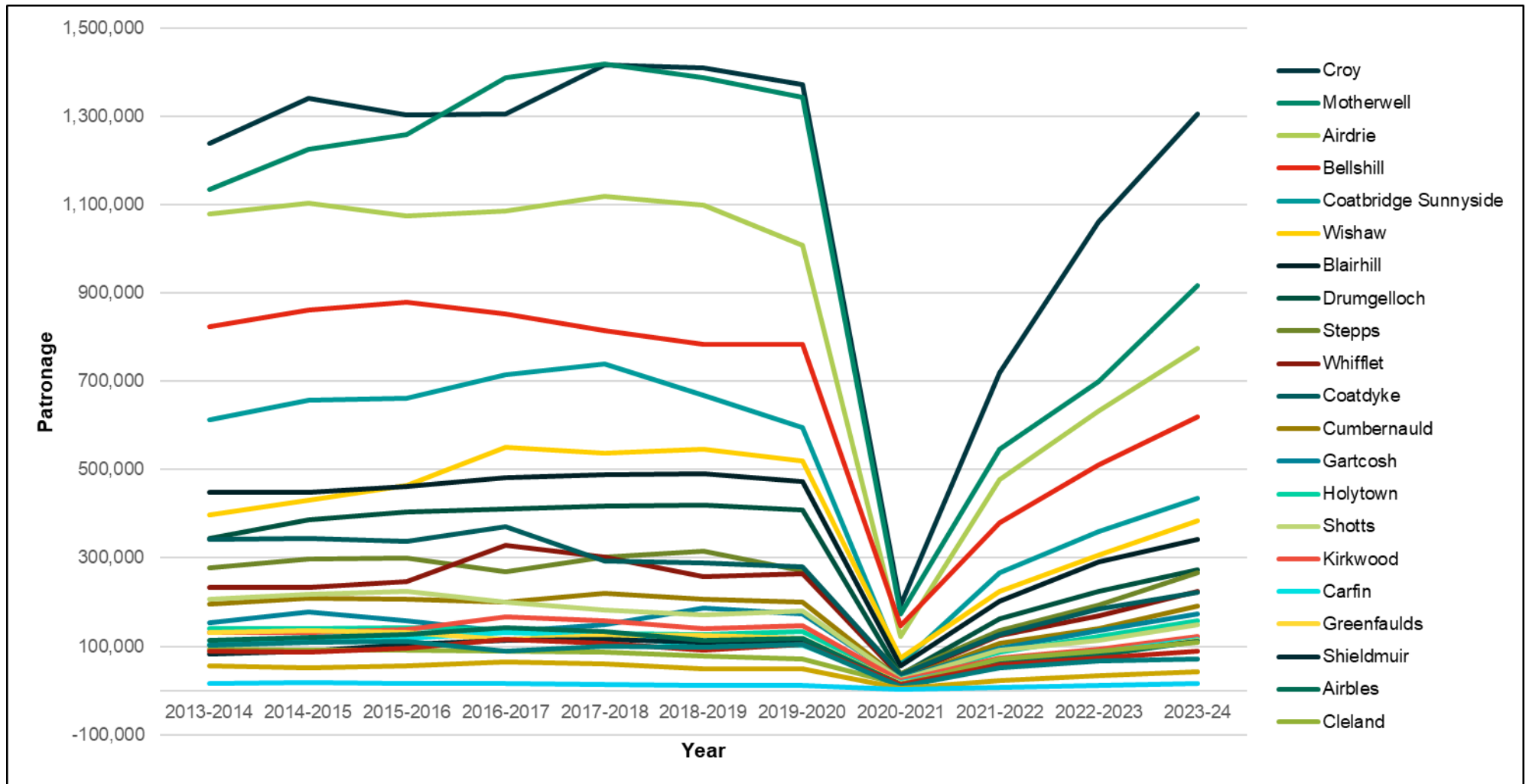
Figure 20: North Lanarkshire Rail Station Entries and Exits 2013 - 2024 (Source: ORR, 2025)

Rail Station Parking Facilities

The availability of car parking and cycle storage at each rail station in North Lanarkshire is shown in **Table 9**.

Table 9: North Lanarkshire Rail Station Parking Facilities

Station	Car parking spaces	Disabled parking spaces	Electric Vehicle parking spaces	Cycle parking spaces
Airbles	N/A	N/A	N/A	6
Airdrie	139	4	2	30
Bargeddie	50	2	0	6
Bellshill	5	4	0	12
Blairhill	227	12	2	6
Caldercruix	167	10	0	20
Carfin	10	0	0	10
Cleland	23	2	0	10
Coatbridge Central	N/A	N/A	N/A	6
Coatbridge Sunnyside	120	8	0	10
Coatdyke	23	2	0	10
Croy	940	11	6	48
Cumbernauld	97	5	2	24
Drumgelloch	338	20	12	30
Gartcosh	97	5	0	10
Greenfaulds	320	8	2	10
Hartwood	8	0	0	6
Holytown	20	0	0	6
Kirkwood	N/A	N/A	N/A	6
Motherwell	N/A	3	0	32
Shieldmuir	N/A	N/A	N/A	6
Shotts	175	10	0	6
Stepps	44	2	0	6
Whifflet	36	2	0	10
Wishaw	25	3	0	16

Source: ScotRail (2025), North Lanarkshire Council

The majority of rail stations offer free car park facilities. Airdrie provides parking free for rail users only. Only three stations - Coatbridge Central, Kirkwood and Shieldmuir - do not have car parks. There are very few station car parks with charging facilities for electric vehicles. In addition to this, disabled parking bays are limited in many of the station car parks, or in some

cases there are no disabled spaces. All rail stations provide cycle storage, usually in the form of stands. Cumbernauld and Motherwell offer cycle racks. The number of cycle storage units varies from 6 in the majority of stations, to a maximum of 48 in Croy.

Rail Station Platform Accessibility

A review of North Lanarkshire Council rail station platform accessibility was undertaken, and the findings are presented in **Table 10** below. In summary, all stations except from Coatbridge Central, Coatdyke and Hartwood have step-free access to both platforms.

Table 10: North Lanarkshire Rail Station Platform Accessibility

Station	Platform Accessibility
Airbles	Step-free access to both platforms and connecting road bridge between platforms
Airdrie	Step-free access to both platforms
Bargeddie	Step-free access to both platforms and connecting road bridge between platforms
Bellshill	Step-free access to both platforms and connecting footbridge with stairs between platforms
Blairhill	Step-free access to both platforms
Caldercruix	Step-free access to both platforms
Carfin	Step-free access to both platforms and connecting road bridge between platforms
Cleland	Step-free access to both platforms
Coatbridge Central	**Step-free access to platform 1 and connecting stairs & underpass to platform 2**
Coatbridge Sunnyside	Step-free access to both platforms
Coatdyke	**No step free access - steep ramp to platform 1 with one step, connecting footbridge with stairs to platform 2**
Croy	Step-free access to both platforms
Cumbernauld	Step-free access to both platforms and connecting road bridge between platforms
Drumgelloch	Step-free access to both platforms
Gartcosh	Step-free access to both platforms
Greenfaulds	Step-free access to both platforms
Hartwood	**Step-free access to platform 1 and connecting footbridge with stairs to platform 2**
Holytown	Step-free access to both platforms and connecting footbridge with stairs between platforms
Kirkwood	Step-free access to both platforms
Motherwell	Step-free access to both platforms

Station	Platform Accessibility
Shieldmuir	Step-free access to both platforms
Shotts	Step-free access to both platforms
Stepps	Step-free access to both platforms
Whifflet	Step-free access to both platforms
Wishaw	Step-free access to both platforms and connecting footbridge with stairs between platforms

Source: ScotRail

Bus Routes

There are many bus services that originate in, terminate in, or run through North Lanarkshire, covering a range of areas including Glasgow, Edinburgh, South Lanarkshire, West Lothian, East Dunbartonshire and Falkirk, with some services using the M8 and M73. Bus operators in the North Lanarkshire Council area (as of 2025) include Stagecoach, McGill's, Scottish Citylink/Megabus and First Bus, with other companies such as JMB Travel, ARG Travel, Whitelaw Coaches, PVT Transfer, McNairn's, Canavan Travel, Ember, Craigs of Cumbernauld and Stuart's Coaches also operating in the area.

The routes across the local authority area are shown in **Figure 21**. The highest density of bus routes is in the west and north of the local authority area. There are over 1,700 bus stops in North Lanarkshire.
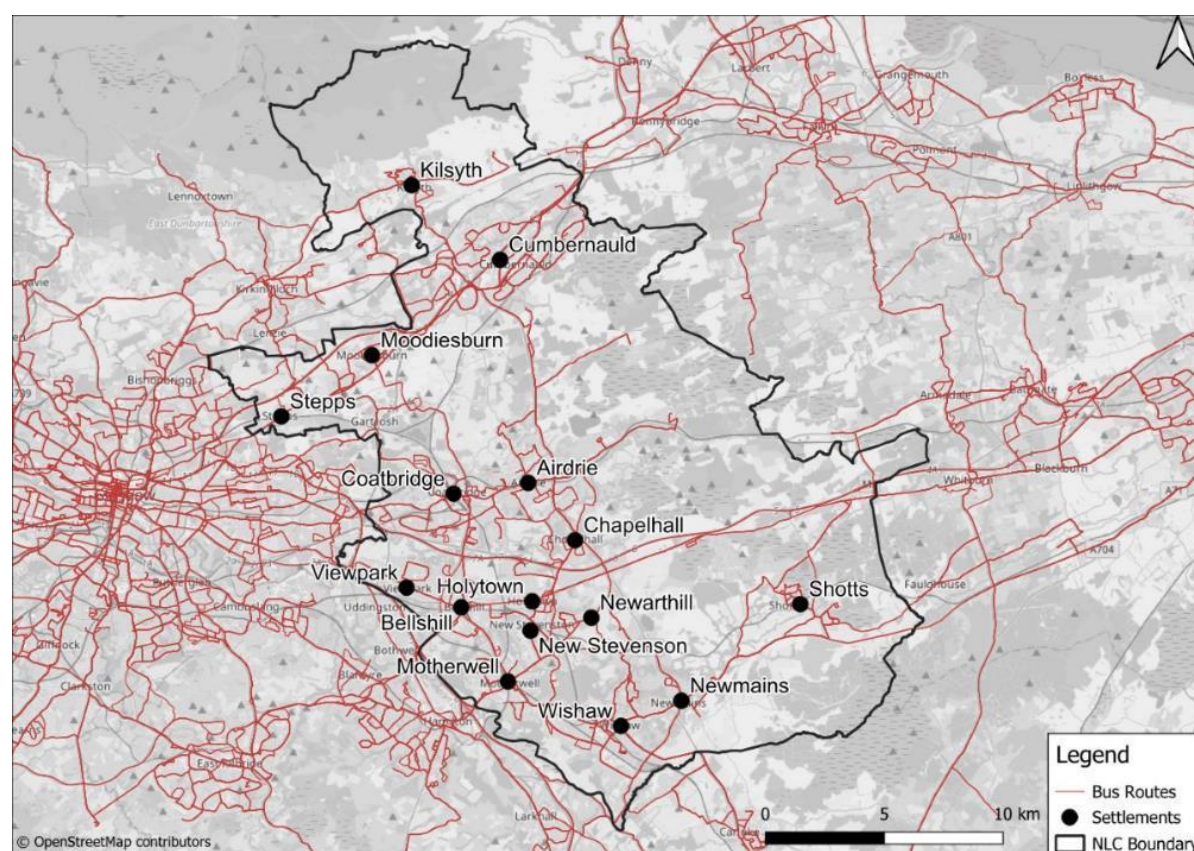
Figure 21: North Lanarkshire Bus Routes (Source: Datacutter, 2023)

The majority of buses in North Lanarkshire are operated on a commercial basis within a deregulated market environment, which we do not have direct control over. Bus services that are not commercially viable but are considered socially essential can receive subsidies. In

North Lanarkshire, SPT is responsible for providing these subsidies. Additionally, SPT oversees the maintenance and upkeep of bus-waiting facilities, including stops, shelters, and information displays.In addition to the above bus services, there are also a number ofMyBus services operated by SPT, which provide door to door community transport within communities in North Lanarkshire Council. These services are aimed at those who are elderly and/or that have a disability, and cannot, or have limited access to, public transport. The following services run within North Lanarkshire Council:M19 WishawM90 CumbernauldM98 MotherwellM99 Monklands R400 North LanarkshireThere are a number of services which currently have a higher rejection rate than desirable, this is where requests for the service are rejected as it is not possible to accommodate within the existing resources.Getting Better Together and Glenboig Development Trust are the main Community Transport providers in North Lanarkshire. These services are aimed at people who would otherwise be unable to travel, such as disabled or vulnerable people and their delivery is reliant on volunteers.

Bus Accessibility

Public transport accessibility has been calculated for the North Lanarkshire area based on the Scottish Accessibility to Bus Indicator (SABI), with results shown in **Figure 22** in deciles. Decile 1 represents poorest access and decile 10 represents the best access. These results show that there significant variance in bus accessibility across North Lanarkshire with areas falling into all deciles. Weekday services notably provide better accessibility within the higher deciles, showing that on the weekend bus accessibility is poorer.
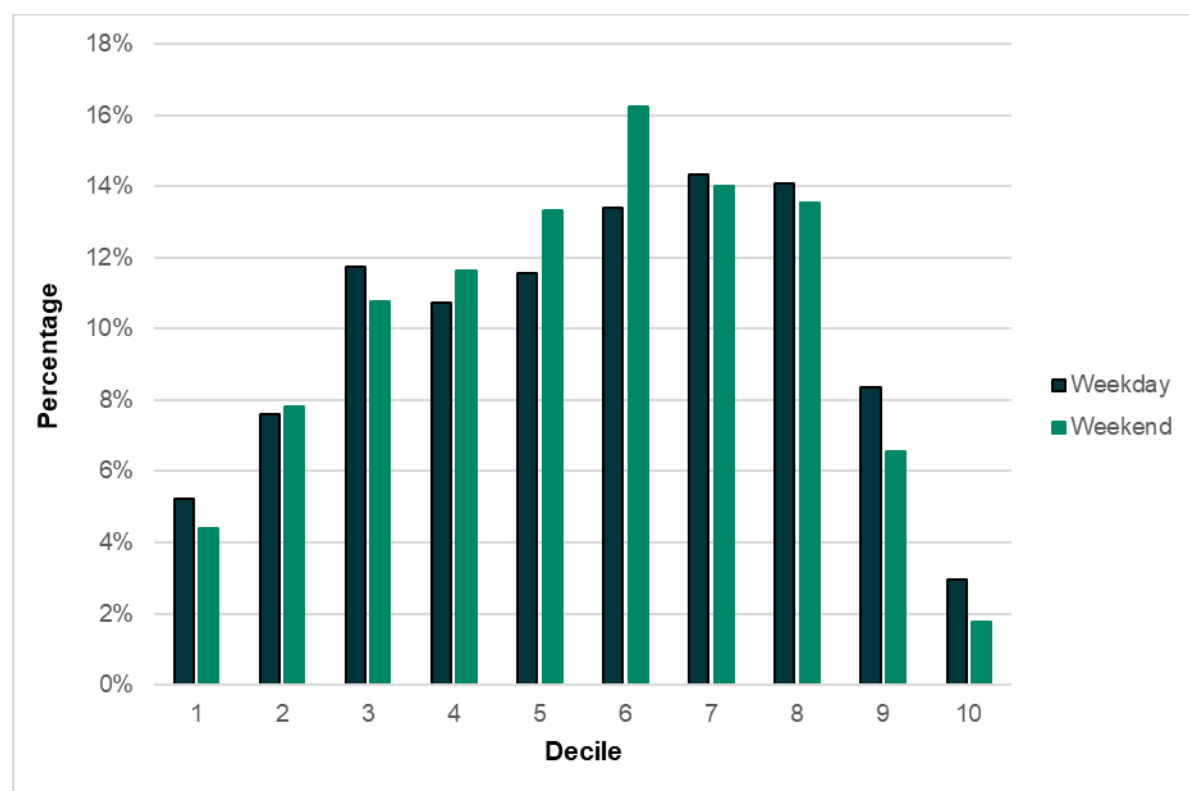
Figure 22: North Lanarkshire Bus Accessibility, % of Data Zones in Each Decile (Source: SABI 2019)

There is clear disparity in accessibility levels between more urbanised areas (such as in the southwest) and rural areas within North Lanarkshire. This is shown below in **Figure 23**, where red indicates lower levels and blue indicates higher levels of bus accessibility according to SABI. It should be noted that the data zones used may be misrepresenting areas slightly, for example, if it covers a large area the majority of it may have poor accessibility but if there is one location in it with good accessibility it will show as such. This is should therefore be considered.
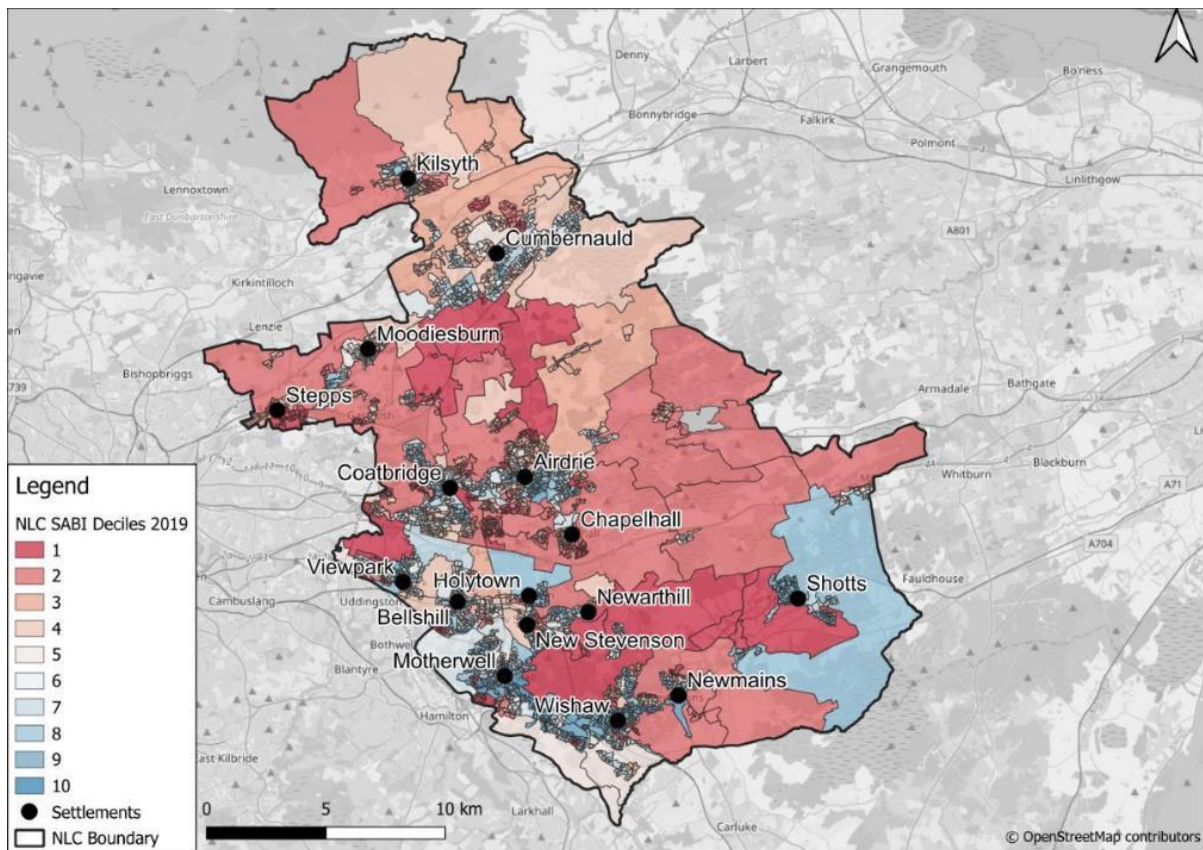
Figure 23: North Lanarkshire Bus Accessibility by Deciles (Source: SABI 2019)

Bus Frequency

The frequency of services at each bus stop in North Lanarkshire is shown in **Figure 24,** which highlights that most of the bus stops have between one and two services operating per hour.
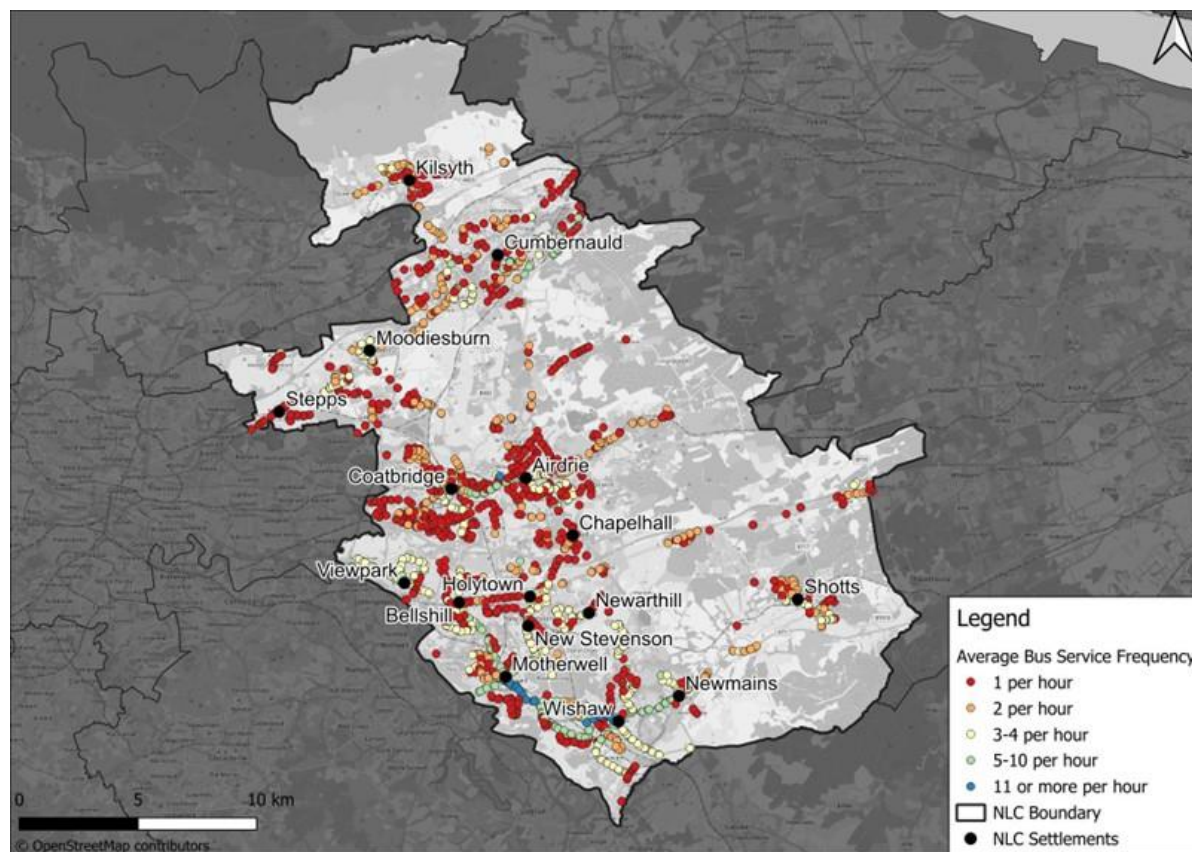
Figure 24: North Lanarkshire Bus Stop Average Day Frequency (Source: SPT)

Bus stops with an average of two or more services per hour are limited to more urban areas of North Lanarkshire, particularly in the south around Motherwell, Wishaw and Viewpark. In contrast, other urban areas such as Cumbernauld and Stepps located in the north have fewer frequent services, and Kilsyth, Shotts and Moodiesburn have no stops with more than four services per hour.

Bus stops with an average of five or more services per hour are typically located along strategic corridors, such as:

- A721 between Motherwell, Wishaw and Bellshill
- A89 between Coatbridge and Airdrie
- A722 between Wishaw and Newmains
- North and South Carbrain Road in Cumbernauld

The timing of the first bus service for each bus stop in North Lanarkshire is shown in **Figure 25**. Approximately half of all bus services begin between the hours of 05:00 and 07:00. The first bus service at a small number of bus stops across North Lanarkshire is later than 08:00. Bus services before 05:00 are typically located along strategic corridors, such as:

- A721 between Motherwell, Wishaw and Bellshill

- A89 between Coatbridge and Airdrie

- A722 between Wishaw and Newmains

- North and South Carbrain Road in Cumbernauld
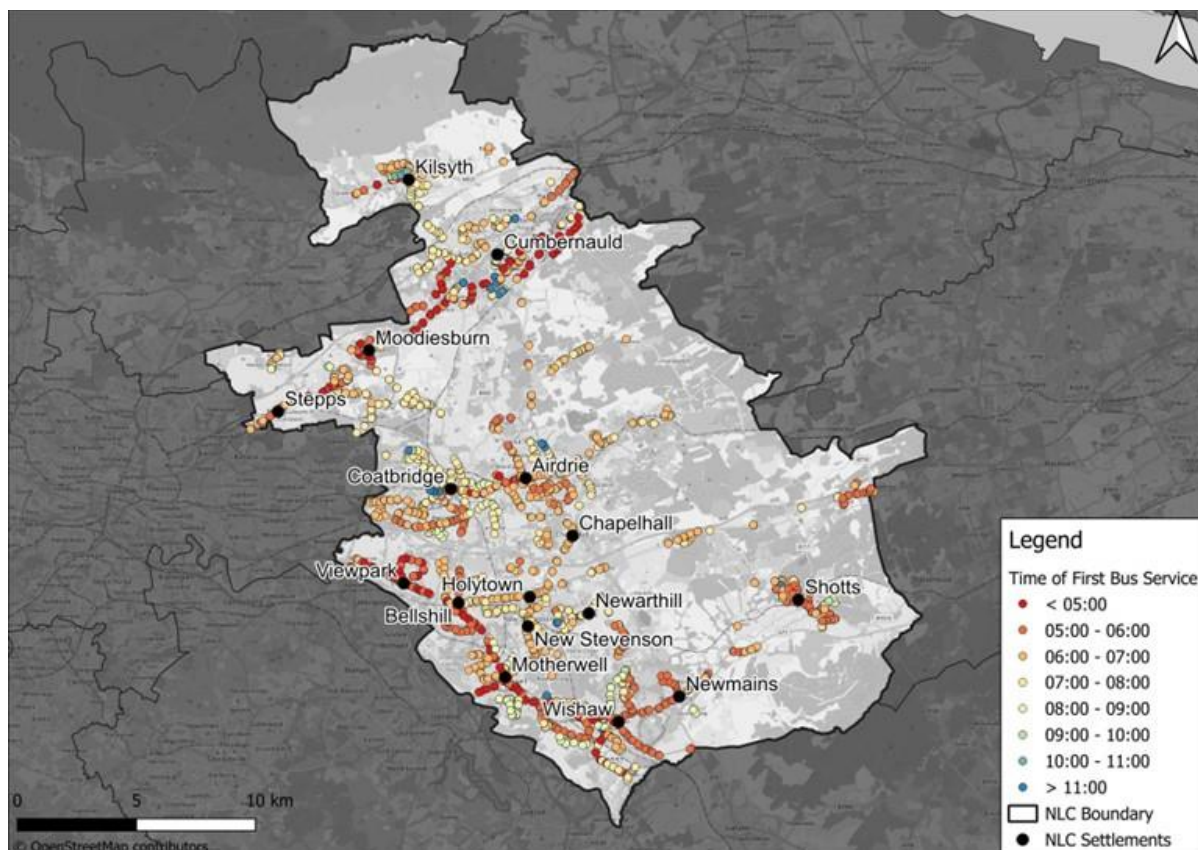
Figure 25: Time of First Bus Service at Bus Stops in North Lanarkshire (Source: SPT)

Figure 26 highlights issues with public transport provision late at night. Over half of bus stops in North Lanarkshire have their last service before 20:00; the settlement of Shotts has no bus service after 21:00. This could limit transport options for commuters travelling home or to onward destinations after 20:00. While a number of services finish between the hours of 22:00 – 23:00 and 23:00 – 00:00, these services are primarily located along strategic corridors such as:

- A721 between Motherwell, Wishaw and Bellshill
- A89 between Coatbridge and Airdrie
- A722 between Wishaw and Newmains
- North and South Carbrain Road in Cumbernauld

Residents and visitors to more rural areas of North Lanarkshire may rely on private vehicles to access essential services before 21:00.
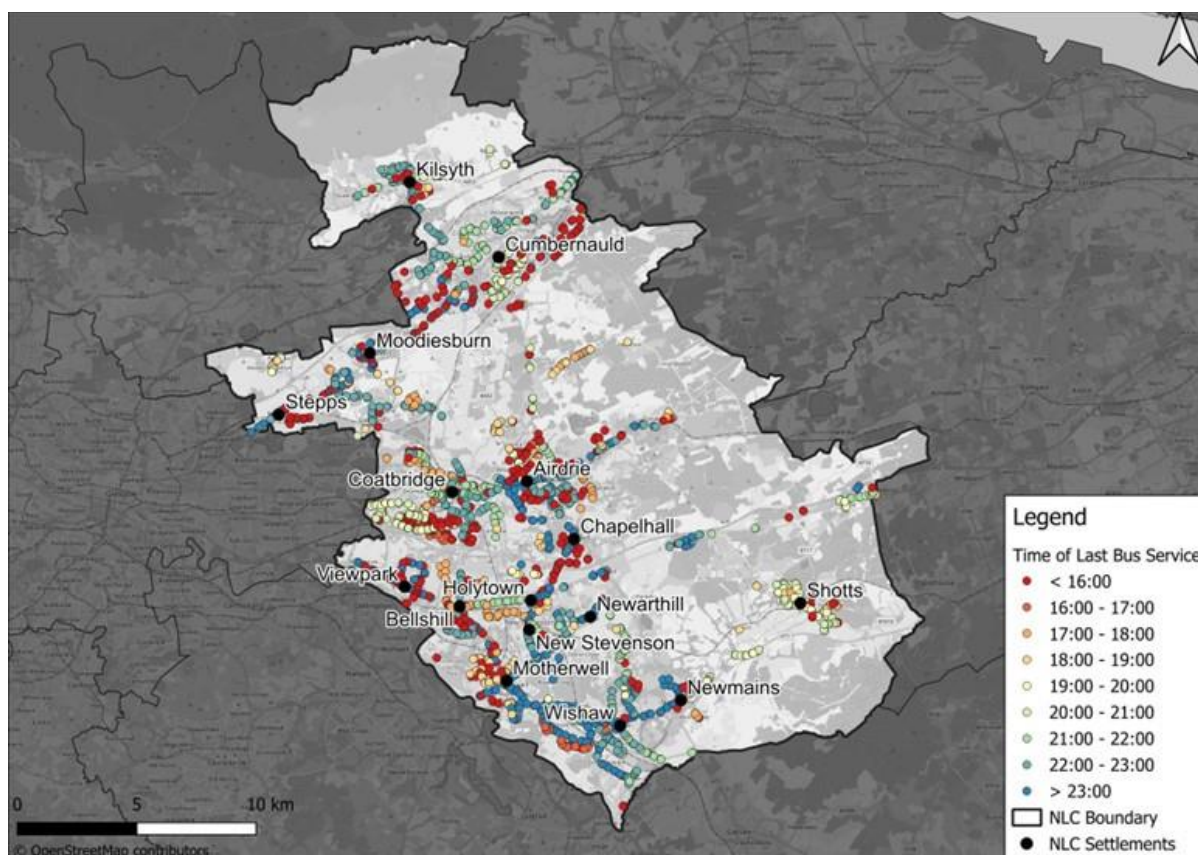
Figure 26: Time of Last Bus Service at Bus Stops in North Lanarkshire (Source: SPT)

