



Appendix A.1

A.1 Appraisal Summary Tables (ASTs)

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	1 Rail Services: Carluke-Carstairs-Edinburgh	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails increasing the frequency of existing rail services between Carluke, Carstairs and Edinburgh.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Moderate benefit</i></p> <p>Increased service frequency would enable the movement of greater numbers of passengers on rail services between Carluke, Carstairs and Edinburgh. Increased service frequency may also engender greater confidence in rail options. This would increase the level of accessibility to employment, education and healthcare opportunities which may encourage mode shift from private car to rail.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>No benefit or impact</i></p> <p>Increased service frequency on rail services between Carluke, Carstairs and Edinburgh would be anticipated to have no benefit or negative impact on transport integration between modes.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>Increased service frequency would enable the movement of greater numbers of passengers on rail services between Carluke, Carstairs and Edinburgh, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>Increased service frequency would enable the movement of greater numbers of passengers on rail services between Carluke, Carstairs and Edinburgh, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>Increasing rail service frequencies is deemed to be technically feasible and includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>Existing passenger and freight rail services operate on the line between Carluke, Carstairs and Edinburgh. A recast of the Shott's line timetable will follow electrification with a new timetable expected in May 2019. There are also capacity constraints at Carstairs Junction and at terminating ends of the line at Glasgow Central and Edinburgh Waverley Rail Stations. There is a focus on journey time improvements in Scotland. The introduction of additional services on the network may result in a journey time disbenefit for existing services which would be contrary to the aims of rail investment to date.</p> <p>The impact of timetable changes resulting from increased frequency of services would require to be modelled to understand the capability of</p>

	their inclusion, as well as the demand for increased frequency.	
Financial:	The level of service requirements for services operating as part of the ScotRail franchise are established by Transport Scotland. The requirement to operate increased frequency rail services between Carluke, Carstairs and Edinburgh could potentially be included within Transport Scotland's criteria for delivery of the ScotRail franchise.	
Public:	Proposals to increase the frequency of existing rail services between Carluke, Carstairs and Edinburgh are likely to be publicly acceptable for residents of the study area. Stakeholders have noted in engagement that Saturday services to Edinburgh can be very busy on this line, particularly for major events in Edinburgh e.g. Sporting events. Existing users of the rail network from outwith the study area however who may be impacted negatively by potential resultant journey time disbenefit would be anticipated to object to proposals for increased frequency of services.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Potential for noise impact from the increased service operation. However, noise mitigation including barriers may be required in certain sections, which would lessen any impacts.</p> <p>Air Quality: potential for increased localised emissions arising from increased vehicle use of rail station and park and ride.</p> <p>Carluke rail station is not far from an SSSI and a Nature Reserve: the increased service frequency could potentially impact them. Further assessment may be needed.</p> <p>Carstairs rail station is located next to an SLA: the increased frequency of service could potentially impact it. Further assessment may be needed.</p> <p>However, potential for modal shift to more sustainable modes for longer distance journeys would result in reduced emissions of CO2 and other pollutants on the wider network. As increased frequency of services may promote mode shift for Edinburgh-bound journeys from Lanark, there would also potentially be a positive impact on the Lanark AQMA.</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in accident risk. Rail is considered to be a safer mode of transport than the private car. However, there may be a small increase in the number of vehicles on local roads associated with station parking facilities.
Economy	+/-	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the

		<p>number of vehicles on the road for longer journeys, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Journey time savings would be anticipated for individuals transferring from road to rail as would travel time reliability improvements.</p> <p>Increased frequency of rail services between Carluke, Carstairs and Edinburgh may increase the attractiveness of the surrounding areas for commuting trips to Edinburgh, thus increasing the marketability of residential development land in the area.</p> <p>Accessibility of the region's tourist attractions including the likes of New Lanark and the Falls of Clyde would also be increased through increased rail service frequency. This would benefit the local economy.</p> <p>Journey time disbenefit for existing users of the rail network, including long-distance cross-border services may offset any local economic benefits.</p>
Integration:	+1	<p>In terms of Transport Integration, increased frequency of rail services between Carluke, Carstairs and Edinburgh would be anticipated to have a negligible impact as this is an existing service.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed residential developments at Ravenstruther, Boghall Road, Stonedyke Road and Carluke south-east and non-residential development at Castlehill. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>Through its knock-on effect on existing public transport services, this option would however have a potential negative impact on policy directives to reduce inter-urban journey times.</p>
Accessibility and Social Inclusion:	+1	<p>This option would serve areas within the 15% most deprived in Scotland. It would primarily benefit in terms of frequency of services as opposed to opening up new accessibility opportunities.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	2 Rail Services: Lanark-Edinburgh	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the introduction of new rail services between Lanark and Edinburgh. This would require the implementation of a new sections of rail track from a spur on the existing line between Carluke and Carstairs junction	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare	<p><i>Moderate benefit</i></p> <p>New rail services between Lanark and Edinburgh would enable a direct route between the settlements, negating the requirement to detour via Carluke or other stations on the existing Edinburgh - Glasgow route. This would increase the level of accessibility to employment, education and healthcare opportunities which may encourage mode shift from private car to rail.</p>
2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.	<p><i>No benefit or impact</i></p> <p>New rail services between Lanark and Edinburgh would be anticipated to have no benefit or negative impact on transport integration between modes.</p>
3. Increase public transport accessibility of Clydesdale for people within and outwith the area.	<p><i>Moderate benefit</i></p> <p>New rail services between Lanark and Edinburgh would enable a direct route between the settlements, negating the requirement to detour via Carluke or other stations on the existing Edinburgh - Glasgow route, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.	<p><i>Moderate benefit</i></p> <p>New rail services between Lanark and Edinburgh would enable a direct route between the settlements, negating the requirement to detour via Carluke or other stations on the existing Edinburgh - Glasgow route, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
Rationale for Selection or Rejection of Proposal:	This option contributes positively toward the study TPOs
Implementability Appraisal	
Technical:	The implementation of new rail services between Lanark and Edinburgh would require the installation of new sections of rail track. A detailed feasibility study would require to be undertaken to determine the technical deliverability of such an option. The implementation of new rail services / rail track includes no untried technologies or practices
Operational:	<p>Existing passenger and freight rail services operate on the line between Carluke, Carstairs and Edinburgh. A recast of the Shott's line timetable will follow electrification with a new timetable expected in May 2019. There are also capacity constraints at Carstairs Junction and at terminating ends of the line at Glasgow Central and Edinburgh Waverley Rail Stations. There is a focus on journey time improvements in Scotland. The introduction of additional services on the network may result in a journey time disbenefit for existing services.</p> <p>The impact of timetable changes resulting from increased frequency of services would require to be modelled to understand the capability of their inclusion.</p>

Financial:	<p>The level of service requirements for services operating as part of the ScotRail franchise are established by Transport Scotland. The requirement to operate new rail services between Lanark and Edinburgh could potentially be included within Transport Scotland's criteria for delivery of the ScotRail franchise.</p> <p>The implementation of new sections of rail track required to facilitate new services between Lanark and Edinburgh could potentially be progressed through the rail enhancements and capital investment pipeline for delivery through Network Rail's enhancement programme.</p>	
Public:	<p>Proposals to introduce new services between Lanark and Edinburgh are likely to be publicly acceptable for residents of the study area. Existing users of the rail network from outwith the study area however who may be impacted negatively by potential resultant journey time disbenefit would be anticipated to object to proposals for implementation of new services.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Potential for noise impact from the increased service operation. However, noise mitigation including barriers may be required in certain sections, which would lessen any impacts.</p> <p>Air Quality: potential for increased localised emissions arising from increased vehicle use at the rail station and park and ride, which would affect the Lanark AQMA.</p> <p>However, potential for modal shift to more sustainable modes for longer distance journeys would result in reduced emissions of CO2 and other pollutants on the wider network.</p>
Safety:	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in accident risk. Rail is considered to be a safer mode of transport than the private car. However, there may be a small increase in the number of vehicles on local roads associated with station parking facilities.</p>
Economy	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Journey time savings would be anticipated for individuals transferring from road to rail as would travel time reliability improvements. Journey time savings would also be realised in comparison to existing rail journeys between Edinburgh and Lanark which currently detour via Carlisle or other stations on the network.</p> <p>Direct rail services between Lanark and Edinburgh may increase the attractiveness of the surrounding areas for commuting trips to Edinburgh, thus increasing the marketability of residential development land in the area.</p> <p>Accessibility of the region's tourist attractions including the likes of New Lanark and the Falls of Clyde would also be</p>

		<p>increased through direct rail services. This would benefit the local economy.</p> <p>Journey time disbenefit for existing users of the rail network, including long-distance cross-border services may offset any local economic benefits.</p>
Integration:	+1	<p>In terms of Transport Integration, new direct rail services between Lanark and Edinburgh would be anticipated to have a minor positive impact as this is an existing service, although interchange is required currently.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed circa 3ha non-residential development in Lanark and the 264 unit at Winston Barracks. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>Through its knock-on effect on existing public transport services, this option would however have a potential negative impact on policy directives to reduce inter-urban journey times.</p>
Accessibility and Social Inclusion:	+2	<p>New rail services between Lanark and Edinburgh would increase the level of accessibility to employment, education and healthcare opportunities in Edinburgh.</p> <p>This option would serve areas within the 10% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	3 Rail Services: Motherwell	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the integration of bus / rail timetables to allow improved interchange at Motherwell station for Clydesdale residents who require to access Hamilton.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Minor benefit</i></p> <p>In terms of population, Hamilton is one of the largest settlements in SLC and is a major administrative centre. The University of the West of Scotland has a recently opened campus at the Hamilton International Park. Improved integration of bus / rail timetables at Motherwell would enable mixed mode journeys to be made with a reduced interchange time. This may have a minor positive impact on encouraging mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>Improved integration of bus / rail timetables at Motherwell would enable mixed mode journeys to be made with a reduced interchange time.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>Improved integration of bus / rail timetables at Motherwell would enable mixed mode journeys to be made with a reduced interchange time. This would have a minor benefit on increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>Improved integration of bus / rail timetables at Motherwell would enable mixed mode journeys to be made with a reduced interchange time. This would have a minor benefit on increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The improved integration of bus / rail timetables includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>Existing passenger and freight rail services operate through Motherwell Rail Station. A recast of the Shott's line timetable will follow electrification with a new timetable expected in May 2019. There are also capacity constraints at Carstairs Junction and at terminating ends of the line at Glasgow Central and Edinburgh Waverley Rail Stations. There is a focus on journey time improvements in Scotland. The ability to implement rail timetable changes may be heavily constrained by these existing services and network capacity constraints and engagement with rail stakeholders suggests this network involves a highly complicated series of following and crossing services which have</p>

