

LOCAL TRANSPORT STRATEGY

2026 - 2036



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List of Acronyms

AQAP	Air Quality Action Plan	MIRP	Mossend International Rail-Freight Park
AQMA	Air Quality Management Area	NCN	National Cycle Network
AQS	Air Quality Scotland	NLC	North Lanarkshire Council
ATIF	Active Travel Infrastructure Fund	NO2	Nitrogen Dioxide
ATS	Active Travel Strategy	NPF4	National Planning Framework 4
BIF	Bus Infrastructure Fund	NTS2	National Transport Strategy 2
CfC	Case for Change	ORR	Office of Rail and Road
DBFO	Design, Build, Finance and Operate	PCN	Penalty Charge Notice
DPE	Decriminalised Parking Enforcement	PM2.5 / PM10	Particulate Matter 2.5 / 10
DRT	Demand Responsive Transport	P&R	Park and Ride
EALR	East Airdrie Link Road	RAMP	Road Asset Management Plan
EqIA	Equality Impact Assessment	RTP	Regional Transport Partnership
EV	Electric Vehicle	RTPI	Real Time Passenger Information
GIS	Geographical Information System	RTS	Regional Transport Strategy
GVA	Gross Value Added	SEA	Strategic Environmental Assessment
GCRBP	Glasgow City Region Bus Partnership	SHS	Scottish Household Survey
HDV	Heavy Duty Vehicle	SIMD	Scottish Index of Multiple Deprivation
HGV	Heavy Goods Vehicle	SNR	Strategic Network Route
HRA	Habitats Regulations Appraisal	SPT	Strathclyde Partnership for Transport
IIA	Integrated Impact Assessment	SRBS	Strathclyde Regional Bus Strategy
KSI	Killed or Seriously Injured	STAG	Scottish Transport Appraisal Guidance
KPI	Key Performance Indicator	STPR2	Strategic Transport Projects Review 2
LDP	Local Development Plan	TPO	Transport Planning Objective
LNR	Local Neighbourhood Route	TRO	Traffic Regulation Order
LTS	Local Transport Strategy	ULEV	Ultra Low Emission Vehicles
MaaS	Mobility as a Service		

Glossary of Terms

Active Travel: Modes of transport that involve physical activity and do not rely on motorised vehicles. This includes walking, wheeling and cycling.

Active Travel Infrastructure: Dedicated infrastructure for those walking, wheeling and cycling meeting the Active Travel Standards (widths, lighting, surfacing, and so on) as outlined within the Active Travel Strategy (ATS).

Bus Priority Infrastructure: Physical and operational measures implemented in urban areas to give buses priority treatment over other vehicles on the road to help improve bus journey times and encourage use.

Case for Change (CfC): This is a document that captures the reasons why transformation is necessary, demonstrates the problem or opportunity, and highlights to stakeholders the need for and importance of taking action.

Community Transport (CT): These local, often non-profit transportation services are often designed and tailored to assist individuals or groups who may struggle to use mainstream public transport due to physical, social, or economic challenges. Community transport is typically run by charities, local councils, or volunteer organisations.

Data Zone: A geographical area used to produce statistics at a more granular level.

Demand Responsive Transport (DRT): A type of flexible public transportation that operates based on passenger demand, rather than fixed routes or schedules. This on-demand system provides vehicles (such as minibuses) that are dispatched to pick up

and drop off passengers at locations and times that are determined dynamically.

Electric Vehicle (EV): A type of vehicle that is powered by electricity rather than fossil fuels like petrol or diesel. They are designed to be more energy-efficient, environmentally friendly, and cost-effective compared to conventional vehicles.

Equality Impact Assessment (EqIA): A structured and systematic process undertaken to assess the effects or impacts of a council policy or function on removing barriers to equality.

Footpath: An area designated for walking or wheeling, providing a safe passage for pedestrians away from vehicular traffic.

Footway: A part of a road that is adjacent to the carriageway, sometimes referred to as a pavement.

Habitats Regulations Appraisal (HRA): A legally required assessment process undertaken to determine whether a proposed plan or project is likely to have significant adverse effects on protected wildlife sites.

Heavy Duty Vehicle (HDV): Vehicle with a gross vehicle weight of more than 3.5t or passenger transport vehicle of more than 8 seat buses and coaches

Heavy Goods Vehicle (HGV): Large, motorised vehicles designed for transporting goods and materials, that often exceed 3.5 tonnes. These vehicles are typically used in freight and logistics industries and are essential for supply chain operations.

Integrated Impact Assessment (IIA): A systematic planning tool used to holistically evaluate the consequences of proposed policies, projects, or budget decisions.

Local Development Plan (LDP): A statutory document prepared by local authorities or planning bodies to outline the long-term future vision, policies, and proposals for land use and development within a specific area.

Local Living: A concept that emphasises creating self-sufficient, sustainable, and accessible communities where residents can access essential services and amenities within their local neighbourhood, often within a short walk, bike ride, or public transport trip.

Local Neighbourhood Routes (LNRs): Links to local destinations such as Town Centres, Town and Community Hubs, local transport links, local amenities, education and employment.

Mobility as a Service (MaaS): A digital platform or system that integrates different transport options, such as public transport, ride-sharing, bike-sharing, car rentals, and taxi services, into a single service. MaaS allows users to plan, book, and pay for their journeys across different modes of transport through one app or platform, offering a seamless travel experience.

Mobility Hub: Often a strategically located site that brings together shared transport with public transport and active travel to provide people with a seamless switch between different modes of travel.

National Cycle Network (NCN): A UK-wide, network of signed paths and mapped routes for walking, wheeling, and cycling. The NCN is managed by the Walk Wheel Cycle Trust (formerly known as Sustrans) and includes both traffic-free paths and on-road routes across urban and rural areas.

Park and Ride (P&R): An integrated transport system where people drive to a designated car park, leave their car, and continue their journey by public transport such as bus or train.

PM 2.5: Refers to fine particulate matter that has a diameter of 2.5 micrometres or less. This is a category of air pollution that consists of extremely small particles and droplets.

PM 10: Refers to particulate matter with a diameter of 10 micrometres or less. This is a category of air pollution that consists of extremely small particles and droplets.

Peak Period: Refers to specific times during the day when the demand for travel is at its highest. These periods are typically associated with commuting patterns, such as people traveling to and from work, school, or other regular activities.

Public Transport: Shared transportation services such as buses, trains, subways, trams and ferries. These services operate on fixed routes and schedules and provide alternative to private car use. Public transport is typically managed by government agencies, private operators, or a combination of both.

Real-Time Passenger Information (RTPI): Systems and technologies that provide passengers with up-to-date, live information about public transportation services. This includes details such as the arrival and departure times, as well as service disruptions, delays, and route changes.

Scottish Transport Appraisal Guidance (STAG): An objective led framework used to develop and evaluate transport policies, plans, and projects in Scotland.

Shared Transport: Transportation services and systems where users share access to options, rather than owning or using private vehicles exclusively. It includes a variety of modes, such as car-sharing, ridesharing, bike-sharing, and even shared electric scooters.

Strategic Environmental Assessment (SEA): A systematic process used to integrate environmental and sustainability considerations into high-level decision-making, such as policies, plans, and programs.

Strategic Network Routes (SNRs): active travel routes which are along main arterial routes and will link key destinations.

Strathclyde Partnership for Transport (SPT): The Regional Transport Partnership (RTP) for the Strathclyde area and the largest of Scotland's seven RTPs. It is responsible for planning, coordinating, and delivering transport services across the region.

Sustainable Transport: Transportation systems and practices that minimise environmental impact, promote social equity, and maximise economic efficiency. Sustainable transport prioritises modes of travel that are environmentally friendly, such as public transport, cycling, walking, and low-emission vehicles.

Trunk Road: Major highway that connects major cities, towns, airports and ports, facilitating the movement of people and goods. The trunk network is maintained by Transport Scotland.

Traffic Regulation Order (TRO): A legal order (either permanent or temporary) made by a local authority in the UK to regulate or restrict the movement of traffic (vehicles, cyclists, and pedestrians) on public roads. TROs are used to implement traffic management measures, such as speed limits, parking restrictions, road closures, or pedestrian zones.

Transport Scotland: The national transport agency for Scotland, part of the Scottish Government. It is responsible for developing and delivering transport policies, strategies, and infrastructure projects to improve mobility, connectivity, and sustainability across the country.

Ticket integration: The coordination of ticketing systems across different transportation modes (e.g. buses, trains, trams and subways) or operators, allowing passengers to travel using a single ticket, card, or payment method.

Ultra Low Emission Vehicle (ULEV): A vehicle that produces minimal levels of harmful emissions compared to traditional petrol or diesel vehicles. In the UK, a ULEV is defined as a vehicle that emits 75 grams or less of CO₂ per kilometre driven, as measured under official test conditions. ULEVs typically include electric vehicles (EVs), plug-in hybrid vehicles (PHEVs), and hydrogen fuel cell vehicles (FCEVs).

Walking, Wheeling and Cycling: These are inclusive forms of active travel. Walking refers to any movement as a pedestrian, either unaided or using mobility aids. Wheeling involves any movement using wheeled mobility aids such as wheelchairs, and mobility scooters. Cycling involves riding a bicycle, which can be powered by hands and feet and includes any electric assistance such as E-Bikes.

1. Introduction

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 an up-to-date Local Transport Strategy (LTS) which considers the current needs of people that live and work in and visit North Lanarkshire.

Our previous LTS was published in 2010. Since then, policy context has evolved and this new LTS reflects the latest policies at a national, regional, and local level. It also outlines the future direction for the Council’s approach to the development and upkeep of transport infrastructure within the area, for the next ten years (2026 – 2036).

It sets out a vision statement, transport priorities and objectives (Section 5) and a series of policies and actions (Section 6) which have been developed to address the transport needs of North Lanarkshire, alongside the evidence base of transport challenges and opportunities. The policy framework within which actions have been developed is also clearly set out within Section 2 and provides wider context for the LTS.

The content of this strategy has been informed by a review of the current situation (Section 2) as well as the outcomes of an extensive round of stakeholder engagement and public consultation (Section 3). The strategy also sets out the process of how actions will be monitored and evaluated (Appendix 2) over the ten-year period it covers.

Local Transport Strategy (LTS) Process

The development of this LTS has followed Transport Scotland’s latest guidance (Local Transport Strategy: Guidance, (2024)) and has also been informed by Scottish Transport Appraisal Guidance (STAG). This is to ensure that the strategy is evidence-led based on local challenges and opportunities.

The key stages of the development of the LTS are shown in Figure 1.

Complete	• Policy Review • Data Analysis • Two rounds of consultation • Challenges and Opportunities • Vision, Priorities and Objectives • Case for Change • Option Generation, Sifting and Appraisal • Delivery Plan • Local Transport Strategy (LTS) • Strategic Environmental Assessment (SEA) • Integrated Impact Assessment (IIA) • Habitats Regulations Appraisal (HRA) • Equality Impact Assessment (EqIA)
Future	• Monitoring and Evaluation • Mid-term review

Figure 1: LTS Process

The feedback from the first round of consultation combined with data analysis and a review of relevant policies, was instrumental in identifying key transport-related challenges, opportunities, and potential solutions. This led to the development of a draft LTS with proposed actions.

A second round of consultation then took place, with the results being used to inform updates to the draft LTS and its supporting documents.

Going forward, regular monitoring and evaluation of the LTS will then be undertaken to establish whether we are on track to deliver the objectives. Similarly, halfway through its lifetime, the strategy will be reviewed to confirm that it is still fit for purpose.

Roles and Responsibilities

North Lanarkshire Council (NLC)

As the Roads Authority, we have a duty to ensure the upkeep of our road assets, as shown in Figure 2. We also have a duty to provide a safe local road and footway network through maintenance of these assets and have the powers to improve this infrastructure, as necessary. Our responsibilities also include winter gritting, implementation of Traffic Regulation Orders (TROs), and flood risk management.

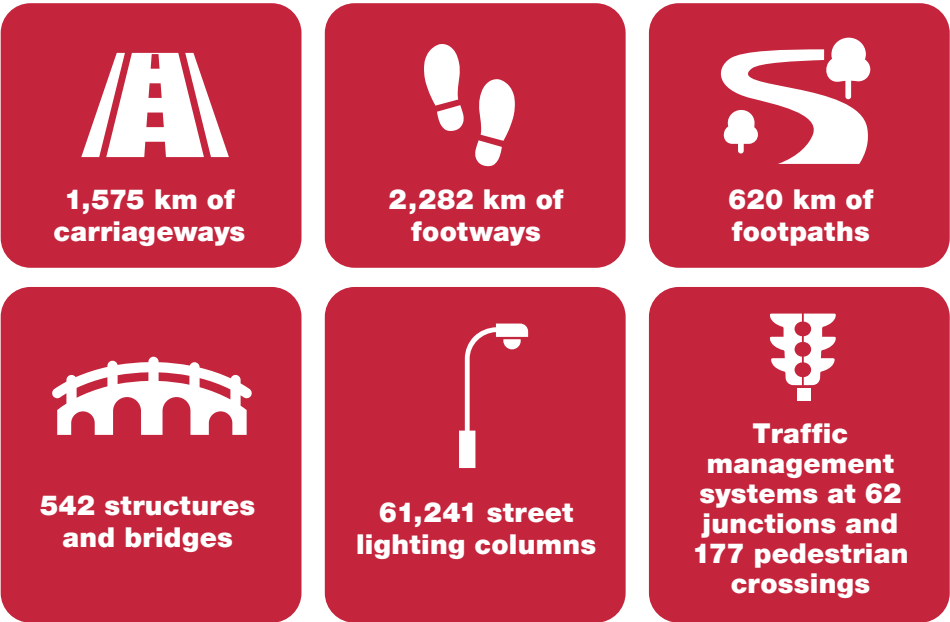


Figure 2: North Lanarkshire Council Road Assets (as of Nov 2025)

Partnership working with key organisations

We collaborate closely with other organisations who are responsible for delivering transport infrastructure and services, in particular Transport Scotland and Strathclyde Partnership for Transport (SPT).

