NORTH LANARKSHIRE COUNCIL
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LOCAL TRANSPORT STRATEGY

Local Transport Strategy: Consultation
December 2025 - February 2026



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Document Control			
Title	Local Transport Strategy - Consultation December 2025 – February 2026		
Owner	North Lanarkshire Council	**Contact**	
Governance Group			
Author		**Contact**	

Revision History			
Number	Originator	**Date Review Commenced**	Revision description / record of change

Document approvals			
Number	Governance Group	**Date approval granted**	**Date approval to be requested (If document still draft)**

Consultation Record (for most recent update)	
Status of document consulted upon	
Stakeholders consulted / date	

Strategic Alignment

Next review date	
Review date	

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Introduction

North Lanarkshire Council's (NLC) draft Local Transport Strategy (LTS) 2026-2036, along with supporting documents, the Strategic Environmental Assessment Report (SEA), the Integrated Impact Assessment (IIA), the Habitats Regulations Appraisal (HRA) and the Case for Change (CfC) underwent an 8-week consultation period, from 15th December 2025 to 8th February 2026.

The purpose of the consultation was to receive feedback on the draft LTS and supporting documents; feedback has subsequently been collated and used to inform potential updates.

The consultation included:

- **Online Stakeholder Briefings** to provide detail on the draft LTS, outline how to contribute to shaping the final version of the strategy and to discuss any issues raised.
- **Public Survey** to collect feedback on the draft LTS, focusing on the proposed actions. The survey was accessible online or in paper copy, which was available at all 19 local libraries across the NLC area.

A dedicated email address was also provided to enable people to share feedback outwith the survey.

The consultation was widely publicised via NLC's:

- Social media, including community Facebook pages.
- LTS-specific website.
- NLC staff wide newsletter and email.

Online Stakeholder Briefings

Four online briefings were held via MS Teams:

1. **NLC Officers and Key Stakeholders on 13th January 2026**
2. **Community Councils on 14th January 2026.**
3. **Elected Members on 15th January 2026.**
4. **Community Boards on 15th January 2026.**

NLC Officers and Key Stakeholders

The NLC Officers and Key Stakeholders online briefing took place on 13th January 2026 from 11:00 to 12:00 and was attended by those identified in Table 1:

Table 1: NLC Officers and Key Stakeholders Workshop Attendees

NLC Officers	Bus Users.Org	Fire Scotland	Chamber of Commerce
First Bus	National Health Service (NHS)	Strathclyde Partnership for Transport (SPT)	Glasgow City Council
ScotRail	Whitelaw Coaches	Climate Action	Falkirk Council
Health Valleys			

The key themes raised during the discussion were:

- Park and Ride.
- Personal safety and security.

Community Councils

The Community Councils online briefing took place on 14th January 2026 from 18:30 to 19:30 but no representatives from Community Councils dialled in.

Elected Members

The Elected Members online briefing took place on 15th January 2026 from 13:30 to 14:30 and was attended by 14 North Lanarkshire Councillors. No points relating to the draft LTS were raised during this briefing.

Community Boards

The Community Boards online briefing took place on 15th January 2026 from 18:30 to 19:30 and was attended by those identified in Table 2:

Table 2: Community Boards Workshop Attendees

Voluntary Action North Lanarkshire (VANL)	Walking Scotland	Cardowan Community Council
Cumbernauld Action for the Care of the Elderly (CACE)	Other members of unspecified community groups	

The key themes raised during the discussion were:

- Improved sustainable travel links to Monklands replacement hospital.
- Seamless travel ticketing, including potential for a SMART ticket across Scotland (currently being considered by Transport Scotland).
- Improved engagement, including for active travel projects and for informing the public regarding planned road and footpath/footway closures to give people advanced warning and help them plan their journey ahead of time.

- Behaviour change campaigns to encourage more active and sustainable travel, including suggestion to consider the "Better Points" app to incentivise people to make changes for short, local journeys.
- Schools: increasing traffic at schools, ongoing parking issues especially at start/ end of school day, decrease in school buses, road safety at schools.
- Lack of bus services in Cardowan Community Council area, as well as difficulty in booking seats on MyBus services in the area.
- Cycle parking: providing additional cycle hoop storage in appropriate locations.

Survey

The survey (Appendix A) collected the respondents' views on the 33 draft LTS actions. It also provided space for additional comments. Surveys were predominantly completed online. In addition, a small percentage of digital copies were completed offline and received via email. Some paper copies were also completed and received by post. Table 3 presents a breakdown of the survey responses.

Table 3: Responses to Survey

Surveys	Number
Online	393
Digital (via e-mail)	2
Paper copies (via post)	2
Paper copies (via libraries)	-
Total	**397**

Feedback on Actions

The 33 draft LTS actions were grouped based on their nature into 12 action groups (as seen in Appendix A). Respondents were asked to what extent they support each of the actions, from strongly agree to strongly disagree. A breakdown of the results can be found in Appendix B.

Table 4 summarises the action groups by comparing the percentages of respondents who either strongly or somewhat agreed with all actions within each group against the proportion who either strongly or somewhat disagreed.

Table 4: Agreement Levels Across Action Groups

Action Group	% of respondents either strongly or somewhat agreeing with all actions in group	% of respondents either strongly or somewhat disagreeing with all actions in group
Public Transport	77 – 85	6 - 8
Parking	77 - 84	10 - 15
Shared Transport	75	6
Road Safety and Network	75 - 83	4 – 7
Behaviour change	71	18
Overarching	67 - 71	7 - 9
Maintenance	64 - 80	3 - 7
Safety in Transport	63 - 93	3 - 29
Freight	62 - 70	10 - 12
Digital and technology	61 - 78	6
Active Travel	59 - 76	10 - 23
Environmental and decarbonisation	39 - 57	20 – 45

The action with the overall highest support, with 93% of respondents who strongly or somewhat agreed with it, was 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.

The action with the lowest overall support, with 39% of respondents who strongly or somewhat agreed with it was ED-2:

- Align with the Scottish Government commitments to ensure that North Lanarkshire Council (NLC) will continue to work towards:
  - Phasing out petrol and diesel cars.
  - 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 goods 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 2025-2030.

ED-2 was also the action which attracted the most opposition, with 45% of respondents who strongly or somewhat disagreed with it.

The second most opposed action was ST-2 (Support measures to improve safety on North Lanarkshire's local road network, including through expansion of 20mph limits and traffic calming measures, where justified in line with current policy) with 29% of respondents who strongly or somewhat disagreed with it. At the same time, 63% of respondents strongly or somewhat agreed with it.

Open-Ended Questions

The survey included two open-ended questions:

- Please provide below any further comments you may have about any of the actions or the draft LTS.
- Please provide below any other comments that you feel are missing from the previous list.

The comments to these open-ended questions have been collated with comments received throughout the course of all related consultation activities. They are provided in Appendix C, together with NLC's responses.

Demographics

A full breakdown of the respondents by various demographics can be found in Appendix D, where the following can be seen:

Respondents:

- 85% of respondents were completing the survey as a member of the public based in the North Lanarkshire Council (NLC) area.
- 10% of respondents were completing the survey as a member of the public visiting the NLC area.
- The remaining 5% of respondents were made up of responses from NLC Local Elected Members Businesses, Community Organisations and Students.

Age profile of respondents who completed survey as member of public (resident of and visitor to NLC area) or school student:

- 26% of respondents were aged 45-54
- 25% were aged 55-64
- 19% were aged 35-44
- 17% were aged 65+
- 11% were aged 23-34
- 1% were aged 16-22
- less than 1% were aged under 16 but had permission from a parent or guardian to complete the survey.
- 2% of respondents preferred not to say.

Private mode of transport available to respondents who completed survey as member of public (resident of and visitor to NLC area) or as school student (please note more than one mode could be chosen), shown in Figure 1:

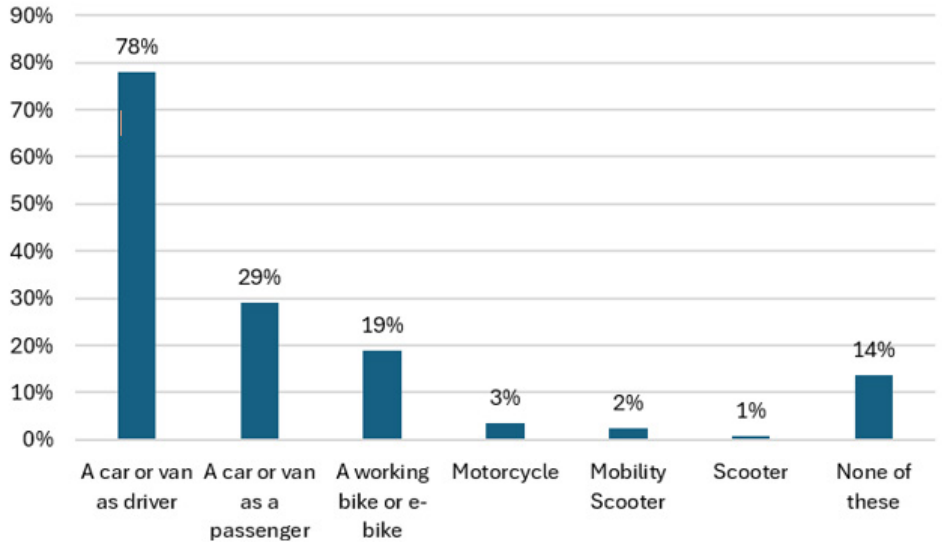


Figure 1: Availability of Private Transport Among Member of Public and Student Respondents

Email Feedback

Four emails regarding the draft LTS were sent to the dedicated project email address. One from a member of the public, one from a business, one from a neighbouring local authority and one from an MSP.

The key themes raised were:

- Public Transport:
  - Service Provision: frequency and coverage.
  - Partnership working, for example, Glasgow City Region Bus Partnership.
- Smaller communities:
  - Transport accessibility.
  - Community engagement.
- Active Travel:
  - Investment.
  - Focus on everyday trips with continuous safe walking and cycling links.
- Demand responsive transport:
  - Expanding services and long-term funding requirements.
- Parking:
  - Enforcement.
  - Disabled parking.
- Road maintenance and winter gritting
- Cross boundary travel patterns
- Park and Rides

Summary of all comments received during consultation period regarding draft Local Transport Strategy

All Comments submitted during this second-round consultation (including via surveys, briefings and emails) can be found in Appendix C, together with our responses.

Public Transport, including Rail, was the most common theme. Concerns were consistently raised about the quality and accessibility of public transport, with respondents identifying gaps in service coverage, reliability and frequency across the area.

- Key issues raised:
  - Poor bus services, especially in villages and peripheral communities.
  - Lack of evening, Sunday and early morning services.
  - Inadequate connections between buses and rail stations.
- Requests for improved services in:
  - Newmains-Cleland
  - Cardowan
  - Calderbank
  - Bargeddie
  - Newarthill
  - Condorrat
  - Moodiesburn
  - Stepps
  - Kilsyth
  - Cumbernauld
  - Towers Road, Airdrie
- Calls for more rail-focused improvements, including:
  - Better Motherwell-Edinburgh services.
  - Improved Motherwell-Cumbernauld rail frequencies.
  - Reintroduction of routes such as Lanarkshire-Ayrshire services.
- Support for bus franchising.
- Requests for integrated ticketing.
- Concerns over accessibility of MyBus and wheelchair-accessible transport.

Park and Ride was raised repeatedly. Many respondents felt Park and Ride opportunities were underrepresented in the strategy.

Key points included:

- Questions about whether Park and Ride is adequately referenced in the draft LTS.
- Strong support for:
  - Eurocentral Park and Ride.
  - Expansion of facilities at rail stations, particularly Croy.
- Suggestions that Park and Ride could:
  - Reduce congestion.
  - Support bus use.
  - Improve connections to Glasgow and Edinburgh.
  - Improve access to major employment hubs.

Many respondents supported active travel (walking, wheeling and cycling) improvements but felt the strategy lacks detail. At the same time, others felt cycle lanes were over-prioritised and underused (although we do not yet have any cycle lanes in North Lanarkshire).

Common themes:

- Need for continuous and connected active travel network rather than isolated paths.
- Requests for routes connecting:
  - Wishaw-Motherwell.
  - Airdrie-Motherwell.
  - Glenboig-Gartcosh.
  - Newmains-Cleland.
  - Cumbernauld-Glasgow.
- Concerns about:
  - Poor path surfaces.
  - Lighting.

  - Maintenance.
  - Safety.
  - Inclusivity and overemphasis.
- Calls for physically segregated cycle lanes.
- Requests for improved walking infrastructure and recognition that walking is used by more people than cycling.
- Requests that active travel investment should not reduce green space.

Road safety around schools was a major topic.

- Suggestions included:
  - School exclusion zones for cars.
  - Parking bans near schools.
  - Additional crossing facilities.
  - More enforcement.
  - 20mph zones around schools.
  - Better lighting and signage.
  - Additional school transport services.
  - Safer routes to school following withdrawal of school buses.

Road Safey and Parking were also frequently raised.

- Main issues:
  - Speeding.
  - Dangerous parking.
  - Pavement parking.
  - Blue badge misuse.
  - E-scooters on pavements.
  - Dangerous junctions.
  - Illegal parking around schools and town centres.
  - Opinions were split between providing more parking and reducing dependence on car use.
- Suggested actions:
  - More speed cameras.
  - Additional traffic wardens.
  - CCTV enforcement.
  - Increased fines.
  - Better enforcement of pavement parking legislation.

A number of comments focused on disabled people and those with mobility challenges.

- Key concerns:
  - Not everyone can use active travel.
  - Poor accessible public transport.
  - Lack of wheelchair-accessible taxis.
  - Limited MyBus availability.
  - Insufficient disabled parking.
  - Barriers at rail stations, particularly Shotts.
  - Safety and accessibility at bus stops.
- Many respondents stressed that sustainable transport must remain inclusive.

Concerns were commonly raised regarding Road Maintenance and Roadworks.

- Issues raised:
  - Potholes.
  - Poor road conditions.
  - Drainage problems.
  - Long-running roadworks.
  - Congestion caused by utility works.

Many respondents felt maintenance should be prioritised before delivering new transport initiatives.

Concerns were raised over Electric Vehicles (EVs) particularly around:

- Views that EV infrastructure is being delivered on a business-case basis rather than actual demand.
- Opposition to policies perceived as "pushing" EV ownership or penalising petrol and diesel vehicle owners.
- EV charging bays reducing general parking provision.
- EVs not being practical for everyone.

Some respondents questioned links to the new Monklands replacement hospital.

- Concerns included:
  - Need for:
  - New bus routes.
  - Active travel links.
  - Public transport integration.
  - Road access improvements.
  - Recognition that the new hospital will become one of the region's key trip generators.

Respondents generally wanted stronger engagement.

- Suggestions included:
  - Better promotion of consultation exercises.
  - Involvement of:
    - Community councils.
    - Third sector organisations.
    - Charities.
    - Community transport providers.
    - Faith groups.
    - More regular community engagement.
    - Clearer explanation of how feedback will influence decisions.

Views were mixed regarding behaviour change and providing travel options alternative to private car use, especially for short trips.

- Supportive comments included:
  - Incentives such as the BetterPoints app.
  - Travel behaviour change campaigns.
  - Car clubs.
  - Reduced reliance on private cars.

- Other respondents felt:
  - Policies should not penalise motorists.
  - Active travel cannot replace cars for many households.
  - Any shift away from cars should follow delivery of suitable alternatives first.

Issues were raised regarding the delivery of the Strategy, including:

- Lacks specifics on locations and delivery.
- Needs clearer implementation plans and funding arrangements.

The main messages emerging from the consultation were:

- Improve bus services and public transport connectivity.
- Provide better links to key destinations including rail stations, employment centres and the new Monklands replacement hospital.
- Increase road safety, particularly around schools.
- Address accessibility needs for disabled and mobility impaired.
- Expand consideration of Park and Ride facilities.
- Deliver coherent active travel networks rather than isolated routes.
- Improve road maintenance and tackle potholes.
- Strengthen community engagement and partnership working.
- Ensure policies which provide alternatives to private car use, especially for short trips, are balanced and realistic.
- Ensure petrol and diesel car owners are not penalised.
- Provide clearer delivery plans and funding arrangements within the Local Transport Strategy.

Supporting Documents

Two comments were received in relation to the supporting documents:

- One comment in relation to the Case for Change (CfC) regarding public transport provision in the Northern Corridor area of North Lanarkshire.
- One comment in relation to the Integrated Impact Assessment (IIA) regarding the transport needs of smaller communities.

Based on the comments received:

- Case for Change – no amendments to the document were required.
- IIA – minor revisions were made to the document, including updates to the evidence section on urban and rural accessibility, the Fairer Scotland Duty (FSD) key issues section, and the impact assessment to reflect the matters raised.

You said, We did - how feedback has been taken forward

Feedback received during the consultation has led to a small number of revisions to the draft Local Transport Strategy (LTS). These changes are generally minor and include clarifying wording, adding detail to certain sections, and making small amendments to better reflect the information and views provided by respondents. These can be found in Table 5.

Where appropriate, we have forwarded comments regarding specific issues (such as parking or potholes in a particular street) to our colleagues leading on the day-to-day management of this work.

Table 5: You said, We did

You said	We did
Public transport • Improve bus services and public transport connectivity. • Provide better links to key destinations including rail stations, employment centres and the new Monklands replacement hospital.	• Action PT-1 was edited to include 'Real Time Passenger Information' • Action PT-2 was edited to include 'Improving waiting facilities for passengers, *including at transport interchanges*' • Action PT-3 was edited to include: o Connectivity opportunities for strategic employment locations e.g. Eurocentral, Strathclyde Business Park. o Improved accessibility to rail stations. o Upgraded bus corridors resulting in reduced journey times. • Figure 3 Selected Transport Roles and Responsibilities was updated to include: o 'Glasgow City Region Bus Partnership (GCRBP) - Voluntary partnership - Addresses current challenges to bus travel across the City Region' o 'Clyde Metro - Collaborative project. - Key partners are SPT, Transport Scotland, and Glasgow City Council (representing Glasgow City Region) o Delivering long-term investment of fully integrated mass transit public transport system. o Aims to strengthen connectivity across communities in the Glasgow City Region, improving access to jobs, education, and essential services while supporting inclusive, sustainable growth.' • Figure 15: Key National, Regional and Local Strategies and Policies was updated to include: o 'Clyde Metro Case for Investment – Stage 1 Case for Change (2025).' • The following text was added in the Transport Context section: o '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 following text was added to the Public Transport action group section: o '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.' o '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.'

You said	We did
Increase road safety, particularly around schools.	**Schools** • No changes were made to the draft LTS as traffic management, parking enforcement and overall active travel measures are expected to improve traffic congestion outside schools. **General Road Safety** • The following text was added to the Road Safety and Network action group section: o '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.' • Action RSN-1 was updated to reflect that our Road Safety Plan has now been approved. • Action RSN-5 was updated to include: o Road network improvements associated with the impact of development traffic at Glenboig / Gartcosh Community Growth Area where identified and necessary. o Other key junctions as deemed as appropriate. • Action RN-6 'Review and update the guidelines for development roads' was added.
Address accessibility needs for disabled and mobility impaired.	**Safety in Transport** • Action ST-2 was revised to include: o 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. Accessibility is addressed throughout the draft LTS, particularly in the following action groups: • Active Travel • Public Transport • Shared Transport • Safety in Transport • Parking
Expand consideration of Park and Ride facilities.	The following text was added to the Transport Context section: • 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.
Active and sustainable travel	• Action AT-1, 3rd bullet point was revised to include: o 'Local Neighbourhood and Connection Active Travel Network Routes, including cross boundary connections' • Action AT-2, 1st bullet point was revised to include: o 'Installation of cycle parking and storage.' • Action AT-3 was revised to remove reference to EALR AT and Eurocentral AT. • Figure 15: Key National, Regional and Local Strategies and Policies was updated to include reference to 'Achieving Car Use Reduction in Scotland: A Renewed Policy Statement' • The following text was added to the Active Travel action group: o The sustainable travel hierarchy will be followed to provide priority for walking, wheeling and cycling.
Improve road maintenance and tackle potholes.	Reference to revising and updating the Road Asset Management Plan (RAMP) was removed, as this has already been done. The following text was added to the Maintenance action group: • 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.
Transport and new development	The following text was added to the Overarching group: • We are utilising digital tools such as Geographical Information Systems (GIS) to share and coordinate works across the Council.

You said	We did
Environmental and Decarbonisation.	Action ED-2 scored the lowest in terms of respondents who strongly or somewhat agreed with it. From the consultation feedback, it is likely respondents may have believed it was referring to us implementing measures to phase out their petrol and diesel cars. This is not something we intend to do. This action has been revised to remove reference to petrol and diesel cars and make clear it refers only to our own fleet vehicles. It now reads: • 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:* o Phasing out the need for new petrol and diesel light commercial vehicles from 2025 onwards. o Phasing out the need for new petrol and diesel heavy duty vehicles (HDVs) 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). o Replacing the 846 council owned fleet vehicles between 2025-2040. • Figure 15: Key National, Regional and Local Strategies and Policies was updated to remove 'NLC Climate Plan ACT 2030' and replace with 'NL's Path to Net Zero 2045' • The following text was added to the Environmental and Decarbonisation action group: o We will explore opportunities of using the ClimateView Tool to monitor and track the environmental and climate impact of projects throughout North Lanarkshire.
Provide more information regarding funding arrangements within the Local Transport Strategy.	In the Implementation and Monitoring section, the following revision was made to the information regarding funding: • 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.*
Behaviour change	Action BC-1 was revised to include: • Work with partners to identify and implement the most effective way of delivering behaviour change campaigns including: o Specific road safety campaigns. o Introducing behaviour change campaigns to support the use of active travel infrastructure.

Appendix A - Online Survey

Local Transport Strategy Survey

Introduction

This survey is being carried out by AECOM on behalf of North Lanarkshire Council, under the Market Research Society (MRS) Code of Conduct and in line with General Data Protection Regulation (GDPR) guidelines.

It is open to everyone who lives, visits, works or travels within North Lanarkshire, although anyone under age 16 should seek parental consent before completing.

It follows on from the first round of engagement that was undertaken in late 2024 / early 2025 and helped shape the development of North Lanarkshire Council's draft Local Transport Strategy (LTS).

Information gathered from this survey will be used to inform potential updates to the draft LTS, as well as the supporting draft documents of:

- Environmental Report
- Integrated Impact Assessment
- Habitats Regulations Appraisal

The data gathered in this survey will be used to inform future studies in North Lanarkshire.

The survey will take approximately **10 minutes** to complete and will be open until **midnight on Sunday 8th February 2026**.

Electronic copies of this survey, the draft LTS and supporting documents are available online at: https://www.northlanarkshire.gov.uk/transport-future

Please contact AECOM if you:

- Require further paper copies of the survey, supporting documents, or require the survey in a different format.
- Would like to specifically comment on any of the supporting draft documents.

Write: F.A.O. NLC LTS, AECOM, 1 Tanfield, Edinburgh, EH3 5DA

Email: NorthLanarkshireLTS@aecom.com

Confidentiality and Data Protection

This notice applies to the North Lanarkshire Council Local Transport Strategy administered by AECOM and describes how AECOM collects, uses, discloses, and stores your personal data in connection with the delivery of this Local Transport Strategy for North Lanarkshire, which will cover the period 2026 to 2036.

If you are responding to the consultation in an official capacity, we may attribute comments you make to the organisation or body you represent. It should be noted that information provided in response to this consultation, including personal information, may be subject to disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR). Therefore, if we receive a request for disclosure of the information, we cannot give an assurance that confidentiality can be maintained in all circumstances.

Further details of how North Lanarkshire Council processes your personal data can be found at the following address: https://www.northlanarkshire.gov.uk/your-council/managing-information/dataprotection

If you would like more information about the study, please contact NorthLanarkshireLTS@aecom.com

If you no longer wish for us to use your personal information during the analysis stage, please contact NorthLanarkshireLTS@aecom.com or write to: "FAO NLC LTS, AECOM, 1 Tanfield, Edinburgh, EH3 5DA" before **midnight on Sunday 8th February 2026** when the survey will close.

Further information related to how your data is used, including: Lawful Basis for Processing Your Data; Data / Information Collected About You; Use and Sharing of Your Data; Choices and Data Privacy Rights Related to Your Data; and How to Contact us, is available to read on page 23.

Overview

We are in the process of preparing North Lanarkshire Council's next Local Transport Strategy (LTS) which will cover the period 2026 to 2036.

Following on from the feedback you provided us during the first round of consultation in late 2024/early 2025, we identified transport related challenges and opportunities, as well as potential options to address these.

We used these findings, together with a review of relevant policies, strategies and data, to develop a draft LTS and supporting documents. These documents can be found here: https://www.northlanarkshire.gov.uk/transport-future

During this second round of consultation, we are keen to find out your thoughts on the draft LTS, especially the action plan, and would appreciate it if you would take some time to answer the following questions. At the end, there will be an opportunity for you to provide additional feedback if you so wish.

Before you complete the survey, we'd like to highlight:

- The main aim of the draft LTS is to set out how the Council will develop and maintain transport infrastructure within North Lanarkshire over the ten-year period 2026 to 2036. It will also support Scottish targets to reduce carbon emissions and to encourage more walking, wheeling and cycling.
- In order to achieve this aim, we have developed a draft action plan, made up of 33 actions which will be progressed during the lifespan of the LTS. These actions are a combination of work that the Council will be directly taking forward, as well as work that partners are leading on and that the Council will support. The 33 actions have been classed under the 12 main Action Groups of:

Active Travel	Environmental and Decarbonisation	Road Safety and Network
Behaviour Change	Safety in Transport	Parking
Public Transport	Freight	Digital and Technology
Shared Transport	Maintenance	Overarching

Eligibility

1. Are you responding to this consultation as: (Tick one as appropriate)

Member of the public (North Lanarkshire Resident)		Please go to Question 2
Member of the public (visitor to North Lanarkshire)		Please go to Question 2
Elected Member (MP, MSP, Local Councillor)		Please go to Question 1a
Community Organisation		Please go to Question 1b
Organisation		Please go to Question 1c
Business		Please go to Question 1c
School Student		Please go to Question 2

1a. If responding 'Elected Member' to the above: Please state the area you represent. Please tick prefer not to say as required.

Area Represented	
Prefer not to say	

1b. If responding 'Community Organisation' to the above: Please state the name of the Community Organisation. Please tick prefer not to say as required.

