

Local Transport Strategy

2013 › 2023



December 2013



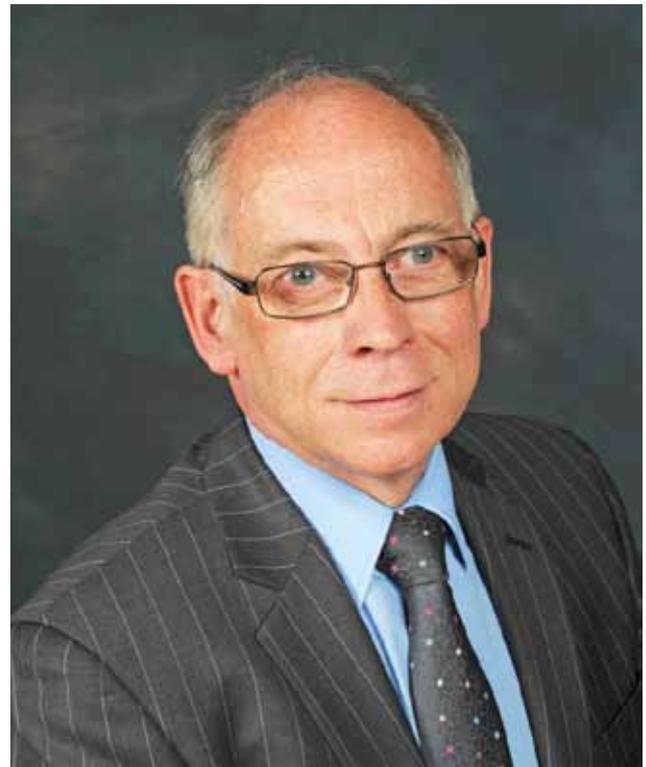
Since the second Local Transport Strategy was published in 2006 much has been achieved in South Lanarkshire.

We listened to our residents' wishes to have a better road network and from this we developed the £126m Roads Investment Plan to improve the condition of our roads and footways. Transportation projects which benefit the South Lanarkshire people and economy have also been implemented. This included the M74 Completion, infrastructure improvements in the vicinity of Hamilton International Park and significant progress in relation to the construction of the early phases of Downiebrae Link Road in Rutherglen as part of the Clyde Gateway regeneration.

Park and ride provision continued to be increased in the vicinity of Carluke and Hamilton West train stations and we have expanded our walking and cycling networks including the completion of National Cycle Network 74 between Uddingston and Larkhall. Through investment in road safety education and engineering initiatives we also exceeded the Governments 2010 road casualty reduction targets.

A good transport network is essential for South Lanarkshire and there is much still to do to ensure that we support economic recovery and regeneration as well as continuing to ensure our road network is well maintained and safe. Transportation infrastructure projects already completed at Clyde Gateway and Hamilton International Park will bring substantial economic benefits, in terms of investment and employment to South Lanarkshire and this Transport Strategy continues to support these types of projects to ensure further success.

The health and wellbeing of the people of South Lanarkshire is of utmost importance and this Strategy sets out the ways in which transport can improve peoples lives. We will increase the opportunities for people to live more active lifestyles through the provision of walking and cycling facilities, and the promotion of these. We will also aim to improve local air quality by reducing emissions and pollution, through the provision of enhanced public transport infrastructure and by supporting the introduction of electric and hybrid vehicles. We will build on the success to date of reducing road casualties and endeavour to further reduce the number of people killed or injured on our roads.



Councillor Chris Thompson
Chair of Enterprise Services

Finally, we could not have developed this Strategy on our own and partners such as Strathclyde Partnership for Transport, Sustrans, local residents and communities all had a role to play. Through this partnership approach we will continue to improve and maintain the transportation network, in turn, leading to economic recovery and regeneration.

Councillor Chris Thompson
Chair of Enterprise Services





Foreword

The United Kingdom has endured a global recession and the legislative and policy landscape is markedly different since the publication of the previous Local Transport Strategy in 2006.

The Climate Change (Scotland) Act 2009 has been introduced, and local partnership working is enshrined in the Scottish Government's Single Outcome Agreement meaning plans and strategies can no longer be developed in isolation.

Transportation is a key cross cutting theme across a number of strategies and influences many parts of life in South Lanarkshire. This Local Transport Strategy has been developed to integrate transportation policy with a number of other local, regional and national plans. The Strategy has informed the development of the forthcoming Local Development Plan, will contribute to the delivery of the Regional Transport Strategy and will assist in achieving outcomes of the South Lanarkshire Single Outcome Agreement and the Council's corporate plan 'Connect'.

The Strategy will cover a 10 year period; however, we recognise that during this period there will be a need to consider our transport priorities to meet changing needs. The plan will therefore be subject to a review around 2018 to ensure that it continues to be relevant and deliver its objectives.

Through this process and delivery of the policy and actions in the Local Transport Strategy we will continue to develop and deliver an integrated transport system in South Lanarkshire and promote economic recovery.

Colin McDowall
Executive Director
Community and Enterprise Resources



Colin McDowall
Executive Director
Community and Enterprise Resources





Chapter

	Executive summary
1	Aims and purpose of this strategy
2	What's been achieved since the last Local Transport Strategy
3	Background information, trends and issues
4	Vision statement, objectives and indicators
5	Possible scenarios
6	Consultation
7	Maintenance and asset management
8	Road safety
9	Economy
10	Sustainable travel
11	Environment
12	Implementation and monitoring



Executive summary

South Lanarkshire Council's Local Transport Strategy 2013 – 2023 sets out the Council's policies and actions in relation to roads and transportation in the South Lanarkshire area for the next 10 years.

The LTS has been written to assist in the delivery of a number of local, regional and national policies. These include Strathclyde Partnership for Transport's (SPT's) Regional Transport Strategy, the South Lanarkshire Single Outcome Agreement (SOA), the Council Plan, the South Lanarkshire Local Development Plan (LDP) and the Council's Sustainable Development and Air Quality Strategies.

The Strategy has also been developed to address the transport issues that South Lanarkshire residents identified through consultation as being most important to them. In particular, it was clear through numerous surveys that the people of South Lanarkshire regarded the condition of roads and footways as the single most important issue and the Council has prioritised this, details of which can be found in Chapter 7.

The Council continues to place particular emphasis on reducing the number of casualties on its roads and has been successful in meeting all the 2010 UK road casualty targets. However, there are still too many deaths and injuries occurring on the road network; therefore, we are committed to contributing to the achievement of the Scottish 2020 road safety targets. Chapter 8 details what policies and actions the Council will put in place to assist in reducing road casualties.

A high quality, reliable and efficient transportation network is a necessity to support a sustainable local economy, thereby providing access to markets for South Lanarkshire businesses and increasing access to education, employment and training for the people of South Lanarkshire. Chapter 9 describes the roads and transportation policies and actions we will undertake to support economic growth.

The Council recognises the role that emissions from transport plays in reducing local air quality and contributing to climate change, and also the importance of travelling more sustainably. We also have a statutory duty to comply with the Climate Change (Scotland) Act 2009 and the strategy sets forth our policies for reducing transport related emissions and for mitigating against and adapting to climate change.

Chapter 10 describes how we aim to encourage more people to travel actively and sustainably by promoting walking, cycling and the use of public transport. However, we also recognise that many people need to travel by car and this chapter also details our support of the implementation of new technologies such as electric and hybrid cars to reduce emissions from vehicles.

The LTS has undergone a number of assessments including a Strategic Environmental Assessment (SEA), a Habitats Regulation Appraisal, a Scottish Transport Appraisal Guidance assessment (STAG), and an Equalities Impact Assessment (EIA) to ensure that the strategy has considered all relevant issues and options when developing the strategy.

The policies and actions contained in this LTS have been considered in the context of the present climate of reducing Council budgets and the overall scope and aims of the LTS reflects this position.



1. Aims and purpose of this strategy





1. Aims and purpose of this strategy

- 1.1 The aim of this document is to set out a transport strategy for the South Lanarkshire Council area that works towards economic prosperity and environmental and social sustainability by providing an accessible and integrated transport network. The strategy seeks to link with other local, regional and national strategies and other Council strategies and policies as outlined later in this strategy.
- 1.2 The strategy will inform the Council's roads and transportation priorities for the next 10 years and will incorporate a mid term review. The document will form an important source of information for the Council's elected members and stakeholders, including partner public and private sector organisations, funding providers and members of the public.

Roles and responsibilities

- 1.3 The Council is one of a number of organisations involved in delivering a safe, efficient and sustainable transport network. The responsibility for providing and regulating our transport infrastructure and services is split between a range of public and private bodies.
- 1.4 The following sets out the main responsibilities of the Council and some of the key bodies involved in delivering an integrated transport system. Although there are too many to mention in the text below, it is also important to recognise the important role of various other government funded organisations and specific user groups in developing transport across South Lanarkshire and the rest of Scotland.

South Lanarkshire Council

- 1.5 South Lanarkshire Council is the local Roads Authority and the Planning Authority. The Council is responsible for interpreting national and regional policies and developing policies and actions at a local level.
 - 1.6 As Roads Authority, we have a duty to manage and maintain local public roads, footways, street lighting, and traffic signals and have the power to improve infrastructure as necessary. We also have responsibility for road safety and flood risk management.
 - 1.7 The Council's Roads and Transportation Services deals with day-to-day enquiries, road inspections and liaison with public utilities, road and winter maintenance, consents for new roads, and the issuing of road opening and other permits. A major aspect of our work is the implementation of the Roads Investment Programme. This £126 million of additional investment will lead to up to 80% of our roads being resurfaced by 2019. In addition to this, we provide a range of specialist functions including road and bridge design, flood protection, geotechnical engineering, road safety, street lighting, parking management, planning consultations and traffic and transportation engineering. We also provide an emergency response to extreme weather events and other incidents affecting the road network. With in-house expertise the Council also undertakes road infrastructure improvement and maintenance projects.
 - 1.8 In general we do not have responsibility for the provision of public transport however we support and promote its use. This is done in conjunction with partners such as Strathclyde Partnership for Transport and Transport Scotland through the improved provision of bus stop infrastructure as well as park and ride facilities at train and bus stations.
- 

1. Aims and purpose of this strategy



- 1.9 The Council is responsible for the development of the Local Transport Strategy (LTS), Local Development Plan and Sustainable Development Strategy, and is a constituent member of Strathclyde Partnership for Transport. The Local Transport Strategy takes account of both the National and Regional Transport Strategies and reflects the aims and policies of various Council strategies including the Council's Single Outcome Agreement and Council Plan, known as "Connect".
- 1.10 South Lanarkshire Council is also the lead partner in the development of the South Lanarkshire Community Plan, of which transport is seen as a key cross cutting theme.



Scottish Government / Transport Scotland

- 1.11 The Scottish Government is the devolved government of Scotland. It is responsible for most of the issues of day-to-day concern to the people of Scotland, including health, education, justice, environment and rural affairs, and of course transport. The Scottish Government has given Transport Scotland the responsibility for all operational and strategic matters involving transport in Scotland.
- 1.12 Transport Scotland deals with transport at a nationally strategic level. It is an agency of the Scottish Government and is accountable to the Scottish Parliament through Scottish Ministers.
- 1.13 Transport Scotland is responsible at a national and strategic level for the following:
- Rail projects and the ScotRail franchise,
 - The trunk road network,
 - Major trunk road and bridge projects,
 - National concessionary travel scheme,
 - National Transport Strategy,
 - Liaising with regional transport partnerships,
 - Sustainable transport, road safety and accessibility,
 - Aviation, bus, freight and taxi policy,
 - Ferries, ports and harbours, and
 - The blue badge scheme for the people with disabilities.
- 1.14 Within South Lanarkshire the following trunk road routes are managed and maintained by Transport Scotland, generally, through operating companies:
- M74 Motorway,
 - A725 East Kilbride Expressway,
 - M74 / A725 Raith Interchange,
 - A725 Kingsway, East Kilbride (between Whirlies Roundabout and A726 Queensway),
 - A726 Queensway, East Kilbride (between A725 Kingsway and Philipshill roundabout), and
 - A702 (via Biggar) between M74 and Council boundary.
- 1.15 Connect Roads operate and maintain the A726 Glasgow Southern Orbital on behalf of the Scottish Government, East Renfrewshire Council and South Lanarkshire Council.



1. Aims and purpose of this strategy

Strathclyde Partnership for Transport (SPT)

- 1.16 Strathclyde Partnership for Transport (SPT) was created on 1 April 2006 and is the regional transport partnership for the west of Scotland. The Transport (Scotland) Act 2005 created the provision for seven statutory regional transport partnerships throughout Scotland of which SPT is the largest.
- 1.17 Its roles and functions include considering, prioritising and funding certain transport provisions, improvements and developments at a regional level and for linking with neighbouring regions and beyond.
- 1.18 All 12 local authorities in the former Strathclyde area, including South Lanarkshire Council, are constituent members of SPT and have elected members who decide upon policies and strategies as well as priorities for public transport and regionally strategic transportation matters. SPT is responsible for the development and implementation of the Regional Transport Strategy (RTS) for the west of Scotland. In 2008 SPT published its RTS 'A Catalyst for Change' for the period 2008 to 2021, along with their delivery plan.
- 1.19 In South Lanarkshire, SPT has the following specific roles:
- Monitors commercial bus services and secures subsidised services where justified,
 - Liaison with bus operators,
 - Operates Hamilton and East Kilbride bus stations,
 - Operates 'Mybus' demand responsive transport,
 - Administers ticketing initiatives (e.g. Zonecard),
 - Manages the Strathclyde concessionary travel scheme and school transport on behalf of the Council, and
 - Manages bus stops and shelters through an agency agreement with the Council.
- 1.20 SPT is a statutory member of the South Lanarkshire Community Planning Partnership and provides regional strategic input on transport issues to the Partnership.

Bus operators

- 1.21 There are a number of bus companies operating in South Lanarkshire and the type of service provided by these operators can be split into the two main areas of commercial and subsidised services.
- 1.22 The Transport Act 1985 led to the deregulation of scheduled bus services. Private companies now operate the majority of services on a commercial basis. The Council does not have any responsibility for commercial bus services and operators themselves determine the route, frequency of service, and days and time of operation of all commercial bus services.
- 1.23 Bus operators register their bus routes and timetables with the Traffic Commissioner in Edinburgh and can introduce, amend or cancel bus services if they give 14 days notice to SPT. Neither SPT nor the Council presently has any control over any proposed changes to commercial bus services.
- 1.24 SPT monitors commercial bus services and if there is a gap in the bus network, which cannot be filled by a commercial service, and if funding permits, they will assess whether a subsidised bus service is justified. If justified, SPT then provide subsidies to bus operators to secure a minimum level of public transport to meet social needs and accessibility requirements. Subsidised bus services cannot be operated in direct competition with commercial bus services.



1. Aims and purpose of this strategy



Network Rail

- 1.25 Britain's rail network was nationalised in 1947 and then privatised in 1994 following the Railways Act 1993, when private companies including Railtrack and various train operating companies became responsible for its management.
- 1.26 Network Rail took over responsibility for owning and managing the UK's rail infrastructure from Railtrack in 2002 and is responsible for the operation, maintenance and renewal of all rail infrastructure in the United Kingdom (e.g. tracks, signals, bridges and stations etc.)
- 1.27 Following the changes in responsibilities under the Railways Act 2005, Scottish Ministers specify and fund the outputs to be delivered by Network Rail within South Lanarkshire and the rest of Scotland through their agency Transport Scotland.



Train operating companies

- 1.28 Rail services are the responsibility of franchised train operating companies. The Railways Act 2005 gave full responsibility to the then Scottish Executive for the ScotRail franchise in Scotland and First ScotRail was awarded the franchise for Scotland in October 2004.
- 1.29 This franchise has run for the past 9 years and was given an extension in 2008 to take it up to November 2014. There has been a further extension of the franchise to March 2015 when a new franchise will be in place. First ScotRail is required to meet certain performance targets and standards as part of the franchise. First ScotRail is also required to work with Transport Scotland, now responsible for the franchise, to develop a timetable of improvements.
- 1.30 First ScotRail is primarily responsible for the provision of local rail services within South Lanarkshire and across Scotland and is also responsible for:
 - The management of 347 of Scotland's 351 stations, including gritting during the winter,
 - The operation of ticket offices, and
 - Ticket collection, etc.
- 1.31 There are also a number of other train operators, such as Virgin, First TransPennine Express and the publicly owned East Coast, whose services are national services, which pass through South Lanarkshire.



1. Aims and purpose of this strategy

National and international linkages

- 1.32 The term sustainable development first came to prominence in 1987 when the World Commission on Environment and Development, the Brundtland Commission, produced a report for the United Nations called 'Our Common Future'. Its definition of sustainable development - "development which meets the needs of the present without compromising the ability of future generations to meet their own needs" – is the universally recognised definition of the term.
- 1.33 In 2007 EU leaders endorsed an integrated approach to climate and energy policy and committed to transforming Europe into a highly energy-efficient, low carbon economy. They made a unilateral commitment that Europe would cut its emissions by at least 20% of 1990 levels by 2020. This commitment is being implemented through a package of binding legislation.
- 1.34 The Scottish Parliament passed the Climate Change (Scotland) Act in 2009. The Act commits the Scottish Government to reducing greenhouse gas emissions by 80% for 2050 with an interim target of 42% by 2020. The Act places duties on public bodies such as the Council to act:
- in the way best calculated to contribute to delivery of the Act's emissions reduction targets,
 - in the way best calculated to deliver any statutory adaptation programme, and
 - in a way that it considers most sustainable.
- 1.35 This has particular relevance with regard to the transport sector as it is responsible for 22% of Scotland's emissions.
- 1.36 The Scottish Government's Scottish Planning Policy is a statement of the Government's policy on nationally important land use planning matters and sets the national planning policy context within which South Lanarkshire Council operates including the production of Local Development Plans.

The Government published Designing Streets in 2010 which replaced Planning Advice Note (PAN) 76 – New Residential Streets, and in doing so raised the importance of street design issues from the subject of advice to that of policy.

- 1.37 The National Transport Strategy (NTS), published in 2006, set out the Scottish Government's long term vision for its transport policies. The NTS aims to achieve 3 key outcomes which are to:
- improve journey times and connections between our cities and towns and our global markets, to tackle congestion and provide access to key markets,
 - reduce emissions to tackle climate change, and
 - improve quality, accessibility and affordability of transport, to give people the choice of public transport and real alternatives to the car.
- 1.38 This Local Transport Strategy provides a framework as to how the Council's transport policies will play their part in achieving the objectives of these national and international documents.



1. Aims and purpose of this strategy



Local and regional linkages

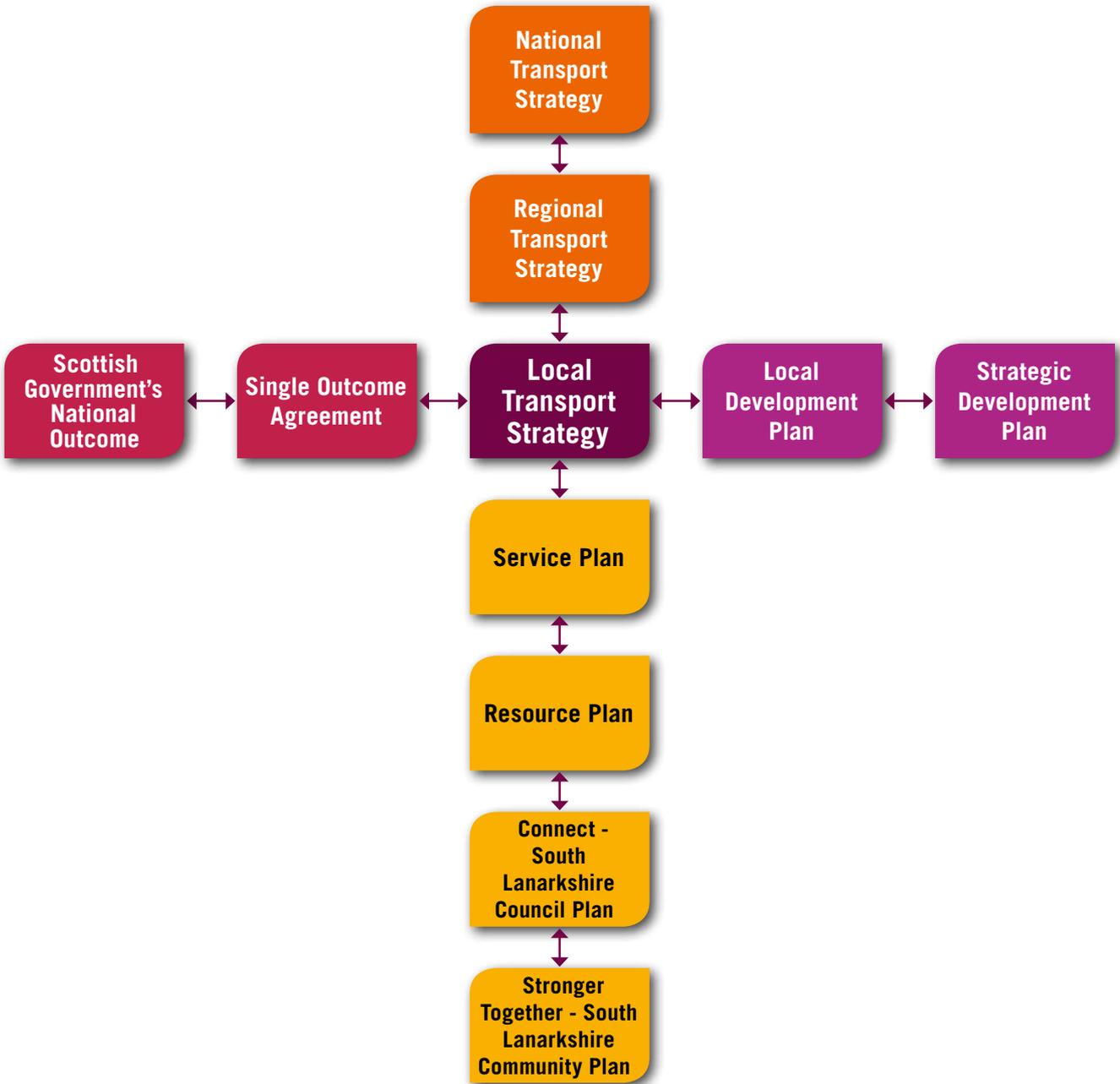
- 1.39 In addition to national transport policy, there are key interactions between the Local Transport Strategy and a number of Council, local and regional plans and strategies, including:
- the Regional Transport Strategy for the West of Scotland 'A Catalyst for Change',
 - Glasgow and the Clyde Valley Strategic Development Plan,
 - South Lanarkshire Council Plan, Connect,
 - South Lanarkshire Local Plan (and from 2014 the Local Development Plan),
 - South Lanarkshire Access Strategy,
 - South Lanarkshire Core Path Plan,
 - South Lanarkshire Single Outcome Agreement ,
 - South Lanarkshire Community Plan,
 - South Lanarkshire Sustainable Development Strategy, and
 - South Lanarkshire Community Safety Strategy.
- 1.40 The above list is not exhaustive and demonstrates that a range of internal and external agencies work together to create synergy between their plans and actions.
- 1.41 Transport is a cross strategy issue and has a role to play in most areas of the South Lanarkshire Community Plan including the Community Safety Partnership, Health and Care Partnership, Rural Partnership and Youth Partnership.
- 1.42 The South Lanarkshire Community Planning Single Outcome Agreement (SOA) sets out the partnership between the Scottish Government and local government with the purpose of focusing public services in creating a more successful Scotland. The SOA contains a number of indicators that are directly related to transport including indicators on congestion, traffic growth, road safety, active and sustainable travel and condition of the road network.
- 1.43 The Council's corporate plan, Connect, sets the background within which the Local Transport Strategy has been developed. This plan aims to deliver Council key priorities, including improving the road network and influencing improvements in public transport, and provides the context for the preparation of more specific plans and programmes. In turn the Local Transport Strategy guides and informs:
- Resource plans,
 - Service plans, and
 - Capital and revenue programmes including the Roads Investment Plan.
- 1.44 All are subject to an annual review and prioritisation process to determine what progress has been achieved and to inform future priorities.
- 1.45 Among the linked strategies are the Glasgow and Clyde Valley Strategic Development Plan and the current South Lanarkshire Local Plan (and future Local Development Plan), which set out the land use framework that in part drive both the regional and local transport strategies and aims to encourage sustainable development.
- 1.46 The Local Transport Strategy will seek to support the aims and objectives of the forthcoming Local Development Plan. The Local Transport Strategy will set out how transportation will support the requirement for sustainable development through the assessment of development proposals.
- 1.47 It is intended that the Local Transport Strategy will inform other related policies and strategies such as the Sustainable Development Strategy and the Air Quality Strategy, promoting integration and sustainability.
- 1.48 The diagram, overleaf demonstrates how the Local Transport Strategy links to other local, regional and national strategies and will assist in the achievement of the objectives of these plans.