An overview of the roles and responsibilities of the main organisations involved in delivering transport infrastructure and services in North Lanarkshire is provided in Figure 3.



Figure 3: Selected Transport Roles and Responsibilities

2. Context for the Local Transport Strategy (LTS)

This section sets out the Socio-Economic, Transport and Policy context for the Local Transport Strategy. The key points are highlighted in Figure 4.

	86% of North Lanarkshire's population live in urban areas while 14% live in small towns or rural areas.		There are 25 rail stations in North Lanarkshire; in 2023/24, the top three busiest stations in number of entries and exits were Croy (1,306,282), Motherwell (917,772) and Airdrie (774,562).
	There is a split between urban and rural areas in terms of percentage of income spent on transport. Many urban areas show this as 12% or less, however, more rural areas show this to be 19-20%.		The rail network consists of several primarily east-west rail corridors which are radial from Glasgow and serve destinations in neighbouring regions including Stirling, Falkirk, Edinburgh, and Lanark.
	North Lanarkshire Council is the fourth largest local authority in Scotland, with an aging population.		There are over 1,700 bus stops in North Lanarkshire.
	34% of North Lanarkshire is in the top 20% of most deprived areas in Scotland.		In North Lanarkshire public transport satisfaction across bus and rail has been in decline in recent years, with 84% of respondents reporting they are very or fairly satisfied in 2014 compared to 61% in 2023. This compares to 64% nationally in 2023.
	In 2025, 76.1% of North Lanarkshire's working age population is economically active (employed / unemployed but actively seeking work) versus the national average of 76.9%.		Total vehicle kilometres across North Lanarkshire Council area are higher than pre-pandemic levels, with a 2% increase recorded between 2019 and 2023.
	75% of travel to work journeys originating in North Lanarkshire are to a destination within the North Lanarkshire area.		There are 71 Council operated car parks which provide a total of almost 4,700 parking spaces combined; in 2023, 56 out of 88 car parks were more than 50% full, while 13 car parks were operating at maximum capacity.
	The proportion of households in North Lanarkshire with access to a car or van is broadly in line with the Scottish average at 74%, in 2022.		Road collision casualties across a 5-year average between 2019-2023 show that the average number of people per year killed or seriously injured (KSI) was 92. This is inclusive of the trunk road network in North Lanarkshire, over which North Lanarkshire Council has no remit.
	2022 Census data shows that the car is the predominant mode used for travelling to work or study for North Lanarkshire residents, with 51% driving.		Between 2023 and 2024, Gross Added Value (GVA) per head in the area had increased by 12.5% compared to the national average of 9%.
	In 2023, 40% of journeys under 2 miles were made by walking and 3% under 5 miles were made by cycling.		
	18km of active travel infrastructure has been implemented in North Lanarkshire, between 2022 and 2025.		

Figure 4: Local Transport Strategy Context Highlights

Section 3 of the Case for Change (CfC) presents the full context for the LTS.

Socio-Economic Context

Population and Geography

We are the fourth most populated local authority in Scotland, with over 340,000 people at the time of the 2022 Census, growing by 1% since 2011. Our population is ageing, with the proportion of people aged 66 and over increasing since 2011, whilst the proportion of people aged 65 and under reducing.

North Lanarkshire consists of a diverse mix of urban and rural areas. Figure 5 shows the urban and rural areas based on the [6-fold Scottish Government Urban Rural Classification 2020](#). According to this classification, 39% of our population reside in large urban areas (settlements of >125,000 people) such as Motherwell, Wishaw, Bellshill, and Stepps, and 47% reside in other urban areas (settlements of >10,000 but <125,000 people), including Kilsyth, Cumbernauld, Moodiesburn, Airdrie and Coatbridge. Accessible small towns and rural areas make up the areas where the remaining 14% of the population reside.

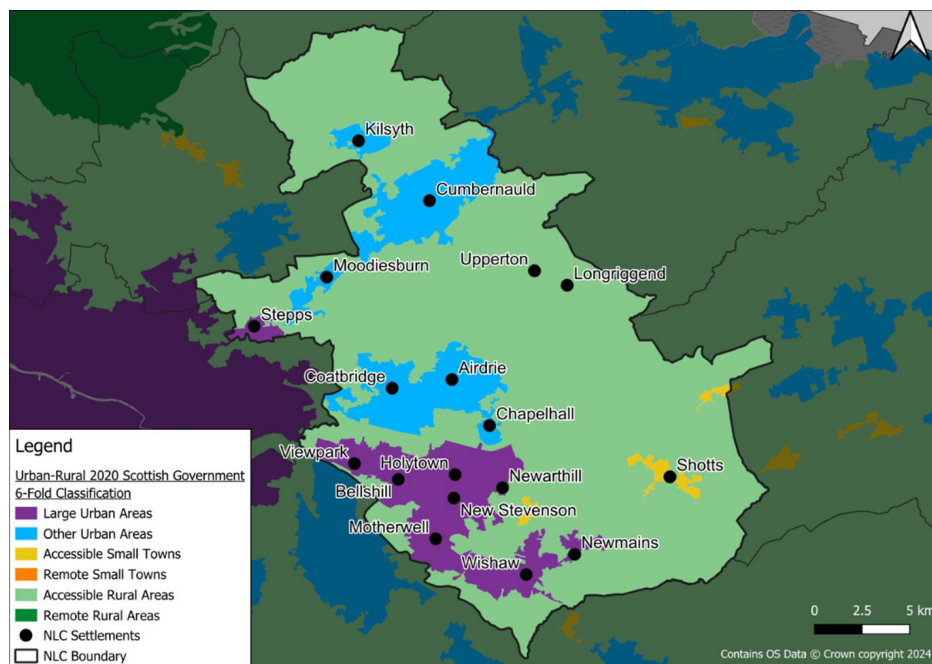


Figure 5: 6-fold Urban Rural Classification in North Lanarkshire

Deprivation, Employment and Economy

The levels of deprivation, as per the [Scottish Index of Multiple Deprivation \(SIMD\)](#), for each data zone in North Lanarkshire is shown in Figure 6 below. There is proportionally a higher level of deprivation in North Lanarkshire compared to Scotland with 34% of data zones in the lowest two deciles. Between 2016 and 2020, our area recorded a 6% increase in the number of 20% most deprived areas.

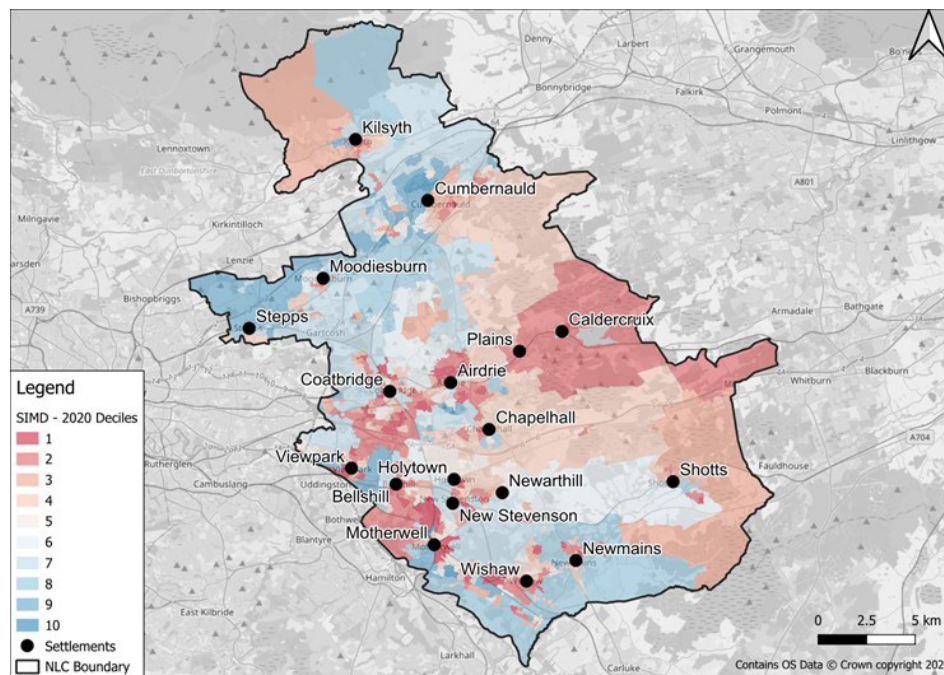


Figure 6: SIMD Deciles 2020 in North Lanarkshire

The Office for National Statistics shows the proportion of our working age population who are economically active is 76.1% as of 2025, which is very slightly lower than the national average of 76.9%.

The Gross Value Added (GVA) per head is a measure of the value of goods and services provided in the area per resident. North Lanarkshire Council's [Programme of Work 2024](#) shows that GVA per head in the area has increased by 12.5% from 2023, compared to the national average of 9%. This provides an opportunity to

maximise investment in infrastructure to support an efficient transport network and encourage economic activity.

The Office for National Statistics shows disparity in transport expenditure across North Lanarkshire; this looks at the percentage of income spent on transport. Many urban areas show this as 12% or less, such as Motherwell, Wishaw, Coatbridge, Airdrie, and South Cumbernauld, however, more rural areas including Plains, Caldercruix, Shotts and Kilsyth show this to be 19-20%.

Transport Context

Active Travel

Our [Active Travel Strategy](#) (ATS) was published in 2021 and 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”.

As can be seen in Figure 7, this active travel network will include the following:

- **The Strategic Active Travel Network**, which 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.
- **The Local Neighbourhood Active Travel Network**, which will provide vital local connections within our towns and direct links to our wider connecting routes.
- **The Connecting Active Travel Networks**, which will also be developed in locations where there are opportunities to develop key active travel routes that are outwith the proposed Strategic or Local Neighbourhood Active Travel Network proposals.

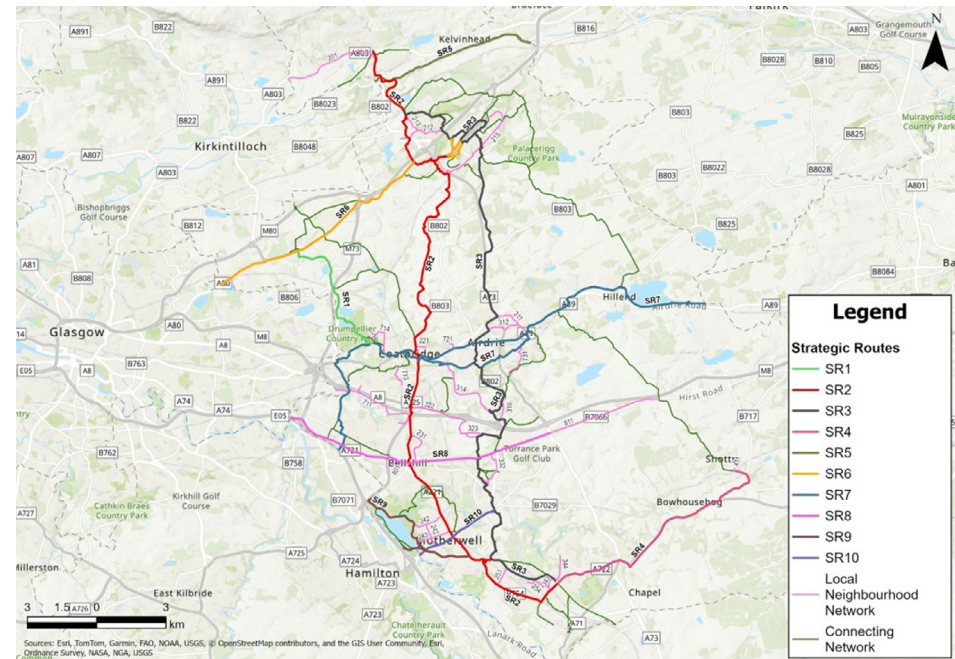


Figure 7: Proposed Active Travel Network

In total, 10 Strategic Network Routes (SNRs) and 12 Local Neighbourhood Routes (LNRs) are proposed in the strategy. We have prioritised these SNRs and LNRs using a multi-criteria appraisal, with the higher priority routes being developed and implemented before other priority routes. These high priority routes have the potential to open up wider links with other existing or proposed active travel routes. Lower priority routes might not provide the same network connections but could be considered important for leisure trips.

All of the SNRs and LNRs 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, we installed 18kms of active travel infrastructure throughout the North Lanarkshire area.

In addition to the development of a strategic active travel network and local neighbourhood routes, we have a statutory duty to prepare a Core Paths Plan. This identifies a network of paths, including rights of way, footways, cycle tracks, and paths established through public path agreements with other landowners. The core path network has good coverage in the urban areas of Cumbernauld, Motherwell and Airdrie, though coverage is sparser in more rural areas.