	<p>already been carefully timetabled.</p> <p>The impact of timetable changes would require to be modelled to understand the capability of their inclusion.</p>	
Financial:	<p>It is not anticipated that proposals to improve integration of bus / rail timetables would incur any additional costs over and above the costs associated with the running of current timetabled services.</p>	
Public:	<p>Proposals to improve integration of bus / rail timetables are likely to be publicly acceptable for residents of the study area. Existing users of the rail network from outwith the study area however who may be impacted negatively by potential resultant journey time disbenefit would be anticipated to object to proposals.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+/-	<p>This option is unlikely to require new infrastructure. Changes to service patterns on existing routes are unlikely to have significant effects for noise and vibration.</p> <p>Air Quality: improved interchange for residents of Clydesdale, may promote modal shift to sustainable transport modes. This would result in reduced emissions of CO2 and other pollutants on the wider network.</p>
Safety:	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in accident risk. Rail is considered to be a safer mode of transport than the private car. However, there may be a small increase in the number of vehicles on local roads associated with station parking facilities.</p>
Economy	+/-	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Journey time savings would be realised in comparison to existing rail journeys via Motherwell should the interchange time be reduced.</p> <p>Journey time disbenefit for existing users of the rail network, including long-distance cross-border services may offset any local economic benefits.</p>
Integration:	+1	<p>In terms of Transport Integration, the improved integration of bus / rail timetables would enhance service integration for cross-modal journeys. With bus services operating in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p>

		<p>In Transport and Land Use Integration terms, this option would have the potential to integrate with proposed new residential and non-residential developments in the study area, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>Through its knock-on effect on existing public transport services, as other services may be impacted by any re-timetabling on this complex network, this option would however have a potential negative impact on policy directives to reduce inter-urban journey times.</p>
<p>Accessibility and Social Inclusion:</p>	<p>+1</p>	<p>The improved integration of bus / rail timetables would have a minor benefit on accessibility and social inclusion for residents of Clydesdale, large proportions of which are rural in nature. This would potentially include areas within the 10% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	4 Provide rail station at Law	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the implementation of a rail station and associated car parking and bus integration at Law.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare	<p><i>Moderate benefit</i></p> <p>A new rail station at Law would facilitate direct public transport journeys to Glasgow, Edinburgh and other locations within SLC. This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.	<p><i>Minor benefit</i></p> <p>A new rail station at Law would be anticipated to have a minor benefit on transport integration between modes.</p>
3. Increase public transport accessibility of Clydesdale for people within and outwith the area.	<p><i>Moderate benefit</i></p> <p>A new rail station at Law would introduce direct public transport connections to Edinburgh and Glasgow and would provide new options for journeys to other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.	<p><i>Minor benefit</i></p> <p>A new rail station at Law would introduce direct public transport connections to Edinburgh and Glasgow and would increase the level of accessibility with other SLC settlements, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
Rationale for Selection or Rejection of Proposal:	This option contributes positively toward the study TPOs
Implementability Appraisal	
Technical:	<p>Previous feasibility studies on the construction of a new rail station at Law have been undertaken and conclude that it is technically feasible to construct a six-car platform (both directions) rail station with ancillary bus and parking facilities at this location. Land for the development of a rail station has been safeguarded in the LDP.</p> <p>The construction of a new station at Law includes no untried technologies or practices.</p>
Operational:	<p>Existing passenger and freight rail services operate through the site of the proposed rail station which is in close proximity to Carluke and Wishaw Rail Stations. A recast of the Shott's line timetable will follow electrification with a new timetable expected in May 2019. There are also capacity constraints at Carstairs Junction and at terminating ends of the line at Glasgow Central and Edinburgh Waverley Rail Stations.</p> <p>The creation of a new station on the existing line would increase journey times for existing passengers using this line. There is a focus on journey time improvements in Scotland. In order to offset journey time increases for existing services, it may be necessary to reduce the number of station calls at other stations on the network.</p>

	<p>The impact of introducing a new station on existing timetables would require to be modelled to understand the capability of its inclusion.</p> <p>The close proximity of Law to existing railway stations may mean Law has a limited catchment in terms of new rail passengers, and may transfer existing rail (and possibly bus) passengers, in addition to some new rail passengers transferring from private car journeys. This matters for the business case for rail operations in terms of revenue from passengers.</p>	
Financial:	<p>The construction costs of any new station facility would require to be met by the project promoter. New stations entail significant costs.</p> <p>On completion, responsibility for the ongoing operation of the station would lie with Network Rail, with ScotRail responsible for the scheduling of services.</p>	
Public:	<p>There is a long-standing aspiration for a rail station in Law by some stakeholders (though not all stakeholders engaged with for this study agree it is needed). Proposals to introduce a new rail station at Law are likely to be publicly acceptable for residents of the station's catchment area. Existing users of the rail network from outwith the catchment area however who may be impacted negatively by potential resultant journey time disbenefit and/or reduced frequency of stopping services would be anticipated to object to proposals.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+1	<p>This option is likely to require new/updated infrastructure as the station was closed in 1965. Potential for noise impact during construction and operation. New infrastructure is likely to introduce new noise sources that may pass close to residential areas and through locations that are not currently subject to significant noise impacts (although impact depends on ambient noise levels and level of vehicle movements already occurring). Any new stopping services would also result in increased noise from the stop-start of the trains.</p> <p>Air Quality: no existing station, park and ride or parking provision, therefore potential detrimental localised impact as encouraging more cars into the village.</p> <p>However, potential for modal shift to more sustainable modes for longer distance journeys would result in reduced emissions of CO2 and other pollutants on the wider network.</p> <p>Potential visual impact from introducing new features into the landscape.</p>
Safety:	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in accident risk. Rail is considered to be a safer mode of transport than the private car. However, there may be a small increase in the number of vehicles on local roads associated with station parking facilities.</p>
Economy	-1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in one potential congestion-causing factor for</p>

		<p>remaining users of the road network.</p> <p>Journey time savings for existing rail passengers in the Law catchment would be realised in comparison to existing rail journeys made via interchange at Carluke or Wishaw.</p> <p>A rail station at Law may increase the attractiveness of the surrounding areas for commuting trips to Edinburgh, Glasgow and other parts of SLC thus increasing the marketability of residential development land in the area.</p> <p>Accessibility of the region's tourist attractions including the likes of New Lanark and the Falls of Clyde would also be increased through a new station. This would benefit the local economy.</p> <p>Journey time disbenefit for existing users of the rail network, including long-distance cross-border services may offset any local economic benefits.</p>
Integration:	+2	<p>In terms of Transport Integration, a rail station at Law, with active travel, bus and car integration would enhance service integration for cross-modal journeys. With bus services operating in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed residential developments at Law Hospital and Birk's Farm. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>Through its knock-on effect on existing public transport services, this option would however have a potential negative impact on policy directives to reduce inter-urban journey times. This option is consistent with the LDP in South Lanarkshire, though is not reflected in strategy documents by Network Rail.</p>
Accessibility and Social Inclusion:	+2	<p>The creation of a new station at Law would have a moderate benefit on accessibility and social inclusion for residents of the catchment, for whom there are currently no direct public transport options to Edinburgh and Glasgow. A station would also provide new options for journeys to other SLC locations.</p> <p>This option would serve areas within the 30% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	5 Provide rail station at Symington	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the implementation of a rail station and associated car parking and bus integration at Symington.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Major benefit</i></p> <p>A new rail station at Symington would potentially facilitate direct public transport journeys to Glasgow, Edinburgh, Carlisle and other locations within SLC. This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Minor benefit</i></p> <p>A new rail station at Symington would be anticipated to have minor beneficial impact on transport integration between modes.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Major benefit</i></p> <p>A new rail station at Symington would potentially facilitate direct public transport connections to Edinburgh, Glasgow and Carlisle and would provide new options for journeys to other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Major benefit</i></p> <p>A new rail station at Symington would potentially facilitate direct public transport connections to Edinburgh, Glasgow and Carlisle would increase the level of accessibility with other SLC settlements, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>Previous feasibility studies on the construction of a new rail station at Symington have been undertaken and conclude that it is technically feasible to construct a six-car platform (both directions) rail station with ancillary bus and parking facilities at this location. Land for the development of a rail station has been safeguarded in the LDP.</p> <p>The construction of a new station at Symington includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>Existing passenger and freight rail services operate through the site of the proposed rail station. A recast of the Shott's line timetable will follow electrification with a new timetable expected in May 2019. There are also capacity constraints at Carstairs Junction and at terminating ends of the line at Glasgow Central and Edinburgh Waverley rail stations.</p> <p>The location of the proposed station is on a section of the network not currently served by ScotRail. Operators of cross-border services may be unlikely to call at the proposed station. It may therefore be challenging to introduce stopping services at any new station at this location.</p>

	<p>The creation of a new station on the existing line would increase journey times for existing passengers using this line. There is a focus on journey time improvements in Scotland and for cross-border services.</p> <p>The impact of introducing a new station on existing timetables would require to be modelled to understand the capability of its inclusion.</p> <p>The demand for such a rail station may be relatively low (based on previous forecasts by Halcrow 2006), and the population catchment is limited in this rural area, which may call into question the business case for investing in a commercial rail network environment.</p>	
Financial:	<p>The construction costs of any new station facility would require to be met by the project promoter.</p> <p>On completion, responsibility for the ongoing operation of the station would lie with Network Rail, with ScotRail responsible for the scheduling of services.</p>	
Public:	<p>There is a long-standing aspiration for a rail station in Symington. Proposals to introduce a new rail station at Symington are likely to be publicly acceptable for residents of the station's catchment area. Existing users of the rail network from outwith the catchment area however who may be impacted negatively by potential resultant journey time disbenefit would be anticipated to object to proposals.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Little remains of the former station, closed in 1965. Potential for noise impact during construction and operation. Significant new infrastructure is likely to introduce new noise sources that may pass close to residential areas and through locations that are not currently subject to significant noise impacts (although impact depends on ambient noise levels and level of vehicle movements already occurring). Any new stopping services would also result in increased noise from the stop-start of the trains.</p> <p>Air Quality: no existing station, park and ride or parking provision, therefore potential detrimental impact as encouraging more cars into the settlement.</p> <p>However, potential for modal shift to more sustainable modes for longer distance journeys would result in reduced emissions of CO2 and other pollutants on the wider network.</p> <p>Potential visual impact in introducing new features into townscape.</p>
Safety:	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in accident risk. Rail is considered to be a safer mode of transport than the private car. However, there may be a small increase in the number of vehicles on local roads associated with station parking facilities.</p>
Economy	-1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in one potential congestion-causing factor for</p>

