NORTH LANARKSHIRE COUNCIL
COMHAIRLE SIORRACHD LANNRAIG A TUATH

LOCAL TRANSPORT STRATEGY

Executive Summary



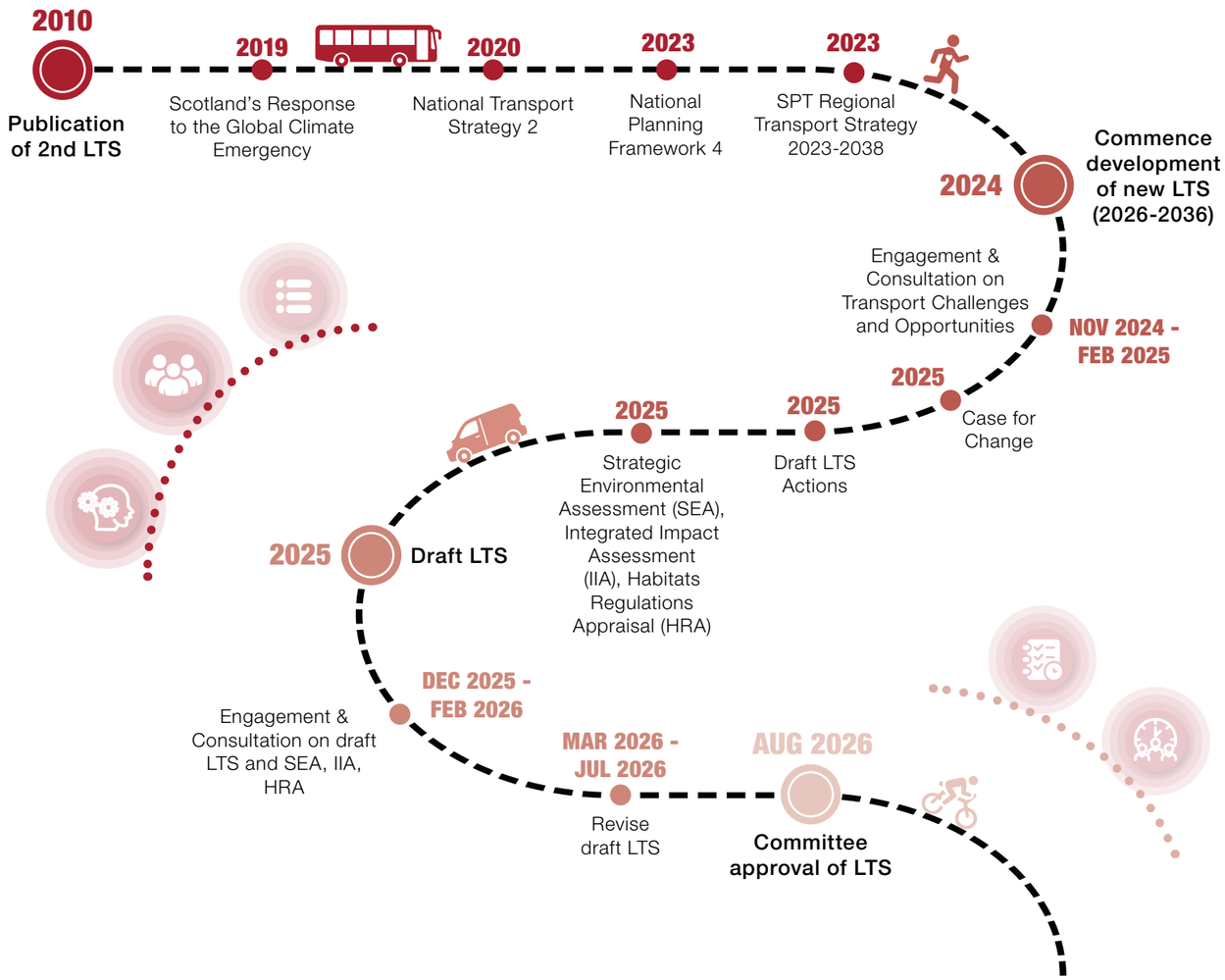
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Introduction

North Lanarkshire's transport network is essential to connecting communities, supporting economic growth, and facilitating everyday travel. However, shifting travel behaviours, environmental challenges, and evolving local priorities mean the area now requires a new Local Transport Strategy (LTS). The new LTS will ensure that the transport system reflects the current needs of people who live, work and spend time in North Lanarkshire, while preparing for the challenges and opportunities ahead.