The National Cycle Network (NCN) is a UK-wide network of signed paths and routes which is maintained by the Walk Wheel Cycle Trust (formerly Sustrans) and includes routes which are traffic-free or quiet-way and adhere to a number of design principles to maximise quality. Two NCN routes serve North Lanarkshire with NCN75 providing a mostly off-road route from Caldercruix to Airdrie, Coatbridge and Uddingston in South Lanarkshire, and NCN754 running parallel to the Forth and Clyde Canal to the north of Cumbernauld.

According to the Scottish Household Survey (SHS), in 2023 the number of journeys under 2 miles made by walking was 40% and under 5 miles by cycling was 3%. The proportion of adults (16+) travelling to work on foot and by bicycle was 9% and by bus and rail was 17% in 2023.

Public Transport

Public transport services in North Lanarkshire consist of rail and bus services. Overall, public transport satisfaction levels in North Lanarkshire have been in decline in recent years from 84% in 2014 to 61% in 2023, as per findings from the SHS. However, there are ambitions for improvements to public transport through:

- Implementation of the approved Strathclyde Regional Bus Strategy (SRBS)
- The Clyde Metro project, enabling a multi-modal integrated transport system for the Glasgow City Region.

Rail

Figure 8 shows the rail network in North Lanarkshire, and the locations of the 25 rail stations throughout the area. The network consists of a number of primarily east-west rail corridors which are radial from Glasgow and serve destinations in neighbouring regions including Stirling, Falkirk, West Lothian, Edinburgh and Lanark.

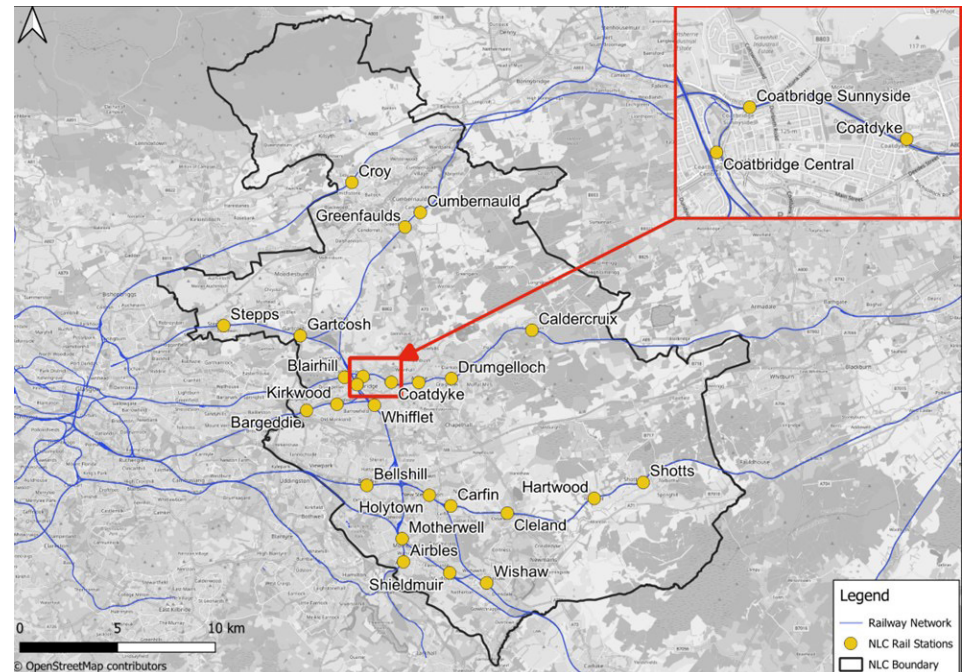


Figure 8: Rail Network in North Lanarkshire

Between 2013 and 2019, there was a general trend of growth in rail patronage at stations within North Lanarkshire. Rail patronage decreased sharply in 2020 owing to the effects of the COVID-19 pandemic and has been steadily recovering since. In 2023-24, rail patronage was 79% of the total patronage recorded in 2018-19, indicating that although there has been a recovery, rail travel in North Lanarkshire remains significantly lower than the pre-pandemic levels.

Based on Office of Rail and Road (ORR) data, the top three busiest stations in 2023/24 were Croy (1,306,282 trips), Motherwell (917,772 trips) and Airdrie (774,562 trips).

The majority (17 out of 25) of rail stations in North Lanarkshire have at least 15 car parking spaces. Parking is free at most of these stations; the only exception being at Airdrie station, where charges apply for non-rail users. The stations with the greatest number of parking spaces are Croy (940 spaces), Drumgelloch (338 spaces) and Greenfaulds (320 spaces).

Transport Scotland holds the majority of powers with regards to the rail network, which includes administering the ScotRail franchise, overseeing the funding of rail projects, and specifying and funding the outputs to be delivered by Network Rail. Since 2022, the ScotRail franchise has been operated by a publicly owned company called Scottish Railway Holdings Limited. The ScotRail franchise holder has responsibility for the provision of most rail services in Scotland (excluding cross-border intercity routes) and is responsible for the management of most rail stations in Scotland, including all within North Lanarkshire.

Network Rail are responsible for the safe operation, maintenance and renewal of rail infrastructure. Powers around rail safety regulation sit with the ORR, the UK-wide regulator of the British rail network.

Bus

The bus network of North Lanarkshire is shown in Figure 9. There are a range of routes which originate, terminate or run through North Lanarkshire, serving areas including Glasgow, Edinburgh, South Lanarkshire, West Lothian, East Dunbartonshire and Falkirk, with some services using the M8 and M73.

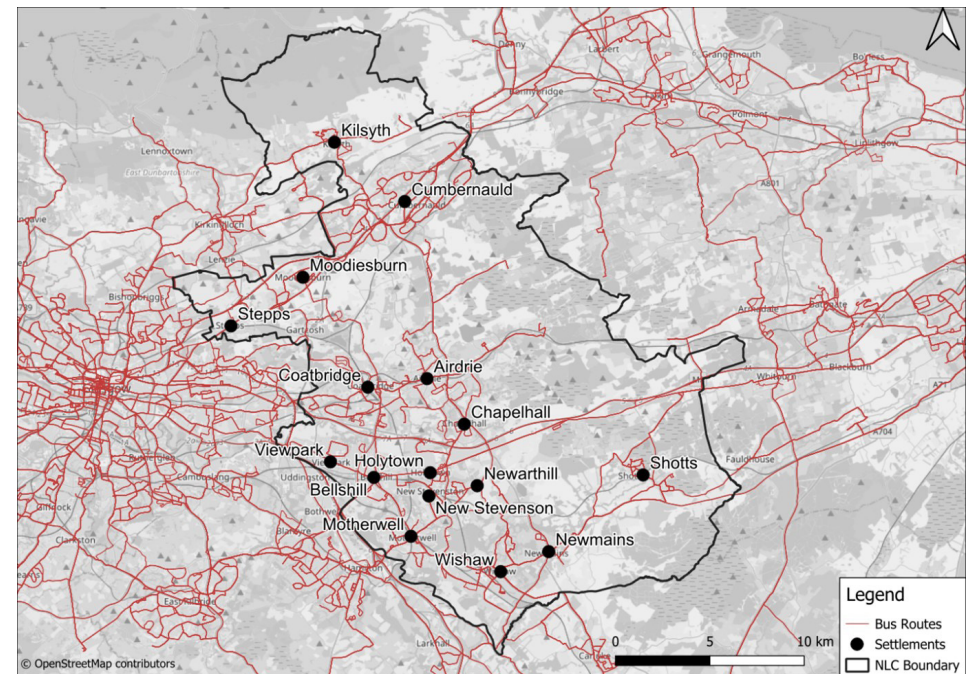


Figure 9: Bus Routes in North Lanarkshire (Source DataCutter, 2023)

The frequency of services at each bus stop in North Lanarkshire is shown in Figure 10. This demonstrates that most bus stops have on average between one and two services operating per hour. At the same time, over half of bus stops in North Lanarkshire have no bus service beyond 20:00; the settlement of Shotts has no bus service after 21:00.

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

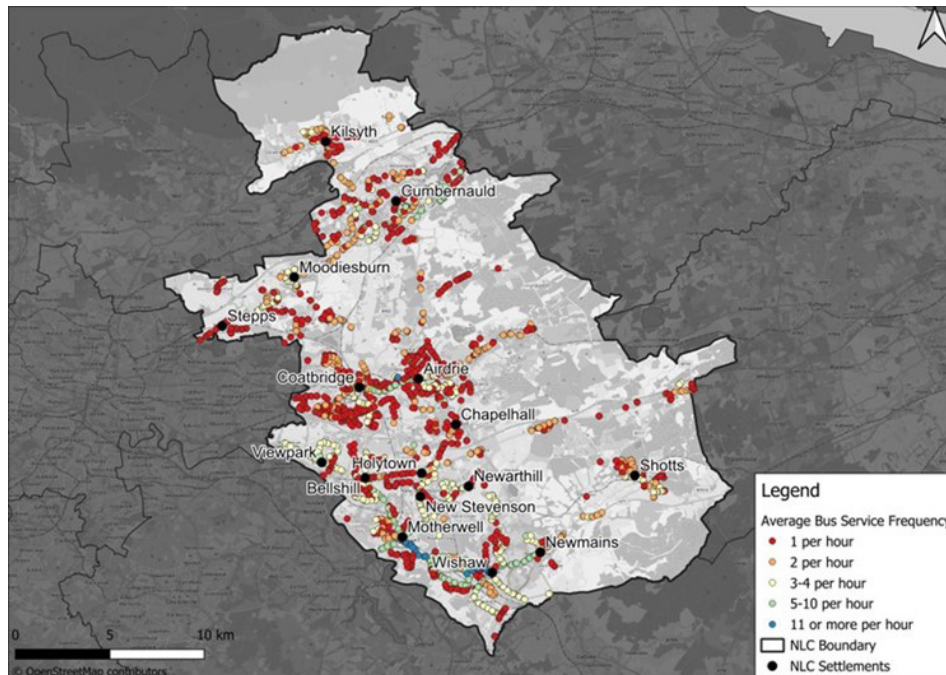


Figure 10: North Lanarkshire Bus Stop Average Frequency (Source: SPT)

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 which are not commercially viable but deemed socially necessary can be subsidised and this is managed on our behalf by SPT. The maintenance and upkeep of bus-waiting facilities including stops, shelters and information provision is also undertaken by SPT.

As part of our Public Transport Infrastructure Improvement programme, an accessibility audit of every bus stop in the area will be undertaken and appropriate improvements, such as crossing points, high access kerbs, bus shelters that can be accessed by all will be undertaken throughout the life span of this LTS.

The Strathclyde Regional Bus Strategy (SRBS) was approved by the SPT board in September 2025 and sets out what we need from buses in the future - buses that are more frequent, more reliable, more affordable and easier to use. A better co-ordinated and more recognisable network that provides turn up and go services on key routes and enables a consistent level of service for towns and villages.

The strategy proposes to take forward a 'Franchising Route Map'. Key steps on the Franchising Route Map include developing a programme for bus franchising within 3 months of approval of the SRBS, developing and agreeing a governance plan with local authorities, and engaging with Transport Scotland and the Competition and Markets Authority regarding the application, and the need for changes to relevant Scottish Legislation.

The introduction of a 'franchised' operating model as opposed to a commercially driven market will facilitate betterment with increased bus coverage across the network. A bus network that is more accessible and safer to use, with the benefits of a zero-emission fleet felt across the region. We are supportive of the strategy, however, cognisant that there are still some challenges to be overcome prior to implementation including how this significant reform will be funded.

Park and Ride (P&R)

A key action in the Council's previous Local Transport Strategy (LTS) was to introduce or expand park and ride (P&R) facilities across the area. As a result, most rail stations in North Lanarkshire now provide P&R.

Monitoring of P&R delivered through the previous LTS indicates that while rail-based P&R can help reduce congestion on the wider network, it tends to redistribute traffic within the local network. Therefore, this LTS does not prioritise further P&R development. However, we will continue to work with partners to explore opportunities where P&R aligns with national priorities or offers the most appropriate solution to a specific issue.

Clyde Metro

SPT is the lead partner for development of the Case for Investment for [Clyde Metro](#). This is a collaborative project, which includes Glasgow City Council and Transport Scotland as partners, which we are supporting and inputting into where appropriate. It aims to provide a step change in the region's transport system in order to transform life opportunities for communities impacted by unaffordable, unreliable and poorly connected transport.

The vision for the Clyde Metro is a fully integrated mass transit system which could include a variety of modes and services and is envisioned to be a long-term programme of delivery. It emerged as a key recommendation from the Strategic Transport Projects Review 2 (STPR2) and is included as one of 18 nationally important developments within National Planning Framework 4 (NPF4). Clyde Metro is significant to North Lanarkshire as proposed routes are likely to serve the council area. We are therefore engaging with SPT to help develop this work.

The Case for Investment is progressing and will set out the business case for the project and arrangements for the initial delivery phases, including route selection, phasing and funding. It is anticipated this Case for Investment will be completed in early 2027, with the further stages including detailed appraisal, engineering design, making the financial case for funding and ultimately the delivery of future lines or routes.

Shared Transport

Shared Transport is where transport services and resources are shared by multiple users, either at the same time or one user after another. It can take a variety of forms including Community Transport, Demand Responsive Transport (DRT) and car clubs.

Community Transport and Demand Responsive Transport

Community Transport and DRT play a vital role in serving communities and passengers who are either unable to travel on, or live in communities not served by, regular timetabled services. Both services provide door to door service and are particularly useful for those with additional mobility needs who otherwise would be isolated.

In North Lanarkshire, SPT operate five [MyBus](#) DRT services. MyBus provides a bookable, door-to-door transport service using low-floor and wheelchair friendly vehicles. Approximately 20,000 MyBus journeys were undertaken in North Lanarkshire between April 2024 and March 2025.