		<p>remaining users of the road network.</p> <p>Journey time savings for existing public transport passengers in the Symington catchment would be realised in comparison to bus journeys.</p> <p>A rail station at Symington may increase the attractiveness of the surrounding areas for commuting trips to Edinburgh, Glasgow, Carlisle and other parts of SLC thus increasing the marketability of residential development land in the area.</p> <p>Accessibility of the region's tourist attractions including the likes of New Lanark and the Falls of Clyde would also be increased through a new station. This would benefit the local economy.</p> <p>Journey time disbenefit for existing users of the rail network, including long-distance cross-border services may offset any local economic benefits.</p>
Integration:	+2	<p>In terms of Transport Integration, a rail station at Symington, with active travel, bus and car integration would enhance service integration for cross-modal journeys. With bus services operating in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed residential development at Manse Road. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>Through its knock-on effect on existing public transport services, this option would however have a potential negative impact on policy directives to reduce inter-urban journey times. This option is consistent with the LDP in South Lanarkshire, though is not reflected in strategy documents by Network Rail.</p>
Accessibility and Social Inclusion:	+2	<p>The creation of a new station at Symington would have a moderate benefit on accessibility and social inclusion for residents of the catchment, for whom there are currently no rail options. A station would potentially facilitate rail options for journeys to Edinburgh, Glasgow, Carlisle and other SLC locations.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	6. Bus Service Improvements: Law-Carluk shuttle	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the implementation of a dedicated shuttle bus service between Law village and Carluk Rail Station. The service would operate on a high frequency and would integrate with the rail timetable.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluk, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluk and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Minor benefit</i></p> <p>A shuttle bus service between Law village and Carluke rail station would enable access to Carluke station and rail services via public transport modes.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>A shuttle bus directly serving Carluke rail station would enable cross mode integration from Law village.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>A shuttle bus service between Law village and Carluke rail station would enable access to Carluke station and rail services via public transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>A shuttle bus service between Law village and Carluke rail station would enable access to Carluke station and rail services via public transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The implementation of shuttle bus services includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of the shuttle bus as a commercial service. There may also be a reluctance for commercial bus operators to serve a rail station if they deem the rail station/services to be in direct competition to the routes they operate.</p> <p>Subsidisation of shuttle services would need to be considered in the context of the social necessity of the service and within the parameters</p>

	of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to subsidise any new service, this may come at the expense of an existing service subsidised elsewhere.	
Financial:	<p>In order to run a dedicated, high frequency shuttle service, this would require a sizeable fleet of vehicles and drivers. The source of funding for such a service would be dependent on the commercial or subsidised nature of the service.</p> <p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of the shuttle bus as a commercial service. There may also be a reluctance for commercial bus operators to serve a rail station if they deem the rail station/services to be in direct competition to the routes they operate.</p> <p>Subsidisation of shuttle services would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to subsidise any new service, this may come at the expense of an existing service subsidised elsewhere.</p> <p>Finally, bus operators in consultation for this study have noted that they respond to routes where they believe there is a financial case for a service, and if they are not providing a service on a route already, it may suggest there is limited scope for profitability.</p>	
Public:	Proposals to introduce a shuttle bus service between Law village and Carluke Rail Station are likely only to be mildly publicly acceptable. There is a long-standing aspiration for a rail station in Law, and as such, proposed shuttle services to Carluke may only be deemed to be acceptable as a short term, stop-gap measure. Research also shows that people prefer not to interchange.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Noise: noise impacts for residential areas from additional bus services. Vehicle noise impacts may also be mitigated if the option results in modal shift from cars to bus.</p> <p>Assumed to have an impact on air quality overall (as bus service would be of high frequency) but that could be mitigated, with bus engines becoming cleaner with new technologies and regulations. If impacts on traffic flow (e.g. leads to general traffic congestion in the town centres), which may increase emissions from vehicles in stop-start conditions. Potential to mitigate this through traffic management and design.</p> <p>However, potential for modal shift with people preferring the use of public transport to cars to get to Carluke station, resulting in decreased numbers of cars in the settlement centres and better air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network.</p>

		Carluke has a Local National Reserve within its town centre. Further investigations might be needed.
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in accident risk. Rail is considered to be a safer mode of transport than the private car.
Economy	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road for longer journeys, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.
Integration:	+3	<p>In terms of Transport Integration, a shuttle bus service between Law village and Carluke rail station would enhance service integration for cross-modal public transport journeys. Operating at a high frequency in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, a shuttle bus service between Law village and Carluke rail station is situated in the vicinity of proposed residential developments at Birk's Farm, Stonedyke Road, Boghall, Road and Law Hospital. This will therefore enable integration of the proposed developments with neighbouring settlements, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, the provision of a rail shuttle bus service fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
Accessibility and Social Inclusion:	+1	<p>The implementation of shuttle bus services between Law village and Carluke rail station would have a minor benefit on accessibility and social inclusion for residents of the village, for whom there are currently no rail options or bus options to Edinburgh or Glasgow. Shuttle services would facilitate rail options for journeys to Edinburgh, Glasgow and other SLC locations.</p> <p>This option would serve areas within the 15% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	7 Bus Service Improvements: Carluke Cross route extension	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the extension of the existing 243 service from Law to Carluke to a terminating point at Carluke Rail Station. The service would operate on a higher frequency than currently and would integrate with the rail timetable.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Minor benefit</i></p> <p>Extending the 243 service route to include Carluke rail station would enable access from Law village to Carluke station and rail services via public transport modes.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Minor benefit</i></p> <p>A bus directly serving Carluke rail station would enable cross mode integration from Law village.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>Extending the 243 service route to include Carluke rail station would enable access from Law village to Carluke station and rail services via public transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>No benefit or impact</i></p> <p>Extending the 243 service route to include Carluke rail station would enable access from Law village to Carluke station and rail services via public transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The extension of the operating route of the existing 243 service includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>An increase in the frequency and route length of the of the existing subsidised service would require additional vehicles and drivers and would thus incur additional cost. This would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to expand the existing subsidised service, this may come at the expense of an existing service subsidised elsewhere.</p>

Financial:	An increase in the frequency and route length of the of the existing subsidised service would require additional vehicles and drivers and would thus incur additional cost. This would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to expand the existing subsidised service, this may come at the expense of an existing service subsidised elsewhere.	
Public:	Proposals to extend the existing 243 service route to Carluke rail station and increase the frequency of the service are likely to be publicly acceptable assuming that changes do not lead to the withdrawal of services elsewhere. In the event that service enhancements could only be facilitated by the withdrawal of subsidised services elsewhere, proposals would likely be met with objection.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+1	<p>Noise impacts will depend on the route taken by the bus service. It is unlikely that significant new infrastructure is needed. New bus stops/facilities may increase noise impacts due to road traffic flows increasing in these areas though impacts unlikely to be significantly above background noise levels from existing traffic.</p> <p>Assumed to have an impact on air quality overall (as bus service would be of increased frequency) but that could be mitigated, with bus engines becoming cleaner with new technologies and regulations. If impacts on traffic flow (e.g. leads to general traffic congestion in the town centres), which may increase emissions from vehicles in stop-start conditions. Potential to mitigate this through traffic management and design.</p> <p>However, potential for modal shift with people preferring the use of public transport to cars to get to Carluke station, resulting in decreased numbers of cars in the settlement centres and better air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network.</p> <p>Carluke rail station is not far from an SSSI and a Nature Reserve: the increased service could potentially impact them. Further assessment may be needed.</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.
Integration:	+2	In terms of Transport Integration, the extension of the 243 bus service route from Law village to Carluke rail station would enhance service integration for cross-modal public transport journeys. Operating at a high frequency in alignment

		<p>with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, the extended bus service between Law village and Carluke rail station is situated in the vicinity of proposed residential developments at Birk's Farm, Stonedyke Road, Boghall, Road and Law Hospital. This will therefore enable integration of the proposed developments with neighbouring settlements, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, the provision of an extended bus service fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
<p>Accessibility and Social Inclusion:</p>	<p>+1</p>	<p>The extension of the operating route of the existing 243 service to Carluke Rail Station would have a minor benefit on accessibility and social inclusion for residents of Law village, for whom there are currently no rail options or bus options to Edinburgh or Glasgow. Extended length, higher frequency services would facilitate rail options for journeys to Edinburgh, Glasgow and other SLC locations.</p> <p>This option would serve areas within the 15% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	8 Bus Service Improvements: Lanark Interchange	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the amendment of bus / rail timetables and bus service level increase outwith core hours to enable interchange at Lanark Rail Station and ensure connections are available to Clydesdale towns and villages outwith the core working day.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Moderate benefit</i></p> <p>Improving bus/rail integration before/after core hours at Lanark rail station would enable cross-modal public transport access to/from Lanark and connected settlements.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>Improving bus/rail integration before/after core hours at Lanark rail station would enable cross mode integration between bus and rail.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>Improving bus/rail integration before/after core hours at Lanark rail station would enable cross-modal public transport access to/from Lanark and connected settlements. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>Improving bus/rail integration before/after core hours at Lanark rail station would enable cross-modal public transport access to/from Lanark and connected settlements. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The amendment of bus/rail timetables before/after core hours at Lanark Rail Station includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of extending the bus service operating hours on a commercial basis.</p> <p>Subsidisation of services would need to be considered in the context of the social necessity of the service and within the parameters of</p>

	<p>existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to subsidise any extended service, this may come at the expense of an existing service subsidised elsewhere.</p> <p>An extension to the operating hours of existing services would potentially require additional vehicles and/or drivers and would thus incur additional cost.</p>	
Financial:	<p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of extending the bus service operating hours on a commercial basis.</p> <p>Subsidisation of services would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to subsidise any extended service, this may come at the expense of an existing service subsidised elsewhere.</p> <p>An extension to the operating hours of existing services would potentially require additional vehicles and/or drivers and would thus incur additional cost.</p>	
Public:	<p>Proposals to improve bus/rail integration outwith core hours are likely to be publicly acceptable assuming that changes do not lead to the withdrawal of services elsewhere. In the event that service enhancements could only be facilitated by the withdrawal of services elsewhere, proposals would likely be met with objection.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Noise: noise impacts for residential areas from additional bus services.</p> <p>No significant road or bus stop infrastructure is anticipated to be required, as the bus services would be using the existing routes and interchange facilities.</p> <p>Air Quality: potential for increased localised emissions arising from increased bus volumes on town streets and using the bus interchange, which would affect the Lanark AQMA, unless bus vehicles are modern and clean (which may be required for any services also running within the Glasgow LEZ).</p> <p>However, potential for modal shift with people preferring the use of public transport to cars to get to Lanark station, resulting in decreased numbers of cars in the town centre and better air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network</p> <p>Lanark is in a Special Landscape Area and close to National Nature Reserves, SSSIs and SACs, so further investigation on the impacts might be needed.</p>

Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.
Integration:	+3	<p>In terms of Transport Integration, the amendment of bus/rail timetables before/after core hours at Lanark rail station would enhance service integration for cross-modal public transport journeys. Operating in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed circa 3ha non-residential development in Lanark and the 264 unit at Winston Barracks. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
Accessibility and Social Inclusion:	+2	<p>The improvement of bus/rail integration outwith core hours have a moderate benefit on accessibility and social inclusion for existing and prospective public transport users, for whom options for connecting bus journeys from Lanark interchange outwith core hours are currently limited. This would facilitate public transport options for journeys to Edinburgh, Glasgow and other SLC locations.</p> <p>This option would serve areas within the 30% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	9 Bus Service Improvements: Biggar-Symington-Lanark	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails increasing the frequency of the part-subsidised Biggar/Symington to Lanark service from a 1hr frequency to a 1/2hr frequency during peak travel hours. The proposal is to increase the frequency connecting with commuter trains to Glasgow.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Minor benefit</i></p> <p>A half hourly frequency on the Biggar/Symington to Lanark bus service, integrating with commuter trains to Glasgow, would enable cross-modal public transport access to/from Lanark.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Minor benefit</i></p> <p>A half hourly frequency on the Biggar/Symington to Lanark bus service, integrating with commuter trains to Glasgow, would be anticipated to have a minor benefit on integration between modes.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>A half hourly frequency on the Biggar/Symington to Lanark bus service, integrating with commuter trains to Glasgow, would enable cross-modal public transport access to/from Lanark. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>A half hourly frequency on the Biggar/Symington to Lanark bus service, integrating with commuter trains to Glasgow, would enable cross-modal public transport access to/from Lanark. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The increase in frequency of the Biggar/Symington to Lanark bus service, integrating with commuter trains to Glasgow, includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>An increase in the frequency of the existing subsidised service would require additional vehicles and drivers and would thus incur additional cost. This would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to expand the existing subsidised service, this may come at the expense of an existing service subsidised elsewhere.</p>

Financial:	An increase in the frequency of the existing subsidised service would require additional vehicles and drivers and would thus incur additional cost. This would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to expand the existing subsidised service, this may come at the expense of an existing service subsidised elsewhere.	
Public:	Proposals to increase the frequency of the existing subsidised service are likely only to be mildly publicly acceptable. There is a long-standing aspiration for a rail station in Symington, and as such, proposed service level increases to integrate with commuter trains to Glasgow may only be deemed to be acceptable as a short term, stop-gap measure. In the event that service enhancements could only be facilitated by the withdrawal of services elsewhere, proposals would likely be met with objection.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+1	<p>This option is unlikely to require new infrastructure as buses would use the existing routes. However, more bus traffic could result in slightly decreasing air quality, which could be in turn managed by the introduction of cleaner buses.</p> <p>The increased frequency of buses could have an impact on the AQMA in Lanark, however, this could be mitigated with the potential decrease in cars (modal shift from private vehicle to bus) and by cleaner bus vehicles. Further investigation may be needed.</p> <p>Biggar is in a Special Landscape Area and the town centre is classed as a Conservation Area. Further exploration may be needed.</p> <p>Symington is in an Environmentally Sensitive Area and a Special Landscape Area, so needs further exploration..</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.
Integration:	+3	<p>In terms of Transport Integration, an increase in the frequency of the existing subsidised service would enhance service integration for cross-modal public transport journeys. Operating in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed circa 3ha non-residential</p>

		<p>development in Lanark and the 264 unit at Winston Barracks. At the Biggar end, it is also situated in the vicinity of the Edinburgh Road residential development and non-residential development of circa 2ha. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
<p>Accessibility and Social Inclusion:</p>	<p>+2</p>	<p>An increase in the frequency of the existing subsidised service would have a moderate benefit on accessibility and social inclusion for existing and prospective public transport users, for residents of the area for whom options for bus journeys to Lanark are currently limited. This would facilitate public transport options for journeys to Edinburgh, Glasgow and other SLC locations.</p> <p>This option would serve areas within the 30% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	10 Bus Service Improvements: Law	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails diverting existing Glasgow-bound bus services through Law to introduce stopping services to Law village.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Moderate benefit</i></p> <p>The introduction of Glasgow-bound bus services to Law village would introduce direct public transport options to Glasgow and potentially locations in southern parts of Clydesdale and the Borders. This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>No benefit or impact</i></p> <p>The introduction of Glasgow-bound bus services to Law village would be anticipated to have no benefit on integration between modes.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>The introduction of Glasgow-bound bus services to Law village would introduce direct public transport options to Glasgow and potentially locations in southern parts of Clydesdale and the Borders, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>The introduction of Glasgow-bound bus services to Law village would introduce direct public transport options to Glasgow and potentially locations in southern parts of Clydesdale and the Borders, thus increasing the level of public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The introduction of Glasgow-bound bus services to Law village includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of diverting existing services through Law village. Consideration would also require to be given to any additional journey/drive time the diversion of existing services would entail as maximum permissible driver's hours are governed by legislation. There may be cost implications associated with the requirement of providing additional drivers to maintain current levels of service. There may also be operational cost implications if delays caused due to the diversion of existing services necessitates the running of additional vehicles to maintain current levels of service.</p>

	Journey time disbenefit for existing bus passengers caused by diverting existing services through Law village may result in a loss of patronage from existing settlements which may limit the commercial attractiveness of this proposal. Law was served by a bus services until early 2019 when it was withdrawn.	
Financial:	<p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of diverting existing services through Law village. Consideration would also require to be given to any additional journey/drive time the diversion of existing services would entail as maximum permissible driver's hours are governed by legislation. There may be cost implications associated with the requirement of providing additional drivers to maintain current levels of service. There may also be operational cost implications if delays caused due to the diversion of existing services necessitates the running of additional vehicles to maintain current levels of service.</p> <p>Journey time disbenefit for existing bus passengers caused by diverting existing services through Law village may result in a loss of patronage from existing settlements which may limit the commercial attractiveness of this proposal.</p>	
Public:	<p>There is a long-standing aspiration for a rail station in Law, and as such, the proposed introduction of Glasgow-bound bus services may only be deemed to be acceptable to residents of Law village as a short term, stop-gap measure.</p> <p>Existing users of the bus services from outwith the catchment area however would be impacted negatively by resultant journey time disbenefit so would be anticipated to object to proposals</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>This option might require slight infrastructure changes, which would result in noise increase for surrounding residential areas. Potential noise impact from bus services stopping at Law.</p> <p>Air Quality: potential for increased localised emissions arising from increased bus volumes on local road network, , unless bus vehicles are modern and clean (which may be required for any services also running within the Glasgow LEZ).</p> <p>However, potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network.</p> <p>Law is in a Special Landscape Area and in close proximity to NNRs, SSSIs, and SACs so further investigation may be needed depending on the routes buses take.</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.

Economy	+/-	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Journey time disbenefit for existing users of the diverted bus services, including long-distance inter-urban services may offset any local economic benefits.</p>
Integration:	+1	<p>In terms of Transport Integration, the introduction of Glasgow-bound bus services to Law village would mainly have benefits in terms of accessibility and connectivity as opposed to service integration benefits.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed residential developments at Birk's Farm, Stonedyke Road, Boghall, Road and Law Hospital. This will therefore enable integration of the proposed developments with neighbouring settlements, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, the introduction of Glasgow-bound bus services to Law village fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>Through its knock-on effect on existing public transport services, this option would however have a potential negative impact on policy directives to reduce inter-urban journey times.</p>
Accessibility and Social Inclusion:	+2	<p>The introduction of Glasgow-bound bus services to Law village would have a moderate benefit on accessibility and social inclusion for residents of the catchment, for whom there are currently no direct public transport options to Glasgow. This option would also provide new options for journeys to other SLC locations. This would also potentially open up direct public transport options to locations in southern parts of Clydesdale and the Borders.</p> <p>This option would serve areas within the 30% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	11 Bus Service Improvements: Carstairs-Lanark-New Lanark	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the implementation of a dedicated shuttle bus service between Carstairs Rail Station, Lanark Rail Station and New Lanark Heritage Village, integrated with the rail network.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Minor benefit</i></p> <p>A shuttle bus service between Carstairs rail station, Lanark rail station and New Lanark would enable access to New Lanark and Edinburgh via public transport modes.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>A shuttle bus directly serving Carstairs and Lanark rail stations would enable cross mode integration from Edinburgh and New Lanark.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>A shuttle bus service between Carstairs rail station, Lanark rail station and New Lanark would enable access to New Lanark and Edinburgh via public transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>A shuttle bus service between Carstairs rail station, Lanark rail station and New Lanark would enable access to New Lanark and Edinburgh via public transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale's attractions, in particular the Falls of Clyde and New Lanark World Heritage Site for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The implementation of shuttle bus services includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of the shuttle bus as a commercial service. There may also be a reluctance for commercial bus operators to serve a rail station if they deem the rail station/services to be in direct competition to the routes they operate.</p>

	<p>Subsidisation of shuttle services would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to subsidise any new service, this may come at the expense of an existing service subsidised elsewhere.</p>	
Financial:	<p>In order to run a dedicated, high frequency shuttle service, this would require a sizeable fleet of vehicles and drivers. The source of funding for such a service would be dependent on the commercial or subsidised nature of the service.</p> <p>In a de-regulated market, the commercial viability of any bus service must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of the shuttle bus as a commercial service. There may also be a reluctance for commercial bus operators to serve a rail station if they deem the rail station/services to be in direct competition to the routes they operate.</p> <p>There may also potentially be the opportunity for funding support through windfarm community benefits. European Regional Development Fund (ERDF) support may also be available for the development of a 'green energy' fuelled shuttle service i.e. battery/hydrogen fuel cell vehicles 'refuelled' using energy generated at windfarms. UK Government funding may also be available through the Office for Low Emission Vehicles with funding also potentially available from Transport Scotland.</p> <p>Subsidisation of shuttle services would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to subsidise any new service, this may come at the expense of an existing service subsidised elsewhere.</p>	
Public:	<p>Proposals to introduce a shuttle bus service between Carstairs Rail Station, Lanark Rail Station and New Lanark are likely to be publicly acceptable assuming their introduction does not lead to the withdrawal of services elsewhere. In the event that the introduction of a service could only be facilitated by the withdrawal of subsidised services elsewhere, proposals would likely be met with objection.</p> <p>Use of ULEVs to operate the services are also likely to be publicly acceptable. Support may be split on the use of 'driverless' vehicles.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Impacts depend on nature of proposals. Any significant new infrastructure could introduce new noise sources but only if it generates bus traffic in areas close to noise receptors (i.e. residential areas) which are not currently served by bus or subject to significant noise impacts. Vehicle noise impacts may also be mitigated if the option results in modal shift from cars to bus.</p> <p>Air Quality: potential for increased localised emissions arising from increased bus volumes on streets in Lanark town centre and using the bus interchange, which would affect the Lanark AQMA. Assumed to have an impact on air quality overall (as bus service would be of high frequency) but that could be mitigated, with bus engines becoming cleaner with new technologies and regulations. If impacts on traffic flow (e.g. leads to general traffic congestion in the settlement</p>