The LTS has been shaped by Transport Scotland's latest guidance (Local Transport Strategy: Guidance, (2024)) and informed by the Scottish Transport Appraisal Guidance (STAG), ensuring the strategy is evidence led and grounded in North Lanarkshire's local challenges and opportunities.

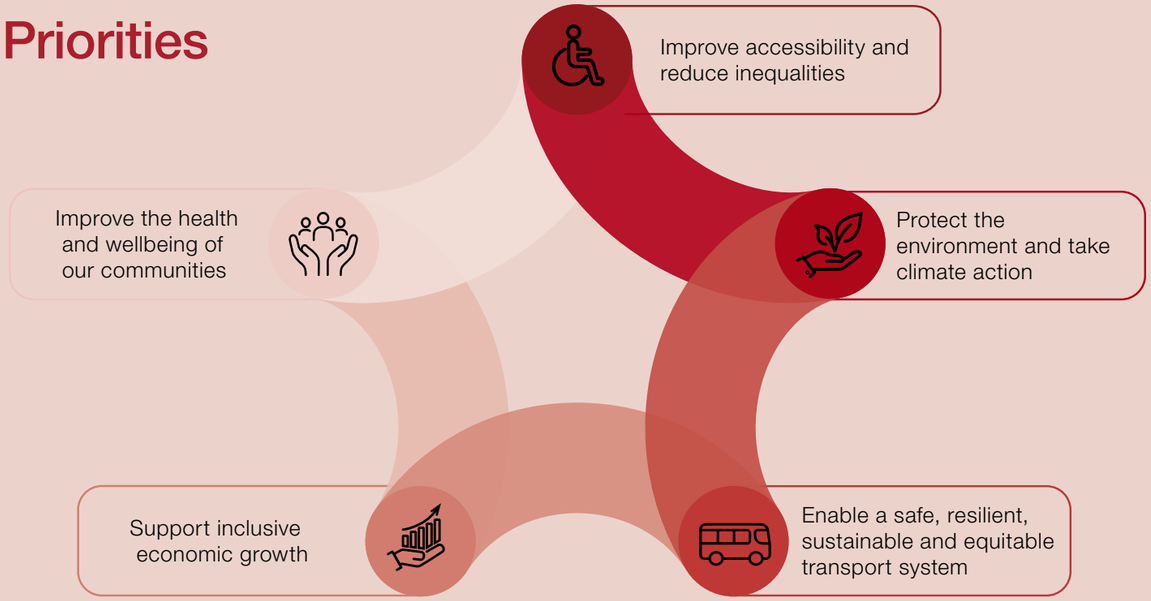
The key stages of the development of the LTS are shown below:



Vision Statement

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

Priorities



Objectives

TP01
Provide a sustainable and accessible transport network which strengthens connectivity across North Lanarkshire and supports environmental targets

TP02
Increase the mode share of trips undertaken by shared, active and public transport modes for work, study and leisure trips

TP03
Support the efficient and sustainable movement of people and goods to support the local, regional and national economy

TP04
Support safety improvements across the transport network and promote the personal safety and security of users

TP05
Promote a well maintained and resilient transport network that adapts to the effects of climate change

Context for the LTS

86% of North Lanarkshire's population live in urban areas while 14% live in small towns or rural areas.

34% of North Lanarkshire is in the top 20% of most deprived areas in Scotland

North Lanarkshire Council is the fourth largest local authority in Scotland, with an aging population.

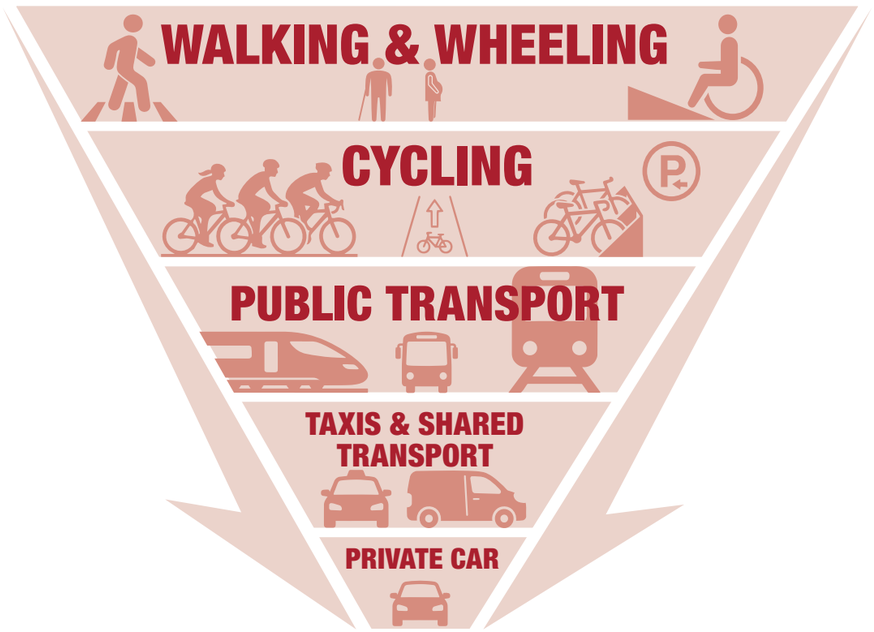
75% of travel to work journeys originating in North Lanarkshire are to a destination within the North Lanarkshire area.