Figure 27 and **Figure 28** show the average frequency of morning services between 06:00 and 09:00 and evening services between 16:00 and 19:00. It should be noted that this analysis shows average peak services at each bus stop during the highlighted hours and does not suggest that the number of services remains constant across the peak period.
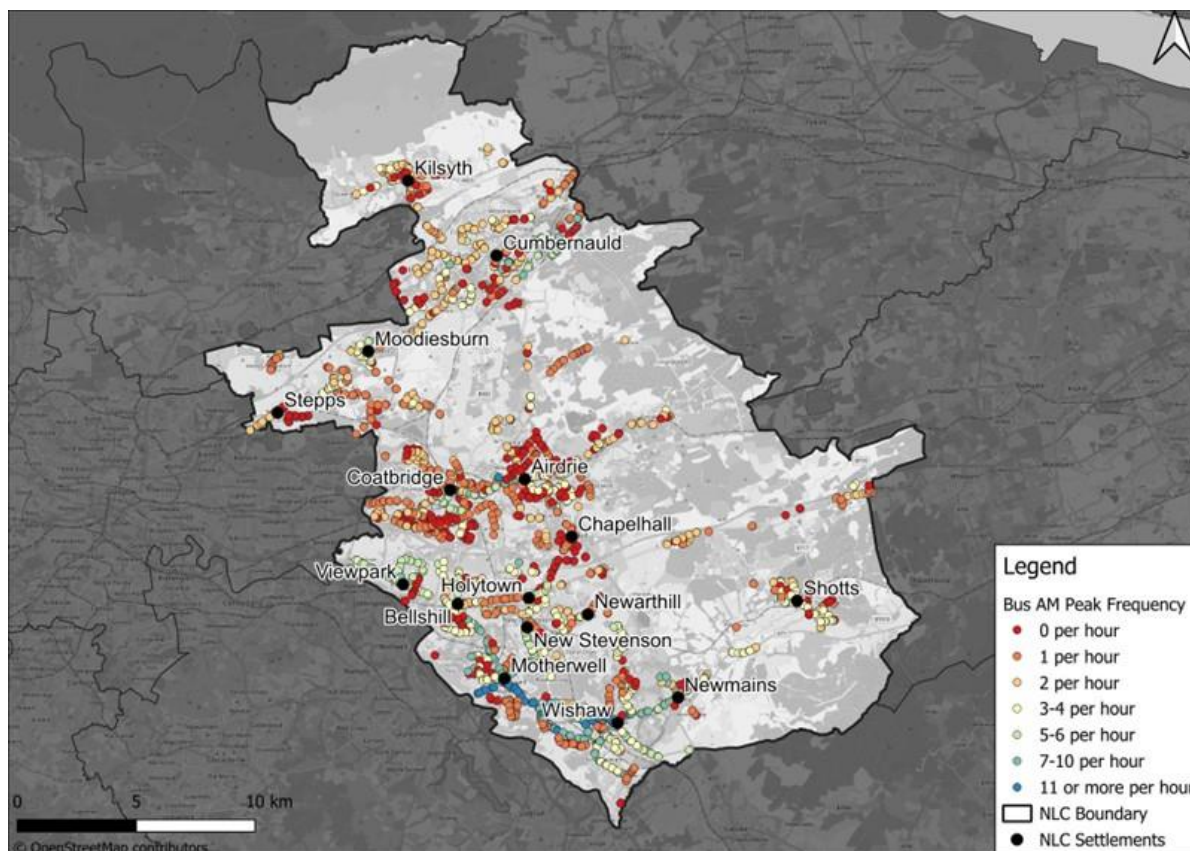
Figure 27: Bus Services Morning Peak Average Frequency in North Lanarkshire (Source: SPT)

The majority of bus stops have a frequency of either one or two services per hour throughout North Lanarkshire during the morning peak hours. Bus stops with an average peak morning frequency of three or more services are mainly found along strategic corridors such as:

- A721 between Motherwell, Wishaw and Bellshill
- A722 between Wishaw and Newmains
- North and South Carbrain Road in Cumbernauld

However, there are also a number of bus stops that do not have any services between the morning hours of 06:00 and 09:00.
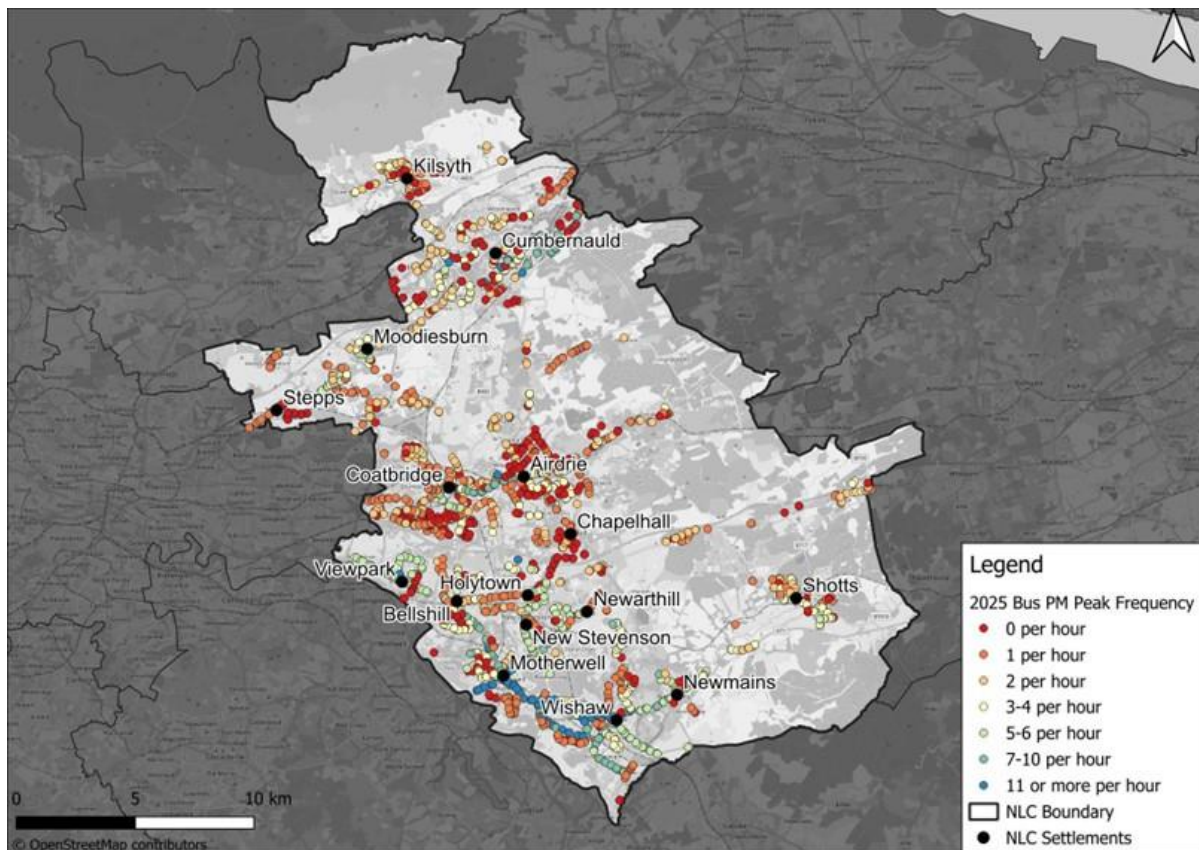
Figure 28: Bus Services Evening Peak Average Frequency in North Lanarkshire (Source: SPT)

One or two bus services is the most frequent number of services per hour throughout the evening peak, covering most of North Lanarkshire in both urban and rural areas, as can be seen in **Figure 28**. Bus stops with more than three services during the average evening peak period are limited along strategic corridors such as:

- A721 between Motherwell, Wishaw and Bellshill
- A722 between Wishaw and Newmains
- North and South Carbrain Road in Cumbernauld

Similar to the morning peak, there are also a number of bus stops within North Lanarkshire that have no evening peak services.

Public Transport Satisfaction

The Scottish Household Survey also asks participants about satisfaction with public transport in their area. The results for North Lanarkshire are shown in **Figure 29** for each year between 2011 and 2023 (excluding 2020 and 2021 owing to travel restrictions during the COVID-19 pandemic).

Satisfaction rates have fluctuated between 2011 and 2023. However, in general, there was an overall decline in satisfaction rates during this time period (73% in 2011 compared to 61% in 2023). 2013 (77%), 2014 (84%), 2019 (70%) and 2023 (61%) were the only years where public transport satisfaction increased from the previous year. Levels of dissatisfaction have fluctuated over the years but have decreased overall in the period between 2011 and 2023.
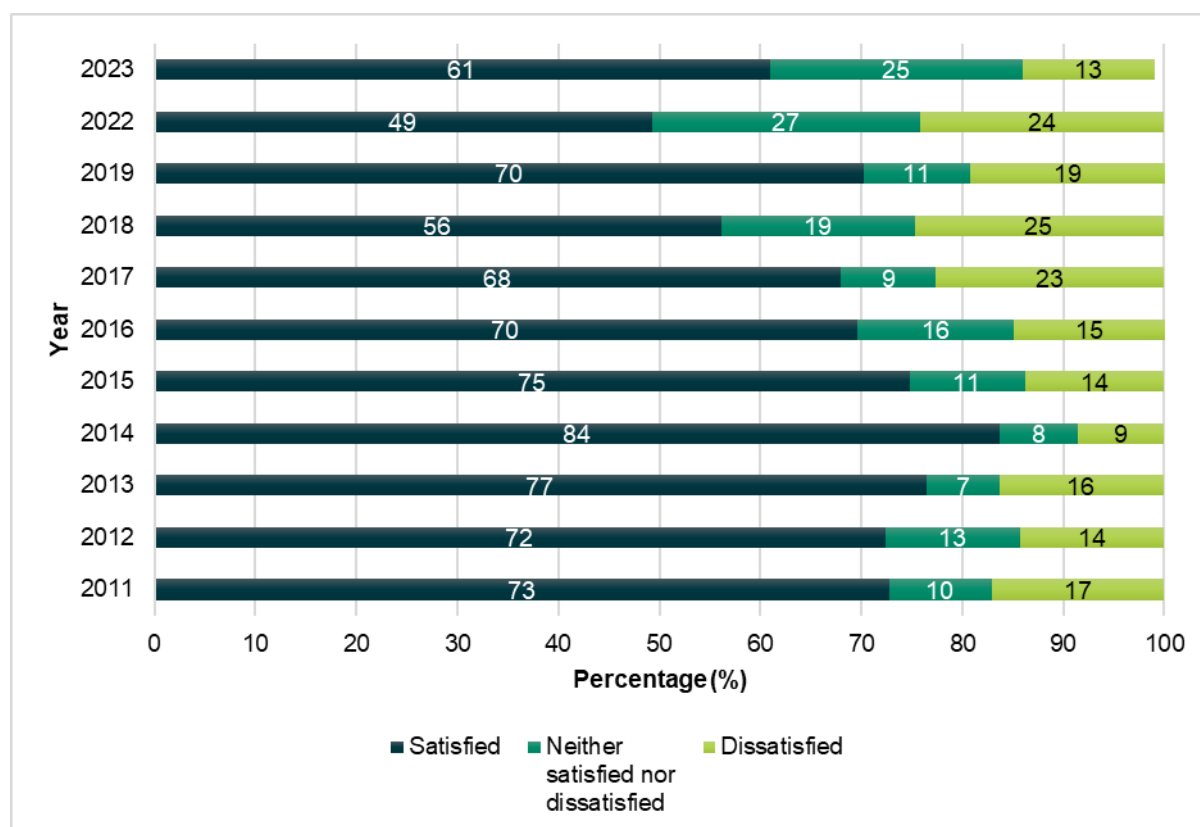
Figure 29: Public Transport Satisfaction Rates in North Lanarkshire (Source: SHS 2011-2023)

Active Travel

Active Travel Strategy

In 2021, we adopted our Active Travel Strategy (ATS), which sets out a vision for a "high quality, accessible active travel network which supports the well-being of our residents and visitors, enhances social inclusion and improves the ability of people to walk, wheel or cycle for any journey purpose in our area".

The ATS proposes a network of active travel routes throughout the area connecting people to local services and encouraging multimodal travel, which is presented in **Figure 30**.
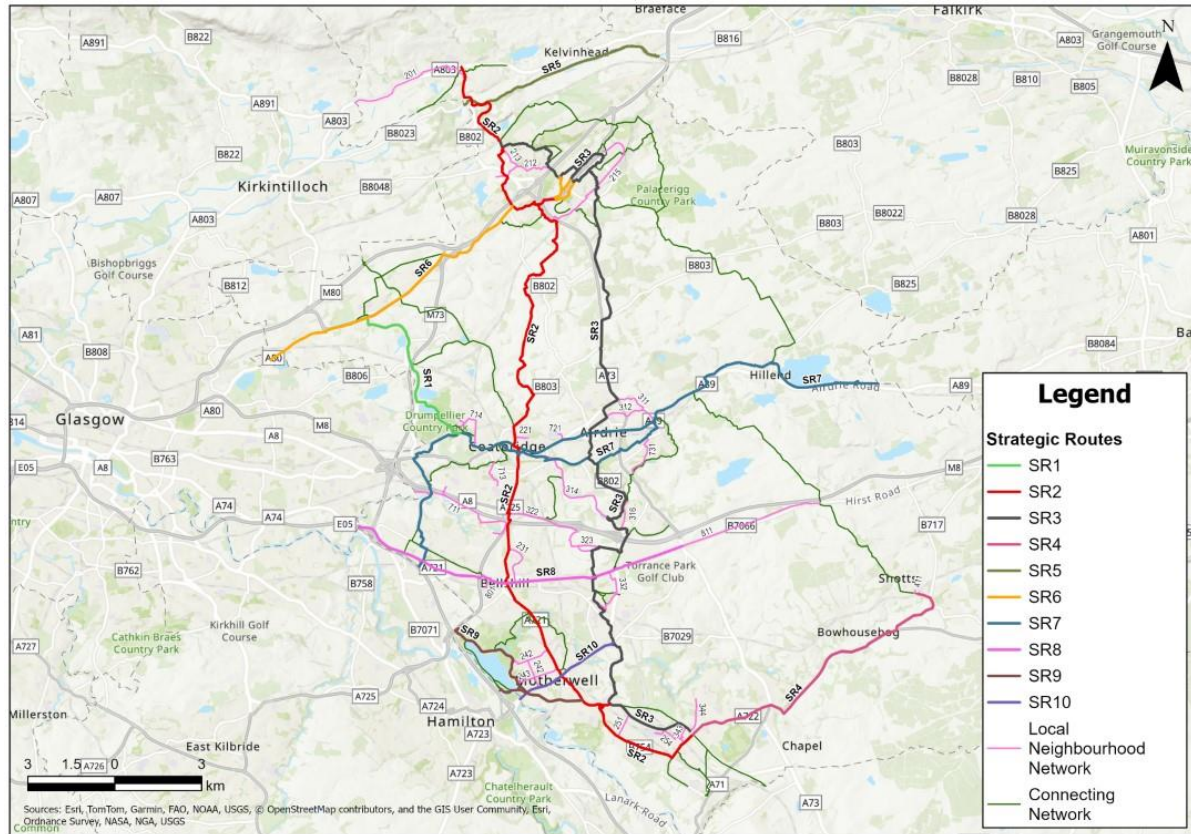
Figure 30: Proposed Active Travel Network (Source: North Lanarkshire Council ATS)

The proposed active travel network consists of Strategic Routes, Local Neighbourhood Routes and Connecting Routes which are defined below:

- **Strategic Active Travel Routes:** will connect our key towns, providing direct, high-quality active travel links along main arterial routes that provide an attractive and sustainable travel option between our key towns.

- **Local Neighbourhood Routes:** will provide vital local connections within our towns and direct links to our wider connecting routes.

- **Connecting Active Travel Routes:** will also be developed in locations where there are opportunities to develop key active travel routes that are out with the proposed Strategic or Local Neighbourhood Active Travel Network proposals.

All Strategic and Local Neighbourhood routes must meet specific design and construction standards to be classed as 'active travel routes', including:

- Routes being accessible and safe for all (widths/surfaces/buffers).

- Street lighting to adoptable standards being installed throughout all routes.

- Interactions at bus stops being designed to reduce conflict between pedestrians and cyclists.
- Construction depths for new active travel infrastructure following Cycling by Design Standards.

Between 2022 and 2025 18kms of active travel infrastructure was installed throughout the North Lanarkshire area. More information on the delivery of this can be found on our website.

Core Paths

Alongside creating a strategic active travel network and local neighbourhood routes, we are legally obligated to develop a Core Paths Plan. This plan outlines a network of paths, encompassing rights of way, footways, cycle tracks, and paths established through public path agreements with various landowners.

The Core Paths network for North Lanarkshire is presented on our website. There is coverage of walking paths, particularly in and around more urban areas such as Motherwell, Airdrie and Cumbernauld. However, in more rural areas, the core paths network is sparser, with only a few routes connecting the smaller, more rural villages with nearby towns such as Shotts, Caldercruix and Salsburgh in the east.

National Cycle Network

The National Cycle Network (NCN) is a comprehensive network of designated paths and routes across the UK, managed by the Walk Wheel Cycle Trust (previously known as Sustrans). This network features traffic-free or quiet routes that follow specific design principles to ensure high quality.

The National Cycling Network (NCN) passes through North Lanarkshire at two locations; NCN75 provides a mostly off-road route from Caldercruix to Airdrie, Coatbridge and Uddingston in South Lanarkshire, and NCN754 runs parallel to the Forth and Clyde Canal to the north of Cumbernauld. More information on this can be found on Walk Wheel Cycle Trust's website.

Bike Availability

Figure 31 shows that access to bikes in North Lanarkshire is lower than the Scottish average, with 11% of North Lanarkshire households having access to one bike and 12% having two or more bikes compared to 15% and 20%, respectively in Scotland. Conversely, there is a higher proportion of households in North Lanarkshire with no access to a bike when compared to the national average (78% compared to 65%).
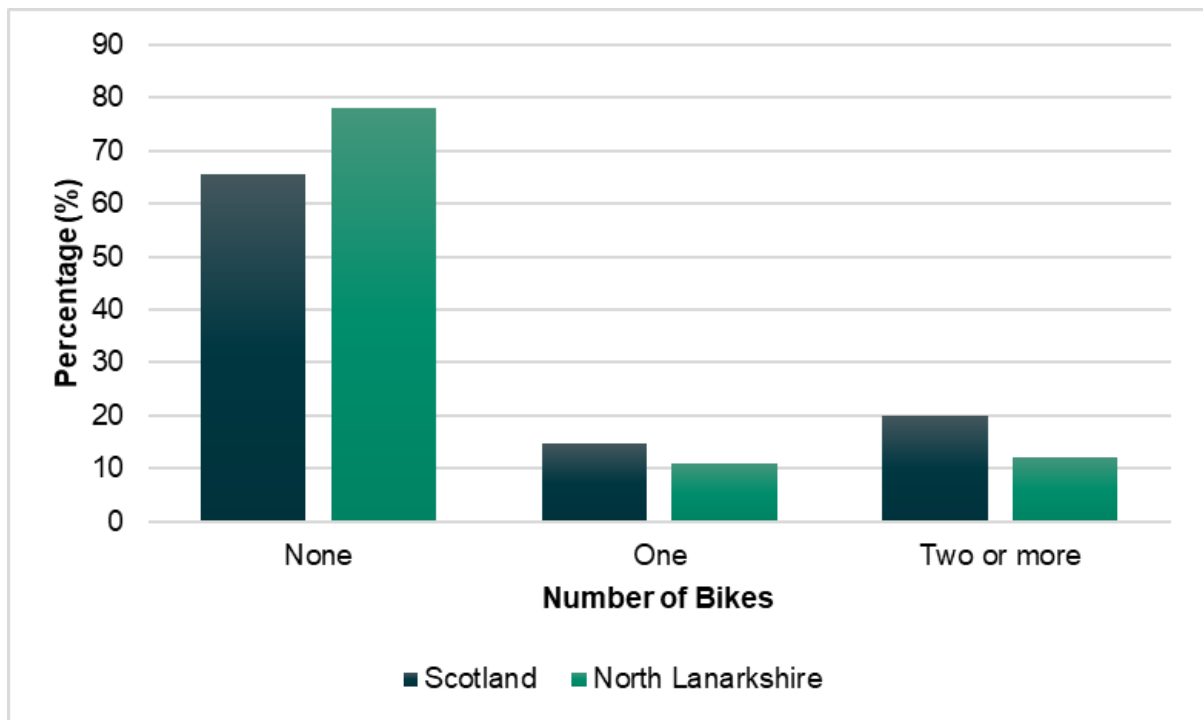
Figure 31: North Lanarkshire and Scotland Bike Availability (Source: SHS 2023)

Freight

Rail Freight

Rail freight plays a crucial role in North Lanarkshire's logistics and manufacturing sectors, contributing significantly to the region's economic development and sustainability goals. The strategic rail freight network in North Lanarkshire includes several key sites, each offering unique opportunities and challenges. The rail freight sites within North Lanarkshire are shown in **Table 11** and **Figure 32**.

Table 11: North Lanarkshire Council Rail Fright Terminals

Name	Sector	Status	Site Owner / Operator	LDP Opportunities	Notes / Traffic impacts
Glasgow Shieldmuir	Logistics	Inactive	Royal Mail Site with NR track	None without Royal Mail buy-in	Royal Mail depot – has ceased all rail freight activities since 10 October 2024. Traffic Impacts: More road traffic since rail freight ceased
Liberty Steel	Steel	Limited Activity – last used August 2024	Liberty Steel Distribution Limited	Opportunity site – good connection off the west coast mainline. 1000m electrified freight loop – NR Sidings can be used to split and marshal trains	DB Cargo (current rail haulier)

Name	Sector	Status	Site Owner / Operator	LDP Opportunities	Notes / Traffic impacts
Motherwell Maintenance Depot	Depot	Active	NR owned – sit leased to Direct Rail Services (DRS)	None	Used for servicing of freight locomotives and wagons
Mossend	n/a	Inactive	NR owned and leased to Air Liquide UK	Low opportunity – supplementary freight site	Traffic impacts: Road access challenging onto the A775
Mossend PD Stirling/ Mossend International Rail Park	Intermodal, Automotive & Bulk	Active	PD Stirling	Opportunity to increase modal shift to rail	PD Stirling wants to put in a new intermodal terminal. Traffic impacts: new road access into this site including bridge over the M8
Mossend Euroterminal	Intermodal	Active	NLC – Leased to Maritime Transport	Strategic Rail Freight Interchange	Significant share of Scotland's domestic and maritime intermodal traffic
Uddingston Viewpark	Bulk	Active	Tarmac	None	Batch cement supply
Coatbridge	Intermodal	Active	Russell Railroad Ltd	Rail Freight Interchange	Significant share of Scotland's domestic and maritime intermodal traffic

Source: Network Rail
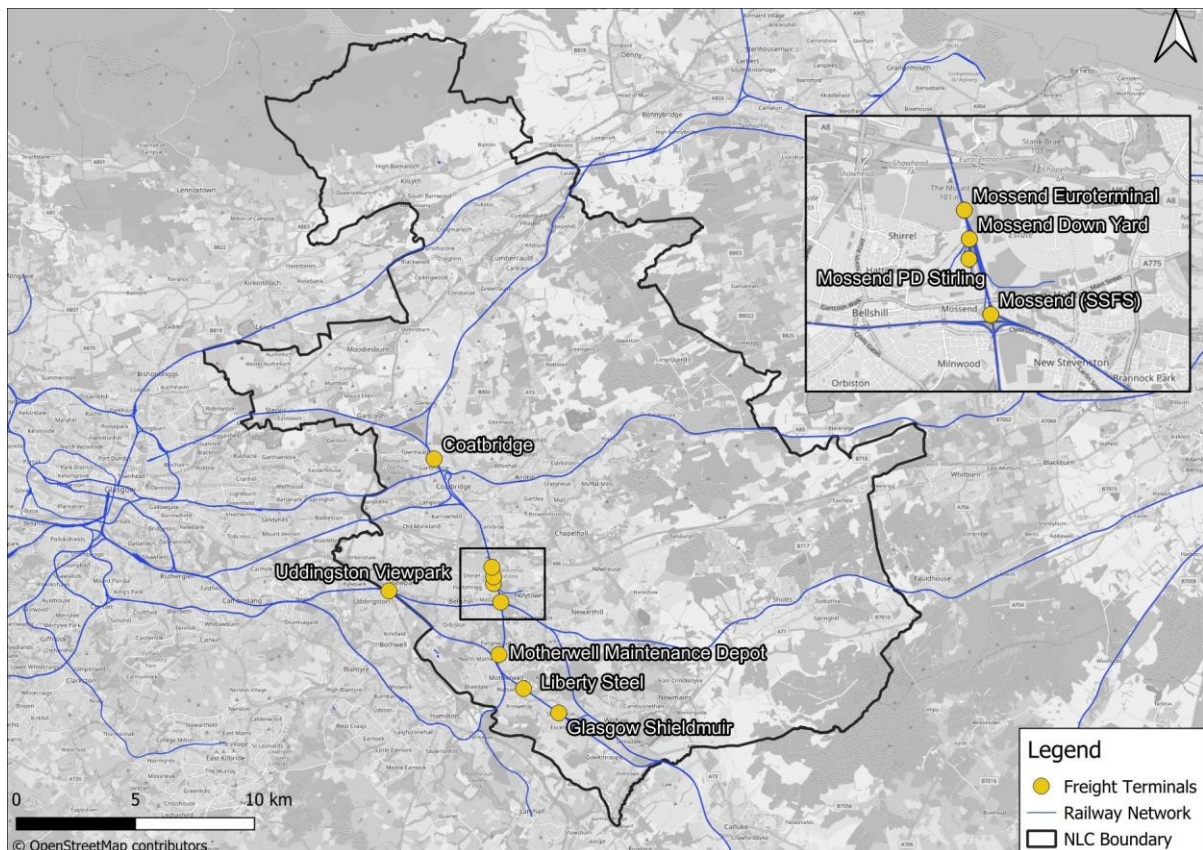
Figure 32: North Lanarkshire Rail Freight Terminals

The rail freight network in North Lanarkshire is anchored by the Mossend International Rail Freight Park (MIRP). This facility is set to become one of Scotland's most advanced inland dry ports, providing low-carbon, 24/7 distribution, logistics, and manufacturing space alongside an all-electric terminal. MIRP's development highlights the growing importance of rail freight in reducing carbon emissions.

Rail freight offers substantial economic and environmental benefits for North Lanarkshire. It supports local businesses by providing efficient and cost-effective transportation options, reducing reliance on road transport. Environmentally, rail freight significantly lowers carbon emissions compared to road transport, aligning with the region's sustainability policies. Additionally, shifting freight from road to rail helps to alleviate road congestion and improve overall traffic flow. Investing in rail freight infrastructure is crucial for North Lanarkshire's economic growth and environmental sustainability, enhancing logistics capabilities, supporting local businesses, and contributing to a greener future.

Investing in rail freight infrastructure, such as MIRP and other key sites, is important for North Lanarkshire's economic growth and environmental sustainability. These developments will enhance the region's logistics capabilities, support local businesses, and contribute to a greener future. By prioritising rail freight, North Lanarkshire can achieve significant reductions in carbon emissions, alleviate road congestion, and further develop a more efficient and sustainable transportation network.

Travel Patterns

North Lanarkshire Council Wide

Figure 33 shows the estimated trip rates in North Lanarkshire per person and per Intermediate Zones (IZs) where IZ is the Origin. Intermediate zones are statistical geographies that sit between data zones and local authorities and are used for the dissemination of statistics that are not suitable for release at the data zone level because of the sensitive nature of the statistic, or for reasons of reliability. Intermediate zones also represent a relatively stable

geography that can be used to analyse change over time, with changes only occurring after a Census.
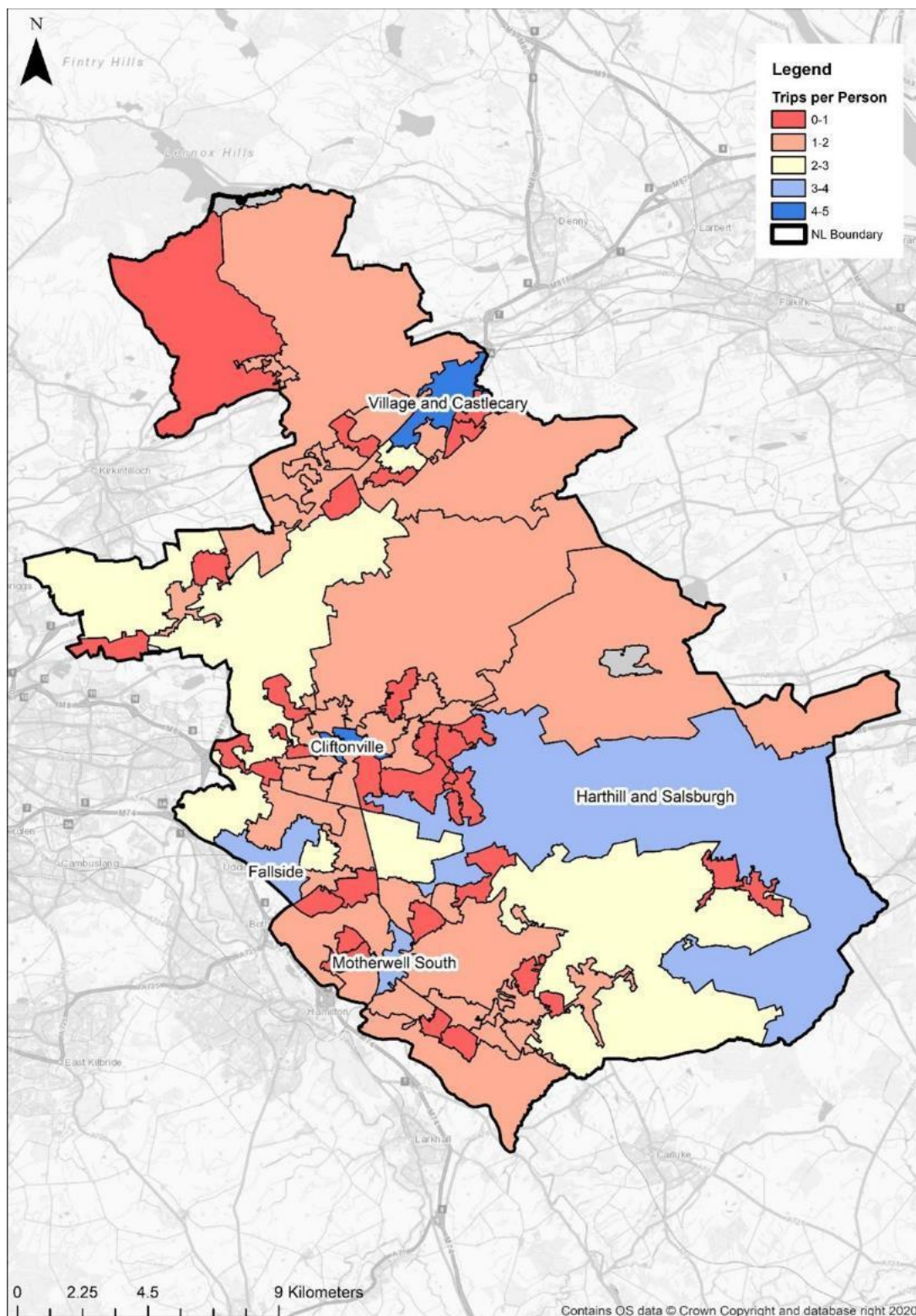
Figure 33: Estimated Trip Rates per Person per IZ (Source: UBDC 2022)

Across the IZs, an average of 15% of trips originate and terminate in the same IZ. Those with the highest number of trips originating and terminating in the same IZ are Shotts (39%), Kilsyth East and Croy (31%), Gartcosh and Marnock (27%), and Chryston and Muirhead (25%). IZs with the highest rates of departure are Muirhouse, Drumpellier and Langloan, Hattonrigg, and Chapelhall West (each on 6%).

2022 Census data demonstrate that the main mode of travel to work or study for North Lanarkshire residents is driving a car or van (51%), which is higher than the Scotland-wide figure of 46%, as shown in **Figure 34**. North Lanarkshire has a slightly higher rail mode share compared to Scotland as a whole (3% compared to 2%). Cycling (nearly 0%) and walking (4%) are both lower in North Lanarkshire compared to the Scottish average (1% and 7% respectively). As the 2022 figures were likely to be impacted by Covid-19, it also shows data from 2011 for North Lanarkshire and Scotland. The proportion of people using a car or van as their main mode of transport to work reduced from 61% to 51% from 2011 to 2022. Travelling to work as a passenger in a car or van also decreased. Reductions are also observed in the proportion of people walking to work, taking the bus or train between 2011 and 2022. These reductions are attributed to the increase of working from home in North Lanarkshire from 9% in 2011, to 30% in 2022 which is in line with the national shift within the same period, from 11% to 32%. The use of bike to travel to work has slightly increased in this period.
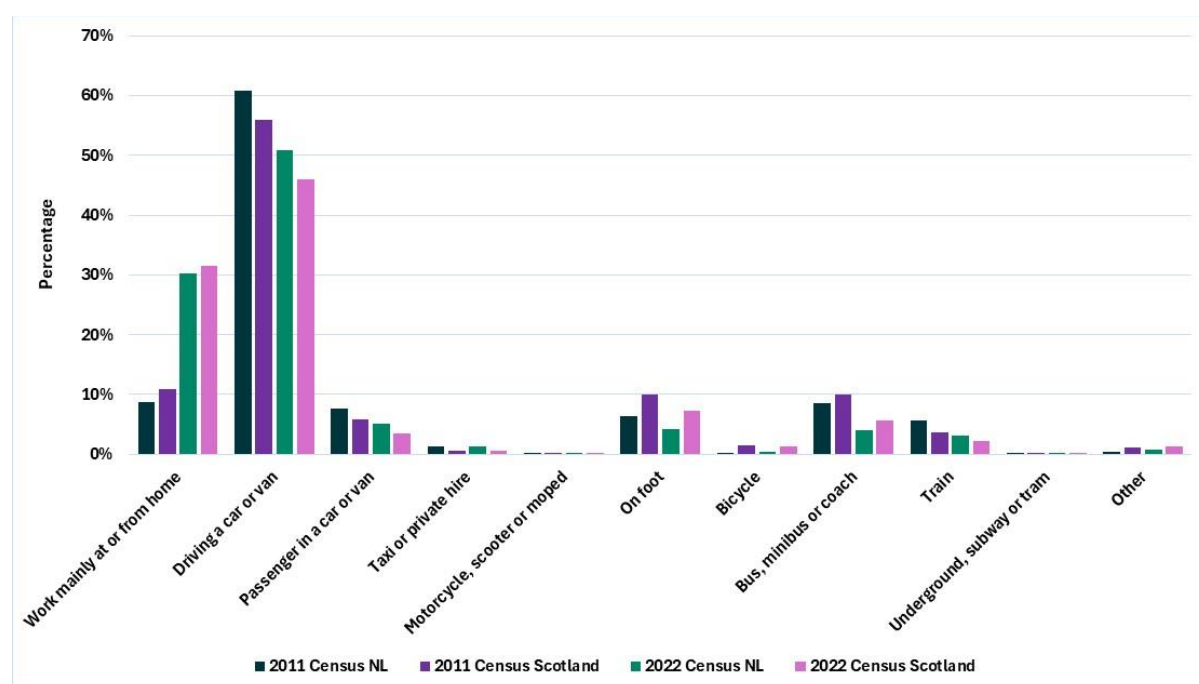
Figure 34: Travel to Work/Study Mode Share in North Lanarkshire and Scotland in 2011 and 2022 (Source: 2011 and 2022 Census)

In terms of destinations, 75% of travel to work journeys originating in North Lanarkshire are to a destination within the council area, with 11% the destination in Glasgow City Council area, 6% in South Lanarkshire, 2% in West Lothian and marginal proportions to other local authority areas.