Community Transport is typically provided by locally owned organisations, charities or volunteers and can be a vital lifeline service for many disabled or vulnerable people. The main Community Transport providers in North Lanarkshire are Getting Better Together, Cumbernauld Action for the Care of the Elderly and Glenboig Development Trust. Whilst these organisations provide bespoke and fully accessible services for people who would otherwise be unable to travel, the organisations status as charities means the funding for the services can be uncertain, being dependent on donations and accessing other specific funding, and delivery is reliant on volunteers.

Car Clubs

Car clubs allow users the flexibility of using a car, without being tied to car ownership. Typically, users will sign up to be part of the car club, usually run by a commercial organisation, book a car through an app and then pay for the mileage and/or duration of their hire.

Parking

We operate a Decriminalised Parking Enforcement (DPE) regime, which was introduced in 2018. The introduction of DPE transferred the responsibility of on-street parking enforcement from Police Scotland to the Council. It enables us to enforce our own parking restrictions, and issue Penalty Charge Notices (PCNs) to vehicles parked in restricted areas such as bus stops, double yellow lines and within controlled parking zones.

To improve safety and access for pedestrians and other footpath users such as people using wheelchairs, 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 rail 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.

Road Network

The major road network (motorways and A roads) within North Lanarkshire is shown in Figure 11. The trunk road network consists of the M8, which is the main route connecting Glasgow to Edinburgh and the busiest motorway in Scotland, as well as the M80, M73, M74 and A725. The maintenance of these routes, including bridges and other structures on the network, is the responsibility of Transport Scotland, with day-to-day maintenance undertaken through contracts in place with operating companies and Design, Build, Finance and Operate (DBFO) Concessionaires.

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, M74 and A725
- M80 Stepps to Haggs – Operated by BEAR Scotland on behalf of Highways Management Scotland. Encompassing the M80 in North Lanarkshire

All other roads are deemed ‘local’ and hence are maintained and managed by us. We have responsibility over road and footway safety, street lighting, traffic management and enabling resilience to weather, for example through provision of drainage and flood defences.

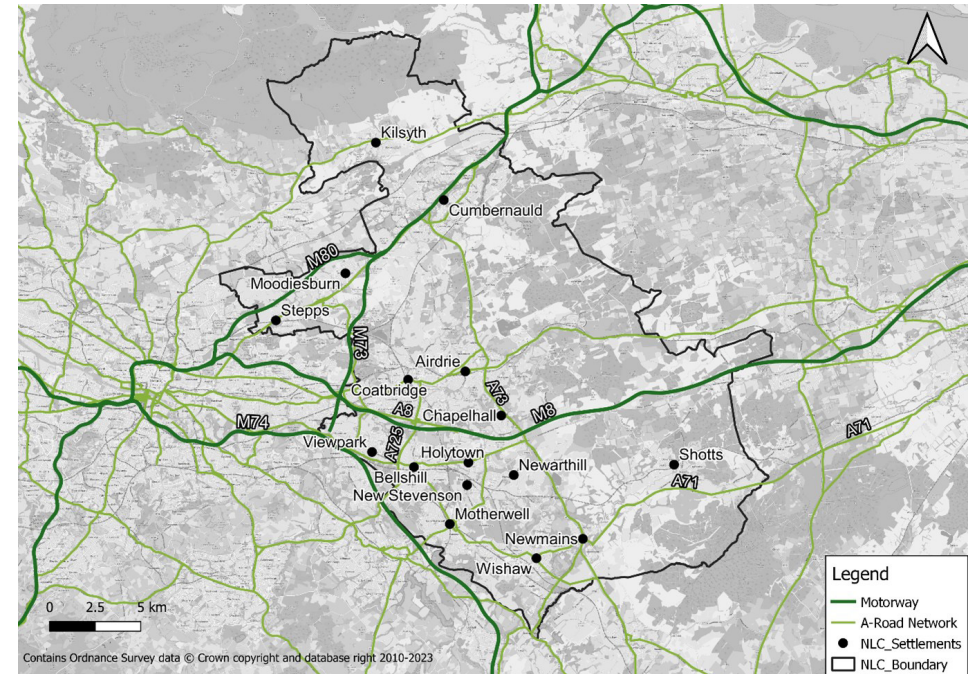


Figure 11: Road Network in North Lanarkshire

The existing road infrastructure prioritises east-west movement, with major routes like the M8 and A8 focused on connecting Glasgow and Edinburgh. North-south travel relies on smaller, less efficient roads, which can lead to longer journey times and reduced accessibility between northern and southern areas within North Lanarkshire and beyond. The lack of a cohesive north-south corridor limits seamless movement between towns like Cumbernauld in the north and Motherwell or Coatbridge in the south.

Traffic count data on our major roads from 2024 shows that volumes have only exceeded pre-pandemic levels on sections of the A8 and A725, with 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 appeared less busy in

2024 than in 2018-2019, data indicate that overall, traffic levels on our major roads are on the rise.

Data from Transport Scotland shows an increase in total vehicle kilometres across all North Lanarkshire Council roads to higher than pre-pandemic levels, with a 2% increase recorded between 2019 and 2023.

Data analysis indicates that a number of junctions on the local network are currently operating beyond their capacity, resulting in localised instances of congestion. We are currently aware of congestion issues in Wishaw, Cumbernauld, Motherwell, Chryston and Muirhead and that more locations may come forward in the future.

Road Safety

Improving safety of our local roads is one of our critical responsibilities and reducing the risk of accidents, and the severity of any accidents which do occur is a key aim. We strive to achieve this by maintaining and improving road infrastructure, implementing traffic management measures and by analysing and preventing accidents. We also work closely with partners like Police Scotland and Transport Scotland to achieve safer roads for all users.

- Road traffic collision data has been analysed, based on a rolling 5-year average. Data shows that compared to a 2018-2022 baseline, in 2019-2023:
 - The average number of people per year seriously injured in road traffic collisions reduced from 88.2 people/year between 2018-2022, to 86.0 people/year between 2019-2023 (a decrease of 2%)
 - The average number of people per year killed in road traffic collisions reduced from 6.2 people/year between 2018-2022 to 6.0 people/year in 2019-2023 (a 3% decrease)
 - The average number of children per year (under 16 years of age) seriously injured in road traffic collisions increased from 11.6 children/year in 2018-2022, to 12.6 children/year in 2019-2023 (9% increase)
 - The average number of children per year (under 16 years of age) killed in road traffic collisions remained unchanged at 0.6 children/year 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 main challenges we face while managing road safety are traffic congestion, weather-related hazards, funding constraints, and balancing urban and rural road safety needs. Tackling these challenges requires careful planning, collaboration, and sustained investment.

Private Vehicles

We recognise that private vehicles will continue to play a role in transport and facilitating a transition away from petrol and diesel vehicles towards more environmentally sustainable alternatives such as electric and low-emission vehicles may help contribute towards the decarbonisation of transport.

According to the 2022 Census, the proportion of households, in North Lanarkshire with access to a car / van is broadly in line with the Scottish average at 74%. Similarly, the uptake of plug-in vehicles – as of 2024 – in North Lanarkshire is in line with the Scottish average at 776 compared to 781 per 100,000 population. This includes battery electric vehicles, plug-in hybrid electric vehicles and range extended electric vehicles. However, the uptake of Ultra Low Emission Vehicles (ULEVs) is lower in North Lanarkshire than Scotland as a whole, with 581 privately owned ULEVs per 100,000 people in North Lanarkshire, compared to 770 per 100,000 across Scotland. ULEVs are defined in the UK as vehicles that emit less than 75 grams of CO₂ from the tailpipe for every kilometre travelled.

The provision of Electric Vehicle (EV) chargers in North Lanarkshire is lower than Scotland, with 80 chargers per 100,000 people in North Lanarkshire, compared to 103 per 100,000 people across Scotland. However, rapid or faster chargers i.e. rated at 50 kilowatts (KW) or above, are 36 per 100,000 people in North Lanarkshire compared to 26 per 100,000 people across Scotland.

Freight

The efficient transportation of freight is important for the economic vitality of North Lanarkshire, and our primary role is to make sure that this is done as safely and sustainably as possible by providing local road-based infrastructure which is fit for purpose.

NPF4 supports the implementation of infrastructure to improve rail capacity and connectivity, recognising that there is potential for significant emissions savings of approximately 75% when freight is transported by rail rather than road.

Rail freight plays a crucial role in North Lanarkshire's logistics and manufacturing sectors, contributing to the region's economic development and sustainability goals. The two strategic rail freight sites in North Lanarkshire are Mossend International Railfreight Park (MIRP) and Coatbridge, which each have a significant share of Scotland's domestic and maritime intermodal traffic.

Rail freight infrastructure such as MIRP will facilitate a shift of freight from road to rail, helping to alleviate road congestion and improve overall traffic flow.

Travel Patterns

Travel patterns provide valuable insights into how people and goods move, revealing trends, behaviours, and challenges in transportation systems. They can also be used to help assess environmental impacts, economic activity, and barriers to mobility.

2022 Census data depicted in Figure 12, shows that the car is the predominant mode used for travelling to work or study for North Lanarkshire residents, with 51% driving; this is higher than the Scotland-wide figure of 46%. Other key differences include a slightly higher rail mode share compared to Scotland as a whole (3% compared to 2%), and a lower walking modal share (4% compared to 7%).

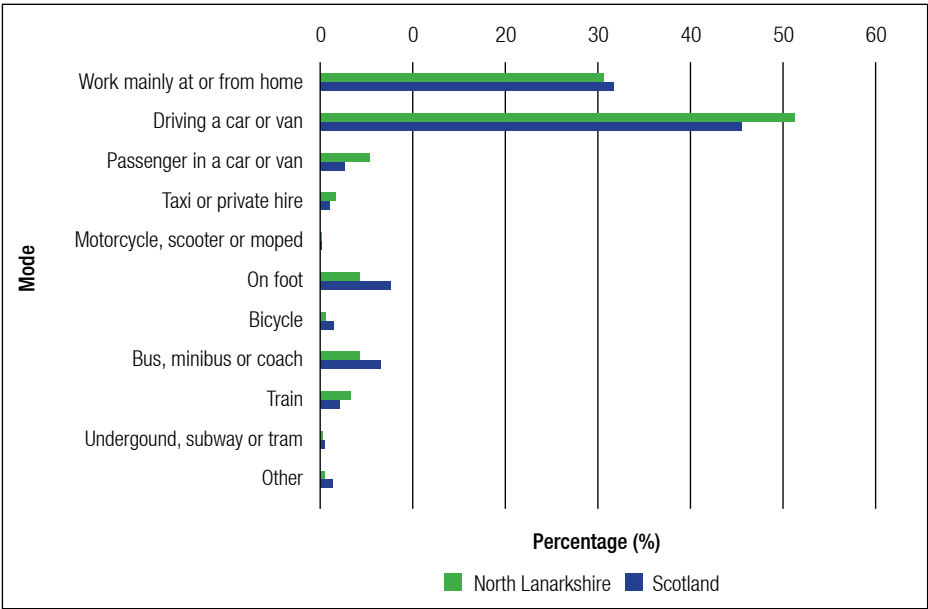


Figure 12: North Lanarkshire and Scotland Travel to Work or Study Mode Share (Census 2022)

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.

Travel to School data obtained through Walk Wheel Cycle Trust (previously Sustrans) [Hands Up Scotland National Report](#) from 2014 to 2024 are presented in Figure 13, showing the trend in mode share for travel to school in the last ten years. This demonstrates a decline in the proportion of pupils walking and taking the bus to school, which has corresponded with an increase in the proportion being driven, and smaller increases in the proportions cycling or scooting / skating. However, walking to school remains the highest mode share. This data is self-reported and only gathered on one single day a year, so does not take into consideration seasonal variations or any changes in travel patterns over that particular year.

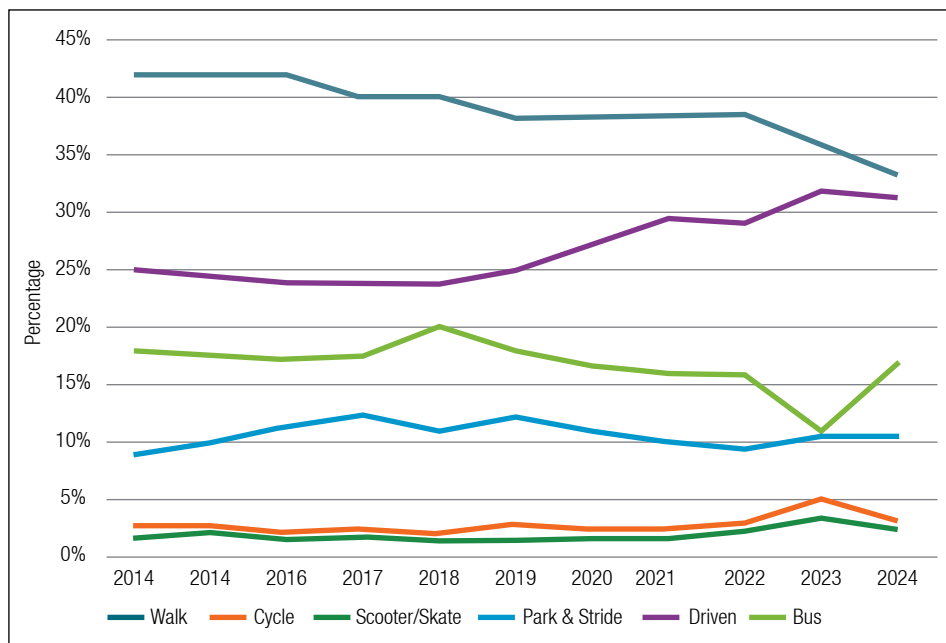


Figure 13: Travel to School Mode Share 2014 - 2024

Air Quality

We are required to produce an [Air Quality Action Plan](#) (AQAP), with the latest iteration 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. To address this, some of key priorities for improving air quality will focus on:

- Investigating air quality around schools in North Lanarkshire Council with focus on drop-off and pick-up times
- Facilitate a modal shift from private car use to active travel and public transport

- Lead by example in taking measures to reduce air pollution in North Lanarkshire, including decarbonisation of the Council's vehicle fleet
- Increase public facing Electric Vehicle (EV) charging infrastructure across North Lanarkshire

We are also making continuous improvements to our vehicle fleet, with over 50% of vehicles fitted with tracking devices to monitor and provide information on idling, speeding and unnecessary journeys.

