



Appendices A.4 to A.9

A.4 Review of Case for Change

To:
Transport Scotland Rail Policy team

CC: Stuart Laird
South Lanarkshire Council

Technical Note: Commentary on the Case for Change at end of Pre-Appraisal stage of Clydesdale Transport Appraisal

Purpose of this note

This short note aims to comment on the current status of the Clydesdale transport appraisal, note its progress in terms of published stages of the Scottish Transport Appraisal Guidance (STAG) process, and summarise the Case for Change as arising from the completed Pre-Appraisal study (2017).

Clydesdale Transport Appraisal – origins, process to date and current stage

Pre-Appraisal Report

South Lanarkshire Council commissioned Peter Brett Associates LLP (PBA) to undertake a Scottish Transport Appraisal Guidance (STAG) **Pre-Appraisal** study of sustainable transport options across the Clydesdale County areas within South Lanarkshire in **2016-17**. The Clydesdale area is geographically large though relatively sparsely populated, with a small number of towns spread across a wide rural area. The area comprises significant strategic transport infrastructure in the form of the M74 and West Coast Main Line (WCML). That said, rail connections from southern sections of the Clydesdale area are sparse. There are some 48 miles of the WCML without a station in this area, 27 miles of which sits within the Clydesdale area. Some settlements in this area have comparatively poor public transport (bus and rail) connectivity.

Elected Members for the area and community representatives, including Councillors and MPs and MSPs, have lobbied the Council for improved public transport connectivity for the Clydesdale area over many years. A number of more detailed studies have been carried out on options within the study area, including rail halts at Symington and Law. The

latter are within the Council's Local Transport Strategy¹ (LTS) together with a desire to improve services between Carstairs, Carluke and Edinburgh.

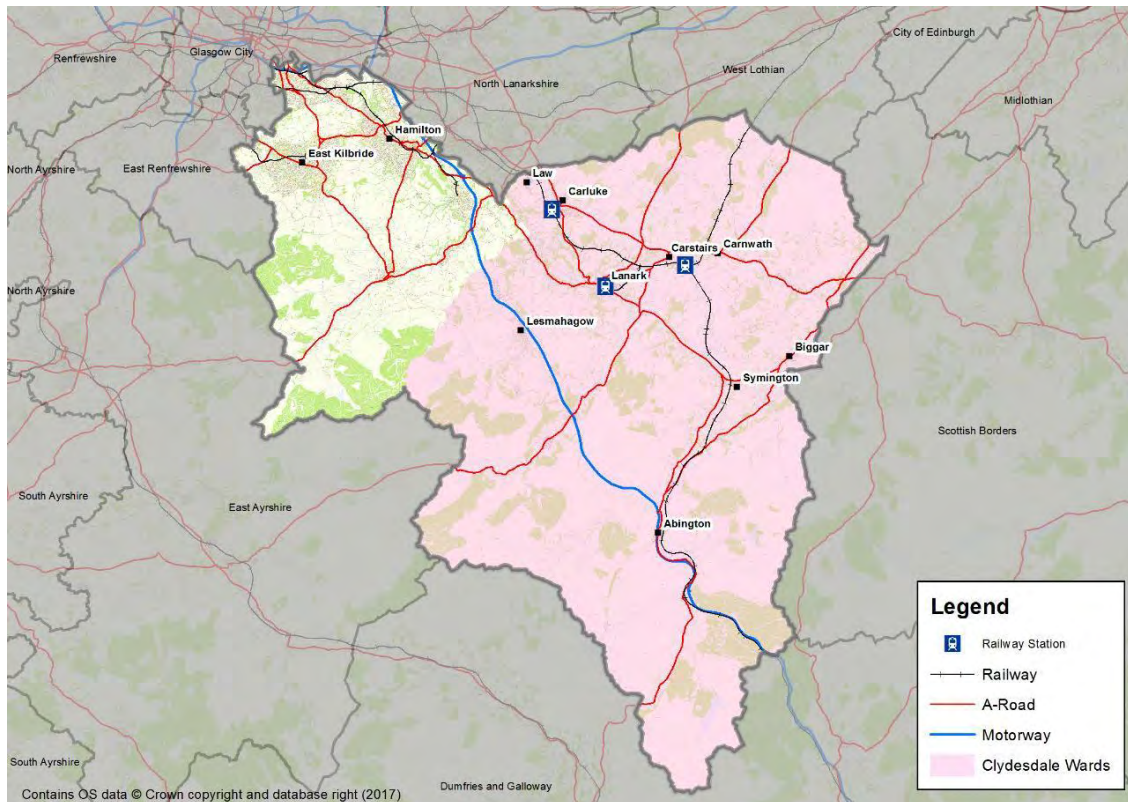


Figure 1: Study area from PBA Pre-Appraisal Report

The Pre-Appraisal study followed published STAG guidance, and included a substantial level of engagement with the public and stakeholders. It identified evidence-based problems, developed a draft set of transport planning objectives and generated a list of options for further appraisal in Stage 1 Appraisal.

More recently, a Clydesdale Transport group has formed in 2018, comprising local community representatives and stakeholders and Elected Members. This group aims to continue to raise the profile of transport accessibility issues in the area, and has been issued with findings of the Pre-Appraisal study.

Review of Pre-Appraisal

As an initial task in the Part 1 / Preliminary Options Appraisal commission in early 2019, AECOM have reviewed the Pre-Appraisal report completed in 2017. There are a number of contextual changes since its publication that will be carried into the Part 1 Appraisal analysis, as follows:

- LEZ proposals in Glasgow which may influence the Pre-Appraisal option around vehicle quality (indeed, this may present an opportunity through investment in better buses, together with any funding made available from Government for greener bus fleets).
- Further decline in bus patronage and bus operations in the area including withdrawal of direct link between Law and Glasgow in January 2019, which may re-emphasise the need to look at public transport connectivity issues from Law in particular, as well as impacting upon the commercial viability of proposals to improve bus services generally.
- ScotRail electrification and timetable changes in the Central Belt in 2018 as part of the Revolution in Rail. That said, this has had limited / no impact to date on service patterns, capacity or frequencies in the Clydesdale area.

¹ https://www.southlanarkshire.gov.uk/downloads/download/107/local_transport_strategy

- Publication of Transport Scotland's Rail Investment and Capital Investment Strategy, March 2018. This document highlights the reduction in capital funding for rail from 2019 as a result of UK Government funding decisions, and emphasises the need for a robust appraisal process around any new proposals for investment in rail (linked to the STAG process advocated by the Local Rail Development Fund). There are no new rail investment plans in the pipeline for the South Lanarkshire Clydesdale area presented in this document.

Appendix A sets out a review of the Pre-Appraisal with a specific focus on data and projects. It notes some minor changes to rail patronage at Carstairs in particular, population levels as well as further development of P&R options from a South Lanarkshire study in 2018.

In addition, there were a small number of elements not captured in the Pre-Appraisal that AECOM view as relevant to the appraisal, and will be captured in the Preliminary Options Appraisal. These are:

- The existence of an Air Quality Management Area in Lanark (since 2015). This may impact upon measures to tackle vehicle-related emissions, and may support cleaner and higher levels of buses in the future if steps are taken to reduce private car journeys in the area. Mapping of environmental constraints has not been specifically included in the Pre-Appraisal though designations and protections have been referred to.
- There was limited commentary on levels of bus priority infrastructure in the Clydesdale area, which may be of relevance to the study options on improving bus services. In general, any lack of bus priority infrastructure in the Clydesdale area (and in some case, for buses elsewhere in South Lanarkshire on-route to the Clydesdale area which affects journey time and therefore frequency and viability), may impact on some of the options.
- Some datasets are not reported such as road casualty / accident data, and options have been suggested to improve safety.
- City Deal projects in the West of Scotland are not referenced, though it is not thought these impact directly on the Clydesdale area.

AECOM will incorporate these elements into the Part 1 / Preliminary Options appraisal, and at this point, it is not felt these items materially change the conclusions of the Pre-Appraisal report.

Decision checkpoint at end of Pre-Appraisal

All Clydesdale Councillors in Wards 1, 2, 3, and 4 were consulted and participated in a workshop as part of the STAG Pre-Appraisal process. On completion of the Pre-Appraisal the Councillors attended a presentation on the 5th October 2017 and they were in agreement that the Clydesdale STAG should progress.

The Clydesdale STAG project is referenced in the LDP2 Transport Appraisal supporting document. A number of land allocations have been safeguarded for transport infrastructure in the Clydesdale area in the Proposed LDP.

In 2018 the Council produced its Park and Ride Strategy 2018-2027 and within this document reference is made to the Clydesdale STAG. It noted that through consultation work during the development of the Park and Ride Strategy, concerns were raised in the Clydesdale area generally relating to wider public transport provision, the opportunity for new stations and interchange with rail services, the need for further facilities for interchange and Park and Ride in Lanark, an increase to the number of spaces in Carstairs and whether there is a need for further expansion to the provision in Carluke. In order to address the matters raised in Lanark an additional option was included in the final strategy which shows an adjacent vacant site to the previous option. This would provide an additional number of spaces for park and ride. This strategy noted the ongoing Clydesdale STAG process and the further development and appraisal of options in the next stage of the appraisal process. The Park and Ride Strategy was approved by the Community and Enterprise Committee on 21st August 2018.