Community Organisation	
Prefer not to say	

1c. If responding 'Organisation' or 'Business' to the above: Please state the name of your organisation / business. Please tick prefer not to say as required.

Organisation or Business	
Prefer not to say	

2. If you ticked 'Member of the public' (North Lanarkshire resident or visitor) or 'School Student' to Question 1: What is your age? (Tick one only)

Under 16	
16-22	
23-34	
35-44	
45-54	
55-64	
65+	
Prefer not to say	

2a. If selected 'Under 16' to the above: Please confirm that you have parental / guardian consent to complete this survey.

Yes		Proceed to next question
No		If you answered "No" to this question, you are not eligible to complete the survey. Thank you for your time.

Local Transport Strategy Actions

Action Group: Active Travel

No.	Action
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 Connecting Active Travel Network Routes
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. • Supporting North Lanarkshire Council's Education services 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. This includes: • Eurocentral Strategic Active Travel. • East Airdrie Link Road Active Travel.

3. Tick where you feel is applicable, **from strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
AT-1						
AT-2						
AT-3						

Action Group: Behaviour Change

No.	Action
BC-1	Work with partners to identify 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.

4. Tick where you feel is applicable, **from strongly agree to strongly disagree**, to what extent do you support the action?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
BC-1						

Action Group: Public Transport

No.	Action
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
PT-2	Continue to deliver North Lanarkshire Council's Public Transport Infrastructure Improvement Programme, improving: • Accessibility to bus stops. • Waiting facilities for passengers. • 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 University Hospital Monklands. • Connectivity opportunities for unserved / underserved communities. • Progressing the development of Clyde Metro.

5. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
PT-1						
PT-2						
PT-3						

Action Group: Shared Transport

No.	Action
SH-1	Work with partners to support measures in North Lanarkshire to enhance Community and Demand Responsive Transport.

6. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support the action?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
SH-1						

Action Group: Environmental and Decarbonisation

No.	Action
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: • Phasing out petrol and diesel cars. • 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 2025-2030.

ED-3	For the operational deployment of North Lanarkshire Council (NLC) fleet vehicles, appropriate infrastructure is required. We will support NLC colleagues to deliver appropriate charging facilities at NLC sites across North, Central and South areas.
ED-4	Work with North Lanarkshire Council (NLC) 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 NLC's Climate Plan ACT 2030.

7. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
ED-1						
ED-2						
ED-3						
ED-4						

Action Group: Safety in Transport

No.	Action
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 expansion of 20mph limits and traffic calming measures where justified in line with current policy.

8. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
ST-1						
ST-2						

Action Group: Freight

No.	Action
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.

9. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
FR-1						
FR-2						
FR-3						

Action Group: Maintenance

No.	Action
MA-1	Revise and update North Lanarkshire Council's Road Asset Management Plan (RAMP) by 2026.
MA-2	Support measures within North Lanarkshire Council's Roads Asset Management Plan (RAMP) and maintain the local adopted road network.
MA-3	Improve communication of planned road and footpath/footway closures.
MA-4	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.

10. Tick where you feel is applicable, from **strongly agree to strongly disagree,** to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
MA-1						
MA-2						
MA-3						
MA-4						

Action Group: Road Safety and Network

No.	Action
RSN-1	Develop North Lanarkshire Council's Road Safety Plan in line with national policy by 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: • Craiglinn Interchange, Cumbernauld. • Windmillhill Street, Motherwell. • Station Road / Cumbernauld Road / Lindsaybeg Road, Chryston and Muirhead. • Glasgow Road, Wishaw.

11. Tick where you feel is applicable, from **strongly agree to strongly disagree,** to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
RSN-1						
RSN-2						
RSN-3						
RSN-4						
RSN-5						

Action Group: Parking

No.	Action
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.

12. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
PA-1						
PA-2						

Action Group: Digital and Technology

No.	Action
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.

13. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
DT-1						
DT-2						

Action Group: Overarching

No.	Action
QA-1	Collect baseline data, including through working with external partners, to support the effective and robust monitoring and evaluation of transport in North Lanarkshire.
QA-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.
QA-3	Deliver new transport infrastructure within the City Deal Programme, working with partners where there are added value opportunities. This includes • East Airdrie Link Road. • Ravenscraig Access Infrastructure.

14. Tick where you feel is applicable, from **strongly agree to strongly disagree**, to what extent do you support each of the actions?

LTS ACTIONS	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know / Prefer not to say
QA-1						
QA-2						
QA-3						

15. Please provide below any further comments you may have about any of the actions or the draft LTS

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16. Please provide below any other comments that you feel are missing from the previous list.

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About You

The following questions are about you and your household. For each question you can state you prefer not to answer, but if you answer, it will assist with analysis.

17. Please enter the **first four letters / digits** of your postcode (or the postcode of the organisation / business you are responding on behalf of). Postcode information will only be used for analysis of the data in the survey. Please tick prefer not to say as required.

Postcode	
Prefer not to say	

18. If you responded, 'Member of the public' (North Lanarkshire resident or visitor) or 'School Student' to Question 1: Do you have a health condition or illness which affects your day-to-day activities? (Tick one only)

Yes, a lot	
Yes, a little	
No	
Prefer not to Say	

18a. If you responded "Yes, a lot" or "Yes, a little" to Q4: Does your condition or illness affect your ability to walk or wheel? Wheeling refers to wheeled mobility aid, including wheelchairs and mobility scooters. (Tick one only)

Yes, a lot	
Yes, a little	
No	
Prefer not to Say	

18b. If you responded "Yes, a lot" or "Yes, a little" to Q4: Does your condition or illness affect your ability to cycle? (Tick one only)

Yes, a lot	
Yes, a little	
No	
Prefer not to Say	

18c. If you responded "Yes, a lot" or "Yes, a little" to Q4: Does your condition or illness affect your ability to drive? (Tick one only)

Yes, a lot	
Yes, a little	
No	
Prefer not to Say	

19. If you responded, 'Member of the public' (North Lanarkshire resident or visitor) or 'School Student' to Question 1: Which of the following, do you have access to? (Tick all that apply)

A car or van as a driver	
A car or van as a passenger	
A working bike or e-bike	
Motorcycle	
Mobility Scooter	
Scooter	
None of these	

20. If you responded, 'Member of the public' (North Lanarkshire resident or visitor) or 'School Student' to Question 1: How would you describe your gender? (Tick one only)

Woman (including trans woman)	
Man (including trans man)	
Non-binary / Gender fluid	
In another way	
Prefer not to say	

21. If you responded, 'Member of the public' (North Lanarkshire resident or visitor) or 'School Student' to Question 1: How do you describe your ethnic background? (Tick one only)

Asian or Asian British - Indian	
Asian or Asian British - Pakistani	
Asian or Asian British – Bangladeshi	
Asian or Asian British – Chinese	
Asian or Asian British – Kashmiri	
Asian or Asian British - Any other Asian background	
Black or Black British – Caribbean	
Black or Black British – African	
Black or Black British - Any other Black background	
Mixed - White and Black Caribbean	
Mixed - White and Black African	
Mixed - White and Asian	
Mixed - Any other mixed background	
White - English/Welsh/Scottish/Northern Irish/British	
White - Irish	
White - Gypsy or Irish Traveller	
White - Eastern European	
White - Any other White background	
Other ethnic group - Arab	
Other ethnic group - Other	
Prefer not to say	

22. If you responded, 'Member of the public' (North Lanarkshire resident or visitor) or 'School Student' to Question 1: Do you have any caring responsibilities for a child / children and / or another adult(s)? (Tick one only)

Yes	
No	
Prefer not to say	

23. If you responded, 'Member of the public' (North Lanarkshire resident or visitor) or 'School Student' to Question 1: What is your employment status? There is a link between employment and access to transport; providing a response to this question will therefore assist with analysis. Please select Prefer not to say as required. (Tick one only)

Employed – Full Time	
Employed – Part Time	
Self Employed	
Unemployed	
Student	
Looking after family/home	
Long term sick	
Retired	
Prefer not to say	
Other (please specify in the box)	

Thank you for providing your answers to this consultation. Should you require further printed copies of the survey or require the survey in a different format, please use the contact details below.

Email: NorthLanarkshireLTS@aecom.com

Write: FAO NLC LTS, AECOM, 1 Tanfield, Edinburgh, EH3 5DA

Electronic copies of this survey, the draft LTS and supporting documents are available online at: https://www.northlanarkshire.gov.uk/transport-future

End of Survey

Lawful Basis for Processing Your Data

For AECOM to process personal information, we must have a lawful basis for doing so, and at least one of the following must apply:

1. Consent: an individual must give explicit consent for us to process their personal information and then only for a specific purpose.
2. Contract: the processing is necessary for a contract that AECOM has with an individual or because we have asked the individual to take specific steps before entering a contract.
3. Legal obligation: the processing is necessary for AECOM to comply with the law.
4. Vital interests: the processing is necessary to protect someone's life.
5. Public task: the processing is necessary for AECOM to perform a task in the public interest or for our official functions, and the task or function has a clear basis in law.

The processing that AECOM carries out for this project falls under **public tasks**, as described above.

Data or Information Collected About You

AECOM will collect information that you voluntarily provide to us, for example, your name, organisation / business name and postcode.

Use and Sharing of Your Data

Anonymised data may be reproduced in consultation reports for the Local Transport Strategy and future studies in North Lanarkshire and made available to the public. Full survey response details will only be accessed by necessary employees at North Lanarkshire Council and consultants AECOM to aid decision-making and inform the new Local Transport Strategy, but no personal data will be shared. You have the right to view or change your collected personal data or to have it erased. We will only retain and process the data collected as is necessary for the study.

AECOM may also need to share your data in any of the following events:

- Where required by law or legal process (e.g., to tax and social security authorities);
- Where AECOM determines it is lawful and appropriate.
- To protect AECOM's legal rights (e.g., to defend a litigation suit or under a government investigation or inquiry) or to protect its employees, resources, and workplaces; or
- In an emergency where health or security is at stake.
- In response to lawful requests by public authorities, including meeting national security or law enforcement requirements.

Choices and Data Privacy Rights Related to Your Data

You may access personal information or data that we hold about you. You can ask us to correct any errors or delete the information we have about you.

You may opt out of any further contact from us through the email address: NorthLanarkshireLTS@aecom.com

You may file a complaint with the AECOM Privacy Office or the regulator in your jurisdiction (The Information Commissioner's Office in Scotland). The ICO can be contacted at the following address: The Information Commissioner's Office – Scotland, Queen Elizabeth House, Sibbald Walk, Edinburgh, EH8 8FT; or via e-mail at Scotland@ico.org.uk

You may contact the AECOM Privacy Office to exercise your data privacy rights. To protect your privacy and the privacy of others, we may have to verify that you are who you say you are before we can give you access to, change, or delete information about you.

How to Contact Us

Contact us a NorthLanarkshireLTS@aecom.com about any of your privacy concerns or questions.

For more information about our privacy practices, see our full privacy policy: aecom.com/privacypolicy

Appendix B: Feedback on Actions

The 33 draft LTS actions were grouped based on their nature into 12 action groups Respondents were asked to what extent they support each of the actions, from strongly agree to strongly disagree. Figure 2 summarises the responses to all 33 actions of the draft LTS.

The remainder of this appendix presents the full actions in each group, together with a summary of responses received.

Groups	Actions	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Don't know/ Prefer not to say
Active Travel	AT-1	53%	23%	11%	4%	6%	2%
	AT-2	33%	26%	15%	8%	15%	2%
	AT-3	36%	26%	19%	7%	10%	3%
Behaviour Change	BC-1	40%	31%	10%	8%	10%	1%
Pubic Transport	PT-1	62%	22%	7%	2%	6%	1%
	PT-2	63%	22%	7%	4%	4%	1%
	PT-3	71%	16%	6%	2%	4%	2%
Shared Transport	SH-1	47%	28%	17%	2%	4%	2%
Environmental and Decarbonisation	ED-1	39%	21%	17%	6%	15%	2%
	ED-2	22%	17%	14%	14%	31%	2%
	ED-3	29%	27%	21%	6%	15%	2%
	ED-4	31%	26%	20%	6%	14%	3%
Safety in Transport	ST-1	78%	15%	4%	1%	2%	1%
	ST-2	42%	21%	8%	11%	18%	0%
Freight	FR-1	33%	29%	24%	5%	5%	4%
	FR-2	42%	28%	17%	4%	6%	3%
	FR-3	47%	21%	18%	5%	7%	3%
Maintenance	MA-1	38%	26%	26%	2%	4%	4%
	MA-2	43%	26%	23%	1%	2%	4%
	MA-3	59%	21%	15%	2%	2%	2%
	MA-4	42%	27%	20%	2%	5%	4%
Road Safety and Network	R SN-1	44%	31%	17%	1%	5%	2%
	R SN-2	45%	32%	15%	1%	5%	2%
	R SN-3	60%	25%	10%	2%	2%	1%
	R SN-4	57%	26%	11%	2%	2%	1%
	R SN-5	54%	24%	13%	3%	4%	2%
Parking	PA-1	61%	23%	7%	3%	7%	1%
	PA-2	60%	17%	7%	6%	9%	1%
Digital and Technology	DT-1	42%	29%	20%	1%	5%	3%
	DT-2	54%	24%	15%	2%	4%	2%
Overarching	OA-1	41%	30%	20%	2%	5%	2%
	OA-2	39%	28%	22%	3%	6%	2%
	OA-3	42%	26%	19%	3%	6%	4%

Figure 2: Summary of Responses to 33 Actions in Draft LTS

LIVE
LEARN
WORK
INVEST
VISIT

Active travel actions and responses

Table 6: Active Travel Actions

No.	Action
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 Connecting Active Travel Network Routes
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. • Supporting North Lanarkshire Council's Education services 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. This includes: • Eurocentral Strategic Active Travel. • East Airdrie Link Road Active Travel.

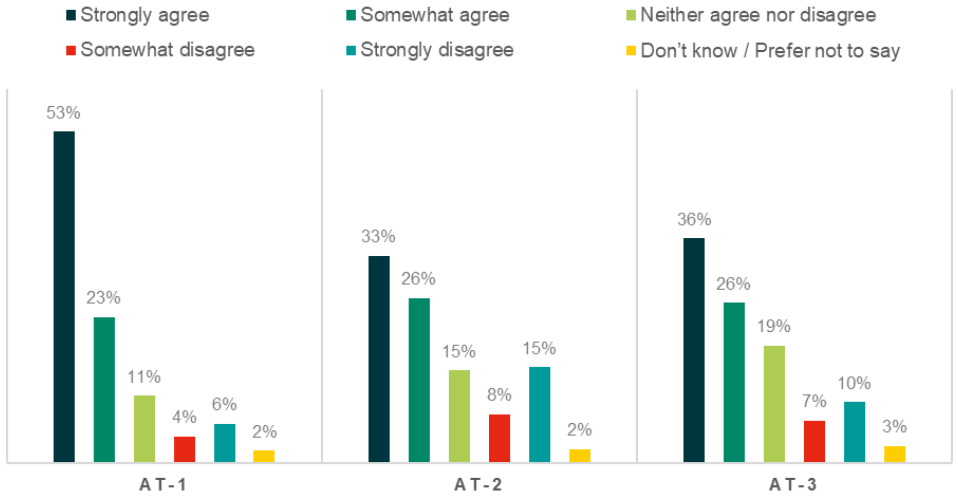


Figure 3: Responses to the Active Travel Actions

Summary of responses to the active travel actions, as seen in Figure 3:

- **AT-1** was the most popular action of this group with 76% of respondents indicating that they strongly agree or somewhat agree while 10% indicating that they strongly disagree or somewhat disagree. 11% said they neither agree nor disagree and 2% preferred not to say.
- **AT-2** had 59% indicating that they strongly agree or somewhat agree and 23% indicating that they strongly disagree or somewhat disagree. 15% said they neither agree nor disagree and 2% preferred not to say.
- **AT-3** had 62% indicating that they strongly agree or somewhat agree and 17% indicating that they strongly disagree or somewhat disagree. 19% said they neither agree nor disagree and 3% preferred not to say.

Behaviour change action and responses

Table 7: Behaviour Change Action

No.	Action
BC-1	Work with partners to identify 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.

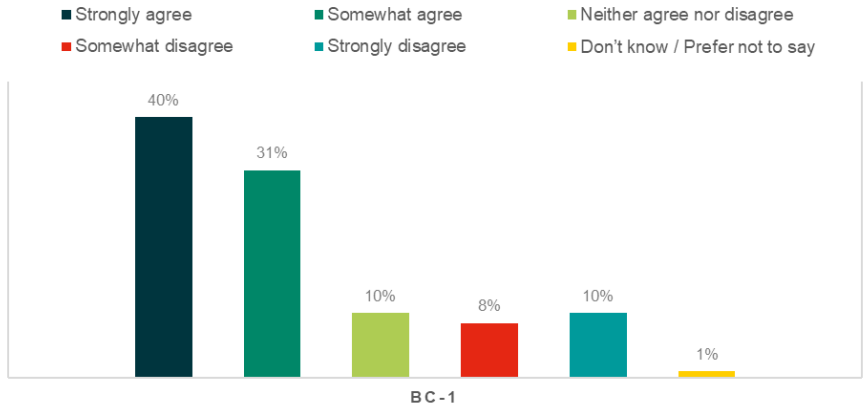


Figure 4: Responses to the Behaviour Change Action

LIVE
LEARN
WORK
INVEST
VISIT

Summary of responses to the behaviour change action, illustrated in Figure 4:

- **BC-1** had 71% of respondents indicating that they either strongly agree or somewhat agree and 18% indicating that they strongly disagree or somewhat disagree. 10% said they neither agree nor disagree and 1% preferred not to say.

Public transport actions and responses

Table 8: Public Transport Actions

No.	Action
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.
PT-2	Continue to deliver North Lanarkshire Council's Public Transport Infrastructure Improvement Programme, improving: • Accessibility to bus stops. • Waiting facilities for passengers. • 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 University Hospital Monklands. • Connectivity opportunities for unserved / underserved communities. • Progressing the development of Clyde Metro.

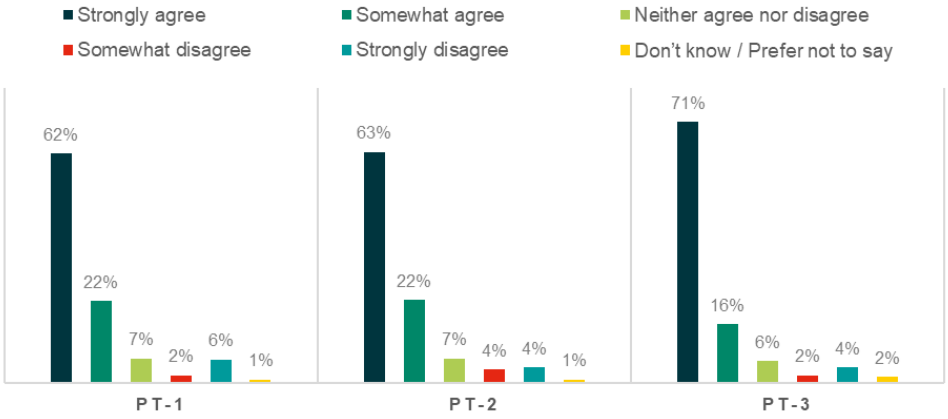


Figure 5: Responses to the Public Transport Actions

Summary of responses to the public transport actions, as shown in Figure 5:

- **PT-1** had 84% indicating that they strongly agree or somewhat agree and 8% indicating that they strongly disagree or somewhat disagree. 7% said they neither agree nor disagree and 1% preferred not to say.
- **PT-2** had 85% indicating that they strongly agree or somewhat agree and 8% indicating that they strongly disagree or somewhat disagree. 7% said they neither agree nor disagree and 1% preferred not to say.
- **PT-3** was the most popular action of this group with 87% indicating that they strongly agree or somewhat agree while 6% indicated that they strongly disagree or somewhat disagree. 6% said they neither agree nor disagree and 2% preferred not to say.

Shared transport action and responses

Table 9: Shared Transport Actions

No.	Action
SH-1	Work with partners to support measures in North Lanarkshire to enhance Community and Demand Responsive Transport.

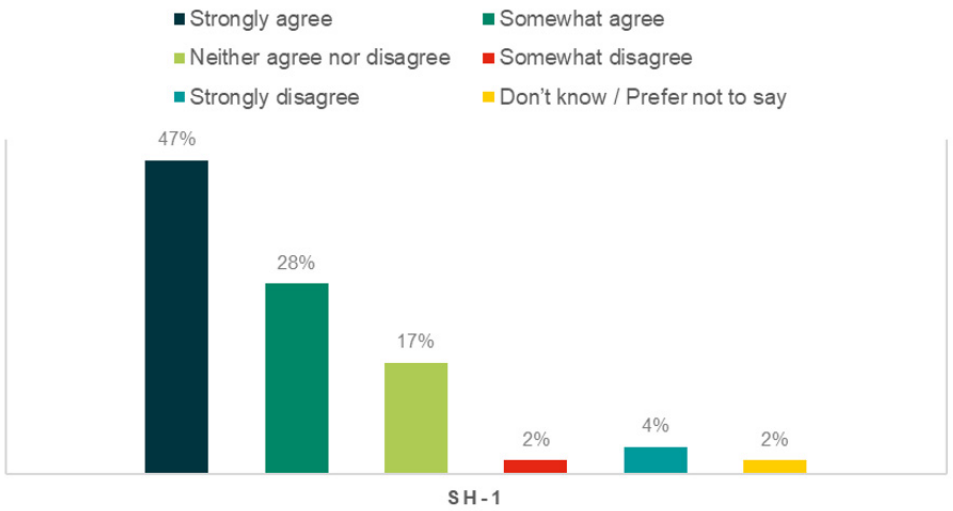


Figure 6: Responses to the Shared Transport Action

Summary of responses to the shared transport action, as seen in Figure 6:

- **SH-1** had 75% indicating that they strongly agree or somewhat agree and 6% indicating that they strongly disagree or somewhat disagree. 17% said they neither agree nor disagree and 2% preferred not to say.

Environmental and decarbonisation actions and responses

Table 10: Environmental and Decarbonisation Actions

No.	Action
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: • Phasing out petrol and diesel cars. • 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 2025-2030.
ED-3	For the operational deployment of North Lanarkshire Council (NLC) fleet vehicles, appropriate infrastructure is required. We will support NLC colleagues to deliver appropriate charging facilities at NLC sites across North, Central and South areas.
ED-4	Work with North Lanarkshire Council (NLC) 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 NLC's Climate Plan ACT 2030.

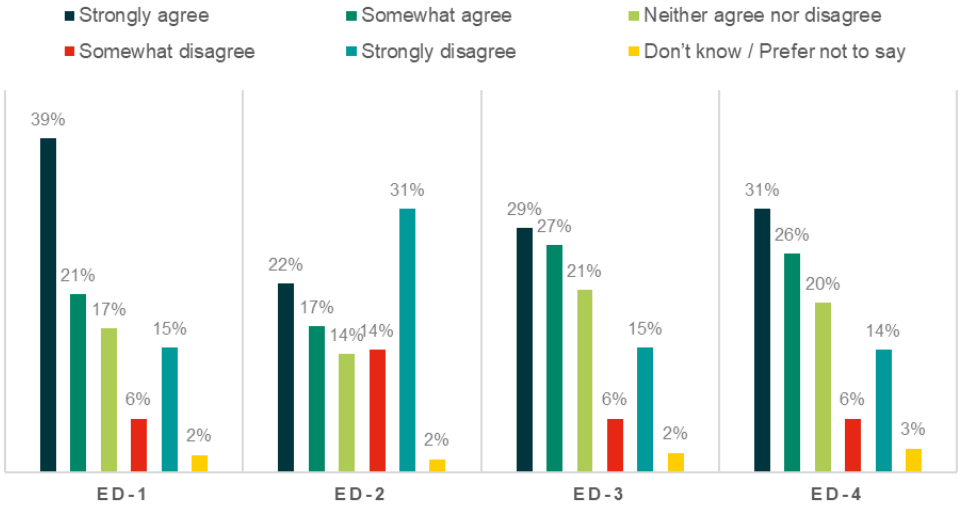


Figure 7: Responses to the Environmental and Decarbonisation Actions

Summary of responses to the environmental and decarbonisation actions, as illustrated in Figure 7:

- **ED-1** was the most popular action of this group with 60% indicating that they strongly agree or somewhat agree and 21% indicating that they strongly disagree or somewhat disagree. 17% said they neither agree nor disagree and 2% preferred not to say.

- **ED-2** was the least popular action of this group with 39% indicating that they strongly agree or somewhat agree while 45% indicated that they strongly disagree or somewhat disagree. 14% said they neither agree nor disagree and 2% preferred not to say.
- **ED-3** had 56% indicating that they strongly agree or somewhat agree and 21% indicating that they strongly disagree or somewhat disagree. 21% said they neither agree nor disagree and 2% preferred not to say.
- **ED-4** had 57% indicating that they strongly agree or somewhat agree and 20% indicating that they strongly disagree or somewhat disagree. 20% said they neither agree nor disagree and 3% preferred not to say.

Safety in transport actions and responses

Table 11: Safety in Transport Actions

No.	Action
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 expansion of 20mph limits and traffic calming measures where justified in line with current policy.

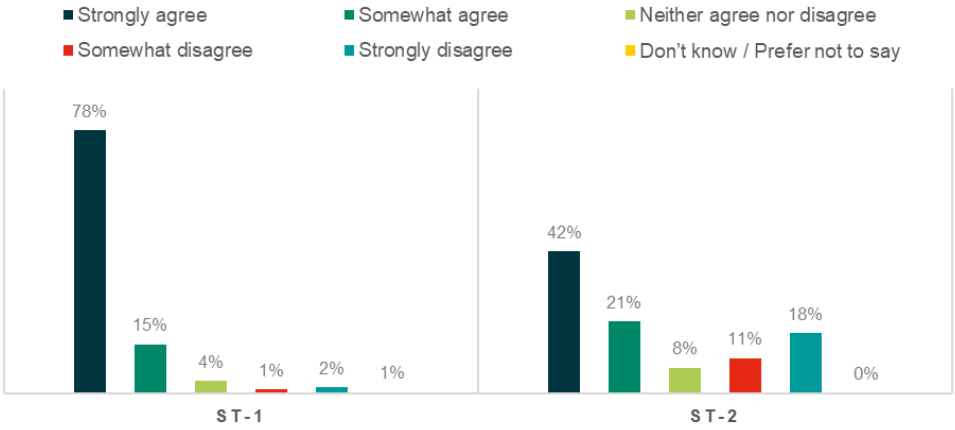


Figure 8: Responses to the Safety in Transport Actions

Summary of responses to the safety in transport actions, as seen in Figure 8:

- **ST-1** was the most popular action of this group with 93% indicating that they strongly agree or somewhat agree while 3% indicated that they strongly disagree or somewhat disagree. 4% said they neither agree nor disagree and 1% preferred not to say.
- **ST-2** had 63% indicating that they strongly agree or somewhat agree and 29% indicating that they strongly disagree or somewhat disagree. 8% said they neither agree nor disagree.