1. Aims and purpose of this strategy

Local, regional and national plans and strategies



2. What's been achieved since the last Local Transport Strategy



2. What's been achieved since the last Local Transport Strategy

Progress: 2006-2012

- 2.1 Since the previous South Lanarkshire Council Local Transport Strategy was published in 2006, significant progress has been made towards its overarching aims and the individual actions set out therein. Major milestones and projects are set out below.

Roads Investment Plan

- 2.2 Through the introduction of the £126 million Roads Investment Plan we have resurfaced approximately one third of the South Lanarkshire road network since its introduction in 2008. In 2012/13 alone we resurfaced 126km of our road network. Roads that have been improved range from local residential streets to heavily trafficked strategic A class routes.



Winter maintenance

- 2.3 The Council has invested in improving the winter maintenance service in recent years, including a £330,000 project to substantially increase the size of indoor salt stores. In 2008, the Council held 8,000 tonnes of salt in stock at the onset of winter, and this was increased by 2011 to 35,000 tonnes. During 2011/12, 14 road gritters, capable of operating in extreme temperatures, were added to the fleet at a cost of £1.5m and an additional 100 grit bins have been deployed across communities each year.
- 2.4 Annually our winter maintenance teams routinely salt over 1000km of roads over 150 times during an average winter using 37,000 tonnes of salt.

Road safety

- 2.5 We have made a significant contribution to South Lanarkshire exceeding the 2010 national road casualty reduction targets for all categories of casualties. The number of people killed or seriously injured on the road network has reduced from 135 in 2006 to 80 in 2012. We have implemented a wide range of engineering, education, and encouragement measures, and, in partnership with the then Strathclyde Police, enforcement programmes, which have been successful in reducing accidents over this period. Road safety on high speed rural roads has been improved through our £3 million investment in route action plans and we have also introduced approximately 300 vehicle activated signs to remind drivers about their speed.



2. What's been achieved since the last Local Transport Strategy



Road infrastructure

- 2.6 We completed the Peacock Cross Traffic Management Scheme and constructed the Almada Street / Muir Street / Bothwell Street roundabout, both schemes which were identified in the 2006 Strategy. Major improvements have also been completed in the vicinity of Hamilton International (Business) Park and significant progress has been made in relation to the construction of the early phases of Downiebrae Link Road.
- 2.7 We have also invested significantly in improving other roads related infrastructure such as street lighting, traffic signals and pedestrian crossings.

M74 Completion

- 2.8 The M74 Completion project opened in June 2011 and has considerably improved journey times and reduced congestion on the South Lanarkshire and Glasgow road network. The project is attracting investment and new jobs, particularly along the route but also across the west of Scotland, and is helping with the regeneration of the south and east of Glasgow, Rutherglen and Cambuslang.

Bridge strengthening

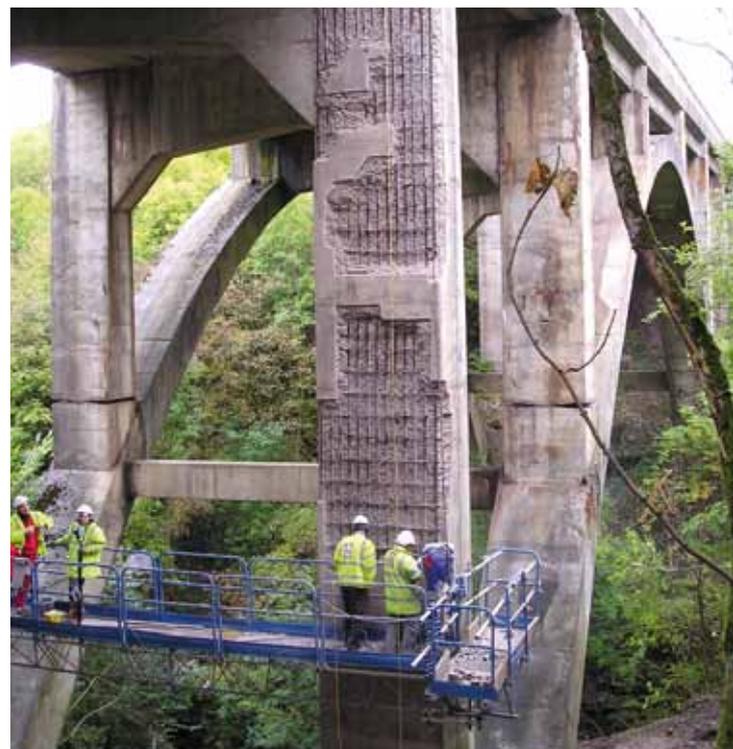
- 2.9 Over £4.1m has been invested in bridge strengthening and other structural improvement work at more than 20 locations since 2006. Among the more notable projects completed were the upgrade of parapets on the Centre Roundabout in East Kilbride, the construction of a new bridge at Lady Watson Gardens in Hamilton, strengthening of Dechmont and Birkhill Bridges and parapet replacement and structural repairs to Cander Bridge.

Flood protection schemes

- 2.10 Over £3.6m has been invested in Flood Protection projects. Among the more notable projects were : Golf Gardens, Larkhall; Overton Road, Cambuslang; Landemer Drive, Rutherglen; Borgie Glen, Cambuslang; Armour Court, Blantyre, Machan Road, Larkhall; Bellfield Road, Coalburn and Larch Grove, Hamilton. Recent improvement works have also been delivered at Viking Terrace, East Kilbride and Fairhill Avenue, Hamilton.

Park and ride provision

- 2.11 Working in partnership with SPT and private developers we have increased park and ride provision at South Lanarkshire stations from 1616 spaces in 2006 to 2330 in 2013, an increase of some 44%. We have constructed a 330 space car park at Carluke Station; a 100 space facility at Hamilton West station and a further 100 spaces at Chatelherault station thereby encouraging sustainable, multi modal journeys throughout South Lanarkshire and beyond to Glasgow, Motherwell and the rest of Scotland.



2. What's been achieved since the last Local Transport Strategy



Sustainable travel

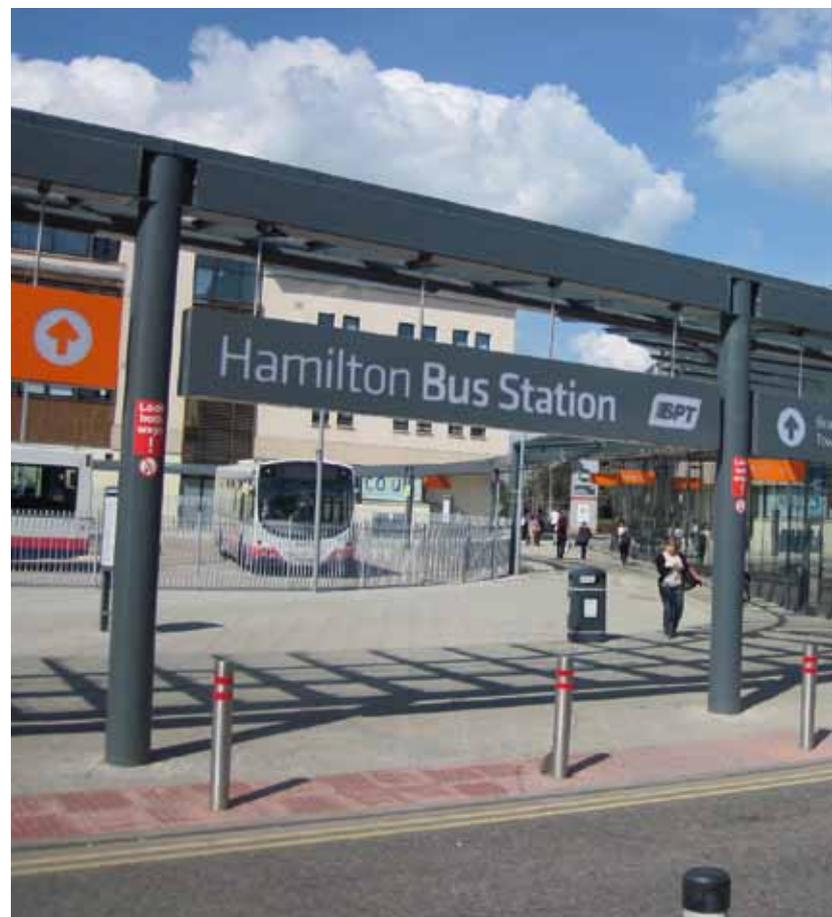
- 2.12 We have extended our cycling network through constructing new schemes including National Cycle Network (NCN) 74 between Uddingston and Larkhall via Hamilton, NCN 75 in Uddingston and NCN 756 between East Kilbride and Glasgow. We have also introduced secure cycle lockers at the majority of South Lanarkshire train stations. We have developed the South Lanarkshire Core Path Plan which identifies our non-motorised access network including our walking, cycling and equestrian network.
- 2.13 We have helped 56 schools introduce travel plans for their pupils and are working with a further 62 on developing their plans. These provide school children with healthy travel alternatives to and from school and have contributed to approximately 75% of South Lanarkshire pupils travelling to school in a sustainable way.

Public transport

- 2.14 We have made substantial improvements to bus infrastructure, in partnership with SPT, including the £5 million redevelopment of Hamilton Bus Station and the introduction of a substantial number of new high quality bus stops and shelters.

Industry awards

- 2.15 The Council has been nationally recognised for its efforts in road safety and casualty reduction initiatives. In 2011, our Route Action Plans and the Rural Roads Initiative won the Scottish Transport Award for excellence in road safety. It was also highly commended at the 2011 UK wide Chartered Institute of Highways and Transportation Awards. The Council, along with two other Councils, also won the 2012 CoSLA Gold Award for 'Delivering Excellence' for the M74 Completion project.
- 2.16 The above demonstrates that the Council has sought to plan, manage, maintain and improve its road network at the same time as integrating transport and widening travel choice. While significant progress has been made since the last Local Transport Strategy, much still remains to be achieved. The following chapters seek to provide the framework as to how this will be achieved.



3. Background information, trends and issues

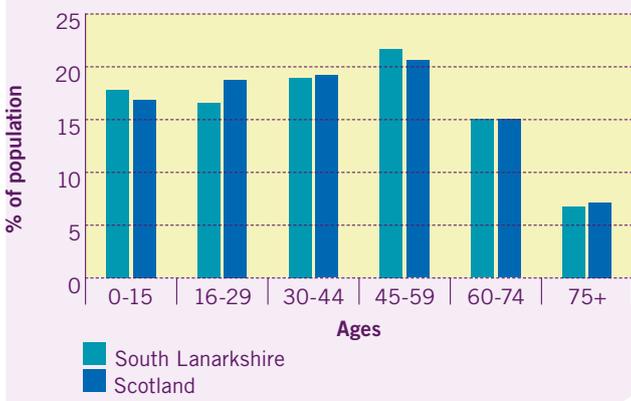


3. Background information, trends and issues

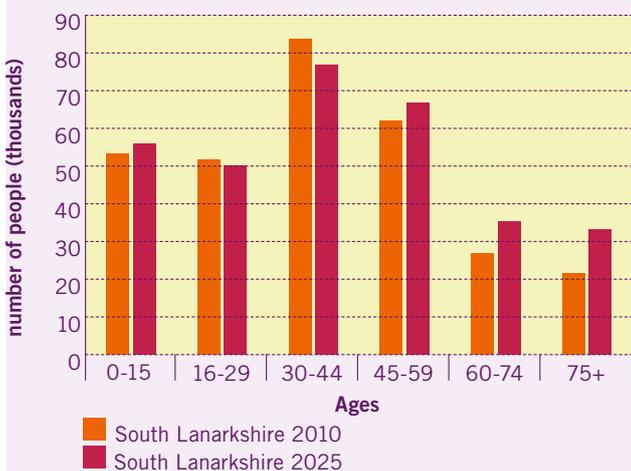
Population

- 3.1 In 2011 South Lanarkshire had an estimated population of 312,660, and accounted for 5.9% of the total population of Scotland. The majority of the area is rural in nature with a low population density in Clydesdale; however, the majority of people live in the larger towns such as East Kilbride, Hamilton, Rutherglen and Cambuslang in the north of the Council area.
- 3.2 By the year 2025 the population of South Lanarkshire is forecast to increase by 4.4% to 326,480 however the increase is not uniform over all age groups. The working age population (16 – 64) is forecast to decline by approximately 6,300 however the 65 and over age group is to increase by 20,000. This substantial increase in the number of senior citizens will have an impact on transportation policy relating to access to key facilities and services.

South Lanarkshire Age Profile 2011



Projected population of South Lanarkshire



Economy and employment

- 3.3 The Gross Value Added (GVA) in South Lanarkshire in 2009 was £4,767 million. It accounted for 4.64% of Scottish GVA and 0.379% of the UK total. The value of goods and services produced in South Lanarkshire, in current prices, has now fallen for two consecutive years for the first time ever. Its share of Scottish GVA was the lowest ever recorded since 1995 and, for the first time ever, its share has now fallen for four consecutive years.
- 3.4 Growth was experienced only in Public services, the Production sector and Finance and Insurance, but the growth here was less than in Scotland as a whole. South Lanarkshire is more reliant on the Construction and Production sectors for wealth generation than Scotland as a whole. Productivity has also declined for two consecutive years and is now just under a fifth lower than in Scotland as a whole, with the size of the gap now close to its widest ever.
- 3.5 Employment in South Lanarkshire is dominated by a few sectors, all in the Services sector, but compared to Scotland as a whole Manufacturing and Construction are more important here as sources of employment. Just over three-fifths of jobs were full time jobs with a third being part time and under 4% being sole traders, etc. Between 2009 and 2010 employment fell in South Lanarkshire at a rate nearly 50% higher than in Scotland as a whole. Since 2000, employee jobs have declined in South Lanarkshire but increased in Scotland as a whole. Over two-thirds of residents work in the private sector in South Lanarkshire but more residents work in the public sector than in Scotland as a whole. In 2010 25.7% of all South Lanarkshire employment was in the Government's key economic sectors. South Lanarkshire is significantly more dependent on the Food and Drink and Energy sectors than Scotland as a whole.
- 3.6 Between 2011 and 2021 total employment is forecast to rise in South Lanarkshire by 2,500 or 2.1%. However, this rise is concentrated in the next 5 years, a rise of 2,600 or 2.2%, and over the 2016-2021 period employment is forecast to fall by 100 or 0.1%. Over the 2011-2021 period, total employment is forecast to rise in Scotland as a whole by 2.7%. The South Lanarkshire rate of increase over this period is around three-quarters of that forecast for Scotland as a whole.

3. Background information, trends and issues



Travel statistics

- 3.7 On average, Scots travelled 7,010 miles per person per year within Great Britain in 2009/2010. Travelling by car accounted for the majority of distance travelled, 5,306 miles, of which 3,484 miles was covered as a driver and 1,822 miles as a passenger. Distances travelled using other modes of transport included 489 miles by local bus, 391 miles by surface rail, 153 miles by foot and 34 miles by bicycle.
- 3.8 There has been a substantial increase in the distance we travel, with most of the increase through car use. In 1985/1986, Scots travelled, on average, 4,652 miles per person per year, of which 3,227 miles was by car therefore in 24 years, the average distance travelled increased by 2,358 miles, of which 2,079 were by car.

- 3.11 Analysis of the 2009/10 SHS results provides details of the modes of transport that South Lanarkshire residents use to travel to work, in terms of percentage, and details are given in the table below along with those of previous years.
- 3.12 A comparison of how people within South Lanarkshire travelled to work in 1999-2000 and 2009/10 has been made and has shown the following results:
- The proportion of people driving to work has increased from 60% to 69%,
 - Car sharing has more than halved from 15% to 7%,
 - Walking to work has decreased from 10% to 8%,
 - Cycling to work has increased to 1% but is still very low,
 - Bus travel has remained static at 10%, and
 - Travelling to work by train has doubled and is now 4%.

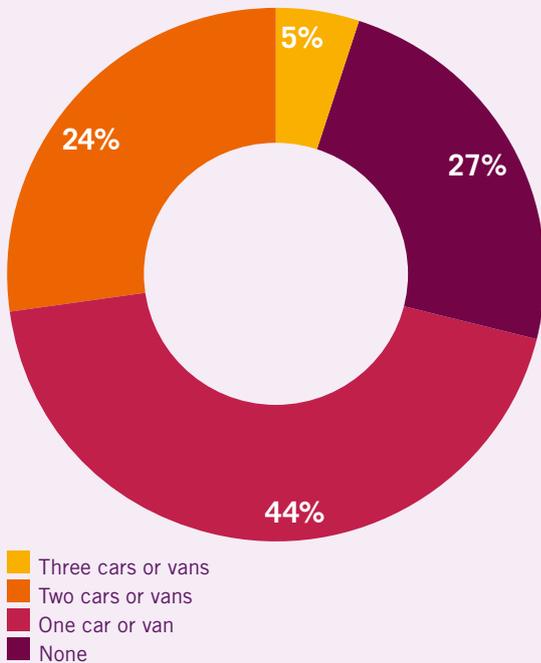
Years	% Percentage - modes of transport						
	Walking	Car Driver	Car Passenger	Bicycle	Bus	Train	Other
2009/2010	8	69	7	1	10	4	2
2007/2008	7	64	10	1	12	5	2
2005/2006	8	69	9	0	9	4	1
2003/2004	9	66	12	0	8	3	2
2001/2002	9	61	13	0	10	3	4
1999/2000	10	60	15	0	10	2	2

- 3.9 Since 1985/86, there has been little change in the average number of trips per person per year however, the average distance travelled has increased by 53%, from approximately 4.8 miles per trip to 7.3 miles. 26% of all journeys in Scotland in 2010 were for commuting purposes, followed by 23% for shopping and 16% for leisure.
- 3.10 The Scottish Household Survey (SHS) results for 2009/10 relating to South Lanarkshire has found the following:
- 62% of all journeys were less than 5km,
 - 50% of all journeys were less than 3km,
 - 39% of all journeys were less than 2km, and
 - 24% of all journeys were less than 1km.
- 3.13 If the travel to work patterns of South Lanarkshire residents are compared to those of Scotland as a whole it is found that a higher proportion of South Lanarkshire residents travel to work by car than those of the whole of Scotland (76% compared to 67%). Substantially less South Lanarkshire people walk or cycle to work compared to Scotland (8% and 1% compared to 13% and 2%). Comparison of public transport usage is broadly similar with slightly more using trains in South Lanarkshire and slightly less travelling by bus.



3. Background information, trends and issues

Percentage of cars / vans per household
(source: 2009/10 Scottish Household Survey)



3.14 Car ownership by household in South Lanarkshire at 72.6% is higher than the national average of 69.5%. Despite this, more than a quarter of South Lanarkshire households do not have access to a car or van and are dependent upon public transport to access jobs, education, services and facilities.

Issues

- 3.15 A number of perceived transport issues were identified through the various consultations carried out for the LTS and these are detailed below:
- Need for improvements to the conditions of roads and footways,
 - Improve road safety,
 - The need for new and improved walking and cycling routes,
 - Infrequent rural bus services,
 - Lack of bus shelters,
 - Poor train services at Carstairs Station,
 - Request for a new station at Symington,
 - Insufficient capacity at Blantyre Station Park and Ride,
 - The need to encourage children to walk or cycle to school,
 - The need for improvements to town centres for pedestrians with mobility difficulties,
 - Congestion, particularly in town centres,
 - The need for lower residential speed limits,
 - The need for increasing parking provision at stations, and
 - The need to encourage low carbon vehicles.
- 3.16 The above issues have been considered, along with the overall priorities identified through the consultation detailed in Chapter 6, and used in the development of the Strategy.



4. Vision statement, objectives and indicators

Bus/Railway Station



Town Centre
New Cross S
Centre
Shopmobilit



4. Vision statement, objectives and indicators

- 4.1 Our vision builds on the themes developed through the previous Local Transport Strategy and reflects the views and priorities expressed by the community during a number of consultations. The new vision statement details what we are aiming to achieve, whilst having regard for the funding challenges facing the Council and the need to focus on core activities.

Vision statement

“Our transportation network and assets will be high quality, safe and well maintained. It will be accessible and integrated with well served internal and external links to essential services, employment and education opportunities. It will support economic recovery and regeneration whilst protecting and preserving the environment and will be safe and attractive for users. It will be sustainable and offer genuine travel choice.”

Objectives

- 4.2 The following objectives have been developed through analysis of the issues identified through local knowledge, and a number of consultations and surveys which are described in more detail in Chapter 6. They have been designed to link seamlessly with the aims and objectives of other key local strategies, as well as the local, regional and national policy drivers identified in Chapter 1.

1. Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development.
2. Improve quality and safety for all by improving the condition of road and footway infrastructure.
3. Alleviate the impacts of traffic congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment.
4. Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks.
5. Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements.
6. Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities.



4. Vision statement, objectives and indicators



Indicators

4.3 Following on from the identification of objectives, a set of indicators has been developed. The indicators will assist in the monitoring of the extent to which objectives have or have not been achieved.

1. Traffic growth rates will be monitored annually, through the Council's automated traffic counter sites. An overall reduction will be sought in the number of sites experiencing traffic growth, and in particular those currently above the predicted National Road Traffic Forecasts. (Objectives 1 and 3).
2. Traffic congestion will be monitored using data from the Scottish Household Survey and a reduction in congestion will be sought. (Objectives 1 and 3).
3. Contribute to the achievement of the Scottish Government national road safety casualty reduction targets for 2020. The targets are, from a base of the average for 2004 to 2008, for a 40% reduction in fatal casualties and a 55% reduction in serious casualties amongst all age groups by 2020. For children the national target is a 50% reduction in fatalities and 65% reduction in serious casualties. (Objectives 2 and 4).
4. Continued improvement in the condition of South Lanarkshire Council's road network as measured through the national Road Condition Index performance indicators. (Objectives 1 and 2).
5. An increase will be sought in the mode share of adults travelling to work / education by active or public transport using data from the Scottish Household Survey. (Objectives 2, 4 and 5).
6. A baseline of walking and cycling levels in South Lanarkshire will be established using a network of automated counters and an increase will be sought. This data will be compared to that gathered by the Scottish Household Survey. (Objectives 2 and 4).
7. An increase will be sought in the mode share of children travelling to school by active or public transport using data from the annual Sustrans Hands Up Survey. (Objectives 2, 4 and 5).
8. We will reduce the number of properties at risk from flooding. (Objective 6).



4. Vision statement, objectives and indicators

4.4 The indicators in paragraph 4.3 align with those contained in high level strategies such as the South Lanarkshire Single Outcome Agreement and Council Plan which were discussed in Chapter 1.