The SHS 2023 reports that 60% of people over the age of 16 walk for transport at least one day a week in North Lanarkshire compared to 66% across Scotland. Similarly, 58% of people over the age of 16 walk for leisure at least one day per week in North Lanarkshire, which is lower than for the whole of Scotland, at 70%

Distance Travelled

2022 Census data plotted in **Figure 35** illustrates that 30% of all journeys made by North Lanarkshire residents are under 10km and 18% are under 5km. This is in line with the national averages of 33% and 21% respectively, albeit slightly lower, and presents an opportunity for some of these journeys to be undertaken by sustainable means.
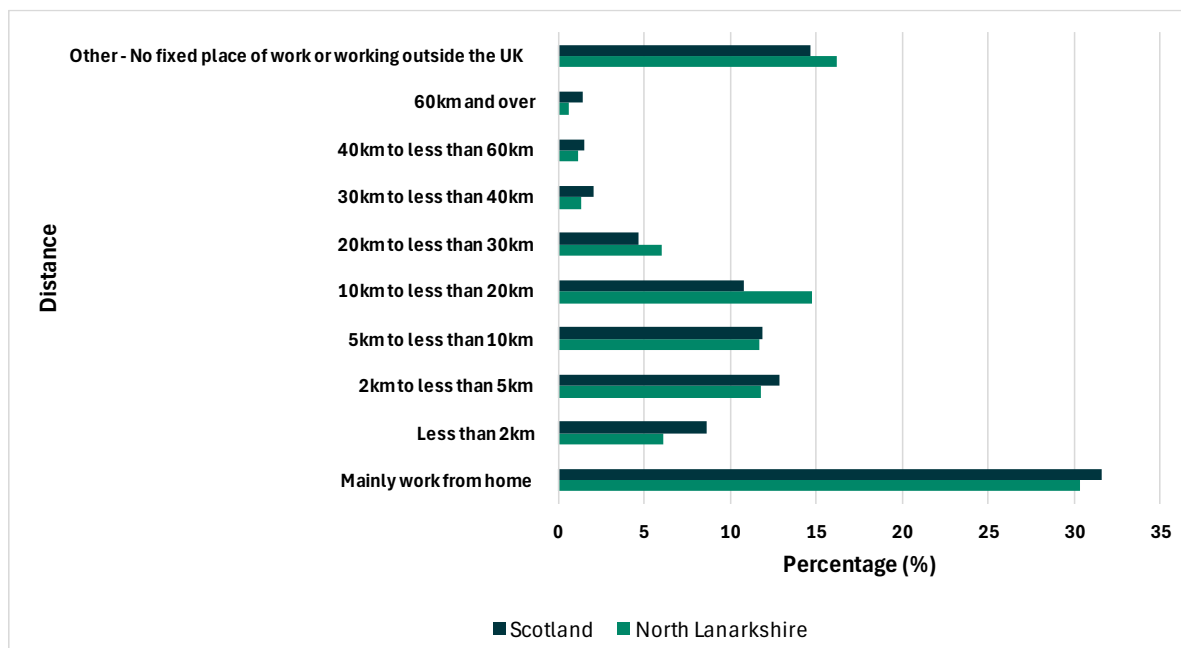
Figure 35: Weekly Average Distance Travelled in North Lanarkshire and Scotland (Source: 2022 Census)

The SHS 2023 considered the modal split for trips under 2 miles (3.22 km) and under 5 miles (8.05 km). For distances under 2 miles, driving a car or van is the main mode of transport, with 42% of journeys using this method, followed closely by walking at 40%. For distances under 5 miles, the main mode of transport is driving a car or van (56%), followed by walking at 25%. Cycling accounts for 3% mode share in both cases. This also presents an opportunity to further build upon sustainable travel modes.

Travel to School (Mode Share)

Data from the [Hands Up Scotland National Report](#) shows the travel to school mode trend from 2014 to 2024 for 169 schools (primary and secondary) within North Lanarkshire, not including Nurseries.This data is presented in **Figure 36**. The results demonstrate a decline in the proportion of pupils walking (from 42% to 33%) and taking the bus (from 18% to 17%) to school, which has corresponded with an increase in the proportion being driven (from 25% to 31%), and have seen smaller increases in the proportions cycling or scooting / skating. However, walking remains the most popular mode of travel to schools, followed closely by being driven to school. Travel to school by bus and Park & Stride are the next most popular modes.
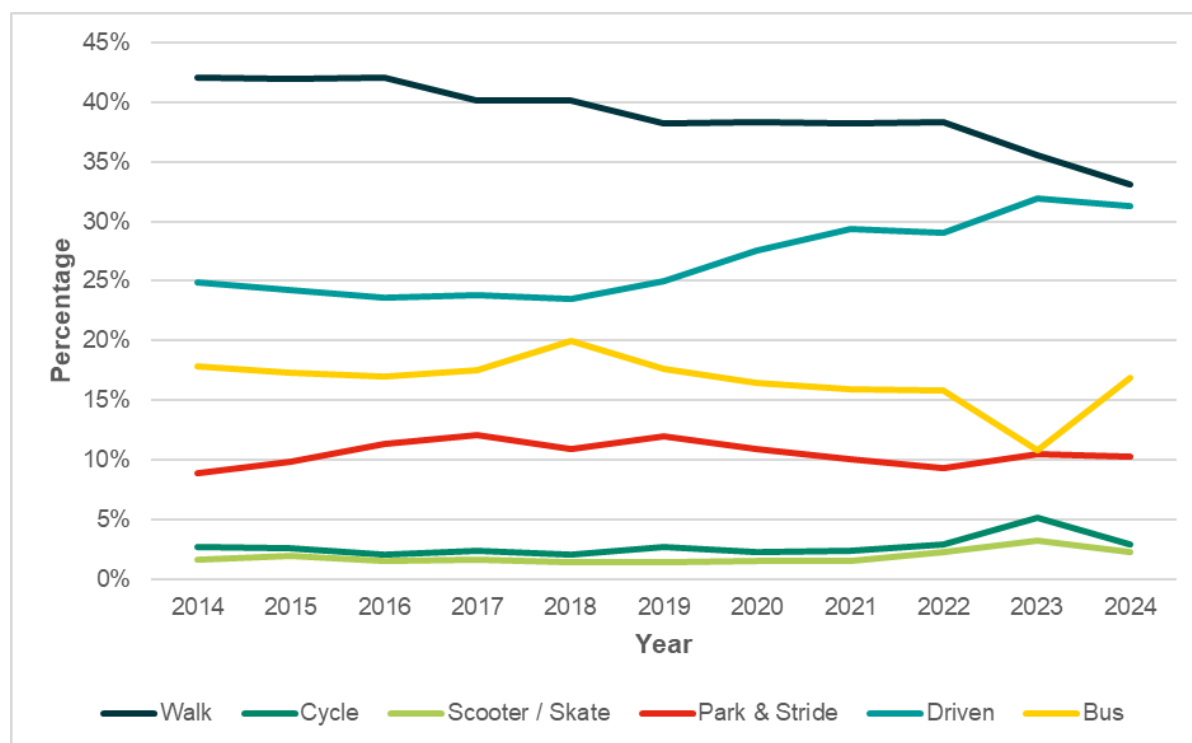
Figure 36: Travel to School Mode Share 2014 - 2024 (Source: Hands Up Survey 2024)

North Lanarkshire Council Staff Travel Plan

North Lanarkshire Council is a large employer within the council area, employing over 16,800 people, many of which who will live and work in North Lanarkshire. A Staff Travel Survey was carried out in 2024. There were around 800 responses; a summary of the responses can be seen below:

- 14.7% of staff that responded are travelling less than 2 miles, identifying opportunity to encourage people travelling shorter distances to do so actively. 20.9% travel more than 2 but no greater than 5 miles and 64.4% travel more than 5 miles, highlighting the need for multimodal travel.

- 77% of respondents travel by car, 7% by public transport, 7% by active travel and 9% by other (e.g. taxi or multiple modes).

- Main reasons for choosing their mode of travel are for convenience and that there are no alternatives.

- When asked what would encourage them to travel actively 51% said nothing, 24% provision of shower and changing facilities, and 20% said safer routes.

- 57% are not aware of the Active Travel Strategy, which highlights a need to better promote this among North Lanarkshire Council.

Transport Connectivity

SPT have provided connectivity analysis for North Lanarkshire. For the purpose of this analysis, transport connectivity is defined as the ability of any one person to travel to or from a place. SPT developed the following Connectivity Indices:

- Strategic Connectivity shows an area's level of connectivity to regionally significant land use destinations, such as university or college campuses, hospitals and major localities.

- Local Connectivity indicates an area's 'local' connectivity – aligned to local living and compact urban growth NPF4 ambitions, such as primary and secondary schools, dentist, GP, pharmacy and supermarket.

The local connectivity for settlements within North Lanarkshire can be seen in **Figure 37**. Many rural settlements have low or medium levels of connectivity.
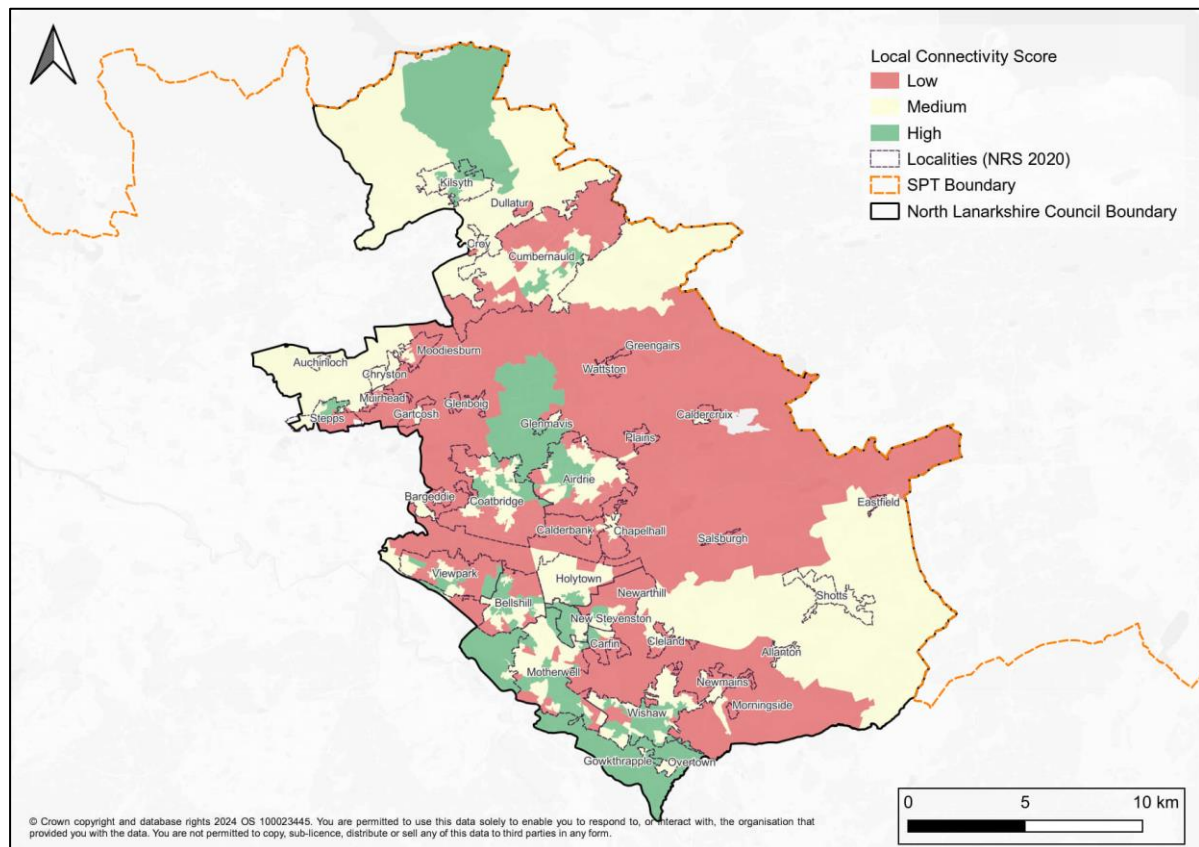
Figure 37: North Lanarkshire Local Connectivity (Source: SPT)

Figure 38 shows the strategic connectivity, which indicates the majority of North Lanarkshire has a low strategic connectivity score. The more urban parts of North Lanarkshire have a medium connectivity score. Only a small area around Bellshill has the highest level of strategic connectivity.
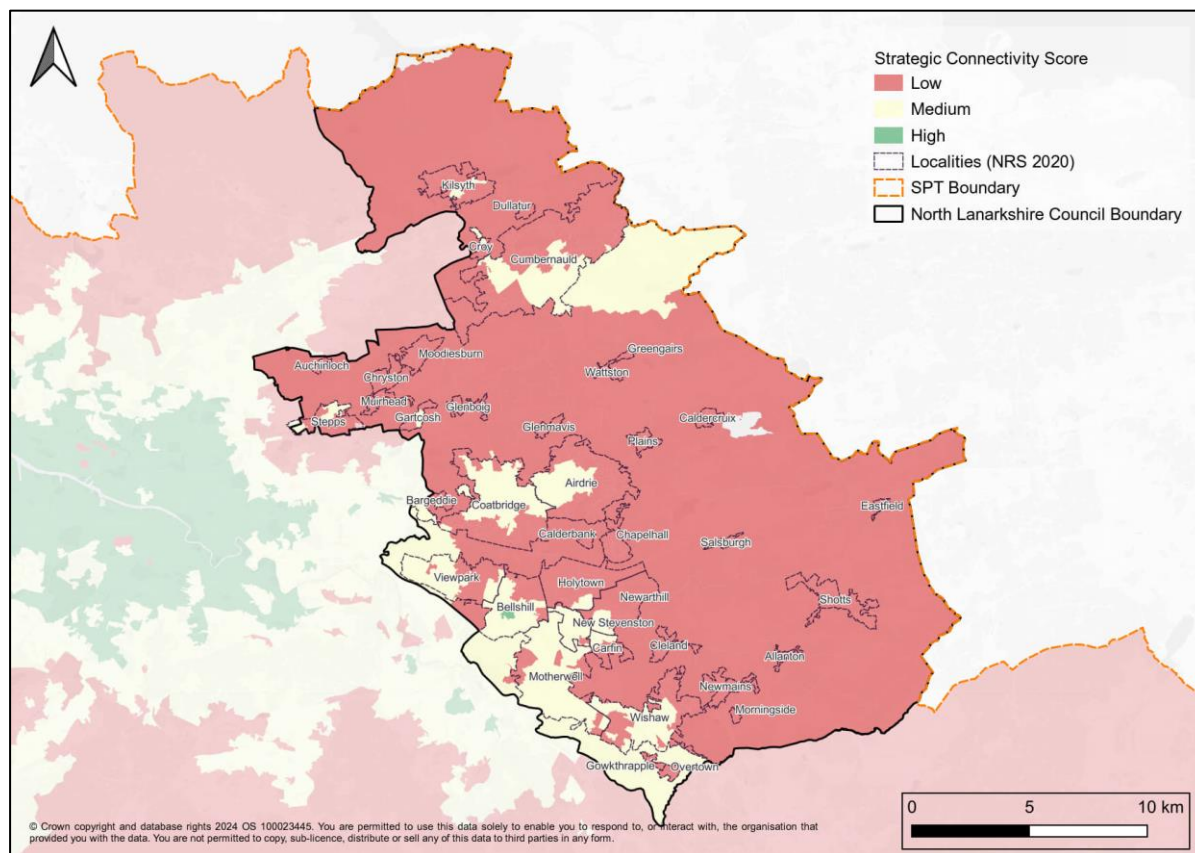
Figure 38: North Lanarkshire Strategic Connectivity (Source: SPT)

Land Use

Within North Lanarkshire there is a network of Mixed-Use Centres performing separate roles through the services they offer and functions they provide, and the footfall experienced by the centre itself. This includes Strategic Town Centres, Other Town Centres, Local Centres and Commercial Centres.

There are six Strategic Town Centres, which are recognised as wider community hubs, that attract significant numbers of people and provide a full range of uses, including retail, commercial leisure, offices, business, civic, community and cultural. There are also three other Town Centres, Bellshill, Kilsyth, and Shotts which are smaller and provide fewer services than the Strategic Centres. In addition to these there are 58 smaller Local Centres with floorspace under 20,000 m^2, providing services for smaller settlements and neighbourhoods.

For Employment within North Lanarkshire there is a hierarchy of Business Locations. There are five Strategic Business Centres which are large-scale business investment centres. These provide good locations for major rail/motorway connections, but do not always provide good connections to public transport. These are locations where large scale business users are encouraged to locate to safeguard their character. There are also 13 Local Business Centres which are planned industrial estates meeting the needs of small and medium sized enterprises.

The largest urban areas in North Lanarkshire are identified as General Urban. These are either primarily residential in character or have a mixture of recognisably urban uses. The connectivity maps above will also give an indication of how well connected these locations are.

The North Lanarkshire Local Development Plan identifies that each part of North Lanarkshire lies within one of five broad Land Use Character Areas. The main policy areas concerning footfall and employment are structured into six sub-areas, shown below in **Figure 39**, that have a range of core uses and often ancillary or supporting uses which will help the place to fulfil its purpose.

1: Mixed- Use Centres	1A: Strategic Town Centres
	1B: Other Town Centres
	1C: Local Centres
2: Business Centres	2A: Strategic Business Centres
	2B: Local Business Centres
	2C: Visitor Economy Areas & Locations
3: General Urban Area	
4: Green Belt	
5: Countryside	

Figure 39: North Lanarkshire LDP Land Use Categories (Source: North Lanarkshire Council LDP)

Consultation and Engagement

Overview

Extensive public consultation and stakeholder engagement was undertaken over a three-month period between mid-November 2024 and mid-February 2025. This involved the following:

- Workshops with:
  - North Lanarkshire Council Elected Members;
  - North Lanarkshire Council Officers;
  - Community Councils and Community Boards;
  - Other Key Stakeholders; and
  - Youth Parliament and Youth Council.
- Drop-In sessions within local libraries
- A public survey

The focus was to identify the transport related challenges and opportunities in North Lanarkshire, to inform the development of the LTS objectives and actions. The consultation activities were intentionally designed to be inclusive, incorporating a variety of methods and actively engaging with specific groups. The public survey received 1,100 responses.

Summary

The challenges and opportunities identified through all stages of the consultation have been categorised into themes, which are summarised in **Figure 40** below.
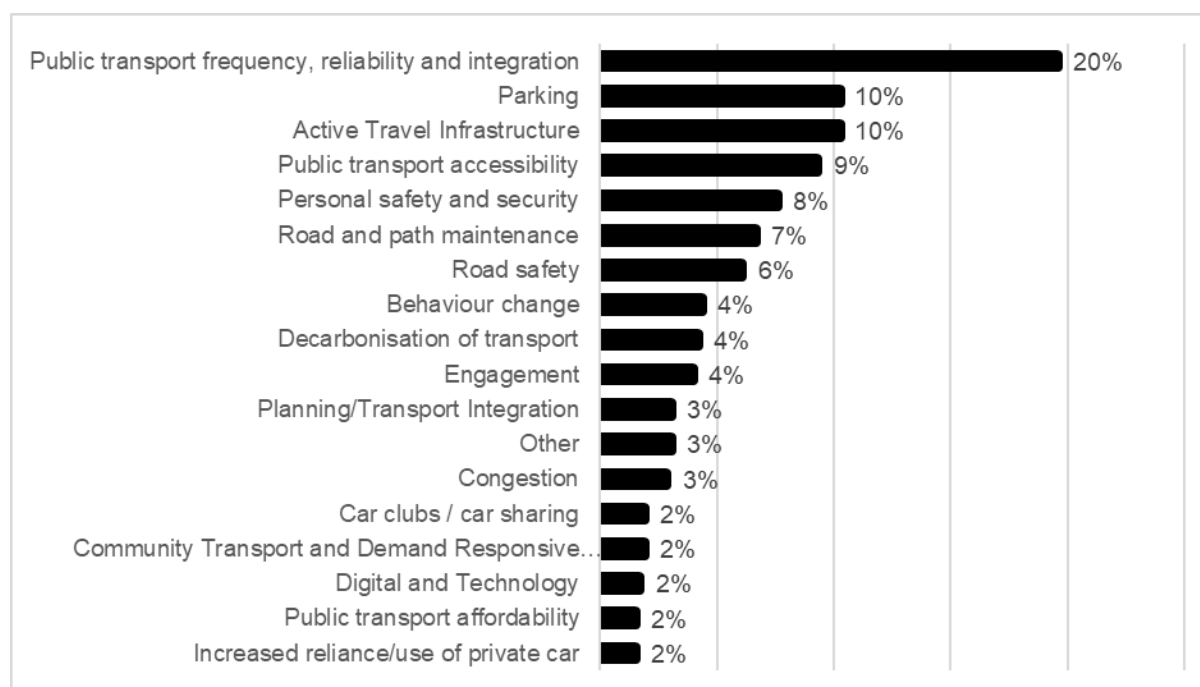
Figure 40: Challenges and Opportunities Themes (Source: LTS Consultation)

This identified public transport, parking, and active travel as the key areas in which people would like to see improvement. The most common issues raised are provided below:

Public Transport:

- Lack of adequate public transport provision (including frequency and reliability of bus services), particularly related to rural areas, north-south connectivity and connectivity to employment and health sites.

- Difficulty physically accessing some older style of buses.

- Difficulty accessing some bus stops.

Parking:

- Parking provision needs reviewed.

- Inappropriate parking taking place in certain locations.

Active Travel Infrastructure:

- Lack of active travel infrastructure and facilities in some locations.

Personal Safety and Security:

- Feeling unsafe using public transport.

- Feeling unsafe when walking, especially on an unlit path, or on a footway without many other pedestrians.

Road and Path Maintenance:

- Poor condition of roads and footpaths in some locations.

- Not enough winter gritting getting done throughout the area.

- Overgrown vegetation pushing people from footway to carriageway or increasing feelings of being unsafe when using path on own.

Road Safety:

- Require road safety improvements around schools.

- Require more enforcement of speeding traffic around schools.

Behaviour Change:

- Require introduction and promotion of initiatives to encourage behaviour change.

- Better provision of active travel signage in certain locations is needed.

Decarbonisation:

- Decarbonisation of public transport must be prioritised.

- Support is required to encourage Electric Vehicle use.

Engagement:

- Require better engagement with key stakeholders, including local communities.

- Digital-only engagement often limits accessibility and awareness.

More detail of the engagement feedback can be found in **Appendix C** and more detail on the challenges and opportunities under each theme in Chapter 5 of this report.

Challenges and Opportunities

Key challenges and opportunities have been identified through multiple sources, including stakeholder engagement and public consultation (stakeholder workshops, drop-in sessions, feedback received by e-mail and the online and paper copies of the survey), analysis of transport and travel and socio-economic data; and a review of existing policies and strategies. A summary of the identified transport related challenges and opportunities grouped under emerging themes is presented below.

Active Travel Infrastructure

Challenges:

- Lack of safe and accessible walking, wheeling and cycling routes.
- Car is the primary mode of transport for journeys under 2 and under 5 miles.

Opportunities:

- Expand active travel infrastructure and supporting infrastructure.
- Further modal shift to active travel for shorter trips.

Network

Challenges:

- Congestion issues as various locations across North Lanarkshire.

Opportunities:

- Targeted network improvements based on accident record and levels of congestion

Road Safety

Challenges:

- Perceived road safety issues outside schools.
- Average speeds 20% higher than the posted speed limit at some locations on local roads.

Opportunities:

- Develop Road Safety Plan.
- Improve road safety in relation to speeding traffic and around schools.

Decarbonisation

Challenges:

- Transport emissions large contributor to pollutants.
- Lower number of electric vehicle chargers per head than national average.
- Lack of facilities to transition North Lanarkshire Council's fleet to electric.

Opportunities:

- Support a transition to electric vehicles, including expanding the charging network.
- Reduce the impact of transport on the environment.
- Support shift of freight from road to rail.

Maintenance

Challenges:

- Poor condition of road and footpath network.

Opportunities:

- Update Roads Asset Management Plan (RAMP).
- Live Labs work show potential for using sustainable materials and practices.

Freight

Challenges:

- Freight traffic on the road network contributes to congestion, air pollution and increases safety risk to other road users.

Opportunities:

- Modal shift to rail, facilities at Mossend and Coatbridge can help facilitate this.

Behaviour Change

Challenges:

- Lower proportion of walking than national average.

Opportunities:

- Encourage the use of active travel through behaviour change initiatives.

Engagement

Challenges:

- Perceived lack of engagement with communities and stakeholders particularly with respect to communication of road and footpath closures.

Opportunities:

- Improved engagement and promotion within communities and key stakeholders.

Public Transport

Challenges:

- Lack of frequent, reliable, and well-integrated services, particularly in rural areas.
- Poor north-south connectivity within North Lanarkshire and connectivity to employment and health sites and in rural areas.
- Lack of late-night services, causing accessibility issues for people relying on public transport outside standard working hours.
- Poor physical accessibility to public transport.
- There is disparity in percentage of income spent on transport in North Lanarkshire, with underserved and rural areas spending more.

Opportunities:

- Support regional partners to deliver on the Regional Bus Strategy to improve reliability, frequency, accessibility, and connectivity.
- Support regional partners to deliver Clyde Metro proposals.
- Deliver North Lanarkshire Council's Public Transport Infrastructure Improvement Programme - improving the physical accessibility of bus stops and quality of waiting facilities.

Personal Safety

Challenges:

- Personal safety and security concerns when using public transport and active travel.

- Insufficient lighting in some areas.
- Lack of safe routes for pedestrians and other active travel users.

Opportunities:

- Work with partners to address personal safety concerns.
- Reduce speed limits on local roads to make fairer for all active travellers.

Shared Transport

Challenges:

- Perceived lack of Community Transport and Demand Responsive Transport in North Lanarkshire.
- Reliance on charities and volunteers to deliver these services.
- High fares associated with Demand Responsive Transport.

Opportunities:

- Support partners to build on existing initiatives including SPT's MyBus.

Digital and Technology

Challenges:

- Lower proportion of premises with access to full-fibre broadband than the national average.
- Barriers to low-income individuals, the elderly, disabled, and those in rural or marginalized communities.

Opportunities:

- Enable digital connectivity by supporting the roll out of high-speed broadband.
- Support digital and technological innovations in transport such as Mobility as a Service.

Parking

Challenges:

- Illegal pavement parking contributing to congestion and safety issues
- Capacity issues at some car parks.

Opportunities:

- Review parking demand and availability.
- Improve enforcement of disabled parking and EV bays.
- Increase enforcement of pavement parking, restrictions outside schools and illegal parking in town centres.

Vision, Priorities and Objectives

The challenges and opportunities summarised in Chapter 0 have directly informed the development of a Vision Statement, Priorities and Objectives.

The Vision Statement sets out what we hope to achieve throughout the lifetime of the strategy and is set out below:

North Lanarkshire will be a well-connected place, with an efficient transport system that is sustainable, accessible and resilient, supporting inclusive economic growth, health and wellbeing of all and facilitating the safe movement of people and goods.

The Vision Statement is supported by five Priorities; these are set out below.

- **Priority 1:** Improve accessibility and reduce inequalities
- **Priority 2:** Protect the environment and take climate action
- **Priority 3:** Enable a safe, resilient and equitable transport system that is sustainable
- **Priority 4:** Support inclusive economic growth
- **Priority 5:** Improve the health and wellbeing of our communities

The Priorities are supported by five Transport Planning Objectives (TPOs). The TPOs represent the positive outcomes being sought, provide the basis for the appraisal of options (discussed further in the LTS document) and during post-appraisal, will be central to monitoring and evaluation.

The five TPOs are presented below:

- **TPO1:** Provide a sustainable and accessible transport network which strengthens connectivity across North Lanarkshire and supports environmental targets
- **TPO2:** Increase the mode share of trips undertaken by shared, active and public transport modes for work, study and leisure trips
- **TPO3:** Support the efficient and sustainable movement of people and goods to support the local, regional and national economy
- **TPO4:** Support safety improvements across the transport network and promote the personal safety and security of users
- **TPO5:** Promote a well maintained and resilient transport network that adapts to the effects of climate change

The TPOs have been informed by the problems and opportunities and alignment with the LTS Priorities and key documents has been taken into consideration. This includes alignment with NTS2 Priorities; RTS objectives; and objectives captured within The Plan for North Lanarkshire. These linkages are demonstrated in **Table 12** below.

Table 12. LTS TPOs links

LTS TPOs	LTS Priorities	NTS2 Priorities	RTS Objectives	Plan for NL Priorities
TPO1	Priority 1 Priority 2	NTS2-P1 NTS2-P2	RTS-OBJ1 RTS-OBJ3 RTS-OBJ4	PNL-P4
TPO2	Priority 2 Priority 5	NTS2-P1 NTS2-P2 NTS2-P4	RTS-OBJ2 RTS-OBJ3 RTS-OBJ4	PNL-P3 PNL-P4

LTS TPOs	LTS Priorities	NTS2 Priorities	RTS Objectives	Plan for NL Priorities
TPO3	Priority 4	NTS2-P3	RTS-OBJ1 RTS-OBJ3 RTS-OBJ5	PNL-P1 PNL-P3
TPO4	Priority 3 Priority 5	NTS2-P4	RTS-OBJ1	PNL-P3
TPO5	Priority 2 Priority 3	NTS2-P2 NTS2-P3	RTS-OBJ5	

For reference the NTS2 Priorities, the RTS Objectives and the Plan for North Lanarkshire Priorities are listed below:

NTS2-P1: Reduces inequalities

NTS2-P2: Takes climate action

NTS2-P3: Helps deliver inclusive economic growth

NTS2-P4: Improves our health and wellbeing

RTS-OBJ1: To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs

RTS-OBJ2: To reduce carbon emissions and other harmful pollutants from transport in the region

RTS-OBJ3: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys

RTS-OBJ4: To make public transport a desirable and convenient travel choice for everyone

RTS-OBJ5: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight

PNL-P1: Improve economic opportunities and outcomes

PNL-P2: Support all children and young people to realise their full potential

PNL-P3: Improve the health and wellbeing of our communities

PNL-P4: Enhance participation, capacity and empowerment across our communities

PNL-P5: Improve North Lanarkshire's resource base

Summary

This Case for Change report has provided background information and has set out the context within which the LTS and actions contained within it have been developed. It sets out the rationale for the actions through identification of problems and opportunities which are sought to be addressed. These have been informed by a review of policies; data analysis, including geographic, socio-economic and transport data; and extensive stakeholder engagement and public consultation, which included workshops, drop-in sessions and a survey.

Work undertaken demonstrates a need for interventions which support local, regional and national climate change targets, whilst supporting inclusive economic growth. Consequently, actions have been developed with such policies in mind.

Information presented in the Case for Change report has informed the development of a Vision Statement, Priorities and objectives, and in turn actions. As such, this Case for Change supports the LTS and sets the context for information contained within it.

Appendix A : Policy Review

National Policies and Strategies

Climate Change Plan (2018-2032) Update (2020)

The Scottish Government published "Securing a Green Recovery on a Path to Net Zero: Update to the Climate Change Plan 2018–2032" in December 2020, which reflects the ambition of new targets set in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019; this comprises the reduction of Scotland's greenhouse gas emissions to net zero by 2045. Even if recently the Scottish Government has moved away from the flagship target of reducing greenhouse gas emissions by 75% by 2030, the long-term target to reach net zero by 2045 remains.