Freight actions and responses

Table 12: Freight Actions

No.	Action
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.

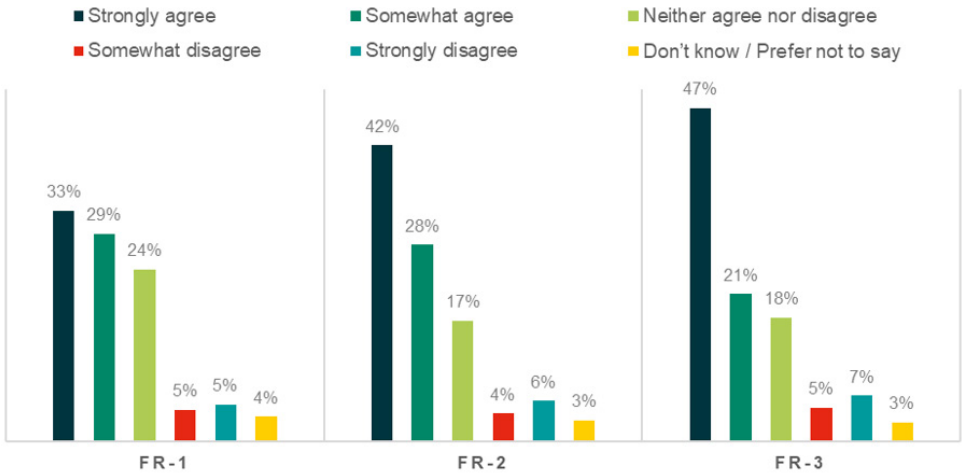


Figure 9: Responses to the Freight Actions

LIVE
LEARN
WORK
INVEST
VISIT

Summary of responses to the freight actions, as illustrated in Figure 9:

- **FR-1** had 62% indicating that they strongly agree or somewhat agree and 10% indicating that they strongly disagree or somewhat disagree. 24% said they neither agree nor disagree and 4% preferred not to say.
- **FR-2** was the most popular action of this group with 70% indicating that they strongly agree or somewhat agree while 10% indicated that they strongly disagree or somewhat disagree. 17% said they neither agree nor disagree and 3% preferred not to say.
- **FR-3** had 68% indicating that they strongly agree or somewhat agree and 12% indicating that they strongly disagree or somewhat disagree. 18% said they neither agree nor disagree and 3% preferred not to say.

Maintenance actions and responses

Table 13: Maintenance Actions

No.	Action
MA-1	Revise and update North Lanarkshire Council's Road Asset Management Plan (RAMP) by 2026.
MA-2	Support measures within North Lanarkshire Council's Roads Asset Management Plan (RAMP) and maintain the local adopted road network.
MA-3	Improve communication of planned road and footpath/footway closures.
MA-4	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.

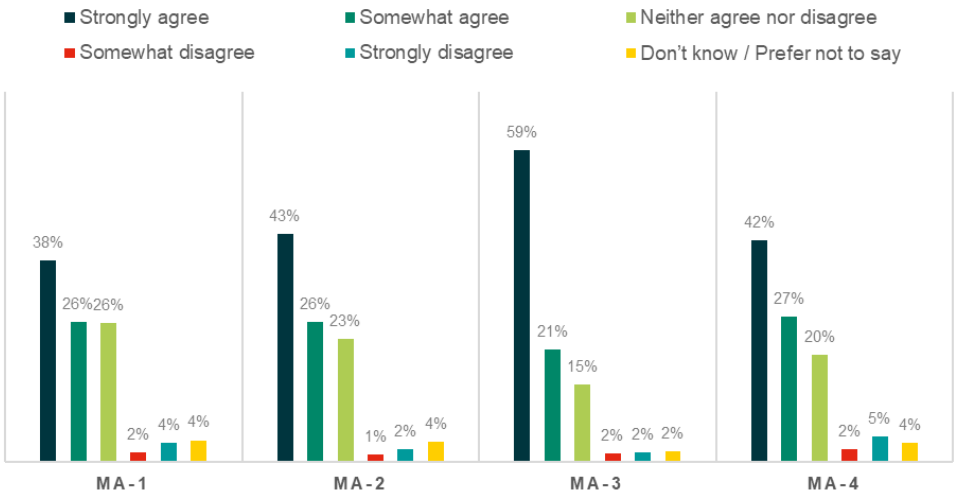


Figure 10: Responses to the Maintenance Actions

Summary of responses to the maintenance actions, as seen in Figure 10:

- **MA-1** had 64% indicating that they strongly agree or somewhat agree and 6% indicating that they strongly disagree or somewhat disagree. 26% said they neither agree nor disagree and 4% preferred not to say.
- **MA-2** had 69% indicating that they strongly agree or somewhat agree and 3% indicating that they strongly disagree or somewhat disagree. 23% said they neither agree nor disagree and 4% preferred not to say.
- **MA-3** was the most popular action of this group with 80% indicating that they strongly agree or somewhat agree while 4% indicated that they strongly disagree or somewhat disagree. 15% said they neither agree nor disagree and 2% preferred not to say.
- **MA-4** had 69% indicating that they strongly agree or somewhat agree and 7% indicating that they strongly disagree or somewhat disagree. 20% said they neither agree nor disagree and 4% preferred not to say.

Road safety and network actions and responses

Table 14: Road Safety and Network Actions

No.	Action
RSN-1	Develop North Lanarkshire Council's Road Safety Plan in line with national policy by 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: • Craiglinn Interchange, Cumbernauld. • Windmillhill Street, Motherwell. • Station Road / Cumbernauld Road / Lindsaybeg Road, Chryston and Muirhead. • Glasgow Road, Wishaw.

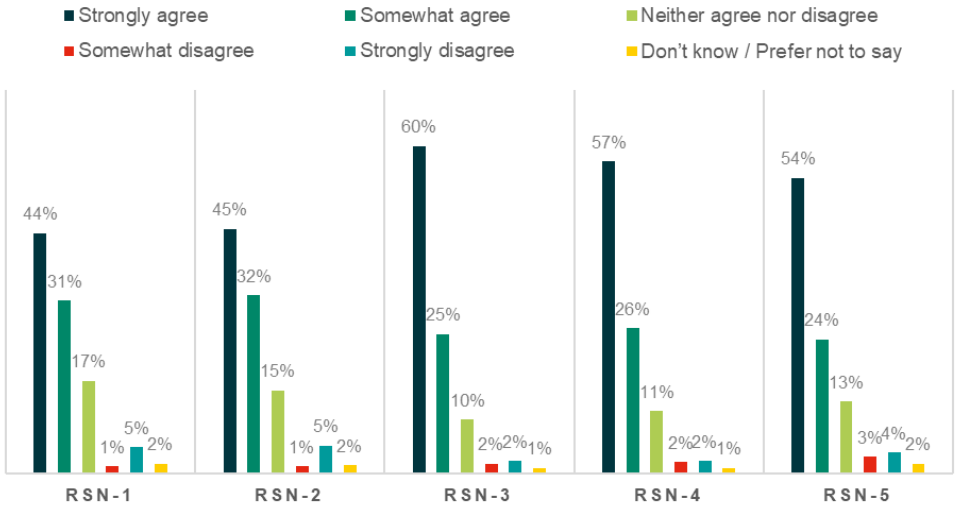


Figure 11: Responses to the Road Safety and Network Actions

Summary of responses to the road safety and network actions, as seen in Figure 11:

- **RSN-1** had 75% indicating that they strongly agree or somewhat agree and 6% indicating that they strongly disagree or somewhat disagree. 17% said they neither agree nor disagree and 2% preferred not to say.
- **RSN-2** had 77% indicating that they strongly agree or somewhat agree and 6% indicating that they strongly disagree or somewhat disagree. 15% said they neither agree nor disagree and 2% preferred not to say.
- **RSN-3** was the most popular action of this group with 85% indicating that they strongly agree or somewhat agree while 4% indicated that they strongly disagree or somewhat disagree. 10% said they neither agree nor disagree and 1% preferred not to say.
- **RSN-4** had 83% indicating that they strongly agree or somewhat agree and 4% indicating that they strongly disagree or somewhat disagree. 11% said they neither agree nor disagree and 1% preferred not to say.
- **RSN-5** had 78% indicating that they strongly agree or somewhat agree and 7% indicating that they strongly disagree or somewhat disagree. 13% said they neither agree nor disagree and 2% preferred not to say.

Parking actions and responses

Table 15: Parking Actions

No.	Action
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.

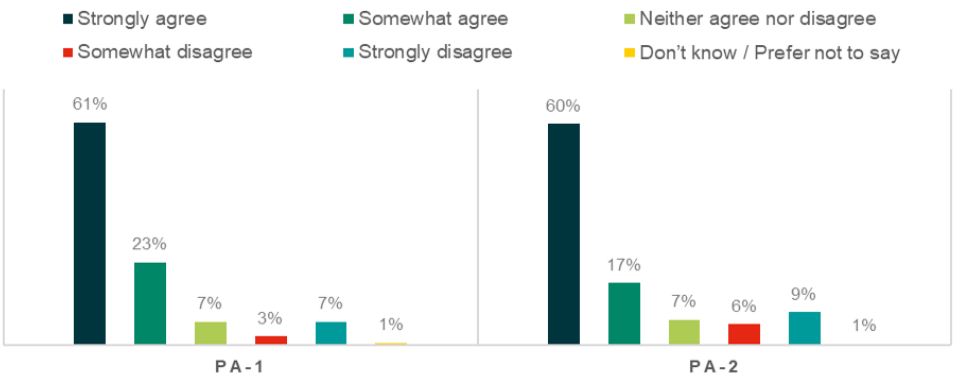


Figure 12: Responses to the Parking Actions

Summary of responses to the parking actions, as illustrated in Figure 12:

- **PA-1** had 84% indicating that they strongly agree or somewhat agree and 10% indicating that they strongly disagree or somewhat disagree. 7% said they neither agree nor disagree and 1% preferred not to say.
- **PA-2** had 77% indicating that they strongly agree or somewhat agree and 15% indicating that they strongly disagree or somewhat disagree. 7% said they neither agree nor disagree and 1% preferred not to say.

Digital and technology actions and responses

Table 16: Digital and Technology Actions

No.	Action
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.

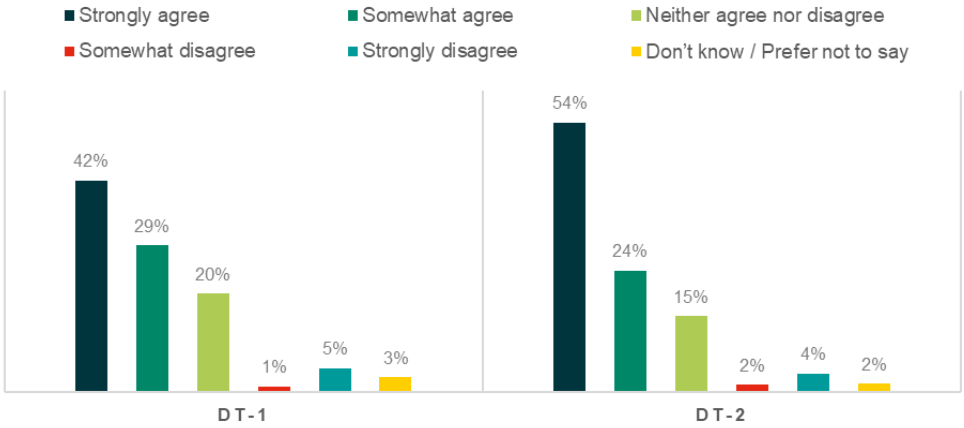


Figure 13: Responses to the Digital and Technology Actions

Summary of responses to the digital and technology actions, as seen in Figure 13:

- **DT-1** had 71% indicating that they strongly agree or somewhat agree and 6% indicating that they strongly disagree or somewhat disagree. 20% said they neither agree nor disagree and 3% preferred not to say.
- **DT-2** had 78% indicating that they strongly agree or somewhat agree and 6% indicating that they strongly disagree or somewhat disagree. 15% said they neither agree nor disagree and 2% preferred not to say.

Overarching actions and responses

Table 17: Overarching Actions

No.	Action
QA-1	Collect baseline data, including through working with external partners, to support the effective and robust monitoring and evaluation of transport in North Lanarkshire.
QA-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.
QA-3	Deliver new transport infrastructure within the City Deal Programme, working with partners where there are added value opportunities. This includes • East Airdrie Link Road. • Ravenscraig Access Infrastructure.

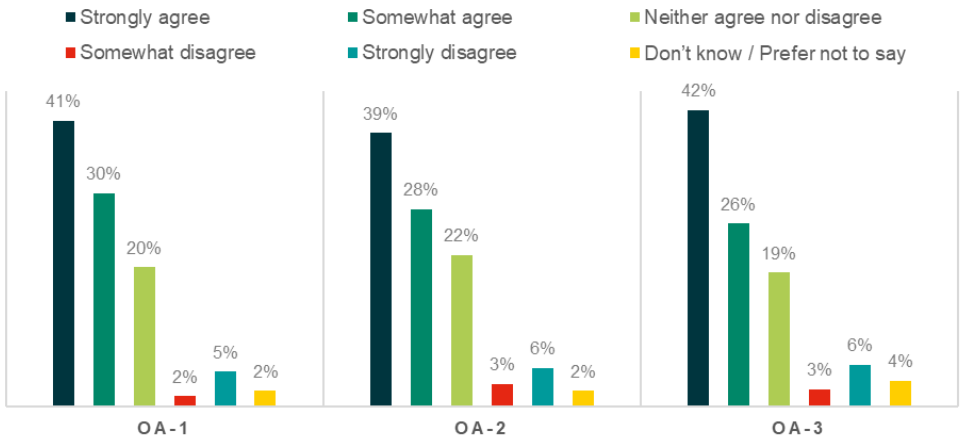


Figure 14: Responses to the Overarching Actions

Summary of responses to the overarching actions, as illustrated in Figure 14:

- **OA-1** had 71% indicating that they strongly agree or somewhat agree and 7% indicating that they strongly disagree or somewhat disagree. 20% said they neither agree nor disagree and 2% preferred not to say.
- **OA-2** had 67% indicating that they strongly agree or somewhat agree and 9% indicating that they strongly disagree or somewhat disagree. 22% said they neither agree nor disagree and 2% preferred not to say.
- **OA-3** had 68% indicating that they strongly agree or somewhat agree and 9% indicating that they strongly disagree or somewhat disagree. 19% said they neither agree nor disagree and 4% preferred not to say.

Appendix C - Comments and responses

Comment	North Lanarkshire Council (NLC) Response
Is there any reference to Park and Ride in the draft Local Transport Strategy?	• Park & Ride was not referenced within the initial LTS Draft as it was not raised in the first round of consultation. Based on feedback received during the second round of consultation, the following text has been included in the final draft LTS: o '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. o 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.'
What are the specific actions related to personal safety and security in the Local Transport Strategy?	• Personal safety and security is addressed in action 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. • We will ensure lighting is addressed in every active travel project undertaken. We will also continue to consult with vulnerable users throughout the design stages of any active travel route to ensure the routes are fit to be used by everyone.
Is there a possibility that the consultation can be re-advertised to remind people. Can you also talk with the libraries to make sure they are promoting the survey.	Regular promotion has been undertaken throughout the consultation period, via a variety of council social media pages and emails to key stakeholders. There were also paper copies & promotion materials at all 19 public libraries during this time.
Is the Communities Board call planned for this evening the same as this one or different?	The Community Board meeting was scheduled and covered the same materials included within the Stakeholder/Officer workshop.

Comment	North Lanarkshire Council (NLC) Response
As part of the survey can I ask why we have no bus service between Newmains and Cleland to connect with our main train line for Glasgow and Edinburgh. There is also no walking or cycling route between the two villages. Can we highlight the need in the plan for this.?	SPT will be able to provide more information regarding bus services and can be contact via enquiry@spt.co.uk Our Active Travel Strategy was developed to provide a framework for the delivery of active travel interventions across North Lanarkshire. Active Travel Strategy | North Lanarkshire Council. The proposed active travel network is shown in Appendix D, and the priority ranking is set out in Appendix E. This does not include an active travel route between Newmains and Cleland.
Are links to the Monklands replacement hospital considered in the LTS?	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services connecting to Monklands replacement hospital. This is reflected in action PT-3.
Currently, passengers must purchase tickets separately from each transport company. I'd like to ask if there's any chance of Scotland having a single travel card for all modes of public transport in the future. Similar to Germany, where a monthly subscription of €63 allows for use of public transport throughout the country, including rail.	Transport Scotland oversees the strategic development of smart and integrated ticketing in Scotland. It is also included in SPT's Regional Bus Strategy under Theme 6: A seamless and integrated network. We will continue to support TS and SPT in this work.
Is there a plan in place to improve the engagement with local community groups?	An engagement plan is in place to ensure we engage and consult with key stakeholders, including the community and local groups, throughout the design process of active travel projects.
Are there any structured plans to influence and change people's /society's acquired behaviour/dependency on car travel?	Throughout the lifetime of the LTS, and as per action BC-1, we will '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.'

Comment	North Lanarkshire Council (NLC) Response
Traffic is increasing around schools. Are there any recommendations as part of the LTS to improve road safety around schools?	It is expected that traffic outside schools will be positively impacted by the active travel, behaviour change and safety in transport actions identified in the LTS. These will enable people to prioritise walking, wheeling and cycling over private car travel where appropriate. Similarly, parking action PA-2 will provide effective enforcement of parking controls in relation to parking restrictions outside schools.
Lack of pavements in Cumbernauld town centre creates a risk in getting to bus stops.	This feeds into the wider regeneration of Cumbernauld town centre.
Is there any radical thinking to prohibit parking at schools at the start and close of the school day?	There are currently no plans to introduce 'School Streets' (a road outside a school with a restriction on motorised traffic at the start and end of the school day).
There is a need for public transport service in the Cardowan areas. Are there any plans to bring public services such as the 38C bus to provide service to the area? People find it difficult to book seats on My Bus and people are struggling to make appointments due to the inconsistencies of My Bus.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore connectivity opportunities for unserved / underserved communities - as per action PT-3.
Are any statistics available re car accidents/ pupil injury at schools?	NLC hold all road collision data for North Lanarkshire local roads, this will include data at schools.
Installing additional cycle parking /racks is excellent. However maybe you should also consider on-street Cycle Hoop storage, where bikes are more secure and reduces the likelihood of theft (also weather protection. Also please consider the "Better Points" app to incentivise people to make changes for short, local journeys.	Action AT-2 has been updated to reflect cycle storage. We will work with partners to identify the most effective ways to encourage people to use active travel infrastructure. This may include the use of an app, as part of a specific behaviour change campaign.
Will there be any new technology to mitigate speeding?	We are 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.
Will there be an increase in traffic wardens?	There are currently no plans to increase the number of enforcement officers.

Comment	North Lanarkshire Council (NLC) Response
Disruptive Roadworks & Congestion on Major Routes currently seen in NL, but no visible work is being done e.g. Netherton, and by the Strathclyde Park. These prolonged roadworks often lead to commuter delays, reduced access to local amenities, and ripple effects on traffic flow throughout North Lanarkshire.	• Our Road Asset Management Plan (RAMP) recognises that customer expectations around road condition, network availability, and safety continue to rise. This increasing demand reinforces the need to shift from a reactive approach towards one that places greater emphasis on sustainable, planned, and preventative maintenance. • Improved communication of planned road and footpath/footway closures will be taken forward through action MA-2.
There is need for additional street lighting near schools and additional signage where it's needed to improve road safety.	Any location with an identified road safety issue will be assessed to ensure the correct mitigation measures are introduced.
Active Travel Infrastructure Gaps - While there are plans for cycle paths and walking routes, many areas still lack safe, continuous networks, discouraging sustainable travel options. Please work with local organisations.	• Our Active Travel Strategy was developed to provide a framework for the delivery of active travel interventions across North Lanarkshire: Active Travel Strategy | North Lanarkshire Council. The proposed active travel network is shown in Appendix D, and the priority ranking is set out in Appendix E. Many of the strategic network routes are currently in the project pipeline. • We have a robust engagement process in place to ensure that we engage and consult with key stakeholders, including local organisations, throughout the design process of these active travel routes.
All of these need to take cognisance of communities and walking and cycling traffic. It is imperative that green space is not removed.	This is considered during the feasibility and optioneering stages that take place when determining a preferred strategic active travel route. We also engage and consult with communities throughout this process.

Comment	North Lanarkshire Council (NLC) Response
Case for change - no Sustainable Transport Study has been undertaken for the Northern Corridor despite several pieces of community led consultation. Strategic connectivity analysis via SPT highlights transport improvement at hornshill roundabout - do SPT know this is now to be a motorway service station and not the planned park and ride? This may explain their continued denial for the need for enhanced public transport provision in the Northern Corridor. LTS - the maps and figures no not enlarge well and are unreadable - can this data be put onto GIS maps? Car Clubs - Co (not Go) Wheels franchise no longer operating from Chryston Community Hub due to increased costs and funding ended. Co wheels also reported a single car is insufficient to give confidence for giving up private ownership and that car clubs work best where household parking is limited - they suggested transport interchanges might be a better place for car club vehicles as is the case in Falkirk. Figure 13 may benefit from some explanation. Suggestions Challenges and Opportunities - Maintenance and Behaviour change -opportunities include off road core paths not just on road. Decarbonisation and behaviour change - park and ride solutions for bus users on major routes into cities i.e. Northern Corridor where building of M80 extensions more than halved available bus services to Glasgow and Cumbernauld The provision of park and ride facilities allows motorway communities access to a huge number of bus services, even those without cars can benefit if safe walking and cycling infrastructure is included Include the above in public transport actions.	This has been considered when editing the Case for Change. • All figures and graphs will be rectified to ensure legibility and clearer explanations. • Noted 'Co -Wheels' and feedback regarding car club. • Explanation of Figure 13 can be found in accompanying text. • Road and footpath network is referenced under Challenges and Opportunities. • Park & Ride was not referenced within the initial LTS Draft as it was not raised in the first round of consultation. Based on feedback received during the second round of consultation, the following text has been included in the final draft LTS: o '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. o 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.'

Comment	North Lanarkshire Council (NLC) Response
Working with partners is vague, this should mention Third Sector Interfaces, Community Councils, Charities, Community and Voluntary Organisations, local churches and Walking Scotland. Walking Scotland Walking Communities Fund is currently looking at upgrading Cumbernauld paths - Carbrain, Kildrum and Abronhill areas. Please contact them to find out more. The plan is 10 years 2026-2036, however does not mention the new hospital replacing University Hospital Monklands being built by 2031 at Wester Moffat and there are no specific Active Travel routes/bus routes to the new hospital. There is a new Airdrie Link Road however this is for car transport. Community Transport - there is a Community Transport Association (CTA) which lists four North Lanarkshire Community Transport organisations in North Lanarkshire and more recently Cornerstone House have added Community Transport to their remit. The CTA hold a quarterly network meeting in Lanarkshire. Please see https://ctauk.org/ for more information. There appears to be a clear link between road safety, air pollution and parking in and around schools, where there has been an increase in the number of pupils being driven to school. How will pavement parking be enforced? Some additional details of how this will be enforced would be helpful to reassure people and residents that this is being taken seriously. Accessibility at bus stops - this has been raised by community organisations re; Cumbernauld Town Centre, there is currently no pavement space at the Town Centre bus stops. Re; behaviour change maybe consider the "Better Points" app to incentivise people to make changes for short, local journeys. Installing additional cycle parking/racks is excellent. However maybe consider on-street Cycle Hoop storage.	• While the LTS uses the umbrella term 'partners' to reflect its high-level strategic nature, we recognises the important contribution these organisations make in supporting and delivering the key actions. At the same time, there is no long-term guarantee that the partners will not change over the course of the LTS, hence why they haven't been directly named. This ensures the LTS does not get quickly outdated. • We are aware of the Walking Scotland's Walking Communities Fund to upgrade paths in Carbrain, Kildrum and Arbonhill. • The LTS does reference Monklands replacement hospital and action PT-3 refers to working with partners to explore opportunities for public transport services connecting to Monklands replacement hospital. • Noted information regarding community transport. • Pavement parking will be enforced by our enforcement officers, with information regarding this included in the parking section of the LTS. • This feeds into the wider regeneration of Cumbernauld town centre. • We will work with partners to identify the most effective ways to encourage people to use active travel infrastructure. This may include the use of an app, as part of a specific behaviour change campaign. • Action AT-2 has been updated to reflect cycle storage.

Comment	North Lanarkshire Council (NLC) Response
The concerns that some of members and staff have are that not everyone is able to use active transport. The gaps are the real local provisions that support shared travel. It also accessible transport after the hours of 6pm. As an organisation we are trying to link people into their community to promote independence and reduces isolation. This is continually thwarted by poor accessible transport. Local 3rd sector provisions are being cut or reduced, having a huge impact on the wellbeing of those living with long terms conditions and disabilities. A solution would be consistent sustainable support for those in rural areas. There are plenty 3rd sector organisations out there willing to support their communities if funding is available but only in the last 12 months transport has been first to go.e.g. Cumbernauld hospital transport initiative - only helpful to those going to hospital. Getting Better Together service has stopped and Cancer Cars (Lanarkshire Cancer Care Trust) again is only for those in receipt of cancer treatment. Shotts train station has a long ramp and no lift. This causes difficultly for carers pushing wheelchairs or people who can't use steps. The actions listed are important but if there is no accessible transport for people to use then street lighting and changing from petrol and diesel won't make much difference to those in the communities.	• While the LTS promotes active travel where appropriate, it also acknowledges that not everyone can realistically walk, wheel or cycle, and that accessible and reliable transport provision remains essential for social inclusion, independence and community participation. • We acknowledge that third-sector transport services play a vital role, and that recent reductions in funding and service capacity have had an impact on rural and vulnerable communities. • While rail infrastructure sits under national responsibility, we will continue to work with relevant agencies to advocate for improvements to step free access at stations where accessibility remains limited. • The LTS reinforces this need to prioritise equitable, accessible transport and to ensure that the needs of vulnerable individuals and groups are reflected in future planning and investment decisions.