Following on from this, funding bid applications made to SPT and Transport Scotland for the Clydesdale STAG Part 1 have been approved by the Council's Senior Management Team which included various heads of service and the Chief Executive.

Match-funding has been approved for the STAG Part 1 project from SPT. An application for funding for Part 1, Part 2 and Post Appraisal was made by South Lanarkshire Council to Transport Scotland's Local Rail Improvement Fund in 2018. This application stated the Pre-Appraisal report had been completed, noting "Having undertaken the Pre-Appraisal (Initial Appraisal: Case for Change) funding is sought to complete the STAG process i.e. the Part 1 Appraisal (Preliminary Options Appraisal), Part 2 Appraisal (Detailed Options Appraisal) and Post Appraisal"².

Transport Scotland granted funding for the following purpose "To undertake a multi-modal transport appraisal in line with Scottish Transport Appraisal Guidance which will seek to identify and evidence the transport problems and opportunities within Clydesdale"³. The following milestones were stipulated in the grant offer letter:

- There will be a decision point after the Initial Appraisal Case for Change Report and the Preliminary Options Appraisal Report to consider if there is sufficient evidence to proceed to the next stage of the transport appraisal.
- Funding from the Local Rail Development Fund will be provided in stages and it will only be possible to proceed to the next stage of appraisal when it can be demonstrated that there is sufficient justification to do so.
- If a rail option is not identified as a potential transport option to address the evidenced transport problem, funding will not be provided from the Local Rail Development Fund for the subsequent stages of appraisal.

Summary of the case for change and options to be appraised further

The 'case for change' is informed by the activities of the Pre-Appraisal study for which the following three key tasks were undertaken:

- Economic and Social Data Analysis – to set the wider appraisal in the Clydesdale specific context – considering population, labour market, economic activity, house prices, deprivation and future development in the area;
- Transport and Trends Data Analysis – considering the existing sustainable transport network and benchmarking, Census travel to work data and current public transport and private car accessibility; and
- Consultation – with current bus and rail operators, community transport providers, community councils and the public.

The outcome of the Pre-Appraisal identified a number of problems and issues potentially addressable by transport interventions. These are summarised in the **Clydesdale Pre-Appraisal report's Executive Summary**, and should be read in conjunction with this note.

Table 1 presents the list of options developed to address the problems, issues, opportunities and constraints identified at the Pre-Appraisal stage.

Table 1. Options

No.	Option
1	Increasing the frequency of rail services between Carluke, Carstairs and Edinburgh
2	Introduce new rail services between Lanark and Edinburgh
3	Provide rail halt at Law
4	Provide rail halt at Symington
5	Improve rail time table to allow improved interchange at Motherwell station for Clydesdale residents who require to access Hamilton
6	Provide a dedicated shuttle bus service between Law, and Carluke train station, working on a high frequency and integrating with the rail timetable

² Local Rail Development Fund Application Form, South Lanarkshire Council, 2018.

³ 9th August 2018, Offer of Grant for Clydesdale Transport Appraisal, Letter to South Lanarkshire Council from Transport Scotland Rail Directorate.

No. Option

7	Extend the current Subsidised service 243 from Carluke X to Carluke Rail Station. This service would need to run to a higher frequency than it does presently
8	Improve bus/rail integration before/after core hours at Lanark rail station to ensure connections are available to Clydesdale towns and village out with the core working day
9	Provide strategic park and ride facility at Lanark with local bus services calling at the station, bus timetable integrated with rail
10	Provide strategic park and ride facility at Carstairs, with local bus services calling at the station, bus timetable integrated with rail
11	During peak travel hours, provide half hourly service between Biggar/Symington and Lanark. SPT subsidise the early and late services on an hourly frequency. Proposal to increase the frequency connecting with commuter trains to Glasgow to half hourly services
12	Encourage bus services to Glasgow to stop at Law
13	Provide dedicated shuttle service linking Carstairs rail station, Lanark rail station and New Lanark Heritage Village, integrated with the rail network. Note, that services to Carstairs would not have to be high frequency as there are only limited train services calling at Carstairs each day
14	Provide safe walking and cycling routes connecting towns/villages in close proximity where there is a demonstrable flow. Law, Carluke and Braidwood. Investigate the Old Wishaw Road, would require surfacing and lighting
15	Provide safe walking and cycling routes connecting towns/villages in close proximity where there is a demonstrable flow. Biggar and Symington
16	Provide safe walking and cycling routes connecting towns/villages in close proximity where there is a demonstrable flow. Carnwath and Carstairs
17	Ensure appropriate/suitable walking access is provided to transport hubs and stops including rail stations, bus stations and bus stops
18	Improve vehicle quality for bus services in the area

Source: Clydesdale STAG Pre-Appraisal

Next steps

AECOM are proceeding with the Preliminary Options Appraisal work in January-March 2019. Comments from Transport Scotland on any residual issues from the Pre-Appraisal are welcomed to ensure these are incorporated into the Preliminary Options Appraisal.

Appendix

Section in Pre-Appraisal report	Source cited	Updated source	Implications for Part 1 Appraisal?
Appendix C1.1.18	ORR Rail Station Usage Estimates 2015-16	http://orr.gov.uk/statistics/published-stats/station-usage-estimates - 2017/18 data available Commentary: Lanark rail station usage estimates – 2016/17 grew to 328034 but fell again in 2017/18 to 303834, which is similar to 2015/16 level presented in report. Carstairs rail station – 2016/17 similar to 2015/16 but 2017/18 saw decline in usage to 84166, so no continued growth. Carlisle has seen continued growth over 400,000 in both 2016/17 and 2017/18 (420,170)	Carlisle has continued to grow in usage since the Pre-Appraisal report, whilst no real change or growth in Carstairs and Lanark (indeed, slight reduction at Carstairs)
Appendix B.2.3	NRS datazone level Population data	https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/2011-based-special-area-population-estimates/small-area-population-estimates/mid-2017/detailed-data-zone-tables 2017 data available	Posited that decline in population from 2011 may be attributable to poor transport connectivity – population has grown year on year since 2014, so negates argument.
Appendix B.2.4	NRS locality population data	https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/settlements-and-localities/mid-2016/list-of-tables 2016 data available	Pre-appraisal looked at 10yrs from 2003-12. Revised with 11yr 2006-16 data. Story re: change over time is the same for all settlements except Lesmahagow which only saw a 5% increase 06-16 compared to the reported 16% for 03-12.
Appendix B.2.5	NRS datazone level Population data	https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/2011-based-special-area-population-estimates/small-area-population-estimates/mid-2017/detailed-data-zone-tables 2017 data available	Age profile changed slightly with lower proportion of population of working age. 21% of population @ 65+ is higher than SLC & Scotland; may have implications in terms of accessibility needs of transport. .
Appendix B.3.8	The business Register and Employment Survey (BRES)	https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/businessregisterandemploymentsurveybresprovisionalresults/provisionalresults2017revisedresults2016 2017 data available	Need to check availability of data down to the local authority level
Appendix B.3.11	Visit Scotland	https://www.visitscotland.org/research-insights/about-our-industry/tourism-employment	Slight reduction in 2017 – unlikely to have significant impact on Pre-Appraisal Case for Change.

Section in Pre-Appraisal report	Source cited	Updated source	Implications for Part 1 Appraisal?
		2017 data available Commentary: Slight decrease in tourism jobs: from 8,600 in the previous report to 8,000, which accounts for 5% of total employment in South Lanarkshire in 2017.	
Appendix B.3.20	Levels of Deprivation from SIMD	https://www2.gov.scot/Topics/Statistics/SIMD 2016 data available Commentary: The Uddington, Rigside, Tofts Farm and Douglas Water area seems to have moved into the 0%-5% most deprived area, compared to the previous 5%-10% most deprived.	13% of datazones in bottom 20% compared to 14% @ Pre-appraisal; no real material change to Part 1 Implications.
Appendix C.1.13	Rail Fares	Commentary: Annual rail fare increase happened since Pre-Appraisal	Negligible impact to Part 1
Appendix F – Policy Overview	Local Development Plan (South Lanarkshire, 2015-2020)	https://www.southlanarkshire.gov.uk/info/200145/planning_and_building_standards/39/development_plans/2 Updated Local Development Plan 2 , which has moved to a proposed plan. Underwent consultation in summer / autumn 2018.	No significant changes since MIR published in 2017. Transport Appraisal ⁴ published in 2018 which has been reviewed as part of this Stage 1 Appraisal update. The Transport Appraisal document refers to the Clydesdale STAG process and emphasises that the Pre-Appraisal is multi-modal (section 7). Developer contributions for active travel connections to Birkwood House (Lesmahagow) development noted. Cites potential rail halts at Law and Symington resulting from Pre-Appraisal study.
n/a		SLC P&R Strategy proposals for Carstairs, Carluke, Lanark, specifically and soft measures across all SLC Stations	Carluke - Opportunities available to extend Park & Ride facilities utilising SLC land near the station 1) At grade extension of existing car park; +202 spaces; £570,000 - £710,000 2) Decked extension of existing car park (south of station); +125 spaces; £1,270,000 - £1,590,000
Options		SLC P&R Strategy proposals for Carstairs, Carluke, Lanark, specifically and soft measures across all SLC Stations	Carstairs - Opportunities available to extend Park & Ride facilities utilising SLC and 3rd Party land near the station 1) At grade extension of existing car park (Phase 2); +23 spaces; £80,000 - £100,000. 2) At grade extension of existing