4.5 Chapters 7 through 11 detail the following main themes of the LTS and contain the specific actions and interventions which will contribute to the delivery of the objectives and indicators of the strategy:

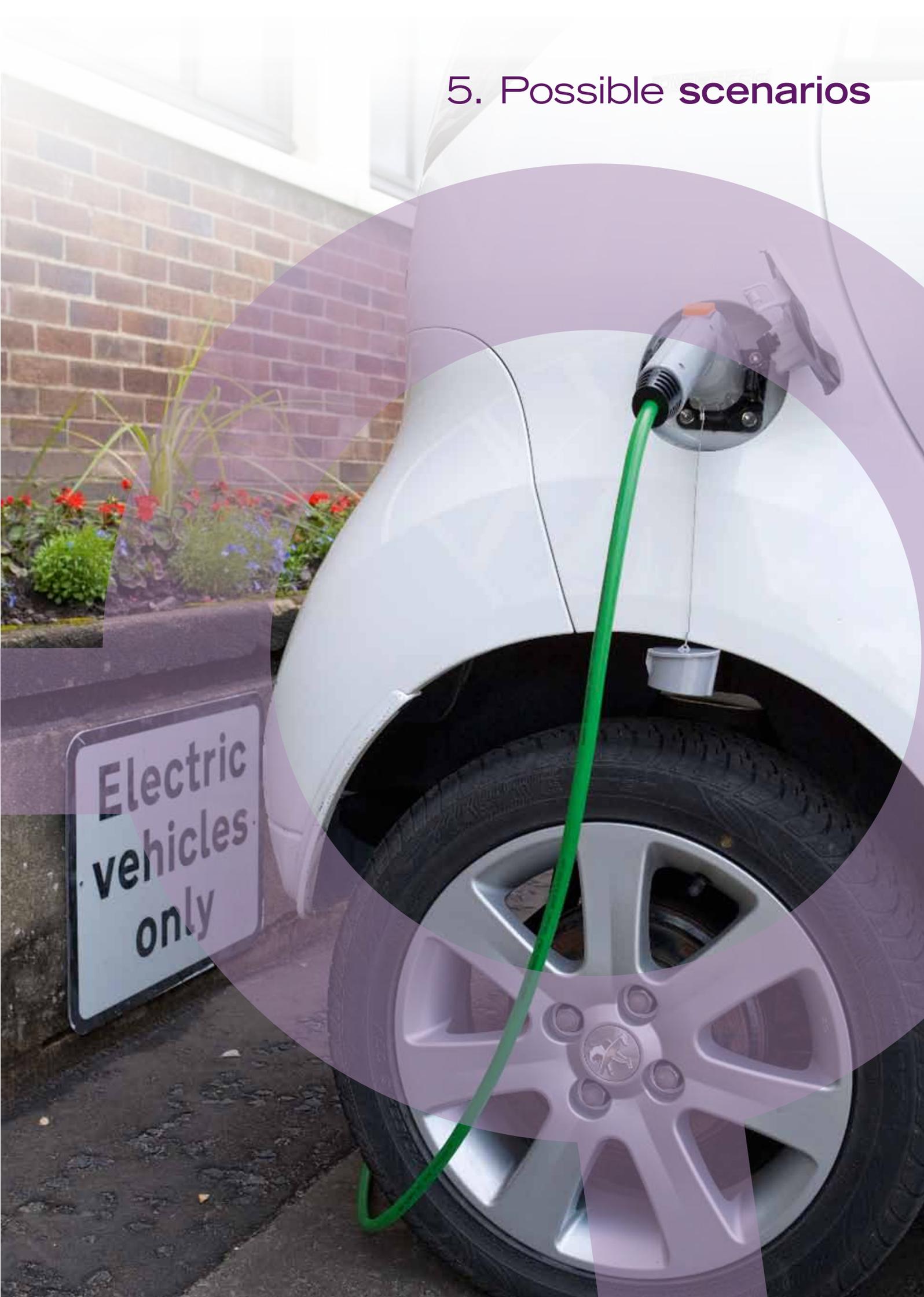
- Maintenance and asset management
- Road safety
- Economy
- Sustainable travel
- Environment

4.6 Within these chapters individual issues, policies and actions are grouped together according to specific topic areas and a brief context or background is provided for each grouping.

4.7 Each local transport policy (LTP) and local transport action (LTA) is labelled as such and allocated a unique number. This will assist in tracking progress when monitoring the document.



5. Possible scenarios



**Electric
vehicles
only**

5. Possible scenarios

Scottish Transport Appraisal Guidance (STAG)

- 5.1 An appraisal using STAG is required when Government funding, support or approval is sought for justified proposals to change the transport system. Its use is encouraged in other circumstances when there is a need for changes to the transport system and may be applied to issues including:
- Considering public transport and road network coverage,
 - Assessing measures to improve the reliability of the transport network,
 - Assessing issues in relation to the safety of the transport network,
 - Access to services, and
 - Land-use development.
- 5.2 The Guidance can be used to identify transport scenarios to address identified or perceived problems or opportunities relating to a range of transport planning scenarios. The transport options may include, but need not be limited to:
- Cycling and walking improvements,
 - Public transport – rail, bus or other,
 - Road schemes, and
 - The development of transport and/or land-use plans, policies and strategies.
- 5.3 A STAG assessment ensures that the selected scenario collectively provides optimum solutions given a particular set of constraints and opportunities. The process involves scoring each of the different scenarios against the various elements included within the STAG appraisal (strategy objectives, implementability, and performance against national transport objectives).

Choice of scenarios

- 5.4 There are many possible alternative transport strategies that could be pursued within South Lanarkshire to address the demands of the various disparate stakeholder groups. When evaluating the alternative approaches, cognisance must be given to the costs associated with their delivery and this must be considered in the context of reducing council budgets. Each possible strategy would include a different combination of policies and actions. As with the previous LTS, in order to guide the selection of an appropriate approach, different strategy scenarios have again been considered and are discussed below:
- 5.5 **Scenario A - maintain the current situation:**
- Assumes current base level funding remains unchanged,
 - Essential maintenance works undertaken only,
 - Minimal investment in other schemes, both road and public transport based, and
 - Likely to result in increased and unreliable journey times for all users.
- 5.6 **Scenario B - car focused:**
- Assumes current base level funding remains unchanged as road based schemes are often ineligible for external funding,
 - Road capacity improvements prioritised above other improvements,
 - Increased traffic levels predicted – congestion at new pinch points,
 - Parking demand outstrips provision,
 - Journey times become longer and unreliable for private car, bus and freight – unsustainable,
 - Decline in the appeal and hence use of public transport likely due to reduced funding in preference of roads, and
 - Likely to be reduced accessibility of public transport.

5. Possible scenarios



5.7 Scenario C – Active and public transport only:

- Likely to be eligible for additional funding for walking, cycling and public transport schemes,
- Essential road maintenance undertaken,
- Additional bus facilitation undertaken reducing road capacity for the private car
- Limited new public transport schemes on the ground due to the cost of public transport schemes,
- Traffic growth and congestion may outstrip provision of active and public transport alternatives, and
- Congestion and associated pollution reduces the attractiveness of walking and cycling to the public transport interchange nodes.



Consideration of scenarios and objectives

5.8 Scenario D - integrated transport system:

- Eligibility for additional funding on top of base levels,
- Developments focused on accessible locations and travel plans pursued,
- Improved walking, cycling and public transport infrastructure,
- Essential road maintenance and key transport improvements undertaken,
- Improved transport interchanges to facilitate more sustainable journeys,
- Most likely to achieve modal shift – thus reducing congestion, and
- Strong focus on partnership working.

5.9 As the above discussion demonstrates, the different strategic approaches have clear differences in terms of benefits and disadvantages, with the integrated transport system strategic approach appearing as most suitable because of its clear benefits above the others. This can be highlighted by assessing the scenarios against the Scottish Government's five key objectives and the Local Transport Strategy objectives set in Chapter Four of this document. The table 5.1 overleaf summarises the assessment.

5.10 As a result of this analysis, an integrated transportation system strategy was selected for progression.



5. Possible scenarios

Figure 5.1: Scenarios and objectives

Objective		Scenarios			
		Maintain the current situation	Car focused	Active and public transport only	Integrated transport system
LTS objectives	Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development.	✓	✓✓	✓✓	✓✓✓
	Improve quality and safety for all by maintaining and improving road and footway infrastructure.	✓	✓✓	✓✓	✓✓✓
	Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affect the economy and environment.	-	✓	✓✓	✓✓✓
	Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks.	-	-	✓✓✓	✓✓✓
	Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements.	-	-	✓✓✓	✓✓✓
	Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities.	✓	✓✓	✓	✓✓✓
	Scottish Government Strategic Objectives	Greener	-	-	✓✓
Healthier	-	-	✓✓	✓✓	
Safer and Stronger	✓	✓✓	✓✓	✓✓✓	
Smarter	-	-	✓	✓	
Wealthier and Fairer	✓	✓	✓✓	✓✓✓	
		✓ - slight benefit	✓✓- moderate benefit	✓✓✓ - major benefit	

6. Consultation



6. Consultation

Stakeholder engagement

- 6.1 The Council undertook a number of consultation exercises between 2010 and 2011 to inform the development of the Local Transport Strategy (LTS) and details of these are given below.
- 6.2 A survey was carried out in the summer of 2011 with the aim of identifying key issues the LTS should focus on. Invitations to take part in the online survey were sent to community groups such as residents associations and community councils, councillors and other politicians, and other public bodies including Strathclyde Partnership for Transport and neighbouring councils. The survey could also be completed by members of the public via the Council's website and we received approximately 140 responses. This survey found that a large majority of respondents thought that improving the condition of existing roads and footways should be the strategy's top priority, followed by improvements to public transport and improvements to road safety. There was also widespread support for improvements for sustainable and active travel.
- 6.3 A comprehensive consultation exercise took place in the autumn of 2011 to inform the forthcoming Local Development Plan (LDP), including workshops with the local community and engagement with schools. An in depth survey, which contained a number of the LTS survey questions was also undertaken and this received over 1200 responses. The results of the LDP survey mirrored those of the LTS survey with improving the condition of existing roads and footways being regarded as most important, with public transport and road safety improvements next.
- 6.4 In the autumn of 2010 the Council undertook a large scale resident's survey which involved carrying out 4000 face to face interviews with people from across South Lanarkshire. The survey respondents were chosen in a way to accurately reflect the social, economic, geographical, gender and age characteristics of the overall South Lanarkshire populous and this gave the survey results additional accuracy.

The survey sought to find out the residents' views on their neighbourhood and from this it became clear that the condition of roads and footways was regarded as a priority with only 35% regarding the present condition of the road network as being good and 40% considered the condition of footways as being good.

- 6.5 A further large scale Customer Satisfaction Survey was carried out by the Council in 2010. All 122,000 South Lanarkshire households were invited to complete the survey by post and the Council received almost 12,000 completed responses. The survey aimed to determine residents' views on the various services the Council provides. The results of this survey identified the condition of roads and footways as an area where they wished to see improvements, with only 18% satisfied with the existing network.
- 6.6 The results of all of the above consultation exercises have been used to inform the following chapters of the Local Transport Strategy. The overwhelming identification by all of the surveys, of the condition of the road and footway network as a key issue, will give the chapter on Maintenance and Asset Management particular emphasis.



6. Consultation



Strategic Environmental Assessment (SEA)

6.7 The Environmental Assessment (Scotland) Act 2005 requires that a Strategic Environmental Assessment (SEA) is undertaken on all plans, programmes, policies and strategies to determine the impact it may have on the environment. A scoping report for the LTS was drafted and submitted to the statutory Consultation Authorities (Scottish Environmental Protection Agency, Scottish Natural Heritage and Historic Scotland) during the summer of 2011. Following positive feedback on the contents of the scoping report the full Environmental Report has been produced.

6.8 The Environmental Report concluded that a number of the LTS policies and actions were predicted to have potential negative effects on the environment as a result of construction activities; however, the majority of these effects are temporary in nature and can be avoided or reduced through mitigation.

- 6.9 A number of operational negative effects (landscape, biodiversity, noise and water quality/flood risk) have been identified as a result of the assessment of the LTS. The majority of these relate to proposed large scale infrastructure developments. The assessment concluded that provided that the recommended mitigation measures are implemented and additional assessments are undertaken where required, there should be no significant adverse residual effects on the environment.
- 6.10 Overall, the residual beneficial effects of the LTS far outweigh the negative residual effects. Many of the policies and actions will contribute towards encouraging a modal shift to more sustainable modes of transport. The majority of beneficial effects are associated with a modal shift to public and sustainable forms of transport and road capacity improvements. A modal shift will have a beneficial effect on noise, quality, climatic factors and human health due to a reduction in congestion and emissions due to fewer cars on the road. A reduction in deposition of pollutants associated with fewer cars on the road will have positive effects on biodiversity and water. Benefits to the population include improved public transport, upgraded transport infrastructure, better accessibility, increased flexibility, more predictable journey times to services and employment and people being more active.





6. Consultation

- 6.11 Further beneficial effects are possible if some interventions are combined with other measures to aid a modal shift from reliance on the private car to more sustainable forms of transport without further severing accessibility for rural communities.
- 6.12 The Environmental Report also contained a number of recommendations regarding a number of policies and actions contained in the LTS. Recommendations have been made with regard to cycling to work, routes and frequency of bus services, particularly in rural areas, on-street parking and the potential for integrated ticketing. These have been considered along with comments received from the statutory consultation of the Environmental Report, and incorporated into the LTS where appropriate. All the policies and actions in this LTS have been developed with the full consideration of their potential environmental impacts. The following chapters on Sustainable Travel and Environment place particular emphasis on our responsibilities in protecting the environment and reducing transport related climate change emissions.



7. Maintenance and asset management



7. Maintenance and asset management

Responsibilities

- 7.1 As of August 2013 South Lanarkshire Council is responsible for the maintenance of 2287km of road network of which 1193km is in towns and villages and 1094km is in the countryside. We maintain 290km of A class roads, 250km of B class roads, 407km of C class roads and 1340km of unclassified roads.
- 7.2 Routine maintenance activities are required to ensure the satisfactory discharge of the Council's statutory duties to manage and maintain the road network so as to allow the safe and expeditious movement of traffic. These duties are set out in the following legislation:
- The Roads (Scotland) Act 1984 (section 1(1)) which places a duty on local roads authorities to 'manage and maintain' all their roads, and
 - The Road Traffic Regulation Act 1984 which enables the Council to secure the convenient and safe movement of vehicular and other traffic (including pedestrians).
- 7.3 Maintaining the road and footway network is a key Council priority and is regarded by South Lanarkshire residents as the most important function that Roads and Transportation Services undertake. The Council has carried out extensive customer surveys and has identified from these the public's concern with the perceived poor condition of the road network. In response to residents' views the Council in 2008 introduced the Roads Investment Plan and following from this in 2011 published the Roads Asset Management Plan (RAMP).

Roads Investment Plan

- 7.4 The Roads Investment Plan is the first long term plan of its kind by any Scottish local authority. The plan is an enhanced programme of road maintenance which in the 11 years between 2008 and 2019 will see £126m of additional Council funds invested in road and footway improvements on top of our existing annual maintenance budget. Through this investment we anticipate that up to 80% of the road network will be resurfaced by 2018/19.
- 7.5 Since the introduction of the Roads Investment Plan we have resurfaced one third of the road network including 126km during 2012/13.
- 7.6 In 2008/09 the proportion of the Council road network requiring maintenance treatment was more than 3 percentage points higher than that for the whole of Scotland (37.5% compared to 34.2%). By 2012/13 the investment was already having some effect, with the condition of the road network marginally improving to 36.8%, whilst the overall Scottish road network had deteriorated to 36.2%.
- 7.7 The above performance should be examined in the context of the severe weather that Scotland experienced between 2008 and 2011. Three of those four winters were amongst the most severe ever recorded in Scotland and this type of weather is extremely damaging to the condition of roads. South Lanarkshire Council has improved the network in spite of these conditions due to additional investment from the Roads Investment Plan.



7. Maintenance and asset management



Asset management

7.8 The Council defines roads asset management as

“A strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers”

- 7.9 This definition embodies the key principles of asset management which are:
- Whole of Life – the whole-life/life-cycle of an asset is considered,
 - Optimisation – maximising benefits by balancing competing demands,
 - Resource Allocation – allocation of resources based on assessed needs, and
 - Customer-focused – explicit consideration of customer expectations.
- 7.10 Although asset management introduces new practices it does not replace existing good practice. Instead it provides the overall framework and logic within which existing good practice may be more effectively applied and enhanced by new practices.
- 7.11 To enable effective roads asset management the Council has established an inventory of assets it is responsible for, called the Roads Asset Management Plan (RAMP). These include the adopted road, footway and cycle network, 757 bridges and culverts, 206 traffic signal installations, 63,163 street lights, and 485 electronic signs. The RAMP has introduced the concept of lifecycle planning to manage roads infrastructure cost effectively.
- 7.12 As part of the development of the RAMP, Life Cycle Plans (LCPs) were created to document how the major asset groups that make up the road infrastructure are managed. Each lifecycle plan provides definition of the standards that are applied to the management of the asset group in question and details of the processes that are used to ensure that these standards are delivered.

Production and updating of these lifecycle plans is also enabling local knowledge to be included and documenting the LCPs has allowed us to capture the knowledge held by key individuals, record this information and thus enable it to be shared and developed. At this stage, only the major asset groups, such as carriageways, footways, footpaths and cycle routes, traffic signals, structures and street lighting will have full LCPs.

- 7.13 The output from the lifecycle planning process is a long term prediction of the cost of the continued management and operation of the asset in question. These are in the form of financial projections and are linked to target levels of service and performance indicators contained in Resource and Service plans.

Roads maintenance and asset management policy and actions

- 7.14 The Council will pursue the following policies with regards to maintaining the existing road network:

- LTP 1** - The Council will seek to keep the road network in a safe condition, and will seek to improve its overall condition.
- LTP 2** - The Council will continue to develop a Roads Asset Management Plan (RAMP).
- LTP 3** - The Council will seek to reduce the cost of public liability claims.

- 7.15 The Council will undertake the following actions in relation to maintaining the existing road network:

- LTA 1** - Implement the Roads Investment Plan for road and footway improvements.
- LTA 2** - Prioritise and undertake repairs to reported road defects.
- LTA 3** - Work with Scottish Local Authority partners / SCOTS to develop an asset management plan and valuation of assets.



7. Maintenance and asset management

Bridges and structures

- 7.16 South Lanarkshire Council is responsible for 757 bridges and culverts, and other structures such as retaining walls. A national assessment programme, carried out to determine the suitability of the bridge stock for the introduction of 40 / 44 tonne vehicles onto the road network, revealed 123 bridges to be sub-standard. A comprehensive bridge strengthening programme has in recent years seen excellent progress in addressing the Council's weak bridges. Of the 123 bridges which failed the assessment only 19 remain outstanding.
- 7.17 The bridge assessment process included a risk analysis of vehicle containment characteristics at each bridge location. The results of the analysis revealed that 8% of the Council's bridge stock had substandard parapets. A programme of upgrades to address this issue has been initiated.
- 7.18 In keeping with its statutory duty to manage and maintain the road asset the Council has implemented a robust inspection regime for its road bridges and we are currently developing a strategy which will facilitate the gathering of information relating to all road related retaining walls in South Lanarkshire and will allow these items to be included in future inspection programmes. Inspection results provide information regarding the current condition and performance of a structure and are utilised as a basis for planning future structural maintenance programmes. With investment priority in recent years having been rightly directed towards progressing the bridge strengthening programme a backlog of routine structural maintenance has accumulated and this now requires to be addressed. Good maintenance practice, such as painting steel components, repairing defective concrete and refurbishing masonry will ensure that South Lanarkshire's roads structures will continue to perform reliably for many years in the future.
- 7.19 Private bridges such as those in the ownership of Network Rail form an important part of the road network in South Lanarkshire. In recent years the Council has made excellent progress in undertaking assessment of these structures. All 20 British Railway Board bridges carrying public roads over disused railway cuttings have been assessed and none of these have been identified as substandard.

Only five of the 45 Network Rail owned bridges carrying public roads over operational railways remain to be assessed and 12 have so far been identified as substandard. Management of private bridges which have failed the assessment is currently achieved by either the implementation of weight restrictions or the installation of other appropriate interim measures.

Bridges and structures policy and actions

- 7.20 The Council will pursue the following policies with regards to bridges:

LTP 4 - The Council will ensure that the bridges for which it is responsible are safe for use and fit for purpose.

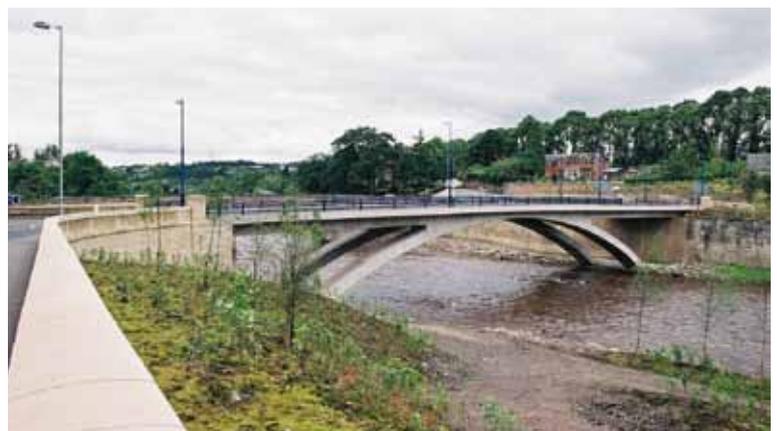
- 7.21 The Council will undertake the following actions in relation to bridges:

LTA 4 - Maintain recent levels of progress in the strengthening programme for substandard publicly owned bridges.

LTA 5 - Continue to progress the upgrading of vehicle containment characteristics at bridges with substandard capability.

LTA 6 - Complete the assessment of privately owned bridges by 2015.

LTA 7 - Continue the programme of strengthening or implementation of alternative interim measures at substandard privately owned bridges carrying public roads.



7. Maintenance and asset management



Street lighting

7.22 The Council is responsible for 57,279 lighting columns and 63,163 luminaires of varying age, manufacture and condition. Expenditure on electrical power is currently £2.7 million and this cost has increased in each of the previous four financial years. It is predicted that this cost will continue to rise. £1.3 million is also invested on reactive and planned maintenance and £0.6 million on the renewal element of maintenance. Many lighting columns and luminaires have reached the end of their useful life and are in poor condition. To address this problem the Council invested £1.2 million per annum over the 10 year period from 2003/04 to 2012/13 in a programme of upgrading and renewal. This additional funding however has been used to meet the increased energy costs and as such is now £0.6 million.

7.23 Presently the Council is working towards renewal of all potentially defective columns. Wherever possible existing cables are used to minimise expenditure. New luminaires are installed to improve lighting performance and increase colour rendition of the night scene.

7.24 The improved lighting performance can contribute to:

- Fewer road traffic accidents,
- A reduction in crime,
- A reduction in fear of crime, and
- Increased community pride.

7.25 The column renewal programme commenced in April 2003 and ran until 31 March 2013. Funding and column renewal has continued in 2013/14. The programme does not include the renewal of overhead cables and their support columns. Towards the end of this programme the condition of the columns that support overhead cables will have to be investigated. Presently there are 5,619 columns supporting Council overhead cables and 448 that belong to Scottish Power.

Lighting policy and actions

7.26 The Council will pursue the following policies with regards to lighting:

- LTP 5** - Co-ordinate with other programmes, e.g. the Roads Investment Plan.
- LTP 6** - Prioritise the works by means of a criteria based scoring system, e.g. presence in crime hot-spot.
- LTP 7** - Minimise vandalism by installing suitably robust equipment in potentially problematic areas.
- LTP 8** - Continue to pursue technological development in materials including longer lamp lives, L.E.D. units etc.

7.27 The Council will undertake the following actions in relation to lighting:

- LTA 8** - Continue an annual programme of street lighting improvements including the renewal of deteriorated and at risk column types.



7. Maintenance and asset management



Traffic signals and pedestrian crossings

- 7.28 Traffic signals and controlled pedestrian crossings are used to assign vehicular and pedestrian priority at locations where there are heavy traffic flows or where they will reduce accidents. Signals are used to promote the orderly movement of vehicular and pedestrian traffic and to prevent excessive delay to vehicles and pedestrians, thereby reducing congestion. They can improve road safety by removing crash producing conflicts between different vehicle movements and between vehicles and pedestrians. The introduction of traffic signals can also maximise the capacity of each junction approach.
- 7.29 The Council is responsible for 206 sets of traffic signals and controlled pedestrian crossings. Many of the traffic signals in South Lanarkshire are approaching 20 years old, utilise older computer technology and are energy inefficient. In recent years the Council has initiated a programme to replace older traffic signals and pedestrian crossings with modern ones. These new facilities both maximise the safety benefits to all road users and improve the flow of traffic using modern computer control systems such as Microprocessor Optimised Vehicle Actuation (MOVA) and Split Cycle Offset Optimisation Technique (SCOOT). They are also energy efficient with extra low voltage energy requirements and the new signal heads consist of L.E.D. units.
- 7.30 It is imperative that traffic signal controlled junctions and pedestrian crossings are properly maintained as defective installations may increase the likelihood of accidents to road users as well as cause delays.

The Council has in place a maintenance contract to ensure the safe operation of our installations and we have installed a remote monitoring system which reports in real time when a fault develops. Once reported the fault is assessed and categorised as below:

- Category A – 24 hour Cover,
- Category B – Urgent, and
- Category C – Non Routine.