The Plan notes how transportation trends such as more widespread home working and the focus of land-use planning on 20-minute neighbourhoods can be capitalised on to help enable targets to be met. The Plan states that: "By 2032 our roads will contain no new petrol and diesel cars and vans; we will have decarbonised our passenger railways; and we will have begun work to decarbonise challenging transport modes such as HGVs, ferries and aviation. Car kilometres will have reduced by 20%, and sustainable transport will be the instinctive first choice for people." The target to reduce car kilometres by 20% by 2030 (against a 2019 baseline) is one of the key targets contained within the Plan.

National Transport Strategy 2 (NTS2) (2020)

The second National Transport Strategy (NTS2), published by Transport Scotland in February 2020, provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out four key priorities to support that vision: reducing inequality; taking climate action; helping deliver inclusive economic growth; and improving health and wellbeing. Each priority is expressed through a set of three outcomes, as shown in **Figure 41**.

The NTS2 is set within the context of a climate emergency, with the Scottish Government committed to transitioning the transport system to one that is net zero in carbon emissions by 2045. Set against a backdrop of increasing amounts of travel in

Reduces inequalities
- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

Takes climate action
- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices

Helps deliver inclusive economic growth
- Will get people and goods where they need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

Improves our health and wellbeing
- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

Figure 41: NTS2 Priorities and Outcomes

Scotland over recent years, particularly vehicular travel, the NTS2 clearly articulates the need for change in transport provision in Scotland.

The Sustainable Investment Hierarchy is captured in NTS2 (**Figure 42**) and should be used to inform investment decisions. Investment aimed at reducing the need to travel unsustainably sits at the top of the hierarchy, followed by: investment aimed at maintaining and safely operating existing assets, taking due consideration of the need to adapt to the impacts of climate change; investment promoting a range of measures, including innovative solutions, to make better use of existing capacity, ensuring that existing transport networks and systems are fully optimised (these may include technology-based, regulatory, fiscal or value engineering solutions to asset renewals); and investment involving targeted infrastructure improvements. The Sustainable Travel Hierarchy is also captured in NTS2 (**Figure 42**), and this places walking, wheeling and cycling as the priority, followed by public transport; private cars sit at the bottom of the hierarchy.

Figure 42: Sustainable Travel and Investment Hierarchy

NTS2 is accompanied by annual Delivery Plans, the third of which covers the period 2023 to 2024. This updated Delivery Plan builds on the already-announced measures on transport which would impact on North Lanarkshire, including the Fair Fares Review, which aims to support a sustainable and integrated approach to public transport fares, and to ensure appropriate roads in built up areas have a safer speed limit of 20 miles per hour. In addition to these measures, the Delivery Plan notes that £421.8 million has been allocated to fund bus services and concessionary fares, as well as investment in bus priority infrastructure through the Bus Partnership Fund. Local authorities have also been supported to explore options to improve public transport in rural areas through the Community Bus Fund.

National Planning Framework 4 (2023)

National Planning Framework 4 (NPF4) was approved by the Scottish Government in February 2023. It sets out a long-term spatial strategy for development and infrastructure in Scotland. NPF4 sets out a need to "embrace and deliver radical change to tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, build a wellbeing economy and create great places." In this context, NPF4 recognises that places need to be planned in a way that reduces the need to travel and is hence also aligned to the Sustainable Investment Hierarchy and policies for cleaner air and climate change action.

Some of the key policy areas outlined within NPF4, relevant to transport, are:

- Infrastructure First (Policy 18)
- Local Living and 20-Minute Neighbourhoods (Policy 15)
- Sustainable Transport (Policy 13)
- Tackling Climate and Nature Crises (Policy 1)
- Climate Mitigation and Adaptation (Policy 2)

- Quality Homes (Policy 16)

The Infrastructure First policy places an emphasis on supporting more sustainable use of infrastructure and making better use of existing assets with low-carbon infrastructure prioritised. Local Living and 20-Minute Neighbourhoods promotes healthy, sustainable and resilient places that support a good quality of life and balances people's environmental impact. Sustainable Transport aims to support, promote and encourage developments that prioritise walking, wheeling, cycling and public transport for daily travel, thereby reducing reliance on unsustainable travel modes.

The Tackling the Climate, Nature Crises and Climate Mitigation and Adaptation policies look to encourage developments that address and minimise the effects of climate change by prioritising development proposals that will reduce emissions, which could include sustainable and active travel proposals that reduce transport emissions. While the Quality Homes policy primarily concerns housing, it has important transport implications as it requires developments to be provide or enhance local infrastructure, facilities and services that support a greener, fairer and more inclusive wellbeing economy.

Local Transport Strategy: Guidance (2024)

The Local Transport Strategy: Guidance, published in June 2024, provides support for local authorities as they develop and implement their local transport strategies, to set priorities, agenda, direction, and processes for change at the local level. By following national guidance, this ensures a collaborative approach and aligns local strategies to broader goals and addresses specific challenges, ultimately benefiting communities and enhancing transport services, not only locally but within the wider network.

Strategic Transport Projects Review 2 (STPR2) (2022)

STPR2 will be used to inform the Scottish Government's transport investment programme in Scotland over 20 years (2022-2042) and will help deliver the vision, priorities and outcomes for transport set out in the NTS2. The outcomes will aim to: Enhance accessibility across Scotland for residents, visitors and businesses; Create better connectivity with sustainable, smart and cleaner transport options; and highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

45 recommendations were published in December 2022, broadly grouped into six themes: Improving Active Travel Infrastructure; Influencing Travel Choices and Behaviour; Enhancing Access to Affordable Public Transport; Decarbonising Transport; Increasing Safety and Resilience on the Strategic Transport Network; and Strengthening Strategic Connections. A Case for Change specific to the Glasgow City Region (inclusive of North Lanarkshire) was developed and is discussed under the Regional section of this policy review.

Specific recommendations that relate to North Lanarkshire include:

- **Active Freeways and Cycle Parking Hubs (2)**: Active freeways would encourage more people to walk, wheel and cycle more often by providing high-quality direct active travel routes, segregated from traffic, on busy corridors in large urban areas. By improving safety, active freeways would help to address fear of road danger, the biggest single barrier to increasing active travel.

- **Clyde Metro (11)**: Road congestion in Glasgow City Region makes public transport less attractive, contributing to more car journeys. Metro transport systems include one of, or a combination of, bus rapid transit (BRT), tram, light rail and metro rail. These options would complement the service provided by traditional railways. Clyde Metro is aimed to

improve connectivity within the Glasgow conurbation by providing high quality public transport links to key hubs and unserved or underserved areas. Clyde Metro would help tackle social exclusion; provide significant capacity to encourage switch from car use; reduce greenhouse gas emissions and improve air quality; and free rail capacity for longer-distance journeys.

- **Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements (17)**: A programme of strategic rail enhancements to improve journey times and increase capacity and reliability for passenger and freight services. Both the Perth-Dundee/Aberdeen and Edinburgh/Glasgow-Perth/Dundee improvement programmes would include junction upgrades and permissible speed increases. Opportunities would be taken to increase gauge clearance to permit taller and wider trains.

- **Major stations masterplans (43)**: Following on from the successful upgrade to Glasgow Queen Street Station, as well as recent station improvements at Aberdeen and Stirling, this recommendation involves the redevelopment of four major railway stations in Scotland's cities: Edinburgh Waverley, Glasgow Central, Perth and Inverness. Studies are continuing to progress plans to consider how remodelling these stations can deliver specific benefits.

- While none of the four train stations are located within North Lanarkshire, Edinburgh Waverley is on the Edinburgh-Glasgow Central line which passes through North Lanarkshire and stops at various stations throughout. Any changes to rail frequency or passenger numbers due to station upgrades outside the area could have the potential to affect rail operation in North Lanarkshire.

- **Rail freight terminal and facilities (44)**: Sufficient provision of rail freight terminals is critical to achieving a significant shift of freight from road to rail. This would improve the sustainability and competitiveness of Scotland's supply chain. Rail freight is transported on a commercial basis carried by private sector freight operating companies and logistical providers. The role of Government is to put policies and strategies in place that facilitate growth – with Network Rail managing the core rail infrastructure and the regulator, the Office of Road and Rail (ORR), regulating compliance, safety and issuing of licences.

- **High speed rail and cross-border rail enhancements (45)**: Infrastructure upgrades to permit higher speeds on cross-border routes would enable journey times to London and other key destinations to be more competitive with air travel. This improved connectivity would encourage a shift from air to rail on longer distance travel and support Scotland's net zero emission commitments. These improvements would also release capacity for additional regional passenger and freight services.

Reducing car use for a healthier, fairer and greener Scotland (2022)

In January 2022, the Scottish Government and the Convention of Scottish Local Authorities (COSLA) developed a [Route Map] to deliver the shift in travel behaviours required to meet the 20% reduction target set out in the Climate Change Plan, recognising the need for ongoing collaboration and partnership working between national, regional and local Government as well as public, private and third sector partners.

The behavioural changes identified in the Route Map are centred around: reducing the need to travel; living well locally; switching modes; and combining or sharing car trips.

Successful implementation of the actions set out in the Route Map are expected to enable statutory climate change targets to be met, whilst at the same time creating better ways of

living, improved health and wellbeing and the associated social and economic benefits of a society less dominated by private cars.

It is noted that in June 2025, Transport Scotland published "[Achieving Car Use Reduction in Scotland: A Renewed Policy Statement](#)"; this follows Audit Scotland concluding that Scotland was unlikely to meet the 2030 target. The renewed policy statement sets out for key commitments. This includes to revise the existing car use reduction target, informed by the advice of the Climate Change Committee and other relevant evidence, to develop a new, longer-term target.

Cleaner Air for Scotland 2 (2021)

In July 2021, the Scottish Government published [Cleaner Air for Scotland 2: Towards A Better Place for Everyone](#) and an associated Delivery Plan, for achieving air quality improvements over the five-year period to 2026, helping to ensure that the vision of Scotland having the best air quality in Europe is achieved.

In terms of transport, the Delivery Plan supports "a modal shift to active travel and public transport. This will mean, amongst other objectives, providing a transport system that facilitates active travel choices, better public transport provision and constraints upon private vehicle use, especially in urban centres where pollution and congestion are most acute." The Delivery Plan is aligned to the NTS2 Sustainable Investment Hierarchy.

Active Travel Framework (2020)

The Scottish Government's [Active Travel Framework](#), published in 2020, aims to enhance the uptake of walking, cycling and wheeling as a primary mode of travel for short, everyday journeys. The framework outlines five strategic active travel objectives:

- Cut carbon emissions and other pollution
- Deliver more liveable, more pleasant communities
- Better health and safer travel for all
- Reduce inequalities – jobs, services, leisure
- Support the delivery of sustainable economic growth

These objectives reflect a comprehensive approach to making active travel a central part of daily life in Scotland, promoting environmental sustainability, health, and community well-being.

Cycling Framework for Active Travel and Delivery Plan (2023)

The Scottish Government's [Cycling Framework for Active Travel](#) builds on the progress made through three iterations of the Cycling Action Plan for Scotland (CAPS) between 2010 and 2020 and aims to make walking, wheeling, and cycling the most popular modes of transport for shorter everyday journeys by 2030. It sets out the strategic priorities and shared actions to maximise cycling's contribution in realising the Scottish Government's long-term Vision for Active Travel in Scotland: That Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys by 2030.

The top priority for the achievement of this vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured, and uptake is supported with training and education. Developed in partnership with Cycling Scotland, Sustrans, local authorities, and following extensive public consultation, it outlines actions to remove barriers to cycling and promote its uptake.

Six strategic themes for the Framework have been identified which illustrate the overarching approach to cycling for transport in Scotland:

- Safe Cycling Infrastructure
- Effective Resourcing
- Fair Access
- Training & Education
- Network Planning
- Monitoring

The delivery plan includes specific actions for national and local governments, businesses, and the third sector to build and maintain a dense network of connected cycling infrastructure.

Let's Get Scotland Walking – The National Walking Strategy (2014) and Action Plan (2019)

The National Walking Strategy (NWS), published in 2014, more than a decade ago, seeks to create a Scotland where everyone benefits from walking as part of their everyday journeys and where places are well designed to encourage walking. The Strategy lists three strategic aims:

- To create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being
- To create better quality walking environments with attractive, well designed and managed built and natural space
- To enable easy, convenient and safe independent mobility for everyone.

It is hoped these aims will help Scotland to achieve levels of walking on par with countries such as Norway, the Netherlands and Switzerland, the latter of which has over 30% of journeys made by walking.

To assist in the delivery of NWS and its vision the Action Plan 2016-2026 was developed and revised in 2019. It details actions to increase walking participation across all demographics and focuses on improving infrastructure, accessibility, and public awareness campaigns.

Physical Activity For Health: Scotland's National Framework (2024)

In September 2024, the Scottish Government published Physical Activity For Health, a national framework that aims to improve levels of physical activity at both a national and local level across Scotland, improving public health and reducing inequalities. The document includes strategic delivery outcomes based on 8 sub-systems that, together, constitute the physical activity system.

One strategic outcome encompasses active travel, with the following evidence-based actions required to achieve this outcome:

- Continued investment in walking, wheeling and cycling infrastructure to enable access to destinations and services, as well as encouraging modal shift.
- Engage with communities in urban and rural transport planning processes to enhance the design of connected and walkable communities.
- Accelerate implementation of policy actions to improve road safety, implementing and enforcing traffic speed restrictions.

- Upskill local authority transport and planning workforce to create inclusive and equitable active travel infrastructure.

Another strategic outcome of the framework is Active Places and Spaces which recognises that the way urban, suburban, and rural environments are planned and designed influences behavioural choices, either consciously or unconsciously. With this outcome the Scottish Government seek to strengthen access to and ensure the sustainability of good quality public and green spaces, green networks and recreational spaces. The evidence-based actions required to achieve this outcome are highlighted below:

- Integrate urban design, transport planning and land use policies to enable and promote walking, cycling and other forms of physical activity by creating connected, walkable communities.

- Strengthen access to good quality indoor and outdoor public parks and open spaces, green spaces and infrastructures, and green networks.

- Increase awareness of access rights in Scotland.

Scotland's Accessible Travel Framework (2016)

Scotland's first national Accessible Travel Framework aims to support disabled people's rights by removing barriers and improving access to travel and to ensure disabled people are fully involved in work to improve all aspects of travel. The framework provides a national vision and outcomes for accessible travel, new ways of working to include disabled people and a high-level action plan to tackle current issues relating to accessibility. The framework's vision that "All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens" is supported by four outcomes:

- Outcome 1: More disabled people make successful door-to-door journeys, more often.

- Outcome 2: Disabled people are more involved in the design, development and improvement of transport policies, services and infrastructure.

- Outcome 3: Everyone involved in delivering transport information, services and infrastructure will help to enable disabled people.

- Outcome 4: Disabled people feel comfortable and safe using public transport – this includes being free from hate crime, bullying and harassment when travelling.

A Long-Term Vision for Active Travel in Scotland 2030 (2014)

The Long-Term Vision for Active Travel in Scotland 2030 outlines a future where walking and cycling are the main mode of transport for short, everyday journeys. The key objectives that have been set are:

- Better health and safer travel for all.

- Reducing inequalities.

- Cutting carbon emissions and other pollutants.

- Delivering liveable, more pleasant communities.

- Supporting delivery of sustainable economic growth.

The Long-Term vision for Active Travel in Scotland aims to achieve its vision by investment in infrastructure and maintenance, sustainable and people centred planning and design of urban centres, transport integration focusing on integrating active travel with public transport,

cultural and behaviour change, community ownership, planning and promoting active travel for leisure, sport and recreation.

A Guide to Inclusive Cycling (2020)

A Guide to Inclusive Cycling, published in 2020 by Wheels for Wellbeing, is a comprehensive guide on the basic principles of inclusive cycling. It outlines the benefits of cycling for disabled people, the types of cycles used by some disabled people and the barriers faced by disabled cyclists, exploring practical ways in which cycling can be made more inclusive.

The new Local Transport Strategy would take cognisance of the inclusive cycling case studies highlighted throughout the document, implementing infrastructure and policies where possible, to create an inclusive cycling network for North Lanarkshire that facilitates every person's full cycling potential, aiding national, regional and local goals.

Central Scotland Green Network Delivery Plan 2020 – 2030 (2020)

The Central Scotland Green Network (CSGN) is a Scottish Government initiative and one of the largest green infrastructure projects in Europe. The aim of this initiative is to restore and improve the rural and urban landscapes within central Scotland. The delivery plan focuses on four workstreams: Natural Climate Solutions, Placemaking, Health and Wellbeing, and Green Recovery. Some of the objectives of the CSGN relevant to North Lanarkshire Council's LTS include:

- Increasing the area of vacant and derelict land converted to be used as green infrastructure.
- Increasing the proportion of the strategic active travel network which runs through greenspace or green corridors.
- Increasing the connectivity of the green active travel network.
- Reducing environmental inequalities and their impact on those living in disadvantaged areas.

Sustainable Travel to Stations (2023)

The Sustainable Travel to Stations Strategy, published in 2023 by Scotland's Railway, aims to make it easier, more convenient, and safer for passengers to travel to and from railway stations using sustainable modes of transport such as walking, cycling, wheeling, on-demand transport, and buses. The strategy's vision is to integrate stations into the communities they serve, improving access to public transport, increasing opportunities for sustainable travel, and enhancing safety and social justice.

The strategy aims to:

- Grow the modal share of walking and wheeling to stations, from 33% in 2022 to 50% in 2035
- Grow the modal share of cycling, from 9% in 2022 to 20% in 2035
- Grow the mode share of bus trips annually, from 14% in 2022 to 20% in 2035
- Reduce car trips annually, from 27% in 2022 to 10% in 2035
- Ensure a reliable baseline for passenger mode share is set and maintained through a twice-yearly survey of passengers

The strategy is underpinned by a monitoring and evaluation plan.

Rail Services Decarbonisation Action Plan (2020)

The Rail Services Decarbonisation Action Plan from Transport Scotland outlines a comprehensive strategy to make Scotland's rail network more environmentally sustainable. The Action Plan aligns with wider strategic objectives set out in the NPF4. However, it highlights its own objectives of decarbonising Scotland's railway network through the electrification of the railway system and use of alternative traction technologies.

Overall, the Rail Services Decarbonisation Action Plan is a bold and ambitious roadmap designed to transform Scotland's rail network into a greener, more sustainable system, supporting the country's climate goals and economic development.

National Just Transition Planning Framework and Draft Just Transition Plan for Transport in Scotland (2025)

In response to the final report of the Just Transition Commission, the Scottish Government developed a National Just Transition Planning Framework, to set out how Scotland, by 2045, will deliver a fair and green transition for everyone as the Country seeks to reach its Net Zero targets and legal obligations. At the heart of this framework is ensuring that the transition provides positive and long-lasting benefits through facilitating new educational and economic opportunities, transforming the built environment by enhancing existing and delivering infrastructure that will aid rapid decarbonisation whilst also ensuring that the associated cost of delivery is not bore by those who are least able to pay. From a transport infrastructure perspective, the framework highlights the ongoing development of 20-Minute Neighbourhoods and the aspiration to deliver sustainable communities through targeted improvements to Active Travel and Public Transport modes, which the Active Travel components of the A9 Dualling Programme are expected to contribute towards, particularly in instances where new infrastructure and facilities are to be delivered to expand coverage of the network.

The draft Just Transition Plan for Transport in Scotland is based on that framework and sits alongside other Just Transition Plans for specific sectors, sites or regions. The draft plan is fully aligned with the priorities of NTS2 and emphasises the need to reduce greenhouse gas emissions from the transport sector, which currently accounts for the largest share of Scotland's emissions. The plan also outlines how the Scottish Government intend to reach net zero and develop a climate resilient economy, in a way that delivers fairness and tackles inequality and injustice.

The draft plan contains sixteen outcomes, grouped under four categories focusing on Jobs, Skills, and Economic Opportunities, Communities and Places, People and Equity, and Adaptation, Biodiversity and Environment.

National Strategy for Economic Transformation (2022)

Scotland's National Strategy for Economic Transformation (NSET): Delivering Economic Prosperity, published by the Scottish Government in March 2022, sets out the priorities for Scotland's economy over the ten-year period to 2032.

NSET sets out a vision to create a wellbeing economy: a society that is thriving across economic, social and environmental dimensions, and that delivers prosperity for all Scotland's people and places, whilst respecting environmental limits, including climate and nature targets. It aims to deliver economic growth that significantly outperforms the last decade, so that the Scottish economy is more prosperous, more productive and more internationally competitive, and recognises that improved accessibility, better connectivity and transport investment are vital factors in ensuring economic transformation for Scotland.

Transport (Scotland) Act (2019)

The Bill for the Transport (Scotland) Act 2019 was passed by the Scottish Parliament on 10th October 2019 and received Royal Assent on 15th November 2019. The provisions contained within the Act include:

- Low Emission Zone (LEZ) schemes – creates a system allowing local authorities to establish, operate, amend and revoke LEZ schemes.

- Local Services Franchises – facilitating the creation of a franchise for local bus services by an authority (or authorities) in a specified area(s).

- Provision of bus services by local transport authorities – which facilitates an authority (such as SPT or North Lanarkshire Council) being able to provide local bus services (potentially directly, or through a company), provided it will contribute to the implementation of its general policy objectives. Unlike the local services franchises, this provision does not involve granting exclusive rights to other; it is about direct service provision by the local authority.

- Bus Service Improvement Partnerships (BSIPs) – which facilitates the creation of a statutory partnership between a relevant authority (or authorities) and operator(s) to improve bus services in a specified area(s).

- Workplace Parking Levy – which facilitates a local authority (or authorities) creating a requirement to have a licence to provide parking at workplaces, and to charge employers for that licence based on the number of spaces available.

- Parking – local authorities have the power to bring in bans on parking on pavements, at dropped kerbs at known crossing places and double parking. The law has been enforceable since December 2023. We approved progression towards enforcement of the new parking offences in February 2024.

Infrastructure Investment Plan (2021)

The Infrastructure Investment Plan (IIP), published by the Scottish Government in February 2021, provides detail on expenditure from 2021-22 to 2025-26 to support the commitments made within the Programme for Government and sets the context for future investment in transport to deliver an effective response to the COVID-19 pandemic.

The IIP focuses on three core strategic themes for guiding investment decisions in Scotland:

- enabling the transition to net zero emissions and environmental sustainability.

- driving inclusive economic growth.

- building resilient and sustainable places.

Programme for Government 2025 to 2026 (2025)

The Scottish Government's Programme for Government is published at the start of each parliamentary year and includes the actions and legislative programme for the upcoming year. It includes the legislative programme for the next parliamentary year to drive forward change across all levels of society. The latest Programme for Government has four key priorities to focus on for the year ahead. These priorities are:

- Eradicating child poverty.

- Growing the economy.

- Tackling the climate emergency.

- Ensuring high quality and sustainable public services.

Whilst transport has featured in the most recent Programme for Government, the emphasis has primarily been on the decarbonisation of transport and its role in supporting the government's net zero targets, addressing the climate emergency. Another key focus is on how transport initiatives can stimulate economic growth and enhance affordable connectivity. The Programme for Government highlights a commitment of £2.6 billion to support public transport in 2025–26, aimed at making the transport network more available, affordable, and accessible. An additional £188 million will also be invested in active and sustainable travel.

Approach to Climate Change Adaptation & Resilience (2023)

Transport Scotland's Approach to Climate Change Adaptation & Resilience, published in 2023, outlines the key climate risks affecting Scotland's transport systems and sets out strategic outcomes for road, rail, aviation, and maritime transport networks. The document identifies several climate risks and provides strategic outcomes and adaptation measures to ensure a well-adapted and resilient transport network. Some strategies that could aid North Lanarkshire become better prepared to respond to the impacts of climate change include:

- Enhancing the resilience of local transport infrastructure to withstand extreme weather events.

- Promote sustainable transport options, such as cycling and public transport to reduce carbon emissions and improve air quality.

- Following outlined measures to mitigate risks from river, surface and groundwater flooding. This is particularly relevant for North Lanarkshire given particular areas are susceptible to flooding such as around Kilsyth and Gartcosh.

Vision For Scotland's Public Electric vehicles Charging Network (2023)

The document, which was published by Transport Scotland in 2023, outlines a vision for a comprehensive, accessible and reliable public electric vehicle (EV) charging network across Scotland. It aims to support economic growth, a just transition towards net zero and provide a network that is fit for the future. The components of the vision are:

- Local communities, business and visitors have access to a well-designed, comprehensive and convenient network of public charge points, where these are needed.

- The public EV charging network works for everyone regardless of age, health, income or other needs.

- Scotland has attracted private sector investment to grow and sustain the public EV charging network.

- The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs and network design.

- People's first choice wherever possible is active travel, shared or public transport with the location of electric vehicle charge points supporting those choices.

North Lanarkshire can further build upon its already established public EV charging network through infrastructure expansion, sustainable practices and engaging with key stakeholders to improve its robustness and reliability.

Reducing Car Use Through Parking Policies: An Evidence Review (2023)

This research sought to gather evidence on the effectiveness of different parking management strategies in reducing car use. With a Scottish Government target to reduce car kilometres by 20% by 2030, it is crucial to understand the role parking can play in the reduction of car use.

The findings showed that car kilometres decreased with the following parking interventions: Parking standards (off-site or non-adjacent provision of residential parking, low-car and car-free housing), Parking pricing (on- and off- street), Parking levies, and Parking capacity reductions at city or neighbourhood level. The same four interventions also showed a positive trend towards modal shift. Park and Ride was the only parking intervention that appeared to have a negative impact on modal shift and showed an increase in car kilometres, although this impact appeared to be highly influenced by how close a Park and Ride site is to the origin or destination of a user's journey, with Park and Rides sites closer to a user's origin more likely to reduce car kilometres and increase modal shift than Park and Ride sites located further away from a user's journey origin.

Scotland's Road Safety Framework to 2030 & Delivery Plan 2024/25 (2024)

The Framework & Delivery Plan, published by Transport Scotland in 2024, aims to provide a comprehensive overview of improvements to road safety in Scotland. The plan's vision is for Scotland to have the best road safety performance in the world by 2030, and an ambitious long-term goal of having no one killed or seriously injured on Scotland's road by 2050, known as Vision Zero. Deliverables for the upcoming year 2024/25 include:

- Speed: Continued focus on speed management initiatives.

- Climate: Maintenance and development of schemes to address climate impacts.

- Funding: Support for road safety projects and improvement funds.

- Technology: Further research and implementation of road safety technologies.

- Active Travel: Implementation of the Active Travel Infrastructure Fund and promotion of safe cycling and walking.

- Education: National campaigns, training programs, and educational resources.

- Enforcement: Continued operation of the Scottish Safety Camera Programme and road policing activities.

- Health: Strengthening the relationship between health and road safety and improving post-crash response.

By aligning with the strategy's goals, deliverables and participating in these initiatives, We will work towards our own targets for creating a safer road environment for the people who live and work there.

Industry Growth Plan for Rail Freight (2019)

The Industry Growth Plan for Rail Freight in Scotland, published by Network Rail in 2019, outlines a comprehensive plan to facilitate growth of 7.5% in rail freight traffic carried on the Scotland route. The four objectives highlighted in the plan are shown below:

1. **Encouraging Customer Confidence**: Retain existing traffic and secure industry support for growth.

2. **Developing Growth**: Increase the volume of rail freight moved to, from, and within Scotland.

3. **Doing Things Differently**: Implement lower-cost and innovative solutions to facilitate rail freight.

4. **Simpler Solutions**: Review and simplify existing processes to support the development of new facilities and traffic.

Actions have been developed to achieve these objectives as summarised below.

Action 1: Encouraging Customer Confidence:

- Develop a freight "Control Guidance During Perturbation" document for Scotland to support decision making during perturbation aligned to an internal engagement plan to improve awareness of freight customer requirements.

- Review of current operations to increase productivity to improve the economics of existing services.

Action 2: Developing Growth:

- Develop "How To" guides and an External Communications Plan to simplify, demystify and improve awareness of what could be achieved on rail and to support potential and existing business.

- Proactive Business Development throughout CP6 (Network Rail's Control Period 6: April 2019 to March 2024).

Action 3: Doing Things Differently:

- Explore innovative solutions and collaboration opportunities by creating a Development Working Group that challenges existing practices, develop opportunities for trials and create an environment to innovate.

Action 4: Simpler Solutions:

- Review existing processes to understand where additional support and guidance is required.

- Develop "How To" guides and a Communications Plan.

In terms of North Lanarkshire, the plan highlights the importance of freight terminals and infrastructure, particularly around Coatbridge Freightliner Terminal (FLT). There are plans to enhance operational flexibility and allow longer trains to run to and from Coatbridge FLT. This includes a project to permit longer trains to arrive and depart directly into the terminal without the need to run to Mossend.

Additionally, North Lanarkshire is identified as a key area for intermodal traffic growth. The plan mentions that intermodal traffic growth is currently restricted due to trains not being able to access terminals early enough. Improvements in access times and infrastructure could unlock significant growth potential.

The Strategic Freight Network includes routes through North Lanarkshire, emphasising its strategic importance in connecting Scotland to England and supporting freight movements within Scotland.

The plan encourages collaboration with local businesses and stakeholders in North Lanarkshire to support and develop new rail freight opportunities. This includes proactive business development and engagement with potential freight users in the area.

These points highlight North Lanarkshire's critical role in the overall strategy to grow and enhance rail freight operations in Scotland.

Rail Freight Strategy for Scotland (2016)

The Rail Freight Strategy for Scotland, published by Transport Scotland in 2016, outlines the Scottish Government's vision and strategic framework for developing and enhancing rail freight services. The Strategy's vision for rail freight looks to provide a "safer, greener and more efficient way of transporting products and materials".

Within North Lanarkshire, Eurocentral, one of the largest industrial estates in Scotland, is highlighted as strategically important to the rail freight network as it hosts a rail freight centre which links with Grangemouth Docks, England and further afield to mainland Europe. The strategy emphasises the importance of collaboration between the Scottish Government, the rail freight industry and other stakeholders to achieve a sustainable, high-quality and efficient rail freight sector that support Scotland's economic growth.

Scotland's Railway Delivery Plan 2024-2029 (2024)

Scotland's Railway Delivery Plan 2024 – 2029, published by Network Rail in 2024, outlines the strategic and operational goals for Scotland's Railway from April 2024 to March 2029. The Delivery Plan highlights five key strategic themes alongside Network Rail's commitments to these themes:

Everyone Home Safe Every Day:

- Improve safety outcomes for passengers and workforce.
- Continue to embed Network's Rail's safety framework, controlling and managing potential risks that could impact colleagues, customers, and the public.
- Focus on key risk areas such as earthworks and drainage systems to enhance network resilience to extreme weather.

Reduce the Net Cost of the Railway:

- Achieve 10% efficiencies on operating costs and 15% on capital expenditure.
- Deliver a safe and reliable railway, investing £4,815 million in network, national and local infrastructure over the course of the five-year plan.
- Deliver £444 million of efficiencies across the five years.
- Support annual growth in rail usage and revenue from passengers.

Taking Climate Action:

- Encourage more passengers and businesses to choose rail for sustainable journeys.
- Target an 8.7% increase in freight growth, equivalent to 35,000 fewer lorry trips per year.
- Support the Scottish Government's 2045 net zero target.
- Deliver a programme of climate resilience asset interventions.

Run a Reliable Railway:

- Improve network reliability to ensure 92.5% of ScotRail trains arrive within five minutes of the scheduled time by the end of 2027/28.
- Ensure Caledonian Sleeper and cross-border operators meet their Right Time targets punctuality targets, respectively.
- Achieve a Freight Cancellations and Lateness (FCaL) target of 5.5% by the end of 2025/26.

Track and Train Working Together:

- Collaborate closely with train and freight operators to deliver better value for money. This will be delivered:
  - Through joint performance initiatives; and
  - Through Network Rail's market-led planning approach to better understand specific needs in different parts of the country and how best to deliver them.
- Develop whole industry strategies and plans that will deliver better customer outcomes.

While the Delivery Plan doesn't mention North Lanarkshire outright, these action plans and commitments will influence the freight industry within North Lanarkshire which hosts four active freight terminals.

Network Rail CP7 Delivery Plan (2024)

The Network Rail CP7 Delivery Plan, published in 2024 by Network Rail, outlines the strategic and operational goals for the mainline railway infrastructure in Great Britain from April 2024 to March 2029. The document notes six strategic themes for the period. These have been noted alongside each theme's key objectives:

Safety:

- Reduce passenger safety risk
- Reduce health and safety risk to our workforce
- Reduce public safety risk
- Effectively control threats to railway security

Train Service Delivery:

- Give passengers and freight users the highest levels of train performance possible
- Improve planning of the train service and engineering work to minimise disruption
- Minimise asset failures that affect the train service.

Efficiency:

- 15% efficiency on our capital expenditure (savings of c. £2.5bn in CP7)
- 10% efficiency on our operational expenditure (savings of c. £1.5bn in CP7)
- Work with industry partners to make the best financial decisions for the whole industry.

Customers & Communities:

- Deliver inclusive and accessible services and facilities
- Embed customer-led thinking in current and future ways of working
- Drive, in collaboration with the whole industry, a sustained step-change in passenger information, particularly during disruption through co-leadership of the industry smarter information smarter journey (SISJ) programme
- Make stations safe, secure and sustainable places
- Improve relationships with our lineside neighbours.