Comment	North Lanarkshire Council (NLC) Response
1. It would be a breakthrough if our corepath 200 linking this housing area to Calderbank on the south and through Brownsbarn Community Nature Park to the Centre of Airdrie on the North. NLC is not interested in facilitating an upgrade for secure walking on this route (instead of mud), as the council argues that the path corners an area of land owned Taylor Wimpey, how long have path users (walkers, joggers, cyclists) to put up with this altitude. 2. When is Maggies Bridge on the Monklands canal going to be restored and reopened by Scottish Canals? It has been out of use for pedestrians since 2008 when it colapsed. The bridge once served Woodhall waggonway taking coal to the canal for shipping to Glasgow. When the bridge was intact, it connected an all abiliteis path on the Canals North SIde that followed another waggonway route. When will this footbridge be reinstated and the 'easy path' revived for our health walks with NHS Lanarkshire.	We will continue to support partners in delivering improvements to off road paths where possible.
Continuous pavements and decreasing corner radii is something I feel is being overlooked. Bike signal priority.	We will consider these when undertaking the mid-term review of our Active Travel Strategy during FY26/27.
Electric buses and increasing frequency of buses.	The LTS highlights that we will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS) to address the challenges with the provision of bus services such as carbon emissions and limited-service provision outside of peak / day times.

Comment	North Lanarkshire Council (NLC) Response
The Local Transport Plan lacks specificity. This is particularly evident when looking at the promotion of Active Travel. What is key to the adoption of Active Travel is the expansion of cycle routes and safe roads to cycle on, however, the plan has only laid out that it will build more kilometers of cycle route but not where these cycle routes will be. If it follows the same trajectory as previous projects then these cycle routes will be underutilized. This is due to the fact that existing cycle routes are not centered on where people live and where they travel to. Existing links such as the Ravenscraig Cycle Route are fantastic but they are hardly used since they are short, disconnected and end abruptly before you reach your destination. What needs to be facilitated is a cohesive strategy that links places such as Wishaw to Motherwell on one cohesive path similar to the Glasgow to Edinburgh Union Canal.	The LTS provides details of our Active Travel Strategy, including a map of the proposed active travel network (see figure 7). This map includes 10 strategic network routes and 12 local neighbourhood routes, as well as a connecting network. It also provides a definition of each of these routes, and the specific design and construction standards required to be classed as 'active travel routes'.
The College is very happy to see that traffic calming measures are to be put into place alongside lowered speed limits. However, this section does not discuss an increase in road quality whether that be re-tarmacking or repainting. Furthermore, all of the local transport measures are also exciting but a way to alleviate overcrowding and delayed buses is by focusing more centrally on Active Travel. The College hopes that the Council knows we appreciate their work and are excited to see what comes from this plan but that we would like a renewed focus.	• Maintaining road assets in discussed in the Maintenance section of our LTS, with our policy statement for the Maintenance actions being: o Policy 8: Support transport network resilience through maintaining road assets and adopting the use of sustainable and lower carbon materials. • 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. As such, the LTS includes 12 action groups including active travel.
SPT welcomes the draft Local Transport Strategy and finds that it broadly aligns with the Regional Transport Strategy, in particular around active travel and public transport.	Comments and feedback noted.
SPT has indicated "neither agree nor disagree" to a few actions, and this is to highlight the need to ensure these proposals facilitate movements by active travel and public transport in line with the sustainable travel hierarchy.	Comments and feedback noted.

Comment	North Lanarkshire Council (NLC) Response
SPT would welcome greater emphasis on car demand management and reference to the Achieving Car Use Reduction in Scotland: A Renewed Policy Statement and the emerging new Climate Change Plan.	• The Achieving Car Use Reduction in Scotland: A renewed policy statement approach to enabling car use reduction is reflected in the LTS policies and actions (changing behaviours / creating an enabling environment / collaborative approach) • It has now also been referenced in Figure 15: Key National, Regional and Local Strategies and Policies
SPT suggests that the active travel policies could also align to Priority 3 (Enable a safe, resilient and equitable transport system that is sustainable) and TPO 4 (Support safety improvements across the transport network and promote the personal safety and security of users).	We have only referenced the priorities and TPOs that the active travel actions most align with.
SPT would also welcome a specific mention of cross-boundary connectivity within AT-1, e.g.: AT-1 Implement actions identified in North Lanarkshire Council's Active Travel Strategy (ATS) to facilitate strategic routes, including cross-boundary connections, and Local Living#.	Action AT-1 has been updated to include reference to cross boundary connections.
SPT suggests that behaviour change policy could also align to Priority 1 (Improve accessibility and reduce inequalities).	We have only referenced the priorities and TPOs that the behaviour change actions most align with.
SPT would also welcome minor amendments to BC-1 to be more explicit about delivering behaviour change, in line with the opportunities of the People and Place Programme, e.g.: BC-1 Work with partners to identify and implement effective behaviour change activities.	Action BC-1 has been updated to include 'and implement'.
SPT would welcome commitment to real time passenger information in North Lanarkshire.	Action PT-1 has been updated to include reference to Real Time Passenger Transport Information.
SPT would also welcome inclusion of town centre bus hubs within the public transport actions, potentially as follows: "Waiting facilities for passengers including town centre bus hubs."	Action PT-2 has been updated to include reference to 'improving waiting facilities for passengers, including at transport interchanges.'

Comment	North Lanarkshire Council (NLC) Response
SPT suggests that PT-3 could benefit from additional connectivity priorities, including: - Connections for town centres - Connections for development locations e.g. future Monklands, Gartcosh - Connections for strategic employment locations e.g. Maxim, Strathclyde Business Park	Action PT-3 has been updated taking this suggestion into account.
SPT would welcome a commitment to investigate parking pricing policies, as a key traffic demand management measure. This would better align the LTS to the RTS and to the Achieving Car Use Reduction in Scotland: A Renewed Policy Statement.	The introduction of parking charges has previously been assessed and, whilst some benefits would be realised, it is considered that parking space in town centres is best managed with the provision of, and the management of, both long-term and short-term parking facilities. We have no current plans to introduce parking charges.
Provision of cycle paths that are physically separate to roads.	Segregated active travel infrastructure will be considered for each route during the feasibility and optioneering stage. It will be taken forward where appropriate.
Increase use of speed cameras in urban areas. Enforcement of emission legislation including use of roadside checks.	• Police Scotland are responsible for speed cameras. • We currently have no plans to introduce Low Emission Zones
I would like to see some aspect(s) of the plan explore reintroduction of direct public transport links between Lanarkshire and Ayrshire. Such links have been absent since Stagecoach cancelled their X16 service during the pandemic. Linking these two commuter hubs with efficient and direct public transport could also benefit carbon emission or sustainability targets.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Please look at the bottle neck created at the junction coming from East Kilbride leading to the roundabout at Strathclyde Park, leading to the M74 Motherwell. This can take up to 15 to 20 minutes to clear this section in the mornings. Either create more lanes to avoid lanes converging into one or look at changing the light sequence to promote the traffic to move quicker and clear the junctions. Traffic always blocks the first junction creating havoc	This is a Trunk Road and therefore would sit with Transport Scotland.

Comment	North Lanarkshire Council (NLC) Response
No mention of rail services: Need trains from Motherwell serving Carstairs, Haymarket and Edinburgh	Rail services are outwith the scope of the LTS. 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.
Who made this survey? Is it even in English? What human being thought these questions could be answered by a normal well educated human, most of it was nonsense! What you should be bothering with is fixing the current roads, potholes are the bane of everyone's life. Then you need to address the constant traffic issues in Bellshill, you cant get out of the place, you cant turn onto Hamilton road (turning from lights left) the box is permanently blocked with the traffic already on the road. Its worse than the raith interchange trying to get out of Bellshill. Then you have the park & ride at the train station blocking the next box and can take 40 minutes to get out of Hunter street & past the train station. Light timings need fixed for a start. Plus the endless roadworks for what exactly no changes made have made 1 single bit of difference just caused even more traffic. Motherwell isn't much better getting round past ASDA & encouraging more tech companies to North Lanarkshire will just cause more traffic chaos when these business open & employees trying to get to work & back. Then your handing out electric vehicles to council staff but wont put in electric charge points at every council building for this fleet of vehicles causing absolute carnage and forcing staff to use their own vehicles because of dead staff vehicles. But no one is allowed to claim mileage so it costs me to do my job! Forcing all these electric vehicles to the road when there is literally no infrastructure to support it is pointless, I have got to ask what NLC & the Scottish government is thinking. Its impossible to force these electric vehicles on the roads if there is no charging points to charge them.	• The LTS reaffirms the Council's commitment to prioritising the maintenance and repair of the existing road network through and evidence-based asset management approach. Essential maintenance remains a core focus. • The LTS also includes actions to review key junctions, improve traffic-signal performance and address pinch points across the network. This will be flagged to the relevant team and reviewed if appropriate. • Some works are required for essential maintenance or undertaken by utility providers under statutory powers. The Council continues to coordinate works to minimise disruption and will review opportunities to improve communication and sequencing. • The LTS sets out the need for transport and land use planning to be better aligned so that infrastructure is designed to support new development sustainably and minimise congestion. • The LTS highlights the need for reliable charging infrastructure and improved operational planning to support fleet transition.

Comment	North Lanarkshire Council (NLC) Response
There needs to be a commonsense approach which avoids penalising drivers who are unable to use active travel measures.	We understand that not everyone is able to walk, wheel or cycle for every journeys.
Public transport franchising should be important and the next logical step is complete public ownership of public transport.	This is reflected in action PT-1.
Improve public transport services in North Lanarkshire including routes to and from Glasgow during antisocial hours (similar to services in South Lanarkshire. Improve public transport service in Newarthill including after 6pm and on Sundays.	This is reflected in action PT-3.
If looking to reduce the amount of traffic on the roads there needs to be a much better bus service available than exists at present.	This is reflected in actions PT-1 to PT-3.
Active Transport is great but should not be considered a viable alternative for the provision of public transport, which should be able to cater to the disabled and elderly.	Active travel is 1 of 12 action groups in the LTS and is not being considered as a replacement for public transport.
There needs to be serious enforcement in place for disabled parking bays. The misuse of these bays is disgraceful. There also needs to be a no parking zone around schools at all times. People need to take into consideration that a lot of school have residents around them who are unable to access their property because of school parking - a consideration of permit only parking in these areas maybe	• All on-street town centre disabled parking bays (DPBs) are currently covered by a Traffic Regulation Order (TRO) which enables them to be enforced by council parking attendants. In addition, an extension to the off-street (car park) TRO which is currently being drafted will result in all DPBs within town centre car parks to be enforced. Residential disabled parking bays are provided upon a successful application by a qualifying person and added to a TRO. Please note the TRO process can take 12 months to finalise. • As part of action PA-1 a review of parking across North Lanarkshire will be undertaken to consider availability of disabled parking bays. • There are currently no plans to introduce 'School Streets' (a road outside a school with a restriction on motorised traffic at the start and end of the school day).

Comment	North Lanarkshire Council (NLC) Response
NLC take the lead in the country in public transport Eg. 1. Look at implementing a NS loop and EW loop which can run regular FREE buses FOR ALL within a town centre area. This would encourage more to use the bus service and leave their car outside of the loop zone (Look for reference at some places abroad already doing that) 2. Introduce a salary sacrifice type scheme or discount scheme for use of public transport for NLC employees, regardless of age	• We have no remit for influencing or determining the routing or frequency of commercial bus services • NLC colleagues can now sign up to the First Bus Commuter Travel Club which means receiving a 20% discount on a wide selection of First Bus tickets.
Major improvements needed at Croy Railway station for parking, a multistorey would be ideal in the large overspill car park. Car parking at Croy just now is a joke with the amount of new houses and commuters in the area, struggle to get parked on a daily basis. They say, go green, get the train, but its near impossible at Croy to leave the car	• We currently have no plans to introduce a multi storey car park at Croy Rail Station. • The LTS states that 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.
Stop waging war on motorists. People are only trying to live their lives. Stop the ideology.	• The LTS reflects the latest policies at a national, regional and local level, with the National Transport Strategy 2 (2020), SPT's Regional Transport Strategy (RTS) in 2024, and the National Planning Framework 4 (NPF4) in 2023 all noting that any interventions or measures must consider their impact on tackling climate change. • We, therefore, are looking to promote and enhance alternative sustainable transport options that will encourage people away from private car reliance.
No adding anymore pay for parking places. Add more parking extended time limits to busy mains streets not fining people straight away. Not encouraging electric cars when the government are going to add electric car owners to pay more next year. Add extra car park (multi stories to places that need them ex wishaw and monklands hosp)	• The introduction of parking charges has previously been assessed and, whilst some benefits would be realised, it is considered that parking space in town centres is best managed with the provision of, and the management of, both long-term and short-term parking facilities. We have no current plans to introduce parking charges. • As per action PA-1 we will undertake a review of parking across North Lanarkshire to consider the current parking demands within our town centres and villages.

Comment	North Lanarkshire Council (NLC) Response
Statistics and usage data does not include the effects and, wider needs of a community. Active travel may be a way of encouraging people to use cycle lanes and walking paths but, others do not necessarily have that choice. Bus and train connections are vital, even although their use is sometimes erratic and unpredictable. Service to some communities is limiting and isolating with no, or reduced, Sunday service leaving residents trapped at home. The value of public transport is far and away beyond any balance sheet, providing a service which is immeasurable in isolation but, essential for progressive travel planning. Leave out allowing for parking and electric charging points because, by including them in our town plans, we are accepting what is contrary to our goals of encouraging use of public transport and, reducing vehicular local traffic.	The LTS vision is for North Lanarkshire to 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. To achieve this vision, 12 action groups have been identified including active travel, parking, public transport, and environmental and decarbonisation.
In narrow, busy streets, pavement parking has to be done, to allow access to these streets!!!!	Pavement parking enforcement has been introduced by the Scottish Government, which is reflected in the LTS.
I would like better bus and train links.	• We will continue to work with partners to explore opportunities for better public transport connectivity. • Rail services are outwith the scope of the LTS. 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
Stop focusing electric vehicles, the money is better spent else where instead of something that has a very short lifespan	The LTS is aligned with national, regional and local policies. We will therefore continue to support key partners in delivering measures which help to reduce emissions generated through transport.
Safe road crossing for school children heading for school bus service Safe crossings for residents especially disabled and elderly crossing to get to bustops with no pedestrian crossings. Bicycles, Electric bicycles and scooters using pavements. Speeding traffic on 20 and 30 mph local roads. This is getting worse in areas of housing development as traffic increasing rapidly in these now built up areas.	• Crossing points to access bus stops will be taken forward through action PT-2. • Shared use paths will be introduced in appropriate locations only and with relevant signage. • Police Scotland should be contacted about speeding issues.

Comment	North Lanarkshire Council (NLC) Response
I would welcome a review of multimodal transport links, for example buses servicing railway stations. At peak times some of the bus routes (for example, Stagecoach X25/X25a in Cumbernauld) do not serve Cumbernauld railway station even though it's part of the standard route at other times of day. This adds difficulties commuting from Abronhill to Edinburgh	• The LTS highlights the need for enhanced interchange opportunities and improved connectivity to key public transport hubs. • The issues raised regarding peak-time bus services are noted, but routing and operation is dependent on the bus operators. We will continue to liaise with SPT and bus operators to identify opportunities to strengthen links between communities and rail services - particularly where this would support commuting and reduce reliance on private car use.
Existing roads & drainage maintenance must be brought to an acceptable level as judged by the public. When contractors are working on the roads/utilities they must sweep the roads and suck the drains afterwards and pick up all of their waste/equipment.	Our Road Asset Management Plan (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.
More emphasis on rail and expanding the services to pre Covid delivery(Lanark line). An opportunity is being missed by not introducing trams to our county/city, whether these are similar to the driverless DLR or Manchester/ edinburgh. These could run 24/7 and bring life back to our communities. Reducing bus requirements, making roads safer and an overall more reliable service.	• Rail services are outwith the scope of the LTS. 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 • There are currently no plans to introduce trams in North Lanarkshire.
Reporting on high risk rta areas must be defined with uniformity so that these areas are highlighted quickly with a plan quickly implemented to make the area safe (roundabout at Dimsdale is a perfect example of absolute danger though not reported on with consistency so it's not flagging as a major risk). Councils working together to eradicate the speed bumps which are ridiculous too high and damage vehicles, where cycle lanes are proposed the people impacted (road users must have a say too) on whether these are a good thing or detrimental to the area. For example London road near Parkhead is a disgrace and causes congestion with little use of cycle lanes. Understood this is not NL but it's a serious example!	• Policy 9 of the LTS states that we will maintain a road network that improves safety for all users and reduces congestion on the local network. • We have a robust engagement process in place to ensure that we engage and consult with key stakeholders, including the public, throughout the design process of the active travel routes identified within our Active Travel Strategy.

Comment	North Lanarkshire Council (NLC) Response
EV fires & resources to extract rare earth minerals are not being measured correctly imo to make petrol and diesel vehicles redundant. EV infrastructure is being carried out on a business case bases and not a need bases. As it stands the rapid charge infrastructure will never be in place to support existing or future EV charging imo.	The LTS is aligned with national, regional and local policies. We will therefore continue to support key partners in delivering measures which help to reduce emissions generated through transport.
Bus service to Towers Road Airdrie extremely poor. Not frequent enough, start too late in morning and finish too early in evening. Travelling to Cumbernauld every day and back for work difficult by public transport. I rely on relatives taking me by car and picking me up. Which means 2 trips there and back for them.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
More cycle paths/ route into Motherwell from Ravenscraig and Strathclyde Park	Our Active Travel Strategy identifies ten Strategic Network Routes (SNRs), 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. SNRs 3,9 & 10 will look to provide a comprehensive network between SCP, Motherwell and Ravenscraig.
To monitor the misuse of blue badges and free bus passes. The misbehaviour of the under 21 free bus passes, and the removal of these where misuse has been seen. Blue badges being misused by relatives and taking advantage of the better parking, when a genuine disability person needs the space.	• The monitoring of free bus passes is outwith our remit. • Details on how to report an alleged misuse of a Blue Badge can be found here: How do I report an alleged misuse of a Blue Badge? | North Lanarkshire Council
In my short time living in North Lanarkshire i have noticed a severe shirtage of public transport. Particular to Moodiesburn with regards to the unreliable X3 bus service and the fact it goes down to 1 bus an hour in the evenings.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Active travel has its limits. Compared to the past, families often consist of two working parents. This means there is reduced opportunity for a parent to visit shops, especially food ones, without children. This reduces the chances of using active travel as all must be able to handle the distance and terrain involved safely. It's not "mum goes to shop" whilst kids are at school, but a whole family, or with a higher premium on time taken.	Through the LTS we are proposing to look at improvements of other sustainable modes of travel as well as behaviour change to help encourage less people to use their private vehicle for everyday short distance trips.

Comment	North Lanarkshire Council (NLC) Response
There should be where possible the change of use of shrub beds to increase parking in schemes.	Any removal of greenspace will only be undertaken once the necessary surveys and consultation with relevant colleagues have been undertaken and approval received.
No public car parking at eurocentral for bus to glasgow	Identifying suitable land for new P&R sites outside town centres has proved challenging due to local topography. A potential P&R facility at Eurocentral was considered through the City Deal programme, but was not progressed due to limited demand and a lack of support from key stakeholders, including SPT.
No need for more cycle lanes, present ones hardly ever used.	We are committed to reducing carbon emissions and improving opportunities for active travel is linked to this. Therefore, appropriate infrastructure will be considered in line with the Active Travel Strategy. Behaviour change measures will also be implemented to encourage use of the infrastructure.
Conditions of roads a disgrace, just fix the potholes and make our roads safe.	This is covered in the Maintenance section of the LTS, including, Policy 8: Support transport network resilience through maintaining road assets and adopting the use of sustainable and lower carbon materials.
When planning permission for houses given road infrastructure should be a priority. Too many houses being build without extra transport links causing more traffic using same road space. Too much talking not enough action.	The LTS has been developed in collaboration with the Local Development Plan to ensure there is a coordinated approach between sustainable travel delivery and new developments to ensure there are viable options for people to travel to/from key services, places of work and education.
All things considered most of questions were relevant to the future outlook for north lanarkshire. Think would be better if consultation would take place on the actual towns , villages separately as every town / district has independent needs.	The content of this strategy has been informed by a review of the current situation (socio-economic / transport / policy context) as well as the outcomes of an extensive round of stakeholder engagement and public consultation.
My issue is the connectivity of services. It can be very time consuming to make short journeys from one part of NL to another, especially by bus. Commuting less than 10 miles shouldn't take nearly 2 hours on public transport.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.

Comment	North Lanarkshire Council (NLC) Response
Any improvements to infrastructure takes far too long, for example the improvements to the sidewalks on the road into Wishaw took over a year and a half to do. The amount of disruption to locals is too much for extended periods of time. These have got to be done quicker, when you drive by, there are only 3 or 4 people working at any one time, if any at all.	We will continue to work with external contractors to ensure there is greater collaboration and communication when road works are committed. This should help limit prolonged road works long-term.
It feels a little redundant to have the public vote on actions that don't explain what they're doing, e.g. supporting a national plan and giving the name of it. I have no idea what the national plan is. And I'm sure cost should be a factor here. I disagreed with prioritising action on illegal parking but only because I thought there were better uses of the council's budget and energy, e.g. focus on providing accessible parking. Also, the newsletter invitation to the survey had an error with the button, which hadn't been hyperlinked.	• All actions are explained in detail in the draft LTS document. • Parking enforcement helps keep traffic moving smoothly, makes it easier to use public transport, and supports the area's economy. • Noted regarding the error to the link.
Why don't you reduce the speed limit on the Uddingston to Daldowie road (Glasgow Road formerly the A74) from 70 mph to 40 mph. This is now a local road. How can it possibly be safe or pleasant to cycle or walk this road while it remains a de facto motorway? It is only about 1km in length so a speed reduction will make no difference to the journey times of motor vehicles but will immensely improve the safety of cyclists and walkers, and bring it into line with the 20mph to 40mph limits that exist on the rest of this road from Larkhall to Glasgow. You get the added benefit of reducing the CO2 emissions from the harsh accelerations to get up to 70mph.	• The speed limit on this section of road in North Lanarkshire is not 70mph. • All active travel infrastructure is design to the standards in our Active Travel Strategy, taking in the local environment including speed limit of adjacent road network. Road Safety Audits are also undertaken.
Abandon all moves towards Decarbonisation and carbon Neutral policies .... It is far to expensive ..Going Green costs money and jobs ..	As part of our commitment to reducing carbon emissions, and in alignment with national, regional and local policies, we will support key partners in delivering measures which help to reduce emissions generated through transport.
Need for improved transport within North Lanarkshire. Some areas e.g. Bellshill very difficult to get to from Cumbernauld, requiring multiple connections.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.

Comment	North Lanarkshire Council (NLC) Response
The scottish goverment inplenented no parking on pavements. what a laugh as i look out my window there are 3 cars up and down Burleigh street with cars with 4 wheels on the pavements it might be only 15 or20 minutes, but it is illegal under scottish law. when this was came out we were told there would wardens going round, were are these people, never seen one in shawhead, on the corner off burleigh street and bulvaine street, at the corner vans and cars park there regular and blocks the view cars trying to get on to burleigh street, is it possible to put up a sign saying no parking,	The Enforcement Officers in our Parking team enforce pavement parking. Due to the size of North Lanarkshire this is being done in targeted areas. This location will be passed to the team for consideration to add to areas to enforce.
As for the 20mph the signs on the road have gone, the drivers just ignoring it, we have just got a local bus back on shawhead to airdrie,it is only every hour but what great difference to senior people that dont have cars, I hope this will carry on, the main bus stops at top off the hill i see older people with bags full and cant afford taxis and have to wall into the scheme.	• Speeding issues should be reported to Police Scotland. • Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
More action required to increase the coverage provided by bus service. Limited options for bus travel from Coatbridge to Glasgow. Review the spt travel zone as the zone for north Lanarkshire does not cover travel from parts of Coatbridge to other areas within north Lanarkshire making a mockery of the zonal naming.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.

Comment	North Lanarkshire Council (NLC) Response
small villages and parts of larger towns are cut off from bus travel either all of the time or just after certain times in the evening. This leads to social isolation. Small bus companies say that they cant continue to run services which members of the public do not use - this means we need to think outside the box. Small community owned and run travel initiatives (I beleive there is a successful scheme in Glenboig) are the answer to this problem. Also need to look at where people are travelling to work - many employability support providers report that people cite transport as a barrier to employment - its not available or costs too much to make work worthwhile. More consultation with public re this and also with business to come up with an alternative - perhaps subsidised from council transport budgets and employers together to get people to where the work is. Some of the industial areas are only accessible by private car which is no good for a lot of people	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
There should have been, years ago, a Park & Ride at Eurocentral….. When the new M8 was built . .	Identifying suitable land for new P&R sites outside town centres has proved challenging due to local topography. A potential P&R facility at Eurocentral was considered through the City Deal programme, but was not progressed due to limited demand and a lack of support from key stakeholders, including SPT.
Need improved public transport from Stepps, Stepps to Coatbridge Stepps to Glasgow Stepps to Edinburgh Fix potholes on Cumbernauld Road from Hogganfield Loch onwards	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • We have passed your comments regarding specific potholes to our colleagues in Roads.
The reintroduction of Garnkirk train station with active travel links connecting Chryston and Muirhead to it would be a great asset, even with decent parking could decrease traffic into Glasgow	• The reintroduction of a rail station is outwith the scope of the LTS. • A local neighbourhood connection (LNR 602) between Muirhead to Moodiesburn via Chryston has been highlighted in our Active Travel Strategy as a low-priority route to take forward

Comment	North Lanarkshire Council (NLC) Response
The biggest issue in areas motherwell, wishaw is the constant disruption caused by on going works, these works cause massive delays to traffic, local bus services ate disrupted causing a knock and detrimental effect for bus users.	Improved communication of planned road and footpath/footway closures will be taken forward through action MA-2.
Motherwell town centre is abused by illegal parking and just eat drivers. All areas are affected by illegal parking and this is not enforced enough.	This area has been passed to our Parking team.
The bottom of Lomond Drive, Pather, Wishaw is an area where 9 flats have no off road parking provision at all except to park along the street and we are seeing inssues of cars speeding to get out of others way and cars go up on the pavement on the opposite side to pass especially when the buses are going in and out of our residential area. This type of thing has been highlighted by myself in emails to the council, fixmystreet reports to no avail. I predicted a fatality on Alexander Street shortly before the inevitable, sadly the young victim was a family friend. I have already said the “take your life in your hands” crossing ON a rounabout at Alexander Street and Caladonian Road Wishaw is another fatality waiting to happen and asked for a separate pedestrian crossing which would also slow the speeding traffic on Caladonian Road. I have made my feelings known. Please have our council start a solution analysis into provision for parking for flats in the bus route into Lomond Drive and also the pedestrian crossing improvement as described previously, this type of situation is as important as the survey I have just completed. Thank you	• Speeding issues and dangerous driving should be reported to Police Scotland. • Caledonian Road, Wishaw is part of our strategic active travel network (Strategic Network Route 2) and will be looked at when we commence work on SNR2.