Digital Connectivity

In terms of broadband coverage, [Ofcom Connected Nations Report](#) from Spring 2025 noted 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. Whilst larger urban areas and key economic centres within North Lanarkshire have good coverage, those in more rural areas have lower accessibility to digital services. This can have an impact on the need to travel as a lack of digital connectivity may require more trips to be made to key services such as employment, health services and education.

In terms of mobile data coverage, based on the same report, North Lanarkshire has 100% 4G coverage, above the national average (90%), and 58% coverage of 5G, compared to 25% nationally.

Policy Context

Since our last LTS, published in 2010, there has been greater emphasis placed on sustainable travel and measures to achieve net zero targets by 2045. In 2019, the Scottish Government declared a Climate Emergency, and since then, both national and regional policies and strategies, such as National Transport Strategy 2 (2020), SPT's Regional Transport Strategy (RTS) in 2024, and the National Planning Framework 4 (NPF4) in 2023 note that any interventions or measures must consider their impact on tackling climate change. The significant role transport must play in supporting climate change targets has been recognised.

Local strategies also place greater emphasis on objectives to tackle climate

change, such as the current Local Development Plan (LDP) for North Lanarkshire, published in 2022, which notes the importance of transitioning to a low-carbon economy in mitigating against the effects of climate change.

The key policies and strategies which shape the policy context in which our new LTS has been developed are shown in Figure 15. Full details on the LTS policy context are available in Section 2 of the supporting CfC report.

The aims of the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy, both of which underpin National Transport Strategy 2 (NTS2), were also used as the basis for shaping our new LTS (Figure 14).

The Sustainable Travel Hierarchy aims to prioritise interventions which encourage walking, wheeling and cycling over the use of the private car. The Sustainable Investment Hierarchy, aims to prioritise investment aimed at reducing the need to travel unsustainably, maintaining existing assets and making better use of existing capacity, ahead of targeted infrastructure improvements.

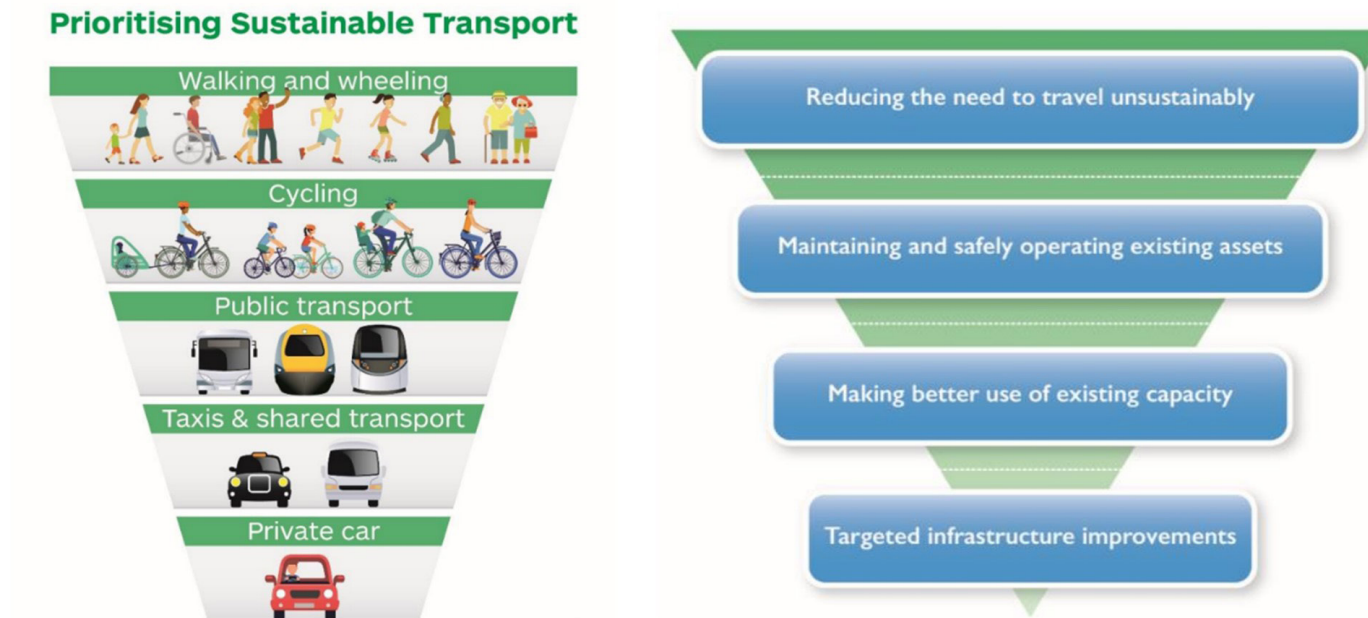


Figure 14: NTS2 Sustainable Travel Hierarchy and Sustainable Investment Hierarchy

Figure 15: Key National, Regional and Local Strategies and Policies



3. How we engaged on the LTS

Engagement Activities

Robust engagement has been a key element of the development of this LTS. A first round of consultation took place between November 2024 and February 2025 to help identify the challenges, opportunities and issues which then informed the development of LTS objectives and actions. Consultation activities were designed to be inclusive through both the range of methods used, and the specific groups engaged with. Full details of the first round of consultation activities and findings are presented in Appendix C of the Case for Change (CfC).

Figure 16 shows the engagement activities undertaken during the first round of consultation which included a public survey that ran for 13 weeks and received 1,100 responses. Stakeholder workshops with local elected members, council officers, community boards and councils, young people and other key stakeholders were held as well as drop-in engagement sessions for direct liaison with the public.

Public Survey
• Online survey live for 13 weeks • Paper copies available at all 19 North Lanarkshire libraries • 1,100 responses received
Stakeholder Workshops
• Elected Members • Council Officers • Community Boards and Community Councils • Youth Council • Other Key Stakeholders (neighbouring local authorities, Strathclyde Partnership for Transport SPT, transport operators, development trusts, equality groups, and other organisations)

Public Drop-in Sessions
• Engagement sessions in conjunction with Local Development Plan • Held at 9 North Lanarkshire libraries • Direct liaison with members of the public

Figure 16: Engagement Methods during the First Round of Consultation

Key Findings

Analysis of the survey returns (written and online) show that:

- Improvements to the public transport provision, reliability and frequency was the top response to what would encourage people to use their car less often.
- Improved walking and wheeling provision, such as more footpaths and footways, was the top response to what would encourage people to walk or wheel more within North Lanarkshire.
- Improved cycling provision, for example more off-road cycle routes, was the top response to what would encourage people to cycle more within North Lanarkshire.
- Improved reliability of public transport was the top response to what would encourage people to travel by public transport more often in North Lanarkshire.
- When asked what the biggest challenges to them public transport provision, reliability and frequency within North Lanarkshire was ranked highest and public transport provision, reliability and frequency connecting North Lanarkshire to other areas the second highest.

The transport challenge and opportunity themes raised during all stages of the consultation were grouped together based on similarities and the percentage of times mentioned in responses are shown in Figure 17.

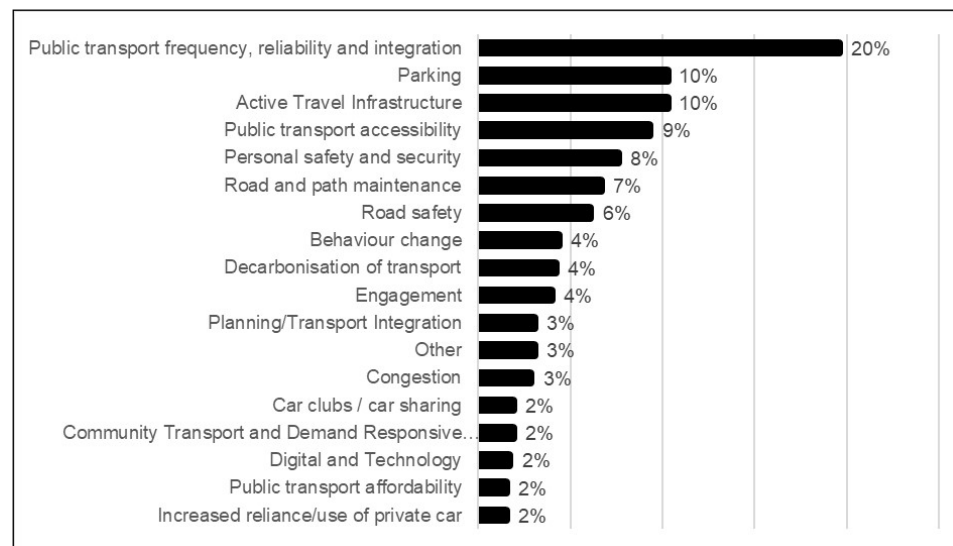


Figure 17: Challenge and Opportunity Groups from First Round of Consultation

The most common issues raised during all stages of the consultation are provided below. These are split between the challenge and opportunity groups previously identified.

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.

4. Overall Challenges and Opportunities

We then identified overall challenges and opportunities through multiple sources, including stakeholder engagement and public consultation, analysis of transport and socio-economic data and a review of existing policies and strategies. A summary of the identified transport related challenges and opportunities grouped under themes that have emerged, is presented in Figure 18.

Active Travel Infrastructure	
Challenges:	Opportunities:
- Lack of safe and accessible walking, wheeling, and cycling routes. - Car is the main mode of transport for journeys under 2 miles and under 5 miles.	- Expand active travel infrastructure and supporting infrastructure. - Further modal shift to active travel for shorter trips.
Decarbonisation	
Challenges:	Opportunities:
- Transport emissions large contributor to pollutants. - Lower number of elective vehicle chargers per head than national average. - Lack of facilities to transition North Lanarkshire Council's fleet to electric.	- 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.
Network	
Challenges:	Opportunities:
Congestion issues as various locations across North Lanarkshire.	Targeted network improvements based on accident record and levels of congestion.
Maintenance	
Challenges:	Opportunities:
Poor condition of road and footpath network.	- Update our Road Asset Management Plan (RAMP). - Live Labs work show potential for using sustainable materials and practices.
Behaviour Change	
Challenges:	Opportunities:
Lower proportion of walking than national average.	Encourage the use of active travel through behaviour change initiatives.
Road Safety	
Challenges:	Opportunities:
- Perceived road safety issues outside schools. - Average speeds 20% higher than the posted speed limit at some locations on local roads.	- Develop Road Safety Plan. - Improve road safety in relation to speeding traffic and around schools.

Freight	
Challenges:	Opportunities:
Freight traffic on the road network contributes to congestion, air pollution and increases safety risk to other road users.	Modal shift to rail, facilities at Mossend and Coatbridge can help facilitate this.
Engagement	
Challenges:	Opportunities:
Perceived lack of engagement with communities and stakeholders particularly with respect to communication of road and footpath closures.	Improved engagement and promotion within communities and key stakeholders.
Public Transport	
Challenges:	Opportunities:
- 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.	- 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:	Opportunities:
- 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.	- Work with partners to address personal safety concerns. - Reduce speed limits on local roads to make fairer for all active travellers.

Digital and Technology	
Challenges:	Opportunities:
- 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.	- 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.
Shared Transport	
Challenges:	Opportunities:
- 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.	Support partners to build on existing initiatives including SPT's MyBus.
Parking	
Challenges:	Opportunities:
- Illegal pavement parking contributing to congestion and safety issues. - Capacity issues at some car parks.	- 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.

Figure 18: Overall Challenges and Opportunities

5. LTS Vision Statement, Priorities and Objectives

Following on from identifying the overall challenges and opportunities, we then developed the vision statement for the LTS, seen in Figure 19. This statement sets out what the LTS aims to achieve throughout the lifetime of the strategy.

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.

Figure 19: Vision

Priorities

The Vision Statement is supported by five Priorities as set out below in Figure 20:



Figure 20: Priorities



Motherwell Station Active Travel Improvements

Objectives

The LTS objectives have been informed by the identified challenges and opportunities. Alignment with key documents has also been taken into consideration, such as National Transport Strategy 2 (NTS2); Strathclyde Partnership for Transport's Regional Transport Strategy (RTS) and The Plan for North Lanarkshire.

The LTS objectives represent the positive outcomes being sought, provide the basis for the appraisal of options and will be central to monitoring and evaluation during the lifetime of the LTS.

The Priorities are supported by five Transport Planning Objectives (TPOs) which are shown below in Figure 21.