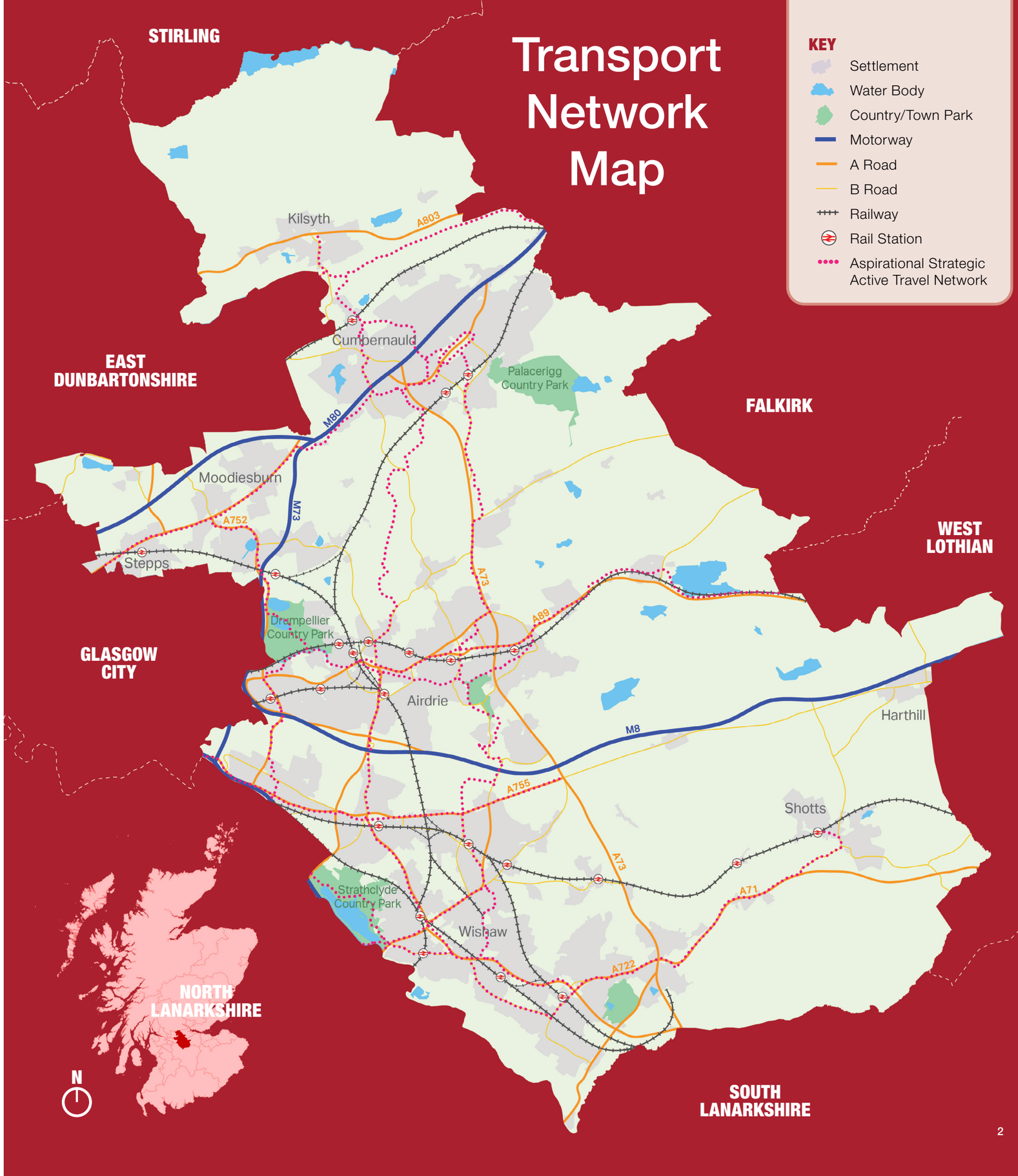
2022 Census data shows that the car is the predominant mode used for travelling to work or study for North Lanarkshire residents, with 51% driving.