Comment	North Lanarkshire Council (NLC) Response
Put cameras in pollock street Motherwell and fine every single car going through the bus and taxi corridor. Put cameras in the taxi rank at Motherwell station as the amount of abuse and violence that the taxi drivers have to face is shocking. Private cars thinking they have the right to park in the taxi rank when it's the taxi drivers work place. Start enforcing a time limit on public parking in Motherwell as people are travelling from Hamilton and surrounding areas to park in Motherwell all day for nothing as they would be charged to park in Hamilton all day.	• We currently do not have any plans to install cameras on these sections of the road network or introduce parking charges throughout the area. • We have passed your comments re private cars parking in the Motherwell Rail Station taxi rank onto our colleagues in the Parking team.
Phasing out or restricting ICE cars is grossly unfair as not everyone can afford and EV and don't find them practical. People should not be 'punished' for continuing to drive ICE cars as there is a plethora of reasons why they do.	Action ED-2 is in reference to our fleet vehicles only. This will be made clearer in the final LTS document.
street, there is no option but to park on pavements because the roads are too narrow and there is no infrastructure in place to have carparks.	You can't enforce pavement parking until you provide adequate parking space and car parks. In Pavement parking enforcement is required to allow safe and accessible pavements for all.

Comment	North Lanarkshire Council (NLC) Response
As a Bargeddie resident who is unable to drive due to disability, reliable, regular and effective public transport is of great importance to me. Currently it is easier for me to travel considerable distances to other supermarkets in Glasgow by train. I cannot access the Tesco and Asda in Coatbridge easily, nor the Morrisons in Ballieston as the bus service is so unreliable and infrequent, and the walk from the train station is too far, particularly with heavy bags. The Lidl at whifflet is a little more accessible but attempting to cross the roads from the train station to Lidl is quite frankly very dangerous, despite the provision of pedestrian crossings. The Aldi at Whifflet would be far better accessed by a direct link bridge from the train station to the retail park, as opposed to a 20 minute walk around the perimeter of th retail park. Additionally only one train per hour goes to Motherwell, which is the most accessible main shopping area for me. In terms of accessing medical treatment, my doctors are based in Coatbridge. I face the same issues with walking the distance to and from Whifflet station as I do with the unreliability and infrequency of the bus service. There is a great deal of wasted time hanging around at bus and train stations for me, to travel what is essentially short distances to and from Coatbridge, and Baillieston. The lack of public transport, particularly buses, has a huge impact on my ability to undertake what would otherwise be relatively simple and achievable tasks for me. It adds to increases in physical symptoms, for example pain from having to walk further than I can manage with heavy bags, or from waiting hours in the cold for a bus that doesn't appear. I would really like to see an improvement in the facilities for Bargeddie residents, particularly as the size of our community is due to increase, perhaps more than double given the house building that is underway.	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • Rail services are outwith the scope of the LTS. 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

Comment	North Lanarkshire Council (NLC) Response
I feel that there should be more emphasis on the transport available for disabled individuals within North Lanarkshire which is available 7 days a week when required. It is impossible to get a taxi for a wheelchair user in North Lanarkshire in the evenings or within school hours and yet Glasgow and Edinburgh have availability and flexibility. My Bus is so limited since COVID and isolates many individuals but also restricts work access. I.e access to work have paid doe transport to support to work but we can't get a taxi. Look at access to transport links i.e euro central has a bus to Edinburg but we struggle to get to euro central in a wheelchair.	We will continue to support SPT in delivering the MyBus Demand Responsive Transport (DRT) service across North Lanarkshire.
Providing guidance documents for people who feel uncomfortable using buses to encourage use- i.e. what to say to the bus driver to ask for a ticket	We have passed this suggestion on to SPT.
I support individuals who need the use of a wheelchair on public transport which needs serious improvement. In the mornings it is hard to get a bus due to the school rush and getting on buses is nearly impossible. Especially on the 254 to Newarthill which does not run consistently.	• Improved access to bus stops is something we will continue to deliver through our Public Transport Infrastructure Improvement Programme. • We will also engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). One of the objectives of the SRBS is to provide a bus network that provides accessible bus travel for all.
Public buses having one wheelchair space which causes difficulties when there is already a wheelchair on the bus meaning we then have to wait for the next bus which could be anything up to 30mins and can be worse when weather is bad.	We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). One of the objectives of the SRBS is to provide a bus network that provides accessible bus travel for all.
Mybus not giving a bus for disabled transport when it has been booked 4 weeks in advance. Available one way but not the other, times way outside what requested etc. On the website you can book to 5:45pm but told over the phone the drivers finish at 5pm which is confusing when booking. This can leave disabled people I work with without support due to not being able to transport them to groups, clubs or wherever they may want to go as wheelchair accessible taxis are also very unreliable.	We will continue to support SPT in delivering the MyBus Demand Responsive Transport (DRT) service across North Lanarkshire.

Comment	North Lanarkshire Council (NLC) Response
Bus services need to be improved. In my area this year the bus sevice was reduced from three buses hourly to one. This has resulted in at certain times the bus being full when it arrives at the stop with passengers being left stranded.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
I have studied and worked in mechanics for years I have not and will not ever purchase any electrical vehicle ever cost far to much to fix and the parts for them there selfs are probably worth more than the vehicle it's self . Parking in North Lanarkshire it's self is atrocious at most times there is no option other than to pavement park as there is no other option due to lack of parking spaces and some house holds having upto 3 vehicles or more. The roads and schemes are not road worthy for any vehicle let alone electrical ones in the scheme that I have lived in for more than 30 years the roads have never had any update or new road surface other than a new parking facility in the middle of a park that no one uses.	• As per Policy 5, and in alignment with national, regional and local policies, we will support key partners in delivering measures which help to reduce emissions generated through transport. • Pavement parking enforcement is required to allow safe and accessible pavements for all. • Our Road Asset Management Plan (RAMP) recognises that customer expectations around road condition, network availability, and safety continue to rise. 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.
The last time I remember them getting resurfaced was probably in the early 2000's The amount of pot holes are ridiculous and always Main Street but a 2 min drive from there is completely neglected always has been money forked out for new football pitches down Main Street but there's not a decent road or anywhere for children to do anything and concidering the area that I live in constantly has hgv vehicles ect due to a industrial estate you would think the roads should be road worthy it's absolutely shocking	Our Road Asset Management Plan (RAMP) recognises that customer expectations around road condition, network availability, and safety continue to rise. 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.

Comment	North Lanarkshire Council (NLC) Response
I agree that pavement parking is an issue that must be tackled. However, cars are not the only obstacles on our pavements. I wish to draw your attention to 'bin-day'. Resudents, generally, present their bin for collection on the pavement close to their garden fence. However, after emptying the bin, NLC workers generally leave the bins randomly scattered along the pavement. Something for you all to think about. Perhaps bins could be collected from inside gates and returned to that same place. This would keep pavements clear for the elderly, mums with young children and the disabled.	• We note your comment regarding pavement parking. • We have passed your comments onto our colleagues in Waste.
The active travel plan seems a little short on details. The council must adopt a standard for cycle infrastructure that ensures new cycle paths are safe, practical and convenient. This includes using the shortest practical route from point to point, avoiding circuitous routes down side streets, and providing contra-flow cycle paths on one way streets. Bellshill remains sorely lacking in cycle paths and while the recent improvements to the Belziehill roundabout may have improved safety, a segregated cycle path between Bellshill and Viewpark would be welcome.	The LTS points to the councils Active Travel Strategy, which identifies all Strategic Network Routes (SNR) that the council is looking to deliver by 2031 (funding dependent). Our SNRs 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 network will provide safe and attractive shared use walking, wheeling and cycling links that have a buffer to separate them from main roads.
North Lanarkshire has an excellent railway network and there is little to improve here, other than perhaps improving frequency on the Motherwell-Cumbernauld (via Coatbridge Central) route. Lumo's proposed London Euston-Stirling service will provide more capacity between Motherwell and Greenfaulds and give north Lanarkshire residents direct access to Stirlingshire without the need to travel via Glasgow, which will be of tremendous benefit.	Rail services are outwith the scope of the LTS. 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
Glad that all areas are to be encouraged to liaise with all those involved in improving transport links and hubs throughout North Lanarkshire	Comment noted.
Consulate with local people to understand their requirements and actually follow them up not do your own thing	An engagement plan is in place to ensure we engage and consult with key stakeholders, including the community and local groups, throughout the design process of active travel projects.

Comment	North Lanarkshire Council (NLC) Response
Consideration of improvements regarding transport in the villages is essential - particularly Calderbank which has very poor transport links.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Traffic enforcement must be a safety priority	Enforcement of parking falls within the actions in the Parking theme.
Walking is not given as much consideration in the Active Travel objectives as cycling despite there being a much greater number of people who do and wish to walk. Too much emphasis is being placed on providing for cyclists, who are a significant minority, to the detriment of pedestrians. Pedestrians' safety is being put at risk because many cyclists believe that they can cycle on pavements and footpaths resulting in pedestrians (including those with children in prams) having to move onto roads. Many pavements are in such poor repair that they risk injury. Their repair should have taken priority over the provision of cycle paths which are very rarely used. Pedestrians' safety is not being considered in the planning of new roads or in changes to roads such as the planned changes to Airbles Road Motherwell. Not enough pedestrian crossings are provided and the maintenance and repair of existing crossings are inadequate.	• The aims of the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy, both of which underpin National Transport Strategy 2 (NTS2), were used as the basis for shaping our new LTS. • The Sustainable Travel Hierarchy aims to prioritise interventions which encourage walking, wheeling (top of the hierarchy) and cycling (second in the hierarchy) over the use of the private car. • Road maintenance and active travel infrastructure improvements are paid for by two different funding streams, which are ring-fenced for these specific uses. • We ensure safe design of all infrastructure improvements, with Road Safety Audits also being undertaken throughout this process.
For safety reasons the traffic lights at the bottom of Airbles road ,turning right Should not be on the same sequence as the traffic lights at Strathclyde Park turning right or going straight on to Airbles road. A roundabout with lights would-be a good solution.	The LTS includes actions to review junction performance and road safety issues across the network. Your feedback will be passed to the relevant roads and traffic management team for assessment as part of ongoing signal timing reviews. Any changes to staging or phasing at this junction would be considered in line with safety data, traffic flow requirements, and operational feasibility to ensure the safest and most efficient layout for all road users.

Comment	North Lanarkshire Council (NLC) Response
Active travel routes need to massively improved. From Airdrie, there's no safe cycling route to neighbouring towns like Motherwell and Cumbernauld. National Cycle Route 75 is good from Plains to Bathgate, but awful for the rest of its route to rough North Lanarkshire. For exampe, broken glass throughout the Coatbridge sections, lots of unlit off-road sections and an unpaved section exiting Drumpellier park.	The LTS highlights our Active Travel Strategy, which identifies 10 Strategic Network Routes (SNRs) that we will be delivering (funding dependent). Our SNRs 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.
Cycling on the road towards Glasgow is dangerous - too busy, inconsiderate aggressive drivers and police that don't care. It's better once you leave North Lanarkshire - the bus-lane along Edinburgh road provides a safe option towards the city centre.	SNR3 will provide an active travel route from Cumbernauld to Airdrie onto Ravenscraig, linking into SNR10 into Motherwell.
The improvement of bus stops certainly hasn't happened. A new bus stop was recently installed in my local area STILL WITHOUT SEATS and even the pathetic perch bench has halved in size	Improvements to bus stops has been taking place as part of our Public Transport Infrastructure Improvement Programme which has been identified in the LTS to continue works. The shelters installed are compliant with SPT requirements.
There should be more transport links for rural villages that operate later, more reliably and consistently.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Traffic calming measures should be put in place in areas like Plains main street to reduce the amount of reckless/dangerous high speed driving that regularly occurs there.	• Dangerous driving and speeding should be reported to Police Scotland. • As per action ST-2, we will support measures to improve safety on North Lanarkshire's local road network, including traffic calming measures where justified in line with current policy.
Stop your anti car stance and instead concentrate on improving the road network i.e. pot holes	Road maintenance and active travel infrastructure improvements are paid for by two different funding streams, which are ring-fenced for these specific uses.
Focus should be on the maintenance of existing roads and footpaths in advance of newer expenditure items such as Active Travel. Active Travel should not be the core priority, it should be an additional consideration after core provision and maintenance has been achieved for existing infrastructure.	The council is committed to providing sustainable travel options and funding is ringfenced for certain projects and work and therefore cannot be used toward maintenance. Comments are encompassed within Maintenance theme.
The nature of housing in Cumbernauld makes move to electric cars an impossible task. More restriction of Commercial oversized vehicles in residential parking bays - they don't fit!	As per action PA-1, we will undertake a review of parking across North Lanarkshire to consider parking standards.
Shieldmuir does have a car park.	Noted. We will ensure this is included in the relevant section of the LTS.
I think infrastructure for electric vehicles should be a low priority compared to active travel, public transport, and road safety. Many in the council area are low income and cannot afford electric vehicles and the councils transport budget should absolutely not be wasted on an affluent minority. I cycle regularly and have been hit off my bike by both electric and non electric vehicles. I have had several flats from broken glass on paths, and a buckled rim from potholes. Cycling in Motherwell and Wishaw is not safe, there is a serious lack of cycle lanes and road and cycle lane maintenance is poor. Public transport is extremely expensive and does not connect well with the publics needs. Priorities for the council should be increasing cycle lanes and widening pavements. Maintaining pavements and cycle lanes that exist. Improved lighting on cycle lanes and pavements. Decreasing cost of public transport. Improving public transport links. Improving maintenance of existing road network.	• The action groups identified in the LTS (except for 'overarching') are each progressed using different funding streams, many of which are ring fenced. Therefore, the action groups are not prioritised against each other. • Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • Our Road Asset Management Plan (RAMP) recognises that customer expectations around road condition, network availability, and safety continue to rise. 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.
Better bus and rail links are priority. This would encourage less car use. Get Hgv's off the roads at peak times, or provide a lane for their use only, ir better still, more rail transport.	• We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). One of the actions of the SRBS is to ensure bus services and networks are closely integrated across the region with other modes. • Policy 7 in the LTS states that we will work with partners to facilitate a freight network which is sustainable, efficient and reliable, and which supports innovation and best practice.
waste of money you will just do what you want anyway	Comments noted.

Comment	North Lanarkshire Council (NLC) Response
Public transport takes 3hrs to do a 20 min car journey Existing estates are not equipped for volume of cars, the pavement parking law is a disgrace. Where are people meant to park. Get the potholes fixed Stop throwing money at net zero nonsense. Targets that will never be met, cycle lanes that won't be used. As for parking restrictions, are you trying to kill our towns and cities further.	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • The LTS sets out actions to improve compliance with pavement parking regulations and to prioritise safe, unobstructed footways across North Lanarkshire. • Our Road Asset Management Plan (RAMP) recognises that customer expectations around road condition, network availability, and safety continue to rise. 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 parking management policy will ensure parking is accessible, which will support the local economy, improve congestion, ensure road safety and reduce air pollution
Parking on pavements by in Woshaw town centre needs to dealt with better.	The Enforcement Officers in our Parking team enforce pavement parking. Due to the size of North Lanarkshire this is being done in targeted areas. This location will be passed to the team for consideration to add to areas to enforce.
After 6pm better bus links from Woshaw train station to Coltness no time to walk up hill st to catch 241 bus or later busses to/from Cleland	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.

Comment	North Lanarkshire Council (NLC) Response
I disagree with proposals to remove petrol and diesel vehicles. Especially given batteries linked to electric vehicles are just as bad for the environment.	• Action ED-2 is in reference to our fleet vehicles only. This will be made clearer in the final LTS document. • The LTS does not propose removing petrol or diesel vehicles; rather, it reflects the need to comply with national legislation and policy on reducing emissions while continuing to support choice for residents and businesses. The strategy takes a balanced and phased approach to vehicle transition, recognising that electric vehicles are not suitable or affordable for everyone and that questions remain about battery production, recycling and wider environmental impacts. For this reason, the LTS focuses on providing a mix of travel options, while ensuring that those who continue to rely on private vehicles can do so safely and efficiently
I would like to see better transport links specifically to Carnbroe and better access into Carnbroe from M8. As a frequent motorway user there is no easy access if returning from Edinburgh.	The Local Transport Strategy highlights the importance of improving connectivity for communities across North Lanarkshire, including settlements that currently have constrained access to the strategic road network or limited public transport options. While changes to motorway junctions fall under the responsibility of national agencies, we will continue to represent local access needs through established partnership forums.
Stop pavement parking and more disabled parking bays please.	• The LTS sets out actions to improve compliance with pavement parking regulations and to prioritise safe, unobstructed footways across North Lanarkshire. • We will continue to review demand and identify locations where further accessible parking provision is required, ensuring spaces are well located and meet national accessibility standards.
Either use NLC transport more for groups at a minimal cost.	The LTS emphasises the role of shared transport and Demand Responsive Transport (DRT) in improving accessibility for groups and communities with limited public transport options. We will continue to support external partners in delivering and maximising these opportunities moving forward,
A priority area has to be making routes safe for children who are now expected to make their own way to school since the removal of the majority of school buses across North Lanarkshire. At present the so called 'acceptable' routes are far from this.	School walking route policy was revised following the set-up of a NLC Member Officer working group. The requirements for a route to pass the assessment criteria have been refined and now acknowledges secondary risks such as street lighting and water course protection.

Comment	North Lanarkshire Council (NLC) Response
Currently No bus that goes through Cardowan. 38c service is not fit for purpose. School kids having to walk miles in bad weather as bus hasn't turned up or they are ,ate for school. We need a bus route in Cardowan.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Fix the dangerous bus stops and pavement on hirst road Harthill	We have passed these comments to our colleagues to investigate.
Please stop building cycle lanes on the road. No one uses them and they are accidents waiting to happen	We are committed to reducing carbon emissions associated with transport; providing active and sustainable options for travel is linked to this.
It would be nice to see bus transport within and going through North Lanarkshire being serviced better than one bus per hour. Two buses per hour would encourage people to take the bus more often when the pressure is taken away and there would be less anxiety in planning journeys.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Improve EV chargers. Reduce grassy areas in streets for parking, everyone is trying their best to park in streets.	• As per action ED-1, we will 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. • As per action PA-1, we will undertake a review of parking across North Lanarkshire to consider the current parking demands within our town centres and villages.
Bus services for kids getting to school in chryston by first bus is limited and somwtimes doesnt turn up and is not safe to walk rhe distance due to dual carriage way more service would be beneficial at peak times due to kids waiting more than 45 mins to get bus home	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • There is an approved policy for school transport provision. All secondary school routes have been assessed to ensure they comply with this new policy.
More detail around active travel, and linking up areas systematically. Protection of active travel from pollution using natural environment.	More detail on active travel is provided within our Active Travel Strategy Active Travel Strategy | North Lanarkshire Council
How about fixing the state of the roads	This is already encompassed within the Maintenance theme.

Comment	North Lanarkshire Council (NLC) Response
Better ways for university students to be able to get into Glasgow city centre and back without having to get multiple buses and also buses aren't reliable as they are late so can't trust them to get into university so therefore free buss travel for under 22 is pointless also getting the train into Glasgow city centre also isn't helpful due to the cost and the fat you can only get a young Scot discount up to 18 even though it's valid until your 22. The trains also aren't good enough as they only come every hour so if you miss one train on the way to Glasgow or the way back you are stranded if you are going to Holytown but every where else like Bellshill, Motherwell etc have multiple different trains that they can get into town	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • Rail services are outwith the scope of the LTS. 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.
Fix the dangerous parking situation on a725 near the m8 junctions! It is such a terrible junction, and parking being allowed in the left-hand northbound lane causes extreme congestion. You need to provide off street parking for the disabled spots there, as parking on that dangerously busy road is causing major problems. Additionally, the lack of protected right turns and the lack of appropriately synced traffic lights make these junctions too chaotic and dangerous.	• Network improvements will be considered in line with our revised Road Safety Plan. • A review of availability of disabled parking bays across North Lanarkshire will be undertaken as part of action PA-1
Parking at Wishaw hospital is severely limited and needs to be addressed.	This is a private car park and as such is not within our remit.
I walk to work in summer. I am afraid to walk in winter due to poorly lit streets and slippery pavements. Cycle lanes would help me to ride my bike more. I currently only ride in parks for fear of the roads. Thank you	This is something we are committed to delivering as part of the Active Travel Strategy.
More cycle paths and lanes should be built. Whenever a road is built or repaired cycle lane should be put in place. And current cycle paths should be better maintained and repaired. I don't about elsewhere but the paths in the Cumbernauld area are a disgrace. And cycling on the roads is a hazard. If you stick close to the kerbs you constantly hit sunken drains. If you move out a little further you hit potholes. You have to cycle in the middle of the lane to avoid potholes which then creates a bigger inconvenience to motorists.	This is something we are committed to delivering as part of the Active Travel Strategy.

Comment	North Lanarkshire Council (NLC) Response
All public transport should be nationalised. But at the very least North Lanarkshire should have its own linked up bus services so people can get around and get into Glasgow far easier and cheaper than it does now. The price of bus tickets are getting ridiculous. Weekly and monthly tickets are fairly reasonable but bus services are too unreliable and don't link up well with other services very well so people just continue to use cars.	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). Actions and measures captured in the SRBS include those related to bus franchising.
You could however spend money resurfacing roads that are in a treacherous condition irrespective of the users mode of transport. Furthermore, nothing makes Road users more annoyed than having traffic held up by a cyclist on the road when a perfectly safe cycle land runs parallel and unused. If we are providing cycle lanes then those road users should be made to use them otherwise what's the point in providing them and creating a much less safe route for cyclists as the road is invariably narrowed to accommodate the cycle lane. Not much chat of rail on here which is disappointing given that's what connects most of our communities.	• The LTS reaffirms the Council's commitment to prioritising the maintenance and repair of the existing road network through and evidence-based asset management approach. Essential maintenance remains a core focus. • Rail services are outwith the scope of the LTS. 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.
It is important to remember that in an area like North Lanarkshire not to estrange car users. This is often the life blood of our town centres and form the heart of our community. If people chose to own an electric or hybrid vehicle because it suits their circumstances then that is great however others may not have that choice. Please do not spend public money providing EV charging facilities everywhere whilst others struggle to find a place to park. It is not the responsibility of the council to provide energy stations for the public.	• We recognise the importance of ensuring that transport policy does not alienate or disadvantage car users, particularly in an area like North Lanarkshire where many residents and businesses rely on private vehicles for everyday travel, The LTS emphasises maintaining travel choice. • National policy requires local authorities to support the transition to lower-emission vehicles. We are also committed to the regional plan to improve EV charging, this will be done in appropriate locations and with consideration to potential usage.

Comment	North Lanarkshire Council (NLC) Response
Integrated transport plans are required. Wishaw train station is spectacularly unserved by bus services unless the trains aren't running. Car parks servicing rail stations are totally insufficient. So with no bus connections, no car parking in car parks or on street how is that attractive to folks to ditch the car and take the train. Train fares are expensive enough in themselves, add a return taxi fare into your commute (often too far or not safe or practical to walk) and suddenly your commute or trip becomes unviable. Let's be practical some parts of N Lanarkshire is entirely unsuitable for anything other than leisure cycling. The topography and weather defeats most of us especially those with child care and drop offs and elderly caring responsibilities. Given that most of the Motherwell / Wishaw area now has to somehow get to Airdrie for any theatre events how on earth do we do that on public transport? This area has many many issues to resolve around location of public and cultural facilities across the council area. These need mapped and travel solutions suggested. Better still redistrict the Motherwell and Wishaw area into South Lanarkshire which makes much more sense logistically and undoubtedly would give us a better service level.	• We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). One of the actions of the SRBS is to ensure bus services and networks are closely integrated across the region with other modes. • The LTS states that 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 allow stations to manage higher demand efficiently while reducing localised congestion and carbon emissions.
Better train service in Carfin earlier busses and trains on sunday 1st bus us at 10:17 and 1st train to glasgow 11:25 and every 2hours for train is shockinh for main line to edinburgh glasgow	• Rail services are outwith the scope of the LTS. 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
To use common sense when designing new roads, often lanes at strange angles and turns are too tight. Also use common sense when deciding on which roads and routes are closed for repair, often cutting off multiple routes to same place at same time.	• All transport infrastructure is designed to meet relevant design and safety standards. • As per action MA-2, we will improve communication of planned road and footpath/ footway closures.