⁴ http://www.southlanarkshire.gov.uk/downloads/file/12335/transport_appraisalpdf

Section in Pre-Appraisal report	Source cited	Updated source	Implications for Part 1 Appraisal?
			<p>car park (Phase 3); +30 spaces; £100,000 - £130,000.</p> <p>3) Construction of new surface car park; +27 spaces; £70,000 - £90,000.</p> <p>Lanark - Discussion continuing into opportunities to purchase land for use as Park & Ride</p> <p>1) Construction of a new surface car park, (sited Former Wooden Auction Sites); +53 spaces; £150,000 - £190,000</p> <p>2) Construction of a new surface car park, including Alston's Yard and Former Wooden Auction Sites; +89 spaces; £270,000 - £320,000</p>

A.5 Clydesdale Bus Services

Appendix A.5 Clydesdale Bus Services

Table Error! No text of specified style in document..1: Bus Services in Abington

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
30	Abington - Wanlockhead	24 minutes	3 services a day	06:33	16:58	2 services a day	06:33	08:53	N/A	N/A	N/A
	Wanlockhead - Abington	23 minutes	1 service a day	19:35	19:35	1 service a day	19:35	19:35	N/A	N/A	N/A
30A	Abington - Lanark	35 minutes	2 services a day	15:47	17:38	2 services a day	15:47	17:40	N/A	N/A	N/A
	Lanark - Abington	35 minutes	N/A	N/A	N/A	1 service a day	16:25	16:25	N/A	N/A	N/A
31	Abington - Lanark	44 minutes	2 services a day	07:23	13:23	1 service a day	13:23	13:23	N/A	N/A	N/A
	Lanark - Abington	44 minutes	1 service a day	18:27	18:27	1 service a day	18:27	18:27	N/A	N/A	N/A
31A	Abington - Lanark	46 minutes	1 service a day	09:43	09:43	2 services a day	07:00	09:20	N/A	N/A	N/A
	Lanark - Abington	46 minutes	2 services a day	11:45	14:15	2 services a day	11:45	14:15	N/A	N/A	N/A
101A	Abington - Edinburgh	115 minutes	3 services a day	06:35	17:40	3 services a day	06:35	17:40	N/A	N/A	N/A
	Edinburgh - Abington	115 minutes	3 services a day	09:20	20:30	3 services a day	09:20	20:30	N/A	N/A	N/A
101S	Abington - Edinburgh	114 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	11:04	11:04
	Edinburgh – Abington	114 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	20:40	20:40
102	Abington – Edinburgh	118 minutes	1 service a day	10:16	10:16	1 service a day	10:16	10:16	N/A	N/A	N/A
	Edinburgh - Abington	118 minutes	1 service a day	17:20	17:20	1 service a day	17:20	17:20	N/A	N/A	N/A
102S	Abington - Dumfries	76 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	15:34	15:34
	Dumfries - Abington	65 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	17:04	17:04
X74	Abington - Glasgow	84 minutes	Hourly Service	07:16	21:51	Hourly Service	07:36	21:51	Two Hourly Service	07:51	21:51
	Glasgow - Abington	63 minutes	Hourly Service	09:15	23:14	Hourly Service	09:15	23:15	Two Hourly Service	09:15	23:15

Table Error! No text of specified style in document..2: Bus Services in Biggar

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
91 (Borders Buses)	Peebles - Biggar	40 minutes	50-120	07:10	17:20	140-180	09:00	17:20	N/A	N/A	N/A
	Biggar - Peebles	50 minutes	60-120	07:55	18:01	120-180	09:51	18:01	N/A	N/A	N/A
91 (Stuarts Coaches)	Lanark - Biggar	29 minutes	60	09:17	17:17	60	09:17	17:17	N/A	N/A	N/A
	Biggar - Lanark	29 minutes	60	09:47	17:47	60	09:47	17:47	N/A	N/A	N/A
101	Biggar - Edinburgh	88 minutes	60-120	06:33	16:57	60-120	06:33	16:57	2 services a day	08:38	14:38
	Edinburgh - Biggar	81 minutes	60-120	08:20	18:35	60-120	08:20	18:35	2 services a day	10:15	16:15
101A	Biggar - Edinburgh	82 minutes	3 services a day	07:08	18:13	3 services a day	07:08	18:13	N/A	N/A	N/A
	Edinburgh - Biggar	70 minutes	3 services a day	09:20	20:30	3 services a day	09:20	20:30	N/A	N/A	N/A
101S	Biggar - Edinburgh	84 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	11:34	11:34
	Edinburgh - Biggar	83 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	20:40	20:40
102	Biggar - Edinburgh	85 minutes	1 service a day	10:49	10:49	1 service a day	10:49	10:49	N/A	N/A	N/A
	Edinburgh - Biggar	85 minutes	1 service a day	17:20	17:20	1 service a day	17:20	17:20	N/A	N/A	N/A
102S	Biggar - Dumfries	83 minutes							1 service a day	13:45	13:45
	Dumfries - Biggar	95 minutes							1 service a day	17:04	17:04
191	Lanark - Biggar	29 minutes	60	06:15	22:17	60	07:15	22:17	60	09:20	22:20
	Biggar - Lanark	29 minutes	60	06:45	22:47	60	07:45	22:47	60	09:50	22:50

Table Error! No text of specified style in document..3: Bus Services in Carnwath

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
37	Lanark - Carnwath	15 minutes	60	06:50	17:30	60	06:50	17:30	N/A	N/A	N/A
	Carnwath - Lanark	22 minutes	60	07:05	17:48	60	07:05	17:48	N/A	N/A	N/A
137	Braehead - Carnwath	42 minutes	90	19:48	22:48	90	18:06	22:48	120	08:55	20:55
	Carnwath - Braehead	39 minutes	90	19:00	22:00	90	19:00	22:00	120	09:57	21:57

Table Error! No text of specified style in document..4: Bus Services in Carluke

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
41	Carluke - Lanark	14 minutes	15	06:08	19:15	15	06:27	19:01	N/A	N/A	N/A
	Lanark - Carluke	16 minutes	15	06:24	19:22	15	06:44	19:07	N/A	N/A	N/A
47	Local Service - Carluke	28 minutes	30	07:12	17:42	30	08:12	17:12	N/A	N/A	N/A
47A	Local Service - Carluke	38 minutes	N/A	N/A	N/A	2 services a day	09:12	11:27	N/A	N/A	N/A
210	Carluke - Wishaw General Hospital	28 minutes	60	18:48	22:48	60	18:48	22:48	60	08:30	22:48
	Wishaw General Hospital - Carluke	28 minutes	60	19:20	23:20	60	19:20	23:20	60	08:30	22:48
210A	Law - Carluke	18 minutes	1 service a day	18:30	18:30	1 service a day	18:30	18:30	N/A	N/A	N/A
240X	Carluke - Lanark	15 minutes	60-120	09:00	16:29	N/A	N/A	N/A	N/A	N/A	N/A
	Lanark - Carluke	15 minutes	60	09:15	19:10	N/A	N/A	N/A	N/A	N/A	N/A
241X	Carluke - Lanark	15 minutes	30-150	08:20	18:00	90	06:40	18:10	N/A	N/A	N/A
	Lanark - Carluke	15 minutes	3 services a day	06:23	06:53	90	07:05	18:35	N/A	N/A	N/A
243	Hamilton - Carluke	28 minutes	60	07:50	17:05	60	07:50	17:05	N/A	N/A	N/A
	Carluke - Hamilton	28 minutes	60	07:20	17:40	60	07:20	17:40	N/A	N/A	N/A
247B	Braidwood Circular - Carluke	15 minutes	2 services a day	10:00	13:45	N/A	N/A	N/A	N/A	N/A	N/A

Table Error! No text of specified style in document..5: Bus Services in Carstairs

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
37	Carstairs - Carnwath	8 minutes	60	06:57	17:37	60	06:57	17:37	N/A	N/A	N/A
	Carnwath - Carstairs	12 minutes	60	07:05	17:48	60	07:05	17:48	N/A	N/A	N/A
137	Carstairs - Carnwath	8 minutes	90	18:37	23:22	90	18:37	23:22	N/A	N/A	N/A
	Carnwath - Carstairs	8 minutes	90	19:00	23:30	90	19:00	23:30	N/A	N/A	N/A