- 7.31 Category A and B faults are attended to within 2 working hours; however, Category A will also be responded to outwith working hours. All other faults are required to be repaired within 24 hours. We monitor our performance to ensure that we are providing a high quality service.

Traffic signal and pedestrian crossings policy and actions

- 7.32 The Council will pursue the following policies with regards to traffic signals and pedestrian crossings:

- LTP 9** - Co-ordinate with other programmes e.g. the Roads Investment Plan.
- LTP 10** - Continue to take advantage of technological advances and developments including the use of extra low voltage L.E.D. units and queue reduction measures. Aids to assist the visually impaired will be provided at all new and upgraded facilities.
- LTP 11** - Prioritise the replacement of outdated equipment and installations by means of a criteria based scoring system.
- LTP 12** - The Council will ensure that a high quality traffic signal maintenance system is in place to ensure the safe operation of junctions and pedestrian crossings.

- 7.33 The Council will undertake the following actions in relation to traffic signals:

- LTA 9** - Continue an annual programme of traffic signal improvements.
- LTA 10** - We will ensure that traffic signal faults are responded to within the set timescales and monitor our performance in meeting these timescales.

7. Maintenance and asset management



Winter maintenance

- 7.34 South Lanarkshire Council has winter maintenance arrangements in place to address its statutory obligation, under Section 34 of the Roads (Scotland) Act 1984. This includes taking steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over those public roads for which it has responsibility as local Roads Authority. By definition those public roads include carriageways, footways, footpaths and pedestrian precincts.
- 7.35 South Lanarkshire Council routinely treats over 1100km, of roads and 120km of footways on a precautionary basis. This approach is designed to ensure that all strategic routes remain open. Approximately 52% of our road network is gritted when frost or snow is forecast, significantly more than the Scottish average of 42%. In an average winter we treat our network 150 times using 37,000 tonnes of salt.
- 7.36 We have been investing in improving our winter maintenance service in recent years including a £330,000 project to substantially increase the size of our indoor salt stores. In 2008 the Council held 8000 tonnes of salt in stock at the onset of winter, however by 2011 we had increased this to 35,000 tonnes. In 2012 we added 14 road gritters at a cost of £1.5m and an additional 100 grit bins have been deployed across communities to encourage self help. At present over 200 road workers operate our fleet of 51 gritters, 45 snowploughs, one snowblower, 27 tractors and six loaders to keep roads and footways safe throughout the winter.
- 7.37 The Council's approach to winter maintenance is reviewed annually and published and implemented through the Winter Maintenance Procedures and Resources document.





7. Maintenance and asset management

Winter maintenance policy and actions

7.38 The Council will pursue the following policies with regards to winter maintenance:

- LTP 13** - Provide a standard of service on its public roads which will permit safe passage of vehicles and pedestrians on main routes appropriate to the prevailing weather conditions.
- LTP 14** - Establish a pattern of working which will minimise delays and diversions due to winter weather as far as is reasonably practical.
- LTP 15** - Respond to cases of serious hardship during extended periods of severe weather.

7.39 The Council will undertake the following actions in relation to winter maintenance:

- LTA 11** - Update annually and implement the Winter Maintenance Procedures and Resources document.
 - LTA 12** - Following receipt of adverse winter conditions forecast treat 52% of the road network on a precautionary basis.
 - LTA 13** - Following receipt of adverse winter conditions forecast treat 4% of the footway network on a precautionary basis.
 - LTA 14** - During extreme weather conditions treat secondary and extreme (road) routes as resources permit.
 - LTA 15** - During extreme weather conditions treat (footway) accessibility routes and the rest as resources permit.
- 

8. Road Safety



8. Road Safety

Introduction

- 8.1 Section 39 of the Road Traffic Act 1988 requires that all local authorities carry out studies into the cause of accidents on roads in their area and to take appropriate measures to prevent accidents. Since its formation, South Lanarkshire Council has been proactive in reducing casualties on the road network however much still requires to be accomplished to further improve road safety. Through the efforts of the Council and by working in partnership with other bodies such as the Strathclyde Partnership for Transport (SPT), NHS, and the police and fire services, we aim to have fewer people injured in road accidents.
- 8.2 Road safety was identified as a priority through the consultation exercises undertaken for this LTS and the forthcoming Local Development Plan (LDP). In both surveys approximately 95% of the respondents were of the view that improving road safety was important.
- 8.3 When the 2010 road safety targets were first set by government in 1998 the average number of people killed or seriously injured (KSI) on South Lanarkshire roads was 266, including 52 children. The child KSI target was achieved in 2003 and the KSI target for all casualties was achieved in 2004. The overall trend for the all KSI and child KSI casualty reduction continues to be encouraging. During 2012 a total of 80 people, including 7 children were killed or seriously injured on South Lanarkshire's roads and these casualty figures were the lowest in history.



Scotland's 2020 targets

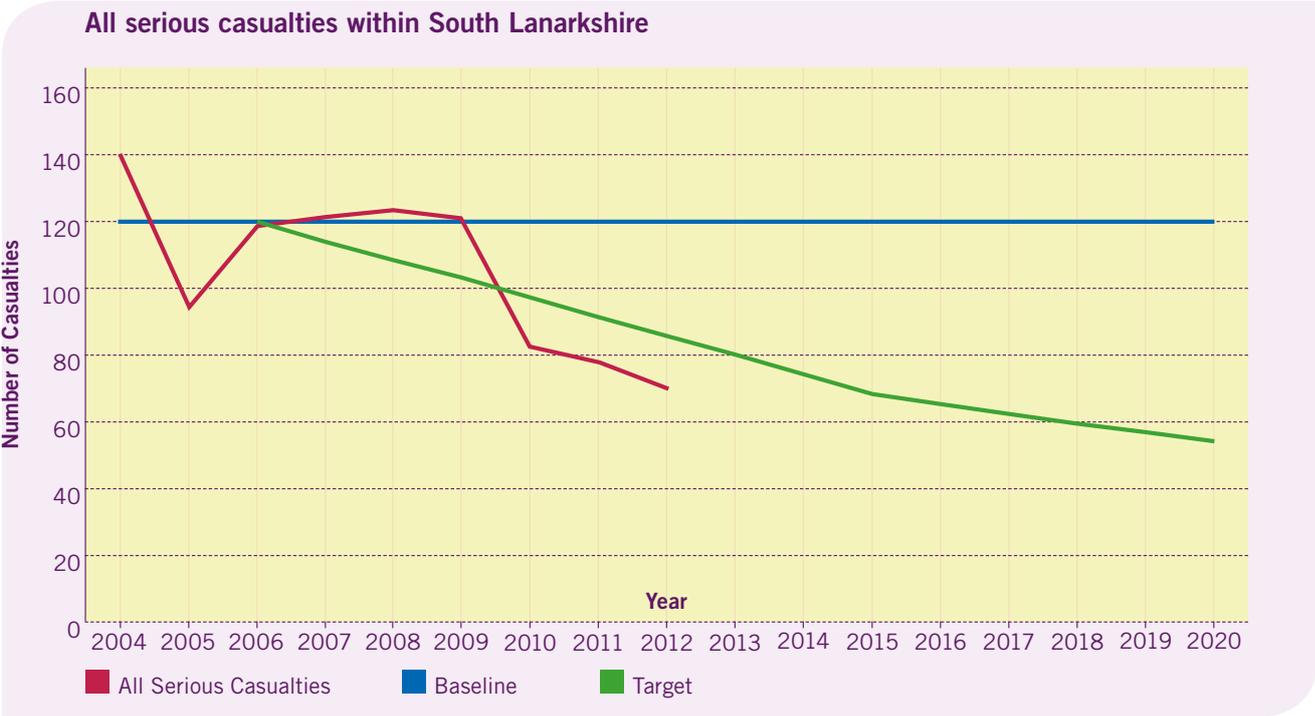
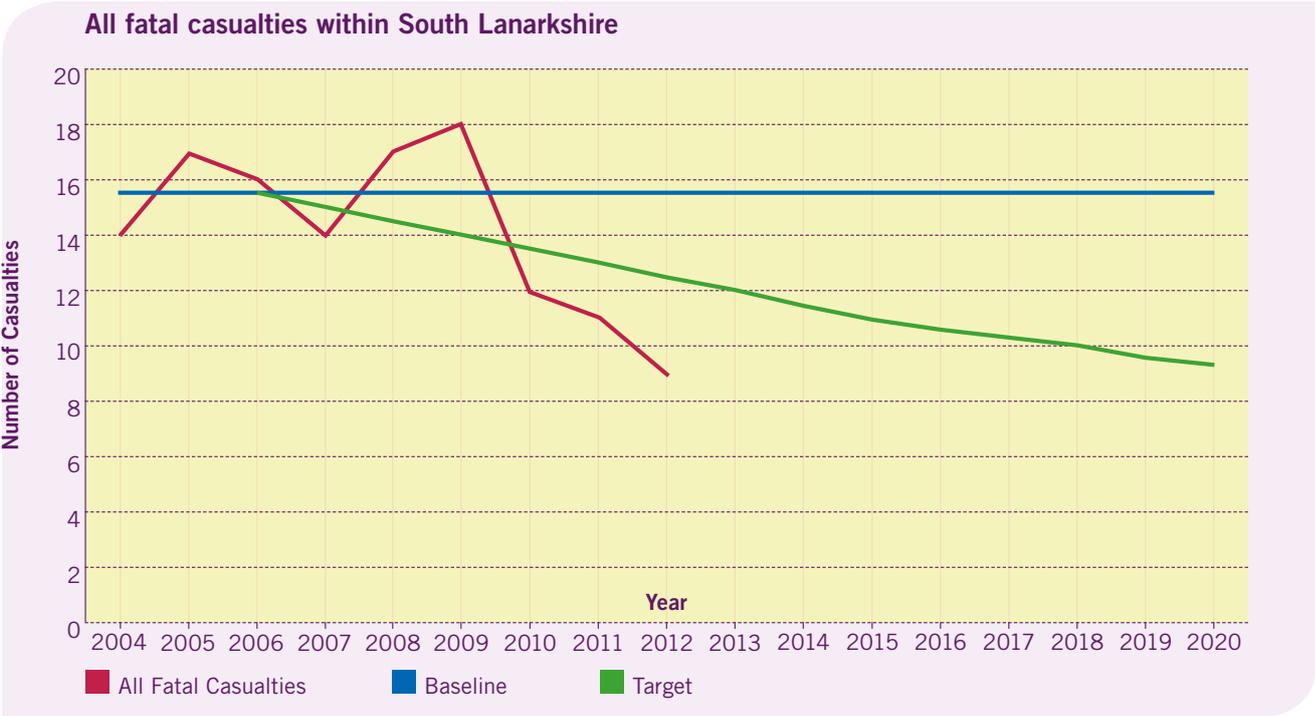
- 8.4 In 2009 the Scottish Government set the following national targets for casualty reductions to be achieved by 2020:
- People killed 40%
 - People seriously injured 55%
 - Children (<16) killed 50%
 - Children seriously injured 65%

8. Road Safety



8.5 These are challenging targets and for the Council and its partners to contribute to the achievement of these will require a major effort by all. The diagrams below detail the progress towards these targets in South Lanarkshire.

(Note: child fatal casualty data has not been shown due to the extremely low numbers at a local authority level. In 2012 no children were killed in road accidents in South Lanarkshire.)



8. Road Safety

Child under 16 serious casualties in South Lanarkshire



Road safety considerations

8.6 To effectively reduce casualties in South Lanarkshire the Council and its partners need to address a wide variety of issues, including vulnerable road users, road user behaviour and the road environment. Some of these are listed below:

- Children,
- Pedestrians,
- Cyclists,
- Motorcyclists,
- Young drivers,
- Elderly people,
- Driving at work,
- Rural roads,
- Speeding,
- Driving under the influence of drink and/or drugs, and
- Driving using a mobile phone.

Reducing road accidents

8.7 For road safety measures to be effective, cooperation is needed across the various disciplines – the four 'Es' of road safety: education, engineering, enforcement and encouragement. At the heart of road safety planning, it is essential that casualty reduction strategies are identified and that actions are developed to implement these strategies.

8.8 The Council is responsible for road safety engineering solutions and much of road safety education. Other partners such as the police and fire and rescue services also contribute to road safety education and the police are responsible for enforcement while all partners have a role to play in encouraging road safety. Details are given on the following pages on the roles the Council plays in promoting road safety.





Road safety engineering

- 8.9 South Lanarkshire Council receives details of all recorded injury accidents that occur on our roads from the police. This information is analysed to identify locations, routes and areas where accidents could be reduced using engineering solutions. This approach is known as accident investigation and prevention (AIP) and different solutions require to be tailored for the type of accident problem that has been identified.
- 8.10 For example, accidents occurring on rural roads are often treated with the implementation of Route Action Plans. Improved road signage and markings are installed along with new road studs, verge maker posts and anti-skid surfacing. Solutions to accidents in urban areas could lead to the introduction of pedestrian crossings or traffic signals. Speeding issues, particularly in residential streets, or near to schools, can be treated with the installation of vehicle activated signs, warning drivers that they are travelling too quickly and where appropriate the speed limit can be reduced to 20mph.
- 8.11 Requests are also regularly received from elected members or the community for road safety improvements and these are assessed through a study of the accident record at the time of the enquiry.
- 8.12 Locations need to satisfy the minimum criterion of 3 injury accidents in 3 years to be regarded as a priority. Should the location not be afforded high priority obvious low cost improvements or issues identified are considered.
- 8.13 This approach can sometimes be met with criticism; however, to put into context, within the latest three year period (2010-2012) there were approximately 110 locations in South Lanarkshire which have 3 or more accidents occurring at single sites or routes that have a higher rate than the national average. The approach outlined above ensures that we prioritise works where they are needed the most.



Road safety education

- 8.14 The Council takes a “whole life” approach to road safety education with initiatives aimed at all ages and types of road users. We believe that good habits are best developed when we are young therefore particular emphasis is given to educating and training children and young people. Programmes we presently deliver to schools in South Lanarkshire include Go Safe, Bikeability, Park Smart, Junior Road Safety Officer, school travel plans and road safety theatre productions. Other education resources such as Streetsense, Your Call and Crash Magnets are also delivered by the Council.
- 8.15 The aim of the Junior Road Safety Officer (JRSD) scheme is to empower children to highlight road safety issues within their school. This can be done through raising awareness amongst other pupils, teachers and the community. The effects of this scheme should help to reduce road accidents at all stages of life as safer habits will have been gained early in life.



8. Road Safety

- 8.16 We also encourage safe driving habits of young drivers through our Pass Plus initiative, in conjunction with the South Lanarkshire Community Safety Partnership. This scheme encourages newly qualified drivers in undertaking further driver training and the costs of the lessons are partly met by the Council and community planning partners.
- 8.17 The police and fire and rescue services also supplement the Council's programme of road safety education. The "Cut it Out" initiative for example educates teenagers on the potentially severe consequences of being in a road accident and complements the aims of the Council's Crash Magnets education programme for secondary school pupils.

Enforcement

- 8.18 This is the responsibility of Police Scotland and the Council fully supports their active enforcement of road safety laws such as drink-driving limits, seatbelt wearing laws and speed limits. We are partners in the Strathclyde Safety Camera Partnership, which has been successful in reducing speed related accidents and those which have involved drivers disobeying traffic signals.

Encouragement

- 8.19 Encouragement is also very important when working towards casualty reduction. Schemes such as advisory 20mph areas, while involving some engineering and education, play a key role in terms of encouraging drivers to travel at an appropriate speed. Vehicle activated speed signs are used at various locations in South Lanarkshire to encourage drivers to travel at an appropriate speed.
- 8.20 The various educative campaigns that are pursued also play an important role in terms of encouragement. Often the messages being promoted in such campaigns are not new knowledge to the driver, but are designed as a reminder to encourage safe driving. Encouragement can prove to be the key to many road safety campaigns, especially those aimed at children.

Road safety and security perceptions

- 8.21 The perception of safety is important for the encouragement of walking and cycling as this can act as a barrier to active travel. The maintenance and improvement of the road network, especially footway and cycle provision, is of importance. Good quality street lighting is also important. It is of great importance that all road users, including vulnerable road users, feel safe to travel regardless of mode.

Road safety policy and actions

- 8.22 The Council will pursue the following policies with regards to road safety:

LTP 16 - The Council will seek to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the 2020 national casualty reduction targets.

LTP 17 - The Council will assess road safety enquiries and target resources and improvements where three or more injury accidents are occurring in the previous three years or on routes that have an injury accident rate greater than the national average.

LTP 18 - Where we are responsible the Council will seek to improve residents' perception of safety when accessing public transport infrastructure (e.g. bus shelters).

LTP 19 - The Council will support and encourage driving at 20mph or below in residential areas and outside schools.

- 8.23 The Council will undertake the following actions in relation to road safety:

LTA 16 - The Council will deliver annual prioritised road safety improvements at identified accident locations / routes / areas.

LTA 17 - Continued promotion of road safety education and training initiatives.

9. Economy



9. Economy

Economy and regeneration

- 9.1 To encourage economic growth and regeneration it is imperative that South Lanarkshire has a high quality transport network. Transport systems that are reliable, fast, convenient, easily accessed and safe will provide local businesses with access to markets and encourage the new development and inward investment that South Lanarkshire needs to thrive.
- 9.2 The Glasgow and Clyde Valley Strategic Development Plan (SDP) and the South Lanarkshire Local Development Plan (LDP) provide the statutory framework for determining where developments should be located in South Lanarkshire. The underlying principle in the selection of locations suitable for development is that they are highly accessible for sustainable development and with high quality walking, cycling and public transport facilities. Both the SDP and LDP identify a number of strategic locations, which will be promoted or safeguarded in the LDP. These locations include Clyde Gateway as a Strategic Development Corridor, Poniel as a Strategic Economic Investment Location, five community Growth Areas, Hamilton International Technology Park, Scottish Enterprise Technology Park and Peel Park North as safeguarded sites.
- 9.3 Clyde Gateway is one of the SDP's three Flagship Initiatives and a core component of the Scottish Government's second National Planning Framework.
- It is Scotland's largest regeneration project, with the potential to create many thousands of jobs; however, for it to be successful it requires to be well connected to a high quality, integrated transport network. Developer led construction of new transport infrastructure is necessary to ensure that Clyde Gateway projects such as the Shawfield National Business District and Rutherglen Low Carbon zone maximise their potential.
- 9.4 There are also a wide range of other industrial estates and business locations in South Lanarkshire which require an effective transport system to be successful. These range from large modern estates such as Langlands in East Kilbride to low amenity local yardspaces such as Allanshaw in Hamilton. All these areas play a vital role in providing local employment opportunities.
- 9.5 In addition across South Lanarkshire there is a strong network of town, village and neighbourhood centres which serve the needs of households by providing essential services including shopping, community facilities, leisure and commercial outlets. A principal role of these centres is to provide a range and choice of retail facilities for the community. The town centres also play an important economic role in South Lanarkshire by providing substantial employment and business opportunities.
- 9.6 The Council in partnership with developers and stakeholders ensures that these areas are accessible by walking and cycling and the public transport network, and where necessary road network infrastructure alterations are made through the development management process.





Housing and new development

- 9.7 The development of housing is a key part of the economy and can be used as an indicator of an area's prosperity and attractiveness. Providing new housing of the right type at the right price can encourage people to locate or stay in the area. It is also a key land use that, if poorly located, designed and delivered, can have an adverse impact on the environment and people's lives.
- 9.8 A range of housing types, at different prices, tenures and locations are needed to cater for the increasing number and variety of households, maintain the viability of communities, and support the operation of local labour markets and the wider economy. This is particularly relevant when providing housing for first time buyers and encouraging young families to settle and remain in a specific location.
- 9.9 The South Lanarkshire Local Plan identified a range of sites dispersed throughout South Lanarkshire aimed at increasing the choice and availability of housing. This included the identification of more strategic sites such as community growth areas, development framework sites and residential masterplan sites. Progress on some of these has been slower than expected due to the economic downturn; however, these sites will continue to play a major role in regenerating communities and meeting the South Lanarkshire's housing requirements.
- 9.10 The Council promotes transport and land use planning principles which encourage and support development in highly accessible locations and seek the provision for walking, cycling and public transport. National and local guidance sets out the requirements for major developments to undertake Transport Assessments.
- 9.11 Transport Assessments consider developments accessibility by all modes of transport focusing on public transport, walking and cycling as well as the road network. Where infrastructure alterations are proposed these will be supported by Road Safety Audits to ensure that they do not present a safety hazard. In addition, travel plans to encourage modal shift from the use of the private car to more sustainable modes, will also be included in the assessment.
- 9.12 The Council will seek to secure developer contributions for transport infrastructure, linked to the scale of developments and in proportion with the projected impact of developments on the transport network as indicated by relevant Transport Assessments.
- 9.13 The Council recognises the key role that residential streets have in making communities cohesive, safe and attractive places to live. The Scottish Government has introduced Designing Streets, a policy document which emphasises prioritising places and people over the movement of vehicles. Designing Streets supports development in places accessible by walking, cycling and public transport, locating development in areas well served by public transport, and improving active transport networks such as paths and cycle routes. The Council supports the aims and objectives of Designing Streets and all new residential developments should consider these principles.



9. Economy

Housing and new development policy and actions

9.14 The Council will pursue the following policies with regards to housing and new development proposals:

- LTP 20** - The Council will require that major new developments are accessible by walking, cycling and public transport.
- LTP 21** - The Council will require that the transport implications of major developments be set out in a Transport Assessment and for minor developments within a Transport Statement.
- LTP 22** - The Council will require the preparation, implementation and monitoring of Travel Plans for major developments as part of planning / legal agreements.
- LTP 23** - The Council will require either the direct provision of transport infrastructure by developers and landowners, or contributions towards the cost in whole or in part of transportation works to be provided by others including the Council itself.
- LTP 24** - The Council will require that all new developments consider the principles of Designing Streets.

9.15 The Council will undertake the following actions in relation to transport and new development proposals:

- LTA 18** - The Council will require that all Transport Assessments are submitted for auditing and approval, to ensure that all requirements have been satisfied in relation to national and Council guidance and policies.
- LTA 19** - The Council will monitor the implementation of Travel Plans for developments and will carry out enforcement through the planning process.

Parking and demand management

9.16 Car parking within town centres is balanced between the supply of parking facilities and managing demand for that parking to ensure that accessibility is maintained for all road users to facilitate a healthy economy.

9.17 In 2005 parking was decriminalised in South Lanarkshire therefore the Council is responsible for undertaking enforcement. Parking management of the road network allows the Council to keep streets clear of illegally parked vehicles to ensure that traffic can flow more freely, buses can use the bays provided, deliveries can be made on time and free of charge short stay parking spaces are not abused.

9.18 Controlling road space can also give priority to certain classes of vehicle or pedestrians at all times or at certain times of the day. Pedestrian priority schemes are currently operating in Carluke and Hamilton. Bus lanes are also useful in giving public transport priority and are in operation in Rutherglen during peak times. Cycle lanes either for exclusive use of bikes or shared use have been used to reallocate road-space on many roads throughout South Lanarkshire.

Parking and demand management policy and actions

9.19 The Council will pursue the following policies with regards to parking and demand management:

- LTP 25** - There will be an ongoing assessment of all waiting and loading times to ensure that they are appropriate and support the economic wellbeing of the area.
- LTP 26** - The Council will use its powers to control on street parking to balance parking supply and demand, to ensure the unimpeded flow of traffic, to support economic vitality and to improve road safety.



9.20 The Council will undertake the following actions in relation to parking and demand management:

- LTA 20** - The Council will review Traffic Regulation Orders (TROs) in areas where parking causes safety and/or congestion issues.
- LTA 21** - The Council will ensure that all TROs are accessible to the public through the Council's internet site.

Traffic growth

9.21 The Road Traffic Reduction Act 1997 requires councils to monitor traffic growth, assess current traffic levels, forecast future trends in traffic growth and set targets to reduce growth in the future.



9.22 In compliance with the Act South Lanarkshire Council annually monitors traffic growth in the Council area and compares these results with those predicted by the Department for Transport's (DfT's) National Traffic Growth Forecasts (NTF). The Council has in place a network of traffic counters to measure traffic volumes and as of 2012 there were 72 locations providing year long data.