In 2023, 40% of journeys under 2 miles were made by walking and 3% under 5 miles were made by cycling.

Sustainable Transport Hierarchy

The Sustainable Transport Hierarchy of NTS2 prioritises the most sustainable, low carbon travel choices and it is designed to guide transport planning and investment toward healthier, fairer, and lower emission travel options. The aims of the Hierarchy were used as the basis for shaping the new LTS.





What Matters to You

Robust engagement has been central to developing this LTS, with consultation activities designed to be inclusive through a wide range of engagement methods and by actively involving key groups across the community. The first phase of engagement helped identify the transport challenges and opportunities that shaped the LTS objectives and actions, while the second phase gathered feedback on the draft LTS and its supporting assessments (SEA, IIA, HRA).

November 2024 - February 2025:
Transport Challenges and Opportunities

PUBLIC SURVEY

- **13 weeks** live online
- **19** North Lanarkshire libraries with Paper copies available
- **1,100** responses received

STAKEHOLDER WORKSHOPS

- Elected Members
- Council Officers
- Community Boards / Councils
- Youth Council
- Other Key Stakeholders (neighbouring local authorities, SPT, transport operators, development trusts, equality groups, and other organisations)

PUBLIC DROP-IN SESSIONS

- Engagement sessions in conjunction with LDP team
- Held at 9 North Lanarkshire libraries
- Direct liaison with members of the public

December 2025 – February 2026:
Draft LTS and supporting documents (SEA, IIA, HRA)

PUBLIC SURVEY

- **8 weeks** live online
- **19** North Lanarkshire libraries with Paper copies available
- **400** responses received

ONLINE BRIEFINGS

- Council Officers and Key Stakeholders
- Community Councils
- Elected Members
- Community Boards

Overall Challenges and Opportunities

PUBLIC TRANSPORT
- Lack of adequate public transport provision (including frequency and reliability of bus services), particularly related to rural areas, north-south connectivity and connectivity to employment and health sites
- Difficulty physically accessing some older style of buses.
- Difficulty accessing some bus stops.

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

PARKING
- Parking provision needs reviewed.
- Inappropriate parking taking place in certain locations.

DECARBONISATION
- Decarbonisation of public transport must be prioritised.
- Support is required to encourage Electric Vehicle use.

ENGAGEMENT
- Require better engagement with key stakeholders, including local communities.
- Digital-only engagement often limits accessibility and awareness.

ROAD AND PATH MAINTENANCE
- Poor condition of roads and footpaths in some locations.
- Not enough winter gritting getting done throughout the area.
- Overgrown vegetation pushing people from footway to carriageway or increasing feelings of being unsafe when using path on own.

PERSONAL SAFETY AND SECURITY
- Feeling unsafe using public transport.
- Feeling unsafe when walking, especially on an unlit path, or on a footway without many other pedestrians.

BEHAVIOUR CHANGE
- Require introduction and promotion of initiatives to encourage behaviour change.
- Better provision of active travel signage in certain locations is needed.

ROAD SAFETY
- Require road safety improvements around schools.
- Require more enforcement of speeding traffic around schools.

The most common issues raised from the first consultation, grouped by themes, are summarised below:

- **20%** Public transport frequency reliability and integration
- **10%** Parking
- **10%** Active travel infrastructure
- **9%** Public transport accessibility
- **8%** Personal safety and security
- **7%** Road and path maintenance
- **6%** Road safety
- **4%** Behaviour change
- **4%** De-carbonisation of transport
- **4%** Engagement
- **3%** Planning / Transport integration
- **3%** Congestion
- **3%** Other

POLICY

ACTIVE TRAVEL

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

ACTIONS

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, including cross boundary connections.

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

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

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

BEHAVIOUR CHANGE

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

ACTIONS

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

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



PUBLIC TRANSPORT

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

ACTIONS

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.
- Real Time Passenger Information.
- 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.
- Improving waiting facilities for passengers, including at transport interchanges.
- Exploring opportunities to improve on and off-road provision for bus operators.

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

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

SHARED TRANSPORT

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

ACTIONS

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



ENVIRONMENT & DECARBONISATION

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

ACTIONS

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

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

- Phasing out the need for new petrol and diesel light commercial vehicles from 2025 onwards.
- Phasing out the need for new petrol and diesel heavy duty vehicles (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).
- Replacing the 846 council owned fleet vehicles between 2025-2040.