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

Figure 21: Transport Planning Objectives



Ravenscraig Active Travel Link

6. LTS Policies and Actions

Option Generation and Appraisal Process

The option generation and appraisal process is set out in Figure 22 and discussed below.

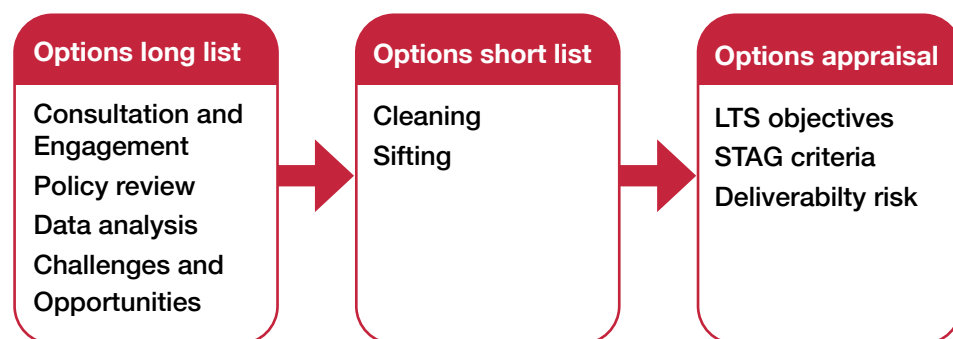


Figure 22: Option Generation and Appraisal Process

Informed directly by consultation feedback, a review of policies and strategies (including a review of actions captured in the previous 2010 LTS), data analysis and the identified challenges and opportunities, a long-list of options was generated.

This long-list was then cleaned and sifted, with duplicate options merged, and options which were vague, ambiguous or not related to transport sifted out.

This process provided a shorter list of options, which were consolidated and appraised against their alignment with the five TPOs, STAG criteria (Environment; Climate Change; Health, Safety and Wellbeing; Economy; and Equality and Accessibility) and Deliverability Risk (feasibility, affordability and public acceptability). The outcome of the appraisal was that 33 options were retained and used to help develop the policies and action plan that we will deliver through this LTS.

Policies and Actions

The retained options were grouped based on their nature into the 12 action groups discussed below.

1. **Active Travel:** Includes actions to support our Active Travel Strategy, promotion of walking, wheeling and cycling, supporting the development of strategic active travel routes and local living and delivery of new active travel infrastructure.
2. **Behaviour Change:** Focus on identifying the most effective ways to deliver behaviour change campaigns, including road safety campaigns and use of active travel infrastructure.
3. **Public Transport:** Actions in this group seek to support North Lanarkshire's bus network and work with SPT during the lifetime of the Strategic Regional Bus Strategy (SRBS), continue delivery of our Public Transport Infrastructure Improvement Programme and work with partners to improve the connectivity of public transport.
4. **Shared Transport:** Contains actions to work with partners and support measures to enhance Community Transport and increase Demand Responsive Transport (DRT) provision.
5. **Environmental and Decarbonisation:** Includes actions to promote the use of electric vehicles, including delivery of an accessible public charging network, decarbonising the Council's vehicle fleet and working across teams within the Council to help reducing the impact of transport on the environment.
6. **Safety in Transport:** Incorporates actions that seek to support vulnerable people feeling safe to use the active travel network, as well as improving the safety of the local road network through speed limit reductions.
7. **Freight:** Contains actions which recognise opportunities of freight developments and contribute to a freight modal shift from road to rail, and from the local road network to the strategic road network.
8. **Maintenance:** Actions include to support measures of North Lanarkshire Council's Roads Asset Management Plan (RAMP), improve communication of road and footpath closures, and support the use of sustainable practices and materials.

9. **Road Safety and Network:** Includes actions which work towards achieving national road safety targets through analysis of accident data, liaison with trunk road partners, feasibility studies of targeted network improvements and delivery of our Road Safety Plan.
10. **Parking:** Contains actions which aim to review the demand, availability and standards of parking, and provide effective enforcement of parking controls.
11. **Digital and Technology:** Actions in the group aim to support partners on the delivery of Mobility as a Service (MaaS) and enhancing digital connectivity through the expansion of high-speed broadband.
12. **Overarching:** This group includes actions to collect baseline data for monitoring and evaluating transport in North Lanarkshire, working with partners to integrate transport into development planning and delivering new transport infrastructure set out within the City Deal Programme.

A set of policies was developed to provide the framework and commitment for delivering the actions, while supporting the LTS objectives. One policy was developed for each one of the action groups, except for Overarching which supports policies that apply across various action groups. Each policy is translated into one or more corresponding actions that sit under it.

The following pages set out the LTS policies and actions for each one of the 12 action groups. These are also shown in Appendix 1.

Active Travel

The policy context provided at the national, regional and local levels emphasise the importance of supporting active travel to become the natural first choice for short journeys (where possible). The sustainable travel hierarchy will be followed to provide priority for walking, wheeling and cycling. This is anticipated to have multiple benefits, including the reduction of carbon emissions, addressing inequalities, delivering safer communities and improving health and physical activity levels.

Our ATS sets out the approach to active travel policy and delivery in North Lanarkshire. Through engagement with stakeholders, this LTS proposes actions which build on the Active Travel Strategy including facilitating strategic routes, local living and cross boundary connectivity, providing cycle parking and storage, signage and wider promotion of our active travel resources, as well as delivery of active travel infrastructure as part of major City Deal projects.

Our policy statement for the Active Travel actions is:

Policy 1: Implement North Lanarkshire Council's Active Travel Strategy to make walking, wheeling and cycling attractive and viable options for shorter journeys that help to promote local living.

This policy supports TPO1 and TPO2 and links with:

- **Priority 1:** Improve accessibility and reduce inequalities
- **Priority 2:** Protect the environment and take climate action
- **Priority 5:** Improve the health and wellbeing of our communities

The Active Travel actions are:

AT-1: Implement actions identified in North Lanarkshire Council's Active Travel Strategy (ATS) to facilitate strategic routes and Local Living, including:

- Community Hub Improvements.
- Strategic Active Travel Network Routes.
- Local Neighbourhood and Connection Active Travel Network Routes, including cross boundary connections.

AT-2: Implement complementary measures that will help to promote and encourage walking, wheeling and cycling for everyday travel across North Lanarkshire, including:

- Installation of cycle parking and storage.
- Supporting colleagues to manage cycle training for children (including working with third parties).
- Monitoring and evaluation of active travel projects.
- Review of active travel signage as part of each infrastructure project.
- Promotion of North Lanarkshire Council's active travel website.

AT-3: Deliver new active travel infrastructure within the City Deal Programme, working with partners where there are added value opportunities.

Behaviour Change

It is recognised that changing travel behaviours is facilitated by measures which can motivate people and change attitudes to sustainable modes, including walking, wheeling, cycling and public transport. This could be achieved through behaviour change initiatives to support and promote infrastructure improvements, such as active travel and road safety enhancements proposed in this LTS. The aim would be to educate residents and visitors about sustainable travel options and encourage a shift towards environmentally friendly modes of transportation. These would supplement programmes that are currently being undertaken such as bikeability cycle training provided to school children.

Our policy statement for the Behaviour Change action is:

Policy 2: Support residents and visitors to North Lanarkshire to make more sustainable travel choices.

This policy supports TPO2 and TPO3 and links with:

- **Priority 2:** Protect the environment and take climate action
- **Priority 4:** Support inclusive economic growth
- **Priority 5:** Improve the health and wellbeing of our communities

The Behaviour Change action is:

BC-1: Work with partners to identify and implement the most effective way of delivering behaviour change campaigns including:

- Specific road safety campaigns.
- Introducing behaviour change campaigns to support the use of active travel infrastructure.

Public Transport

The provision of high-quality public transport is critical to achieving modal shift towards more environmentally friendly modes of transport and is an essential part of a sustainable transport system. This in turn will help to reduce carbon emissions, reduce inequalities and deliver inclusive economic growth. Public

transport, which is available, accessible and affordable can help to contribute to each of these desired outcomes.

In the SPT region, it is recognised that there are challenges with the provision of bus services, with barriers to using the bus including ticketing arrangements, fares that are deemed to be unaffordable, delays and long journey times, lack of integration with other modes or between operators, and limited-service provision outside of peak / day times. SPT have recently developed the SRBS, and we will continue to support and work with SPT and other key partners to address these issues and help deliver a public transport network which is equitable, accessible, affordable and available.

We will also continue to play an active role in the Glasgow City Region Bus Partnership (GCRBP). This is a voluntary partnership made up of the eight Glasgow City Region local authorities, Strathclyde Partnership for Transport, bus operators and passenger representatives, working together to address current challenges and enhance the passenger experience across the City Region.

Similarly, we will continue to work with partners to help facilitate increased passenger capacity at rail stations by exploring coordinated transport systems, strengthening active travel connections and supporting the introduction of seamless ticketing. Together, these measures will enable stations to manage higher demand efficiently while reducing localised congestion and carbon emissions.

Our policy statement for the Public Transport actions is:

Policy 3: Work with partners to provide an attractive and accessible public transport network within North Lanarkshire, including to strengthen rural and north-south connectivity and to enhance the public transport network for isolated communities.

This policy supports TPO2 and TPO3 and links with:

- **Priority 2:** Protect the environment and take climate action
- **Priority 4:** Support inclusive economic growth
- **Priority 5:** Improve the health and wellbeing of our communities

The Public Transport actions are:

PT-1: Support North Lanarkshire's bus network by engaging and working with Strathclyde Partnership for Transport (SPT) during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). Actions and measures captured in the SRBS include those related to:

- Bus franchising.
- Decarbonisation of buses.
- Bus priority infrastructure.
- Accessible bus stops.
- Real Time Passenger Information (RTPI).

PT-2: Continue to deliver North Lanarkshire Council's Public Transport Infrastructure Improvement Programme:

- Improving accessibility to bus stops.
- Improving waiting facilities for passengers, including at transport interchanges.
- Exploring opportunities to improve on and off-road provision for bus operators.

PT-3: Work with partners to explore opportunities for:

- Increased south-north public transport connectivity.
- Improved rural public transport connectivity.
- Services connecting to Monklands replacement hospital.
- Connectivity opportunities for unserved / underserved communities.
- Connectivity opportunities for strategic employment locations, e.g. Eurocentral, Strathclyde Business Park.
- Progressing the development of Clyde Metro.
- Improved accessibility to rail stations.
- Upgraded bus corridors resulting in reduced journey times.

Shared Transport

Presently in North Lanarkshire, the role of shared transport primarily relates to the MyBus DRT service operated by SPT and a few smaller, volunteer run Community Transport Services.

Although we currently have no plans to develop mobility hubs or expand car clubs in the area, we will revisit this periodically throughout the lifespan of this Strategy. We also welcome the policies in the Regional Transport Strategy (RTS) that focus on both supporting development of the national Mobility Hub Delivery Framework and exploring the development of a regional approach to shared transport provision, particularly for car clubs.

Our policy statement for the Shared Transport actions is:

Policy 4: Support key partners in delivering Community Transport and Demand Responsive Transport across North Lanarkshire, including in rural locations.

This policy supports TPO2 and TPO3 and links with:

- **Priority 1:** Improve accessibility and reduce inequalities
- **Priority 4:** Support inclusive economic growth
- **Priority 5:** Improve the health and wellbeing of our communities

The Shared Transport action is:

SH-1: Work with partners to support measures in North Lanarkshire to enhance Community and Demand Responsive Transport.

Environmental and Decarbonisation

To effectively reduce carbon emissions, a comprehensive set of measures will be implemented. These include collaborating with partners to facilitate a shift in freight transportation from road to rail, developing and promoting active travel infrastructure, improving accessibility to public transport services, and expanding the public facing electric vehicle charging network throughout North Lanarkshire. Additionally, we plan to transition our fleet to low-emission and electric vehicles. We will explore opportunities of using the ClimateView Tool to monitor and track the environmental and climate impact of projects throughout North Lanarkshire.

Our policy statement for the Environmental and Decarbonisation actions is:

Policy 5: In alignment with national, regional and local policies, support key partners in delivering measures which help to reduce emissions generated through transport.

This policy supports TPO1, TPO2 and TPO5 and links with:

- **Priority 2:** Protect the environment and take climate action
- **Priority 5:** Improve the health and wellbeing of our communities

The Environmental and Decarbonisation actions are:

ED-1: Work with partners to deliver an accessible and affordable public charging network for Electric Vehicles across North Lanarkshire, including through the Glasgow City Region Deal, and within new developments.

ED-2: Align with the Scottish Government commitments to ensure that North Lanarkshire Council (NLC) will continue to work towards decarbonising the Council's own fleet vehicles by:

- Phasing out the need for new petrol and diesel light commercial vehicles from 2025 onwards.
- Phasing out the need for new petrol and diesel heavy duty vehicles (HDV) from 2030 onwards (Vehicles with a gross vehicle weight of more than 3.5t or passenger transport vehicle of more than 8 seat buses and coaches).
- Replacing the 846 Council owned fleet vehicles between 2025-2040.

ED-3: For the operational deployment of North Lanarkshire Council (NLC) fleet vehicles, appropriate infrastructure is required. We will support colleagues to deliver appropriate charging facilities at NLC sites across North, Central and South areas.

ED-4: Work with colleagues to reduce the impact of transport on the environment, such as air pollution, by supporting delivery of actions identified within relevant Council strategy and policy documents, such as North Lanarkshire's Path to Net Zero (2045).