		<p>centres), which may increase emissions from vehicles in stop-start conditions. Potential to mitigate this through traffic management and design.</p> <p>However, potential for modal shift with people preferring the use of public transport to cars to get to Lanark station, resulting in decreased numbers of cars in the settlement centres and better air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network.</p> <p>Lanark is in a Special Landscape Area and close to National Nature Reserves, SSSIs and SACs, so further investigation on the impacts might be needed.</p> <p>New Lanark is a World Heritage Site, so any infrastructure changes would require further investigation.</p>
Safety:	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.</p>
Economy	+2	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Direct public transport connectivity to Edinburgh may increase the attractiveness of the surrounding areas for commuting trips to Edinburgh, thus increasing the marketability of residential development land in the area.</p> <p>Accessibility of the region's tourist attractions including the likes of New Lanark and the Falls of Clyde would also be increased through dedicated shuttle services linking in with the rail network. This would benefit the local economy.</p>
Integration:	+2	<p>In terms of Transport Integration, a shuttle bus service between Carstairs rail station, Lanark rail station and New Lanark would enhance service integration for cross-modal public transport journeys. Operating at a frequency in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed residential developments at Ravenstruther and Winston Barracks and proposed circa 3ha non-residential development in Lanark. This will therefore enable integration of the proposed developments with neighbouring settlements, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, the provision of a rail shuttle bus service fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>

Accessibility and Social Inclusion:	+2	<p>The implementation of shuttle bus services between Carstairs rail station, Lanark rail station and New Lanark would have a moderate benefit on accessibility and social inclusion for residents of the catchment, for whom there are currently no direct public transport options to Edinburgh. This would enable public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p> <p>The proposals would have a positive impact on social exclusion, particularly for the Carstairs and surrounding area which are classed as Accessible Rural Areas.</p> <p>This option would serve areas within the 25% most deprived in Scotland.</p>
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Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	12 Bus Service Improvements: Vehicle Quality	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails proposals to improve the vehicle quality of service buses in terms of passenger comfort and emissions standards.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:		Performance against planning objective:	

1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare	<i>Minor benefit</i> Improved bus vehicle quality may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.
2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.	<i>No benefit or impact</i> Improved bus vehicle quality would be anticipated to have no benefit on transport integration.
3. Increase public transport accessibility of Clydesdale for people within and outwith the area.	<i>No benefit or impact</i> Improved bus vehicle quality would be anticipated to have no benefit on public transport accessibility of Clydesdale for people within and outwith the area.
4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.	<i>No benefit or impact</i> Improved bus vehicle quality would be anticipated to have no benefit on public transport accessibility of Clydesdale's attractions for people within and outwith the area.
Rationale for Selection or Rejection of Proposal:	This option has a minor positive contribution toward the study TPOs
Implementability Appraisal	
Technical:	The implementation of improved bus vehicle quality includes no untried technologies or practices.
Operational:	Whilst legislation governing minimum vehicle standards in terms of accessibility must be adhered to by public service vehicle operators ¹ , outwith the scope of legal requirements, decisions to upgrade vehicle fleets are at the discretion of service operators. In a de-regulated market, this primarily relates to commercial operators. Within the Clydesdale area there are also a number of subsidised services over which funding partners i.e. SLC or SPT can stipulate requirements including minimum vehicle standards. In either scenario, the cost associated with upgrading vehicles within their service life i.e. ahead of schedule may incur significant additional

¹ <http://www.legislation.gov.uk/ukxi/2000/1970/contents/made>

	<p>costs to the service operator and so be undeliverable.</p> <p>With the establishment of Scotland's first Low Emissions Zone (LEZ) in Glasgow however, operators running services to Glasgow also require to meet minimum vehicle standards in terms of emissions. Over the 5 years from 2018 to 2022, this will see all service buses operating in the LEZ meeting Euro VI emissions standards². Plans to investigate the use of traffic regulation conditions in relation to bus Euro standards within SLC's AQMAs are also proposed within the draft Air Quality Strategy³.</p>	
Financial:	<p>Whilst legislation governing minimum vehicle standards in terms of accessibility must be adhered to by public service vehicle operators, outwith the scope of legal requirements, decisions to upgrade vehicle fleets are at the discretion of service operators. In a de-regulated market, this primarily relates to commercial operators.</p> <p>Within the Clydesdale area there are also a number of subsidised services over which funding partners i.e. SLC or SPT can stipulate requirements including minimum vehicle standards.</p> <p>With the establishment of Scotland's first Low Emissions Zone (LEZ) in Glasgow however, operators running services to Glasgow also require to meet minimum vehicle standards in terms of emissions. Over the 5 years from 2018 to 2022, this will see all service buses operating in the LEZ meeting Euro VI emissions standards. Plans to investigate the use of traffic regulation conditions in relation to bus Euro standards within SLC's AQMAs are also proposed within the draft Air Quality Strategy.</p> <p>In either scenario, the cost associated with upgrading vehicles within their service life i.e. ahead of schedule may incur significant additional costs to the service operator and so be undeliverable. In respect of vehicle upgrades to reduce emissions however, the Scottish Bus Emissions Abatement Retrofit Programme (BEAR) offers funding for buses to be converted to Euro VI standard to help reduce pollution levels in AQMAs⁴. This would potentially enable operators to upgrade their vehicles accordingly without incurring additional cost.</p>	
Public:	<p>Proposals to improve bus vehicle quality are likely to be publicly acceptable. There is a risk however that in the absence of improvements to service levels, improvements to vehicle quality would be viewed as a worthless exercise.</p>	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Potential for reduction in noise if quieter bus fleet.</p> <p>Potential for improved air quality if cleaner bus fleet.</p> <p>Potential for modal shift if fleet is attractive to users.</p>

² <http://www.glasgow.gov.uk/CouncillorsandCommittees/viewDoc.asp?c=P62AFQDN2UZLDXZ3DN>

³ https://www.southlanarkshire.gov.uk/info/200193/pollution/263/air_quality/10

⁴ <https://www.energysavingtrust.org.uk/scotland/businesses-organisations/transport/scottish-bus-emissions-abatement-retrofit-programme>

Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+/-	The implementation of improved bus vehicle quality is anticipated to have no economic benefit.
Integration:	+1	<p>In terms of Transport Integration, the introduction of Glasgow-bound bus services to Law village would be anticipated to have a negligible impact.</p> <p>No conflict with existing land uses. Measures would encourage the residents of new developments and surrounding areas of Clydesdale to use the public transport services to access a variety of land-uses throughout Clydesdale, SLC and for journeys to/from Edinburgh and Glasgow.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives. There may also be a direct positive impact on air quality and emissions reduction policy directives by introducing vehicles with improved emissions standards.</p>
Accessibility and Social Inclusion:	+1	The implementation of improved bus vehicle quality is anticipated to have some benefit on accessibility and social inclusion if accessibility levels for people with mobility difficulties are improved.

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	13 Bus Service Improvements: M74 Bus Hubs	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails proposals to create bus hubs on the M74 corridor with feeder services from the surrounding area at Abington and Lesmahagow.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Minor benefit</i></p> <p>Creation of bus hubs on the M74 would enable access to Glasgow, the Scottish Borders and other SLC locations via public transport modes.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>Creation of bus hubs on the M74 would enable multi-leg bus journeys to be undertaken from surrounding areas and would create park & ride opportunities for car/bus based journeys, thus increasing transport integration.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>Creation of bus hubs on the M74 would facilitate public transport journeys to destinations not currently served by local services, thus increasing the public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>Creation of bus hubs on the M74 would facilitate public transport journeys to destinations not currently served by local services, thus increasing the public transport accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The implementation of bus hubs includes no untried technologies or practices. There is however an issue in this option over controlling long-stay parking associated with a bus hub in relation to the existing Abington service station car parking, and ensuring hub users do not use service station car parking at the expense of the service station's customer access. Technologies do exist which could be used to control this e.g. ANPR enforcement but at a cost.</p>
<p>Operational:</p>	<p>Land ownership and the availability of land for the development of transport facilities on / adjacent to the corridor would require to be explored to identify suitable location(s) for the implementation of any bus hubs. Funding support for the construction of facilities would potentially be available from the regional transport partnership SPT.</p> <p>In a de-regulated market, the commercial viability of running feeder services and/or longer distance connected services must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of running services to any hubs. Consideration would also require to be given to any additional journey/drive time the diversion of existing services</p>

	<p>would entail as maximum permissible driver's hours are governed by legislation. There may be cost implications associated with the requirement of providing additional drivers to maintain current levels of service. There may also be operational cost implications if delays caused due to the diversion of existing services necessitates the running of additional vehicles to maintain current levels of service.</p> <p>Journey time disbenefit for existing bus passengers caused by diverting existing services to any hubs may result in a loss of patronage from existing settlements which may limit the commercial attractiveness of this proposal.</p> <p>In combination, analysis of the above elements would identify the operational feasibility of bus hubs at one or both locations.</p> <p>Similar considerations would be required in relation to the routing of any subsidised services to bus hubs. This would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to run subsidised services to any hubs, this may come at the expense of an existing service subsidised elsewhere.</p>
Financial:	<p>Land ownership and the availability of land for the development of transport facilities on / adjacent to the corridor would require to be explored to identify suitable location(s) for the implementation of any bus hubs. Potential locations include in the vicinity of Abington and / or in the vicinity of Lesmahagow. Funding support for the construction of facilities would potentially be available from the regional transport partnership SPT.</p> <p>In a de-regulated market, the commercial viability of running feeder services and/or longer distance connected services must be considered by a prospective operator. The anticipated level of patronage would need to be assessed to determine the viability or otherwise of running services to any hubs. Consideration would also require to be given to any additional journey/drive time the diversion of existing services would entail as maximum permissible driver's hours are governed by legislation. There may be cost implications associated with the requirement of providing additional drivers to maintain current levels of service. There may also be operational cost implications if delays caused due to the diversion of existing services necessitates the running of additional vehicles to maintain current levels of service.</p> <p>Journey time disbenefit for existing bus passengers caused by diverting existing services to any hubs may result in a loss of patronage from existing settlements which may limit the commercial attractiveness of this proposal.</p> <p>In combination, analysis of the above elements would identify the operational feasibility of bus hubs at one or both locations.</p> <p>Similar considerations would be required in relation to the routing of any subsidised services to bus hubs. This would need to be considered in the context of the social necessity of the service and within the parameters of existing local and regional budgetary constraints for the subsidisation of services. Should the decision be made to run subsidised services to any hubs, this may come at the expense of an existing service subsidised elsewhere.</p>
Public:	<p>Proposals to create bus hubs on the M74 are likely to be publicly acceptable for residents of the catchment areas assuming that required service changes do not lead to the withdrawal of services elsewhere. In the event that service changes could only be facilitated by the withdrawal of services elsewhere, proposals would likely be met with objection.</p>
STAG Criteria	