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

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

SAFETY IN TRANSPORT

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

ACTIONS

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

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



POLICY

FREIGHT

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

ACTIONS

FR-1: Support partners who are engaging with freight facilitators for opportunities around development, recognising the important role of freight and its distribution in the local economy.

FR-2: Facilitate a shift in Heavy Goods Vehicle (HGV) traffic from local road networks to strategic road networks through the delivery of new transport infrastructure within the City Deal Programme and wider supporting initiatives.

FR-3: Support partners to achieve a modal shift of freight from road to rail.

MAINTENANCE

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

ACTIONS

MA-1: Support measures within North Lanarkshire Council's Roads Asset Management Plan (RAMP) and maintain the local adopted road network.

MA-2: Improve communication of planned road and footpath/footway closures.

MA-3: Support the use of sustainable practices and materials where possible when maintaining existing or constructing new infrastructure and facilities, building on work undertaken as part of Live Labs.

ROAD SAFETY NETWORK

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

ACTIONS

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

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

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

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

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

- Glasgow Road, Wishaw.
- Craiglinn Interchange, Cumbernauld.
- Windmillhill Street, Motherwell.
- Station Road / Cumbernauld Road / Lindsaybeg Road, Chryston and Muirhead.
- Road network improvements associated with the impact of development traffic at Glenboig / Gartcosh Community Growth Area where identified and necessary.
- Other key junctions as deemed appropriate.

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

PARKING

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

ACTIONS

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

- The current parking demands within our town centres and villages.
- Availability of disabled parking bays.
- Parking standards.
- Expansion of the off-street parking order (car parks) to facilitate the introduction and enforcement of disabled parking bays and electric vehicle charging bays.

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

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

DIGITAL & TECHNOLOGY

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

ACTIONS

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

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

OVERARCHING

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

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

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

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





Implementation and Next Steps

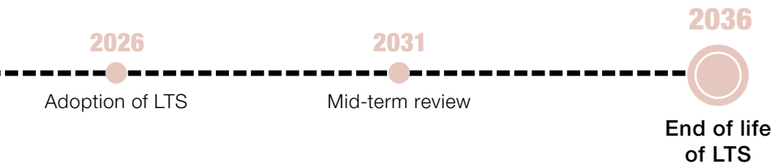
We will deliver the vision of our Local Transport Strategy by progressing the actions set out in this document. These actions follow different implementation timelines: many are expected to be completed within the duration of this LTS, while others, particularly those linked to major infrastructure or long-term programmes, may extend beyond it.

Funding

Implementing the strategy will require considerable investment and resources which we cannot fully provide ourselves. In an environment where there continues to be financial challenges in the public sector, we will continue to make the best use of our existing resources while working with partners and the national government to maximise external funding opportunities. Much of this funding is ring-fenced towards specific priorities.

Monitoring and Evaluation

The LTS will be regularly reviewed using the Monitoring and Evaluation Plan, which tracks progress through Key Performance Indicators (KPIs) linked to action groups and objectives. These KPIs have broadly been derived from existing data sources to ensure consistent reporting. A mid-term review will also be carried out to confirm the strategy remains fit for purpose.



Roles and Responsibilities

Some of the LTS actions fall directly under our responsibility, especially those involving our assets, while others require us to collaborate or work closely with partner organisations. The successful and timely delivery of these actions depends on effective collaboration across our key partnerships. As such, we support partners which have responsibilities outside of our control, including Transport Scotland and Strathclyde Partnership for Transport (SPT).

National: In Scotland, the role of national government in transport is mostly undertaken by Transport Scotland, which sets the national policy direction through NTS2. The Scottish Government has the responsibility to set the overall transport budget.

Regional: Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the Strathclyde area and the largest in Scotland, responsible for planning, coordinating, and delivering transport services across the region.

Local: We hold responsibility for maintaining a safe and reliable local road and footway network, and the authority to enhance this infrastructure where required. This includes the design and delivery of new roads and active travel routes, as well as the provision of street lighting, parking management, traffic signals, and initiatives that support travel behaviour change. Our responsibilities also cover winter gritting, air quality monitoring, the implementation of Traffic Regulation Orders, fleet management, and the coordination of roadworks.

Partnership Working with Key Organisations

ScotRail – Scotland's Railway
SPT
Glasgow City Region
Transport Scotland – Còmhdhail Alba
North Lanarkshire Council
Network Rail
NHS Greater Glasgow and Clyde
Glasgow City Region Bus Partnership
Police Scotland – Poileas Alba

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