Comment	North Lanarkshire Council (NLC) Response
Cumbernauld is the last place NLC have any interest in. They need to look at revitalising the town and encourage businesses to the area	We are progressing town vision work and redevelopment initiatives for Cumbernauld, which are designed to improve the local centre, attract businesses and create a more vibrant and accessible place.
Please remember that many disabled people need door to door transport. Waiting for, and transferring from different modes of transport is too much for some of us. Availability of taxis which meet our needs is not universal. Covering a lot but not all is not acceptable. We need more disabled parking spaces near health care facilities and every where else for inclusion. Highlighting car-free areas excludes those of us who need door-to-door transport. Please can NLC lead the way with low motorised vehicle usage instead of car-free. Blue Badge holders shouldn't be a small print exception. Thank you.	All on-street town centre disabled parking bays are currently covered by a Traffic Regulation Order (TRO) which enables them to be enforced by council parking attendants. In addition, an extension to the off-street (car park) TRO which is currently being drafted will result in all DPBs within town centre car parks to be enforced. Residential disabled parking bays are provided upon a successful application by a qualifying person and added to a TRO. Please note the TRO process can take 12 months to finalise.
Enforcing the 20mph speed limit in North Lodge area with either police action or speed bumps. Sort the mess around Knowtop primary and the sandwich shop with entitled illegal parking	• Police Scotland is responsible for enforcing speed limits. • We have passed your comments regarding parking to our colleagues in the Parking team.
I see a lot of working with partners to collect data. NLC should have the means to do this themselves. As for maintenance, I have witnessed just in the past week very unsafe road maintenance activities with hotichef? Why can't this be carried out by the council instead of subcontractoring these activities out? What about first time fix on potholes and also better coordination with other utilities when resurfacing roads? Replace all defective ironworks as standard. All too often these roads are dug back up soon after resurfacing.	• We work with a range of partners to collect transport and asset related data to ensure consistency, reduce costs and make use of specialist expertise where required. This approach is standard practice across local authorities and supports evidence based decision making. • We operate a mixed delivery model using both in house teams and external contractors. This allows work to be programmed efficiently, respond to peaks in demand and access specialist materials or equipment where necessary. Concerns about unsafe working practices will be passed to the relevant service for review. • We are committed to improving the quality and durability of road repairs. Measures such as first time fix approaches, better coordination with utility companies and the replacement of defective ironworks are incorporated into ongoing improvement programmes.

Comment	North Lanarkshire Council (NLC) Response
It was difficult to complete on a mobile phone as had to enlarge the points from plan. There is a lot of jargon and woukd suspect it dues not meet readability of age 10/12 so people will be in unable to complete due to wording used	We note the difficulties you experienced completing the consultation on a mobile device, particularly with viewing plans and enlarging detailed content. While some terminology is necessary in a strategic document, we recognise that clearer wording and improved readability can help more residents feel confident participating. We will review the accessibility, format and language of future consultations to ensure they are inclusive and easier to understand.
We need a link between Coatbridge and Eurocentral to allow access to the 900 route .. also need public parking at this location as there is virtually none at moment. The 902 should be a 30 min service at least with one being a direct link to the m8 as originally delivered. One bus an hour is an insufficient service for the Monklands and should even be considered as a trial option. Could a stop at the showcase be considered with arrangements to park there also?	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • Identifying suitable land for new P&R sites outside town centres has proved challenging due to local topography. A potential P&R facility at Eurocentral was considered through the City Deal programme, but was not progressed due to limited demand and a lack of support from key stakeholders, including SPT.
Change to the layout of Wishaw Main street for Bus and taxi only from the turning of kenilworth avenue to the cross as the bus flow and traffic is shocking and has been since they spent millions on making pavements bigger. but never considered the cars which makes it a hazard. The traffic management of Hill street in wishaw is a One way street however the last few weeks cars and vans have been driving up this street when not been allowed too so a camera should be installed to catch people and provide them a Fine or something.	• The LTS acknowledges the need to improve bus priority, reduce congestion and enhance safety on key town centre corridors. At the same time, we currently have no plans to change the layout of Main Street, Wishaw. • The potential for camera based enforcement may be considered where there is persistent non compliance and a demonstrable safety risk, subject to legal and operational requirements.

Comment	North Lanarkshire Council (NLC) Response
I live in Cumbernauld and the public transport is very poor and unreliable. We need more buses from Condorrat to Glasgow and more buses to other parts of cumbernauld. We now have a cinema in the town and i would need to get two buses to travel the couple of miles. I also find myself not taking part in exercise/leisure activities in cumbernauld town centre in the early evening as i would struggle to get a bus home to condorrat. I'm thinking particualy of not feeling able to join the cumbernauld running group at 7pm on a Monday as i don't know how i'd get home.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
This is really poor in a town the size of cumbernauld. I would also like to see consideration to paths being built alongside the main road through the westfield industrial estate to provide another safe walking/running route. Can more public transport options to the Cumbernauld Parkrun be considered? I'd love to go but the venue is almost inaccessible unless driving.	• The Westfield Road corridor is currently being looked at as part of Strategic Network Route (SNR) 6 active travel route. This may provide opportunities for walking, wheeling and cycling within Westfield Industrial Estate. • Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
In ST-2, we need a blanket 20mph speed restriction in and around all schools, with more enforcement and regular patrols as it's becoming a danger to school children and those walking. We see regularly the times 20 limits being ignores and signs incorrectly placed at some schools and roads.	• The LTS includes actions to strengthen speed management/road safety and supports continued assessment of where permanent 20mph limits would be appropriate, in line with national policy and site-specific condition. • Speeding issues should be reported to Police Scotland.
In addition more parking restrictions and heavier fines for those that are blatantly ignoring the rules around schools and high use public places, fines need to be increased to higher levels to encourage less driving to schools and public places, I am all for parking fines to be £200 reduced to £199 if paid within 14 days, it would support more funds for the council to work with initially and also drive behavioural changes within the community around car usage.	• The LTS highlights the importance of improving road safety in key locations and supports the use of appropriate parking restrictions and enforcement to protect pedestrian and vulnerable road users. While enforcement is an important tool, the level of parking penalties is set nationally and cannot be altered by local authorities. • The introduction of parking charges has previously been assessed and, whilst some benefits would be realised, it is considered that parking space in town centres is best managed with the provision of, and the management of, both long-term and short-term parking facilities. We have no current plans to introduce parking charges.

Comment	North Lanarkshire Council (NLC) Response
Greater enforcement required on parking in villages- Mollinsburn	The LTS recognises that inappropriate or obstructive parking can reduce road safety, limit visibility, and affect access for residents and pedestrians. The strategy commits to strengthening the management of on-street parking in areas where persistent issues are identified, including clearer restrictions and appropriate enforcement.
I would like to see improved public transport links in Cumbernauld. In my opinion everything is centered around Ravenscraig and I feel Cumbernauld is neglected.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
I live in NL and I travel to Bellshill from Cumbernauld and yet, it is not feasible for me to travel by public transport and I have to rely on my car. Better public transport links for residents to access all areas in NL	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Hi, I'm a resident of Kilsyth. I would like to comment on the EV charging stations in our locality. There is a charging station in West Burnside Street which was installed more than a year ago, but not activated or working. There are several stations in North Lanarkshire in the same state. Therefore, I would like to say that when you install a charging station, make sure its up and running well.	We note your concerns regarding EV changepoints across NL (including Kilsyth) that have been installed but are not yet operational. We will continue works with partners to improve coordination between installation, power connection and commissioning processes to minimise delays and ensure that infrastructure is usable from the outset.
I would support encouragement in the use of active travel and improved routes. However motorists should not be targeted or have measures introduced that are excessively restrictive or might be seen as punitive for using petrol or diesel vehicles that meet emissions standards.	The LTS emphasises a balanced approach that supports all modes of travel. Any changes to road space, parking, speed management or emissions-related measures will continue to be based on evidence, statutory requirements, and local need, ensuring that motorists are not unfairly disadvantaged.

Comment	North Lanarkshire Council (NLC) Response
Negative experiences could be counter-productive to objectives and detrimental to support. Encouragement is a better option that trying to force people into a particular model, particularly as in many cases they might not be able to. For example someone might not be able afford to purchase and maintain an electric vehicle and the existing infrastructure for electric vehicle charging is woefully inadequate (IMHO). How do people in blocks of flats charge electric vehicles? Currently this is not a viable solution. Another example is where people might have limited mobility, so cycle routes would not be the preferred option and should not be a forced option, rather a choice to be made depending on circumstances. Put the infrastructure in place then offer positive incentives rather than penalising people for using existing methods. Electric fleet vehicles make very good sense and could be a viable option as their charging and maintenance can be better controlled and managed when compared to public vehicles.	• The LTS emphasises that behaviour change is most effective when people are supported and provided with genuine choices, rather being pushed towards options that may not be suitable for their circumstances. • The strategy also recognises that EV adoption will vary across communities and therefore takes a measured, demand-led approach to public charging, avoiding any assumptions that EVs are a universal solution. • We acknowledge that active travel may not be an option for everyone, including those with limited mobility. At the same time, the active travel routes will be developed so that they are accessible for all. • Comments regarding fleet EVs noted.
More pedestrian crossings for school children to cross roads safely especially main roads (f.e. Dornoch Road Holytown; Melrose Avenue Holytown, Redwood Road Holytown) These are some of the larger busy streets where there is not a single either lights to cross or pedestrian for children to cross safely on their way to school (either Holytown primary or Christ the king primary).	We have passed these comments to our colleagues who manage the transport network in this area, for further investigation.
Parking situation overall is shocking. Cars are parking at T-crossings blocking the street; on both side of the streets. More road signs should be in place, and clearer rules that are then also checked and fined if needed. No rules or regulations, everyone just parks wherever they like without consequences.	The LTS recognises the importance of improving parking behaviour to support road safety, accessibility and the efficient operation of residential streets. The strategy commits to strengthening the management of on street parking through clearer rules, targeted restrictions where necessary and improved enforcement in areas where unsafe or inconsiderate parking is creating hazards for pedestrians, wheelchair users and other road users.

Comment	North Lanarkshire Council (NLC) Response
I am particularly in support of the Cumbernauld to Monklands bus service (347) and the Monklands to Coatbridge service (201) as I depend on these buses to get to work. These buses are also particularly useful as they provide links to Albert Bartlett factory, Airdrie Sheriff Court and Monklands Hospital, Motherwell, Hairmyers Hospital and East Kilbride (where my son and his family live).	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Our work with third-sector organisations across North Lanarkshire highlights strong demand for closer collaboration between North Lanarkshire Council and community groups. The third sector is well placed to support behaviour change and promote active travel and sustainable transport. Increased joint working would improve public engagement and enable more effective communication of NLC's activities and proposals.	We will continue to explore opportunities to work more closely with partners, including third sector organisations, to promote active travel and help improve public engagement.
Wheel chair accessibility for people in either electric or manual wheelchairs.	We recognise the importance of ensuring that transport infrastructure is fully accessible for people using both electric and manual wheelchairs and this is reflected in the LTS, particularly Policy 1 (active travel), Policy 3 (public transport), Policy 4 (shared transport), Policy 6 (safety in transport), Policy 8 (maintenance), Policy 9 (road safety and network) and Policy 10 (parking).
The Delivery section could highlight existing funding opportunities and how these may be used to deliver policies and actions. For example, People and Place Programme, Active Travel Infrastructure Fund and Bus Infrastructure Fund.	These programmes are not included in detail within the LTS because these funding streams operate on separate cycles and are not guaranteed over the full ten year duration of the strategy. Funding availability, criteria and levels can change annually, and there is no year on year guarantee of continued allocation, which means it would not be appropriate to anchor the strategic delivery plan to specific external funds.

Comment	North Lanarkshire Council (NLC) Response
Services and facilities providing solutions to issues should be put in place before enforcement of restrictions are put in place. You can't just take away provisions for transport before the new alternatives are ready for people to switch to.	We will take a phased and evidence based approach, where measures are only progressed when supporting infrastructure—such as improved public transport, active travel links or parking management—has been sufficiently developed. This principle will be considered as individual projects move into detailed planning and delivery, ensuring that any enforcement or restrictions are aligned with realistic, accessible and well communicated alternatives for residents, businesses and visitors.
I do not agree with the modal shift to active travel. It is not inclusive and does not facilitate the actual needs of the general oublic and or businesses.	Active travel is included in the LTS to support national policy requirements and to provide additional travel options where appropriate, particularly for short local trips. At the same time, it is important to maintain choice and ensure that essential journeys made by other modes continue to be supported.
Don't reduce the road capacity Do not introduce 20mph limits Don not over use parking fines Build better road infrastructure Fix the potholes Stop pretending "active travel" is a solution for anything. Do not introduce anymore traffic lights. Travel is the critical to all modern communities it should be as fast and easy as possible so not make any changes that will increase journey times.	• The LTS seeks to balance the need for efficient vehicle movement with statutory duties relating to safety, accessibility, public health and national transport policy. • We recognise the importance of reliable journey times and acknowledge the concerns raised about measures that may be perceived to slow traffic or reduce capacity. Any changes to road layouts, speed limits or traffic management arrangements will continue to be based on evidence, safety assessments and legislative requirements. • The strategy also reaffirms the Council's commitment to maintaining and improving core road infrastructure, including prioritising pothole repairs and resurfacing through an evidence based asset management approach.
Reassess roads projects to add more active travel links on spur roads left by realignment for EALR, etc.	The LTS supports the development of major strategic projects, such as the East Airdrie Link Road, as part of improving regional connectivity, reducing congestion and providing more reliable journey times. We have passed your comments to our colleagues in the City Deal team who are delivering this project.

Comment	North Lanarkshire Council (NLC) Response
Statistics and usage data does not include the effects and, wider needs of a community. Active travel may be a way of encouraging people to use cycle lanes and walking paths but, others do not necessarily have that choice.	• An engagement plan is in place to ensure we engage and consult with key stakeholders, including the community and local groups, throughout the design process of active travel projects. • While the LTS seeks to improve opportunities for walking, wheeling and cycling where appropriate, it also emphasises maintaining choice and supporting those who rely on other modes, including public transport and private vehicles.
Bus and train connections are vital, even although their use is sometimes erratic and unpredictable. Service to some communities is limiting and isolating with no, or reduced, Sunday service leaving residents trapped at home. The value of public transport is far and away beyond any balance sheet, providing a service which is immeasurable in isolation but, essential for progressive travel planning.	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). One of the actions of the SRBS is to ensure bus services and networks are closely integrated across the region with other modes.
Leave out allowing for parking and electric charging points because, by including them in our town plans, we are accepting what is contrary to our goals of encouraging use of public transport and, reducing vehicular local traffic.	While a key aim of the LTS is to encourage greater use of active and sustainable modes, we must also plan for the needs of residents, businesses and visitors who continue to rely on cars, as well as meet national obligations relating to vehicle decarbonisation. The LTS therefore takes a balance and proportionate approach, setting out strategic principles for managing parking while avoiding unnecessary expansion of car-dominated space. EV charging is included at a strategic level only, reflecting national requirements and ensuring that provision remains targeted, demand led and carefully located so that it does not undermine wider goals around sustainable travel or town centre regeneration.
When examining/improving parking, work with partners to improve Croy Station parking, preferably with free multi storey	• We currently have no plans to introduce a multi storey car park at Croy Rail Station. • The LTS states that 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 allow stations to manage higher demand efficiently while reducing localised congestion and carbon emissions.

Comment	North Lanarkshire Council (NLC) Response
It would be appropriate to continue provisikn of young person transport via young scot card. Ensure conmwction between Allanton and west lothian si that residenta can access education, excersize and employment within west lothian. Stop wasting money on electricity parking bays which reduces the availability if actual parking. Recognise that hybrid vehicles are becoming the norm, so dont need charged. Dont waste money on cycle lanes, on trunk roads. I pay 2300 per annum on council tax and almost 500 pa on road tax yet have to maintain my acceas road to a rural property it is not appropriate for you to spend millions on a bike lane when disabled residents are held to ransom living on “non adopted roads” Also being on a rural lane it is not safe to rely on a electrical vehicle. Apply some common sense, if you remove and reduce parking in town centres you are simply damaging town centres and communities. Dont start charging either as this has the same effect. Please liase wirh ymca wishaw they did a town centre project the amount of empty buildings was significant and the type of business limited	• We note your support for continued discounted travel for young people through the Young Scot scheme, a national programme administered by the Scottish Government. • Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • We have a measured and demand-led approach to EV infrastructure, recognising hybrid vehicles as a significant part of the current vehicle mix and ensuring that EV bays are installed proportionately to avoid unnecessary displacement of general parking. • We currently do not have plans to install active travel infrastructure on trunk roads, which are managed by Transport Scotland. • While we are not responsible for private or non adopted roads, we recognise the need to ensure that essential services, including access arrangements for disabled residents, are understood and considered. • Any future changes to parking provision in the town centres would be subject to detailed assessment and consultation to understand local impacts. • We currently have no plans to charge for parking.
For safety reasons the sequence of lights at Strathclyde Park needs to change Coming from Airbles Rd should not be at the same time as those turning from Strathclyde Park , each should have their own turn at the traffic lights.	We have passed your feedback to our colleagues, for assessment as part of ongoing signal timing reviews. Any changes to staging or phasing at this junction would be considered in line with safety data, traffic flow requirements, and operational feasibility to ensure the safest and most efficient layout for all road users.
No 20mph routes as just stupid	The national 20mph programme is a Scottish government initiative, and all local authorities are required to assess and implement changes in line with this national guidance and safety objectives. The purpose is to reduce the risk and severity of collisions, particularly in residential areas and locations with high numbers of pedestrians. As a result, we will continue to take an evidence-based approach when identifying where 20mph limits are appropriate, considering key factors such as road characteristics and safety data.

Comment	North Lanarkshire Council (NLC) Response
No bus priority routes as just look at London when they tried that chaos	We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy. Actions captured in it include bus priority infrastructure.
Stop dictating to adults how to live their lives. this is outwith council remit. savings would be made if you cease & desist these practises.	The LTS is prepared within the framework of national legislation and policy, which requires local authorities to consider issues such as safety, accessibility, public health, and environmental compliance when planning transport provision. The intention of the strategy is not to restrict individual choices but to ensure that North Lanarkshire has a safe, reliable and well managed transport network that meets statutory obligations and responds to local needs.
The East Airdrie Link Road, routes to and from through villages traffic calming should be considered	• While the East Airdrie Link Road project aims to improve regional connectivity and reduce congestion on existing corridors, it is recognised that changes in traffic patterns may affect nearby communities. • We have passed your feedback to our colleagues, and it will be considered as part of ongoing design, impact assessments and community engagement undertaken through the dedicated EALR consultation process.
Bus routes should be revived and new ones should open like x3 coming threw stepps over robryston train station bridge with bus gates on to motorway 38c needs to be more regular or have consequences when bus dose not turn up due to long route.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
Rural areas where busses are 1 every hour if your lucky to bring back their railway station such as Plains, Airdrie this area has suffered with only having one public transport.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
FREE Park and Ride area at EUROCENTRAL to maximise the grest transport bus citylimk service between Glagow and Edinburgh. On street parking.	Identifying suitable land for new P&R sites outside town centres has proved challenging due to local topography. A potential P&R facility at Eurocentral was considered through the City Deal programme, but was not progressed due to limited demand and a lack of support from key stakeholders, including SPT.

Comment	North Lanarkshire Council (NLC) Response
Not every car owner has a driveway for their car. I have a Petrol EV full self charging Hybrid car Best car Ive ever owned 57/58 mpg on runaround driving . Car selects between electric power and petrol. So dont be too keen on pushing fully Plugin Electric Vehicles. New streetlighting being indtalled on streets near to me . I thought that could have been an oppertunity to incorporate EV charging points within the lamp posts.	While the LTS supports a targeted and demand-led approach to EV charging provision, opportunities for innovative, unobtrusive, and street-level charging solutions will be explored where feasible.
Need to enforce pavement parking rules in out of town areas, work with police more to rid us of e-scooters and bikes speeding on pavements, traffic calming measures that are not chicanes like Old Monkland Road (Coatbridge) that cause more accidents than prevent them. More barriers to separate traffic from pavements, yellow lines at all junctions to prevent ignorant drivers from parking there, reduce the number of drivers picking up children from school, often sitting for 45 minutes with engines running. No point in adding more electric charging, as the ones that are already in place are always empty. Only company cars or Motability buy electric cars! Definitely more disabled spaces, as most people in the area seem to have a blue badge. Can never get a space for my wheelchair user mother in Coatbridge. Please DO NOT install bike/bus lanes!	• The LTS commits to strengthening the management of parking behaviours that compromise safety and accessibility. • We note that ongoing partnerships with both internal and external parties to address illegal vehicles use and enforce relevant legislation where appropriate. • We have passed your comments re traffic calming on Old Monkland Road onto our colleagues in the appropriate team to take forward. • As per action PA-2 we will provide effective enforcement of parking controls in North Lanarkshire, including parking restrictions outside schools. • The LTS takes a measured approach to EV infrastructure, focusing on targeted provision aligned with national requirements and observed demand. • The strategy also acknowledges the importance of accessible parking, and opportunities to enhance disabled parking provision will continue to be reviewed where demand and site conditions support this. • Policy 6 and action ST-1 illustrate how all active travel routes are developed to ensure that they meet the standards outline in our Active Travel Strategy, including being well-lit with appropriate lighting, safe, and accessible for all. • We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). Actions and measures captured in the SRBS include those related to bus priority infrastructure.

Comment	North Lanarkshire Council (NLC) Response
It does not matter what i say the council will find a way to do as little as the can get away with to save money the council like to appear as if they are doing stuff, but don't. Take the parking on pavement for instance, implemented but not actioned. Shame good source of revenue.	We are committed to improving transparency and accountability around how initiatives are delivered. As new duties come into effect, such as the national pavement parking restrictions, enforcement activity will continue to be reviewed to ensure it is proportionate, evidence-based and aligned with available resources.
East Airdrie link road should be a dual carriageway. The single carriageway at reduced speed is a waste of money	East Airdrie Link Road is intended to deliver a new single-carriageway route between Newhouse and the A73 north of Stand/Riggend, improving connections to town centre, employment areas, and the new Monklands replacement hospital.
In no parts can I see the NEED to have a connect cycle route to and from Glasgow,cycling on a 70mph dual carriageway is never advisable,a priority. The rest is badly worded and poorly wrote I.e. if you talk about bus franchising yet also say you are working with partners to fulfil rural routes makes no sense. Bundling profitable &unprofitable routes together is how franchising works to get one you do the other.	We do not support or propose cycling on high-speed dual carriageways. Instead, any consideration of improved regional active travel routes relates to the development of safer, dedicated, and segregated active travel routes that avoid high-speed traffic and provide alternative, more suitable alignments. As a result, the Active Travel Strategy identifies a number of cross-boundary active travel routes that will connect NLC into GCC and other neighbouring local authorities. We have noted your comments
There needs to be a park and Ride car park at Eurocentral, this was promised to be built by 2023, There are 8 buses and hour coming into Maxim park, no parking facilities, or regular local bus services every day into Maxim Park, disgrace, high time something was done about it.	Identifying suitable land for new P&R sites outside town centres has proved challenging due to local topography. A potential P&R facility at Eurocentral was considered through the City Deal programme, but was not progressed due to limited demand and a lack of support from key stakeholders, including SPT.
Footpath needed between Glenboig and Gartcosh along main road route B804	A local neighbourhood connection (LNR 101) between Gartcosh to Garnqueen has been highlighted in our Active Travel Strategy as a low priority route to take forward
Provision of bus services after 6 pm needs to be looked at as people become prisoners in villages after this time	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.

Comment	North Lanarkshire Council (NLC) Response
Bus are terrible in north Lanarkshire. I live less than 2 miles from new college Lanarkshire in Motherwell, yet my daughter needs to walk 20 minutes and get two buses. Villages like Newarthill and Carfin should have a regulate circular that goes by the college and over to wishaw hospital.	Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced.
It seems like too many initiatives planned and would doubt resources available to carry them all out. The draft should be revisited and trimmed back to a more achievable level based on priorities highlighted by this survey.	The LTS is intended to present a long-term framework covering a ten-year period, and as such includes a broad range of actions that will be prioritised. This will also be refined throughout the lifetime of the document.
Include additional traffic lights for pedestrian crossing. When setting up traffic lights give priority to pedestrians, so there is no need to stand at the side of the road and wait for 5 minutes for the light to change - more often than not the traffic dies before the light changes. Considering the weather in Scotland, pedestrians shouldn't have to wait at the crossings so the cars can pass first.	Action ST-2 has been updated in the new LTS to illustrate how we will support measures to improve safety on North Lanarkshire's local road network, including through reviewing the signal timings across our network.
Safety is my priority. Keep heavy traffic away from schools and town centre. good lightening for visibility. Cycle paths - Cycle lanes for electric cycles and scooters. Keep them safe.	• The LTS includes actions to manage safety for both active travel and the road network, strengthening safety measures for pedestrians and other vulnerable road users. • Current national legislation restricts the use of E-Scooters on public roads and paths. We will continue to monitor national policy developments and emerging evidence on the safe operation of E-Scooters.
Improve all network links. Bus services were amazing in Abronhill to Glasgow now gone get far to expensive. Improve network rail links instead just Glasgow to Edinburgh. Add in links down south or up north or more fife. Cumbernauld Airport is big enough to hold air logan flights to island of Scotland. Make Cumbernauld and other north Lanarkshire place to be as we in middle off major cities and councils.	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • Air travel is outwith the remit of the LTS.

Comment	North Lanarkshire Council (NLC) Response
Your questions are loaded with bullet points that are biased towards certain actions. Climate change is a hoax and the current government's rush towards net zero making its tax payers poorer and colder is not welcome. There has been no discussion on the impact of mining lithium, copper, cobalt or how the batteries in EV cars will be disposed off. In other words it is a complete con and you move from one poor set of decisions to the next. POTHOLES are a HUGE PROBLEM in North Lanarkshire but I see nothing here to help this situation. Money is wasted in far too many areas and not spent in vital infrastructure. I note also the impossibility of actually speaking to the council, for example I have been holding for 30 mins today to speak to someone. The service provided is beyond poor and your attempts at consultation are just a paper exercise. I do not believe that you actually care about what tax payers think or believe. In addition you put traffic lights on roundabouts which create chaos, traffic jams and increase pollution. How is that effective planning.	• The LTS is prepared within a framework set out by national legislation and policy. While views on climate policy differ, we must align with the statutory duties and national guidance. • We recognise public interest in environmental impacts of EV battery production and disposal. The LTS treats EV infrastructure as one component of wider decarbonisation and commits to targeted, evidence-ed provision. We will continue to monitor national guidance on battery standards and recycling and reflect these in delivery where relevant. • In terms of road maintenance, an evidence based asset management approach prioritises safety critical defects and resurfacing, with first time fix methods used where appropriate. • Traffic signals are only introduced at a roundabout where assessments indicate benefits for safety, capacity or pedestrian provision. These will be monitored and reviewed to ensure maximum efficiency.
Please publish information about the progress of assessment and implementation of the National 20mph Programme.	We recognise the importance of keeping residents informed about the implementation of the National 20mph Programme. We are required to deliver this programme in line with the national guidance, and assessment work is ongoing to identify where changes to speed limits are necessary. As this programme progresses, we will publish updates where appropriate.
Pleased to read acions on pavement parking and review of Cumbernauld Road	We welcome the support for these actions.