9.23 To set a baseline for the LTS, traffic growth trends were calculated at each of the sites up to and including 2005 and these were compared to the NTF. When the sites were compared with the NTF approximately 54% of locations were reducing in traffic or increasing at a rate less than the predicted forecast. Results have improved consistently since the baseline was established with a 57% reduction in 2009, 61% in 2010 and 79% in 2011.

9.24 The traffic monitoring for 2012 has found that 86% of locations were reducing in traffic or increasing at a rate less than the predicted forecast. This is a 34% change on the 2005 baseline and a 7% change on the 2011 results. This should, however, be considered in the context of the current challenging economic climate. To facilitate economic recovery in South Lanarkshire it may be necessary for traffic levels to moderately increase at strategic locations.

9.25 In 2012 traffic volumes fell in real terms at 46% of our monitoring sites and grew at 36% of them.

9.26 Many of the traffic survey sites provide information on the composition of the traffic. Classification of traffic at the monitoring sites for 2012 is given below:

- Motorcycle 0.7%,
- Car or light van 88.3%,
- Car + trailer 0.9%,
- Rigid heavy vehicle, van or minibus 7.2%,
- Articulated vehicle 1.3%,
and
- Bus 1.5%.



9. Economy

9.27 The Council embraces the desire to alleviate the adverse impacts of traffic and traffic growth, including the harmful effects on the environment, which is the underlying principle of the Road Traffic Reduction Act 1997. However, there are a number of factors that make it unrealistic for South Lanarkshire Council to continue to expect a reduction in the level of traffic using its roads. These include:

- The need to assist with economic recovery,
- The reducing cost of motoring in real terms,
- The increasing cost of public transport,
- The deregulation of bus services (taking them outwith the Council's control),
- Rail legislation is also outwith the control of the Council,
- Availability of funding for transport improvements,
- Pressures for out of town development,
- The decline of traditional urban shopping and employment centres leading to people travelling further for the same services,
- Increased disparity between those who cannot afford to own a car and the wealthy who increasingly depend on private car use and own multiple cars,
- No local control over fuel duty or road tax.

9.28 Whilst these factors make it difficult for the Council to reduce traffic levels in the long term, there are other measures available to the Council and its partners that cumulatively could slow down the rate of traffic growth. These measures are:

- Travel plans for all major generators of traffic,
- School travel plans,
- Travel awareness and safety campaigns,
- Traveline, Transport Direct and other coordinated marketing initiatives,
- Improvements to the walking and cycling infrastructure, and
- Introducing significant park and ride projects. These could be at rail stations or on the edges of our towns at which point travellers would transfer onto buses to complete their journey.

Traffic growth policy and actions

9.29 The Council will pursue the following policies with regards to traffic growth:

LTP 27 - The Council will seek to achieve a reduction in the rate of traffic growth on its road network.

LTP 28 - The Council will ensure that developers introduce measures to mitigate the traffic impacts of new developments on the new road network.

9.30 The Council will undertake the following actions in relation to traffic growth:

LTA 22 - The Council will operate a long term traffic monitoring programme and produce an annual traffic monitoring report.

New road infrastructure

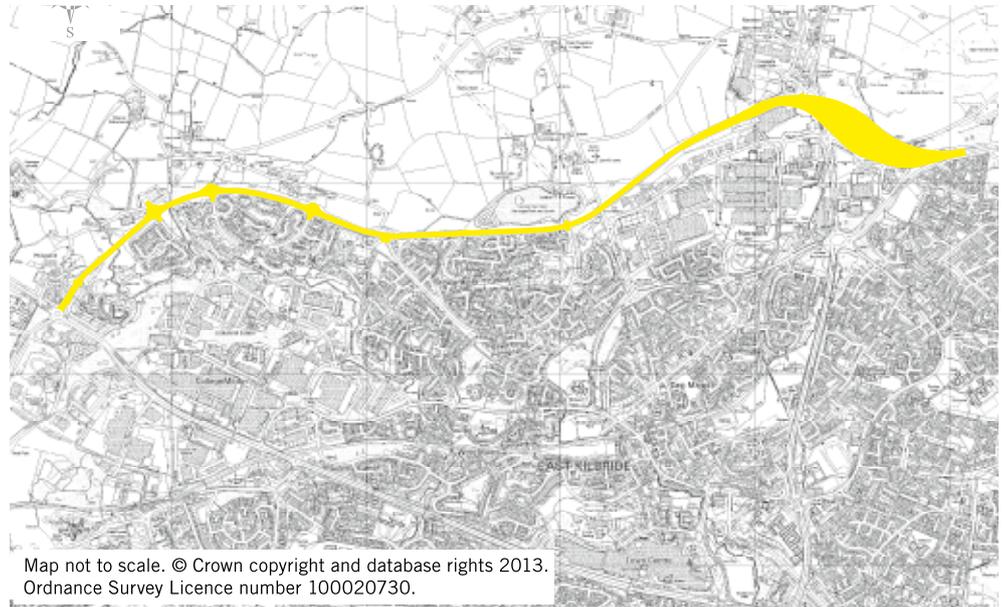
9.31 For an integrated transport strategy and to support sustainable economic growth, some investment is required in new road infrastructure. This is in order to provide an efficient road network that provides key strategic linkages and minimises delay and congestion. Roads are not only vital for private car travel, but also for fast and efficient bus services and many essential freight journeys, in particular local freight journeys which could not be undertaken by rail. Pinch points on the network require to be minimised and road facilities require to be provided for public transport services to function efficiently. Road schemes which achieve these goals are required for a sustainable strategy, because they not only have clear economic benefits, but also benefits for the environment, for social inclusion and for safety.

9.32 A number of schemes were identified in the previous LTS as being beneficial to the transport system in South Lanarkshire and some of these have since been constructed. The M74 has been completed between Glasgow and Carmyle, roundabout improvements were carried out to the Almada Street / Muir Street junction, the Peacock Cross link road was constructed in 2011 and in 2013 the first phase of the Downiebrae Road was completed. The remaining projects will also provide major benefits to the transport system and details of these are given opposite:



Stewartfield Way enhancement

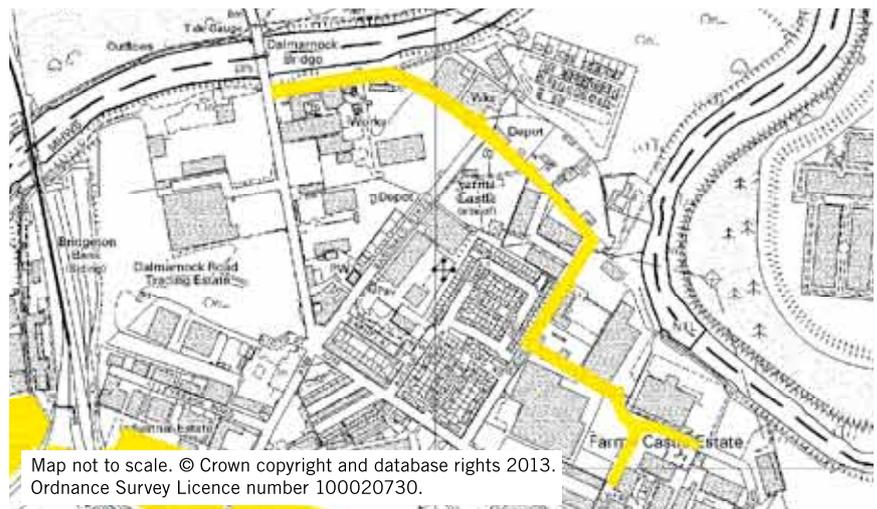
9.33 The A725 trunk road passes through the town of East Kilbride and provides strategic connections to the M8, M74 and the M77 / Glasgow Southern Orbital. The A725 however, does not take a direct route between Whirlies Roundabout to east of East Kilbride and the Glasgow Southern Orbital. The direct route for drivers is via Stewartfield Way, the town's northern distributor road. However, this route is a single two-way road with numerous junctions. Conversely the less desirable trunk road is a dual carriageway but cuts through the heart of the town.



9.34 Traffic surveys have been carried out and these have found that Stewartfield Way is operating close to capacity and if no action is taken there could be problems with congestion in the town in the future. One of the key issues is also how the road network will cope with the anticipated rise in through traffic in years to come particularly with M8/M73/M74 improvements project, which encompasses major improvements to Raith Interchange and it is expected to increase the flow of traffic through East Kilbride and along the A725 corridor. The ongoing improvements to East Kilbride Town Centre is also a major consideration in ensuring the future development of the local roads infrastructure meets the needs of both local and through traffic.

9.35 The upgrading of Stewartfield Way was a scheme that is supported as a proposal in the existing Local Plan. The land required for the proposal is currently protected in the Glasgow and Clyde Valley Strategic Development Plan and it is proposed that it will also continue to be protected in the forthcoming Local Development Plan.

Downiebrae Road upgrade



9.36 The towns of Cambuslang and Rutherglen are being transformed by the recently opened M74 Completion and the ongoing Clyde Gateway Project which are designed to take the maximum advantage of the new road and regenerate the area.



9. Economy

9.37 Clyde Gateway proposals are being implemented on a long term phased basis and these are maximising the potential of Shawfield and Rutherglen's industrial areas as prime locations for industry and business. Current examples of large scale development include the construction of a National Business district at Shawfield and the implementation of Rutherglen Low Carbon Zone. In addition, the quality of the Cambuslang Industrial Estate will be enhanced by the M74 junction and it is likely that further development will take place.

9.38 Farme Cross junction is very close to capacity and will struggle to cope with any other further growth in traffic. Downiebrae Road has been identified as a route that can alleviate capacity problems by removing vehicles from Farme Cross and thereby reduce congestion and delays in the area. The advantages of upgrading Downiebrae road are given below:

- Downiebrae Road would be the main route between the M74 Cambuslang Road junction and Dalmarnock Road, thereby reducing the pressure on Farme Cross.
- An upgraded Downiebrae Road would provide improved pedestrian and vehicular links between residents and the proposed urban park at Cunningar Loop, and
- Improved access to existing industrial areas.

9.39 Design work is continuing for Downiebrae Road and the early phases of the project have now been constructed.

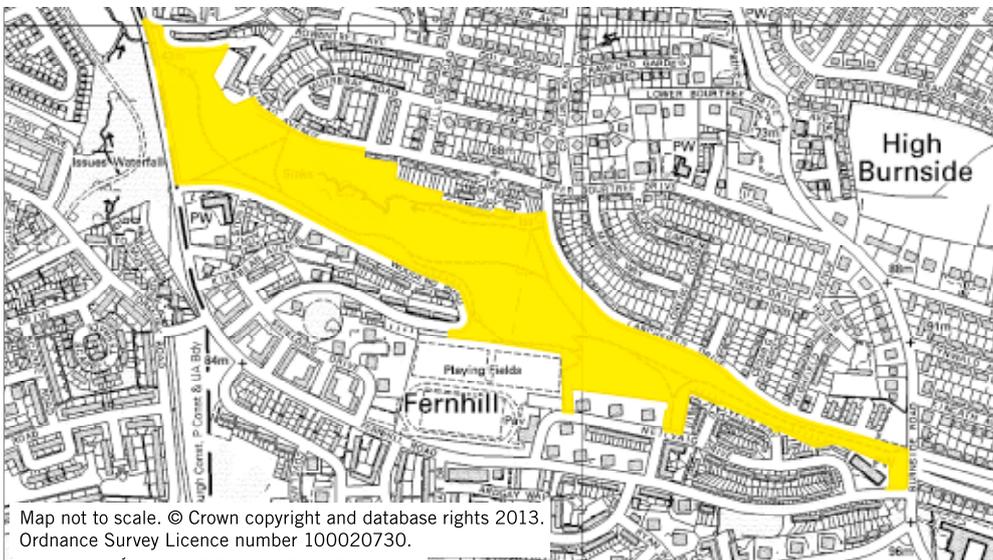
9.40 Following the opening of the M74, the redevelopment of Oatlands and construction of the East End Regeneration Route, there are traffic pressures in the Cathkin area due to drivers travelling towards the motorway junctions at Cambuslang Road and Polmadie. Additionally, evidence suggests that some traffic from the northern part of East Kilbride is using the A749 to access the M74 at Cambuslang Road rather than negotiate the M74 / A725 junction at Raith Interchange. This will continue to add pressure to the East Kilbride Road and Blairbeth Corridors, at least until Raith Interchange is reconstructed.

9.41 The objectives of the Cathkin relief road are to:

- provide a strategic link between East Kilbride via the A749 Mill Street / Glasgow Road Corridor, to the proposed East End Regeneration Route,
- assist in relieving pressure at Rutherglen Cross and on the A749 East Kilbride Road, and
- maximise the opportunities that will arise from the implementation of a new route to allow the reallocation of road space to public transport in the Blairbeth and Cathkin Corridors and extend the proposed A749 Glasgow Road bus lanes along Mill Street to the Cathkin Relief Road.

9.42 The line of the proposal is currently protected in the Glasgow and Clyde Valley Strategic Development Plan and it is proposed that it will also continue to be protected in the forthcoming Local Development Plan.

Cathkin relief road



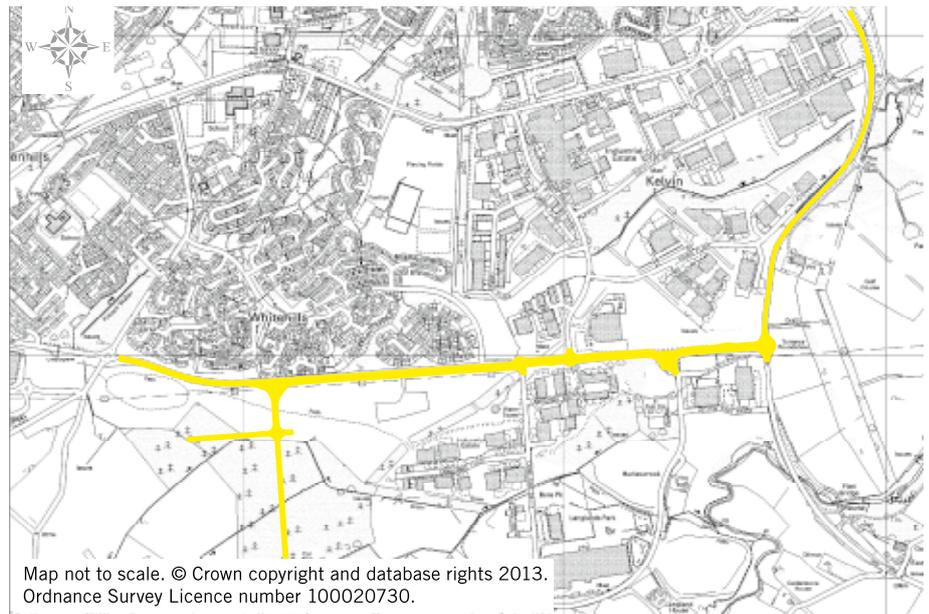


Lanark gyratory



9.43 The growth in the historic market town of Lanark has resulted in traffic problems within the town centre and on the main through routes. Congestion is often experienced by drivers in the centre of town and this has resulted in the area suffering from poor air quality, which can have detrimental effects on the health of the people of Lanark. The traffic congestion may also be adversely affecting the economic vitality of the town. The construction of a gyratory system at the east end of High Street would help alleviate the traffic congestion in the town centre, improve air quality and assist in improving the economic conditions in the town.

A726 and Greenhills Road, East Kilbride - widening



9.45 East Kilbride has an industrial location of national importance at Langlands West, and strategic industrial locations at Langlands, Peel Park and The Scottish Enterprise Technology Park. There is a strong tradition of manufacturing, engineering and electronics activity supported by a highly skilled work force. Therefore, it is important for the economy of South Lanarkshire to maintain the attractiveness of East Kilbride to local firms and inward investors.

9.44 The land required for the proposal is currently protected in the Glasgow and Clyde Valley Strategic Development Plan and it is proposed that it will also continue to be protected in the forthcoming Local Development Plan.



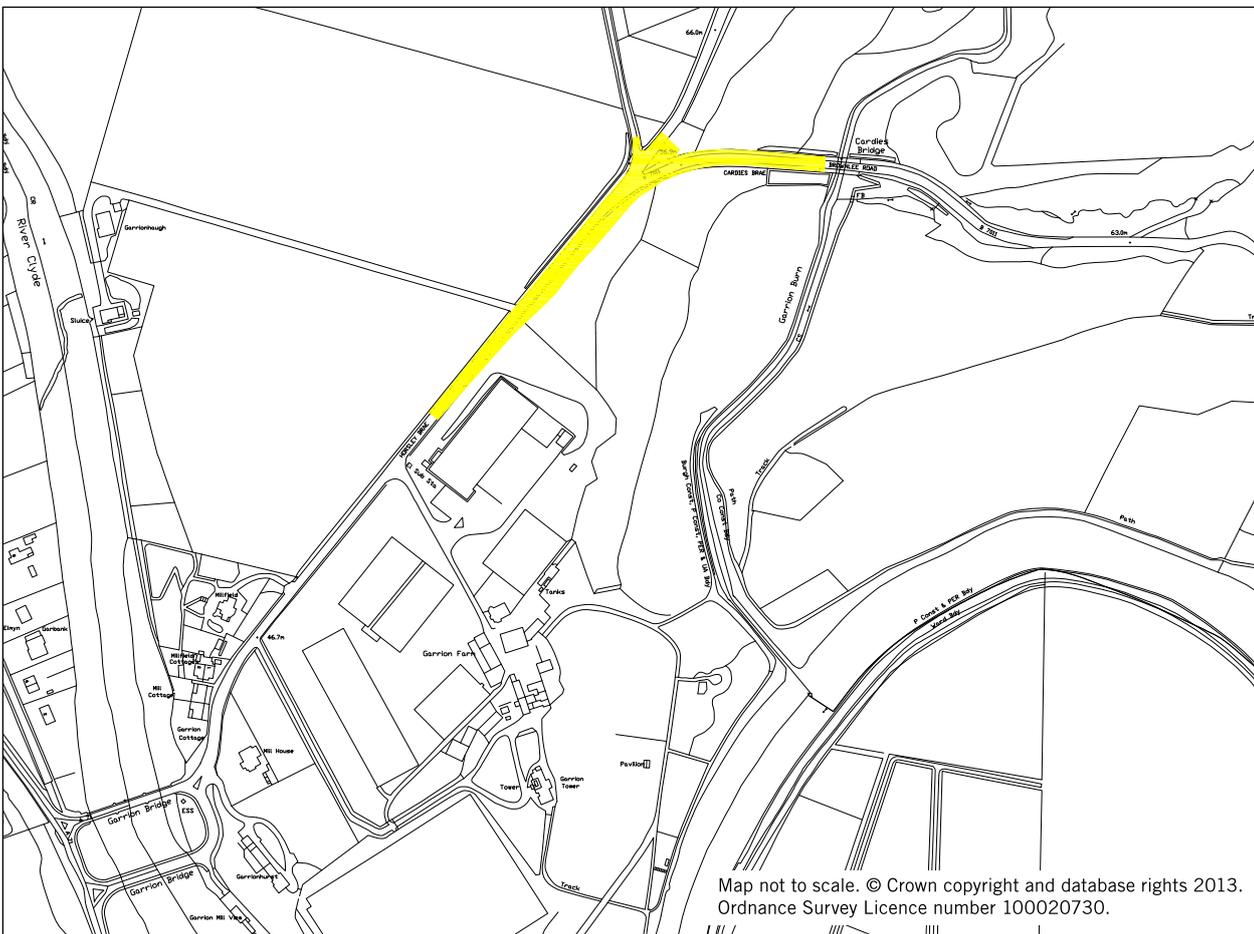
9. Economy

9.46 Good transport connections are a key component in sustaining the range and quality of industrial land and premises available. To ensure that there is a high standard peripheral route serving the industrial areas of Langlands, Langlands West and Kelvin it is proposed to widen the A726 from Calderglen Country Park to the Torrance Roundabout and Greenhills Road from the Torrance Roundabout to Auldhouse Road to dual carriageway standard. The land required for this proposal is proposed to be protected in the forthcoming Local Development Plan.

Insufficient transport connections can damage the competitiveness of business and freight. To improve freight connections, North and South Lanarkshire Councils are working in partnership to improve connectivity for freight by seeking improvements to the A71 Horsley Brae / Brownlee Road junction. The construction of the project will reduce congestion and provide consistent and quicker journey times during peak periods. Journey times for public transport will also be improved.

9.48 The scheme consists of providing a right turn storage lane on the northbound A71 at its junction with Brownlee Road.

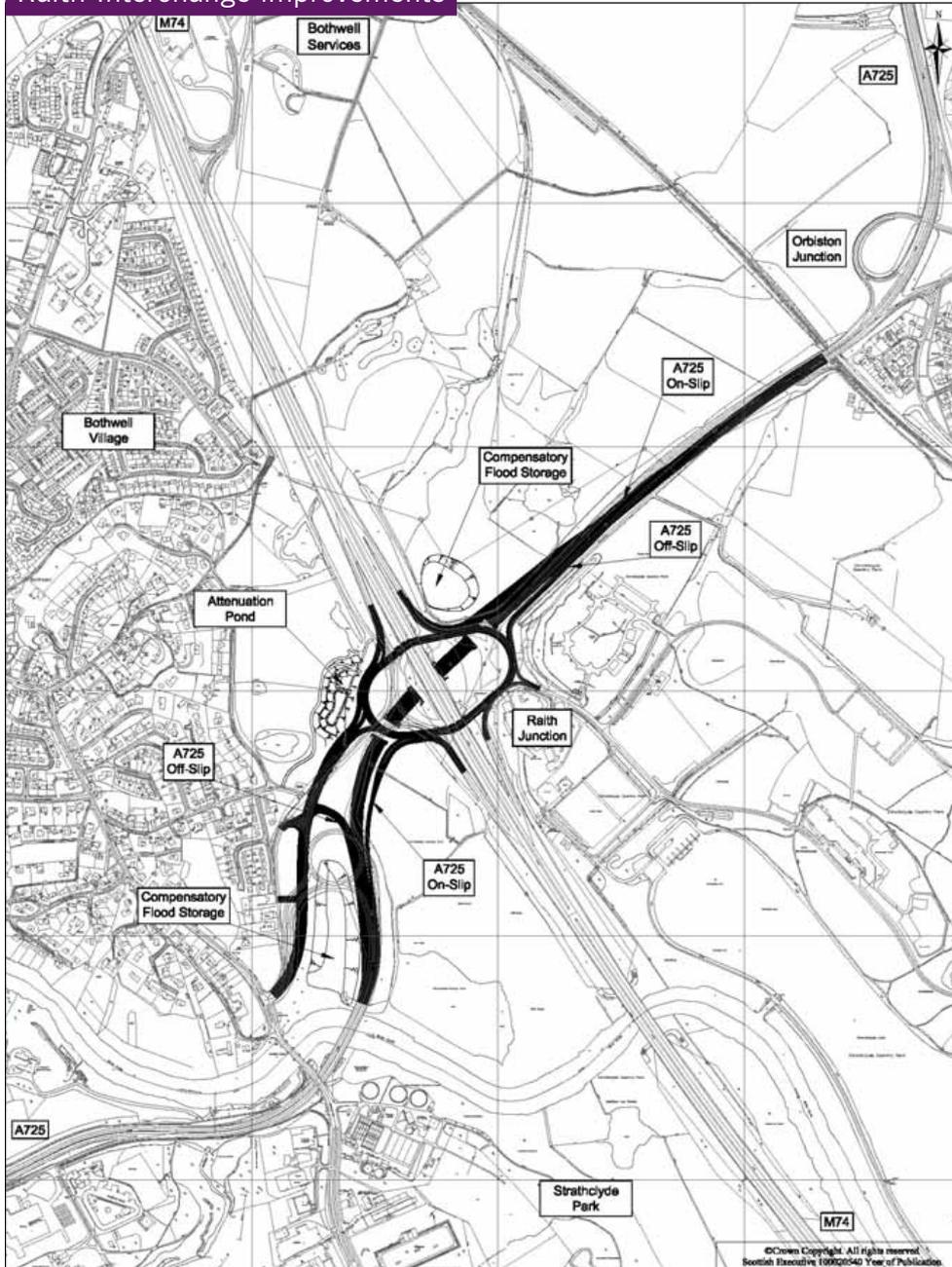
A71 / B7011 Junction Improvements



9.47 The A71 Horsley Brae / B7011 Brownlee Road junction presently experiences congestion, at times extending through the Garrison Bridge and Corsilloch Roundabouts, during both the AM and PM peak periods. Although the junction is located in North Lanarkshire, the South Lanarkshire road network suffers congestion because of it.