Sustainable Growth:

- Reduce carbon emissions

- Prepare the railway infrastructure to minimise the impacts of climate change

- Deliver a net gain in biodiversity

- Improve air quality

- Minimise waste and use of materials

People:

- Enable a great employee experience through an engaging, safe and inclusive culture where everyone feels valued, safe, and able to realise their potential

- Right people, right place, right time with a talented, appropriately trained, diverse workforce

- Great leadership, by developing, empowering and enabling our leaders

- Better work through continuous improvement in a modern and flexible organisation.

While the Delivery Plan doesn't mention North Lanarkshire outright, the strategic objectives and initiatives outlined in the plan will impact the region as part of the broader network improvements, especially given North Lanarkshire's prominence within the strategic freight network.

Scottish Ministers' High Level Output Specification (HLOS) 2024-2029 (2023)

Transport Scotland's High Level Output Specification covers Control Period 7 (CP7), from April 2024 to March 2029 and sets out the requirements for the rail industry to achieve during this period. It is noted that rail has an important role to play in supporting the four priorities set out in NTS2 and provides its own requirements on how best it can support these priorities. The following requirements have been set out by Scottish Ministers for CP7:

- Maintaining network capacity and capability: The capability of the network will be operated and maintained as a minimum throughout CP7 at a level which will satisfy all of the track access rights of all passengers, freight and charter operators.

- Performance: the outputs of the network will be maintained in such a manner as to enable ScotRail Trains Ltd. to meet a Public Performance Measure (PPM) target of 92.5% for every year of CP7, except for delays that are caused by speed restrictions during periods of severe weather, or where trains have been delayed permitting connections from other late running trains or ferries.

- Maintaining and improving journey times: the rail network must continue to modernise and in Scotland will be required to deliver competitive journey times.

- Customer satisfaction: The rail network must work with the wider rail industry to continue to deliver a greed measurable improvement to the customer experience by the end of CP7 through improved, and more consistent Customer Information Systems (CIS).

- Growing passenger numbers and revenue: Network Rail must take all reasonable steps to work with Scottish Rail Holdings, ScotRail, Caledonian Sleeper and all rail passenger operators in Scotland to secure year on year growth in rail patronage and year on year revenue growth from passengers in CP7.

- Growing rail freight to support our environment and economy: It is important to ensure that new rail freight flows securely and efficiently on the network. Network Rail must demonstrate throughout CP7 that it is using all levers at its disposal to make rail freight attractive to business across Scotland, including simplifying its processes to attract third party investment

and facilitate easier access to the railway. Network Rail must also safely deliver an increase in the average speed of freight trains through good operational practices, including timetabling exercises and programmes, and through collaboration with passenger and freight operators and customers.

- Charter trains and railway heritage: Network Rail, working with Scottish Rail Holdings and ScotRail Trains Ltd., is required to produce a strategy by 31 March 2024 to promote and facilitate charter train operations in Scotland. The strategy should lay out the objectives and approach to build the profile of Scotland's railway heritage to deliver social, cultural or economic value and the measures by which that value will be evaluated and publicly reported.

- Cross-border routes: Network Rail should ensure that at least one cross-border route is available for passenger and freight services at all times other than in unforeseen or exceptional circumstances.

- Lifeline services for rural and remote communities: Network Rail is required to identify and agree with operators and Transport Scotland those rural routes that require lifeline services which require enhanced protection and recovery where reasonably and economically practicable during times of planned and unplanned disruption.

- Net zero, climate change, resilience and adaptations: Network Rail is required to support Scotland's net zero goals by growing passenger and freight rail use, reducing carbon emissions, improving climate resilience, and delivering a sustainability strategy aligned with national environmental legislation—while collaborating with key stakeholders and enhancing data accuracy

- Financial sustainability – Meeting the net cost challenge of Scotland's rail sector: Safety, performance and financial efficiency should be prioritised within Network Rail's investment plans, ensuring alignment with available funding, supportive inclusion and sustainable economic growth.

- Facilitating efficient electrification: It is essential for Network Rail to build upon the successful progress made in CP6 to drive down the cost of railway electrification work, creating a quicker and more reliable service which will attract more passengers.

The importance of passenger rail and rail freight within North Lanarkshire will no doubt be impacted by the requirements set out within the HLOS, with bold requirements set out by Scottish Ministers for Network Rail and Rail Operators throughout the CP7 period.

Hydrogen Action Plan (2022)

The Scottish Government's Hydrogen Action Plan, published in December 2022, outlines a comprehensive strategy to develop a hydrogen economy in Scotland moving forward. This plan is a crucial part of Scotland's efforts to reduce greenhouse gas emissions and support a just transition to a low-carbon energy system.

The plan sets out a target of achieving 5 gigawatts (GW) of renewable energy and low-carbon hydrogen production capacity by 2030 and 25 GW by 2045. To ensure Scotland is in the best position to achieve this target the following six challenges will need to be met:

Scale up hydrogen production in Scotland: Support the acceleration of Scottish renewable and low-carbon hydrogen projects and work with others to address potential barriers and constraints

Facilitate the development of a domestic market: Stimulate demand in domestic use aligned to the scale up of local and regional hydrogen production

Maximise benefits of integrating hydrogen into the energy system: Create an integrated energy system, that includes hydrogen electrolysis, to enable better management of the supply and demand of energy

Growing and transitioning Scotland's supply chain and workforce: Support the growth and transition of companies and workforce skills development that will underpin our future hydrogen economy

Establish and strengthen international partnerships and markets: Ensure Scotland is prepared to play a key role in meeting the growing demand for hydrogen from import countries in Europe

Strengthen research and innovation: Drive critical research and technological advancements and stimulate collaboration and knowledge sharing

Multiple actions have been provided that will help to support and minimise these challenges and include actions such as launching funding support, supporting Scottish industries to use hydrogen in their decarbonisation plans and supporting spatial planning to enable the establishment of hydrogen projects.

Local Living and 20-Minute Neighbourhoods (2024)

The Local living and 20-Minute Neighbourhoods guidance, published by the Scottish Government in 2024, supports the application of Policy 15 of the National Planning Framework (NPF4) which focuses on promoting local living and the concept of 20-minute neighbourhoods which aims to create healthier, more sustainable, and resilient communities across Scotland. The key concepts included within the guidance are:

- Local living which involved providing people with the opportunity to meet most of their daily needs within a reasonable distance of their home, supporting the idea of living well locally, and

- 20-Minute neighbourhoods which looks to ensure that essential services and amenities are accessible within a 20-minute walk, wheel or cycle.

Case studies in Aberdeenshire, Edinburgh, Stewarton, Wester Hailes, Drymen and Shetland have been included to illustrate successful implementation of these ideas and demonstrates how different communities have approached the concept and achieved positive outcomes.

Regional Policies and Strategies

A Call to Action: The Regional Transport Strategy for West of Scotland 2023-38 (2023)

The Strathclyde Partnership for Transport (SPT) Regional Transport Strategy (RTS) was approved by the Transport Minister in July 2023. The RTS sets a vision for the West of Scotland, including North Lanarkshire Council, to be "an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all".

Three priorities have been established to reflect changes in society and policy since the previous RTS which covered the period 2008-2021. These priorities are centred around:

- A healthier environment, supported by a transport system that helps the region become a low carbon place with healthier natural and built environments for the benefit of all.

- Inclusive economic growth, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.

- Improved quality of life, supported by a transport system that helps everyone to have a better health and wellbeing and lead active, fulfilling lives.

Table 13 highlights the policies have been noted to be of direct relevance to transport within SPT's Regional Transport Strategy.

Table 13: Relevant Policies within the Regional Transport Strategy

Policy Number	Policy	Policy Number	Policy
1	Accessible Transport	17	Integration of micromobility and walking, wheeling and cycling
3	Availability and coverage of transport	18	Integrated public transport system
5	Integration of transport and land use	21	Bus quality and integration
6	20-minute neighbourhoods	22	Rail quality and integration
8	Road space reallocation	25	Clyde Metro
9	Parking	26	Integration of public transport with other sustainable modes
12	Shared transport and shared journeys	27	Park and Ride
13	Regional active travel network	28	Interchanges and sustainable mobility hubs
14	Accelerated delivery of walking, wheeling and cycling infrastructure and facilities	39	Strategic Freight Transport
16	Integration of walking, wheeling and cycling with other sustainable transport modes		

Five strategy objectives have been established to help tackle problems identified in the Case for Change for the RTS. These objectives are:

i. to improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs

ii. to reduce carbon emissions and other harmful pollutants from transport in the region

iii. to enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys

iv. to make public transport a desirable and convenient travel choice for everyone

v. to improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight

The RTS also lays out three key targets which will enable the objectives to be measured:

a) by 2030 car kilometres in the region will be reduced by at least 20%

b) by 2030 transport emissions will be reduced by at least 53% from the 2019 baseline

c) by 2030 at least 45% of all journeys will be made by means other than private car as the main mode

These targets underline the important role transport must play in supporting climate change targets. The supporting Case for Change document summarises a range of data sets, including car ownership by proportion of households, distance of average journeys and access to bikes. It sets out several key transport challenges for the region, summarised as: Transport emissions; Access for all. Regional connectivity; Active living; and Public transport quality and integration. North Lanarkshire specific data is also captured within the Case for Change document, including changes in the number of deprived data zones, carbon emissions and changes in average journey distances.

Regional Active Travel Strategy for the west of Scotland 2024-2038 (2024)

The Regional Active Travel Strategy (ATS) for the west of Scotland, was approved by SPT in late 2024 and has been developed to set out a long-term vision for active travel in the west of Scotland.

The ATS includes a regional active travel network and associated infrastructure delivery plan. Combined, these will help guide and co-ordinate strategic, cross-boundary active travel infrastructure projects and investments across the region. The ATS also considers strategic routes that span the region and seeks to remove any 'false' boundaries and barriers a user may experience when crossing between local authority areas. It sets out how the people and places of the west of Scotland will be better connected by active travel and provides a strong justification for active travel interventions by delivering benefits across the region.

Glasgow City Region City Deal (2014)

The Glasgow City Region City Deal works with eight partner councils, including North Lanarkshire, to improve the Glasgow City Region. The City Deal, which was the first in Scotland and is one of the most advanced in the UK, brings £1 billion to the area. As part of the Deal, there are 21 key infrastructure projects, including two key projects within North Lanarkshire, as follows:

- Ravenscraig Access Infrastructure (RIA) Project – We are working with Glasgow City Council to develop a new road in addition to improving existing roads, public transport links, and cycling and walking routes within Ravenscraig. This project will link with the East Airdrie Link Road to provide a route through North Lanarkshire to the wider city region. The project is also part of the Pan-Lanarkshire Orbital Route which aims to improve connectivity and access within North Lanarkshire. The £127.2 million project will unlock the future potential of the Ravenscraig site, improving access for new housing, businesses, schools, retail and leisure facilities. The new infrastructure will improve the road and active travel networks from Motherwell to the Regional Sports Facility and north to communities in Carfin, New Stevenston and Holytown, and include a new road crossing of the West Coast Main Line railway.

- East Airdrie Link Road – The East Airdrie Link Road is being developed to reduce journey times, traffic congestion and improve air quality north of the M8 (A723/Newhouse Interchange) to the A73 north of Stand/Riggend. The project is part of the Pan-Lanarkshire Orbital Route and will connect to the previously mentioned RIA project. In

addition to the new single-carriageway link, a separate, north-south, shared walking, cycling and wheeling path will be created to reduce dependency on motorised vehicles.

Looking wider than North Lanarkshire, another infrastructure project brought about by the Glasgow City Region Deal is Clyde Metro. Clyde Metro aims to transform public transport in and around Glasgow with a fully integrated mass transport system, aiming to improve, enhance and modernise public transport connectivity and capacity across Glasgow and the surrounding local authorities. The project is a key recommendation in Transport Scotland's Strategic Transport Projects Review (STPR2) and National Planning Framework 4 (NPF4).

Within North Lanarkshire, localities such as Cumbernauld, Airdrie, Coatbridge, Bellshill and Motherwell are all located on rail lines to be retained during the project. Potential interchanges and light/heavy metro installations in the surrounding local authorities will likely impact transport within North Lanarkshire given its location on the rail network between Glasgow and Edinburgh.

Work on Clyde Metro now centres on developing the STPR2 recommendation into a programme of future works/projects through the Case for Investment (CfI). The CfI will specify the Clyde Metro network, the routes and modes that will operate on the network, and the way the network will be delivered and operated. The first stage of the CfI concluded in early 2025 and sets out the core requirements of the appraisal process including a Case for Change and network option development. More information on CFI Stage 1 can be found here.

The CFI second stage commenced in early 2025 and will deliver the Programme Level Business Case for Clyde Metro, under which detailed network options and specific projects will emerge. This CFI stage will also assess overarching governance and operational models along with associated funding and delivery mechanisms for Clyde Metro.

STPR2 Initial Appraisal: Case for Change – Glasgow City Region (2021)

The Initial Appraisal: Case for Change report for the Glasgow City Region was written to support the development of STPR2 and sets out the evidence base for problems and opportunities linked to the strategic transport network across the Glasgow City Region. Although the problems and opportunities are set out at the regional level, specific references to North Lanarkshire are made, including residents in some rural parts of North Lanarkshire unable to access key hospitals within under 60 minutes and that 50% of data zones in the North Lanarkshire area are at high-risk of transport poverty. In addition to this, it was noted in the report that North Lanarkshire, alongside Inverclyde, report the lowest uptakes in travel to work by bicycle across all 32 Scottish local authorities.

The key problems and opportunities identified across the Glasgow City Region are as follows: Social Exclusion; Transport Poverty and Affordability; Physical Activity and Health; Transport Emissions; Accessibility; Connectivity; Low Level of Active Travel Uptake; Safety; and Capacity Constraints. The Initial Appraisal: Case for Change report and the problems and opportunities identified within in, went onto inform the final STPR2 reporting, which set out 45 recommendations to help inform Scottish Ministers on a programme of potential transport investment opportunities for the period 2022-2042.

Glasgow City Region Climate Adaptation Strategy and Action Plan (2021)

The Glasgow City Region Climate Adaptation Strategy and Action Plan acknowledges the importance of transport and travel in building climate resilience throughout the Glasgow City Region. The document emphasises the need for integrated approaches that consider

transportation networks, infrastructure, and accessibility. Of the 11 identified strategic interventions, the following 3 are most influenced by travel and transport in North Lanarkshire:

- Ensure homes, offices, buildings and infrastructure are resilient to future climate impacts.

- Deliver nature-based solutions for resilient, blue-green ecosystems, landscapes and neighbourhoods.

- Begin the transition to an economy resilient to future climate impacts.

Glasgow City Region Economic Strategy (2021) and Action Plan (2022/23)

The Glasgow City Region Economic Strategy, published in 2021, was developed by eight local authorities (including North Lanarkshire Council), government partners and agencies and sets out an evidence base for the economy of the region and details future challenges and opportunities for economic development. It establishes a vision that the City Region will have "the most innovative inclusive and resilient economy in the UK" by 2030.

An associated Action Plan was published in August 2022 and sets out the key activities required to deliver projects which meet the regional priorities and the three 'Grand Challenges' of Inclusive Economy, Enhancing Productivity and Climate Emergency. For transport, Clyde Metro is included within the Action Plan with actions to progress to Outline Business Case (OBC) stage and conduct Economies for Healthier Lives Capital Investment Health Inequalities Impact Toolkit assessments on the emerging business case. Potential interchanges and light/heavy metro installations in the surrounding local authorities would likely impact transport within North Lanarkshire since there are 25 rail stations within the local authority area.

Glasgow and Clyde Valley Green Network: The Blueprint (2019)

The Glasgow and Clyde Valley Green Network: The Blueprint is a framework for the creation of a strategic Green Network in the Glasgow City Region that will provide benefits to the people and the environments of the area through a Strategic Access Network and a Strategic Habitat Network. The Blueprint aims to contribute to sustainable and inclusive economic growth while enhancing wellbeing with the following objectives:

- Creating a successful, sustainable place where people want to work, invest and live healthy lives.

- Creating a natural, resilient place that improves and protects the environment.

- Creating a connected and low carbon place providing opportunities for exercise, including active travel, and improvements to mental wellbeing.

The plan includes networks within North Lanarkshire that move through greenspaces and green routes, connecting people to places such as schools, transport hubs and places for recreation.

NHS Lanarkshire Sustainability & Climate Change 2022-2026 (2022)

NHS Lanarkshire's Sustainability & Climate Change Strategy, published in 2022, sets forward the health board's commitments and ambitions to deliver a net zero and sustainable health board. The strategy documents initiatives already underway as well as future projects. The overarching aims of the health board are to ensure:

- NHS Lanarkshire is a net-zero emission Health Board by 2040.

- As part of "Our Health Together", prioritise actions which simultaneously improve patient care, community wellbeing, and reduce inequalities, while tackling climate change and broader sustainability issues.

- Plan for and make capital investments, while increasing operational efficiencies.

Practical solutions to becoming net zero include ensuring all small/medium fleet vehicles are EV by 2025, reducing emissions from supply chain and employing circular economy principles throughout all procurement activities, reducing unnecessary water usage, and reducing emissions from business travel by improving access to all modes of active travel.

Getting It Right For Every Person: A Mental Health and Wellbeing Strategy for Lanarkshire (2019)

NHS Lanarkshire's Mental Health and Wellbeing Strategy covers the period between 2019 and 2024 and sets out to improve mental health services and support access to these services across Lanarkshire. The strategy aims to:

- Promote good mental health and wellbeing for all residents

- Reduce stigma associated with mental health

- Improve access to services; and

- Ensure mental health care is taken as seriously as physical health care.

The strategy is a collaborative approach, developed with input from NHS Lanarkshire, Health and Social Care North Lanarkshire, South Lanarkshire Health and Social Care Partnership, third sector organisations and the public. It emphasises the important of community transport and patient transport services in providing access to mental health and wellbeing services.

Our Health Together Strategy 2024-2031 (2024)

NHS Lanarkshire's healthcare strategy, published in 2024, aims to deliver high-quality, person-centred care, while focusing on sustainability and affordability. It emphasises transforming healthcare models to improve patient experience and outcomes. The plan acknowledges and emphasises the importance of access to healthcare services as a central theme.

Strathclyde Regional Bus Strategy (2025)

Published in 2025, SPT's Regional Bus Strategy (SRBS) will aim to address declining bus usage and improve services by considering options such as bus franchising.

SRBS seeks to transform the narrative surrounding buses from a 'cycle of decline' to a 'cycle of growth' that more effectively addresses current passenger needs, draws in new passengers, and enhances the bus's contribution to achieving public policy objectives. It highlights two strategic goals:

- More communities have access to bus for everyday travel needs

- More people using buses, and people using buses more often

The strategy objectives below set out how these goals will be achieved:

- A consistent and improved level of service across the region, ensuring communities are connected quickly and efficiently to key destinations and services.

- Affordable, safe and accessible bus travel for all.

- An attractive, integrated and sustainable bus network.

SRBS outlines policies and measures designed to steer investment decisions and support the planning of projects, activities, and services. These are organized into seven key themes:

- Buses where they are needed, when they are needed

- Reliable and quicker bus journeys

- Affordable and attractive fares and ticketing

- Accessible and safer bus journeys

- A trusted and recognisable bus network

- A seamless and integrated bus network

- A more environmentally sustainable, resilient and adaptable bus network and fleet.

SEStran 2035 Regional Transport Strategy (2023)

The South East of Scotland Transport Partnership (SEStran) is the statutory Regional Transport Partnership for the South East of Scotland, encompassing City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian. While this region is not inclusive of North Lanarkshire, West Lothian and Falkirk border North Lanarkshire Council and therefore have links to North Lanarkshire. The SEStran 2035 RTS aims to address the transport problems and issues experienced within the southeast of Scotland. The strategic objectives of the RTS are as follows:

- Transition to a sustainable, post-carbon transport system.

- Facilitate healthier travel options.

- Transform public transport connectivity and access across the region.

- Support safe, sustainable and efficient movement of people and freight across the region.

The RTS highlights the significance of North Lanarkshire Council's proximity, noting important commuting links between North Lanarkshire and Falkirk. A Regional Corridor, 'Falkirk Central', provides connections to Stirling and North Lanarkshire as well as Kincardine and West Lothian. The RTS states that close coordination with neighbouring Regional Transport Partnerships (RTPs) and local authorities will be needed to ensure coherent and integrated proposals across the wider area.

South Lanarkshire Council LTS

South Lanarkshire council are developing a new LTS that will cover the period 2024-2034. The previous LTS noted the following improvements to be made between North and South Lanarkshire:

- Freight connection improvements between North and South Lanarkshire councils on the A71 Horsley Brae / Brownlee Road junction. The project will aim to reduce congestion and provide consistent and quicker journey times during peak periods.

In 2022, a detailed re-design of the junction between the A71 Horsley Brae and B7011 Brownlee Rd and its approaches was completed to deliver: a new signalised junction, a signal-controlled pedestrian crossing, widening of the existing carriageway on the A71 to facilitate the introduction of a dedicated right turn lane into Brownlee Road, improved footpath connections to regional walking routes, new road lighting and improved drainage, including Sustainable Drainage Systems (SuDS).

Glasgow City Council LTS

Glasgow City council published their Glasgow Transport Strategy: Final Policy Framework in 2022, which includes the following policies relevant to the North Lanarkshire Council LTS:

- Policy 23 is aimed at reducing the need to travel, especially by car, which involves encouraging more Park & Ride schemes on strategic public transport corridors by expanding existing facilities. This policy would tackle cross-boundary car trips in and out of Glasgow.

- Policy 24 notes the need for local authorities in the region to collectively agree actions to reduce car vehicle kilometres and increase the proportion of trips made by sustainable modes. The policy also states that a consistent approach between local authorities is needed for public transport road space reallocation, active travel connections, Park & Ride facilities, and electric vehicle charging provision.

- Policy 39 aims to support the implementation of integrated ticketing through partnership with SPT and the surrounding local authorities.

- Policy 95 will work with SPT and neighbouring local authorities to lobby the Scottish Government and Transport Scotland to introduce road pricing.

East Dunbartonshire Council

East Dunbartonshire council published their Local Transport Strategy 2020-2025 in 2020. The following actions of the LTS are relevant to the North Lanarkshire Council LTS:

- Action 15 investigates the feasibility of introducing a Car Club in East Dunbartonshire. As part of this, the study will assess bike sharing options and, working with SPT and neighbouring authorities, will look to increase connectivity to the Glasgow City Region.

- Action 16 is about delivery of an annual programme of work to reduce vehicle idling and monitor vehicle emissions. A part of this programme, EDC will work with Police Scotland, North Lanarkshire Council and South Lanarkshire Council to carry out vehicle emissions testing.

Stirling Council LTS

Stirling Council published their Local Transport Strategy 2017-2027 in 2017. This strategy supports the growth aspirations of Stirling's Local Development Plan and the City and Rural Development Framework and aims to improve connectivity within Stirling's communities. The LTS highlights the following transport objectives:

- Reduce accidents and casualties.

- Maintain and improve journey times and travel options to, within and beyond Stirling.

- Encourage and enable more trips to be made by walking, cycling and public transport.

- Ensure the transport network enables everyone to be able to access jobs, services and opportunities.

- Enhance the quality of Stirling as a place and people's experience of it.

While Stirling's LTS does not consist of policies that directly mention North Lanarkshire, the policies and objectives of the document will influence North Lanarkshire Council and the people who travel between the two authorities.

Falkirk Council LTS

Falkirk Council's Local Transport Strategy 2023 was published in 2023 and covers the ten-year period between 2023 and 2033. The values that underpin the LTS' vision are:

- Accelerate sustainability.

- Improve inclusion.

- Achieve economic growth.

- Enhance existing infrastructure.

While Falkirk's LTS does not consist of policies that directly mention North Lanarkshire, the policies of the document will influence North Lanarkshire Council and the people who travel between the two authorities.

West Lothian Council

As of October 2024, West Lothian Council does not have an LTS.

Local Policies and Strategies

North Lanarkshire Council's Local Transport Strategy (2010)

North Lanarkshire's last Local Transport Strategy, published in 2010, sets out the following Vision, which has been developed to link with the vision and objectives of other strategies and plans:

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.

Four objectives were developed to support the Vision, which align with four key themes of Improving the economy; Improving accessibility; Enhancing safety and security; and Improving the environment and health of the population:

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

- **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.

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

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

A set of transport indicators, outputs and outcomes have been developed for each of the four objectives. These are set out in **Figure 43**, **Figure 44** and **Figure 45** below respectively. Baseline data is also captured in the LTS.

Objective 1
- Average journey time on key routes to key destinations
- Journey reliability

Objective 2
- Proportion of rail, bus stations and bus stops that are DDA compliant
- Walking time to the nearest bus stop and frequency of service

Objective 3
- Length of dedicated or marked active travel network
- CCTV coverage of public transport network

Objective 4
- Mode split on the journey to work and school
- Proportion of Council vehicle fleet using sustainable fuels
- Number of walking / cycling trips

Figure 43: North Lanarkshire Council LTS 2010 Transport Indicators

Objective 1
- Number of people citing transport as a key barrier to accessing employment / education / training / services
- Reduced costs to freight industry / businesses

Objective 2
- Increased number of people travelling by public transport

Objective 3
- Improved perceptions of the safety of cycling and walking
- Improved perceptions of the safety and security of using public transport when travelling by rail

Objective 4
- Reduced vehicle emissions
- Increased levels of physical activity

Figure 44: North Lanarkshire Council LTS 2010 Intermediate Outputs

Objective 1
•Reduced unemployment
•Increased number of businesses in the area

Objective 2
•Improved quality of life
•Reduced unemployment
•Increased % of young people travelling by public transport

Objective 3
•Increased number of cycling and walking trips
•Reduced number and severity of road casualties
•Increased % of young people travelling by public transport

Objective 4
•Improved local air quality
•Reduced number and severity of road casualties for North Lanarkshire
•Improvements to the general health of the population

Figure 45: North Lanarkshire Council LTS 2010 Outcomes

Actions identified in the 2010 LTS have been grouped into high level themes / categories, as summarised below:

- Safety and security on the transport network.

- Improving access by public transport, cycling and walking.

- Reducing congestion and improving network performance.

- Parking in town centres.

- Road and footway maintenance and improvement.

In addition, the LTS identified a number of transport projects that we wished to promote but would be delivered at a national or regional level.

A detailed review of these actions has been undertaken to determine their progress status and identify which, if any, could be included in the new LTS.

North Lanarkshire Council's Active Travel Strategy 2021-2031 (2021)

North Lanarkshire's Active Travel Strategy which was published in 2021 sets out the following Vision:

North Lanarkshire has a high quality, accessible active travel network which supports the well-being of our residents and visitors, enhances social inclusion and improves the ability of people to walk, wheel or cycle for any journey purpose in our area.

The Strategy acknowledges the commitment to continue to improve and extend the network, according to best design guidance principles, with clear links to public transport hubs, schools, other key destinations and between communities. Employers and residents alike will also notice the benefits of active travel with people of all ages and backgrounds feeling confident on the active travel network, creating a culture of mutual respect amongst all road users.

The Active Travel Strategy outlines a range of aims, such as:

- Deliver greater priority to active modes of travel in North Lanarkshire by improving and enhancing our walking, wheeling and cycling network and making it easier to travel around our area sustainably.

- Delivering better strategic, local neighbourhood and connecting active travel networks across the region that support North Lanarkshire's Town Visions, improving and enhancing our walking, wheeling and cycling network and making it easier to travel around our area sustainably.

- Deliver active travel interventions in North Lanarkshire that complement and facilitate major transport and development projects in our area, including our Town and Community Hubs and facilitate access to business, industry and strategic employment locations.

- Implement and maintain an active travel network that supports our vision to improve the health and wellbeing of local communities.

- Improve safety and perceptions of safety for those ravelling by active modes to, from and within North Lanarkshire.

- Deliver active travel interventions in North Lanarkshire which provide support for wider initiatives aimed at enhancing integration between walking, wheeling, cycling links and public transport hubs.

- Improve connectivity to and between North Lanarkshire's places and spaces and deliver active travel interventions that facilitate enhancement of cross-boundary links to neighbouring areas including Glasgow, South Lanarkshire, West Lothian and East Dunbartonshire

We have prioritised the Strategic Network and Local Neighbourhood Routes outlined in the Strategy for delivery based on objectives outlined above. The top priority Strategic Network Routes are progressing to Technical Design, these include:

- Strategic Network Route 7 which will provide an east, west connection across North Lanarkshire between Uddingston and Plain via NCN75 and A89; and

- Strategic Network Route 9 which will provide improved active travel connections through Strathclyde Country Park.

In total, the strategy highlights 10 Strategic Network Routes and 12 Local Neighbourhood Routes aiming to link strategic destinations along main arterial routes as well as more local destinations such as schools, transport interchanges and proposed town and community hubs.

North Lanarkshire Council's Local Development Plan (2022)

North Lanarkshire Council's Local Development Plan, which was adopted in 2022, sets out the Policies and Proposals to guide and meet North Lanarkshire's development needs over the next 5-10 years. The LDP's vision is for North Lanarkshire to be the place to live, learn, work, invest and visit. It aims to increase sustainable growth and regeneration, and to improve places. To do this, the plan sets out plan policies which are categorised as either: Promoting & Protecting Policies or Placemaking Policies.

Within the Promoting & Protecting Policies, the plan aims to provide policies that promote the development of certain locations such as business sites and housing sites. In addition to these locations, regeneration priorities and infrastructure relating to green network improvements, transport improvements and utilities will be considered. Town Centre & Area Regeneration is noted as an important priority throughout this policy, highlighting that the regeneration of

particular sites or areas will be identified in the plan and will be delivered through Town Centre Action Plans (see section 1.3.11), action programming of regeneration sites, and locality plans.

Placemaking Policies aim to protect assets such as the green network, the historic & natural environment, and mineral resources.

The Plan looks to achieve regeneration and sustainable growth through delivering the right amount of development in the right places, developed to the right quality, and for the benefit of the communities they affect. It also highlights that new development will be supported where it aims to incorporate the following criteria:

- Re-invigorates lands, buildings and housing, and re-provisions town centres.
- Focuses on businesses and people through business development, increasing jobs, attracting investment, supporting key sectors, and improving employability, particularly for those furthest from the labour market.

An update of the adopted LDP is currently under development (NLLDP2) and is set to be published in late 2027. By ensuring alignment with the upcoming NLLDP2, North Lanarkshire Council can:

- Ensure sustainable travel by integrating public transport and active travel infrastructure into new developments to reduce reliance of private vehicles.
- Support economic growth by ensuring transport infrastructure meets the needs of businesses and residential areas, and

Enhance accessibility by improving connectivity within North Lanarkshire and to surrounding regions, allowing easier access to jobs, education, amenities, and services.

North Lanarkshire Council's Climate Plan ACT 2030 (2021)

We launched the Climate Plan ACT2030 (Action of Climate Together 2030) in 2022 which sets out how the area will work towards net zero by 2030 and reduce the region's greenhouse gas emissions. In response to the Scottish Government's Climate Change Plan Update, North Lanarkshire have brought forward their own greenhouse gas reduction targets.

The Plan shows that transport was responsible for 47% of the area's emissions in 2021 and building and facilities energy usage contributed 45% - meaning these two areas are responsible for 92% of North Lanarkshire total emissions.

Table 14 below shows the first five-year annual emissions targets set by North Lanarkshire Council, including the target reduction percentage from baseline. It is noted that in the year 2025/26 an overall 52.2% reduction from baseline emissions is targeted.

Table 14: Proposed Annual Emission Reductions

Annual Reduction Targets	Buildings	Transport	Waste	Annual Emissions Target	Reduction from Baseline
2021/22	49,205	5,973	12,133	67,311	42.5%
2022/23	46,745	5,855	12,133	64,733	44.7%
2023/24	44,408	5,737	12,133	62,278	46.8%
2024/25	42,187	5,619	10,355	58,161	50.3%
2025/26	40,078	5,501	10,355	55,934	52.2%

Source: Climate Plan ACT2030

North Lanarkshire Council's Core Paths Plan (2023)

The North Lanarkshire Core Paths Plan outlines the key access routes in place across North Lanarkshire that provide reasonable access within the region. The document reflects the requirements of the Land Reform (Scotland) Act 2003 in providing an up-to-date network of core routes which are for recreational and travel usage that allow for 'reasonable public access'. The network of core paths this plan has identified aims to:

- Link with the wider network.
- Connect communities, settlements and places of interest.
- Provide opportunities for active travel, particularly to attractions/destinations.
- Provide cross-boundary links to communities in the surrounding local authorities.

The plan sets out the criteria for core paths in the area. These core paths are a key priority identified in the North Lanarkshire Local Development Plan and The Community Plan by ensuring access to the outdoors is enhanced give its potential contribution to people's mental and physical wellbeing. It also aids in the increased connectivity to areas out with the local authority area and supports the expansion of the Glasgow and the Clyde Valley Green Network.