Criterion	Assessment Summary	Supporting Information
Environment:	+1	<p>New infrastructure is likely to introduce noise during construction and operation. The new bus hub facilities are likely to introduce new noise sources (cars and buses) that may pass close to residential areas and through locations that are not currently subject to significant noise impacts.</p> <p>Air Quality: potential for increased localised emissions arising from increased bus volumes on surrounding road network unless modern and clean vehicle fleets in use.</p> <p>However, potential for modal shift to more sustainable modes for longer distance journeys could result in fewer private vehicles on the M74, thus resulting in reduced emissions of CO2 and other pollutants on the wider network.</p> <p>Abington is in an Environmentally Sensitive Area and in close proximity to SLAs and SSSIs. Further investigation may be needed.</p>
Safety:	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.</p>
Economy	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Improved transport accessibility of catchment areas may also increase the attractiveness of these locations as commuting locations for trips to Glasgow, the Scottish Borders and other parts of SLC.</p>
Integration:	+3	<p>In terms of Transport Integration, the provision of bus hubs on the M74 would enhance service integration for cross-modal public transport journeys. Operating in alignment with local feeder services and longer distance services, this option would enable public transport services to operate in a more complementary manner. That said, the extension of an existing route may impact on journey times for existing passengers and reduce the attractiveness of the service, which could impact on bus revenues.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed residential developments at Wellburn Farm, Brocketsbrae, Milton Farm, Birkwood Hospital and Balgray Road. It is also in the vicinity of circa 30ha non-residential development. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction</p>

		policy directives.
Accessibility and Social Inclusion:	+2	<p>The creation of bus hubs on the M74 corridor would have a moderate benefit on accessibility and social inclusion for residents of the catchment, for whom there are currently limited longer distance public transport options. A hub would potentially facilitate public transport options for journeys to Glasgow, the Scottish Borders and other SLC locations.</p> <p>This option would serve areas within the 10% most deprived in Scotland.</p>

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Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	14 Bus Service Improvements: Demand Responsive Transport	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	<p>This option entails the expansion of existing / development of new DRT services to serve Clydesdale, and southern / rural settlements in particular.</p> <p>The service(s) could potentially be delivered through a fleet of ULEVs e.g. battery or hydrogen fuel cell, with further potential that the energy required to 'refuel' the vehicles is generated by local windfarms.</p> <p>The option of running services with autonomous or semi-autonomous i.e. driverless vehicles could also be further explored.</p>	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	<p>Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.</p>		
Social Context:	<p>The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.</p>		

Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.
Planning Objectives	
Objective:	Performance against planning objective:
1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare	<p><i>Moderate benefit</i></p> <p>DRT services to rural areas of Clydesdale would enable access to public transport options in locations where scheduled public transport services are not available.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.	<p><i>No benefit or impact</i></p> <p>DRT services would not be anticipated to increase transport integration.</p>
3. Increase public transport accessibility of Clydesdale for people within and outwith the area.	<p><i>Moderate benefit</i></p> <p>DRT services to rural areas of Clydesdale would enable access to public transport options in locations where scheduled public transport services are not available, thus increasing the public transport accessibility of Clydesdale for people within and outwith the area.</p>
4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.	<p><i>Minor benefit</i></p> <p>DRT services to rural areas of Clydesdale would enable access to public transport options in locations where scheduled public transport services are not available, thus increasing the accessibility of Clydesdale's attractions for people within and outwith the area.</p>
Rationale for Selection or Rejection of Proposal:	This option contributes positively toward the study TPOs
Implementability Appraisal	

Technical:	Depending on the model adopted, the implementation of DRT services would either involve no untried technologies or practices or, a more innovative model involving battery/hydrogen powered (potentially autonomous) vehicles would involve leading edge technologies. A feasibility study would be required to establish the suitability of fuel technologies for the distances and terrains involved and for the driverless capabilities on service routes.	
Operational:	Consideration could be given to extending existing SPT DRT services, to supporting new community-led initiatives. Consideration needed as to the best size of vehicle and permit regime required, but could be open to anyone from specific geographical areas. Community benefit funding from windfarms could potentially be used to support the ongoing operational costs and/or energy generation.	
Financial:	<p>Funding support for the delivery of DRT services may potentially be available from SPT. There may also potentially be the opportunity for funding support through windfarm community benefits. ERDF support may also be available for the development of a 'green energy' fuelled DRT service i.e. battery/hydrogen fuel cell vehicles 'refuelled' using energy generated at windfarms. UK Government funding may also be available through the Office for Low Emission Vehicles with funding also potentially available from Transport Scotland.</p> <p>Costs per passenger on DRT tend to be higher than on commercial bus services. Fares can be charged though depends on permit regime used.</p>	
Public:	Proposals to implement DRT services are likely to be publicly acceptable for residents of the catchment areas.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Potential for noise impacts, as services may pass close to residential areas and through locations that are not currently subject to significant noise impacts.</p> <p>However, could have beneficial impacts on noise and air quality overall through modal shift, with people using these services instead of cars.</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.
Integration:	+2	<p>In terms of Transport Integration, the provision of DRT would be anticipated to have a negligible impact.</p> <p>In Transport and Land Use Integration terms, further analysis would be required to determine the geographical areas in</p>

		<p>which the service(s) should operate, but they would have the potential to integrate with proposed new residential and non-residential developments in the study area, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
Accessibility and Social Inclusion:	+2	<p>The implementation of DRT services would have a moderate benefit on accessibility and social inclusion for residents of the catchment, for whom there are currently limited scheduled public transport services available. This would potentially include areas within the 10% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	15. Active Travel Infrastructure	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	<p>This option entails the provision active travel infrastructure between:</p> <ul style="list-style-type: none"> • Law, Carluke & Braidwood • Biggar & Symington • Carnwath & Carstairs <p>and the provision of appropriate/suitable walking access to transport hubs and stops including rail stations, bus stations and bus stops e.g. Lanark Bus and Rail interchange.</p>	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	<p>Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.</p>		
Social Context:	<p>The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.</p>		

Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.
Planning Objectives	
Objective:	Performance against planning objective:
1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare	<p><i>Minor benefit</i></p> <p>Active travel links between neighbouring settlements would enable access to local employment, education and healthcare opportunities which may encourage mode shift from motorised transport modes to active travel.</p> <p>The provision of appropriate/suitable walking access to transport hubs and stops including rail stations, bus stations and bus stops would enable access to public transport connections to Glasgow and other locations in SLC. This would further enable access to local employment, education and healthcare opportunities which may encourage mode shift from motorised transport modes to active travel.</p>
2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.	<p><i>Minor benefit</i></p> <p>The provision of appropriate/suitable walking access to transport hubs and stops including rail stations, bus stations and bus stops would enable integration between active travel and public transport modes.</p>
3. Increase public transport accessibility of Clydesdale for people within and outwith the area.	<p><i>Minor benefit</i></p> <p>Active travel links between neighbouring settlements and the provision of appropriate/suitable walking access to transport hubs and stops including rail stations, bus stations and bus stops would increase the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.	<p><i>Minor benefit</i></p> <p>Active travel links between neighbouring settlements and the provision of appropriate/suitable walking access to transport hubs and stops including rail stations, bus stations and bus stops would increase the level of accessibility of Clydesdale's attractions for people within and outwith the area.</p>
Rationale for Selection or Rejection of Proposal:	This option contributes positively toward the study TPOs
Implementability Appraisal	

Technical:	The implementation of active travel infrastructure includes no untried technologies or practices.
Operational:	The ongoing maintenance of any new active travel infrastructure would require to be met by SLC which may result in additional maintenance spend over and above their existing commitments. A maintenance plan should be fully costed if proposals are progressed for further consideration. This should be captured within any cost benefit analysis.
Financial:	100% design funding support for active travel links may potentially be available from Sustrans, with funding support also potentially available from Sustrans for construction costs. SPT funding support may also potentially be available for active travel link construction costs and for small scale public transport access improvements.
Public:	Proposals to provide active travel infrastructure are likely to be publicly acceptable. There is a risk however that construction works will cause delay to the road network. Careful consideration should be given to the timings of works in order to minimise any impact with advanced notice provided to existing users of the network to ensure public awareness.

STAG Criteria

Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>Air Quality: Benefits identified include positive impact on localised emissions reductions and emissions reductions on the wider network by promoting sustainable modes of transport and modal shift.</p> <p>Some visual impacts from new signage which can be mitigated through good design principles.</p> <p>Law, Carluke and Braidwood are in a Special Landscape Area and in close proximity to Nature Reserves, SACs and SSSIs. Carluke is also in close proximity to LNRs. Further exploration may be needed.</p> <p>Biggar is in a Special Landscape Area and the settlement centre is classed as a Conservation Area. Further exploration may be needed.</p> <p>Symington is in an Environmentally Sensitive Area and a Special Landscape Area, so needs further exploration.</p> <p>The centre of Carnwath is classed as a Conservation Area. Further exploration may be needed.</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public and active transport is considered to be a safer mode of transport than the private car.