M8 / M73 / M74 improvements - Raith Interchange (Transport Scotland)

Raith Interchange improvements



9.49 Raith Interchange is one of the main constraints on the national west – east road network. A number of enhancements have been implemented to increase its operating capacity such as traffic signals, widening and spiral road markings. However, the junction and the adjacent junction, Whistleberry Toll, remain very sensitive to changes in network flow.

9.50 Transport Scotland proposes to construct an underpass below the existing roundabout which will provide a direct link between the East Kilbride Expressway and the Bellshill Bypass. This project will be carried out as part of the M8 / M73 / M74 Improvements scheme and is scheduled for completion by 2017.

9. Economy

Stonehouse bypass

9.51 To date only phase 1 of the Stonehouse bypass has been constructed. The original plan was to construct a northern bypass of the whole village to benefit road safety, the village environment and to reduce journey times for freight and commercial vehicles between Ayrshire and the M74. An exercise was undertaken to assess whether there was a need to continue reserving land for a bypass of the town centre and this has concluded that the missing section's traffic flow would be just over 4000 vehicles per day.

9.52 The assessment highlighted that the completion of the Stonehouse bypass in its proposed form did not provide a significantly high benefit for users when compared to capital costs. It was concluded that, although the proposed bypass did not offer value for money, future development in this area could lead to the need for some form of access or link road. As a result the land for this scheme is proposed to continue to be protected in the forthcoming Local Development Plan. The provision of this scheme would be developer led and as such the Council would not be promoting the scheme independently, however support would be provided through the development control process.

New roads policy and actions

9.53 The Council will pursue the following policies with regards to new roads proposals:

LTP 29 - The Council will support new roads infrastructure where it is proven that it will ease congestion on the existing road network and / or provide opportunities for the improvement to the local economy or the provision of an improved sustainable transport network.

LTP 30 - The Council will investigate, determine solutions and look to secure funding for the following locations that are, or are expected to, experience transport related problems:

- Stewartfield Way,
- Lanark Town Centre,
- A726 and Greenhills Road, East Kilbride,
- Cathkin area,
- Downiebrae Road / Farne Cross,
- A71 / B7011 Junction.

9.54 The Council will undertake the following actions in relation to new roads:

LTA 23 - Subject to availability of funding and support from partner organisations, the Council will develop the following road schemes and prepare preliminary designs and programmes for implementation:

- Stewartfield Way enhancement,
- Cathkin relief road,
- Lanark gyratory,
- Downiebrae Road upgrade,
- A726 and Greenhills Road, East Kilbride widening,
- A71 / B7011 Junction improvements.

LTA 24 - The Council will support the development and implementation of the following Transport Scotland and developer's road schemes:-

- M8/M73/M74 improvements
- Raith Interchange (Transport Scotland),
- Stonehouse Link / relief road (Development led).



Freight transport

- 9.55 Safe and sustainable transportation of freight and goods is essential for the economic wellbeing of South Lanarkshire. Most goods are transported by road and this has a substantial impact on the structural integrity of roads and bridges and can shorten the lifespan of a road. This leads to increased maintenance costs, with roads requiring to be replaced at more frequent intervals. Freight traffic can also have a detrimental effect on town centres if it is unregulated. Deliveries during peak periods can cause congestion and make town centres less attractive to customers.
- 9.56 Agreements between the Council and operators, to cover extraordinary expenses in repairing roads, have been entered into with regard to mineral extractions in the Douglas Valley area, where coal was transported to the rail connection at Ravenstruther. Elsewhere conveyer belts have been used as an intermediate mode of transport to link up with the motorway network. Similar agreements have been entered into for the construction of wind farms.
- 9.57 In town centres the efficient movement and delivery of goods may require the implementation of waiting and loading restrictions or alterations to the circulation system but, in all cases, the Council will try to accommodate goods deliveries throughout the day.
- 9.58 In Hamilton, where the emphasis is on pedestrian priority in the shopping centre, access to Cadzow Street (east) and Quarry Street is restricted to buses, taxis and permit holders. This has been successful as it discourages non-essential traffic from these streets and is complemented by a streetscape design which encourages lower speeds.



9. Economy

Freight policy and actions

9.59 The Council will pursue the following policies with regards to freight transport:

- LTP 31** - The Council will encourage developers to consider rail as an alternative to road for moving freight. Where road transportation is the only viable option, we will encourage best practice to be pursued.
- LTP 32** - Where there is a risk of the road network being excessively damaged as a result of operations or a development such as mineral extraction, windfarm construction, infill etc. the Council will require the applicant, prior to consent being granted, to enter into a legal agreement with the Council to regulate those matters that cannot be regulated by the imposition of planning conditions. Legal agreements may cover the annual cost of maintaining the road surface, the routing of haulage vehicles or any other matter arising from the establishment or operation of the development.
- LTP 33** - Where works have taken place on a development and the road has been excessively damaged and no agreement is in place, the Council will reserve the right to either enter into a retrospective agreement with the operator, to cover the cost of repair and ongoing maintenance of the road surface throughout the life of the development, or take legal steps to recover such costs.
- LTP 34** - In town centres, if it becomes necessary to improve and/or regulate service access to shops and businesses the Council will consult on the restrictions that are being proposed. Thereafter, the legal process will be initiated by the Council in consultation with freight delivery companies.

9.60 The Council will undertake the following actions in relation to freight transport:

- LTA 25** - The Council will monitor the number of heavy goods movements, through the long term traffic monitoring programme and produce a report every three years.



10. Sustainable travel



10. Sustainable travel

10.1 South Lanarkshire Council recognises the many benefits to be gained by travelling more sustainably. By altering travel choices we can improve health and fitness whilst reducing the effects on the environment. There are also a number of statutory reasons why the Council needs to act in a sustainable way including the Climate Change (Scotland) Act 2009.

10.2 This Act commits Scotland to reducing greenhouse gas emissions by 80% by the year 2050. Of more immediate interest is that the Act also sets an interim target of a 42% reduction in emissions by 2020. The Committee on Climate Change, an independent statutory body who advise the UK and Scottish governments on tackling climate change, has stated that around 23% of all the emissions produced in the UK are from surface transport. From this the vast majority of these emissions comes from road transport and cars alone account for 60% of this. The current level of emissions from the transport sector is above the total level of emissions that can be emitted under the 2050 target. The Act places statutory duties on all Scottish public bodies and these are:

- Act in the way best calculated to contribute to the delivery of emission reduction targets,
- Act in the best way calculated to deliver any statutory adaptation programme, and
- Act in a way that it considers most sustainable.

10.3 There are other legal requirements that the Council needs to adhere to when developing transport policy. The Environmental Assessment (Scotland) Act 2005 introduced a requirement for all new Council plans, policies, strategies and programmes to undergo Strategic Environmental Assessment.

10.4 As can be seen from the previous paragraphs, it is not only best practice to promote sustainable travel, it is a legal requirement. If there is a requirement to travel, the most sustainable way of doing this is by either walking or cycling and the benefits of these are discussed next.

Walking and cycling

10.5 Walking and cycling are the most sustainable forms of transport; they support a healthy lifestyle and are free of charge. All manner of journeys can be undertaken on foot or by bike including travelling to work, accessing services and walking and cycling for leisure; however, presently many of these are carried out using other forms of transport. In 2009/10 only 7.6% of South Lanarkshire adults walked to work or education and even fewer, 0.9%, cycled. This compares to the 68.7% who drive to their place of employment. For a proportion of residents the commute to work is short or moderate in length and could be changed to walking or cycling. Substantial benefits to health, the environment and congestion levels could be gained for all if this change occurred even if only for one or two days of the working week.

10.6 Good quality facilities are essential if walking and cycling levels are to increase. South Lanarkshire Council maintains an extensive path and footway network and through its Roads Investment Plan and external investment will provide new high quality routes. The Council has recently published its Core Path Plan, which identifies routes, paths and watercourses that can be used by walkers, cyclists, horse riders and canoeists. This network details 759km of paths that have been specifically highlighted for walking and cycling.



10. Sustainable travel

- 10.7 In 2010 the Scottish Government launched their Cycling Action Plan for Scotland (CAPS), which they updated in 2013. The overall objective of CAPS is to increase cycling level tenfold, whereby 10% of everyday journeys will be made by bike. However, this target will be extremely challenging to achieve unless it is adequately resourced by government.
- 10.8 During the lifetime of the previous LTS we introduced a new National Cycle Network, NCN 756, between East Kilbride and Glasgow, via Rutherglen. We also, with the support of partners including Sustrans and Strathclyde Partnership for Transport, installed new sections of NCN 74 that provides a route between Uddingston, and Larkhall via Hamilton, Blantyre and Bothwell. Other routes constructed include East Kilbride to Uddingston, phases 1, 2 and 3 of Lanark to Biggar, and phases 1 and 2 of Hamilton to East Kilbride and Rutherglen.



- 10.9 We plan to further extend our walking and cycling network during the lifetime of this LTS, to increase access to attractive safe and convenient cycling infrastructure throughout South Lanarkshire.
- 10.10 It is important to instil good active travel habits in children at an early age as these may stay with them throughout their lives. By encouraging children to walk and cycle today, we will maximise the number of adults who travel actively in the future, with all the associated benefits that go with it.
- 10.11 South Lanarkshire Council has dedicated officers who assist schools in producing travel plans. These plans detail how schools encourage more pupils to travel to and from school actively and sustainably. Measures include the installation of cycle racks, walking buses, cycle trains, Park and Stride, Walk to School Week, the Bikeability cycle training scheme, 20mph zones outside schools and enforceable parking restrictions. In 2013, of the 151 schools in South Lanarkshire 56 had implemented school travel plans and a further 62 had plans in development.

Walking and cycling policy and actions

- 10.12 The Council will pursue the following policies with regards to walking and cycling:

- LTP 35** - The Council will aim to increase the proportion of journeys that are made by foot in South Lanarkshire.
- LTP 36** - The Council will contribute towards the achievement of the national cycling target of 10% of all trips being made by bike by the year 2020.
- LTP 37** - The Council will support and encourage children to travel actively with the aim of increasing the proportion of journeys that are made to school on foot or by bike.

10. Sustainable travel

in relation to walking and cycling:

- LTA 26** - The Council will seek to extend our cycling network including further development of the National Cycle Network and development of the local South Lanarkshire network.
- LTA 27** - Specific routes will be identified and prioritised for implementation. Early projects will include completing the National Cycle Network in South Lanarkshire and routes connecting Hamilton, East Kilbride and Rutherglen.
- LTA 28** - The Council will seek to increase the number of schools that develop travel plans.



Inclusive mobility

10.14 The Equality Act 2010 makes it unlawful to direct or indirectly discriminate against various groups including those who have a disability. Since 1996 it has been unlawful for service providers to treat those with a disability less favourably than other people for a reason related to their disability.

10.15 The term “disability” is a broad one which includes people with physical, sensory or mental impairment. It is estimated that approximately 20% of the population in Scotland have some degree of impairment. Many, though not all, face barriers to movements in the environment and the road network. These barriers can be removed or at least reduced through intervention by the Council and examples of this are given below.

Footways, footpaths and pedestrian areas

10.16 Footway and footpath widths are designed and constructed to a minimum width of 2m wide which allows two wheelchairs to pass one another comfortably. Street furniture can cause problems for both wheelchair users and for people who are visually impaired. The position of posts, poles, bollards, bus shelters etc are carefully positioned to leave at least the minimum widths. Minimising the number of items of street furniture is also considered.

10.17 Uneven surfaces, gaps between paving slabs, covers and gratings can cause problems for people using sticks and crutches, visually impaired pedestrians and wheelchair users. The distance between paving slabs and openings and the materials used are chosen to ensure surfaces are firm, flush and slip/trip resistant. Roads are inspected and safety defects of this nature are noted and repaired.

Pedestrian crossings

10.18 The Council routinely installs a number of features at pedestrian crossings to ensure that they are safe and convenient for all to use, including those with disabilities. These include “on crossing detectors” which can extend crossing times to give disabled people additional time to complete their crossing. Other features such as tactile paving, tactile cones, audible signals, and dropped kerbs are provided to assist pedestrians in using the crossing safely.

10. Sustainable travel



Bus stops

- 10.19 In residential areas bus stops are located in general to ensure nobody should have to walk greater than 400 metres from their home. Many bus stops have raised bus boarding points to assist passengers boarding or leaving the vehicle and enable wheelchair users to board directly without the use of a ramp.
- 10.20 Bus shelters are provided where there is space to do so and the number of passengers indicates that there is a sufficient demand. The shelters are also designed to cater for wheelchair users. Where footway widths permit and the path of approaching buses allow, raised bus boarding areas can be provided.

Inclusive mobility policy and actions

- 10.21 The Council will pursue the following policy with regards to inclusive mobility:

LTP 38 - We will recognise and support the needs of people with disabilities when designing new transport schemes or replacing existing infrastructure.

- 10.22 The Council will undertake the following action in relation to inclusive mobility:

LTA 29 - We will install transport facilities that are safe and convenient to use for all road users, including those with disabilities.



Public transport

- 10.23 Public transport has a vital role to play if we are to encourage more people to travel sustainably. Travelling by bus or train will reduce greenhouse gas emissions and reduce congestion and traffic growth and these are dealt with in more detail below:

Bus

- 10.24 Buses carry the largest number of public transport passengers in South Lanarkshire and have the greatest capacity to deal with increases in passenger numbers; therefore, they are the most important elements of our public transport system. They are vitally important for people, especially those with no access to a car, to access the jobs and services that they need. Buses are key to increasing social inclusion through transportation.

- 10.25 Between 1960 and 2000 bus patronage suffered a steady decline in Scotland with the number of journeys falling from 1.5 billion to less than 500 million. In the past ten years passenger numbers have stabilised. During the same time car use has increased and resultant congestion has made bus travel less attractive by making journeys longer and less predictable.

- 10.26 The highest quality and most frequent bus services in South Lanarkshire are those that connect to Glasgow. Services are less frequent and convenient on links between the towns in South Lanarkshire, and also for trips around the residential areas of larger towns. In rural areas there are often only infrequent bus services on the main roads and links between Clydesdale to Livingston and Edinburgh are limited.

- 10.27 Bus services are operated by private companies on a commercial basis and not by the Council. The companies have full control of when and where buses run and the fares that they charge.

- 10.28 There is a need to recognise that the continuing reduction in funding to commercial bus operators from sources such as the concessionary fares scheme and Bus Services Operators Grant, may lead to further commercial service contraction in South Lanarkshire, and in particular rural areas.



10. Sustainable travel

10.29 Where a bus service is not provided by a private company but the service is seen as socially necessary, one may be secured through subsidy from Strathclyde Partnership for Transport; however, they only have limited funds for this purpose. This means that they cannot fund all the bus services that people in South Lanarkshire might want.

10.30 SPT also provide demand responsive transport services for qualifying residents in South Lanarkshire. Their MyBus services provide essential services for those who are unable to easily access public transport due to their age, disability or location. It should be noted that there are gaps in coverage with the most rural areas of South Lanarkshire unable to access MyBus services.

10.31 Bus services in South Lanarkshire could provide a more attractive alternative to the car if waiting facilities and timetable information were improved. The Council, in partnership with SPT, has been improving facilities at bus stops including providing high quality bus shelters, making bus stops more accessible with the installation of high kerbs that are at the same height as the floor of buses and providing timetable information at all bus stops.

We have also installed real time passenger information along some of our strategic bus routes. Through these interventions the Council seeks to make travelling by bus more convenient and desirable.

10.32 SPT and the Council have been and continue to invest in the provision of high quality bus stations. In 2005 East Kilbride Bus Station was completely rebuilt and since this development passenger numbers at the station have increased substantially. In 2012 the new Hamilton Bus Station opened and it is anticipated that this will have a similar effect on bus passenger numbers using the station.

10.33 As bus services are deregulated South Lanarkshire Council can only seek to influence and encourage bus service providers – it cannot tell them where or when to run buses. However, through legislation we have the ability, if required, to exercise the following powers:

- Improve the quality and frequency of certain bus services, in partnership with bus companies (a “Quality Partnership”).
- Subject to agreement by Scottish Ministers, run all bus services as a series of contracts, with the Council setting times, routes and fares (a “Quality Contract”).



10. Sustainable travel



10.34 Statutory Quality Partnerships (QPs) allow local authorities to make agreements with operators to improve services. For example, authorities can specify the frequency of services or quality of vehicles, while in return, improving infrastructure such as bus stops and shelters etc. Quality Contracts (QCs) give transport authorities more power than a QP, similar to a franchise. Routes, service quality and fares can be decided by an authority if it can demonstrate that a QC is necessary for the success of local transport policies.

10.35 It is understood that there has been no use of Quality Contracts in Scotland and only four statutory Quality Partnership agreements, which suggests that barriers exist to their implementation. It is also understood that they are expensive to organise and implement, and bus companies have little incentive to agree to enter into a voluntary agreement.

It is also worth noting that Transport (Scotland) Act 2001 legislation requires proof of market failure before a QC can be established. To date, it appears to be very unclear what is meant by market failure and as no QCs have been set up in over ten years of them being available, there is no example of it being successfully proven.

10.36 The Council will work with Strathclyde Partnership for Transport and bus operators to develop quality bus partnerships, and if required quality bus contracts, in key areas throughout South Lanarkshire. Initially we are investigating the development of a quality bus partnership for the services that will use the new Hamilton Bus Station.



10. Sustainable travel



Rail

- 10.37 South Lanarkshire is generally well served with rail services, with 19 stations located within the Council area; however, there are gaps in the network, particularly in the Clydesdale area. The majority of train services in South Lanarkshire provide connections to stations in Glasgow; however, there are direct connections to a number of other areas in Scotland including North Lanarkshire, Edinburgh, West Lothian, East Renfrewshire and West Dunbartonshire.
- 10.38 Local rail services are operated by First ScotRail under a franchise awarded by Transport Scotland, which runs until 2015. Throughout the UK, train services in general do not operate at a profit and rail franchises are subsidised by government.
- 10.39 The popularity of travelling by rail has been steadily growing. Rail patronage at South Lanarkshire stations has increased from 4 million trips in 2002/03 to 8.5 million trips in 2011/12. In 2005 the Larkhall rail line opened, with the construction of 3 new stations at Larkhall, Merryton and Chatelherault, and this provides a half hourly service to Milngavie via Glasgow. Additional services have also been introduced between Carluke and Carstairs stations and Edinburgh.
- 10.40 Travelling by train is one of the safest forms of transport but one area of concern that is often raised is the risks associated with level crossings. There are a number of level crossings in South Lanarkshire including one near to Cleghorn. The Council supports the removal of level crossings and the grade separation of roads and railways at such locations.
- 10.41 In recent years the Council has investigated the potential for expanding rail services throughout the Council area and in particular in Clydesdale. Details of the studies we have undertaken are given below:

10.42 Direct Lanark to Edinburgh train service

We produced a report in 2008 which indicated that demand for travel into Edinburgh and West Lothian from South Lanarkshire is modest in scale and dispersed.

In addition, there could be technical difficulties in justifying and delivering new train services. Discussions were held with SPT and they confirmed that as the Regional Transport Partnership they could not support any new rail service and would instead look to improved bus services to cover the demand.

10.43 Train services to the south

Our study concluded that an additional station could be physically constructed on the West Coast Main Line at Symington at a capital cost of £3.4million to £3.9 million (2008 prices). However, the introduction of a station and rail services for Symington would compromise both passenger and freight service plans for the West Coast Main Line, and would not be compliant with the National Transport Strategy. Given the relatively low level of projected passenger demand, the business case for the provision of a new station and rail services in Symington is presently difficult to make using industry criteria. Consequently it would be difficult to get buy-in from Transport Scotland, the passenger train operating companies and freight operating companies either to add a new station stop thereby increasing journey times to existing intercity services, or to create a new passenger service at this location. Opportunities may present themselves in the future should high speed rail be delivered via a new route, therefore freeing up services on the existing line.

10.44 Reopening of Law Station

Our investigation into the reopening of Law Station found that this could be achieved at a cost of £3.25 million (2008 prices). Services could be provided through stopping the local Glasgow - Lanark service however this would reduce the turnaround time at Lanark to below the minimum requirement and could have negative impact on the punctuality of the entire route. The report therefore suggested options such as the provision of an extra train, which would have additional operating costs. As the Lanark Branch is single track, any significant delay in inbound trains would also delay the timekeeping of the next outbound train. Another potential solution would be to reduce the number of trains stopping at other stations to accommodate a timetable serving Law.



10. Sustainable travel

10.45 Extension of the Larkhall line to Stonehouse

Our report concluded that it would be physically feasible to extend the Larkhall line to Stonehouse. Indicative costs for the Railway Engineering works have been set out. The estimate did not include for utility diversions, land purchase or the purchase of additional rolling stock. However in economic efficiency terms, the study concluded that the project would represent poor value for money with a scheme benefit to cost ratio of only 0.07, i.e. the costs of the scheme far outweigh the benefits.

10.46 As can be seen from the above the Council have been proactive in investigating the potential for rail expansion in South Lanarkshire. It should be noted that traditional methods of quantifying the benefits from rail projects often do not capture more intangible, but important benefits to rural communities including reducing isolation and providing access to employment, education and training opportunities. The Council will therefore continue to support the construction of the above projects in the longer term and lobby Transport Scotland for their introduction.

10.47 In January 2013 Network Rail published its strategic business plan for Scotland for Control Period 5, which runs from April 2014 until March 2019. This document details at a high level where Network Rail will invest approximately £4 billion in improving and maintaining the rail network. Large scale projects that are scheduled for completion during this period include the Edinburgh Glasgow Improvements Programme (EGIP), the Borders New Railway, Aberdeen to Inverness Rail Line Improvements Phase 1, and Highland Main Line Rail Improvements Phase 2. The document also stated that Network Rail will implement a rolling programme of line electrification which will cover approximately 100 single track kilometres per annum and will commence following the completion of EGIP.

10.48 There are a number of projects proposed by Network Rail that are located in, or affect rail services in South Lanarkshire and these are detailed below:

10.49 Carstairs Junction remodelling

This project is estimated to cost £53 million and will lead to an increase in speed through the junction thereby reducing journey times for both passenger and freight services. It is viewed by Network Rail as a “once in a lifetime opportunity” to enhance the capacity and capability of the junction. The Council supports the introduction of this project; however it must not be at the expense of the retention and stopping of services at Carstairs station.

10.50 Electrification of line between Rutherglen East junction and Coatbridge

This project is scheduled to be completed by the summer of 2014. At this moment in time there are a limited number of direct services between Rutherglen and Coatbridge. Following completion of the scheme there may be the opportunity to improve these services.

10.51 Electrification of line between EastKilbride and Muirhouse South junction –

This scheme also forms part of the 100km per year of electrification after EGIP and will be delivered as an “alliance project”, an approach used to electrify the Paisley Canal line in 2012. It will be a partnership between Network Rail and the future ScotRail franchise holder and should lead to both project time and cost savings.

10.52 Motherwell re-signalling enhancements –

A substantial part of this scheme involves providing bi-directional signalling capability between Carluke and Law. It is envisaged that this will support the more effective operation of train services.

10.53 Network Rail has also identified outstanding capacity gaps including the demand for additional services on the Argyle Line. The majority of the train stations in South Lanarkshire are located on this line and any service improvements would be to the benefit of many South Lanarkshire residents. It is not clear at this time whether improvements are proposed to be provided between 2014 and 2019.