North Lanarkshire Council's Economic Regeneration Delivery Plan 2023 – 2028 (2023)

North Lanarkshire Council's Economic Regeneration Delivery Plan (ERDP) for 2023-2028 focuses on inclusive economic growth, community well-being, and creating a prosperous environment. Some key points, relating to transport include:

- **Active Travel**: The ERDP aims to develop 6 km of new and existing active travel routes, improving links between local communities, town centres, and business locations.
- **Digital Connectivity**: The plan includes installing fibre networks to enhance digital connectivity.
- **Road Improvements**: Continuing investments in road infrastructure through the Glasgow City Region City Deal.
- **Electric Vehicle Charging**: Supporting the delivery of electric vehicle charging infrastructure and other green energy transport solutions across North Lanarkshire.

The ERDP aligns with wider local and national strategies, supports net-zero carbon emissions, and ensures equitable economic opportunities for communities.

North Lanarkshire Council's Air Quality Action Plan 2023-2028 (2023)

North Lanarkshire Council's Air Quality Action Plan aims to improve air quality for residents, workers, and visitors within the region and covers the period 2023-2028. Some key aims of the plan, related to transport include:

- Prioritising the creation of active travel options for leisure and commuting journeys. This includes promoting walking, cycling, and wheeling routes.
- Our plan to decarbonise its vehicle fleet by replacing current fuel-consuming vehicles with electric charging vehicles.
- EV Charging Facilities: Efforts will be made to increase public electric vehicle charging points across North Lanarkshire.
- Monitoring and Investigation: The air quality monitoring network will be reviewed, and air quality around schools will be investigated, focusing on drop-off and pick-up times.

- Air Quality Management Areas (AQMAs): The plan addresses actions to reduce air pollution in AQMAs, including Chapelhall, Motherwell town centre, and Whifflet, Shawhead, and Kirkshaws in Coatbridge.

Since the plan's publication, AQMAs in Coatbridge and Chapelhall were revoked in 2024 after several years of compliance with national standards. Currently, one AQMA remains in Motherwell for PM10 pollution.

North Lanarkshire Council's Carbon Management Plan 2019-2022 (2019)

North Lanarkshire Council's Carbon Management Plan focuses on our projects and activities that will be delivered between 2019and 2022 that will aid in reducing carbon emissions and promoting sustainability. Transport related actions from the plan include:

- Striving to reduce car journeys for work purposes (for instance teleconferencing), or where this is not possible, utilising our pool car fleet with electric/hybrid vehicles
- Increasing the use of electric vehicles, and expanding EV charging infrastructure

North Lanarkshire Council's Tackling Poverty Strategy 2020 – 2023 (2020)

Published in 2020, North Lanarkshire Council's Tackling Poverty Strategy outlines our approach to reducing poverty and promoting equality throughout the council area. The strategy aims to create a fairer North Lanarkshire by addressing the root causes of poverty and providing support to those in need. The plan focuses on increasing income, reducing the cost of living, and providing holistic support.

Access to services is noted as an important transport-related factor to poverty and the plan aims to improve this and provide equity of access to employment, education, and healthcare for all communities. The plan also highlights that effort must be made to improve public transport and transport infrastructure in order to support low-income families and individuals.

North Lanarkshire Council's Tourism Strategy and Action Plan 2022-2026 (2022)

The strategy outlines how we collaborate with local, regional and national partners to support tourism and the leisure industry. The strategy aims to position North Lanarkshire as a desirable visitor destination that is sustainable and accessible for all and aligns with the national tourism strategy which promotes responsible tourism for a sustainable future.

Three priority themes are identified in the strategy: Business, People and Skills and Place – with resilient, sustainable tourism at the heart of each. One of North Lanarkshire's strengths identified in the plan is Natural and Historic Assets which highlights the well-established network of walking and cycling routes the region possesses.

The action plan takes the aims of the tourism strategy and provides key actions to help deliver these aims. A key action related to transport within the action plan is Key action 3.2 which looks to support tourism assess to deliver high quality memorable experiences. This action will include increasing footfall and creating experiential linkages between assets.

North Lanarkshire Council's Digital and IT Strategy 2024-27 (2020)

The latest refresh to North Lanarkshire Council's Digital and IT Strategy was published in 2024. It sets out our digital vision, the strategic context and a roadmap to delivery with actions around three pillars: Digital Communities, Digital Economy and Digital Council.

Although transport does not form part of any of the strategy themes, digital innovations can have a large impact on transport, particularly with regards to the frequency at which people travel and how they travel.

North Lanarkshire Council's Corporate Asset Management Plan 2021-2026 (2021)

The Corporate Asset Management Plan (CAMP) provides details of our investment plans for the assets we own. It covers a five-year period from 2021 to 2026. In the context of the LTS, the CAMP sets out our plan for moving our fleet to electric by 2027/28 for light commercial vehicles and by 2030/31 for heavy goods vehicles (HGVs). The CAMP also introduces the Road Asset Management Plan (RAMP) which sets out our plans for the maintenance of the Road infrastructure.

Town Action Plans (2023-2024)

North Lanarkshire's Town Action Plans illustrate the developments which will take places over the short, medium and long term to deliver the Town Visions, which set out the direction of travel towards a new mixed-use town centre economy to meet the needs of the community. The visions aim to support the health of town centres and deliver proposals set out in the North Lanarkshire Local Development Plan. Town Action Plans have been produced for Airdrie, Motherwell, Wishaw, Bellshill, Kilsyth and Shotts. A high-level summary of each is provided below.

Airdrie's town action plan highlights key opportunities available to unlock the potential to create one of the best-connected settlements in North Lanarkshire. An accessible and attractive centre built around its 'market town' qualities will attract new homes and new investment that celebrate the town's heritage, character, scale and connectivity. Following consultation, town action proposals were developed for Airdrie. Some of these actions include implementing a shopfront improvements grant scheme, the development of a design and costing study to map out potential active travel networks across Airdrie, potential repurposing of Airdrie Town House, and the development of Airdrie Town Hub.

Motherwell's town action plan highlights opportunities, such as its role within the City Region as a key transport hub with excellent connections to the rest of the central belt. Following consultation, town action proposals were developed for Motherwell. These include taking forward a £7M regeneration of Braidhurst Industrial Estate, the refurbishment of the former Masonic Hall, development of a Town Centre Active Travel Hub, and site investigations of North Lanarkshire Council's carparks across Motherwell to assess suitability/infrastructure needs for EV charging.

Wishaw's town action plan looks to build the town's future around its historic and core value, seeking to build on the quality of place. Following consultation, town action proposals were developed for Wishaw. These include undertaking an audit and demand analysis for vacant office space within the town centre to help with the repurposing of this space, the development of over 60 residential units throughout Wishaw town centre, undertake feasibility works to assess viability and costs for the development of new town gateways, and the development of Wishaw Town Hub.

Bellshill's town action plan highlights the opportunities that exist within the town. In particular, Bellshill as a key investment location for commercial, residential and regional services with its rail, road and active travel networks. Following consultation, town action proposals were developed for Bellshill. These include undertaking an audit and demand analysis for vacant office space within the town centre to help with the repurposing of this space, the development

of a design and costing study to map out potential active travel networks across Bellshill, undertaking design development works to deliver flatted residential development on Motherwell Road, and the development of Bellshill Town Hub.

Kilsyth's town action plan notes that actions to support the future development of Kilsyth includes improving accessibility to the centre by public transport and delivering new active travel infrastructure to support the centre and wider Kelvin Valley area. The centre is highlighted as a gateway and a hub for the area which is surrounded in history, heritage and character. Further actions include delivery of the Kilsyth Flood Risk Reduction Scheme with Scottish Canals, the development of Kilsyth Town Hub, and feasibility works to assess viability and costs for the development of town gateway features.

Shotts's town action plan highlights the opportunities Shotts has as North Lanarkshire's newest and smallest town. The town brings together the small, historic settlements of Dykhead, Calderhead, Stane and Torbothie. Following consultation, town action proposals were developed for Shotts to take advantage of these opportunities. These include working with Scotrail to examine the feasibility of installing a lift to improve accessibility to the eastbound platform of the train station, taking forward planned investment in Shotts active travel network, identifying key heritage buildings within the town centre that are vacant, underused or in poor condition and enter discussion with owners to identify routes for safeguarding, improving or repurposing, and the development of the Shotts Town Hub.

Furthermore, a Long-Term Plan for Coatbridge, covering the next ten years, is anticipated following the award of £19.5m in Levelling Up Funding provided by the UK Government. Due to the anticipated large scale regeneration activity in Cumbernauld, a Masterplan will be developed in the next few years however a summary of the town's vision can be found in the following section.

Cumbernauld Town Vision (2024)

Cumbernauld's Town Vision aims to transform the area into a sustainable, low-carbon regional hub that makes Cumbernauld a more attractive and functional place to live and work. As North Lanarkshire's largest town, the plan builds upon the opportunities presented by Cumbernauld, including ambitious plans to:

- Develop a Pilot for Low-2-Zero carbon living
- Develop a new Town Hub
- Re-structure the town centre on a stronger, more compact mixed-use model
- Integrate learning, health and leisure within the town centre
- Develop a grid of street, squares and spaces and connected paths and cycleways
- Connect town centre activity and services with new and existing housing developments
- Develop and new town square and civic event space.

There are currently two concept designs available for the regeneration of Cumbernauld's town centre. The first option removes Central Way, the current dual carriageway that runs through the centre of the town. The second option retains Central Way but will look to reduce the 40mph speed limit and prioritise active travel modes, introducing infrastructure that makes it easier to walk, wheel and cycle. A Town Hub is present in both options. Transport modelling is currently underway to examine the impacts of these proposals.

The Plan for North Lanarkshire (2019)

North Lanarkshire Council's The Plan for North Lanarkshire, published in 2019, outlines our long-term vision that North Lanarkshire becomes a place where people can live, learn, work, invest and visit. The Plan raises ambitions of realising large-scale regeneration and infrastructure projects that will continue to bring fresh opportunities to the area as well as providing safe, happy and resilient communities by improving transport links and connectivity with North Lanarkshire.

The five priorities the plan highlights to aid with these ambitions are as follows:

- Improve economic opportunities and outcomes.
- Support all children and young people to realise their full potential.
- Improve the health and wellbeing of our communities.
- Enhance participation, capacity and empowerment across our communities.
- Improve North Lanarkshire's resource base.

Local Outcome Improvement Plans

Local Outcome Improvement Plans (LOIPs) have been developed for nine Community Board areas, as shown in **Figure 46**, to support the vision for North Lanarkshire Council, as set out in the Plan for North Lanarkshire.
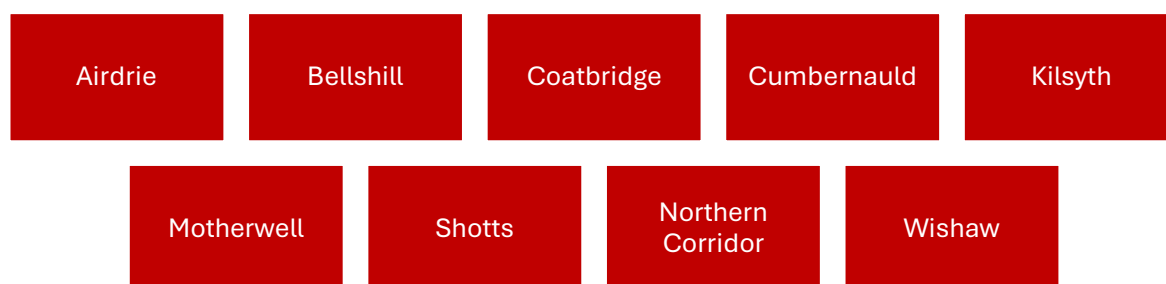
Airdrie	Bellshill	Coatbridge	Cumbernauld	Kilsyth
Motherwell	Shotts	Northern Corridor	Wishaw	

Figure 46: Community Boards with LOIPs

Each LOIP outlines key priorities for the Community Board area that have been identified through a range of stakeholder and listening events and are based on local community needs. It also sets out an approach to working with the local communities, enabling them to contribute to, influence and shape locally identified actions around the identified priorities to achieve improved outcomes for the area.

Town and Community Hubs (2024)

As part of North Lanarkshire Council's "The Place, The Vision", towns and communities will benefit from £1.2 billion investment over the five years from 2021. Community and Town Hubs will be developed throughout North Lanarkshire which will aim to provide inclusive growth and prosperity for all.

Town Hubs are envisaged to include primary and secondary education and an early years' facility. Other services on offer will be larger in scale, such as more comprehensive sport, culture and leisure facilities and a wider range of council and partner services.

Community hubs are envisaged to include at least one learning establishment and may include other zones such as sport and leisure.

Small community hubs may exist in areas where there is no requirement for new education facilities but where there is a need to replace older facilities like libraries, community centres and health centres.

While Community and Town Hubs will be developed to have education at their core, they provide opportunities to offer transport services and initiatives that promote healthier lifestyles and behaviour change towards travel and transport.

Relevant Local Studies

A summary of relevant previous work undertaken in the North Lanarkshire area is provided, drawing on key outcomes of relevance to this study.

Airdrie and Coatbridge Sustainable Transport Study (2018):

This study, published in 2018, reviewed existing transport facilities for all users in Airdrie and Coatbridge town centres. The following transport themes for Airdrie and Coatbridge were identified following a combination of a background review, site audits and consultation:

- Car parks underutilised.
- Parking enforcement issues.
- Requirement for traffic management.
- Bus service operation issues.
- Inadequate signing of transport facilities.
- Lack of cycle infrastructure / missing connections.
- Lack of pedestrian infrastructure / missing connections.
- Limited vulnerable user provision.

These themes were then used to establish objectives which then supported the development of the study action plan, identifying potential improvements to the town centres. A number of actions were identified in the plan, including:

- Providing a pedestrian crossing on Sunnyside Road to aid movement into Sunnyside Station.
- Undertaking a study to assess opportunities to provide enhanced linkages to NCN75 from Airdrie and Coatbridge town centre.
- Exploring options to provide a bus hub in Airdrie.
- Reviewing existing disabled parking bay provision in Airdrie and Coatbridge and identify opportunities to increase provision.

The study broke down identified objectives by mode type; walking, cycling, public transport, car parking, traffic management, marketing and promotion, and additional actions that support the objectives of the study. Overall, 11 actions were identified for walking, 12 for cycling, nine for public transport, nine for car parking, four for traffic management, four for marketing and promotion, and nine additional actions.

Coatbridge Bus Hub Feasibility Study (2018):

As part of the Airdrie and Coatbridge Sustainable Transport Study mentioned above, a Bus Hub Feasibility Study was undertaken to improve walking and cycling in the towns, promote active travel and increase use of and access to public transport. The following gaps in existing provision were identified:

- Lack of high access kerbs at town centre stops.

- Condition of shelters.

- Service information.

- Limited CCTV coverage.

- Poor links to other modes of transportation.

- Insufficient pedestrian crossing facilities.

Following review of bus facilities at comparable towns, best practice review and the bus hub option development process, four potential locations were identified at Gartsherrie Road / Coatbridge Sunnyside, West Canal Street / Coatbridge Central, South Circular Road, and Quadrant Shopping Centre Car Park. After further review, South Circular Road was presented as the best location for a bus hub as it was the best located for the majority of destinations within Coatbridge, most bus services passed this location and therefore bus routes would not need to be altered, and land use and land ownerships constraints were less of an issue at this location.

Cumbernauld, Croy and Kilsyth Sustainable Transport Study (2019):

This study, published in 2019, reviewed existing transport facilities for all users in Cumbernauld, Croy and Kilsyth town centres. The following transport themes for Cumbernauld, Croy and Kilsyth were identified following a combination of a background review, site audits and consultation:

- Rail Park & Ride capacity issues.

- Public transport issues e.g. reliability, coverage and maintenance.

- Inadequate signing of transport facilities and key destinations.

- Pedestrian severance in urban environments.

- Lack of cycle infrastructure / missing connections.

- Car parking surplus.

These themes were then used to establish objectives which then supported the development of the study action plan, identifying potential improvements to the town centres. A number of actions were identified in the plan, including:

- Developing and implementing a Wayfinding Strategy in the study area, for pedestrian (and cycle) links.

- Improving pedestrian crossing opportunities in the vicinity of Croy station.

- Undertaking a feasibility study to create a new alignment cycle route between Croy and Kilsyth.

- Exploring options to enhance public transport information dissemination in the study area.

The study broke down identified objectives by mode type; walking and cycling, public transport, car parking, traffic management, marketing and promotion, and additional actions that support the objectives of the study. Overall, 20 actions were identified for walking and cycling, 12 for public transport, six for car parking, six for marketing and promotion, and six for additional actions.

Motherwell, Wishaw and Bellshill Sustainable Transport Study (2019):

This study, published in 2019, reviewed existing transport facilities for all users in Motherwell, Wishaw and Bellshill town centres. The following transport themes for Motherwell, Wishaw and Bellshill were identified following a combination of a background review, site audits and consultation:

- Active travel severance in the urban environment.
- Inadequate wayfinding signage to public transport facilities, active travel routes and key destinations.
- Public transport issues e.g. maintenance, coverage and reliability.
- Traffic speed concerns.
- Lack of cycle infrastructure / missing connections.
- Opportunities to incorporate Ravenscraig development into local transport network.

These themes were then used for establishing objectives which then supported the development of the study action plan, identifying potential improvements to the town centres. A number of actions were identified in the plan, including:

- Improving active travel connectivity and infrastructure at bypass roundabout to improve connection with Tannochside.
- Exploring the development of active travel links to Eurocentral.
- Exploring opportunities to improve bus stop infrastructure across the study area.
- Assessing the feasibility of converting low demand car parks into sustainable travel hubs.

The study broke down identified objectives by mode type; walking and cycling, public transport, car parking, marketing and promotion, and additional actions that support the objectives of the study. Overall, 20 actions were identified for walking and cycling, five for public transport, three for car parking, five for traffic management, six for marketing and promotion, and eight for additional actions.

Harthill, Shotts and Salsburgh Sustainable Transport Study (2020):

This study, published in 2020, reviewed existing transport facilities for all users in Harthill, Shotts and Salsburgh town centres. The following transport themes for Harthill, Shotts and Salsburgh were identified following a combination of a background review, site audits and consultation:

- Public transport issues e.g. reliability, coverage, frequency etc.
- Rural transport connectivity.
- Lack of cycle infrastructure / missing connections.
- Topographical barriers to active travel.
- Transport integration constraints.
- Limited choice of transport options for study area residents.
- Social exclusion.

These themes were then used to establish objectives which then supported the development of the study action plan, identifying potential improvements to the town centres. A number of actions were identified in the plan, including:

- Investigating the feasibility of developing an active travel route from north – south, linking Harthill to Blackridge, Shotts, Hartwood and Allanton.
- Promoting the forthcoming expansion of Harthill Park and Ride to users.
- Undertaking a formal car park survey to gauge patterns of use of the Harthill Services Park and Ride.
- Assessing options to enhance the crossing on Station Road, Shotts.

The study broke down identified objectives by mode type; walking and cycling, public transport, car parking, marketing and promotion, and additional actions that support the objectives of the study. Overall, 21 actions were identified for walking and cycling, 10 for public transport, four for car parking, two for traffic management, six for marketing and promotion, and three for additional actions.

Appendix B : Strategic Context Supporting Information

The information provided within this chapter is based on data collected and analysed from available data sources, including Scottish Household Survey (SHS) 2023, Scottish Transport Statistics 2023, Office for National Statistics (ONS) and Road Safety Data. Where possible the latest available datasets have been analysed to produce the statistics and results presented in this Case for Change. In some cases, however, the data used may not be fully up to date. This is typically because the latest data may not be yet available.

Data from the latest Scottish Census 2022 was used where available. However, not all data from the 2022 Census had been released at the time of writing (August 2024). Scottish Census 2011 was not deemed appropriate to use for the purpose of developing an LTS covering the period to 2035. As such, alternative data sources were sought, such as SHS. SHS data includes questions on transport and is published at a local authority level, thus providing an insight into travel patterns and behaviours. It should be noted that although providing a useful snapshot of travel patterns and behaviours within an area, SHS data has a relatively small sample size of responses across North Lanarkshire Council. However, in the absence of more recently available census outputs, SHS data has been used as a useful indicator.

Wherever possible, statistics and results are based on results at a data zone level, the greatest granularity available for national datasets available from Census or National Records of Scotland (NRS) datasets. Data zones represent areas of approximately 500 to 1,000 people, and so often represent a smaller geographic area in urban areas. Data zones have been identified through the North Lanarkshire area, with settlement and locality data also used to reflect on particular patterns in towns. In some cases, data has been used at a local authority level as more disaggregated data was not available.

Geographical Context

A consistent way of defining urban and rural areas across Scotland is provided by the Scottish Government Urban Rural Classification. The classification is based upon two main criteria: population as defined by the National Records of Scotland (NRS); and accessibility based on drive time analysis. The classification is available from the Scottish Government in multiple forms, including a 6-fold classification which distinguishes between urban, rural, and remote areas through six categories.

Socio-Economic Context

The Scottish Index of Multiple Deprivation (SIMD) is a Scottish Government tool which shows the socio-economic variation across Scotland. It splits the country into 6,976 data zones and considers data from several different indicators including income, employment, education, health, access, crime and housing, to give each zone an overall ranking. This data can then be used to show which areas record high levels of deprivation. The data zones are split into ten deciles (10% increments). Decile 1 indicates the highest deprivation while decile 10 corresponds to lower deprivation according to SIMD.

The Business Register and Employment Survey (BRES) conducted by the ONS provides detailed estimates of employee and employment data at detailed geographical levels. For North Lanarkshire Council, the BRES survey conducted in 2022 showed that there were around 130,000 full or part time employees working within the area. It is noted that this does not

necessarily mean that all jobs in North Lanarkshire Council are associated with people who live within the local authority boundary, as some may travel in from other council areas.

The ONS provides data around Gross Value Added (GVA), which is a measure of the value of goods and services produced in an area, industry or region of an economy. This is available at national, regional and local authority levels.

The Living Costs and Food Survey (LCF) is a survey conducted by the ONS each year which collects spending patterns and cost of living that reflect household budgets in the UK. This includes transport expenditure for different household types across the country.

Transport Context

Road Network

A review of the latest Scottish Transport Statistics published by Transport Scotland in 2024 was undertaken. With regards to the road network, **Figure 47** shows the length of roads within North Lanarkshire by class as a percentage of the total for Scotland.
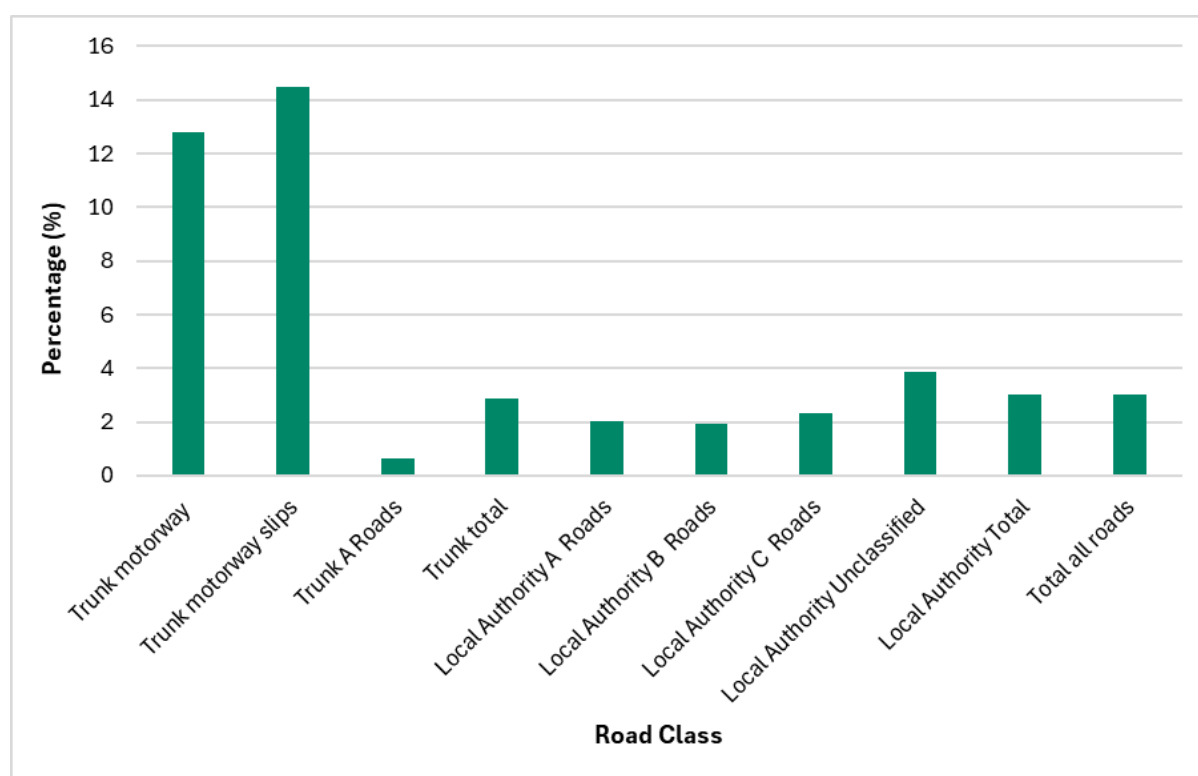

Figure 47: Road Lengths in North Lanarkshire by Class and as a Percentage of Scotland (Source: Transport Scotland)

North Lanarkshire has 57km of trunk motorways and 31km of trunk motorway slips. In relation to the whole of Scotland, these equate to proportions of 12.8% and 14.5% respectively which are among the highest across all local authorities.

Road Traffic Data

Collision data in the North Lanarkshire area was extracted from Transport Scotland.

Detail on data extracted from Transport Scotland's online traffic counter database and from INRIX is presented in the following paragraphs.

M80 between Stepps and Castlecary

Annual traffic volumes from a site along the M80 are presented in **Figure 48** and the location of the counters are shown in **Figure 49**. The data indicates that traffic volumes were approximately 23,300 northbound and 22,300 southbound in 2018 and reduced to approximately 6,100 northbound and 5,200 southbound in 2020 due to the impact of restrictions during the COVID-19 pandemic. Traffic volumes have since risen to approximately 20,200 northbound and 19,300 southbound in 2024, indicating an overall change of -13% in both directions between 2018 and 2024. It should be noted that the low traffic volumes collected by the counters in 2019 are considered to be erroneous.
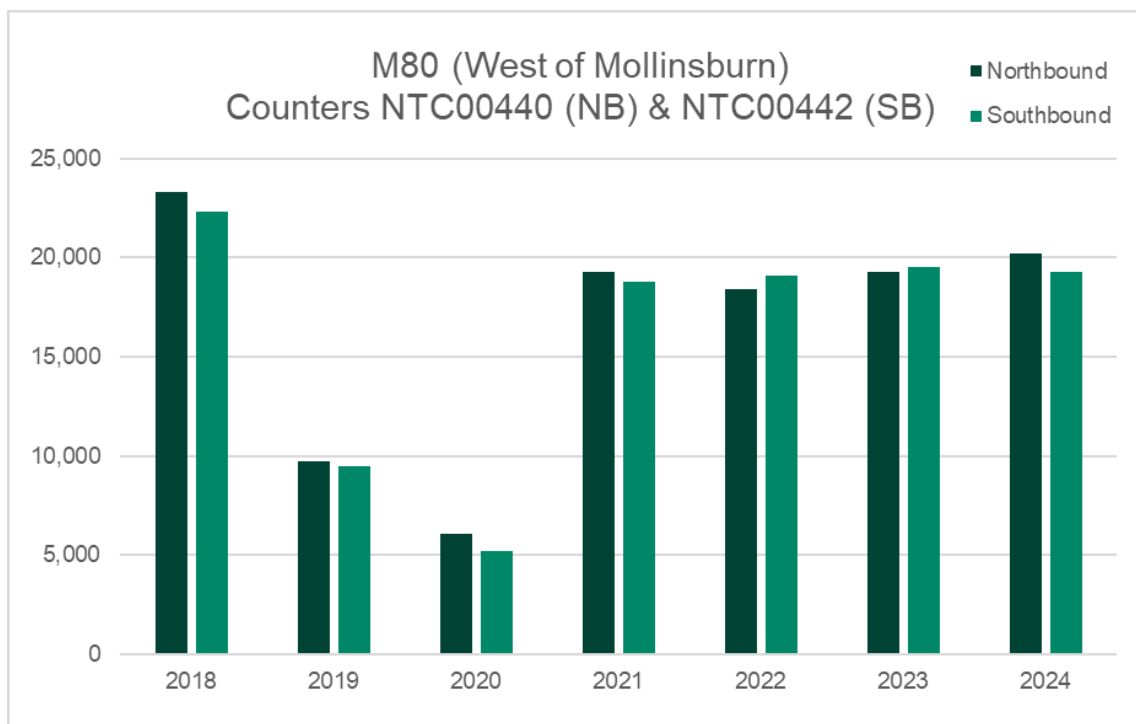

Figure 48: Counters NTC00440 & NTC00442 Traffic Data (Source: Transport Scotland)
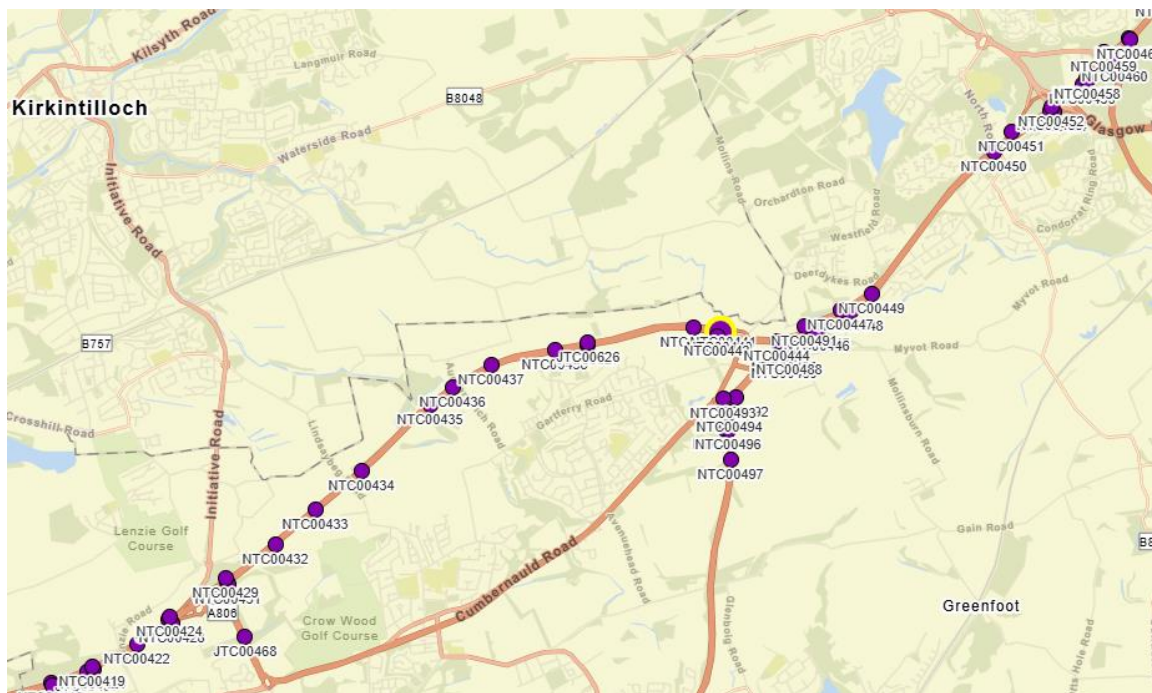
Figure 49: Counters NTC0040 & NTC0042 location (Source: Transport Scotland)

Speed data over approximately 2.75km of the M80 at the same location as the traffic counters indicates that the average weekday speeds were 61mph in the northbound direction and 64mph in the southbound direction in 2024, while the average weekend speeds over the same period were 65mph northbound and 66mph southbound. The posted speed limit on this section of road is the National Speed Limit for motorways.