Table Error! No text of specified style in document..6: Bus Services in Lanark

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
8	Lanark - Lesmahagow	30 minutes	N/A	N/A	N/A	N/A	N/A	N/A	180	12:10	21:10
	Lesmahagow - Lanark	30 minutes	N/A	N/A	N/A	N/A	N/A	N/A	180	12:40	21:40
8A	Glespin - Lanark	63 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	09:07	09:07
	Lanark - Glespin	63 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	22:11	23:14
9	Lanark - Glespin	41 minutes	120	18:30	22:20	18:30	22:20	18:30	180	10:11	19:11
	Glespin - Lanark	41 minutes	120	19:13	23:02	19:13	23:02	19:13	180	10:53	19:53
30	Lanark - Wanlockhead	57 minutes	3 services a day	06:00	16:25	2 services a day	06:00	08:20	N/A	N/A	N/A
	Wanlockhead - Lanark	56 minutes	1 service a day	19:35	19:35	1 service a day	19:35	19:35	N/A	N/A	N/A
30A	Wanlockhead - Lanark	58 minutes	2 services a day	15:29	17:20	2 services a day	15:29	17:20	N/A	N/A	N/A
31	Wanlockhead - Lanark	67 minutes	2 services a day	07:00	13:00	1 service a day	13:00	13:00	N/A	N/A	N/A
	Lanark - Wanlockhead	67 minutes	1 service a day	18:27	18:27	1 service a day	18:27	18:27	N/A	N/A	N/A
31A	Wanlockhead - Lanark	69 minutes	1 service a day	09:20	09:20	2 services a day	07:00	09:20	N/A	N/A	N/A
	Lanark - Wanlockhead	69 minutes	2 services a day	11:45	14:15	2 services a day	11:45	14:45	N/A	N/A	N/A
34	Forth - Lanark	15 minutes	60	06:50	17:50	60	06:50	16:50	N/A	N/A	N/A
	Lanark - Forth	15 minutes	60	07:20	18:20	60	07:20	17:20	N/A	N/A	N/A
37	Lanark - Carnwath	15 minutes	60	06:50	17:30	60	06:50	17:30	N/A	N/A	N/A
	Carnwath - Lanark	22 minutes	60	07:05	17:48	60	07:05	17:48	N/A	N/A	N/A
41	Lanark - Hamilton	64 minutes	15	06:50	18:28	15	07:40	18:13	N/A	N/A	N/A
	Lanark - Hamilton	52 minutes	15	06:24	19:22	15	06:44	19:07	N/A	N/A	N/A
77	Livingston - Lanark	43 minutes	120	08:00	17:15	120	10:00	17:15	N/A	N/A	N/A

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
	Lanark - Livingston	43 minutes	120-240	07:07	18:05	120-240	08:50	18:05	N/A	N/A	N/A
91	Lanark - Biggar	29 minutes	60	09:17	17:17	60	09:17	17:17	N/A	N/A	N/A
	Biggar - Lanark	29 minutes	60	09:47	17:47	60	09:47	17:47	N/A	N/A	N/A
135	Lanark Circular - New Lanark	20 minutes	30-60	07:30	16:42	30-60	08:50	17:30	30	09:42	18:54
137	Lanark - Carnwath	15 minutes	90	18:30	23:08	90	18:26	23:08	120	09:15	23:15
	Carnwath - Lanark	22 minutes	90	19:00	23:30	90	19:00	23:30	120	09:57	21:57
191	Lanark - Biggar	29 minutes	60	06:15	22:17	60	07:15	22:17	60	09:20	22:20
	Biggar - Lanark	29 minutes	60	06:45	22:47	60	07:45	22:47	60	09:50	22:50
240X	Glasgow - Lanark	65 minutes	120-180	07:30	15:23	N/A	N/A	N/A	N/A	N/A	N/A
	Lanark - Glasgow	65 minutes	60	09:15	19:10	N/A	N/A	N/A	N/A	N/A	N/A
241X	Glasgow - Lanark	69 minutes	30-180	08:20	18:00	90	08:25	17:20	N/A	N/A	N/A
	Lanark - Glasgow	77 minutes	30	06:23	06:53	90	07:05	18:35	N/A	N/A	N/A
258	Lesmahagow - Lanark	35 minutes	90	06:55	16:25	90	06:55	16:25	N/A	N/A	N/A
	Lanark - Lesmahagow	35 minutes	90	07:30	17:10	90	07:30	17:10	N/A	N/A	N/A
259	Glespin - Lanark	40 minutes	60-90	06:40	17:03	60-90	06:40	17:03	N/A	N/A	N/A
	Lanark - Glespin	41 minutes	60	07:20	17:20	60	07:20	17:20	N/A	N/A	N/A
317	Lanark - Hamilton	45 minutes	60-90	06:25	23:15	90	08:15	23:15	90	09:47	23:15
	Hamilton - Lanark	49 minutes	60-90	07:25	22:30	90	07:25	22:30	90	09:00	22:30
317B	Lanark – Crossford	12 minutes	1 service a day	18:15	18:15	N/A	N/A	N/A	N/A	N/A	N/A

Table Error! No text of specified style in document..7: Bus Services in Law

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
210	Law Hill - Wishaw General Hospital	17 minutes	1 service a day	07:05	07:05	N/A	N/A	N/A	N/A	N/A	N/A
	Wishaw General Hospital - Law Hill	17 minutes	1 service a day	18:16	18:16	N/A	N/A	N/A	N/A	N/A	N/A
210	Law – Wishaw	15 minutes	60	10:40	23:01	60	18:48	23:48	60	06:21	23:01

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
	General Hospital										
	Wishaw General Hospital - Law	15 minutes	60	13:15	23:20	60	19:20	23:20	60	07:00	23:20
210	Law – Wishaw General Hospital	15 minutes	N/A	N/A	N/A	2 services a day	10:40	12:55	N/A	N/A	N/A
	Wishaw General Hospital - Law	15 minutes	N/A	N/A	N/A	2 services a day	13:15	17:15	N/A	N/A	N/A
210A	Law - Carluke	18 minutes	1 service a day	18:30	18:30	1 service a day	18:30	18:30	N/A	N/A	N/A
210X	Law - Wishaw General Hospital	12 minutes	1 service a day	06:35	06:35	N/A	N/A	N/A	N/A	N/A	N/A
243	Law - Carluke	10 minutes	60	07:09	18:30	60	07:09	18:30	N/A	N/A	N/A
	Carluke - Law	9 minutes	60	07:20	17:40	60	07:20	17:40	N/A	N/A	N/A
248B	Monklands Hospital - Law	67 minutes	3 services a day	09:00	16:15	N/A	N/A	N/A	N/A	N/A	N/A
	Law - Monklands Hospital	69 minutes	4 services a day	07:50	17:23	N/A	N/A	N/A	N/A	N/A	N/A
248C	Airdrie - Law	68 minutes	1 service a day	13:15	13:15	N/A	N/A	N/A	N/A	N/A	N/A

Table Error! No text of specified style in document..8: Bus Services in Lesmahagow

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
8	Lanark - Lesmahagow	30 minutes	N/A	N/A	N/A	N/A	N/A	N/A	180	12:10	21:10
	Lesmahagow - Lanark	30 minutes	N/A	N/A	N/A	N/A	N/A	N/A	180	12:40	21:40
8A	Lesmahagow - Lanark	63 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	09:07	09:07
	Lanark - Lesmahagow	63 minutes	N/A	N/A	N/A	N/A	N/A	N/A	1 service a day	22:11	22:11
253	Lesmahagow - Hamilton	36 minutes	60	19:37	22:37	60	19:37	22:37	60	06:47	22:47
	Hamilton - Lesmahagow	36 minutes	60	19:50	22:50	60	19:50	22:50	60	07:50	22:50
253	Lesmahagow - Wishaw General Hospital	69 minutes	30	06:23	18:38	30	06:23	18:38	N/A	N/A	N/A
	Wishaw General Hospital - Lesmahagow	69 minutes	30-60	07:40	16:54	30-60	07:40	16:54	N/A	N/A	N/A

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
258	Lesmahagow - Lanark	35 minutes	90	06:55	16:25	90	06:55	16:25	N/A	N/A	N/A
	Lanark - Lesmahagow	35 minutes	90	07:30	17:10	90	07:30	17:10	N/A	N/A	N/A
X50	Lesmahagow - Hamilton	52 minutes	1 service a day	07:40	07:40	120	10:00	14:00	N/A	N/A	N/A
	Hamilton - Lesmahagow	52 minutes	1 service a day	17:05	17:05	120	13:05	17:05	N/A	N/A	N/A
X74	Lesmahagow - Glasgow	45 minutes	60	07:35	22:10	60	07:55	22:10	120	08:10	22:10
	Glasgow - Lesmahagow	45 minutes	60	09:15	23:15	60	09:15	23:15	120	09:15	23:15

Table Error! No text of specified style in document..9: Bus Services in Symington

Service Number	Route Description	Journey Time	Monday – Friday			Saturday			Sunday		
			Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus	Freq (Mins)	First Bus	Last Bus
30	Symington - Wanlockhead	41 minutes	3 services a day	06:00	16:25	2 services a day	06:00	08:20	N/A	N/A	N/A
	Wanlockhead - Symington	40 minutes	1 service a day	19:35	20:31	1 service a day	19:35	19:35	N/A	N/A	N/A
30A	Symington - Lanark	16 minutes	2 services a day	16:06	17:57	2 services a day	16:06	17:57	N/A	N/A	N/A
31	Symington - Lanark	27 minutes	2 services a day	07:40	13:40	1 service a day	13:40	13:40	N/A	N/A	N/A
	Lanark - Symington	27 minutes	1 service a day	18:27	18:27	1 service a day	18:27	18:27	N/A	N/A	N/A
31A	Symington - Lanark	27 minutes	1 service a day	10:02	10:02	2 services a day	07:42	10:02	N/A	N/A	N/A
	Lanark - Symington	27 minutes	2 services a day	11:45	14:15	2 services a day	11:45	14:15	N/A	N/A	N/A
91	Symington - Biggar	10 minutes	60	09:36	17:36	60	09:36	17:36	N/A	N/A	N/A
	Biggar - Symington	10 minutes	60	09:47	17:17	60	09:47	17:17	N/A	N/A	N/A
191	Symington - Biggar	10 minutes	60	06:34	22:36	60	07:34	22:36	60	09:39	22:39
	Biggar - Symington	10 minutes	60	06:45	22:47	60	07:45	22:47	60	09:50	22:50