Economy	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.
Integration:	+1	<p>In terms of Transport Integration, active travel infrastructure to provide connectivity between neighbouring settlements would be anticipated to have a positive impact. Improvements with regard to walking access to transport hubs and stops would also be anticipated to have a positive impact on transport integration.</p> <p>In Transport and Land Use Integration terms, active travel infrastructure between Law, Carluke and Braidwood is situated in the vicinity of proposed residential developments at Birk's Farm, Stonedyke Road, Boghall, Road and Law Hospital. This will therefore enable integration of the proposed developments with neighbouring settlements, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities. Active travel infrastructure between Carstairs and Carnwath is in the vicinity of the proposed residential development at Ravenstruther and active travel infrastructure between Symington and Biggar is in the vicinity of the proposed Edinburgh Road residential development and non-residential development of circa 2ha.</p> <p>In Policy Integration terms, the provision of active travel infrastructure fits with aspirations to increase the proportion of trips made by active travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
Accessibility and Social Inclusion:	+2	<p>Active travel infrastructure would have a moderate benefit on accessibility and social inclusion for residents of the catchment which includes areas classed as Accessible Rural, particularly for those without access to a car. Walking and cycling are more affordable ways to travel than public transport or owning a private car, and thus benefit those on lower incomes (though access to bicycles can be a barrier).</p> <p>Active travel infrastructure between Law, Carluke and Braidwood would encompass areas within the 15% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	16 Park & Ride: Lanark	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the provision of a strategic P&R facility at Lanark with local bus services calling at the station and bus timetable integrated with rail.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Moderate benefit</i></p> <p>A P&R facility at Lanark would enable access to rail connections to Glasgow and other locations in SLC to greater numbers of passengers.</p> <p>This would increase the level of accessibility to employment, education and healthcare opportunities which may encourage mode shift from private car to rail.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>A P&R facility at Lanark would enable cross mode integration from bus and car.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>A P&R facility at Lanark with associated bus service integration would enable access to Lanark station and rail services via public and private transport modes. This would enable cross-modal public transport journeys to Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>A P&R facility at Lanark with associated bus service integration would enable access to Lanark station and rail services via public and private transport modes. This would enable cross-modal public transport journeys to Glasgow and other SLC locations, thus increasing the level of accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The implementation of P&R facilities with associated bus service integration includes no untried technologies or practices.</p> <p>The result of a feasibility study considering P&R opportunities at Lanark Railway Station and how to improve the Lanark Interchange as a whole identified the technical feasibility of a number of options.</p>
<p>Operational:</p>	<p>Land ownership arrangements at potential P&R sites may impact the viability of potential options and the operational/maintenance responsibilities. Agreement would require to be reached between relevant parties to ensure appropriate arrangements were in place. Staffing levels required would vary dependent on the option(s) progressed which would have a direct impact on ongoing running costs.</p> <p>There may be a reluctance for commercial bus operators to integrate times with rail timetables if they deem the rail station/services to be in direct competition to the routes they operate.</p>

	Requirements imposed by the Traffic Commissioner in terms of buses running to their agreed timetables could be an issue in terms of deliverability i.e. a bus may not be permitted to wait for the arrival of train if the train is running late. Timetabling at the bus interchange is also understood to be quite tight currently.	
Financial:	Funding support for the construction of P&R facilities may potentially be available from Network Rail and/or SPT.	
Public:	Proposals to provide a P&R facility at Lanark Rail Station are likely to be publicly acceptable.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>New infrastructure is likely to introduce noise during construction and operation. The new park and ride facilities are likely to introduce new noise sources (cars and buses) that may pass close to residential areas and through locations that are not currently subject to significant noise impacts.</p> <p>Air Quality: potential for increased localised emissions arising from increased bus volumes on town streets and using the bus interchange, which would affect the Lanark AQMA.</p> <p>However, potential for modal shift with people preferring the use of public transport to cars to get to Lanark station, resulting in decreased numbers of cars in the town centre and better air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network</p> <p>Potential impact on landscape and visual amenity that would need further investigation, as Lanark centre is a Conservation Area.</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+2	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Journey time savings would be anticipated for individuals transferring from road to rail as would travel time reliability improvements.</p> <p>Accessibility of the region's tourist attractions including the likes of New Lanark and the Falls of Clyde would also be</p>

		increased through improved P&R facilities. This would benefit the local economy.
Integration:	+3	<p>In terms of Transport Integration, a P&R facility at Lanark station with bus timetables integrated with rail would enhance service integration for cross-modal journeys. With bus services operating in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed circa 3ha non-residential development in Lanark and the 264 unit at Winston Barracks. This will therefore enable integration of the proposed developments with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
Accessibility and Social Inclusion:	+2	<p>A P&R facility at Lanark station would have a moderate benefit on accessibility and social inclusion for residents of the catchment, which includes areas classed as Accessible Rural.</p> <p>This option would serve areas within the 30% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	17 Park & Ride: Carstairs	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the provision of a strategic P&R facility at Carstairs with local bus services calling at the station and bus timetable integrated with rail.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Moderate benefit</i></p> <p>A P&R facility at Carstairs would enable access to rail connections to Edinburgh, Glasgow and other locations in SLCs to greater numbers of passengers.</p> <p>This would increase the level of accessibility to employment, education and healthcare opportunities which may encourage mode shift from private car to rail.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>A P&R facility at Carstairs would enable cross mode integration from bus and car.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>A P&R facility at Carstairs with associated bus service integration would enable access to Carstairs station and rail services via public and private transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>A P&R facility at Carstairs with associated bus service integration would enable access to Carstairs station and rail services via public and private transport modes. This would enable cross-modal public transport journeys to Edinburgh, Glasgow and other SLC locations, thus increasing the level of accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The implementation of P&R facilities with associated bus service integration includes no untried technologies or practices. A planning application is being progressed for the creation of an additional 26 car parking spaces, by way of an extension to the existing P&R facility at Carstairs. Proposals within the SLC P&R strategy also identified the possibility to increase P&R capacity in a further two phases, the feasibility of which has not been assessed.</p>
<p>Operational:</p>	<p>The land upon which the 26 proposed additional car parking spaces are to be installed belongs to SLC and along with the existing P&R site would become part of SLC's P&R estate. Land for the potential phase 2 and phase 3 extensions is currently under 3rd party ownership. Should they be deemed feasible, SLC would require to reach an agreement with the current landowner(s) in order to progress phase 2 and 3 proposals.</p>

	<p>There may be a reluctance for commercial bus operators to integrate times with rail timetables if they deem the rail station/services to be in direct competition to the routes they operate.</p> <p>Requirements imposed by the Traffic Commissioner in terms of buses running to their agreed timetables could be an issue in terms of deliverability i.e. a bus may not be permitted to wait for the arrival of train if the train is running late. Timetabling at the bus interchange is also understood to be quite tight currently.</p>	
Financial:	SPT have provisionally agreed to offer funding support for the construction of phase 1 P&R facilities. Funding for phase 2 and phase 3 expansions may potentially be available from Network Rail and/or SPT.	
Public:	Proposals to provide a P&R facility at Carstairs Rail Station are likely to be publicly acceptable.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+2	<p>New infrastructure is likely to introduce noise during construction and operation. The new park and ride facilities are likely to introduce new noise sources (cars and buses) that may pass close to residential areas and through locations that are not currently subject to significant noise impacts.</p> <p>Air Quality: potential for increased localised emissions arising from increased bus volumes on surrounding road network.</p> <p>However, potential for modal shift with people preferring the use of public transport to cars to get to Carstairs station, resulting in decreased numbers of cars on the road network and better air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network.</p>
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+2	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Journey time savings would be anticipated for individuals transferring from road to rail as would travel time reliability improvements.</p> <p>Accessibility of the region's tourist attractions would also be increased through improved P&R facilities. This would</p>

		benefit the local economy.
Integration:	+2	<p>In terms of Transport Integration, a P&R facility at Carstairs station with bus timetables integrated with rail would enhance service integration for cross-modal journeys. With bus services operating in alignment with the rail timetable, this option would enable public transport services to operate in a more complementary manner.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed residential development at Ravenstruther. This will therefore enable integration of the proposed development with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p>
Accessibility and Social Inclusion:	+2	<p>A P&R facility at Carstairs station would have a moderate benefit on accessibility and social inclusion for residents of the catchment, which includes areas classed as Accessible Rural.</p> <p>This option would serve areas within the 25% most deprived in Scotland.</p>

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	Behaviour Change	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	This option entails the implementation of behaviour change initiatives including Clydesdale transport information provision (e.g. via a website or app) and information on car sharing opportunities to maximise awareness of existing transport provision.	Estimated Total Public Sector Funding Requirement	Capital Costs: N/A
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.		
Social Context:	The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.		
Economic Context:	Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.		
Planning Objectives			
Objective:	Performance against planning objective:		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Moderate benefit</i></p> <p>Creation of bus hubs on the M74 would enable access to Glasgow, the Scottish Borders and other SLC locations via public transport modes.</p> <p>This may encourage mode shift from private car to public transport for journeys to employment, education and healthcare.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>No benefit or impact</i></p> <p>The implementation of behaviour change initiatives would be anticipated to have no impact on integration between modes.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>No benefit or impact</i></p> <p>The implementation of behaviour change initiatives would be anticipated to have no impact on the public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>No benefit or impact</i></p> <p>The implementation of behaviour change initiatives would be anticipated to have no impact on the accessibility of Clydesdale's attractions for people within and outwith the area.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option contributes positively toward the study TPOs</p>
<p>Implementability Appraisal</p>	
<p>Technical:</p>	<p>The implementation of behaviour change initiatives includes no untried technologies or practices.</p>
<p>Operational:</p>	<p>Ownership and responsibility for maintaining up-to-date, accurate information would need to be agreed amongst contributing parties. Failure to keep information up to-date may result in a loss in confidence amongst e.g. website or app users which may result in influencing people away from using sustainable travel modes. Funding support for costs associated with delivery of behaviour change initiatives could potentially be available from Smarter Choices Smarter Places (SCSP).</p>
<p>Financial:</p>	<p>Funding support for costs associated with delivery of behaviour change initiatives could potentially be available from SCSP.</p>
<p>Public:</p>	<p>Proposals to implement behaviour change initiatives are likely to be publicly acceptable.</p>

STAG Criteria		
Criterion	Assessment Summary	Supporting Information
Environment:	+1	Potential for modal shift to more sustainable modes is likely to have a positive impact in terms of noise and air quality.
Safety:	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.
Economy	+1	Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.
Integration:	+1	<p>Transport Integration - potential for improved public transport information and the marketing of services, will improve integration between modes and services and reduce reliance on private car use. There is potential for a slight indirect benefit on ticketing through improved marketing of discount tickets that are available.</p> <p>Transport and Land Use Integration - No conflict with existing land uses. Measures would encourage the residents of new developments and surrounding areas of Clydesdale to use the public transport services to access a variety of land-uses throughout Clydesdale, SLC and for journeys to/from Edinburgh and Glasgow.</p> <p>Policy Integration - Aligns well with Local Transport Strategy and other transport strategies by supporting use of public transport.</p>
Accessibility and Social Inclusion:	+1	The implementation of behaviour change initiatives would not be anticipated to have an impact on accessibility and social inclusion. Promoting car sharing may benefit those for whom lack of transport through e.g. cost is a barrier