10. Sustainable travel

Station	2011/12 Entries/ Exits	2010/11 Entries/ Exits	2009/10 Entries/ Exits	2008/09 Entries/ Exits	2007/08 Entries/ Exits	2006/07 Entries/ Exits	2005/06 Entries/ Exits	2004/05 Entries/ Exits	2002/03 Entries/ Exits
East Kilbride	985,456	909,914	855,950	879,678	794,173	762,508	730,105	696,940	579,920
Rutherglen	894,434	796,568	734,707	711,480	6139,83	579,169	526,337	422,752	308,164
Hamilton Central	873,178	845,704	803,932	815,296	746,393	705,089	671,803	569,780	482,025
Hamilton West	845,188	798,816	756,516	739,282	617,736	575,226	593,672	492,942	375,474
Uddingston	769,518	731,600	702,484	723,332	647,248	615,598	580,677	533,333	446,373
Cambuslang	757,576	689,836	655,394	660,234	604,899	579,420	557,494	481,858	419,258
Hairmyres	542,390	492,028	464,910	478,732	411,756	373,428	334,077	300,602	218,263
Blantyre	527,094	490,204	459,820	460,462	410,401	382,883	340,118	272,911	207,174
Newton	515,760	481,146	440,916	425,634	384,594	367,045	336,806	282,912	179,094
Lanark	350,014	347,128	328,594	342,050	301,167	289,541	278,915	257,628	218,994
Burnside	337,054	328,082	312,644	309,398	289,795	281,779	273,199	265,978	249,715
Carluke	328,270	313,882	282,252	291,128	274,252	267,376	253,635	225,687	189,146
Larkhall	327,070	317,462	323,080	334,308	307,910	268,707	0	0	0
Croftfoot	188,794	172,158	169,136	161,094	161,982	155,627	139,821	120,186	116,041
Merryton	106,308	102,650	103,972	99,506	97,588	81,114	19,998	0	0
Kirkhill	91,828	93,878	98,280	92,426	94,049	98,180	93,651	87,733	81,056
Chatelherault	59,538	57,116	49,830	40,958	23,480	17,266	3,763	0	0
Thorntonhall	19,348	18,290	20,492	19,654	17,766	18,166	14,961	13,963	13,444
Carstairs	13,548	10,680	11,098	13,860	13,261	13,766	14,589	12,329	9,407
Total for all stations	8,532,366	7,997,142	7,574,007	7,598,512	6,812,433	6,431,888	5,763,621	5,037,534	4,093,548

Growth in rail patronage for all South Lanarkshire stations

10.54 The Council believes strongly in the provision of park and ride facilities at railway stations as these encourage the choice of rail travel as part of a multi-modal journey, and in particular for commuters. 17 of the 19 stations in South Lanarkshire have park and ride facilities and the number of spaces has grown from 599 in 1996 to 2,332 in 2013.

10.55 In the last few years a new 330 space park and ride facility was constructed at Carluke station and a new 99 space car park was installed at Hamilton West station. We will investigate further opportunities to advance park and ride at local stations to encourage even greater use of rail.



10. Sustainable travel

Rail Park and Ride Capacity in SLC

Line / Station	Capacity at April 1994	Capacity at April 2010	Capacity at January 2013	Proposed improvement	Comment
Glasgow - Hamilton, Motherwell or Lanark					
Glasgow - Edinburgh via Uddingston and Shotts					
Glasgow - Edinburgh via Carstairs					
Rutherglen	74	105	105		
Cambuslang	0	19	62	130	43 additional spaces designated at Sherry Heights. A further 130 space will be provided as part of a proposed retail development.
Blantyre	13	54	54	60	Expansion under investigation.
Hamilton West	41	191	140		New 99 space permanent facility replaced the temporary car park in 2011.
Hamilton Central	196	296	291		100 spaces are allocated in the Duke Street car park for park and ride use and linked to the railway station by pedestrian walkway.
Uddingston	99	228	228	150	Proposed extension under investigation.
Carluke	28	359	359		New 331 space car park completed in April 2010.
Lanark	37	37	37		Limited scope to increase this car park.
Carstairs	0	15	15	40	On Street parking bays implemented and the potential for an off street park and ride facility being investigated.
Glasgow – East Kilbride					
Thorntonhall	0	4	4		
Hairmyres	32	95	95	200	Opportunities for expansion being investigated.
East Kilbride	69	287	287		Opportunities for expansion being investigated.
Glasgow to Newton via Mount Florida					
Croftfoot	0	0	0		
Burnside	0	0	0		
Kirkhill	10	10	10		
Newton	0	245	245	100	Possibility of a remote Park and Ride serving local centre and Newton Station in connection with the proposed CGA (100 spaces approx).
Larkhall Rail Line					
Larkhall Central	0	214	214		
Merryton	0	86	86		
Chatelherault	0	100	100		
Overall capacity	599	2345 (Approx 391% increase)	2332 (Approx 389% increase)	3012 (Approx 503% increase)	

10. Sustainable travel



Public transport policy and actions

10.56 The Council will pursue the following policies with regards to public transport:

- LTP 39** - We will actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and by rail.
- LTP 40** - We will seek to improve the quality of bus services through and in partnership with SPT.
- LTP 41** - We will support and encourage multi modal journeys that allow the convenient interchange between rail, bus, car and bicycle. This includes supporting national government, regional transport partnerships and public transport operators in their efforts in the development of multi modal, integrated, through ticketing.
- LTP 42** - We will lobby Transport Scotland for the introduction of new and improved rail services and infrastructure and these will include the following longer term potential projects:
 - Direct Lanark to Edinburgh service
 - Extension of the Larkhall railway to Stonehouse
 - New stations at Symington and Law
 - Improved services between Carluke, Carstairs and Edinburgh
 - Removal of the level crossing near Cleghorn

10.57 The Council will undertake the following actions in relation to public transport:

- LTA 30** - We will, in conjunction with SPT, implement prioritised public transport infrastructure improvements including bus stops and shelters.
- LTA 31** - Where necessary we will implement Quality Partnerships, in partnership with bus operators and SPT to improve the quality and frequency of bus services.
- LTA 32** - We will investigate the further provision of park and ride facilities in South Lanarkshire to facilitate sustainable multi modal journeys.



Low carbon transport

10.58 To meet the targets of the Climate Change (Scotland) Act 2009, the Scottish Government's stated objective is the almost complete decarbonisation of the road network by 2050, and is set out in their Climate Change Delivery Plan.

10.59 To achieve this, government policy is for the Scottish public sector to play a key role in leading by example in making the transfer from conventional to hybrid and electric cars. We have embraced this objective by recently introducing to our Council fleet, 12 electric cars, 2 electric street sweepers, and 3 electric vans and introduced vehicle recharging infrastructure.



10. Sustainable travel

10.60 South Lanarkshire Council is supportive of encouraging the changeover to low carbon vehicles and in particular electric and plug in hybrid vehicles, as the adoption of these will contribute to a number of our objectives. Electric vehicles and plug in hybrids, when being driven using their electric motors, have no tailpipe emissions. The Council has identified a number of locations where air quality is poor and often these are associated with road transport. The introduction of electric vehicles will improve local air quality and thereby improve the health of those communities suffering from poor air quality.

10.61 Electric vehicles also have lower CO2 emissions than their petrol and diesel equivalents when comparing their whole life cycles. With the present electricity generating mix electric cars produce around 40% less CO2 than petrol or diesel ones. With the ongoing decarbonisation of electricity generation through the introduction of renewable energy, and improvements to the efficiency of national grid, CO2 emissions will be further reduced.

10.62 It is anticipated that electric and plug in hybrid vehicles will become more popular as their range is extended through improvements to battery technology and reductions in their price. The Committee on Climate Change, who advise the UK Government on preparing for climate change, has estimated that by 2020 16% of all new car sales may be electric or plug in hybrid and that up to 1.7 million of these vehicles will be on the UK's roads. By 2035 it is anticipated that all new cars will be zero carbon such as electric or hydrogen vehicles.

10.63 To support the adoption of electric vehicles the Council, with support from partners including the Scottish Government, SPT and Transport Scotland, has begun the development of a public charging network for electric vehicles throughout South Lanarkshire. We installed our first charging points in 2011 and in 2012 introduced over 70 intelligent 'fast' charging bays in 15 different public car parks in a variety of towns including East Kilbride, Hamilton, Lanark and Biggar. These charging posts reduce the time to fully charge an electric vehicle from 10 hours to around three hours.

10.64 We plan to further develop the charging network as demand increases with more electric vehicles being driven. To complement the charging network the Council will investigate the potential for installing a number of 'rapid' charging stations. These will be located at strategic locations and have the capability of charging a vehicle in approximately 20 minutes.

Low carbon vehicles policy and actions

10.65 The Council will pursue the following policy with regards to low carbon vehicles:

LTP 43 - The Council will support the introduction of low carbon vehicles as a sustainable alternative to internal combustion vehicles.

10.66 The Council will undertake the following actions in relation to low carbon vehicles:

LTA 33 - We will develop a network of 'fast' charging stations in Council car parks throughout South Lanarkshire to facilitate public electric vehicle charging.

LTA 34 - We will investigate the provision of 'rapid' charging stations at strategic locations to extend the range of electric vehicles.

LTA 35 - We will require the provision of electric vehicle recharging infrastructure in all new developments.



11. Environment



11. Environment

Air quality

- 11.1 Air quality is recognised as a public health concern with air pollution being associated with both long and short-term effects on human health. Exposure to poor air quality has been linked to serious symptoms and conditions and increases in hospital admissions.
- 11.2 The UK Government decided to address air quality issues by establishing national strategies and policies, culminating in Part IV of the Environment Act 1995 (the Act). The Scottish Government reinforced this legislation by introducing a series of increasingly stringent limit values and objectives with the Air Quality (Scotland) Regulations 2000 (Scottish SI 2000 No 97), the Air Quality (Scotland) (Amendment) Regulations 2002 (Scottish SI 2002 No 297).
- 11.3 The wider impacts of poor air quality on climate change were recognised by the Kyoto Protocol in 2005; furthermore, road traffic is specifically linked to poor air quality and thus climate change as road traffic contributes a significant amount of pollution to the atmosphere. The UK Government set international (Kyoto Protocol) and domestic (Climate Change Act 2008 and Climate Change (Scotland) Act 2009) targets to reduce climate change gas emissions over the period 2008-12. Provisional progress reports by DEFRA indicate that the national 2012 target will be met and if the downward trend continues the 2020 target is achievable. The figures are calculated from a variety of emission sources and although the general trend is down, emissions from road traffic sources are not following that trend.
- 11.4 Air quality reports have been generated under the provisions of the Act since 2003. The reports and findings have identified that road traffic is a significant source of air pollution in South Lanarkshire.
- 11.5 The recognition that road traffic is one of the drivers for poor air quality in South Lanarkshire led to a full assessment of pollutants arising from road transport sources. The main pollutants of concern from road traffic emissions are nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀ and PM_{2.5}).
- 11.6 Locations where people live and work close to busy roads and junctions may experience poor air quality. Many other roads within towns and villages in South Lanarkshire can become congested leading to localised air pollution.
- 11.7 Update and screening assessments have consistently identified busy road junctions as locations of potentially poor air quality and the monitoring network has been expanded to determine conditions at specific points. This has included areas in East Kilbride, Rutherglen, Uddingston, Hamilton and Lanark. The findings of the initial screening have been confirmed by this monitoring and the stringent 2010 PM₁₀ objective of 18 micrograms / cubic metre ($\mu\text{g}/\text{m}^3$) set by the Scottish Government in its Air Quality Strategy, has caused a number of locations to fall under the scope of the Air Quality regime.
- 11.8 NO₂ concentrations have been consistently rising since the beginning of detailed monitoring in contrast to the UK government's predicted drop, or tail-off, of this pollutant. It is not clear why this is the case however there has been a marked change in the composition of the national vehicle fleet with a swing towards diesel engines and tentative links have been drawn between the two phenomena. Recent work predicts a rise in NO₂ concentrations from road traffic between 2005 to 2015. Long term changes in exhaust gas treatment technology (such as improved catalytic converters) are predicted to lead to a decrease in NO₂ emissions and an improvement in roadside air quality by 2020.





Air quality policy and actions

11.9 The Council will pursue the following policies with regards to air quality:

LTP 44 - The Council will continue to monitor and work to meet statutory requirements as appropriate.

LTP 45 - The Council will continue to integrate air quality considerations into its strategic policies and plans.

11.10 The Council will undertake the following actions in relation to air quality:

LTA 36 - Action Plan measures which have been identified through the Air Quality Steering Group, in an attempt to reduce road transport pollution around the Whirlies AQMA in East Kilbride, will be monitored and evaluated to determine their impact on air quality at the AQMA.

LTA 37 - Detailed Assessments will be carried out including assessment of PM10 and NO2 at Rutherglen Main Street and Hamilton town centre, and NO2 in Lanark town centre and Main Street, Uddingston.

LTA 38 - The Council will operate their continuous monitoring equipment in the areas which are most likely to be closest to breaching the 2010 objectives for PM10.

LTA 39 - Consideration is given to the deployment of additional monitoring sites along the new M74 extension to inform future review and assessment of air quality.



Flood risk management

UK legislation

11.11 The UK Climate Change Act 2008 requires an assessment of the risks to the UK of the current and predicted impacts of climate change to be prepared on a five year cycle. The first UK Climate Change Risk Assessment (CCRA) was published and laid in UK Parliament on 25 January 2012.

11.12 The first CCRA consists of a suite of documents – sectoral reports, a government summary report, specific reports for each devolved administration and report summaries. The most significant report for Scotland is the Climate Change Risk Assessment for Scotland.

11.13 The risk assessment for Scotland identifies more than 100 key risks. There are 6 main climate change impacts identified for the built environment these are:

- flooding damage to housing and commercial buildings,
- flooding damage to cultural heritage,
- effectiveness of green space for cooling,
- rainwater penetration to housing and commercial buildings,
- increase in damp, mould and insect pests in buildings, and
- waterlogging of construction sites.

11.14 Of these impacts, the risk of flooding is the issue which requires early adaptation action (within first adaptation programme).



11. Environment

Scottish legislation

- 11.15 The Climate Change (Scotland) Act 2009 requires Scottish Government to develop an adaptation programme every 5 years to address the risks identified for Scotland in successive UK Climate Change Risk Assessments (CCRAs).
- 11.16 The Act requires the adaptation programme to set out Scottish Ministers objectives and the policies and proposals for meeting those objectives.
- 11.17 The impacts of climate change identified in the CCRA are wide ranging and affect most areas of government. These impacts are being considered by the 12 sectors which were established under the Scottish Climate Change Adaptation Framework in 2009 (Sector Action Plans).
- 11.18 The Flood Risk Management (Scotland) Act 2009 dovetails with the CCRA in that it introduces a risk based approach to flooding. This includes a climate change allowance for future rainfall when assessing planning applications. It introduced new duties for the Council in relation to assessing and managing flood risk and simplified how flood protection schemes are approved.
- 11.19 As a consequence of the 2009 legislation, SEPA issued a consultation “Planning for Floods, Planning for the Future” in late 2010 and a further consultation in mid June 2011, “Flooding in Scotland: A Consultation on Potentially Vulnerable Areas and Local Plan Districts”.
- 11.20 Following the above consultations, SEPA, published, on 22 December 2011, as required by the Act, “Flood Risk Management Strategies and Local Flood Risk Management Plans”. This document finalised the management arrangements for flood risk management planning. South Lanarkshire Council is identified as participating in four of the fourteen Local Flood Risk Management Plan Districts across Scotland.

11.21 The four districts are:

- District 9 – Forth,
- District 11 - Clyde and Loch Lomond,
- District 13 – Tweed, and
- District 14 – Solway.

11.22 South Lanarkshire Council is one of 10 local authorities who form the Clyde and Loch Lomond District. Within this district we currently have 1,841 residential and 198 non residential properties at flood risk in the Potentially Vulnerable Areas. The local authorities who comprise the district are: Argyll and Bute Council, East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council, North Ayrshire Council, North Lanarkshire Council, Renfrewshire Council, South Lanarkshire Council, Stirling Council, West Dunbartonshire Council. It is intended that Glasgow City Council be confirmed as the Lead Local Authority.

11.23 The Council is also one of two local authorities who form the Tweed District and within this district we have 55 residential and 20 non residential properties at flood risk in the Potentially Vulnerable Areas. It is intended that Scottish Borders Council be the Lead Local Authority for the Tweed District.

11.24 South Lanarkshire also forms part of the Forth and Solway river catchments, however, there is no known flood risk and, therefore, the Council do not actively participate in these Districts.



11. Environment



11.25 The aims and objectives of the Districts are:

- To guide, monitor and keep under review the Local Flood Risk Management Plans on behalf of the Member Councils,
- To advise and make recommendations to the Member Councils on the content of the Local Flood Risk Management Plan, including the approval of the Local Flood Risk Management Plan by the member councils, its submission to the Scottish Ministers, its final approval and its subsequent monitoring and review.
- To receive reports from the member councils on the management of flood risk and the implementation of the Local Flood Risk Management Plan,
- To receive reports from the member councils on flood risk management projects of strategic importance, according to a method of prioritisation to be agreed by the Member Councils,
- To support SEPA and Scottish Water in the discharge of their duties under the Flood Risk Management (Scotland) Act 2009,
- To liaise with and make representations to the Scottish Government, SEPA, Scottish Water, Regulatory Authorities and other bodies as the Joint Committee considers appropriate and necessary or advisable on matters of relevance to the Local Flood Risk Management Plan, and
- To take such action as may be necessary from time to time to implement the Local Flood Risk Management Plan and to contribute to flood risk management in the Clyde and Loch Lomond Local Plan District and the Tweed District.

11.26 The Council is actively participating in the implementation of the Flood Risk Management (Scotland) Act 2009. This includes supporting the Local Flood Risk Management Districts Plans in the Clyde and Loch Lomond area and the Tweed area and attending the Local Area Advisory Groups to provide advice to SEPA and the Lead Local Authority.



Response to flood events

- 11.27 The Council has produced a procedure to deal with potential flooding events called 'Response to Flooding' and this comprehensively details locations liable to flood in South Lanarkshire. The procedure focuses on sites that have the potential to flood and that are within the responsibility of the Council.
- 11.28 The document sets out the levels of action required to manage the risk of flooding and the situations which trigger these actions. The document is reviewed on an on-going basis and updated as required.
- 11.29 Detailed weather forecasts are provided to the Council three times a day and this informs any decision to provide a flooding response. There are three types of event which trigger the 'Response to Flooding' procedures and these are detailed below:
- Forecasted rainfall greater than 5mm per hour and/or 25mm in a 24 hour period,
 - Head of Roads and Transportation Services and/or Flood Risk Management Officer invokes the scouting system due to local weather conditions, or
 - SEPA provides a Flood Warning on the River Clyde.



11. Environment

- 11.30 There are a number of different activities the Council undertake when there is the potential for flooding to occur. Staff are deployed to scout locations that are known to flood on the lead up to and for the duration of a potential flooding event. At these locations culverts and gullies are cleaned and cleared in advance of the forecasted rainfall.
- 11.31 When watercourse level rise, culverts and bridges are kept clear of debris to ensure that they can deal with the volume of water. At a number of priority locations the Council has installed telemetry equipment and this provides information on the water levels, with alarms being triggered when water levels reach specified height limits. Remote cameras have also been installed to provide both daily and real time photographs, of locations prone to flooding.
- 11.32 During some heavy rain events flooding can be experienced in some places. Despite our ongoing response to flooding one of the recurring problems is leaves blocking gullies, which can lead to roads becoming flooded. Although we clear the leaves prior to heavy rainfall on some occasions gullies will still become blocked.
- Regretfully while the Council does sweep leaves in the autumn season to help prevent such problems, it is impossible to totally prevent this problem of nature.
- 11.33 On other occasions given the sheer volume of rain some surface water and sewer drainage systems do not have capacity to cope with the volume of water and inevitably flooding can occur.
- 11.34 Following, and occasionally during, flooding events we are increasingly being asked to assist with investigating and solving other flooding problems e.g. flooded garden areas or flooding associated with Scottish Water sewers or private drainage or infrastructure problems. Unless the cause of the problem is linked to the road and footway network or from land owned by the Council we are not able to allocate any significant resources to dealing with flooding issues of this nature.
- 11.35 While we will continue to offer some initial advice and investigation, due to available resources and increasing flood risk priorities and responsibilities, our resources require to be focused on ensuring that the road and footway network remains open and free from flooding and that the risk of flooding to the inside of residential and commercial properties is minimised.





New developments flood risk assessment

11.36 Many developments or regeneration initiatives are of a size and nature that necessitate changes or improvements to the existing infrastructure including new drainage or flood protection / management infrastructure. Scottish Planning Policy places a responsibility on planning authorities to fully consider flood risk as a material factor in determining applications for developments. Those proposing specific developments are responsible for providing an assessment of whether any proposed development is likely to be affected by flooding and / or whether it will affect flood risk elsewhere. Certain developments will therefore require the following supporting information to be submitted; a Flood Risk Assessment and a Drainage Assessment and Design.

11.37 A Flood Risk Assessment is the fundamental assessment that is required to confirm the effects of flood events on the development site. Flood Risk Assessments are to consider and manage flood risk from all sources, e.g. fluvial, pluvial, local storage systems, high intensity storms and variable seasonal ground water levels, not only to the application site but also to adjacent land which may be under an increased threat of flooding as a result of the proposed development.

11.38 Emerging from the Flood Risk Assessment will be the Drainage Assessment / Design for the development site. The Council encourages innovative and creative Sustainable Urban Drainage Systems (SuDS) which minimise the effects new developments have on the natural water cycle and should be developed to ensure they;

- Protect or enhance the water quality,
- Are sympathetic to the environment,
- Provide biodiversity,
- Encourage natural groundwater re-charge where appropriate,
- Address potential flood risks with regard to water quantity, and
- Are easily maintained in accordance with the Construction Design and Management Regulations (CDM Regulations).

Flood risk management policy and actions

11.39 The Council will pursue the following policies with regards to Flood risk Management:

LTP 46 - The Council will undertake its duties under the Flood Risk Management (Scotland) Act 2009.

LTP 47 - Flood Risk Assessments (FRA) and Sustainable Urban Drainage Systems (SuDS) will be provided by Developers to support their Planning Application. This will include a FRA independent check and SuDS independent check. Future maintenance of SuDS apparatus will also be identified and agreed with the Council.

11.40 The Council will undertake the following actions in relation to Flood risk Management:

LTA 40 - The Council will actively participate in the and Clyde and Loch Lomond and the Tweed Flood Risk Management Plan Districts and in the development and implementation of the associated District Flood Risk Management Plans.

LTA 41 - Following receipt of a Heavy Rainfall Warning, South Lanarkshire Council will invoke the procedures outlined in the "Response to Flooding" document to assess and maintain the 'at risk' flood sites identified in the document. The River Clyde Multi-Agency Incident Response Guide will be used to provide a Council response to significant flooding from the River Clyde.

LTA 42 - Continue an annual programme of prioritised flooding improvement projects.



11. Environment

Light pollution

11.41 South Lanarkshire Council accepts the issue of light pollution can be a serious one. Low-pressure sodium lights are commonly associated with light pollution. In 2001 the Council's lighting guidelines were changed to ensure that no new lights of this type will be installed. Many floodlighting schemes make the basic error of mounting the luminaires too low and then using a large uplift, producing excessive light pollution and trespass.

11.42 Future development of the street lighting infrastructure in terms of expansion will be limited to residential or property development. As the average life of a street lighting luminaire is about 20 years, the implementation of the following will mean that within 25 years there will be no low-pressure sodium lights left in the Council area. As a result there will be a gradual reduction in light pollution over that period.

Light pollution policy and actions

11.43 The Council will pursue the following policies with regards to light pollution:

- LTP 48** - The Council will continue to lobby the Scottish Government whenever possible to carry out the following:
- Define light pollution as a statutory nuisance and draw up regulations which would enable local authority environmental health officers to deal with it (having taken advice from a qualified lighting engineer).
 - Introduce new regulations, through land use planning legislation, to allow planning authorities to control exterior lighting.
 - Ensure any planning policy statements will address light pollution and acknowledge the importance of the dark.
 - Ensure that the policies and operations of all government departments and public agencies take account of the need to tackle light pollution.



11. Environment



11.44 The Council will undertake the following actions in relation to minimising light pollution:

LTA 43 - Install luminaires with good optical control that minimise light pollution and trespass by directing the light downwards and into the areas to be lit.

LTA 44 - Minimise electricity costs by not over-lighting, using energy-efficient light sources, turning off some lights when they are not required and by installing L.E.D. or dimmable luminaires in new developments whenever possible.

LTA 45 - A preference for post mounted luminaries rather than post top will be pursued wherever possible as post top designs are inherently inefficient and emit excessive amounts of light into the upper atmosphere.