M8 between Bargeddie and Harthill

Annual traffic volumes from a representative site along the M8 are presented in **Figure 50** and the location of the counters are shown in **Figure 51**. The data indicates that traffic volumes were approximately 40,500 eastbound and 44,300 westbound in 2019 and reduced to approximately 30,400 eastbound and 33,000 westbound in 2020 due to the impact of restrictions during the COVID-19 pandemic. Traffic volumes have since risen to approximately 40,200 eastbound and 45,400 westbound in 2024, indicating an overall change of -0.1% eastbound and 0.5% westbound between 2019 and 2024. It should be noted that the low traffic volumes collected by the counters in 2018 are considered to be erroneous.
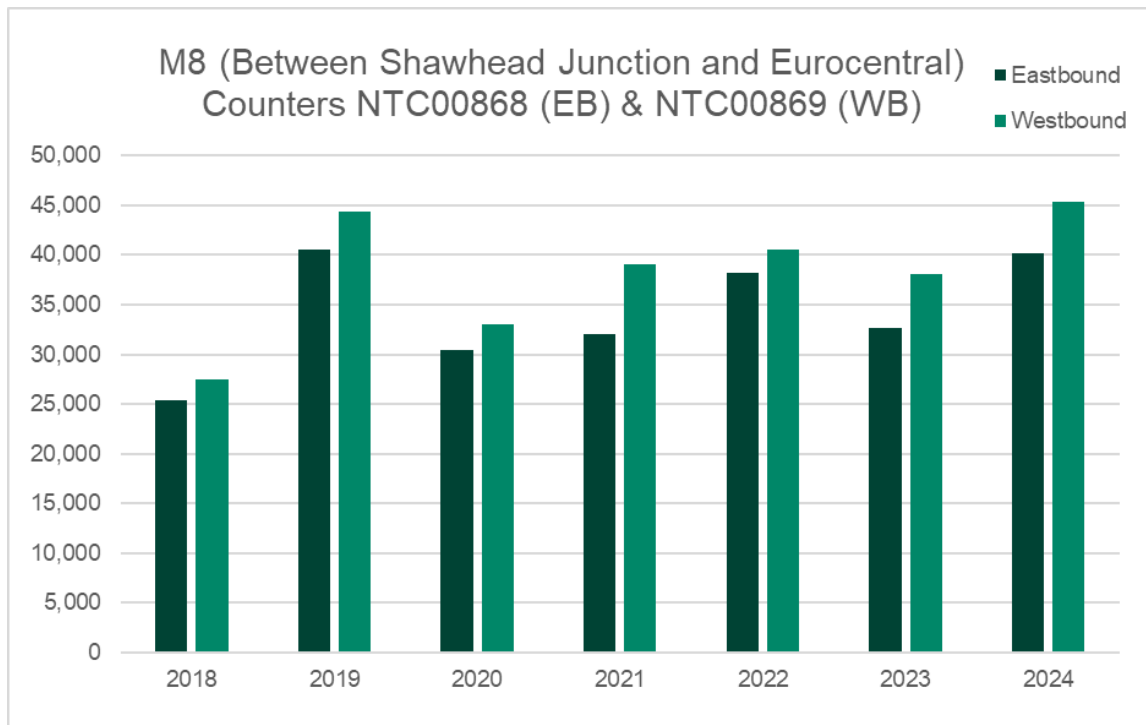
Figure 50: Counter NTC00868 & NTC00869 Traffic Data (Source: Transport Scotland)
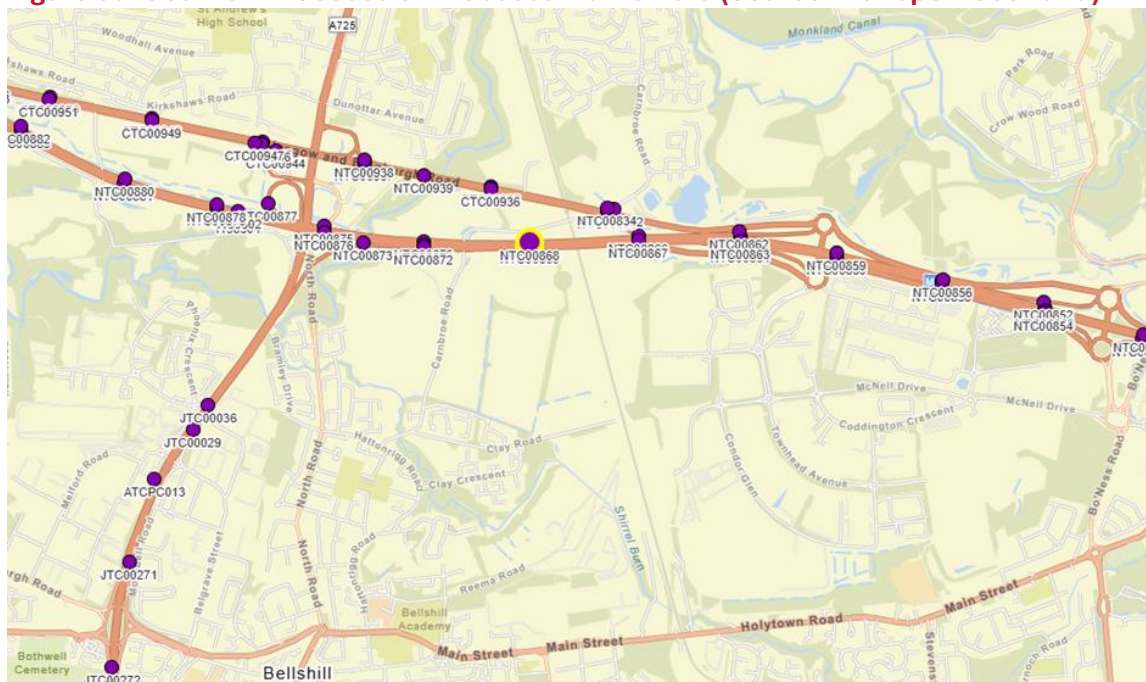

Figure 51: Counter NTC00868 & NTC00869 Locations (Source: Transport Scotland)

Speed data over approximately 1.4km of the M8 at the same location as the traffic counters indicates that the average weekday speeds were 61mph in both eastbound and westbound directions in 2024, while the average weekend speeds over the same period were 65mph eastbound and 65mph westbound. The posted speed limit on this section of road is 70mph.

A8 Glasgow and Edinburgh Road

Annual traffic volumes from a representative site along the A8 are presented in **Figure 52** and the location of the counters are shown in **Figure 53**. The data indicates that traffic volumes were approximately 8,100 eastbound and 7,800 westbound in 2018 and reduced to

approximately 6,700 in both directions in 2020 due to the impact of restrictions during the COVID-19 pandemic. Traffic volumes have since risen to approximately 8,900 eastbound and 8,600 westbound in 2024, indicating an overall change of 10% in both directions between 2018 and 2024.
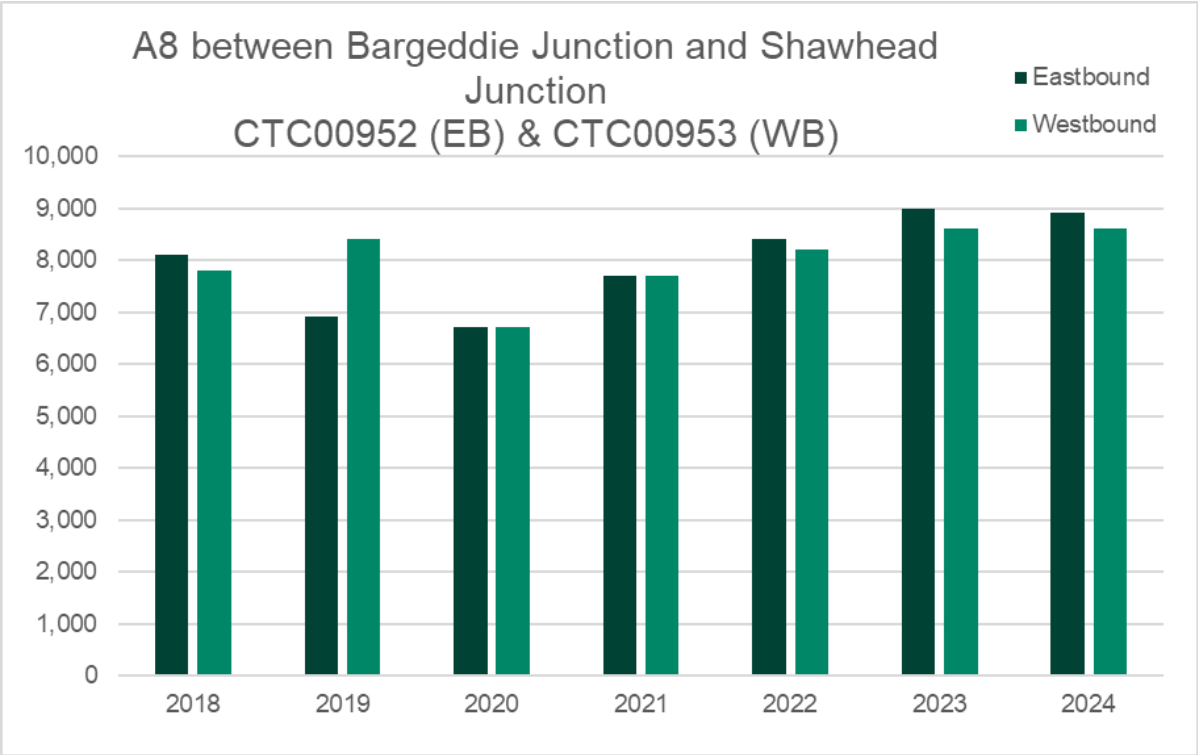

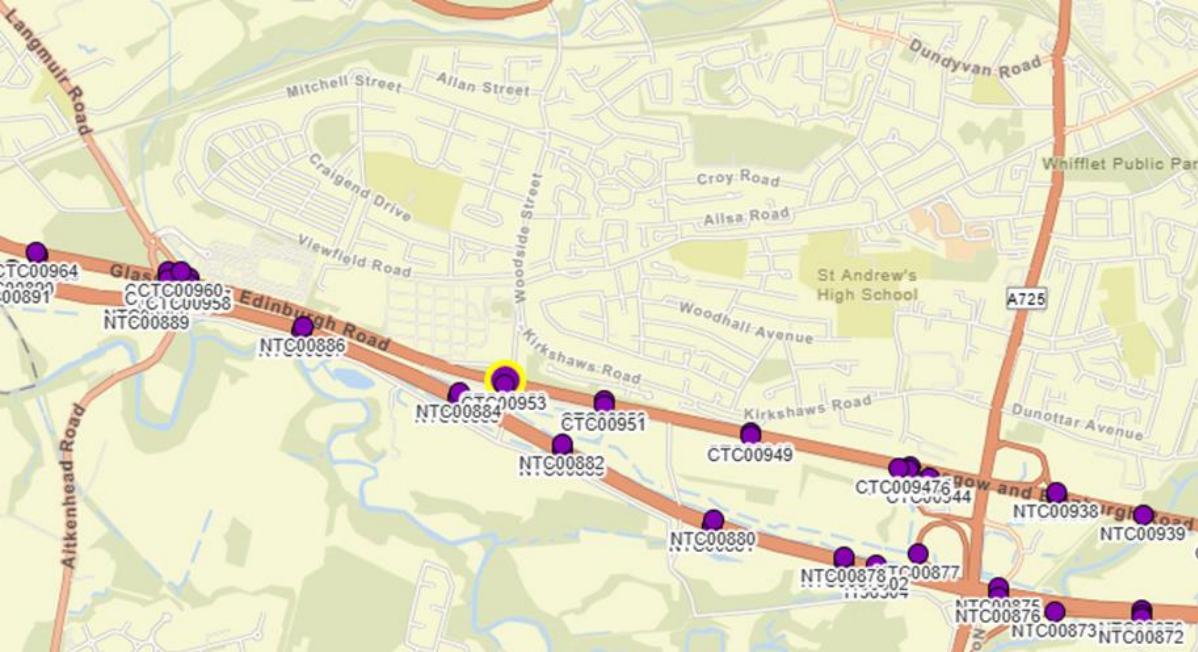**Figure 52: Counter CTC00925 & CTC00953 Traffic Data (Source: Transport Scotland)**

Figure 53: Counter CTC00952 & CTC00953 Locations (Source: Transport Scotland)

Speed data over approximately 2.5km of the A8 at the same location as the traffic counters indicates that the average weekday speeds were 59mph in an eastbound direction and 57mph in a westbound direction in 2024, while the average weekend speeds over the same period were

60mph eastbound and 59mph westbound. The posted speed limit on this section of road is the National Speed Limit for dual carriageways.

A725 Bellshill Road

Annual traffic volumes from a representative site along the A725 are presented in **Figure 54** and the location of the counters are shown in **Figure 55**. The data indicates that traffic volumes were approximately 23,300 southbound and 27,000 northbound in 2019 and reduced to approximately 19,000 southbound and 20,500 northbound in 2020 due to the impact of restrictions during the COVID-19 pandemic. Traffic volumes have since risen to approximately 25,900 southbound and 28,500 northbound in 2024, indicating an overall change of 11% southbound and 6% northbound between 2019 and 2024. It should be noted that the low traffic volumes collected by the counters in 2018 are considered to be erroneous.
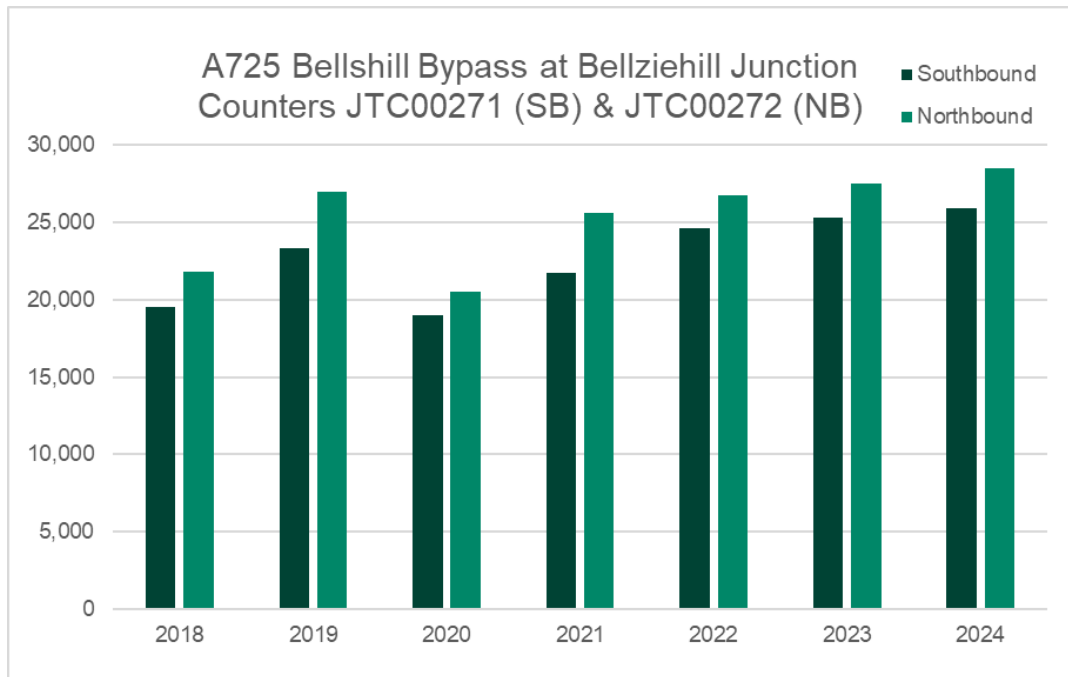

Figure 54: Counter JTC00271 & JTC00272 Traffic Data (Source: Transport Scotland)
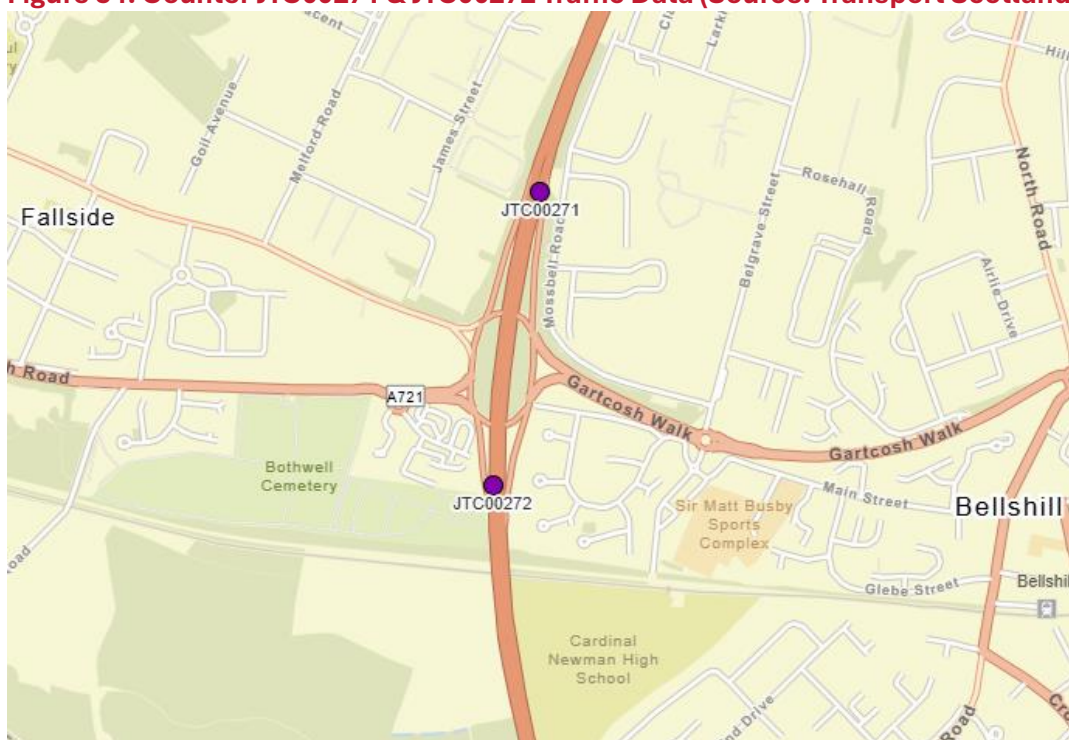
Speed data over approximately 1.7km of the M80 at the same location as the traffic counters indicates that the average weekday speeds were 52mph in a northbound direction and 49mph in a southbound direction in 2024, while the average weekend speeds over the same period were 55mph northbound and 54mph southbound. The posted speed limit on this section of road is 50mph.

A73 Stirling Road

Annual traffic volumes from the site on A73 are presented in **Figure 56** and the location of the counter is shown in **Figure 57**. The data indicates that 2-way traffic volume was approximately 15,400 in 2019 and reduced to approximately 12,600 in 2020 due to the impact of restrictions during the COVID-19 pandemic. The traffic volume has since risen to approximately 14,800 in 2024, indicating an overall change of -4% between 2019 and 2024. It should be noted that the low traffic volume collected by the counters in 2018 is considered to be erroneous.
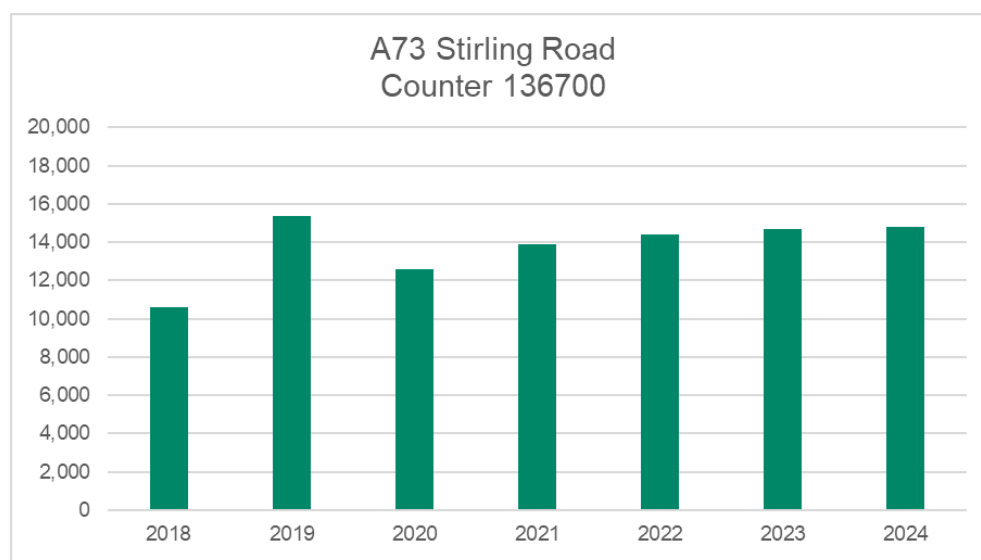

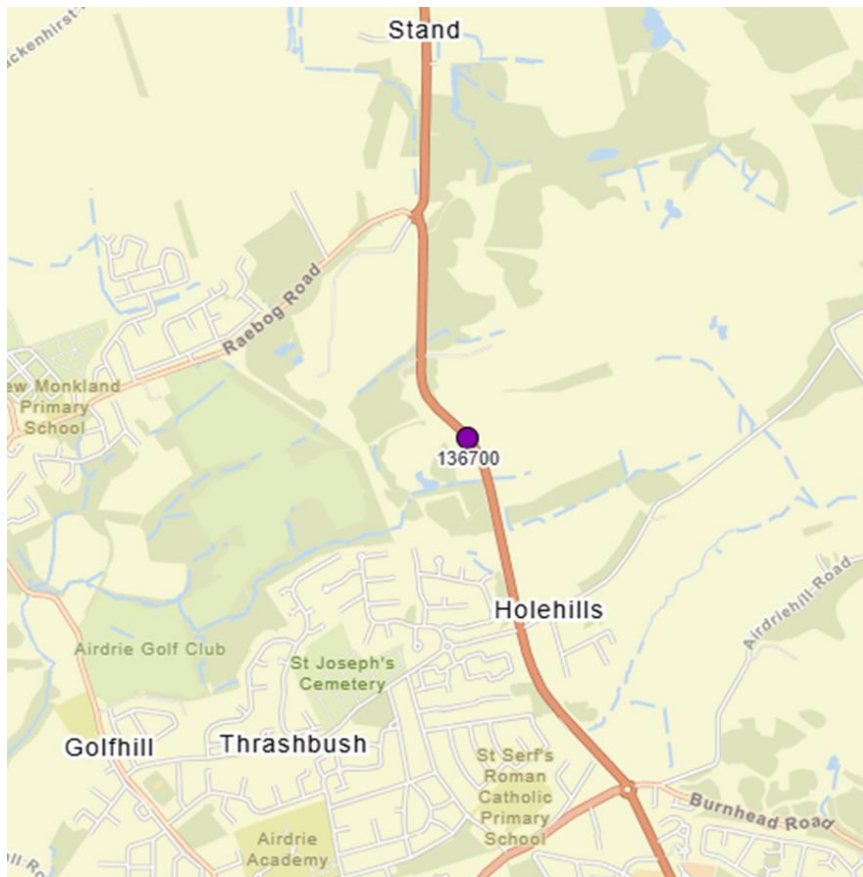**Figure 56: Counter 136700 Traffic Data (Source: Transport Scotland)**

Figure 57: Counter 136700 Location (Source: Transport Scotland)

Speed data over approximately 1.7km of the A73 at the same location as the traffic counters indicates that the 2-way average weekday speeds were 32mph in 2024, while the 2-way average weekend speeds over the same period were 35mph. The posted speed limit on this section of road is the National Speed Limit for single carriageways.

A806 between the M80 and A80

Annual traffic volumes from the site on A806 are presented in **Figure 58** and the location of the counter is shown in **Figure 59**. The data indicates that 2-way traffic volume was approximately 12,800 in 2019 and reduced to approximately 8,700 in 2020 due to the impact of restrictions during the COVID-19 pandemic. The traffic volume has since risen to approximately 12,100 in 2023, indicating an overall change of -5% between 2019 and 2023. It should be noted that no data was available for 2018, and the low traffic volume collected by the counter in 2024 is considered to be erroneous.
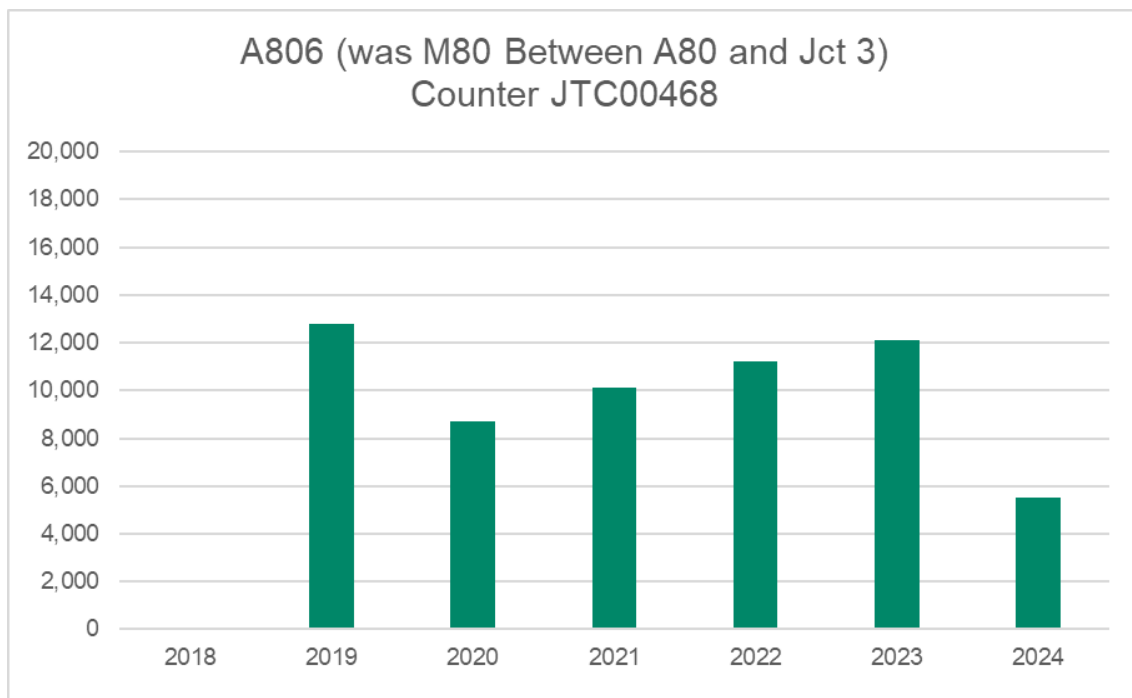
Figure 58: Counter JTC00468 Traffic Data (Source: Transport Scotland)
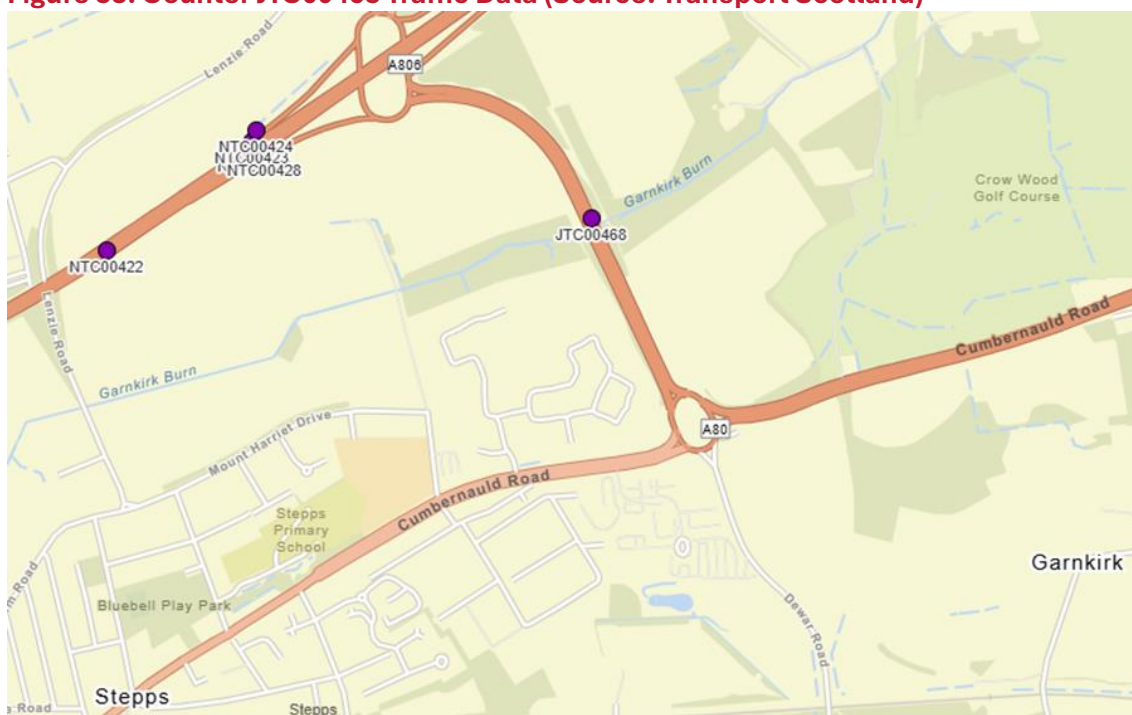
Figure 59: Counter JTC00468 Location (Source: Transport Scotland)

Speed data over approximately 0.9km of the M80 at the same location as the traffic counters indicates that the average weekday speeds were 39mph in a northbound direction and 40mph in a southbound direction in 2024, while the average weekend speeds over the same period were 41mph northbound and 42mph southbound. The posted speed limit on this section of road is 40mph.

Parking

In 2019, a review of the feasibility of introducing charging within council-controlled car parks was undertaken, and further work was undertaken in 2022 / 2023 to review and update the findings.

As part of this, a snapshot occupancy of North Lanarkshire Council controlled car parks was reviewed, which showed levels of occupancy in 2019 and 2023.

The list of car parks reviewed in 2019 and 2023 is not identical due to external factors such as the merging of car parks or the removal or reallocation of car parks. It should also be noted that residual effects from COVID-19 restrictions, changing travel patterns due to the COVID-19 pandemic and the time of year the survey was completed are factors which could have influenced the occupancy rates of the car parks and should be considered when making any comparisons between the two survey results.

The survey results show that generally, council-controlled car parks are well used within North Lanarkshire, with 62 out of 87 car parks surveyed in 2019 were found to be more than 50% full. In 2023 this number was 56 out of 88 car parks. 15 car parks in 2019 and 13 car parks in 2023 were found to be at maximum capacity, or exceeding capacity. However, a decrease in occupancy is noted between 2019 and 2023. It is noted that the surveys were taken at a snapshot in time and thus may not accurately reflect typical car park usage.

Public Transport

The Office of Rail and Road (ORR) collects data on rail station entries and exits across all stations in the United Kingdom.

The Scottish Accessibility to Bus Indicator (SABI) is an analysis undertaken by the Scottish Government which provides an objective measure of accessibility to public transport by bus in Scotland. SABI considers the frequency of bus services per hour for each bus stop within 400-metre walking distance of each 2011 Census Output Area Centroid in Scotland and calculates a score for the accessibility of bus services in each data zone, separately for weekday and weekend services.

SPT has provided bus stop analysis based on 2025 Quarter 2 data, which has been reviewed at the North Lanarkshire level to identify gaps in the local bus network. The data includes the average number of services per hour at each stop between 09:00 and 17:00, the timings of the first and last bus services, and morning (06:00 – 09:00) and evening (16:00 – 19:00) peak service frequency. This information helps highlight areas where bus coverage may be inadequate, particularly where services start late or end early.

Active Travel

The Land Reform (Scotland) Act 2003 placed a statutory duty on local authorities to prepare a Core Paths Plan. The North Lanarkshire Council Core Paths Plan identified a network of paths which can include rights of ways, footways, cycle tracks, and paths established through public path agreements with other landowners.

The Core Paths network gives people reasonable (non-motorised) access with an exception made for adapted motorised vehicles for individuals with disabilities. The plan provides a framework to promote access to greenspaces and also supports the delivery of various local (including Local Active Travel Strategy & Local Transport Strategy), regional, and national policies to improve the longer-term uptake of walking and cycling and as a consequence, the reduction in car use.

Travel Patterns

Origin-destination (OD) data shows the movement of people from one place to another. This could indicate travel to work patterns for North Lanarkshire residents and people coming to the area for work.

OD data based on the most recent 2022 Census was not available as of July 2025. The most recent data available is from the 2011 Census. However, this is not considered representative for the purpose of the next LTS since travel patterns would have changed, particularly since the COVID-19 pandemic, with more people working from home. The Urban Big Data Centre (UBDC) has developed OD flows based on mobile phone data for the Glasgow City Region for 2022. This data was obtained under license from the UBDC, in the form of 2022 OD matrices derived from an average percentage of trips over both 2021 and 2022. This approach is taken to mitigate the impact of the COVID-19 pandemic on travel patterns, ensuring that the final output more accurately reflects typical travel behaviours by averaging out the anomalies caused by the pandemic's effects on transportation.

OD links, i.e. connecting lines between an origin and destination, were generated in Geographic Information System (GIS) software to create a visual output of the OD pairs between different Intermediate Zones (IZs) and within IZs and analysis was conducted on the data within the matrices themselves. Intermediate Zones are a statistical geography that sit between data zones and local authorities and are used for the dissemination of statistics that are not suitable for release at the data zone level because of the sensitive nature of the statistic, or for reasons of reliability. Intermediate zones also represent a relatively stable geography that can be used to analyse change over time, with changes only occurring after a Census.