Proposal Details			
Name and address of authority or organisation promoting the proposal:		South Lanarkshire Council, Almada Street, Hamilton, ML3 0AA	
Proposal Name:	Do Minimum	Name of Planner:	AECOM, 1 Tanfield, Edinburgh, EH3 5DA
Proposal Description:	<p>The Do-Minimum, in line with STAG, “comprises all schemes and proposals under construction or for which statutory powers exist and funding is available.” It represents the default status quo scenario in the study area, used as a baseline to compare the performance of the improvement options assessed as part of this STAG Part 1 appraisal.</p> <p>This includes the following schemes:</p> <ol style="list-style-type: none"> 1. Carstairs Park & Ride: 26 additional parking spaces at Carstairs Rail Station P&R. This represents phase 1 of a proposed potential 3 phases of enhancements at Carstairs as identified in the SLC Park & Ride Strategy. 2. Motherwell Rail Station Improvements: <ul style="list-style-type: none"> ○ An expanded bus facility on Muir Street ○ Relocated pedestrian crossing on Muir Street at Motherwell Station ○ New arrangements for taxis and disabled parking ○ Footpath and cycle path improvements ○ A new footway to link Hamilton Road with Motherwell Station ○ New layouts at Farm Street, High 	Estimated Total Public Sector Funding Requirement	Capital Costs: Low Cost
			Annual Revenue Grant: N/A
			Present Value of Cost to Govt: N/A

	<ul style="list-style-type: none"> ○ Road and Pollock Street car parks ○ Removal of on-street parking bays on Muir Street ○ Improvements to station buildings and forecourt <p>3. Carstairs junction layout rationalisation: to include north-east bypass of the station and enhanced resilience</p> <p>4. Curriehill power supply upgrade</p>		
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	<p>Clydesdale is a historical county region which is wholly located within South Lanarkshire. The area is geographically large although the population is relatively small with a number of small towns spread across a wide rural area. The northern parts of Clydesdale are home to the majority of the local population, in the towns of Carluke, Lanark and Law. The area possesses major transport infrastructure with both the M74 motorway and the West Coast Mainline (WCML) running through Clydesdale. In addition to the M74 motorway which allows fast direct travel from the study area to Glasgow, there are a number of routes to Edinburgh from Clydesdale including the A702 trunk route and the A70/A721.</p>		
Social Context:	<p>The population of the Clydesdale Wards is 61,600 according to the 2017 mid-year population estimates, which represents 1.1% of the total population in Scotland. Carluke and Lanark are the largest settlements in Clydesdale. House prices in Clydesdale are lower than the national and local authority averages. There are pockets of deprivation within the Clydesdale area, with 13% of data zones in the region amongst the 20% most deprived in Scotland. Over time there has been a general decline in deprivation across some areas and an increase in other locations.</p>		
Economic Context:	<p>Resident employment in Clydesdale is fairly mixed with large proportions in the professional, skilled trades and process, plant and machine operative occupational categories. However, there are comparatively lower numbers in associate professional and technical roles occupations. Clydesdale performs comparably well in terms of the economic activity rate of its population. However, the area has a larger proportion of individuals of retirement age than both South Lanarkshire and Scotland as a whole.</p>		
Planning Objectives			
Objective:	Performance against planning objective		

<p>1. Increase the mode share of sustainable transport in Clydesdale for all journey purposes particularly access to employment, education and healthcare</p>	<p><i>Moderate benefit</i></p> <p>Carstairs P&R would enable a better access to rail connections to Glasgow, Edinburgh, and other locations in SLC. This would increase the level of accessibility to employment, education and healthcare opportunities which may encourage mode shift from private car to rail.</p> <p>Proposals to improve interchange opportunities at Motherwell rail station may result in improved interchange opportunity for Clydesdale residents who require to access Hamilton. Access improvements may also improve the journey experience for individuals travelling between Motherwell and Clydesdale. This could result in a modal shift from private car to rail.</p> <p>Junction rationalisation would enable two trains to simultaneously stop at Carstairs and would support line speed increases. This could result in a modal shift from private car to rail.</p> <p>Upgrading the power supply at Curriehill may facilitate enhanced frequency of services on the line which could enable modal shift to rail.</p>
<p>2. Increase transport integration between rail, bus, walking and cycling within Clydesdale.</p>	<p><i>Moderate benefit</i></p> <p>A P&R in Carstairs would enable cross mode integration from bus and car.</p> <p>Improved interchange at Motherwell would enable mixed mode journeys to be made with a reduced overall journey time.</p>
<p>3. Increase public transport accessibility of Clydesdale for people within and outwith the area.</p>	<p><i>Moderate benefit</i></p> <p>A P&R facility at Carstairs would enable access to Carstairs station and rail services via public and private transport modes. This would enable cross-modal public transport journeys to Glasgow and other SLC locations, thus increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p> <p>Reduced interchange time at Motherwell would enable mixed mode journeys to be made with a reduced overall journey time. This would have a minor benefit on increasing the level of public transport accessibility of Clydesdale for people within and outwith the area.</p>
<p>4. Increase accessibility of Clydesdale's attractions for people within and outwith the area.</p>	<p><i>Minor benefit</i></p> <p>A P&R facility at Carstairs would enable access to Carstairs station and rail services via public and private transport modes. This would enable cross-modal public transport journeys to Glasgow and other SLC locations, thus increasing the level of accessibility of Clydesdale's attractions for people within and outwith the area.</p> <p>Reduced interchange time at Motherwell would enable mixed mode journeys to be made with a reduced overall journey time. This would have a minor benefit on increasing the level of public transport accessibility of Clydesdale for</p>

	people within and outwith the area.	
Rationale for Selection or Rejection of Proposal:	The Do Minimum acts as a useful benchmark upon which to compare alternative options.	
Implementability Appraisal		
Technical:	<p>The implementation of P&R facilities includes no untried technologies or practices.</p> <p>Station improvements includes no untried technologies or practices.</p> <p>Junction layout rationalisation includes no untried technologies or practices.</p> <p>Power supply upgrade includes no untried technologies or practices.</p>	
Operational:	Whilst the Do Minimum includes measures to support mode shift to public transport modes and ameliorate elements of existing capacity constraints on the rail network, increased future rail demand and insufficient measures to encourage modal shift away from the private car across the wider study area are key factors which would adversely affect the ability to successfully operate the Do Minimum scenario.	
Financial:	<p>The Do Minimum comprises measures which are committed and have funding secured.</p> <p>£150k funding is proposed in SPT's indicative 2019/20 Capital Plan for the Carstairs Park & Ride</p> <p>The Motherwell rail station improvements would receive £3.5 million City Region Deal funding, with £5 million station buildings and forecourt improvements funded by ScotRail.</p> <p>The Do Minimum is considered affordable in the context of it requiring no capital investment and incurring no ongoing operating or maintenance costs over and above what is already committed.</p>	
Public:	Measures contained within the Do Minimum scenario are likely to gain public support as they ameliorate elements of capacity constraints on the rail network and increase opportunities to access public transport services and improve interchange opportunities. However, the Do Minimum scenario does not go beyond this to provide measures across the wider study area, or indeed measures potentially facilitated by ameliorating capacity constraints.	
STAG Criteria		
Criterion	Assessment Summary	Supporting Information

Environment:	+2	<p>New infrastructure is likely to introduce noise during construction and operation of the four schemes. The expanded P&R facilities are likely to introduce new noise sources (cars and buses) that may pass close to residential areas and through locations that are not currently subject to significant noise impacts. Similarly, the rail station improvements at Motherwell are likely to introduce new noise sources through the extended bus facilities and the new street layouts.</p> <p>Air Quality: potential for increased localised emissions arising from increased bus volumes on town streets and using the bus interchange. Potential for increased rail emissions depending on the type of rolling stock to run, if proposals result in increased frequencies of services.</p> <p>However, potential for modal shift with people preferring the use of public transport to cars to get to Carstairs station and Motherwell station, resulting in decreased numbers of cars in the town centre and better air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO2 and other pollutants on the wider network</p> <p>Potential impact on landscape and visual amenity that would need further investigation, as Carstairs junction is in close proximity to a Special Landscape Area.</p>
Safety:	+1	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in accident risk. Public transport is considered to be a safer mode of transport than the private car.</p>
Economy:	+2	<p>Encouraging residents to choose more sustainable transport options over car use could lead to a reduction in the number of vehicles on the road, and thus a reduction in one potential congestion-causing factor for remaining users of the road network.</p> <p>Journey time savings would be anticipated for individuals transferring from road to rail as would travel time reliability improvements.</p> <p>Accessibility of the region's tourist attractions including the likes of New Lanark and the Falls of Clyde would also be increased through improved P&R facilities, improved interchange, junction rationalisation and power upgrade. This would benefit the local economy.</p>
Integration:	+2	<p>In terms of Transport Integration, expanded P&R facility at Carstairs station would enhance service integration for cross-modal journeys.</p> <p>In Transport and Land Use Integration terms, this option is situated in the vicinity of proposed circa 10ha residential development in Ravenstruther, totalling 150 units. This will therefore enable integration of the proposed development with public transport services, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p>

		<p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by of sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>In terms of Transport Integration, the improvements at Motherwell would enhance service integration for cross-modal journeys.</p> <p>In Transport and Land Use Integration terms, this option would have the potential to integrate with proposed new residential and non-residential developments in the study area, thus facilitating e.g. commuting trips or trips to access healthcare, education or retail opportunities.</p> <p>In Policy Integration terms, this option fits with aspirations to increase the proportion of trips made by sustainable travel modes. This would potentially have the resultant effect of positive impacts on air quality and emissions reduction policy directives.</p> <p>Through its knock-on effect on existing public transport services, this option would however have a potential negative impact on policy directives to reduce inter-urban journey times.</p>
<p>Accessibility and Social Inclusion:</p>	<p>+2</p>	<p>Expanded P&R facility at Carstairs station would have a moderate benefit on accessibility and social inclusion for residents of the catchment, which includes areas classed as Accessible Rural. This option would serve areas within the 30% most deprived in Scotland.</p> <p>The improved interchange at Motherwell would have a minor benefit on accessibility and social inclusion for residents of Clydesdale, large proportions of which are rural in nature. This would potentially include areas within the 10% most deprived in Scotland.</p>