A.6 Clydesdale Rail Services

Appendix A.6 – Clydesdale Train Services

Table 0.1: Train Services in Carluke

Operator	Route	Journey Time	Number of Services	Approximate Service Frequency		
				Mon-Fri	Sat	Sun
Scotrail	Carluke - Lanark	11 minutes	37	Half Hourly (0602-0001)	Half Hourly (0602-2331)	Hourly (1002-2302)
Scotrail	Carluke - Glasgow Central	40 minutes	53	Half Hourly (0557-0007)	Half Hourly (0557-0007)	Hourly (1029-2311)
Scotrail	Carluke - Edinburgh	50 minutes	6	Two Hourly (0740-2016)	Two Hourly (0740-2016)	No Direct Services
Scotrail	Carluke - Ayr	1 hour 30 minutes	4	Limited Service (1257-1922)	Limited Service (1256-1922)	No Direct Services
Scotrail	Carluke - North Berwick	1 hour 30 minutes	2	Limited Service (0740-1628)	Limited Service (0740-1624)	No Direct Services
Scotrail	Carluke - Carstairs	9 minutes	10	Hourly-Two Hourly (0717-2355)	Two-Four Hourly (0740-2016)	No Services
Scotrail	Carluke - Motherwell	15 minutes	45	Half Hourly (0557-2309)	Half Hourly (0557-2333)	Hourly (1029-2346)

Data Correct as of 12/02/19

Table 0.2: Train Services in Carstairs

Operator	Route	Journey Time	Number of Services	Approximate Service Frequency		
				Mon-Fri	Sat	Sun
Scotrail	Carstairs - North Berwick	1 hour 20 minutes	2	Limited Service (0750-1637)	Limited Services (0750-1634)	No Services
Scotrail	Carstairs - Ayr	1 hour 40 minutes	4	Limited Service (1248-1913)	Two Hourly (0832-1913)	No Services
Scotrail	Carstairs - Motherwell	20 minutes	12	Two Hourly (0558-2357)	Two Hourly (0548-2357)	No Services
Scotrail/Caledonian Sleeper	Carstairs - Edinburgh	35 minutes	6	Limited Service (0750-2025)	Limited Service (0749-2025)	No Services
Scotrail/Transpennine Express	Carstairs - Glasgow Central	40 minutes	11	Two Hourly (0550-1913)	Two Hourly (0548-1913)	No Services
Scotrail	Carstairs - Garscadden	1 hour 5 minutes	2	Limited Service (0713-0736)	No Direct Services	No Services

Data Correct as of 12/02/19

Table 0.3: Train Services in Lanark

Operator	Route	Journey Time	Number of Services	Approximate Service Frequency		
				Mon-Fri	Sat	Sun
Scotrail	Lanark - Glasgow Central	50 minutes	33	Half Hourly (0622-2251)	Half Hourly (0622-2251)	Hourly (1019-2219)

Data Correct as of 18/02/19

A.7 Stakeholder Workshop Note

Clydesdale Transport Study (Preliminary (Part 1) Appraisal): Stakeholder Workshop 18th February 2019: Summary Note

Introduction

This note provides a summary of findings from the Clydesdale Transport Study – Preliminary Options Appraisal - stakeholder workshop held in Lanark Memorial Hall on Monday 18th February 2019, 1000-1300. The agenda for the workshop is presented in Appendix A.

The workshop was split into two sessions. The first session aimed to discuss any additional transport problems not already identified by the previous Pre-Appraisal study in 2017 and discuss the draft objectives set within that study. The second session focused on discussing the options / potential solutions that had been developed in the previous study. A presentation by AECOM outlined the background to the current study and discussed findings to date. The workshop was attended by the following individuals¹.

Name	Organisation
Cllr Alex Allison	Elected Member
Ed Archer	The Royal Burgh of Lanark Community Council
Ralph Barker	Clydesdale Rail Action Group
Claudia Beamish MSP	Elected Member
Aileen Campbell MSP	Elected Member
Sandy Carle	South Lanarkshire Council
Angela Crawley MP	Elected Member
Joanne Glennie	Law Community Trust
Cllr Lynsey Hamilton	Elected Member
David Hinshelwood	South Lanarkshire Council
Cllr Eric Holford	Elected Member
Martin Hollingworth	Leadhills Community Council
Cllr Mark Horsham	Elected Member
David Inglis	NHS
Barry Knock	Quothquan and Thankerton Community Council
Roger Lewington	Crawford & Elvanfoot Community Council
Cllr Richard Lockhart	Elected Member
Cllr Eileen Logan	Elected Member
Cllr Julia Marrs	Elected Member
Cllr Catherine McClymont	Elected Member
Cllr Colin McGavigan	Elected Member
Janet Moxley	Biggar Community Council
Gordon Muir	The Rural Development Trust
Billy Prentice	Coalburn Community Council
Adam Priestly	Transport Scotland
Frank Rennie	SPT
Iain Ross	South Lanarkshire Council

¹ This note will be circulated to the full list of workshop invitees, not all of whom attended for various reasons.

Name	Organisation
Cllr David Shearer	Elected Member
Ewan Tait	ScotRail
Emma Watson	Network Rail
Wilma Weir	South Lanarkshire Council

The event was facilitated by Deborah Paton, David Mayne and Andrew Diansangu from AECOM and Stuart Laird from South Lanarkshire Council.

Session 1: Problems and Transport Planning Objectives

Attendees were split into three groups where problems identified in the 2017 Clydesdale Transport Study-Pre Appraisal report were discussed, alongside the Transport Planning Objectives that emerged from that study.

Identified Problems

Some key Problems from the perspective of attendees were discussed across the groups. These are listed below, grouped by theme for the purposes of this note.

A major theme was around **public transport connections, bus and rail**, across the area:

- No accessible train stations for people with mobility difficulties – Carstairs & Motherwell stations specifically highlighted - noted that there are disabled toilet facilities at Carstairs and ramp access, but that there is no disabled access to the station itself.
- Questions over capacity on WCML which make new stations or services challenging.
- Lack of bus links to Carluke station.
- Bus hubs for south Clydesdale could tackle lack of public transport connectivity in the south.
- Need better integration between buses and trains, including on tickets. Also need lower fares. Communication seen as key to the integration of PT services.
- Issues with bus vehicles not suitable for family travel.
- Poor service offer on buses outside of traditional peaks – Abington and Leadhills areas highlighted
- Timetabling of public transport services does not allow people to get where they want, when they want – highlighted that prior to its withdrawal, there were no Glasgow-bound bus services from Law enabling arrival in Glasgow before 9am.
- There are no rail services at Carstairs on a Sunday. The 2hr frequency the rest of the time is also too low.
- Timetable integration for journeys from Clydesdale to Hamilton is poor in respect of the interchange required Motherwell.
- There are a lack of public transport commuting opportunities between Clydesdale settlements and the major South Lanarkshire Council settlements of Hamilton and East Kilbride.
- There is a lack of joined up working between Regional Transport Partnership areas e.g. timetabling for accessing rail services from Livingston in West Lothian / SEStran area.
- Reliability issues leading to loss of confidence in bus services due to buses not turning up.
- Parking charges at Abington Service Station where long distance bus operators pickup/drop-off are thought to be £15 per day which is considered too expensive.
- There is a lack of EV charging infrastructure.
- Public transport fares to go from rural areas to e.g. Glasgow / Edinburgh are considered to be more expensive relative to travelling from non-rural areas.

- There is a lack of co-ordination between subsidised (and public purse funded) bus services e.g. Rural Development Trust community transport, patient transport services and SPT subsidised services. Opportunity to better co-ordinate to maximise existing fleets.
- Difficulties for Clydesdale residents to access educational opportunities at UWS campus in Hamilton – cost also noted as a barrier – example given of a student paying £43 for a week ticket covering 3 zones.

Attendees commented on the geographical diversity of the Clydesdale area, and highlighted the following issues in particular:

- Concern that the southern parts of the Clydesdale area were not discussed sufficiently in the completed Pre-Appraisal study.
- Accessibility heading South was highlighted as an issue, especially rail travel towards England which is not easy from Clydesdale. Accessibility of towns in Dumfries & Galloway and the Borders was also highlighted as an issue.
- Falls of Clyde is a popular attraction and should be mentioned as well as New Lanark in terms of improving access by public transport.
- The issue of wind farm money not being available for community benefit was raised in the context of funding for transport improvements.
- Population age profile creates specific transport needs, particularly as there is an ageing population.
- The issue of rural poverty was highlighted for the Clydesdale area. There was a suggestion that the lack of a second car in households in some parts of Clydesdale led to difficulties accessing services and facilities.