Comment	North Lanarkshire Council (NLC) Response
The draft Local Transport Strategy is clearly well researched and provides a strong and comprehensive evidence base. However, as a delivery focused strategy, there are areas where it could be strengthened. The document places significant emphasis on describing challenges and aligning with wider policy, but would benefit from clearer prioritisation and a stronger articulation of how strategic choices will be made. While KPIs include baselines and targets, their role in actively guiding delivery and decision-making over the life of the strategy could be clearer, particularly in terms of how performance will be reviewed and responded to. Many key outcomes depend on partnership working with external organisations, and the strategy could be enhanced by setting out how delivery risks and funding uncertainties will be managed within the Council's own remit. Greater clarity on what is realistically achievable, and how ambitions will be phased, would help strengthen confidence in implementation. Overall, the strategy provides a solid foundation and would benefit from clearer prioritisation and delivery focus.	• Prioritisation of actions is undertaken via the plan or strategy associated with each action group, for example prioritisation of roads maintenance will be covered in our Road Asset Management Plan (RAMP) and prioritisation of active travel Strategic Network Routes (SNRs) will be covered in our Active Travel Strategy. • The action groups identified in the LTS (except for 'overarching') are each progressed using different funding streams, many of which are ring fenced. Progress of actions is dependent on securing funding from these streams and will play a role in phasing of actions. • The phasing and realistic sequencing of actions to support effective implementation will also be dependent on opportunities arising from ongoing collaboration with external partners, as well as the data collected via the M&E Plan.
Roads are fine just need less potholes and possibly more priority for normal cars by making the electric chargers further away and making more disabled parking near doors and more dead ends made into normal roads for better accessibility like Ellis street Coatbridge or muiryhall street. In Kirkshaws I would make more nicer pavements and if any bad roads tar them or use plastic whatever, thanks.	• The LTS sets out a continued commitment to prioritising the repair and improvement of the local road network through an evidence-based asset management approach. • While the LTS includes a targeted expansion of EV infrastructure to meet national requirements, we will continue to plan sites carefully to minimise impacts and maintain convenience for all road users. • The strategy also acknowledges the importance of accessible parking, and opportunities to enhance disabled parking provision will continue to be reviewed where demand and site conditions support this.
North Lanarkshire should benefit from people leaving Glasgow & the terrible Controlled Parking Zones & v high charges for parking Don't make things worse for drivers	• The LTS focuses on ensuring that parking remains appropriately managed to support safety, accessibility and the effective operation of town centres and local communities across North Lanarkshire. • We currently do not have any plans to introduce parking charging.

Comment	North Lanarkshire Council (NLC) Response
I would note that road accident information only tells you what has happened, not what has been avoided. I stay on a main road where the 30mph speed limit is never adhered to. There are no calming measures such as you see in Cleland and the amount of close calls are significant and that is not restricted to vehicle on vehicle but involving pedestrians too. Public consultation about road safety would provide you with local views which may inform your strategic approach to safety. I believe there should be some inclusion in the safety aspect of liaising with Police Scotland to improve safety due to risks from illegal use of scooters, quads etc. And also include the feasibility of solutions for tackling this. Again to use my own neighbourhood as an example, children and adults who always seem to be dressed in dark clothing zooming up both the road and paths without concern for their own or others safety. With regard to active travel, I note there are strategic routes however areas such as Shotts, Allanton and Harthill are unlikely to benefit from those that are seen in this light. The current pathways leading out of these towns is lacking investment and its current state discourages those walking or running from using these routes. I think there should be some action on adapting to climate change such as the impact on travel routes and using a risk based approach to mediate.	• We acknowledge that recorded road accident data only captures incidents that have occurred and does not reflect near-misses or unreported safety concerns. • We recognise the importance of community insight in understanding local safety issues. • Speed management and traffic-calming remain a key component of our approach to improving road safety, and locations with known or reported issues will continue to be reviewed. • We also recognise the risks associated with illegal and antisocial use of vehicles such as E-Scooters and Quad Bikes. While operational enforcement lies with Police Scotland, the LTS includes actions to strengthen partnerships working on safety issues. • Local Neighbourhood Links are also identified within the Active Travel Strategy. • We will continue to review maintenance and investment needs where standard of infrastructure may deter use. • The LTS sets out the requirement to understand climate-related risks to the transport network and to adopt a risk-based approach to resilience and mitigation.
Better bus and rail links are priority. This would encourage less car use. Get Hgv's off the roads at peak times, or provide a lane for their use only, ir better still, more rail transport. to choose, theres a big difference.	• We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). One of the actions of the SRBS is to ensure bus services and networks are closely integrated across the region with other modes. • Through action FR-3 we will support partners to achieve a modal shift of freight from road to rail

Comment	North Lanarkshire Council (NLC) Response
Stop pushing the electric car agenda. We dont want this, charging stations taking up too much space as it is. These vehicles are not environmentally better.	National policy requires local authorities to support the transition to lower-emission vehicles as part of wider climate and air quality objectives, and the LTS reflects these obligations. The installation of EV charging points is planned in a targeted and evidence-based manner to minimise the impact on the available space and to ensure provision is focused where demand is emerging. The LTS also recognises that EVs are only one part of a broader approach to sustainable transport.
No more speed bumps in residential areas, far too many and its complete overkill in some streets. I most certainly do not want to live where i cant choose as to how i travel. Id like the options to choose, theres a big difference.	• The use of traffic calming measures is based on evidence of speeding, collision history and local safety risk, and they are only introduced where engineering assessment demonstrate a clear need. • The LTS emphasises a balanced approach to speed management and will continue to consider a range of interventions, not solely physical measures, to address safety concerns. • The LTS aims to support a safe, accessible and efficient network for all users by providing a range of active and sustainable transport options, while ensuring that any safety-related interventions do not restrict residents' ability to choose how they travel.
Stop making it impossible to travel between Coatbridge and Airdrie without several sets of roadworks all at once, COVID can't be blamed anymore.	• We recognise the frustration caused by multiple roadworks occurring concurrently, particularly on key routes. While some works are delivered by us, others are undertaken by utility companies under statutory powers, which can limit the ability to control the exact timing of all activities. • Through action MA-2 we will improve communication of planned road and footpath/ footway closures.
The council must use measures to prevent the parking of cars on the ring roads around Cumbernauld. Namely the Greenfaulds & Kildrum ring roads. The cars have taken to parking on the grass verges and in the cycle lanes. This is a relatively recent phenomenon & when it was reported to the council the reply was that the council had no power to prevent this parking! Surely this is not the case. Cumbernauld has always had a good road safety record but this type of parking is going to cause accidents. Prevention is the cure.	We have passed this onto our colleagues in the Parking team to review.
Review the abolishment tod the school bus transport for Stepps. The "safe route" identified is not safe because of speeding cars and inadequate road crossing points.	• Statutory eligibility for free home to school transport is set nationally and applies where pupils live beyond the defined distance criteria. We will continue to provide transport in line with these statutory requirements. • There is an approved policy for school transport provision. All secondary school routes have been assessed to ensure they comply with this new policy.
Roads are too potholed and incredibly dangerous for a car and people's health	The LTS reaffirms our commitment to prioritising the maintenance and repair of the existing road network through and evidence-based asset management approach.
Please don't forget that local walking routes require regular maintenance or people cannot use them.	We recognise that the condition and accessibility of local footways and footpaths are essential to supporting safe and reliable active travel opportunities.
Also more public information events to inform people about local initiatives	An engagement plan is in place to ensure we engage and consult with key stakeholders, including the community and local groups, throughout the design process of active travel projects.
I have given my opinion on the basis that this is all work that is either started or in the process of starting.	Some of the actions identified in the LTS build on programmes that are already underway or in early stages of development.
Paths for the use of escooters would be ideal for getting to and from your place of work	Current national legislation restricts the use of E-Scooters on public roads and paths, and issues such as rider behaviour, vehicles standards, and interactions with pedestrians and other road users continue to be areas of concern. We will continue to monitor national policy developments and emerging evidence on the safe operation of E-Scooters.
Bring back school buses to secondary children before anything else.	• Statutory eligibility for free home to school transport is set nationally and applies where pupils live beyond the defined distance criteria. North Lanarkshire Council continues to provide transport in line with these statutory requirements. • There is an approved policy for school transport provision. All secondary school routes have been assessed to ensure they comply with this new policy

Comment	North Lanarkshire Council (NLC) Response
Please make decisions that improve the flow of traffic throughout the region. Please do not waste anymore money on cycle lanes that are not used.	The LTS includes actions to support efficient traffic flow across North Lanarkshire, alongside measures required to meet national and local policy commitments. Investment in Active Travel is part of these commitments and helps promote safer, more sustainable travel choices. We will continue to prioritise a balance, evidence-based approach to transport improvements, including the management and performance of the wider road network.
There is an unnecessary over emphasis and focus on Active Travel.	Active travel is 1 of 12 action groups in the LTS. Its inclusion reflects national, regional and local policy requirements.
Limited transport links to and from railway station (Croy), Non existent at night, have to walk in an unsafe enviroment unless able to get taxi. Risk to women safety	Active travel improvements from Croy to Craiglinn are currently being looked at as part of the active travel Strategic Network Route 2. More details can found in our Active Travel Strategy Active Travel Strategy | North Lanarkshire Council
1) Replace the goal of economic growth with wellbeing. Economic growth is often synonymised with improved quality of life, however, pursuing endless growth runs counter to remaining within key environmental boundaries and achieving net zero. Being “sustainable, accessible and resilient” cannot be done with unending economic growth and research highlights growth past a certain point per capita does not improve quality of life. Progress monitoring should prioritise the number of residents with connections to public and active travel routes rather than generalised economic growth.	The term ‘economic growth’ is being used inline with our other strategy and policy documents.
2) Rename the Behaviour Change category or shift the action to a different category. Systemic behavioural change will not be achieved through educational campaigns and initiatives. This theory of change relies on the information deficit model, a disproven approach which assumes that by providing the public more information, individuals will rationally change their daily choices. The driving force behind people’s decisions will be how we physically design our communities and the availability of sustainable transport options.	Awareness of active and sustainable travel options is something that has been identified as an area we can improve on and fits the title ‘Behaviour change.’
3) Rename the Decarbonisation category as Electric Vehicles. All of the actions within this category relate to shifting from traditional vehicles to EV options, making this a more accurate label. While EV adoption is an important part of decarbonisation, the holistic reduction of transport emissions requires the actions across all of the different categories to be achieved. Transport decarbonisation is better suited as a stated objective of the LTS.	This is labelled ‘Environmental and Decarbonisation’ as it also includes actions that consider transport’s impact on the environment.
4) Include the creation of a GIS planning tool in OA-2 should which allows planners to assess the impact of future development proposals on sustainable transport options and 20-minute neighbourhoods. For example, a planning application to create a new housing development that is only reachable by private vehicles and does not have accessible grocery stores, health services or recreational facilities would score lowly. Conversely, a planning application to create a bike path within an existed housing development would score highly.	The following text has been included in the ‘Overarching’ section of the LTS: o ‘We are utilising digital tools such as Geographical Information Systems (GIS) to share and coordinate works across the Council.’
5) Provide explanation as to where key targets were derived from in the KPIs (ex 125 kms by 2035 - why not more or less?).	The 125km would be delivery of the full active travel network, the 2035 timeline is based on the average km’s of route that can be delivered in a given financial year, this is of course dependent on external factors including funding so is currently an estimate.
6) Mention future alignment with the ClimateView tool for the council’s climate planning. The revised version of the council’s climate strategy will utilise the Scottish Climate Intelligence Service’s ClimateView tool, which sets specific targets for interventions, or strategies to reduce emissions in sectors such as buildings, energy use and transport. LTS actions will need to be uploaded into this system and many do not yet provide the level of detail required. This detail will need to be ascertained in the climate strategy development process.	The following text has been included in the ‘Environmental and Decarbonisation’ section of the LTS: o ‘We will explore opportunities of using the ClimateView Tool to monitor and track the environmental and climate impact of projects throughout North Lanarkshire’
7) Replace the phrase “the environment” with “ the living world” to emphasise that we live within the natural environment and are our decisions are not separate from it.	The term ‘environment’ has been used to align with our other policy documents.

Comment	North Lanarkshire Council (NLC) Response
8) Improve the resolution of images in the draft LTS. Many maps and graph legends are unreadable.	Comment noted.
Travel Patterns and more generally throughout, there is very limited mention of the importance of cross boundary routes and travel patterns. The LTS does note that 11% of TTW journeys originating in NLC are destined for Glasgow. Glasgow is clearly a major economic driver and attractor across the region. GCC recognise the importance of maintaining and improving cross boundary movements. Commuters from outwith Glasgow play a very important role in the success of the city and wider City Region. I would suggest consideration of this point in key areas of the LTS, indeed, I am keen to ensure GCC teams work with all neighbouring Local Authorities to provide optimum cross boundary links.	Action AT-1 has been updated to include reference to cross boundary connections. This reflects our ongoing engagement with GCC regarding one of our strategic active travel routes (SNR6) which links into the boundary.
Partnership Working – pg10. This section does not reference the Glasgow City Region Bus Partnership, of which NLC are key members. The Bus Partnership, objectives and projects are not referenced elsewhere in the document and in particular in the section devoted to bus. As NLC are key partners and part of the GCRBP submission to Transport Scotlands Bus Improvement Fund, this seems to be a critical omission.	Reference to the Glasgow City Region Bus Partnership is now included in the LTS.

Comment	North Lanarkshire Council (NLC) Response
Park and Ride – The LTS does not consider the benefits of Park and Ride, either existing facilities or the potential for future developments. Given the success of P&R schemes within NLC, I am surprised by this. GCC welcome the introduction of these facilities and would be happy to engage with NLC in any future developments regarding Park and Ride which they intend to introduce. Any future facility would serve the region and GCC recognise the strategic and transformational importance of Park and Ride facilities. GCC is keen to see additional facilities introduced across the City Region, noting the benefits which they will provide in changing travel patterns, reducing vehicle dominance, improving journey times and reducing congestion whilst enhancing network efficiency.	• Park & Ride was not referenced within the initial LTS Draft as it was not raised in the first round of consultation. Based on feedback received during the second round of consultation, the following text has been included in the final draft LTS: o '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. o 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.'

Comment	North Lanarkshire Council (NLC) Response
Bus and Rail Travel One of the most frequent issues raised with me is the bus network, particularly what feels like the ongoing diminution of the network in terms of its extent and service frequency. This decline impacts commuters travelling to Glasgow who are endeavouring to be in the City for 0900 as well as people accessing Cumbernauld town centre. Concerns have also been raised around the removal of early morning services to industrial/commercial areas on the edge of Cumbernauld for the purposes of travelling to work. It also impacts users of Croy station and surrounding residents, as more cars endeavour to use that station leading to congestion and parking issues in Croy and Smithstone. Greater coordination and integration of the bus network with the train stations and services would improve public transport use and address some of the parking and congestion issues at Croy station in particular. I note Croy is by far the busiest station in North Lanarkshire; the onward travel provision in terms of buses and active travel should reflect this and the council should commit to ensuring that investment reflects the usage of the station. That is not the case at the moment. This is even more important as Kilsyth is reliant on Croy for access to the rail network, and public transport users need reliable bus services from all of Kilsyth to Croy if they want to choose rail. The lack of service frequency, particularly coupled with reliability issues, has also been a driver of user dissatisfaction. Work to support more frequent services would make buses a more realistic choice for commuters and school pupils. Most stops in North Lanarkshire only see 1 or 2 services arrive each hour. If that service is not reliable, the practicality of bus services is greatly lessened. Whilst in general there will need to be serious consideration given to more evening services, when the council explores franchising, this will be particularly important for services to and from key locations, such as the Monklands Replacement Hospital. Generally, improved bus services for commuters, particularly for those in parts of Cumbernauld and Kilsyth not well served by the rail network is something I believe should be strongly explored. It would reduce congestion on the M80 and into Glasgow. There should be further engagement regarding scope for hard-shoulder running of services, which has been explored with Transport Scotland previously. I have also previously raised the possibility of establishing a park and ride facility for buses in the area. I would suggest this is explored again. There is also a significantly underutilised park and ride facility at Greenfaulds railway station that needs to be looked at. Signage at the well-used and now at capacity car park at Croy railway station which directs people to use Greenfaulds where there might be spaces should be explored. I believe reinstating a service to Edinburgh along the Cumbernauld line and via Falkirk Grahamston that was in place for a short time should be looked at. Continuing to encourage rail use generally should be a priority and looking at increasing the capacity of car parking at Croy railway station is something I consider should be viewed as a priority.	• Although we have no remit for influencing or determining the routing or frequency of commercial bus services, we will continue to work with partners, including SPT, to explore opportunities for bus services to be introduced. • We will engage and work with SPT during the lifetime of the Strathclyde Regional Bus Strategy (SRBS). One of the actions of the SRBS is to ensure bus services and networks are closely integrated across the region with other modes. • Active travel improvements from Croy to Craiglinn are currently being looked at as part of the active travel Strategic Network Route 2. More details can found in our Active Travel Strategy Active Travel Strategy | North Lanarkshire Council • As per action PT-1 we will 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. • We currently have no plans to introduce more car parking at Croy Rail Station. • The following text has been added to the LTS: o '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, the measures will enable station to manage higher demand efficiently while reducing localised congestion and carbon emissions.' • Rail services are outwith the scope of the LTS. 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. • Transport Scotland is responsible for the management of motorways and any potential trialling of hard shoulder running of bus services. • 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.

Comment	North Lanarkshire Council (NLC) Response
Active Travel Cumbernauld has particular needs and opportunities when it comes to active travel. The original design means there are separate spaces for pedestrians which could be enhanced to support more active travel, but would also need investment to tackle issues such as lighting; the surface and width of paths and the safety of underpasses. However there are good opportunities for Cumbernauld to take advantage of its design if the council invests properly in using a tailored approached to improving the town's active travel. This is even more important as we look ahead to the town centre development, and ensuring that active travel and public transport are at the heart its design. The perceived safety issues with regards lighting in the draft strategy particularly impact Cumbernauld. Many segregated pathways are in wooded areas, which could be made better lit, better surfaced and have some vegetation cut back in order to improve safety and visibility and encourage more usage. A recognition of Croy railway station's position as the busiest in North Lanarkshire, should be matched by investment in active travel options to the site. Too many of the local paths are unlit and not properly surfaced. With proper investment and coordination pathways to and from the station could be improved to Dullatur and all of Smithstone, ensuring more active travel to the station. There should also be a safe well-lit active travel route to the station from local areas and the need to improve the crossing point from Balloch/Eastfield across Eastfield Road towards the railway station needs to be looked at. We are lucky to have a wide range of accessible green space across Cumbernauld and Kilsyth and the Council should continue to work with partners such as Cumbernauld Living Landscape, the Scottish Wildlife Trust, Scottish Canals and others to ensure this is maintained and promoted.	• Our Active Travel Strategy (Active Travel Strategy | North Lanarkshire Council) contains Strategic Network Route (SNR3) North-South Corridor from Croy to Wishaw via Cumbernauld Circular and Local Neighbourhood Route 211 Croy to Cumbernauld Village via Dullatur and Carrickstone • We are currently looking at bus stops in Cumbernauld as part of our Public Transport Infrastructure Improvement Programme. • Comments noted regarding lighting. • Active travel improvements from Croy to Craiglinn are currently being considered as part of the active travel Strategic Network Route (SNR) 2. • Commented noted regarding greenspaces.

Comment	North Lanarkshire Council (NLC) Response
Road Network Whilst it is important to encourage a modal shift to public transport, many people continue to need to use their cars on a daily basis. I welcome the commitment in the draft strategy to looking to invest in the road network, including at the roundabout at Craiglinn. I have contacted the council about this previously. In terms of the motorway network, as set out above the Council should be encouraging options to improve the commuter experience including by working with Transport Scotland to explore some hard-shoulder running. This is also an issue that has been raised with me and which I have encouraged Transport Scotland to look at. The investment in the road network to the new hospital at Airdrie is going to be vital for residents in Cumbernauld and Kilsyth. Ensuring the East Airdrie Link Road is progressed in early course will be important to my constituents who will be reliant on car and bus travel to the site in the most part. It would also be helpful for the Council to consider development in and around this route so that it can remain a free-flowing arterial route as much as possible rather than another peak time travel grid-locked road. More generally, the strategy should also consider what improvements can be made to the roads between Kilsyth and Cumbernauld, including Howe Road and Dullatur Road, given its recognition of the weaknesses of North/ South road provision at the moment. There has also been the long-standing loss of the third route that linked the towns via Wyndford Road. It is understood that there are subsidence challenges there but looking at how it might be possible to rectify the loss of a third link between Cumbernauld and Kilsyth would be beneficial. In Cumbernauld, the ongoing house buidling to the south of the town means that consideration should also be given as to what improvements will be necessary in the Forest Road and Lenziemill Road areas as the housing continues to be built. And as the town centre redevelopment is taken forward I consider it important that capacity for cars to travel through this area is not reduced. There is at present a dual carriageway. I understand that there has been a suggestion this be reduced to a single carriageway and traffic encouraged to divert along Seafar Road instead. This would be detrimental to that route's function as a distribution road to the residential areas of Seafar and Ravenswood and is not desirable. More generally, other aspects of road users frustrations include winter maintenance. I understand the challenges in maintaining a road network of the scale as exists across North Lanarkshire but it would be helpful if the council could be responsive to requests for residents for the primary roads in housing developments to be prioritised. At the moment, some residents are left confused as to why there is no prioritised gritting in their area but there is in similar developments near by. Similarly, the issue of potholes across the local road network is increasingly being raised with me as an issue. Some attention to this matter would be warmly received by the local community. Finally, parking will continue to be in issue for residents as most housing estates were not built with modern car ownership patterns in mind. The council could be more proactive in working with communities to explore whether more land is available for parking; whether disabled provision matches current demand and whether enforcement provision is reflective of the problems faced by residents.	• Comment regarding Craiglinn Interchange noted. • Transport Scotland is responsible for the management of motorways and any potential trialling of hard shoulder running of bus services. • We have passed your feedback to our colleagues, and it will be considered as part of ongoing design, impact assessments and community engagement undertaken through the dedicated EALR consultation process. • Our focus remains on improving the current asset, where necessary and appropriate. • Planning permission for these developments includes off site infrastructure improvements, which will commence once a certain house unit occupation is triggered. • Redevelopment of Cumbernauld town centre is in its early stages, with the exact design not unknown. We will pass your comments onto our colleagues who are leading on this work. • The gritting of roads, footways, and so in is carried out in accordance with the "Winter Service Policy and Procedures Document" 25-26. The policy sets out the criterion for both primary and secondary routes and a copy can be found here: CC_2025_00385 Winter Services Policy (1).pdf • Our Road Asset Management Plan (RAMP) recognises that customer expectations around road condition, network availability, and safety continue to rise. 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. • As per action PA-1 we will 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; and expansion of the off-street parking order (car parks) to facilitate the introduction and enforcement of disabled parking bays and electric vehicles charging bays. • As per action PA-2, we will provide effective enforcement of parking controls in North Lanarkshire, including in relation to: parking restrictions outside schools; pavement parking, double parking and dropped kerb parking; restrictions to parking at bus stops; and illegal parking within town centres and mixed-use urban locations.
Active Travel (AT 1, AT 2, AT 3): The New Supply Team strongly supports the development of active travel networks as they improve accessibility and align with 20 minute neighbourhood principles.	Comments noted.

Comment	North Lanarkshire Council (NLC) Response
However, implementing RDG compliant active travel measures can significantly impact the layout and density of housing sites. Requirements for 3.5m shared paths, 2m verges, additional crossing points, and buffer zones often reduce developable land, especially on small sites. Where feasible, active travel routes should be integrated at the earliest design stage and supported through external funding streams to avoid excessive cost pressures on AHSP projects. A strategic cycle network would support where active travel routes are necessary and early involvement would provide clarity to the scope and business case of development projects.	Our active travel standards are aligned with national standards and should be adhered to when developing housing sites. Our Active Travel Strategy (Active Travel Strategy | North Lanarkshire Council) was developed to provide a framework for the long term delivery of active travel interventions across North Lanarkshire. The proposed active travel network is shown in Appendix D, and the priority ranking is set out in Appendix E. This is an extensive list of projects, with many already in the pipeline and does not include active travel routes through AHSP projects. Partnership working will be key to ensure we have a coordinated at network
Environmental & Decarbonisation (ED 1 to ED 4): The team supports decarbonisation aims, including EV charging and reduced petrol/diesel dependency. However, EV infrastructure costs can be prohibitive for affordable housing, particularly flatted developments requiring communal charging provision. Clear national and regional funding models are required to avoid cost burdens falling entirely on AHSP budgets.	We have noted your comments.
Maintenance (MA 1 to MA 4): Maintenance policies are critical to sustainable infrastructure. However, maintenance-heavy infrastructure (e.g., extensive verges, hard landscaping, lighting, and large SUDS) can increase long term management burdens for the Council's housing management team. RDG requirements should be flexible where appropriate to avoid disproportionate maintenance implications and also ensure that surface water/combined sewrs can be vested by Scottish Water to avoid a maintenance burden on team with limited staff and capital resources.	We have passed your comments to our colleagues leading on the RDG.
Road Safety & Network (RSN 1 to RSN 5): The New Supply Team supports network safety improvements, including addressing accident hotspots and improving junctions. Consideration must be given to areas identified for future housing expansion to ensure infrastructure capacity aligns with growth.	We have passed your comments to our colleagues who lead on this work.
Parking (PA 1, PA 2): Parking standards significantly influence site layout, density, and viability. The New Supply Team supports a more flexible approach to parking standards, recognising differences in car ownership profiles, public transport availability, and urban form. Excessive parking requirements can sterilise land and reduce the number of homes deliverable under the AHSP. From our experience and other Registered Social Landlords, car ownership is significantly lower for social tenants therefore these parking courtyards are often empty. Hard surfaces also have negative affect not only aesthetically but also in terms runoff and there is requirement to prove betterment to Scottish water in order to connect to their infrastructure. I.e. less hard surfaces less runoff into combined sewers.	We have passed your comments to our colleagues leading on the RDG.
Digital & Technology (DT 1, DT 2): Robust digital connectivity is essential for modern homes and supports modal shift through Mobility as a Service (MaaS) solutions. Fibre, broadband, and ducting must be coordinated early in design to avoid construction delays. New Supply team ensures that each new development includes a minimum Cat 5e connection to every home to support the digital strategy for our tenants.	We have noted your comment.
A formal review of the Roads Development Guide (RDG) should be considered to align design standards with the Scottish Government's Housing to 2040 vision and climate commitments. Funding models for EV charging and active travel infrastructure must be strengthened to support affordable housing providers.	• We have passed the comment regarding the RDG to our colleagues leading on this work. • Funding streams for both EV charging and active travel infrastructure are external, as a result we ave little influence regarding the funding models.