Safety in Transport

Prioritising personal safety can increase the uptake of sustainable and active travel, with one of the challenges raised through the initial consultation being personal safety when travelling. It was also highlighted that feeling unsafe while travelling acts as a barrier for using active travel infrastructure and public transport. Similarly NTS2 recognises that many people, particularly women and people with disabilities feel vulnerable when using transport, particularly at night due to poor lighting.

Concerns about roads being 'unsafe' can discourage people from choosing sustainable and active travel options for their daily journeys. Projects such as 20mph speed limits in appropriate locations will help to create fairer conditions for all road users.

Our policy statement for the Safety in Transport actions is:

Policy 6: Work with partners to identify and deliver measures which enhance safety across the transport network to encourage use by all people, across all modes.

This policy supports TPO4 and links with:

- **Priority 3:** Enable a safe, resilient and equitable transport system that is sustainable
- **Priority 5:** Improve the health and wellbeing of our communities

The Safety and Security actions are:

ST-1: Support measures to enhance personal safety and security of users on North Lanarkshire's transport network, including provision of street lighting on all active travel routes.

ST-2: Support measures to improve safety on North Lanarkshire's local road network, including through reviewing the signal timings across our network, expansion of 20mph limits and traffic calming measures where justified in line with current policy.

Freight

The freight sector is a vital contributor to North Lanarkshire's economy; with the economic benefits the sector brings enabled and strengthened by an efficient transport network. At the same time, supporting freight decarbonisation is a crucial aspect of NTS2. We are committed to supporting the Government's goal of increasing the proportion of freight transported by rail.

Our policy statement for the Freight actions is:

Policy 7: Work with partners to facilitate a freight network which is sustainable, efficient and reliable, and which supports innovation and best practice.

This policy supports TPO3 and links with:

- **Priority 4:** Support inclusive economic growth

The Freight actions are:

- FR-1:** Support partners who are engaging with freight facilitators for opportunities around development, recognising the important role of freight and its distribution in the local economy.
- FR-2:** Facilitate a shift in Heavy Goods Vehicle (HGV) traffic from local road networks to strategic road networks through the delivery of new transport infrastructure within the City Deal Programme and wider supporting initiatives.
- FR-3:** Support partners to achieve a modal shift of freight from road to rail.

Maintenance

Maintenance of our road assets is vital to enabling a reliable and resilient transport system. We have a responsibility to maintain assets, including local roads, paths, footways, lighting columns, bridges and other structures. We also have a responsibility for winter maintenance activities, including gritting and snow clearance and provide an emergency response to extreme weather.

Our Road Asset Management Plan (RAMP) is contained within our [Corporate Asset Management Plan](#) and sets out the Council's roads assets. The RAMP recognises that customer expectations around road condition, network availability, and safety continue to rise, with the public increasingly sensitive to issues such as potholes and other reactive defects. This increasing demand reinforces the need to shift from a reactive approach towards one that places greater emphasis on sustainable, planned, and preventative maintenance. This approach supports improved long-term network condition, delivers better value for money, and contributes to the Council's carbon reduction and climate change objectives.

Our policy statement for the Maintenance actions is:

Policy 8: Support transport network resilience through maintaining road assets and adopting the use of sustainable and lower carbon materials.

This policy supports TPO5 and links with:

- **Priority 2:** Protect the environment and take climate action
- **Priority 3:** Enable a safe, resilient and equitable transport system that is sustainable

The Maintenance actions are:

- MA-1:** Support measures within North Lanarkshire Council's Roads Asset Management Plan (RAMP) and maintain the local adopted road network.
- MA-2:** Improve communication of planned road and footpath/footway closures.
- MA-3:** Support the use of sustainable practices and materials where possible when maintaining existing or constructing new infrastructure and facilities, building on work undertaken as part of Live Labs.

Road Safety and Network

As the local road authority, we are responsible for making sure that our roads are fit for purpose by minimising safety risks and preventing traffic congestion from hindering economic growth. Addressing safety and congestion issues through

road upgrades is a key part of this responsibility. Additionally, maintaining a safe and resilient local road network is essential for achieving our climate targets, as it supports a reliable public transport system and helps reduce local air pollution. We are also exploring new technologies that can help identify where accidents are most likely to occur, allowing us to take proactive steps to improve road safety and reduce accident risk.

Our policy statement for the Road Safety and Network actions is:

Policy 9: Maintain a road network that improves safety for all users and reduces congestion on the local network.

This policy supports TPO3 and TPO4 and links with:

- **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 Road Safety and Network actions are:

RSN-1: Progress and deliver actions identified in North Lanarkshire Council's Road Safety Plan (2026).

RSN-2: Work towards achievement of the Scottish road safety targets, as set out in the Scottish Government's Road Safety Framework to 2030.

RSN-3: Continue to analyse accident data across the area and provide priority measures to identified problem sites.

RSN-4: Liaise with partners on trunk roads and the surrounding road network to improve safety, where possible.

RSN-5: Work with partners to undertake feasibility studies of network improvements in North Lanarkshire, including but not limited to:

- Glasgow Road, Wishaw.
- Craiglinn Interchange, Cumbernauld.
- Windmillhill Street, Motherwell.
- Station Road / Cumbernauld Road / Lindsaybeg Road, Chryston and Muirhead.

- Road network improvements associated with the impact of development traffic at Glenboig / Gartcosh Community Growth Area where identified and necessary.
- Other key junctions as deemed as appropriate.

RSN-6: Review and update the guidelines for development roads.

Parking

Parking management is one of our key roles, with enforcement responsibility having been in place under a DPE regime since 2018. Parking capacity pressures have been highlighted at a number of locations, including town centres and outside schools. It is recognised that unauthorised parking can have negative impacts on safety and accessibility.

Our parking management policy will ensure parking is accessible, which will support the local economy, improve congestion, ensure road safety and reduce air pollution. Parking enforcement also helps keep traffic moving smoothly, makes it easier to use public transport, and supports the area's economy.

Our policy statement for the Parking actions is:

Policy 10: Continue to effectively manage parking throughout the North Lanarkshire Council area.

This policy supports TPO3 and TPO4 and links with:

- **Priority 1:** Improve accessibility and reduce inequalities
- **Priority 3:** Enable a safe, resilient and equitable transport system that is sustainable
- **Priority 4:** Support inclusive economic growth

The Parking actions are:

PA-1: Undertake a review of parking across North Lanarkshire to consider:

- The current parking demands within our town centres and villages.
- Availability of disabled parking bays.
- Parking standards.

- Expansion of the off-street parking order (car parks) to facilitate the introduction and enforcement of disabled parking bays and electric vehicles charging bays.

PA-2: Provide effective enforcement of parking controls in North Lanarkshire, including in relation to:

- Pavement parking, double parking and dropped kerb parking.
- Parking restrictions outside schools.
- Restrictions to parking at bus stops.
- Illegal parking within town centres and mixed-use urban locations.

Digital and Technology

NTS2 recognises the benefits of integrating digital innovation and technology policies and transport, as the provision of good quality digital connectivity can help to reduce the need to travel, which is the top priority in the Sustainable Investment Hierarchy.

Technology can also be used to support access to public transport services and help to break down the barriers to its use. Mobility as a Service (MaaS) is an integrated transportation solution that combines various modes of travel, such as public transport, ride-sharing, car rentals, and bike-sharing, into a single, user-friendly digital platform. It enables users to plan, book, and pay for their journeys seamlessly via apps or online platforms. The primary aim of MaaS is to reduce reliance on private car ownership, enhance accessibility, and promote sustainable and efficient travel options. However, careful attention must be given to data privacy, equitable access for all users, and making certain that the system does not inadvertently favour certain demographics or regions over others.

Notwithstanding the benefits, it is important to prevent digital exclusion and recognise that non-digital formats will be still required to support inclusive use of North Lanarkshire's transport system.

Our policy statement for the Digital and Technology actions is:

Policy 11: Support digital connectivity and the use of technology to promote sustainable travel across North Lanarkshire.

This policy supports TPO3 and links with:

- **Priority 1:** Improve accessibility and reduce inequalities
- **Priority 3:** Enable a safe, resilient and equitable transport system that is sustainable
- **Priority 4:** Support inclusive economic growth

The Digital and Technology actions are:

DT-1: Support partners in developing Mobility as a Service (MaaS) solutions to serve those using the transport network.

DT-2: Support partners who are delivering the roll out of high-speed broadband across North Lanarkshire, in alignment with North Lanarkshire Council's Digital and IT Strategy.

Overarching

There are a number of overarching actions in this Local Transport Strategy which cut across multiple action groups.

The monitoring and evaluation of transport projects is essential for a local authority to understand what impact they have had; central to this is a need to understand the baseline situation. We will therefore continue to work with partners to collect data that is reliable and robust.

An opportunity which emerged through consultation is stronger integration between planning policy / decisions and the provision of transport, with a desire for a greater joined up approach. This is aligned to NPF4, which emphasises taking an "infrastructure first" approach to development planning and placemaking, which enables essential infrastructure and services including transport, digital and communications, water management, education and health services to be considered before or alongside new development. This approach enables developments to facilitate local living and reduce the need to travel unsustainably. We are utilising digital tools such as Geographical Information Systems (GIS) to share and coordinate works across the Council.

Lastly, the Glasgow City Region deal is a £1.13 billion fund which supports 21 infrastructure projects across the region, including several in North Lanarkshire which aim to make sure our area reaches its full economic potential. This includes through providing the conditions and capacity for the efficient movements of people and goods.

The nature of these overarching actions means that they relate to policies already set out across various action groups.

The Overarching actions and the policies they support are:

OA-1: Collect baseline data, including through working with external partners, to support the effective and robust monitoring and evaluation of transport in North Lanarkshire.

Supports Policies 2, 3, 4, 5, 6, 8, 9 and 10.

OA-2: Continue to work with partners to enhance and integrate the role of transport in development planning and give stronger consideration to the role of active travel and the Infrastructure First policy.

Supports Policies 1 and 5.

OA-3: Deliver new transport infrastructure within the City Deal Programme, working with partners where there are added value opportunities. This includes:

- PAN Lanarkshire Orbital Transport Corridor, including East Airdrie Link Road (EALR) and Ravenscraig Access Infrastructure.
- A8/M8 Transport Corridor Improvements.

Supports Policies 1, 6, 7 and 9.

7. Implementation and Monitoring

This strategy sets our vision for the period 2026 - 2036 through defined policies and actions. It provides a clear roadmap for delivering:

‘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.’

Delivery

We will achieve our Local Transport Strategy’s vision by implementing the actions outlined in this document. These actions have varying timelines, with many expected to be completed within the lifespan of this LTS, while others, particularly those tied to larger projects, may take longer. Some actions fall directly under our responsibility, especially those involving our assets, while others will require us to collaborate or work closely with partner organisations, such as SPT and neighbouring local authorities.

Funding

To achieve the actions in this strategy will require significant investment and committed resources which we cannot fully provide ourselves. As the public sector continues to experience financial challenges, we will carry on making the most of what we have and work with partners and the national government to maximise external funding opportunities, the majority of which are ring-fenced for certain uses such as improvements to road safety, active travel infrastructure,

behaviour change programmes, bus infrastructure or road maintenance. We will also support partners to help deliver actions where required. Therefore, this document represents a framework for partnership working to contribute towards a sustainable, efficient and high-quality transport network in North Lanarkshire.

Monitoring and Evaluation

Progress of the LTS will be regularly reviewed, primarily using the Monitoring and Evaluation Plan (M&E Plan) as shown in Appendix 2. The review will also include monitoring of the actions in each action group.

The Key Performance Indicators (KPIs) that make up the M&E Plan have been identified by action group, as well as relevant objectives to allow progress by objective to be reviewed. These KPIs have broadly been derived from existing data sets and sources, which will enable consistency in reporting across the strategy period.

Furthermore, as previously mentioned, halfway through its lifetime the strategy will be reviewed to check that it is still fit for purpose.

8. Next Steps

This Local Transport Strategy (LTS) establishes the vision and direction for transport in North Lanarkshire over the next 10 years, 2026 to 2036. It will be delivered through a series of policies and actions, which have been developed through comprehensive policy review, data analysis and stakeholder consultation. Governance of the strategy will continue through the Local Transport Strategy Steering Group to ensure alignment with other strategies and projects.

Appendix 1

Policies and Actions

Policy	Action
Active Travel: Implement North Lanarkshire Council's Active Travel Strategy to make walking, wheeling and cycling attractive and viable options for shorter journeys that help to promote local living.	AT-1: Implement actions identified in North Lanarkshire Council's Active Travel Strategy to facilitate strategic routes and Local Living, including: • Community Hub Improvements; • Strategic Active Travel Network Routes; • Local Neighbourhood and Connecting Active Travel Network Routes, including cross boundary connections.
	AT-2: Implement complementary measures that will help to promote and encourage walking, wheeling and cycling for everyday travel across North Lanarkshire, including: • Installation of cycle parking and storage. • Supporting colleagues to manage cycle training for children (including working with third parties). • Monitoring and evaluation of active travel projects. • Review of active travel signage as part of each infrastructure project. • Promotion of North Lanarkshire Council's active travel website.
	AT-3: Deliver new active travel infrastructure within the City Deal Programme, working with partners where there are added value opportunities.
Behaviour Change: Support residents and visitors to North Lanarkshire to make more sustainable travel choices.	BC-1: Work with partners to identify and implement the most effective way of delivering behaviour change campaigns, including:- • Specific road safety campaigns. • Introducing behaviour change campaigns to support the use of active travel infrastructure.