Finally, the topic of how bus services in the area are planned and provided was discussed across all groups. It was felt the deregulation of buses makes it hard for bus services to serve areas like Clydesdale as they are not commercially viable but socially necessary, and a high level of subsidy is required. There were suggestions that it would be better to pool the subsidy available to run a network of buses and better arrange transport to meet demand. It was acknowledged however that this is a fundamental issue with how the bus industry works in the UK and Scotland, and may be challenging to change in the context of this study.

Transport Planning Objectives

Within each group, the draft objectives set by the 2017 study were discussed.

These original objectives are:

- **1. Increase the mode share of sustainable transport for all journey purposes**
- **2. Increase transport integration**
- **3. Increase public transport accessibility**
- **4. Increase accessibility to Clydesdale's attractions for people within and outwith the area**

The main comments made on the objectives pertained to:

- Focusing Objective 1 to more specific journey purposes, in particular access to employment, education and health.
- Objectives should capture movements and / from Edinburgh and Glasgow, and some comments around movements to England also.
- Objective 2 should include the concept of connectivity.
- Objectives should reflect reducing transport emissions by modal shift over long distance journeys.
- Objectives should cover accessibility **to** and **from** Clydesdale.
- Objectives need to capture economic sustainability/viability of bus service provision as well as the environmental sustainability.
- Accessibility should be increased and promoted.

Discussion of options

The second workshop discussion session focused on the long list of options/solutions that are being appraised in this study, and which emerged from the Pre-Appraisal stage of work in 2017. Comments on options documented within each break-out group are provided below. As with all commentary in this workshop note, there was not necessarily consensus on all of the comments in the table below – this note documents the points put forward by attendees.

Option reference	Option description	Discussion points at workshop
1	Increasing the frequency of rail services between Carluke, Carstairs and Edinburgh	<ul style="list-style-type: none"> - Need for bus links to Carluke station - Government proposal to reorganise Carstairs - Problem of main line to London & South <ul style="list-style-type: none"> o Noted that there are capacity issues at Lanark and Carstairs stations. Similarly, noted that cannot wait for HS2, a strategic plan for the WCML is required now. o Rail platforms are long enough at most stations for trains with extra carriages to stop; more carriages should be added to trains to help ease issues relating to capacity. o Questioned whether it is possible to install a new platform at Carstairs. - Timetabling issues may make the deliverability of this option challenging. - As a priority, Sunday service frequency should be looked at. - The limited provision of P&R facilities at existing stations will also constrain the accessibility and patronage gains of any frequency increase.
2	Introduce new rail services between Lanark and Edinburgh	<ul style="list-style-type: none"> - Only spur line on WCML. - Carstairs could be promoted instead. - Could be a long term option: <ul style="list-style-type: none"> o There are major parking issues at Lanark Station, which may hinder Option 2. Similarly, Carluke Station car park is at capacity. - Considered that this option may not be required in the event that option 1 is taken forward. - Option should be framed as Edinburgh – Lanark or at least equally important as Lanark – Edinburgh, as connection would improve accessibility to New Lanark and other Clydesdale tourist attractions. - Suggestion that Lanark needs a bus hub.
3	Provide rail station at Law	<ul style="list-style-type: none"> - Suggestion that minimal engineering required. - There was mixed opinion regarding a new station at Law. Whilst some thought it would be good for the village economically, others felt it would have a small catchment area given its close proximity to Wishaw and Lanark stations. <ul style="list-style-type: none"> – Demand needs to be proven before a commitment is made to build a new station. – The focus should be on quick win projects rather than

Option reference	Option description	Discussion points at workshop
		<p>major infrastructure such as new stations.</p> <ul style="list-style-type: none"> - Rather than creating new stations, links to existing stations should be strengthened, e.g. active travel links and bus links. - Stations at Law & Symington are equally merited. - There is a problem with connectivity in Law Village which a station would address - there is no way to get to Carluke or Wishaw station from Law due to lack of bus options. - There are a limited number of amenities in Law which means there is a social need for public transport connectivity. Residents attending GP surgeries in Wishaw was given as an example. - The option for a station in Law is considered preferable to linking to other stations by bus, in part due to loss of trust in bus services precipitated by the withdrawal of numerous services over the years.
4	Provide rail station at Symington	<ul style="list-style-type: none"> - Long distance travel opportunity and links to England: <ul style="list-style-type: none"> - A new rail station at Symington would have benefits for those residing to the south. However, noted that there are severe constraints on the West Coast Mainline. - A new station would also help to reduce emissions from long distance travel. - Line constraints could be mitigated by releasing some unused freight paths. - Some suggested stations at Law & Symington are equally merited. - There are currently no rail stations local to Symington so a new station would potentially have a wide geographic catchment. - One suggestion that local services only could operate from Symington. - The integration of Park & Ride facilities and bus services would increase usage.
5	Improve rail time table to allow improved interchange at Motherwell station for Clydesdale residents who require to access Hamilton	<ul style="list-style-type: none"> - Lanark-Hamilton: timetable needs to be adjusted to give link at Motherwell. - Some comments that commuters do not want to interchange and will only travel by rail if they can get a direct service between their origin and destination. The existing service between Clydesdale and Hamilton is poor. - Noted that the direct Lanark to Hamilton route, which once existed, had a longer journey time compared to the existing Lanark – Motherwell – Hamilton route. - Signalling issues at Lanark junction may cause an additional barrier to integration of timetables for improved interchange. - Some services require changes at Cambuslang which has a poor waiting environment.
6	Provide a dedicated shuttle bus service between Law, and Carluke train station,	<ul style="list-style-type: none"> - Dedicated bus connection at Law only needs to alter regular services. Problem of lack of connections with buses. Need to make sure subsidies are provided. Need for regulation. Need

Option reference	Option description	Discussion points at workshop
	working on a high frequency and integrating with the rail timetable	<p>to link Biggar / Symington / Carstairs and amalgamate this with Lanark service – circular service.</p> <ul style="list-style-type: none"> - Law bus: regulation is an issue. - Lower priority than the option for a train station and perhaps no more than a short-term, stop gap measure. - Subsidisation / commercial viability may be a potential barrier - Could combine with option 7.
7	Extend the current Subsidised service 243 from Carluke X to Carluke Rail Station. This service would need to run to a higher frequency than it does presently	<ul style="list-style-type: none"> - Could combine with option 6. - Subsidisation / commercial viability may be a potential barrier.
8	Improve bus/rail integration before/after core hours at Lanark rail station to ensure connections are available to Clydesdale towns and village out with the core working day	<ul style="list-style-type: none"> - A single issue but a high priority option. - Requirements imposed by the Traffic Commissioner in terms of bus running to their agreed timetables could be an issue in terms of deliverability. Timetabling at the bus interchange also thought to be quite tight currently. - Public acceptability of a bus waiting for 5/10 minutes for an arriving train before departing would be higher than public acceptability of a bus departing on time (before a train's arrival).
9	Provide strategic park and ride facility at Lanark with local bus services calling at the station, bus timetable integrated with rail	<ul style="list-style-type: none"> - Increased parking provision at Clydesdale stations imperative to enable mode shift and facilitate increased rail service frequency.
10	Provide strategic park and ride facility at Carstairs, with local bus services calling at the station, bus timetable integrated with rail	<ul style="list-style-type: none"> - Too little progress on this to date. - Increased parking provision at Clydesdale stations imperative to enable mode shift and facilitate increased rail service frequency.
11	During peak travel hours, provide half hourly service between Biggar/Symington and Lanark. SPT subsidise the early and late services on an hourly frequency. Proposal to increase the frequency connecting with commuter trains to Glasgow to half hourly services	<ul style="list-style-type: none"> - Difference of opinion over demand for a half hourly service, though felt that a service level increase would reduce the impact of missed rail connections at Lanark rail station. - Potential housing developments in Biggar, Symington and Thankerton may increase future demand. - Revision to the 91/191 service route to run on a circular basis round Lanark-Thankerton-Symington-Biggar-Libberton-Carnwarth-Carstairs Junction-Lanark suggested. Noted this would provide transport opportunities between Biggar-Libberton-Carnwarth-Carstairs junction, which don't presently exist.
12	Encourage bus services to Glasgow to stop at Law	<ul style="list-style-type: none"> - This is a high priority option.
13	Provide dedicated shuttle service linking Carstairs rail station, Lanark rail station and New Lanark Heritage Village, integrated with the rail network. Note, that services to Carstairs	<ul style="list-style-type: none"> - Commercial viability / availability of subsidisation may be a barrier to deliverability. Suggestion that SPT do not focus on running buses for tourism. - Considered a high priority option; also need to consider public transport accessibility of other tourist destinations in