Appendix D - Demographics

This section presents the breakdown of the respondents of the survey by various demographics.

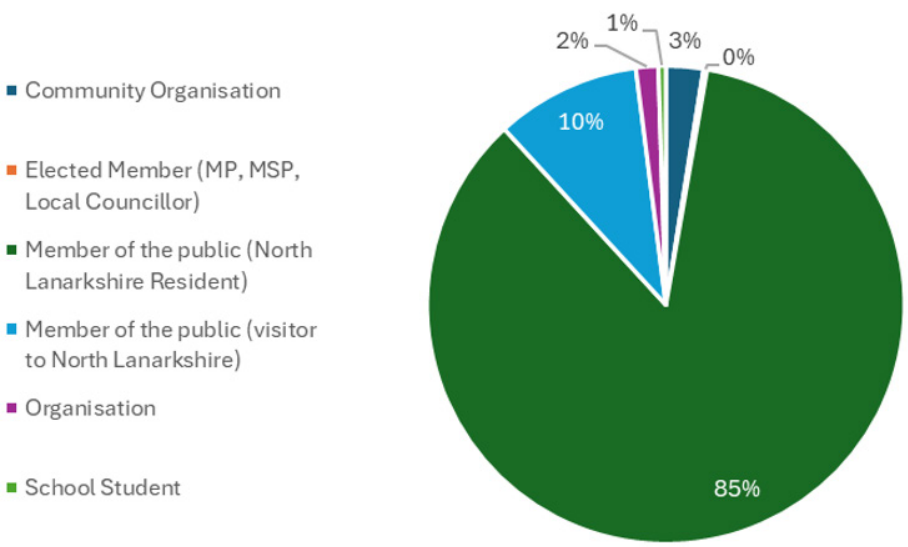


Figure 15: Respondent Participant Type

Respondents were asked if they were responding to the consultation as one of the following: Member of the public (North Lanarkshire Resident), Member of the public (Visitor to North Lanarkshire), Elected Member (MP, MSP, Local Council), Community Organisation, Organisation, Business or School Student. Figure 15 summarises the responses received:

- 85% were North Lanarkshire Residents.
- 10% were visitors to North Lanarkshire.
- 3% were Community organisations.
- 2% were organisations.
- 1% were school students.

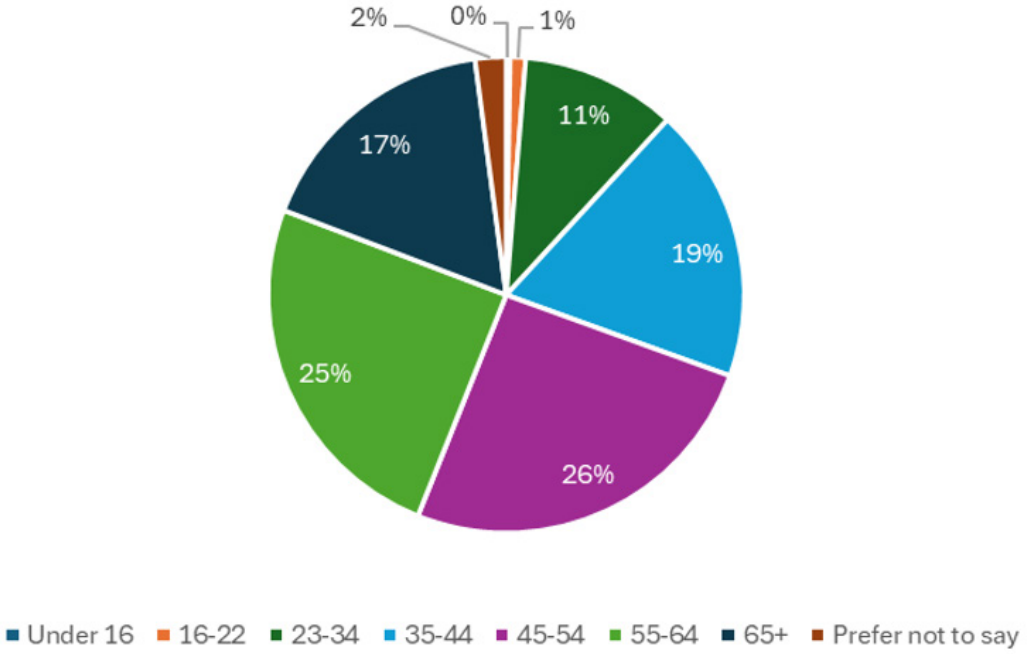


Figure 16: Age Profile of Respondents

Members of the Public (North Lanarkshire resident or visitor) and School Students were asked about their age. Figure 16 summarises the 380 responses received:

- 26% were aged 45-54
- 25% were aged 55 – 64
- 19% were aged 35-44
- 17% were aged 65+
- 11% were aged 23-34
- 1% were aged 16-22
- less than 1% were aged under 16 but had permission from a parent or guardian to complete the survey.
- 2% of respondents preferred not to say.

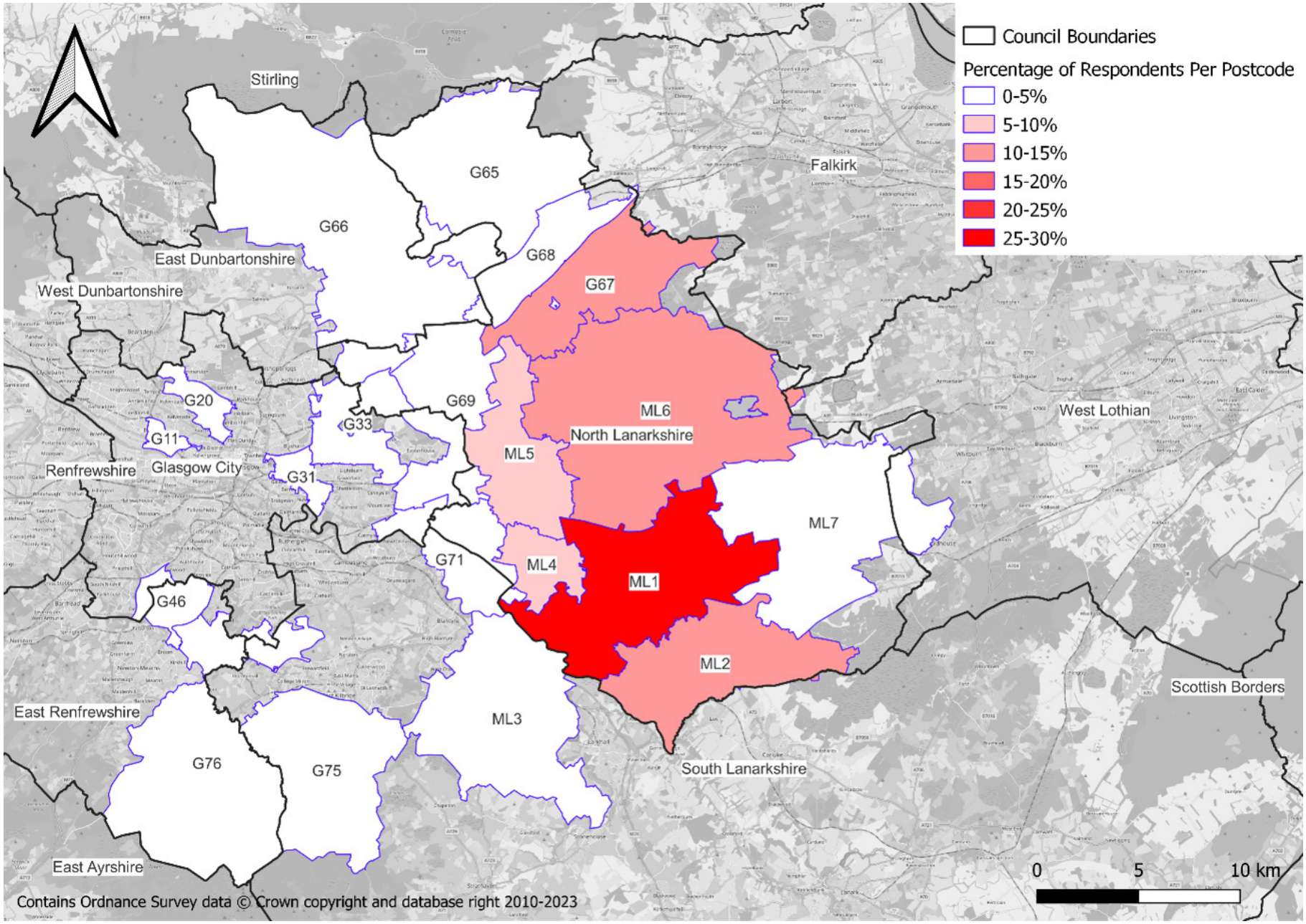


Figure 17: Location of Respondents

The survey asked for the first letters and digits of their postcode (or the postcode of the organisation/business they are responding on behalf of). 318 respondents provided a partial postal address. This information has been used to generate the map shown in Figure 17.

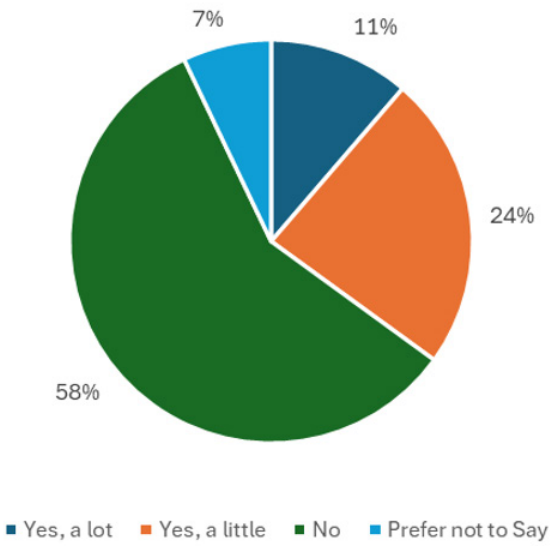


Figure 18: Respondents Reported Impact of Health Conditions or Illnesses on Day-to-Day Activities

Members of the public (North Lanarkshire resident or visitor) and school students were asked if they have a health condition or illness that affects their day-to-day activities. Figure 18 summarises the 380 responses received:

- 58% said they did not have a health condition or illness that affects their day-to-day activities.
- 24% said that they had a health condition or illness that affects their day-to-day activities “a little”.
- 11% said they had a health condition or illness that affects their day-to-day activities “a lot”.
- 7% preferred not to say.

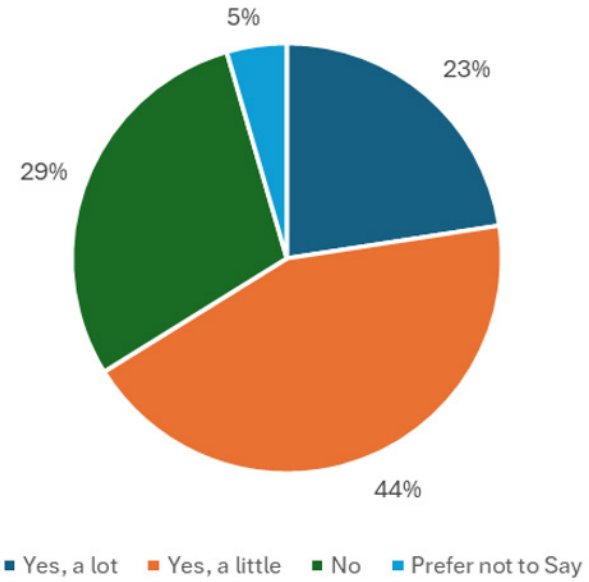


Figure 19: Impact of Health Condition or Illnesses on Respondents' Ability to Walk or Wheel

Respondents that said they have a health condition or illness that affected their day-to-day activities (either a little or a lot) were asked if their health condition or illness affects their ability to walk or wheel[1]. Figure 19 summarises the 133 responses received:

- 29% said that their health condition or illness does not affect their ability to walk or wheel. 44% said their health condition or illness affects their ability to walk or wheel “a little”.
- 23% said their health condition or illness affects their ability to walk or wheel “a lot”.
- 5% of respondents preferred not to say.

1. Wheel referring to wheeled mobility aid including wheelchairs and mobility scooters.

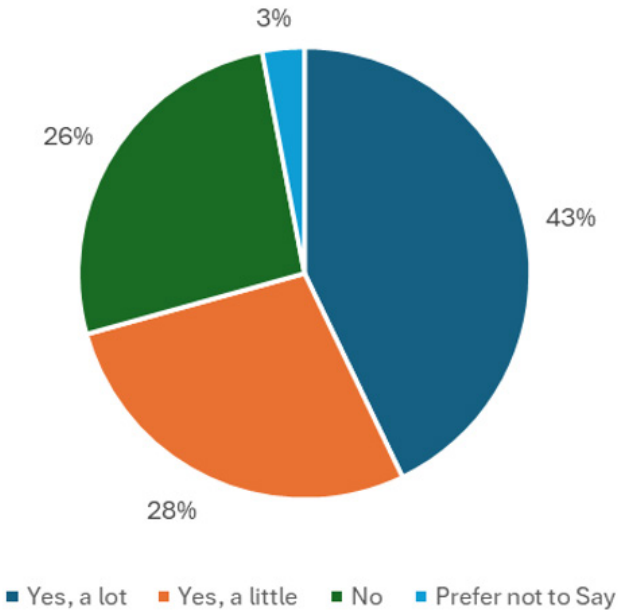


Figure 20: Impact of Health Condition or Illnesses on Respondents' Ability to Cycle

Respondents that said they have a health condition or illness that affected their day-to-day activities (either a little or a lot) were asked if their health condition or illness affects their ability to cycle. Figure 20 summarises the 133 responses received.

- 26% said that their health condition or illness does not affect their ability to cycle.
- 28% said that their health condition or illness does affect their ability to cycle “a little”.
- 43% said that their health condition or illness does affect their ability to cycle “a lot”.
- 3% preferred not to say.

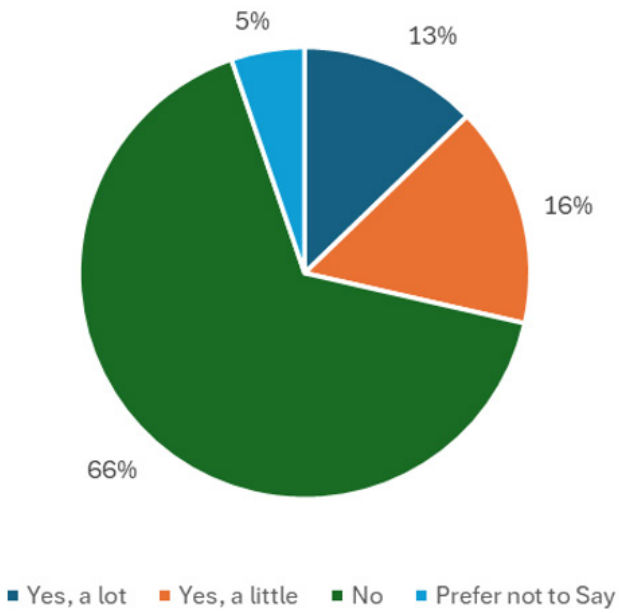


Figure 21: Impact of Health Condition or Illnesses on Respondents' Ability to Drive

Respondents that said they have a health condition or illness that affected their day-to-day activities (either a little or a lot) were asked if their health condition or illness affects their ability to drive. Figure 21 summarises the 133 responses received.

- 66% said that their health condition or illness does not affect their ability to drive.
- 16% said that their health condition or illness does affect their ability to drive “a little”.
- 13% said their health condition or illness does affect their ability to drive “a lot”.
- 5% preferred not to say.

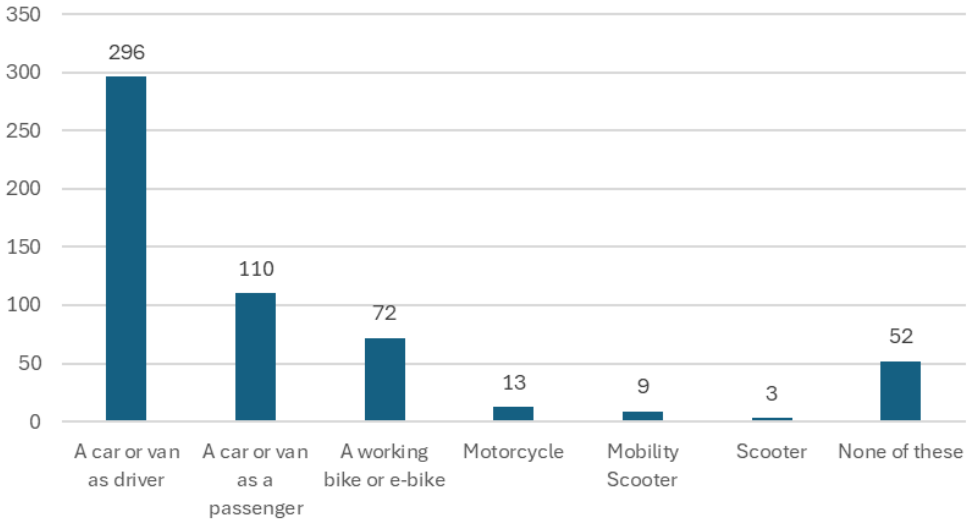


Figure 22: Access to Private Modes of Transport Amongst Respondents

Members of the public (North Lanarkshire resident or visitor) and school students were asked about private modes of transport they have access to. Figure 22 summarises the 380 responses received. Car/van availability either as a driver or passenger is high while availability of other modes is lower.

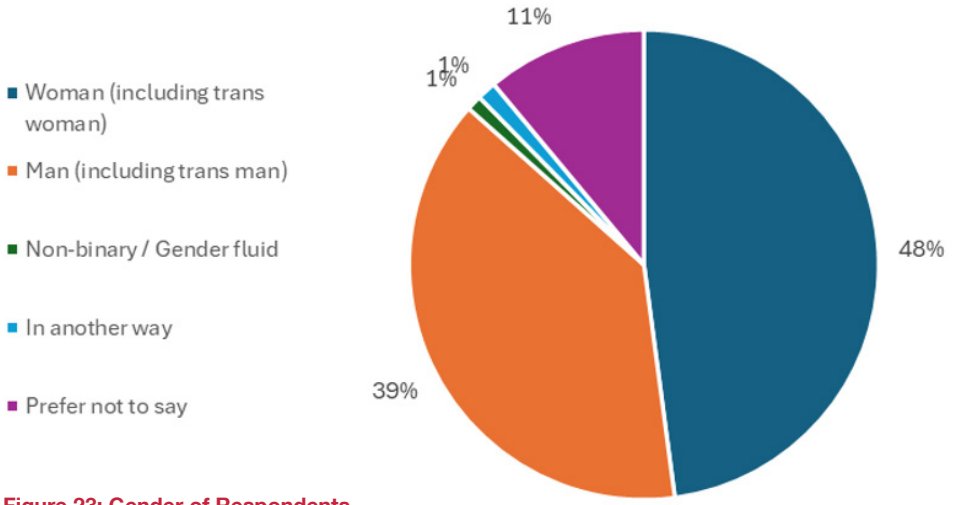


Figure 23: Gender of Respondents

Members of the public (North Lanarkshire resident or visitor) and school students were asked about their gender. Figure 23 summarises the 380 responses received.

- 48% of respondents were women (including trans women)
- 39% of respondents were men (including trans men)
- 1% of respondents were non-binary
- 1% of respondents express their gender in another way
- 11% of respondents preferred not to say.

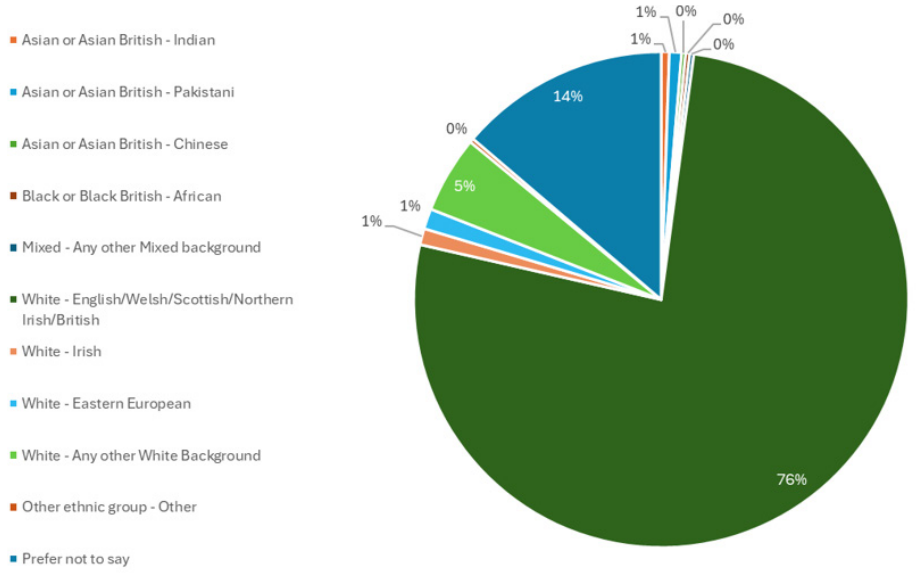


Figure 24: Ethnic Background of Respondents

Members of the public (North Lanarkshire resident or visitor) and school students were asked about their ethnic background. Figure 24 summarises the 378 responses received.

- 76% said they are White (British, Scottish, English, Northern Irish, Welsh).
- 5% said they were White Other.
- 1% said they were White Eastern European.
- 1% said they are White Irish.
- 1% said they are Asian or Asian British Pakistani.

- 1% said they are Asian or Asian British Indian.
- less than 1% said they are either Asian or Asian British Chinese, Black or Black British – African, Mixed - Any other Mixed background or Other ethnic group – Other.
- 14% preferred not to say.

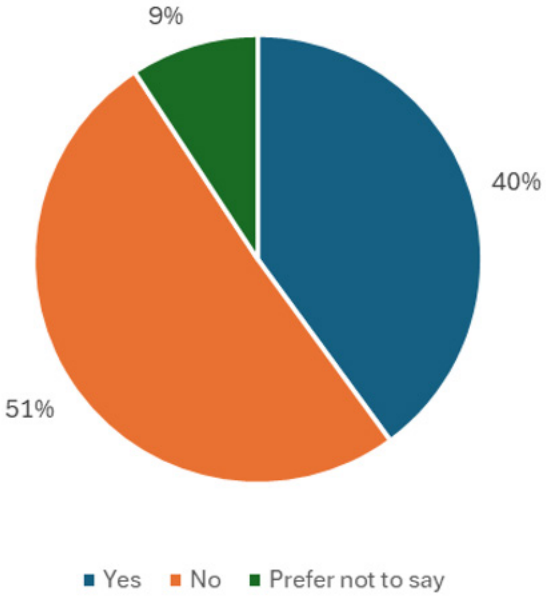


Figure 25: Caring Responsibilities Amongst Respondents

Members of the public (North Lanarkshire resident or visitor) and school students were asked if they have any caring responsibilities. Figure 25 summarises the 378 responses received.

- 40% said they have caring responsibilities.
- 51% answered they did not.
- 9% preferred not to say.

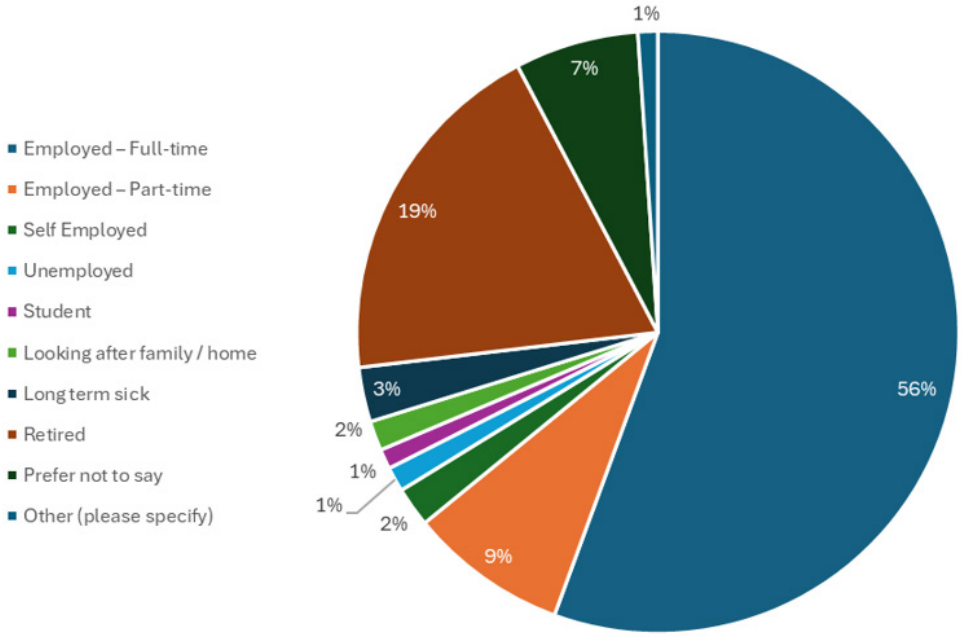


Figure 26: Employment Status Amongst Respondents

Members of the public (North Lanarkshire resident or visitor) and school students were asked their employment status. Figure 26 summarises the 376 responses received.

- 56% are employed full time.
- 19% are retired.
- 9% are employed part time.
- 2% are self-employed.
- 3% said they are on long term sick.
- 2% said they are looking after family/home.
- 1% said they were unemployed.
- 1% said they were a student.
- 1% answered other of which 0.5% are semi-retired and 0.5% are volunteers
- 7% preferred not to say.

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