Policy	Action
Public Transport: Work with partners to provide an attractive and accessible public transport network within North Lanarkshire, including to strengthen rural and north-south connectivity and to enhance the public transport network for isolated communities.	PT-1: Support North Lanarkshire's bus network by engaging and working with Strathclyde Partnership for Transport (SPT) during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). Actions and measures captured in the SRBS include those related to: • Bus Franchising. • Decarbonisation of Buses. • Bus Priority Infrastructure. • Accessible Bus Stops. • Real Time Passenger Information (RTPI).
	PT-2: Continue to deliver North Lanarkshire Council's Public Transport Infrastructure Improvement Programme: • Improving accessibility to bus stops. • Improving waiting facilities for passengers, including at transport interchanges. • Exploring opportunities to improve on and off-road provision for bus operators.
	PT-3: Work with partners to explore opportunities for: • Increased south-north public transport connectivity. • Improved rural public transport connectivity. • Services connecting to the Monklands replacement hospital. • Connectivity opportunities for unserved / underserved communities. • Connectivity opportunities for strategic employment locations e.g. Eurocentral, Strathclyde Business Park. • Progressing the development of Clyde Metro. • Improved accessibility to rail stations. • Upgraded bus corridors resulting in reduced journey times

Policy	Action
Shared Transport: Support key partners in delivering Community Transport and Demand Responsive Transport across North Lanarkshire, including in rural locations.	SH-1: Work with partners to support measures in North Lanarkshire to enhance Community and Demand Responsive Transport.
Environmental and Decarbonisation: In alignment with national, regional and local policies, support key partners in delivering measures which help to reduce emissions generated through transport.	ED-1: Work with partners to deliver an accessible and affordable public charging network for Electric Vehicles across North Lanarkshire, including through the Glasgow City Region Deal, and within new developments. ED-2: Align with the Scottish Government commitments to ensure that North Lanarkshire Council (NLC) will continue to work towards decarbonising the Council's own fleet vehicles by: - Phasing out the need for new petrol and diesel light commercial vehicles from 2025 onwards. - Phasing out the need for new petrol and diesel heavy duty vehicles (HDV) from 2030 onwards (Vehicles with a gross vehicle weight of more than 3.5t or passenger transport vehicle of more than 8 seat buses and coaches). - Replacing the 846 Council owned fleet vehicles between 2025-2040. ED-3: For the operational deployment of North Lanarkshire Council (NLC) fleet vehicles, appropriate infrastructure is required. We will support colleagues to deliver appropriate charging facilities at NLC sites across North, Central and South areas. ED-4: Work with colleagues to reduce the impact of transport on the environment, such as air pollution, by supporting delivery of actions identified within relevant Council strategy and policy documents, such as North Lanarkshire's Path to Net Zero (2045)
Freight: Work with partners to facilitate a freight network which is sustainable, efficient and reliable, and which supports innovation and best practice.	FR-1: Support partners who are engaging with freight facilitators for opportunities around development, recognising the important role of freight and its distribution in the local economy. FR-2: Facilitate a shift in Heavy Goods Vehicles (HGV) traffic from local road networks to strategic road networks through the delivery of new transport infrastructure within the City Deal Programme and wider supporting initiatives. FR-3: Support partners to achieve a modal shift of freight from road to rail.

Policy	Action
Maintenance: Support transport network resilience through maintaining road assets, adopting the use of sustainable & lower carbon materials.	MA-1: Support measures within North Lanarkshire Council's Roads Asset Management Plan (RAMP) and maintain the local adopted road network. MA-2: Improve communication of planned road and footpath/footway closures MA-3: Support the use of sustainable practices and materials where possible when maintaining existing or constructing new infrastructure and facilities, building on work undertaken as part of Live Labs.
Digital and Technology: Support digital connectivity and the use of technology to promote sustainable travel across North Lanarkshire	DT-1: Support partners in developing Mobility as a Service (MaaS) solutions to serve those using the transport network. DT-2: Support partners who are delivering the roll out of high-speed broadband across North Lanarkshire, in alignment with North Lanarkshire Council's Digital and IT Strategy.
Safety in Transport: Work with partners to identify and deliver measures which enhance safety across the transport network to encourage use by all people, across all modes.	ST-1: Support measures to enhance personal safety and security of users on North Lanarkshire's transport network, including provision of street lighting on all active travel routes. ST-2: Support measures to improve safety on North Lanarkshire's local road network, including through reviewing the signal timings across our network, expansion of 20mph limits and traffic calming measures where justified in line with current policy.

Policy	Action
Road Safety and Network: maintain a road network that improves safety for all users and reduces congestion on the local network	RSN-1: Progress and deliver actions identified in North Lanarkshire Council's Road Safety Plan (2026).
	RSN-2: Work towards achievement of the Scottish road safety targets, as set out in the Scottish Government's Road Safety Framework to 2030.
	RSN-3: Continue to analyse accident data across the area and provide priority measures to identified problem sites.
	RSN-4: Liaise with partners on trunk roads and the surrounding road network to improve safety, where possible
	RSN-5: Work with partners to undertake feasibility studies of network improvements in North Lanarkshire, including but not limited to: - Glasgow Road, Wishaw. - Craiglinn Interchange, Cumbernauld. - Windmillhill Street, Motherwell. - Station Road / Cumbernauld Road / Lindsaybeg Road, Chryston and Muirhead. - Road network improvements associated with the impact of development traffic at Glenboig / Gartcosh Community Growth Area where identified and necessary. - Other key junctions as deemed appropriate.
	RSN-6: Review and update the Guidelines for development roads.
Parking: Continue to effectively manage parking throughout the North Lanarkshire Council area	PA-1: Undertake a review of parking across North Lanarkshire to consider: - The current parking demands within our town centres and villages - Availability of disabled parking bays - Parking standards - Expansion of the off-street parking order (car parks) to facilitate the introduction and enforcement of disabled parking bays and electric vehicle charging bays.
	PA-2: Provide effective enforcement of parking controls in North Lanarkshire, including in relation to: - Pavement parking, double parking and dropped kerb parking - Parking restrictions outside schools - Restrictions to parking at bus stops - Illegal parking within town centres and mixed-use urban locations

Policy	Action
Overarching actions	OA-1: Collect baseline data, including through working with external partners, to support the effective and robust monitoring and evaluation of transport in North Lanarkshire.
	OA-2: Continue to work with partners to enhance and integrate the role of transport in development planning and give stronger consideration to the role of active travel and the Infrastructure First policy.
	OA-3: Deliver new transport infrastructure within the City Deal Programme, working with partners where there are added value opportunities. This includes: - PAN Lanarkshire Orbital Transport Corridor, including East Airdrie Link Road (EALR) and Ravenscraig Access Infrastructure. - A8/M8 Transport Corridor Improvements.

Appendix 2

Monitoring and Evaluation Plan

Action Group	No.	Key Performance Indicator (KPI)	Source	Baseline	Trend direction / target by 2036
Active Travel / Behaviour Change Linked to: - TPO 1 - TPO 2 - TPO 3 - TPO 4	KPI 1	Amount (kms) of active travel routes created which will improve the ability of all people to walk, wheel and cycle throughout North Lanarkshire	North Lanarkshire Council	2024: 18kms	By 2028: 50kms By 2035: 125 kms
	KPI 2	Number of bicycle stands installed at key locations on adopted road network by North Lanarkshire Council	North Lanarkshire Council	Baseline to be determined	Increase
	KPI 3	Number of primary and secondary school pupils who have completed Bikeability cycle training levels 1 and 2.	North Lanarkshire Council	In school year 2024/25: 1,591 pupils completed level 1 Bikeability training 1,518 pupils completed level 2 Bikeability training	Increase
	KPI 4	Number of pedestrians and cyclists using active travel infrastructure on the local network.	North Lanarkshire Council	Baseline to be determined	Significant Increase
	KPI 5	% of journeys under 2 miles by walking as main mode	Scottish Household Survey, Table LA 21 transport-and-travel-in-scotland-2023-la-tables.xlsx	2023: 40%	Increase
	KPI 6	% of journeys under 5 miles by bicycle as main mode	Scottish Household Survey, Table LA22 transport-and-travel-in-scotland-2023-la-tables.xlsx	2023: 3%	Significant increase
	KPI 7	Proportion of adults (16+) travelling to work on foot and by bicycle	Scottish Household Survey, Table LA1 transport-and-travel-in-scotland-2023-la-tables.xlsx	2023: 9%	Significant increase
Public Transport Linked to: - TPO 1 - TPO 2 - TPO 3 - TPO 4	KPI 8	Proportion of adults (16+) travelling to work by bus and by rail	Scottish Household Survey, Table LA1 transport-and-travel-in-scotland-2023-la-tables.xlsx	2023: 17%	Increase
	KPI 9	Number of bus stops in North Lanarkshire with improved accessibility, including boarding and crossing points	North Lanarkshire Council	Baseline to be determined	All bus stops in North Lanarkshire with improved accessibility.

Action Group	No.	Key Performance Indicator (KPI)	Source	Baseline	Trend direction / target by 2036
Environmental and Decarbonisation Linked to: - TPO1 - TPO 3 - TPO 5	KPI 10	Number of public facing EV charging points across North Lanarkshire owned by Council	North Lanarkshire Council	2025: 110 public chargers (this does not include all publicly available chargers, only those within Council ownership, there are 272 publicly available chargers)	Increase
	KPI 11	Number of Ultra Low Emission Vehicle registrations in North Lanarkshire	Local area data: Electric vehicles and charging points	Total registered ULEV's in Q3 2024: 2,855 in total. Privately Owned ULEV's in Q3 2024: 569 per 100,000 population	Increase
	KPI 12	Proportion of petrol/diesel vehicles in Council Fleet	North Lanarkshire Council	2025: 92% of Council's fleet in petrol/diesel vehicles (770 petrol/diesel and 70 electric)	No petrol/diesel vehicles in Council Fleet
	KPI 13	Proportion of petrol / diesel vehicles in Enterprise Contract - Housing and Corporate Repairs	North Lanarkshire Council	2025: 97% of Mears' fleet are petrol/diesel vehicles (318 petrol/diesel and 11 electric)	No petrol/diesel vehicles in Council Fleet
	KPI 14	Proportion of petrol / diesel vehicles in Enterprise Contract - Roads and Infrastructure	North Lanarkshire Council	2025: 93.5% of Hochtief's fleet are petrol/diesel vehicles (116 petrol/diesel and 8 electric)	Decrease to 5%
	KPI 15	Compliance with statutory air quality objectives in NO2 levels at key monitoring sites	NLC Air Quality Annual Progress Report Home page Scottish Air Quality	2023: Levels of NO2 at all key monitoring sites are compliant when compared to Air Quality Scotland (AQS) objective (40µg/m3)	Target: Maintain baseline. Trend: Continual decrease in NO2 levels
	KPI 16	Compliance with statutory air quality objectives in PM10 and PM2.5 levels at key monitoring sites	NLC Air Quality Annual Progress Report Home page Scottish Air Quality	2023: Levels of PM10 and PM2.5 at all key monitoring sites are compliant when compared to Air Quality Scotland (AQS) objective (18 µg/m3))	Target: Maintain baseline. Trend: Continual decrease in PM10 and PM2.5 levels
Freight Linked to: - TPO 3 - TPO 4	KPI 17	Gross Value Added (GVA) (balanced) per head of population at current basic prices, £.	Office for National Statistics – Regional GVA (Balanced) per head and income components – Table 2 Regional gross value added (balanced) per head and income components - Office for National Statistics	2023: £30,394	Increase
	KPI 18	Number of train entries/exits to the main rail freight terminals in North Lanarkshire (Freightliner Coatbridge terminal and Mossend EuroTerminal) on a typical month.	Realtime Trains Search	November 2025: Weekly freight movements scheduled: - Mossend: 100 - Coatbridge: 75	Increase

Action Group	No.	Key Performance Indicator (KPI)	Source	Baseline	Trend direction / target by 2036
Safety in Transport Linked to: - TPO 1 - TPO 2 - TPO 4	KPI 19	Amount (kms) of active travel infrastructure with appropriate street lighting	North Lanarkshire Council	2024: 18kms	Significant increase
	KPI 20	Number of roads with 20mph speed limits	North Lanarkshire Council	2025: 245 streets with 20mph speed limits	Increase
Road Safety and Network / Behaviour Change Linked to: - TPO 2 - TPO 3 - TPO 4	KPI 21	Average number of people per year killed or seriously injured in road traffic collisions	Road traffic collision data - Police Scotland	Road collision casualties across a 5-year average between 2019-2023: - Average number of people seriously injured: 86 people/year - Average number of people killed: 6 people / year - Average number of people killed or seriously injured (KSI): 92 people / year	Decrease
	KPI 22	Average number of children (under 16 years) per year killed or seriously injured in road traffic collisions	Road traffic collision data - Police Scotland The data is from Table 40 in this link: https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2024	Road collision casualties across a 5-year average between 2019-2023: - Average number of children (under 16) seriously injured: 12.6 children/ year - Average number of children (under 16 years) killed: 0.6 children/year - Average number of children killed or seriously injured (KSI): 13.2 people / year.	Decrease
	KPI 23	Amount of vehicle kilometres driven on North Lanarkshire Council roads	Scottish Transport Statistics (2024), Table 5.4	2023: 3,384.24 million	Decrease
Maintenance Linked to: TPO 5	KPI 24	Percentage of all public roads in North Lanarkshire that should be considered for repairs.	North Lanarkshire Council Microsoft Word - STS - Chapter 01 - Road Transport Vehicles - Accessible chapter	2024: 32.6%	Maintain

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