Option reference	Option description	Discussion points at workshop
	would not have to be high frequency as there are only limited train services calling at Carstairs each day	<p>Clydesdale.</p> <ul style="list-style-type: none"> - Alternative suggestion to divert existing no. 30 service (Lanark-Wanlockhead) via Carstairs Junction to enable journeys from the south to Edinburgh to be made.
14	Provide safe walking and cycling routes connecting towns/villages in close proximity where there is a demonstrable flow. Law, Carluke and Braidwood. Investigate the Old Wishaw Road, would require surfacing and lighting	<ul style="list-style-type: none"> - Demand for these options, road space, safety, lighting, links to public transport all discussed. - There is a desire for active travel between Biggar and Symington. Motorists also support this as it would remove cyclists from the road. - Law – Carluke – Braidwood; suggestion that no need for active travel links.
15	Provide safe walking and cycling routes connecting towns/villages in close proximity where there is a demonstrable flow. Biggar and Symington	<ul style="list-style-type: none"> - Good active travel links should be provided to any new station at Symington. - Accepted that weather is a deterrent for active travel, particularly during the winter months.
16	Provide safe walking and cycling routes connecting towns/villages in close proximity where there is a demonstrable flow. Carnwath and Carstairs	<ul style="list-style-type: none"> - Lighting is required on Old Wishaw Road and this could become a good active travel link. - Considered high priority options. - Active travel improvements could also open up tourism opportunities.
17	Ensure appropriate/suitable walking access is provided to transport hubs and stops including rail stations, bus stations and bus stops	<ul style="list-style-type: none"> - There is currently an inability for locals to access the rich outdoor offering of the area due to a lack of active travel infrastructure
18	Improve vehicle quality for bus services in the area	<ul style="list-style-type: none"> - Need to ensure buses and rail suits all travellers, particularly those with wheelchairs or prams. The issue of improving access for those with disabilities was a strong theme in workshop discussions.

General discussion points about bus options which applied to several options above included:

- Funding is a major barrier to improving any bus services.
- There is a poor perception of buses- one noted it wasn't just perceptions, buses are often poor quality, though there was some disagreement with this comment.
- Lothian Buses is an excellent model to build on; though it was accepted that to have a similar model in Clydesdale would require legislative change.
- Bus regulation is difficult to change and Traffic Commissioner regulations means buses are unable to run late without being penalised. Whilst this has benefits, it means a bus cannot wait for a train if it is running late, for example.
- Bus and train drivers should be able to speak to one another, to allow better integration of services.
- Bus priority should be an option, though people were unsure how this would work.

Additional options

There was generally broad agreement at the workshop that at least one additional or revised option was required to tackle issues in the south of the Clydesdale area. The options discussed were:

- Creation of bus hubs / bus P&R at locations on the M74 corridor with feeder bus services from surrounding settlements. Proposed locations of Abington Services and/or Lesmahagow.
- Better bus connections are required between Abington / Crawford and major destinations, including Dumfries and Edinburgh. Services 101 and X74 highlighted for improvements. However, it was noted that there are safety issues taking buses into Crawford; suggested that Stagecoach should be engaged with to understand what their concerns are.

In addition to considering these options, AECOM will review options from the Pre-Appraisal study to ascertain which could also benefit this geographical area with some clearer definition and focus.

Generally, there was a desire by some to see more focus on the concept of bus hubs in Clydesdale with feeder services. Others disagreed, acknowledging that the need to interchange can deter people.

Finally, the topics of car sharing and improving information on existing public transport services was discussed as missing from the long list of options. There were mixed views on the value of car sharing in rural areas, with some advocating it as a valuable solution and others not.

Other comments

In addition to discussions regarding problems, objectives and options, the following was also noted:

- Community benefit funding from windfarms creates the opportunity to run fleets of e.g. buses or electric cars; joining up of existing subsidised/community transport services may enable this as an option.
- Coalburn needs to be connected by public transport in order to facilitate development opportunities which are understood to be on hold.
- Suggested that new schools going in to e.g. Carstairs could be used to leverage growth/investment in these areas.
- A place-based approach should be taken to consider the individual needs of a community and how best to integrate with other services.

Next Steps

This note has provided a summary of discussions from the stakeholder workshop held on 18th February 2019.

Discussions from the workshop will be used to inform the list of problems to be tackled, revise objectives and in the initial appraisal of options in this current study. Future stages of the work may include Part 2/ Detailed Appraisal, where options are subject to quantitative appraisal of costs and benefits.

Clydesdale Transport Study (Part 1 Appraisal) – stakeholder workshop

Workshop name

Clydesdale
Transport Study
workshop

Subject

Stakeholder workshop on
problems, opportunities,
objectives and solutions

Workshop date

Mon 18th February

Time

1000-1300

Location

Lanark Memorial
Hall, St Leonard
Street, Lanark
ML11 7AB

Project name

Clydesdale Transport
Study (Part 1 Appraisal)



Workshop Agenda

Time	Item
10:00 – 10:15	Introduction, Overview and Briefing. Background to study, purpose of workshop, reason for stakeholder involvement.
10:15 – 11:00	Study objectives expressing the outcomes sought in this study, informed by the problems & issues identified. <ul style="list-style-type: none">- Presentation (15 mins)- Discussion Groups (30 mins) Presentation by AECOM: approach taken in study to date, problems and issues, constraints and opportunities; importance of objective setting in transport appraisal and what objectives were developed. Group discussion: Are there any gaps or challenges to the problems identified? Do the objectives reflect the problems and issues identified? How can the objectives be 'SMART-ened'. Key output from this discussion: Validation and smartening of objectives.
11:00-11:15	Comfort and refreshment break
11:15 – 11:35	Reporting back from groups and open discussion: <ul style="list-style-type: none">- Any problems or opportunities missed.- Objectives – agree 'SMART-ened' objectives.
11:35 – 12:25	Potential Solutions <ul style="list-style-type: none">- Presentation (10 mins)- Discussion Groups (40 mins) Presentation by AECOM: the importance of a problem and objective led approach to identifying options / potential solutions in transport appraisal; the options developed in the Pre-Appraisal study and how these are now being assessed in this study. Group discussion: Do the solutions meet the aims of the project? What are the key details of each option that you would like to prioritise from your perspective? Are these solutions deliverable/affordable? Key output from this discussion: Validation of solutions for further assessment.
12:30 – 13:00	Reporting back on solutions (20 mins).

Next Steps (10 mins).

Useful information

A study of transport issues in the Clydesdale area is underway in 2019 by AECOM on behalf of South Lanarkshire Council. The first stage of this study ran in 2017, where views were gathered on the problems linked to transport in the area. As part of that work by PBA, objectives were set to guide the development of solutions, and a long list of possible solutions was created. **The report from this stage of the work is attached within this agenda.**

This current stage of the work aims to further develop these solutions, and carry out further assessment of their performance against objectives and a set of criteria.

This workshop offers stakeholders the opportunity to play a role in refining objectives within this transport study and further developing potential solutions to address the problems identified in this stage of the study. These solutions (or “options” in transport appraisal terminology) will be subject to detailed appraisal by the study team. The guidance being followed by this study is Scottish Transport Appraisal Guidance (STAG), which can be found here - <https://www.transport.gov.scot/our-approach/industry-guidance/scottish-transport-analysis-guide-scot-tag/#> (item 2).

The workshop will be held in the **Lanark Memorial Hall, St Leonard Street, Lanark, ML11 7AB**. Venue details are provided here http://www.sleisureandculture.co.uk/info/464/lanark_memorial_hall/856/contact_details.

Tea, coffee water and biscuits will be provided upon arrival. The venue is accessible by wheelchair. Please let us know in advance if you have any particular requirements for the day in terms of access, or anything else.

Notes will be taken by AECOM staff throughout the workshop, and it is intended that these will inform the study and final reporting. Comments may be attributed to attendees in reporting (by name of organisation or group the attendee is representing) but if any comments are made that the speaker would like to be non-attributable, please highlight this to AECOM staff. We are aiming for an open, transparent and constructive discussion.

The workshop will be a mixture of short presentations by AECOM, and break-out groups for smaller group discussions amongst attendees. Please consider whether you would be prepared to report back from your group discussion, as we will be seeking volunteers for that. At selected points during the workshop, everyone will join together for an open discussion on key points.

The AECOM team who will be leading and facilitating the workshop on behalf of South Lanarkshire Council are:

- Deborah Paton, Deborah.Paton@aecom.com
- Andrew Diansangu, Andrew.Diansangu@aecom.com
- Camille Ezel, Camille.Ezel@aecom.com

A.8 Annual Average Daily Flow (AADF)

Appendix A.8 Annual Average Daily Flow

Annual Average Daily Flow (AADF) traffic count data collected by the Department for Transport (DfT) provides a nationwide dataset of traffic count data which allows for a comparative trend to be established. Within the study area there are a total of 45 traffic count locations. The map in Figure 1 illustrates the 2017 traffic flow at each count location, with the 5yr change from 2012-17 illustrated in Figure 2.