Census data shown in **Figure 60** indicate that driving is the most common mode of travel to work or study at 51%; this is higher than the Scottish average of 46%. Approximately 30% of people work mainly from home, which is similar to the national average (32%). North Lanarkshire has a slightly higher rail mode share compared to Scotland as a whole (3% compared to 2%). There were almost no journeys to work / study made by bicycle which is lower compared to Scotland as a whole (1%). Walking as the main mode of travel to work/study for North Lanarkshire residents was 4%, compared to 7% for Scotland as a whole.
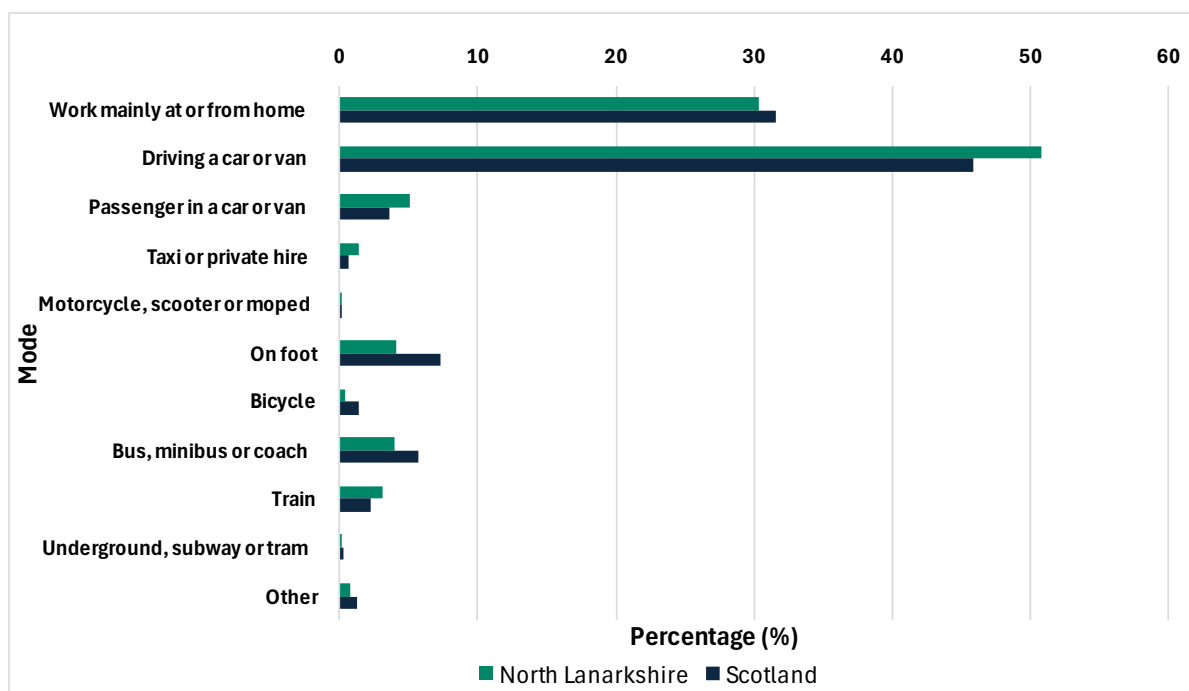
Figure 60: North Lanarkshire and Scotland Travel to Work and Study Mode Split (Source: 2022 Census)

Transport Connectivity

NPF4 requires Local Development Plans to prioritise locations for future development that can be accessed by sustainable modes and emphasises using the 'place principle' to facilitate the delivery of sustainable development within the local built environment. From a transport perspective, any such analysis needs to consider the relationship between land use supply and the transport network.

Travel is a derived demand, so analysis needs to consider how an area's transport network enables or impedes the ability of people to reach everyday destinations; and how existing service provision interacts with this transport network. This helps understand the relationship between land use and transport within the area. Doing so would help identify required development site / land safeguarding opportunities that would promote an 'Infrastructure First' approach within the LDP development process.

SPT has provided connectivity analysis which considers a) peoples' connectivity to the transport network, for instance, the walk to the local bus stop, and b) the connectivity of the transport network, for example, how the transport network connects people to everyday destinations such as jobs or healthcare. This identifies, relatively, how connected each data zone within North Lanarkshire is to local and regional destinations, creating a comparative dataset showing if an area is more connected than another. The analysis considers both strategic connectivity (an area's level of connectivity to regionally significant land use destinations) and local connectivity (an area's level of connectivity to everyday destinations such as healthcare, retail and education, and to the local transport network) at the data zone level. This analysis creates a spatial pattern to local and strategic connectivity.

Within North Lanarkshire, the most densely populated areas are in the west and south-west, including sections of the local authority area closest to Glasgow city centre. These are the areas that are best connected within North Lanarkshire. There are other moderately dense

population centres in the central and northern areas, and these are generally less well connected.

The majority of the North Lanarkshire population reside in areas categorised as Large Urban Areas or Other Urban Areas; analysis shows that these are the most well-connected areas, particularly where they are closer to Glasgow. Further to the east, larger urban areas tend to be less well connected. The largest area within North Lanarkshire is classified as Accessible Rural and this is the least well-connected area of North Lanarkshire. Some Accessible Small Towns within this area also experience poor connectivity.
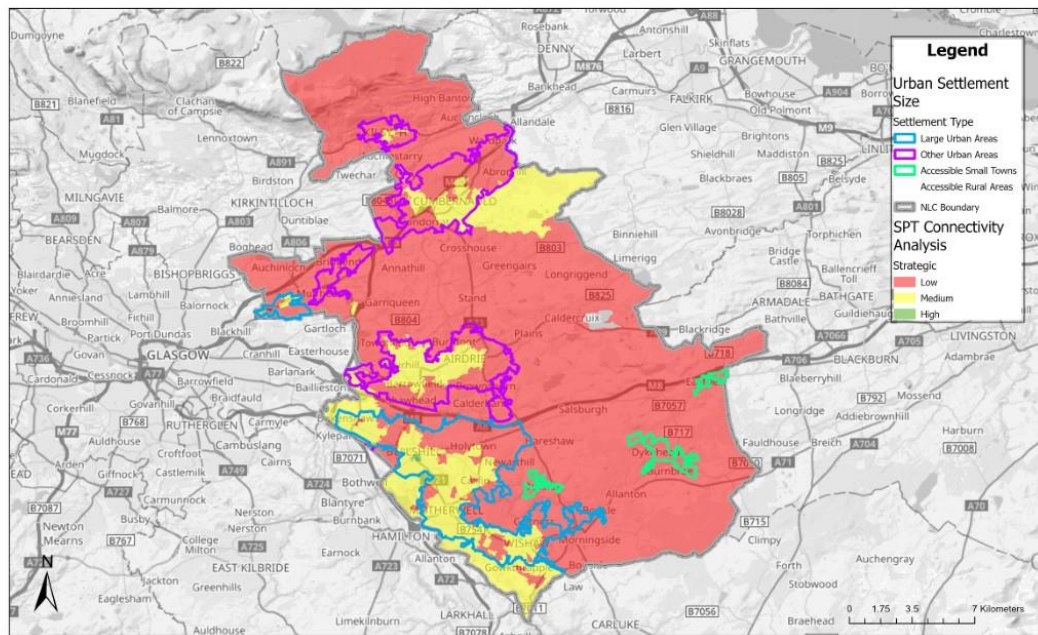
Figure 61 and **Figure 62** show how these urban classifications are connected to the local and strategic network.
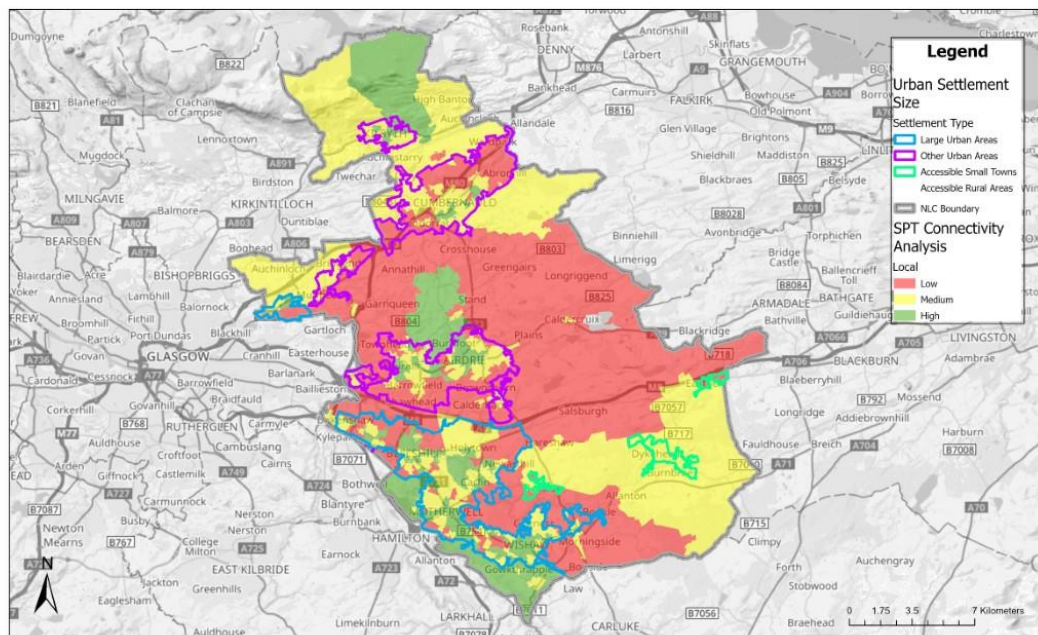
SPT Local connectivity analysis and settlement classification
The connectivity of different sized settlements

Figure 61: North Lanarkshire Urban Rural Classification and Local Connectivity (Source: SPT)

SPT Strategic connectivity analysis and settlement classification
The connectivity of different sized settlements

Reproduced by permission of the Ordnance Survey on behalf of HMSO.
© Crown copyright and database right 2025. All rights reserved.
Ordnance Survey Licence number AC0000819817.

Figure 62: North Lanarkshire Urban Rural Classification and Strategic Connectivity (Source: SPT)

Figure 63 and **Figure 64** identify how connected these land use classifications are to the local and strategic network.
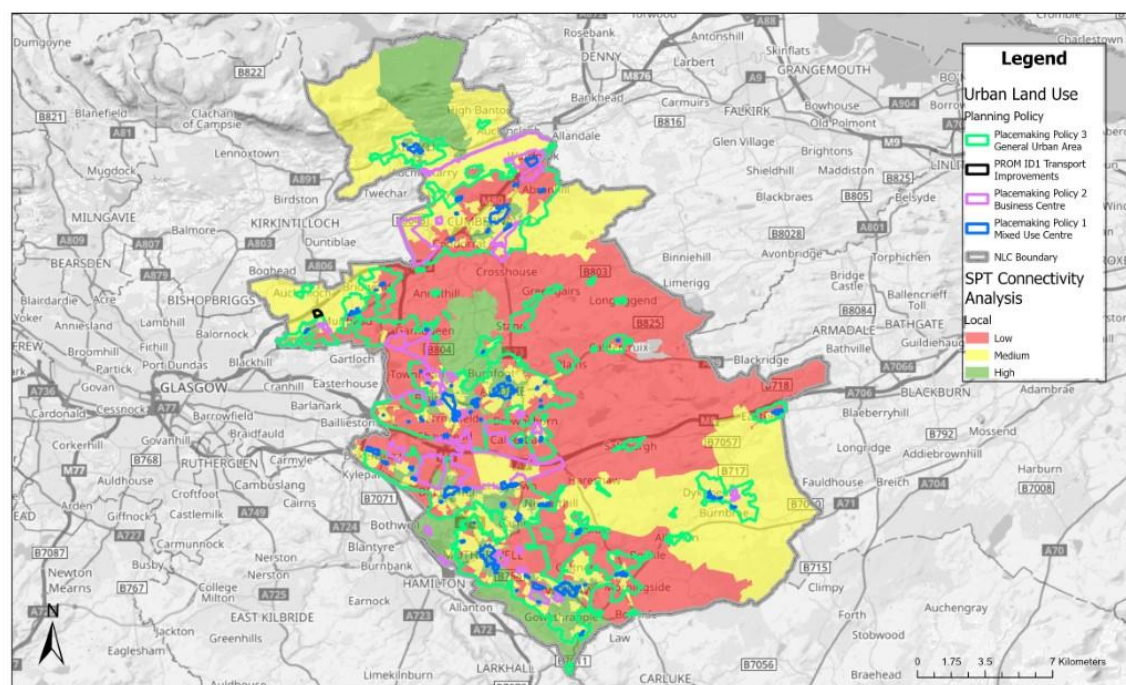
SPT Local connectivity analysis and Urban Land Use Designations
The connectivity of key locations

Reproduced by permission of the Ordnance Survey on behalf of HMSO.
© Crown copyright and database right 2025. All rights reserved.
Ordnance Survey Licence number AC0000819817.

Figure 63: North Lanarkshire Planning Policy Centres Classification and Local Connectivity (Source: SPT)

SPT Strategic connectivity analysis and Urban Land Use Designations
The connectivity of key locations

Reproduced by permission of the Ordnance Survey on behalf of HMSO.
© Crown copyright and database right 2025. All rights reserved.
Ordnance Survey Licence number AC0000819817.

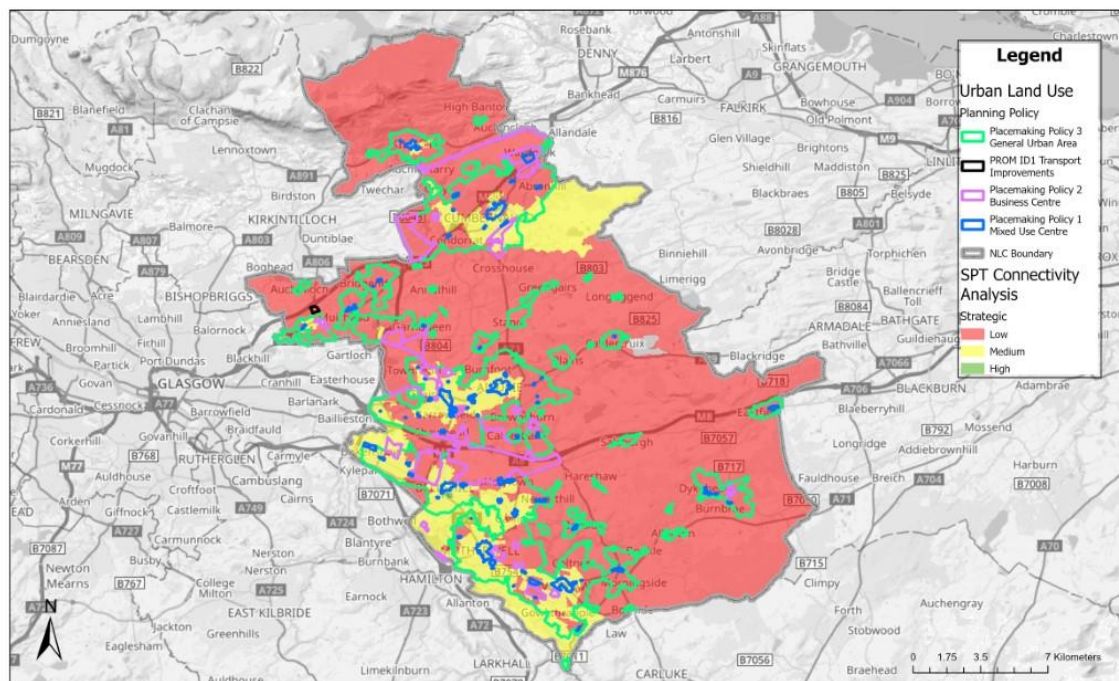**Figure 64: North Lanarkshire Planning Policy Centres Classification and Strategic Connectivity (Source: SPT)**

Appendix C : Engagement and Consultation

Workshops

Six workshops were held during the first round of consultation that ran for a three-month period between mid-November 2024 and mid-February 2025. Transport related challenges and opportunities were recorded at each workshop before being categorised under key themes. Totals for each theme were calculated based on how often corresponding challenges or opportunities were raised.

North Lanarkshire Council Elected Members Workshop

An online workshop with North Lanarkshire Council Elected Members (Local Councillors) was held to identify key transport related challenges and opportunities.

The key challenge and opportunity themes identified are shown in **Figure 65**. This shows that public transport frequency, reliability and integration was the most commonly identified theme (28 mentions), followed by active travel infrastructure (14 mentions) and parking and road safety with 13 mentions each.
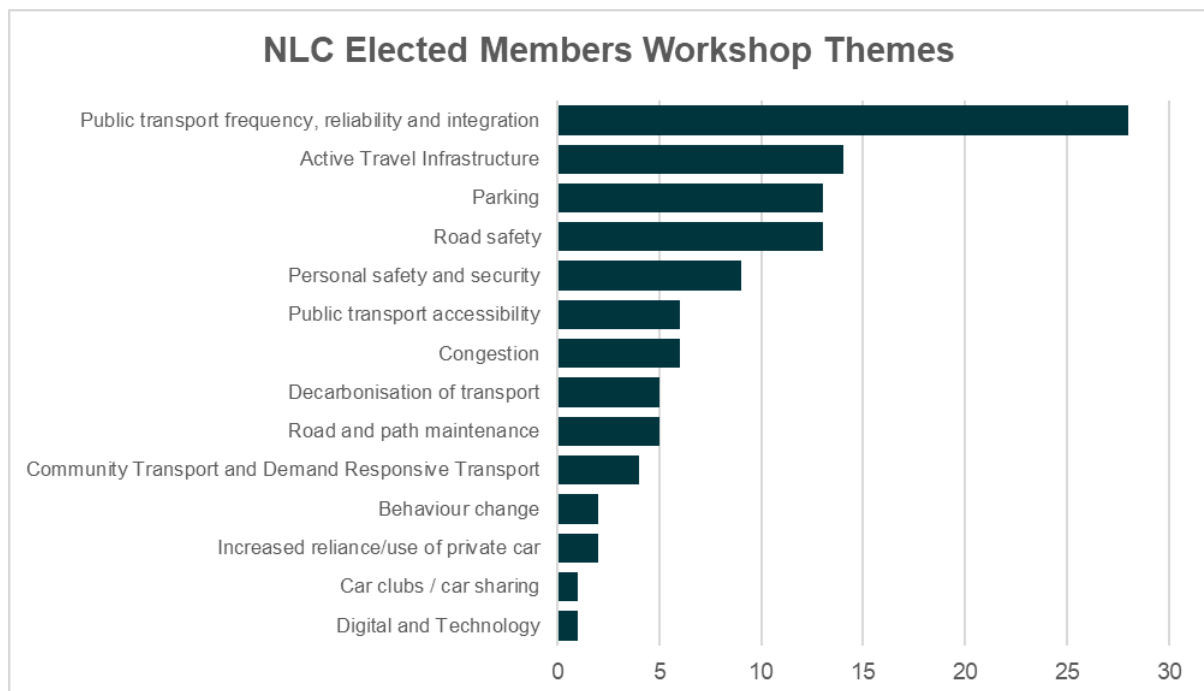
Figure 65: North Lanarkshire Council Elected Members Workshop Themes

North Lanarkshire Council Officers Workshop

An online workshop with North Lanarkshire Council Officers was also held. This included officers from a range of teams, including those representing strategy and policy, planning, parking, development, equalities education, environmental health and enterprise. The key challenge and opportunity themes identified are shown in **Figure 66**. This shows that public transport frequency, reliability and integration was the most commonly identified theme (18 mentions), followed by parking (15 mentions) and road safety (10 mentions).

Figure 66: North Lanarkshire Council Officers Workshop Themes

North Lanarkshire Council Community Boards and Community Councils Workshop

An online workshop was held with North Lanarkshire Council Community Boards and Community Councils. The key challenge and opportunity themes identified are shown in **Figure 67**. This shows that active travel infrastructure was the most commonly identified theme (9 mentions), followed by public transport frequency, reliability and integration (7 mentions) and personal safety and security and road and path maintenance in joint third (6 mentions).

Community Board / Community Council Workshop Themes

Theme	Value
Active Travel Infrastructure	9
Public transport frequency, reliability and integration	7
Personal safety and security	6
Road and path maintenance	6
Behaviour change	4
Decarbonisation of transport	3
Road safety	3
Parking	3
Other	2
Increased reliance/use of private car	1
Planning/Transport Integration	1
Engagement	1

Figure 67: Community Board / Community Council Workshop Themes

Other Key Stakeholder Workshops

Two online workshops were held with other key stakeholders, including representatives from neighbouring local authorities, transport operators and organisations, Community Transport groups, Regional Transport Partnership, Development Trusts, active travel organisations, equality groups, healthcare and emergency services, major employment sites, and business organisations. Following the workshops, further comments on challenges and opportunities were received from stakeholders via e-mail.

The key challenge and opportunity themes identified are shown in **Figure 68**. This shows that public transport frequency, reliability and integration was the most commonly identified theme (22 mentions), followed by parking (17 mentions) and active travel infrastructure (10 mentions).

Figure 68: Other Key Stakeholders Workshops Themes

North Lanarkshire Council Youth Council Workshop

An in-person workshop with the North Lanarkshire Youth Council (NLYC) was undertaken. Attendees provided comments on challenges and opportunities associated with transport in the area. The key themes identified are shown in **Figure 69**. This shows that public transport frequency, reliability and integration was the most commonly identified theme (13 mentions), followed by personal safety and security (7 mentions) and public transport accessibility (7 mentions).

Figure 69: Youth Council Workshop Themes

Drop-In Sessions

Nine drop-in sessions were held, in conjunction with the Local Development Plan engagement sessions, at libraries across North Lanarkshire and provided an opportunity for members of the public to speak directly to members of the project team.

The feedback received was mainly around challenges associated with public transport, walking & cycling infrastructure, parking & accessibility issues and community engagement & volunteering.

Survey

An online survey was developed to capture problems, issues, opportunities and options in relation to travel and transport in North Lanarkshire. Paper copies of the survey were made available at each of the 19 libraries across the council area. Paper copies were also available upon request. The survey was available for a 13-week period between November 2024 and February 2025.

A link to the online survey was shared with stakeholders and this was also promoted, including via North Lanarkshire Council s social media channels, e-mail subscribers to North Lanarkshire Council news and roads topics and a press release to local papers.

A total of 1,094 responses were received to the online survey. A large majority of these were received from North Lanarkshire residents, with responses also received from people visiting North Lanarkshire, Elected Members, community organisations, other organisations and businesses. A small number of paper copies were also received.

Key Findings

This section summarises the challenges and opportunities relevant to transport that were identified during the first round of consultation, across all methods of engagement. These were grouped based on common aspects and nineteen themes emerged. This section outlines the most common themes and examples of associated key challenges and opportunities that were raised through engagement. These are presented by engagement method i.e. workshop, drop-in sessions and the survey.

Workshops

Public transport frequency, reliability and integration:

- Buses stop at 6pm, making it difficult to get to and from employment sites, especially those who work shifts.
- There is a lack of direct rail links within North Lanarkshire, forcing people to go to Edinburgh or Glasgow to interchange.
- There was noted to be no integration between buses and trains. In Stepps, Chryston and Muirhead ward, there was noted to be no buses to train stations.
- More services should be provided to help people across the region and to improve accessibility for those in the area for both bus and rail.
- Improvements are required at interchanges to make them a key hub for buses. Coatbridge, Airdrie, Cumbernauld were noted to be key priorities for interchange improvements.
- There was a desire to improve rail and bus frequency.

Parking:

- Private cars parking in laybys was stated to be an issue which causes congestion, as buses cannot access bus stops and must pick up / drop off users by stopping in the carriageway.

- Illegal parking such as pavement parking and parking on double yellow lines was noted to be a problem in town centres. It was noted that the Council has taken on a stronger enforcement role.

- Schools parking policy should be enforced North Lanarkshire wide.

- Parking provision was raised to be poor within Shotts.

- Too many cars are parked on roads, causing issues for emergency vehicles.

Active Travel infrastructure:

- Cycling and walking in some areas is not a viable option, which presents an accessibility barrier to accessing facilities and business sites.

- It was highlighted that there is no sufficient and safe active travel infrastructure to stations.

- Cycling from North Lanarkshire to Edinburgh was noted to be easier and safer than in and around North Lanarkshire. It was noted that generally, there is no north-south active travel provision in North Lanarkshire.

- Provision of safe and accessible cycle routes is required.

Personal safety and security:

- A lack of footpaths results in pedestrians walking on the road, which has safety implications.

- Cycle safety through clear signage on the roads and on mounted signs is required.

- Lighting improvements are required, with insufficient lighting in some areas. It was noted that there is currently not the same level of lighting that has been provided previously.

- There are safety concerns when people finish shifts and need to get to bus stops.

Road Safety:

- Enforcement is important and should be increased to improve road safety.

- Wider enforcement for school zones.

- Improved traffic enforcement is required to improve safety measures on roads. It was suggested that this could be carried out using roadside cameras to deter reckless driving.

- Greater speed enforcement should be considered using best practice to improve road safety for all users.

Drop-In Sessions

The comments presented below, provide an overview of the feedback which was received during drop-in sessions. Feedback is presented by theme, with examples of challenges and opportunities raised presented.

Public Transport Challenges

- Limited access by public transport to places and services for non-drivers.

- Multiple buses are required to be able to access key destinations (e.g. Monklands Hospital).

- Bus services can be unreliable and infrequent, particularly in the evenings.

- There are long waiting times (1.5 to 2 hours) and indirect routes.

- The Green Bus service was lost and has not been replaced.

- There is poor integration between different transport modes.

- Different bus route variations can be confusing (e.g., 88A, 88B, 88C).

- There was noted to be poor advertising of available bus services.

- Transport issues lead to employment and volunteering barriers.

- There is limited late-night transport to Glasgow and Edinburgh; a car is required to access them.

Walking & Cycling Infrastructure

- There is poor maintenance of footpaths and leisure routes.

- Safety concerns for pedestrians, particularly at Stirling Road.

- Walkability of Shotts was noted to be undermined by service closures.

Parking & Accessibility Issues

- There was noted to be a lack of free Park & Ride facilities at Maxim Park / Eurocentral.

- Car parking was not considered to be efficiently used, with many spaces remaining unused throughout the day.

Community Engagement & Volunteering

- Digital-only engagement was noted to limit accessibility.

Survey

Demographics

The summary presented below shows the breakdown of respondents by various demographics. The figures reflect responses to questions about individual respondents and include those that completed the online survey and paper copies.

- 26% of respondents were aged 65+; 28% aged 55 to 64; 23% aged 45 to 54; 14% aged 35 to 44; 8% aged 23 to 34; and 1% aged 16 to 22. Overall, most respondents (77%) were aged 45 and over.

- The majority of respondents (55%) were women (including trans women).

- 43% of respondents said that they have caring responsibilities for children and / or another adults.

- With regards to their employment status, most respondents stated they are employed full-time (45%); 29% of respondents stated they are retired, and 12% work part-time.

- The majority of respondents have access to a car or van either as a driver (77%) or passenger (28%). Around 21% of respondents have access to a working bike or e-bike. A small number of respondents have access to a motorcycle (2%), mobility scooter (1%) or scooter (1%). 11% of respondents do not have access to any of these modes.

Responses

This section summarises responses to questions asked in the survey.

- Respondents were asked what the biggest challenges facing North Lanarkshire related to transport were. Of those that responded, Public transport provision, reliability and frequency within North Lanarkshire was ranked as the number one

challenge most frequently (20% of respondents); followed by the condition of road surfaces (16%); and public transport provision, reliability and frequency connecting North Lanarkshire to other areas (15%). This highlights that challenges associated with public transport and transport infrastructure are the biggest challenges for many respondents, alongside the condition of road surfaces. Other challenges included road safety concerns, including in relation to vehicles travelling at high speeds, driver behaviour, and road layout (8%); the cost of public transport (5%); and the condition of the footpath surfaces (4%).

- Respondents were asked which opportunities related to transport would most encourage them to use a car less often. Responses most commonly ranked number one were opportunities related to improved public transport provision, reliability and frequency within North Lanarkshire (29% of respondents); and improved public transport provision, reliability and frequency connecting North Lanarkshire to other areas (24%). Other opportunities ranked number one included expansion of and improved access to the walking, wheeling and cycling network (7%); more people working from home, reducing congestion on the transport network at peak times (7%); and more Demand Responsive / Community Transport (5%).

- Respondents were asked what would encourage them to walk or wheel more often. The most commonly selected responses ranked number one were: Improved walking / wheeling provision, for example more footpaths (26%); more traffic-free routes, including to improve safety for users (14%); and better street lighting (9%).

- Respondents were asked what would encourage them to cycle more often in North Lanarkshire. The response ranked number one most often was nothing (35%), which may indicate that a proportion of the population is reluctant to cycle, which may be linked to perceived safety concerns, or inability to cycle; improved cycling provision, for example more off-road cycle routes (22%); and better road and path condition, for example fewer potholes (11%).

- Respondents were asked what would encourage them to travel by public transport more in North Lanarkshire. The most common response ranked number one was improved reliability of public transport (41%); better integration of public transport timetables to support more joined up journeys (11%); and more frequent public transport services within North Lanarkshire (10%).

- Respondents were asked how important actions were in relation to the movement of freight in North Lanarkshire. The most common response was don't know / not applicable (48%), indicating a possible lack of knowledge in the topic area. This was followed by encourage businesses to consider rail as an alternative to road for moving freight (24%); and increase the network of local parcel locker collection points for online deliveries to reduce local road delivery movements (12%).

- Respondents were asked what is most important for the next LTS to seek to address. The most common responses ranked number one were better maintenance of the road network (17%); reduce traffic volume outside schools, to favour walking / wheeling and cycling (15%); and improved local bus network (12%). Other common responses included more opportunities for people walking and wheeling (9%); and more provision for those with mobility difficulties (9%).

The survey also asked respondents to state the level to which they agreed or disagreed with presented statements. A summary of the response to each statement is present below. Where reference is made to agree, this includes "strongly agree" or "somewhat agree". Where

reference is made to disagree, this refers to "somewhat disagree" or "strongly disagree". Respondents could also select "neither agree nor disagree" or "don't know".

- **Road accidents are addressed well:** 20% of respondents agreed with this statement, 30% neither agreed nor disagreed and 39% disagreed.

- **There is a good fault reporting system in place:** 18% of respondents agreed with this statement, 25% neither agreed nor disagreed and 37% disagreed.

- **Information on winter maintenance is easy to find:** 28% of respondents agreed with this statement, 21% neither agreed nor disagreed and 42% disagreed.

- **Winter operations are largely successful in my area:** 24% of respondents agreed with this statement, 15% neither agreed nor disagreed and 56% disagreed.

- **Pothole issues are addressed well:** 6% of respondents agreed with this statement, 8% neither agreed nor disagreed and 83% disagreed.

- **Overall, North Lanarkshire's roads are in good condition:** 7% of respondents agreed with this statement, 11% neither agreed nor disagreed and 79% disagreed.

- **Flooding and standing water can be problematic:** 65% of respondents agreed with this statement, 18% neither agreed nor disagreed and 13% disagreed.

- **Sufficient advance notice is provided for scheduled road closures:** 34% of respondents agreed with this statement, 23% neither agreed nor disagreed and 40% disagreed.

- **Speeding traffic is an issue:** 67% of respondents agreed with this statement, 18% neither agreed nor disagreed and 13% disagreed.

- **Speed limits are set correctly:** 45% of respondents agreed with this statement, 29% neither agreed nor disagreed and 22% disagreed.

- **Congestion in town centres is an Issue:** 56% of respondents agreed with this statement, 27% neither agreed nor disagreed and 13% disagreed.

The responses show that respondents most strongly agreed with statements relates to flooding and standing water can be problematic (65% agreed) and that sufficient advance notice is provided for scheduled road closures (34%). Conversely, more statements had a higher proportion of respondents disagreeing with statements, including 83% of respondents disagreeing that pothole issues are addressed well; 79% disagreeing that overall North Lanarkshire's roads are in good condition; and 56% disagreeing that winter operations are largely successful in their area.

The survey included an open question, where respondents were asked to indicate what else should be considered in the new LTS. The following themes were identified most frequently. Examples of comments made under each theme are also provided.

Public Transport Issues

- Lack of reliable and frequent bus services, especially in rural and village areas.

- Poor connectivity between towns and villages, requiring multiple transfers; for example, Coatbridge to Glasgow Fort, Airdrie to Glasgow, Kilsyth to Croy Station.

- Limited evening and weekend bus services, making travel difficult for workers and residents.

- High bus fares and unreliable services, discouraging usage.

- Calls for Park & Ride facilities, especially at key locations like Eurocentral.

Infrastructure and Road Maintenance

- Poor road conditions, potholes, and lack of maintenance affecting both cars and cyclists.

- Concerns about road closures and delays.

- Calls for better coordination of roadworks to minimise disruptions.

Parking and Traffic Issues

- Parking on pavements blocking pedestrians, especially those with mobility issues and with prams.

- Congestion around schools due to lack of designated drop-off zones and insufficient school transport.

- Requests for stricter parking enforcement and more designated parking areas.

Cycling and Active Travel

- Inadequate cycling infrastructure, with cycle lanes considered to be poorly maintained or non-existent.

- Calls for segregated cycle lanes to improve safety.

- Requests for more cycle parking facilities and e-bike infrastructure.

Safety Concerns

- Issues with speeding in residential and village areas, with calls for more traffic calming measures.

- Concerns about safety while walking, particularly for women and vulnerable individuals.

- Calls for better lighting in pedestrian areas and around public transport hubs.

Accessibility and Inclusion

- Lack of transport options for elderly people, people with disabilities and people on low-income.

- Poor accessibility of train stations, including a lack of lifts and poor pedestrian access.

- Issues with public transport for wheelchair users, and a shortage of accessible taxis.

Environmental and Transport Policy Concerns

- Mixed views on sustainable transport initiatives, with some feeling car use is unfairly targeted.

- Calls for more realistic and balanced approaches to transport planning, including investment in both public transport and road infrastructure.

- Frustration with policies that prioritise cycle lanes and pedestrian areas over road maintenance and public transport improvements.