Noise

11.45 EC Directive 2002/49/EC, 'The Environmental Noise Directive' (END) was transposed into Scots Law by The Environmental Noise (Scotland) Regulations 2006. The regulations require the Scottish Ministers to produce, at least every 5 years, strategic noise maps for all relevant urban areas, roads and railways. The first set of maps were produced in 2007 and formed the basis for identifying and prioritising areas affected by environmental noise and for identifying areas with a good noise climate.

11.46 An in-depth evaluation of the prioritised sites commenced thereafter. The Council, alongside Transport Scotland, Network Rail and various other Local Authorities, was a key partner in the evaluation process which resulted in the formation of two Noise Management Areas and two Quiet Areas within South Lanarkshire. The Noise Management Areas are located on the M74, adjacent to Larkhall and the A725 at High Blantyre. The Quiet Areas are at Cambuslang public park and Bothwell Castle grounds.

11.47 Both Noise Management Areas are adjacent to stretches of road managed by Transport Scotland. At the time of writing, Transport Scotland is considering a number of options aimed at reducing the adverse impact of traffic noise in these areas.

11.48 Quiet Area status is afforded to areas where the local noise climate is considered to be good; it gives these areas additional protection with regard to environmental noise. In terms of END, member states must protect the noise climate within quiet areas, thus the Council must ensure that any future developments do not negatively impact on the noise climate within these areas.

11.49 The Council must also give due consideration to both the Noise Management Areas and Quiet Areas in any future relevant strategies, policies and plans.



12. Implementation and monitoring



12. Implementation and monitoring



Delivery

- 12.1 The realisation of the objectives and policies of the LTS will be undertaken through the delivery of the Action Plan detailed in this chapter. The actions outlined throughout this strategy have different timescales associated with their delivery. Timescales for each action will be identified and actions allocated, programmed and monitored accordingly. The timescales for delivery of the majority of the actions are within the lifetime of this document, however some of the actions relating to long term projects will extend beyond this period.
- 12.2 The specific funding details for the delivery of each specific action are not set out within this document as this will change year on year as the strategy feeds into annual Resource and Service Plans. It is clear that the extent to which policies can be successfully pursued and actions fulfilled is directly linked to the levels of funding available.
- 12.3 All of the actions identified in the LTS are important however due to factors such as the availability of funding, there is a need to prioritise these for implementation.

The Council Plan 'Connect' identifies South Lanarkshire Council's strategic priorities including those involving roads and transportation. Actions relating to improving the road network and developing sustainable transport have been identified as 'Council Priorities' and increased emphasis will be given to the achievement of these. The safety of road users is paramount; therefore, reducing road casualties will also be prioritised in this Strategy.

- 12.4 The Council works in partnership with a number of bodies with transport responsibilities, such as Transport Scotland, Strathclyde Partnership for Transport (SPT) and Sustrans, to deliver mutually beneficial policies and projects. We will continue to rely on their support and cooperation to achieve the successful completion of the actions contained within this document.
- 12.5 A particular focus is given to working in partnership with SPT as this will lead to better outcomes in delivering the LTS as well as the Regional Transport Strategy (RTS). It is recognised that there is a great deal of synergy between these two strategies. The achievement of many of the actions in the LTS will support and contribute to the wider policies and objectives of the RTS and in particular those relating to improving public transport, road safety and walking and cycling.



12. Implementation and monitoring

Funding

- 12.6 On an annual basis the Council's Roads and Transportation Services spends around £24 million. This can be divided into the revenue budget, of approximately £10 million, and the capital budget, which averages around £14 million.
- 12.7 The revenue budget includes money from Council tax payments etc., and is spent on the maintenance and operations functions, which include the winter maintenance programme and road resurfacing. Additional capital funding of £12 million per year until 2018/19 will be spent on improving the road network through the Roads Investment Plan.
- 12.8 The capital budget is generally spent on new infrastructure and improvements. Although the capital spend is in the region of £14 million, around £12 million of that is from Council funds. Other sources of funding are critical to the Council being able to carry out these improvements. Many of these sources are not guaranteed funding streams and often rely on the Council successfully bidding for funding for specific schemes.
- 12.9 Sources from which the Council has been successful in gaining funding include the Scottish Government, both directly and through a number of related funds and bodies set up with specific purposes. Examples include Cycling, Walking and Safer Streets funding, funding for electric vehicle charging infrastructure and funding to improve local air quality. Other bodies which have provided full or part funding for specific projects include SPT and Sustrans. In situations where private developers have a significant impact on the transport network they also provide funding contributions to allow new infrastructure to be provided.



- 12.10 In many instances, especially larger projects, partnership working is pursued, where Roads and Transportation Services will work together with partners from outside the Council as well as other Services and Resources from within the Council. The combining of partners' expertise and resources can ensure the successful completion of major projects. Examples of such projects would include the M74 completion, the development of National Cycle Network (NCN) 74 and the construction of a number of rail station park and rides.
- 12.11 The opportunities for additional funding are welcomed by the Council and the strengths of partnership working opens new possibilities to pursue projects which the Council could not achieve alone. However, the unpredictability of funding and resources can compromise the ability to plan strategically and the ever changing requirements of some funding bodies and bid processes do mean that although funding is required for specific projects, it may not always be gained. This could compromise the Council's ability to deliver the full range of actions which are set out within this document as some are dependant on outside funding sources.

12. Implementation and monitoring



Monitoring the strategy

12.12 A successful LTS consists of objectives, indicators, policies and actions that when combined, will improve local transport for the people of South Lanarkshire. The Council will develop a monitoring regime that will chart the progress of the LTS and identify at an early stage any areas that may need attention.

12.13 An annual review of the progress of the LTS will be undertaken which will measure performance against the indicators detailed in Chapter 4. Included in this review will be monitoring of the 45 Local Transport Actions (LTA's) as these will assist us in determining if the outputs from the LTS are achieving our stated objectives. This information will also be used in the monitoring of Resource and Service Plans.

12.14 Information from the annual review will be used to refine and further develop the LTS as well as the Resource and Service Plans. The review will also inform the monitoring of wider Council Strategies including the Council Plan 'Connect', the South Lanarkshire Single Outcome Agreement (SOA), Sustainable Development Strategy (SDS) and the Air Quality Strategy.

12.15 An annual progress report on the LTS will be produced to determine what has been achieved using the above mentioned outcome targets and actions. In addition, at the end of the lifetime of this document, the final review will assess to what degree all actions have been completed, what the reasons for any failings were, and which actions should be carried forward to the next LTS.



12. Implementation and monitoring

Local Transport Strategy Policies

Chapter	Section	Policy No	Description	Related Indicator(s)
Maintenance and Asset Management	Road Maintenance and Asset Management	LTP 1	The Council will seek to keep the road network in a safe condition, and will seek to improve its overall condition.	4
		LTP 2	The Council will continue to develop a Roads Asset Management Plan (RAMP).	4
		LTP 3	The Council will seek to reduce the cost of public liability claims.	4
	Bridges and Structures	LTP 4	The Council will ensure that the bridges for which it is responsible are safe for use and fit for purpose.	4
	Street Lighting	LTP 5	Co-ordinate with other programmes, e.g. the Roads Investment Plan.	3, 4
		LTP 6	Prioritise the works by means of a criteria based scoring system, e.g. presence in crime hot-spot.	3, 4
		LTP 7	Minimise vandalism by installing suitably robust equipment in potentially problematic areas.	3, 4
		LTP 8	Continue to pursue technological development in materials including longer lamp lives, L.E.D. units etc.	3, 4
	Traffic Signals	LTP 9	Co-ordinate with other programmes e.g. the Roads Investment Plan.	3, 4
		LTP 10	Continue to take advantage of technological advances and developments including the use of extra low voltage L.E.D. units and queue reduction measures. Aids to assist the visually impaired will be provided at all new and upgraded facilities.	3, 4, 5, 6
		LTP 11	Prioritise the replacement of outdated equipment and installations by means of a criteria based scoring system.	3, 4
		LTP 12	The Council will ensure that a high quality traffic signal maintenance system is in place to ensure the safe operation of junctions and pedestrian crossings.	3, 4
	Winter Maintenance	LTP 13	Provide a standard of service on its public roads which will permit safe passage of vehicles and pedestrians on main routes appropriate to the prevailing weather conditions.	3
		LTP 14	Establish a pattern of working which will minimise delays and diversions due to winter weather as far as is reasonably practical.	3
		LTP 15	Respond to serious hardship during extended periods of severe weather.	3

12. Implementation and monitoring



Chapter	Section	Policy No	Description	Related Indicator(s)
Road Safety	Road Safety	LTP 16	The Council will seek to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the 2020 national casualty reduction targets.	3
		LTP 17	The Council will assess road safety enquiries and target resources and improvements where 3 or more injury accidents have occurred in the previous 3 years, or on routes that have an injury accident rate greater than the national average.	3
		LTP 18	Where we are responsible the Council will seek to improve residents' perception of safety when accessing public transport infrastructure (e.g. bus shelters).	3
		LTP 19	The Council will support and encourage driving at 20mph or below in residential areas and outside schools.	3
Economy	Housing and New Developments	LTP 20	The Council will require that major new developments are accessible by walking, cycling and public transport.	2, 5, 6, 7
		LTP 21	The Council will require that the transport implications of major developments be set out in a Transport Assessment and for minor developments within a Transport Statement.	2, 5, 6, 7
		LTP 22	The Council will require the preparation, implementation and monitoring of Travel Plans for major developments as part of the planning / legal agreements.	2, 5, 6, 7
		LTP 23	The Council will require either the direct provision of transport infrastructure by developers and landowners, or contributions towards the cost in whole or in part of transportation works to be provided by others including the Council itself.	2, 4, 5, 6, 7
		LTP 24	The Council will require that all new developments consider the principles of Designing Streets	3, 5, 6, 7
	Parking and Demand Management	LTP 25	There will be an ongoing assessment of all waiting and loading times to ensure that they are appropriate and support the economic wellbeing of the area.	2
		LTP 26	The Council will use its powers to control on street parking to balance parking supply and demand, to ensure the unimpeded flow of traffic, to support economic vitality and to improve road safety.	2



12. Implementation and monitoring

Chapter	Section	Policy No	Description	Related Indicator(s)
Economy	Traffic Growth	LTP 27	The Council will seek to achieve a reduction in the rate of traffic growth on its road network.	1, 2
		LTP 28	The Council will ensure that developers introduce measures to mitigate the traffic impacts of new developments on the new road network.	1, 2
	New Road Infrastructure	LTP 29	The Council will support new roads infrastructure where it is proven that it will ease congestion on the existing road network and / or provide opportunities for the improvement to the local economy or the provision of an improved sustainable transport network.	2, 4
		LTP 30	The Council will investigate, determine solutions and look to secure funding for the following locations that are, or are expected to, experience transport related problems: <ul style="list-style-type: none"> • Stewartfield Way • Lanark Town Centre • A726 and Greenhills Road, East Kilbride • Cathkin area • Downiebrae Road / Farme Cross • A71 / B7011 junction 	2, 4
	Freight	LTP 31	The Council will encourage developers to consider rail as an alternative to road for moving freight. Where road transportation is the only viable option, we will encourage best practice to be pursued.	1, 2, 4
		LTP 32	Where there is a risk of the road network being excessively damaged as a result of operations or a development such as mineral extraction, windfarm construction, infill etc. the Council will require the applicant, prior to consent being granted, to enter into a legal agreement with the Council to regulate those matters that cannot be regulated by the imposition of planning conditions. Legal agreements may cover the annual cost of maintaining the road surface, the routing of haulage vehicles or any other matter arising from the establishment or operation of the development.	1, 2, 4

12. Implementation and monitoring



Chapter	Section	Policy No	Description	Related Indicator(s)
Economy	Freight	LTP 33	Where works have taken place on a development and the road has been excessively damaged and no agreement is in place, the Council will reserve the right to either enter into a retrospective agreement with the operator, to cover the cost of repair and ongoing maintenance of the road surface throughout the life of the development, or take legal steps to recover such costs	1, 2, 4
		LTP 34	In town centres, if it becomes necessary to improve and/or regulate service access to shops and businesses the Council will consult on the restrictions that are being proposed. Thereafter, the legal process will be initiated by the Council in consultation with freight delivery companies.	1, 2, 4
Sustainable Travel	Walking and Cycling	LTP 35	The Council will aim to increase the proportion of journeys that are made by foot in South Lanarkshire.	5, 6, 7
		LTP 36	The Council will contribute towards the achievement of the national cycling target of 10% of all trips being made by bike by the year 2020.	5, 6, 7
		LTP 37	The Council will actively support and encourage children to travel actively with the aim of increasing the proportion of journeys that are made to school on foot or by bike.	6, 7
	Inclusive Mobility	LTP 38	We will recognise and support the needs of people with disabilities when designing new transport schemes or replacing existing infrastructure.	5, 6, 7
	Public Transport	LTP 39	We will actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and by rail.	2, 5
		LTP 40	We will seek to improve the quality of bus services through and in partnership with SPT.	2, 5
		LTP 41	We will support and encourage multi modal journeys that allow the convenient interchange between rail, bus, car and bicycle. This includes supporting national government, regional transport partnerships and public transport operators in their efforts in the development of multi modal, integrated, through ticketing.	2, 5



12. Implementation and monitoring

Chapter	Section	Policy No	Description	Related Indicator(s)
Sustainable Travel	Public Transport	LTP 42	We will lobby Transport Scotland for the introduction of new and improved rail services and infrastructure and these will include the following longer term potential projects: <ul style="list-style-type: none"> • Direct Lanark to Edinburgh service • Extension of the Larkhall railway to Stonehouse • New stations at Symington and Law • Improved services between Carluke, Carstairs and Edinburgh • Removal of the level crossing near Cleghorn 	2, 5
	Low Carbon Vehicles	LTP 43	The Council will support the introduction of low carbon vehicles as a sustainable alternative to internal combustion vehicles.	Objective 6
Environment	Air Quality	LTP 44	The Council will continue to monitor and work to meet statutory requirements as appropriate.	Objective 6
		LTP 45	The Council will continue to integrate air quality considerations into its strategic policies and plans.	Objective 6
	Flood Risk Management	LTP 46	The Council will undertake its duties under the Flood Risk Management (Scotland) Act 2009.	8
		LTP 47	Flood Risk Assessments (FRA) and Sustainable Urban Drainage Systems (SuDS) will be provided by Developers to support their Planning Application. This will include a FRA independent check and SuDS independent check. Future maintenance of SuDS apparatus will also be identified and agreed with the Council	8
Light Pollution	LTP 48	The Council will continue to lobby the Scottish Government whenever possible to carry out the following: <ul style="list-style-type: none"> • Define light pollution as a statutory nuisance and draw up regulations which would enable local authority environmental health officers to deal with it (having taken advice from a qualified lighting engineer), • Introduce new regulations, through land use planning legislation, to allow planning authorities to control exterior lighting, • Ensure any planning policy statements will address light pollution and acknowledge the importance of the dark, and • Ensure that the policies and operations of all government departments and public agencies take account of the need to tackle light pollution. 	Objective 2	

12. Implementation and monitoring



Local Transport Strategy Actions

Chapter	Section	Policy No	Description	Related Indicator(s)
Maintenance and Asset Management	Road Maintenance and Asset Management	LTA 1	Implement the Roads Investment Plan for road and footway improvements.	4
		LTA 2	Prioritise and undertake repairs to reported road defects.	3, 4
		LTA 3	Work with Scottish Local Authority partners / SCOTS to develop an asset management plan and valuation of assets.	4
	Bridges and Structures	LTA 4	Maintain recent levels of progress in the strengthening programme for substandard publicly owned bridges.	4
		LTA 5	Continue to progress the upgrading of vehicle containment characteristics at bridges with substandard capability.	4
		LTA 6	Complete the assessment of privately owned bridges by 2015.	4
		LTA 7	Continue the programme of strengthening or implementation of alternative interim measures at substandard privately owned bridges carrying public roads.	4
	Street Lighting	LTA 8	Continue an annual programme of street lighting improvements including the renewal of deteriorated and at risk column types..	3, 4
	Traffic Signals	LTA 9	Continue annual programme of traffic signal improvements.	3, 4
		LTA 10	We will ensure that traffic signal faults are responded to within the set timescales and monitor our performance in meeting these timescales.	3, 4
	Winter Maintenance	LTA 11	Update annually and implement the Winter Maintenance Procedures and Resources document.	3, 4
		LTA 12	Following receipt of adverse winter conditions forecast treat 52% of the road network on a precautionary basis.	3, 4
		LTA 13	Following receipt of adverse winter conditions forecast treat 4% of the footway network on a precautionary basis.	3, 4
		LTA 14	During extreme weather conditions treat secondary and extreme (road) routes as resources permit.	3, 4
		LTA 15	During extreme weather conditions treat (footway) accessibility routes and the rest as resources permit.	3, 4



12. Implementation and monitoring

Chapter	Section	Policy No	Description	Related Indicator(s)
Road Safety	Road Safety	LTA 16	The Council will deliver annual prioritised road safety improvements at identified accident locations / routes / areas.	3
		LTA 17	Continued promotion of road safety education and training initiatives.	3
Economy	Housing and New Developments	LTA 18	The Council will require that all Transport Assessments are submitted for auditing and approval, to ensure that all requirements have been satisfied in relation to national and Council guidance and policies.	2, 4, 5, 6, 7
		LTA 19	The Council will monitor the implementation of Travel Plans for developments and will carry out enforcement through the planning process.	1, 2, 5, 6, 7
	Parking and Demand Management	LTA 20	The Council will review Traffic Regulation Orders (TROs) in areas where parking causes safety and/or congestion issues.	2
		LTA 21	The Council will ensure that all TROs are accessible to the public through the Council's internet site.	2
	Traffic Growth	LTA 22	The Council will operate a long term traffic monitoring programme and produce an annual traffic monitoring report.	1, 2
	New Road Infrastructure	LTA 23	Subject to availability of funding and support from partner organisations, the Council will develop the following road schemes and prepare preliminary designs and programmes for implementation. <ul style="list-style-type: none"> • Stewartfield Way Enhancement • Cathkin Relief Road • Lanark Gyratory • Downiebrae Road Upgrade • A726 and Greenhills Road, East Kilbride widening • A71 / B7011 Junction improvements 	2, 3, 4
		LTA 24	The Council will support the development and implementation of the following Transport Scotland and developer's road schemes :- <ul style="list-style-type: none"> • M8/M73/M74 Improvements - Raith Interchange (Transport Scotland) • Stonehouse Link / Relief Road (Development led) 	2, 3, 4
	Freight	LTA 25	The Council will monitor the number of heavy goods movements, through the long term traffic monitoring programme and produce a report every three years.	1, 2, 4

12. Implementation and monitoring



Chapter	Section	Policy No	Description	Related Indicator(s)
Sustainable Travel	Walking and Cycling	LTA 26	The Council will seek to extend our cycling network including further development of the National Cycle Network and development of the local South Lanarkshire network.	3, 5, 6, 7
		LTA 27	Specific routes will be identified and prioritised for implementation. Early projects will include completing the National Cycle network in South Lanarkshire and routes connecting Hamilton, East Kilbride and Rutherglen.	3, 5, 6, 7
		LTA 28	The Council will seek to increase the number of schools that develop travel plans.	1, 2, 6, 7
	Inclusive Mobility	LTA 29	We will install transport facilities that are safe and convenient to use for all road users, including those with disabilities.	5, 6, 7
	Public Transport	LTA 30	We will, in conjunction with SPT, implement prioritised public transport infrastructure improvements including bus stops and shelters.	1, 2, 5
		LTA 31	Where necessary we will implement Quality Partnerships, in partnership with bus operators and SPT to improve the quality and frequency of bus services.	1, 2, 5
		LTA 32	We will investigate the further provision of park and ride facilities in South Lanarkshire to facilitate sustainable multi modal journeys.	1, 2, 5
	Low Carbon Vehicles	LTA 33	We will develop a network of 'fast' charging stations in Council car parks throughout South Lanarkshire to facilitate public electric vehicle charging.	Objective 6
		LTA 34	We will investigate the provision of 'rapid' charging stations at strategic locations to extend the range of electric vehicles.	Objective 6
		LTA 35	We will require the provision of electric vehicle recharging infrastructure in all new developments.	Objective 6



12. Implementation and monitoring

Chapter	Section	Policy No	Description	Related Indicator(s)
Environment	Air Quality	LTA 36	Action Plan measures which have been identified through the Air Quality Steering Group, in an attempt to reduce road transport pollution around the Whirlies AQMA in East Kilbride, will be monitored and evaluated to determine their impact on air quality at the AQMA.	Objective 6
		LTA 37	Detailed Assessments will be carried out including assessment of PM10 and NO2 at Rutherglen Main Street and Hamilton town centre, and NO2 in Lanark town centre and Main Street, Uddingston.	Objective 6
		LTA 38	The Council operates their continuous monitoring equipment in the areas which are most likely to be closest to breaching the 2010 objectives for PM10.	Objective 6
		LTA 39	Consideration is given to the deployment of additional monitoring sites along the new M74 extension to inform future review and assessment of air quality.	Objective 6
	Flood Risk Management	LTA 40	The Council will actively participate in the Lomond and Clyde Loch Lomand and the Tweed Flood Risk Management Plan Districts and in the development and implementation of the associated District Flood Risk Management Plans.	
		LTA 41	Following receipt of a Heavy Rainfall Warning, South Lanarkshire Council will invoke the procedures outlined in the "Response to Flooding" document to assess and maintain the 'at risk' flood sites identified in the document. The River Clyde Multi-Agency Incident Response Guide will be used to provide a Council response to significant flooding from the River Clyde.	8 and Objective 6
		LTA 42	Continue an annual programme of prioritised flooding improvement projects.	
	Light Pollution	LTA 43	Install luminaires with good optical control that minimise light pollution and trespass by directing the light downwards and into the areas to be lit.	4
		LTA 44	Minimise electricity costs by not over-lighting, using energy-efficient light sources, turning off some lights when they are not required and by installing L.E.D. or dimmable luminaires in new developments whenever possible.	4
		LTA 45	A preference for post mounted luminaries rather than post top will be pursued wherever possible as post top designs are inherently inefficient and emit excessive amounts of light into the upper hemisphere.	4

Further Information



South Lanarkshire Council

Website: www.southlanarkshire.gov.uk

Gordon Mackay

Head of Roads and Transportation Services

Colin Park

Engineering Manager

Roads / Bridges Design, Flood Protection,
Road Safety, Traffic and Transportation

General enquiries on 0303 123 1015

or enterprise.hq@southlanarkshire.gov.uk

George Wells

Roads Maintenance Manager

General enquiries on 0303 123 1015

or enterprise.hq@southlanarkshire.gov.uk

Donald Gibson

Parking Unit Manager

General enquiries on 0303 123 1015

or enterprise.hq@southlanarkshire.gov.uk

Iain Russell

Hamilton Area Manager

enterprise.hamilton@southlanarkshire.gov.uk

All available at:

Montrose House
154 Montrose Crescent
Hamilton ML3 6LB

Martin Muir

East Kilbride / Rutherglen and Cambuslang
Area Manager*

enterprise.ek@southlanarkshire.gov.uk

Civic Centre
East Kilbride G74 1AB

Martin Polland

Clydesdale Area Manager*

enterprise.lanark@southlanarkshire.gov.uk

South Vennel
Lanark ML11 7JT

All general enquiries on 0303 123 1015

*Postal correspondence for the area offices should be sent to the Montrose House address above.

Strathclyde Partnership for Transport

Website: www.spt.co.uk

Consort House
12 West George Street
Glasgow, G2 1HN
Phone: 0141 332 6811
enquiry@spt.co.uk

Transport Scotland

Website: www.transportscotland.gov.uk

Buchanan House
58 Port Dundas Road
Glasgow, G4 0HF
Phone: 0141 272 7100
info@transportscotland.gsi.gov.uk

ScotRail

Website: www.scotrail.co.uk

Atrium House
50 Waterloo Street
Glasgow, G2 6HQ
Phone: 0845 601 5929
Scotrailcustomer.relations@firstgroup.com

Traveline

Website: www.travelinescotland.com

Phone: 0871 200 2233

Transport Direct

Website: www.transportdirect.info





If you need this information in another language or format, please contact us to discuss how we can best meet your needs.

Phone: 0303 123 1015

Email: equalities@southlanarkshire.gov.uk

www.southlanarkshire.gov.uk