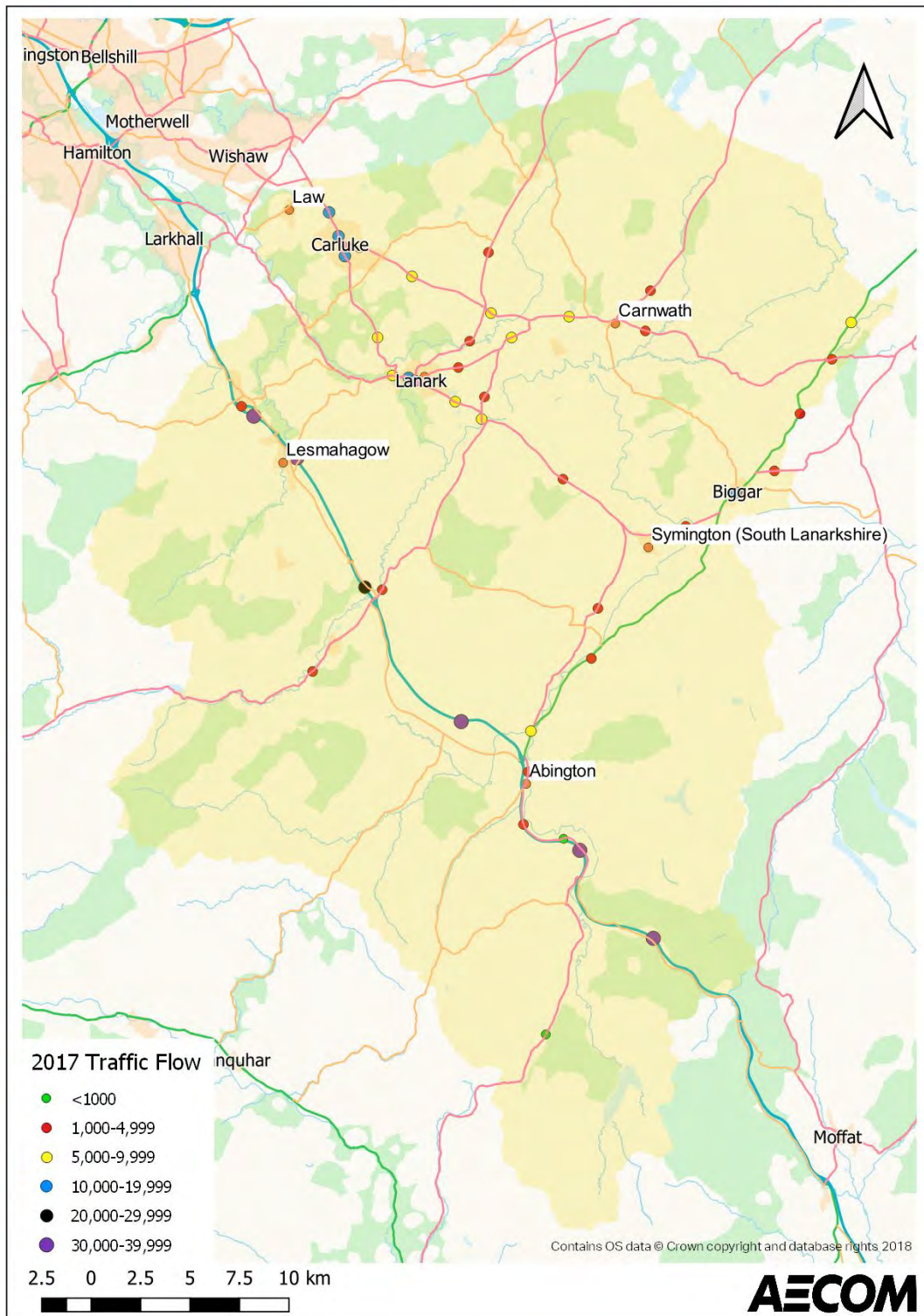


Figure 1 Traffic Flow 2017 AADF

Figure 1 illustrates that the highest traffic flows in the area are on the M74 corridor. Figures indicate that the flow is steady from the south easterly most count location to the north westerly most location with the exception of a slight dip in the vicinity of Uddington.

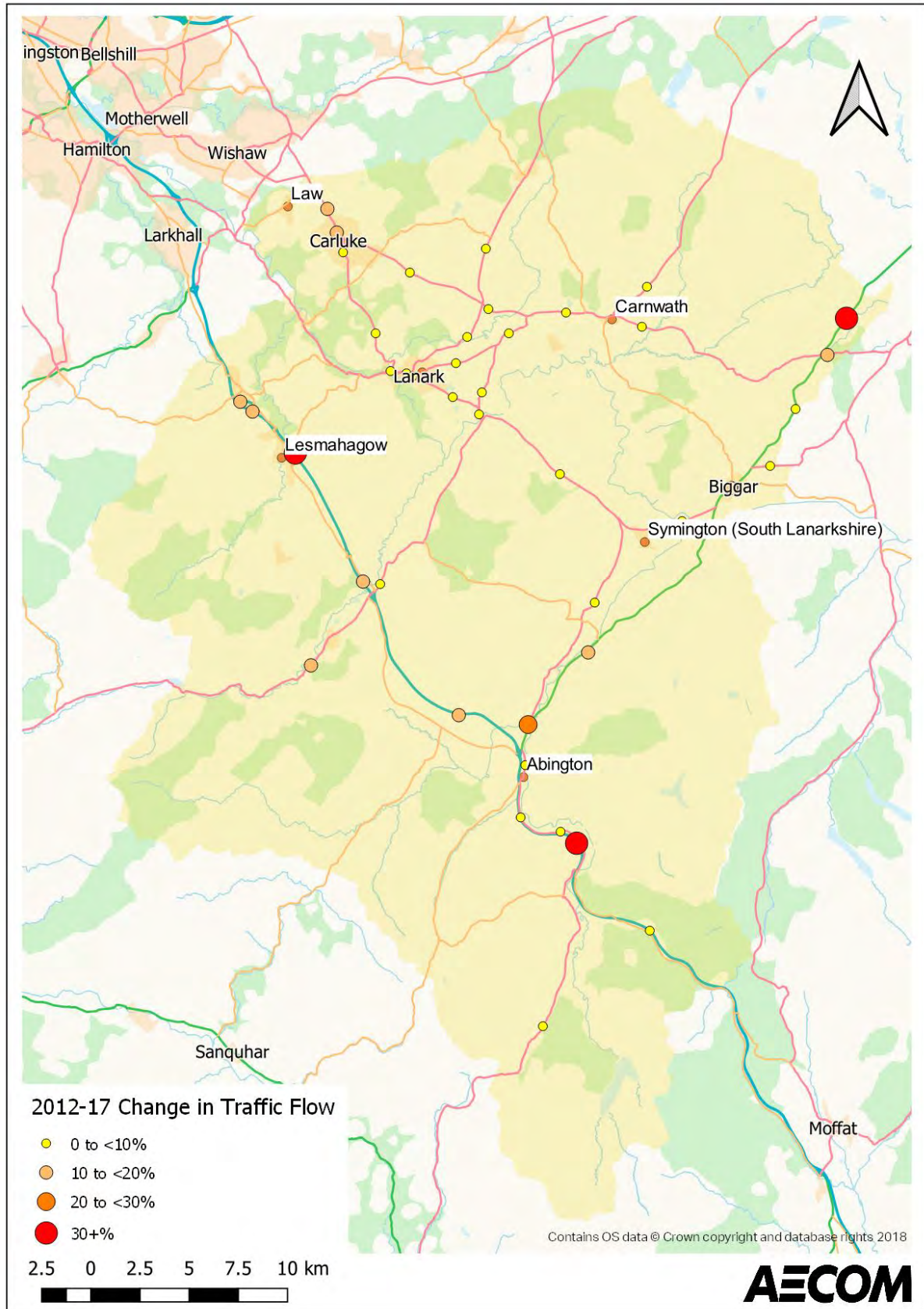


Figure 2 2012-17 Change in Traffic Flow (%)

Figure 2 illustrates that traffic flows have remained at a level within 10% of their 2012 volumes at the majority of count locations within the study area. The largest increase of 41% was observed on the M74 in the vicinity of Crawford.

A.9 Accident Data

Appendix A.9 Personal Injury Accidents

Personal Injury Accidents (PIAs) on the public road network that are reported to the police are recorded using the STATS19 accident reporting form. This information is collated by the DfT and made available for public download¹. Accidents are classified based on the severity of the casualties involved. Casualty severities are classified as follows:

- Slight injury - An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment
- Serious injury - An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.
- Killed - Human casualties who sustained injuries which caused death less than 30 days (before 1954, about two months) after the accident. Confirmed suicides are excluded.

Accident severities are therefore classed as; Slight, Serious or Fatal².

When reviewing road safety data it is common practice to analyse multiple years worth of data. With 2017 representing the most recent year from which complete data is available, a review of 3 year accident data from 2015-17 was undertaken for the Clydesdale area. Results of the analysis are presented in Table 1.

Table 1 Accident data for Clydesdale area 2013-17

		Fatal	Serious	Slight	Total
2015	All	2	19	75	96
	Pedestrian	1	2	6	9
	Cyclists	0	0	3	3
2016	All	6	23	94	123
	Pedestrian	1	3	8	12
	Cyclists	0	0	2	2
2017	All	1	23	77	101
	Pedestrian	0	2	6	8
	Cyclists	0	2	3	5

As illustrated in Table 1, there were a total of 320 PIAs in the study area between 2015-17, of which, 39 involved either a pedestrian or a cyclist. This equates to 12% of all accidents.

It can also be seen that there were a total of 9 fatal PIAs, of which, 2 involved either a pedestrian or a cyclist. This equates to 22% of all fatal PIAs. Of the 65 serious PIAs recorded in the study area, 9 involved either a pedestrian or a cyclist which equates to 14% of all serious PIAs.

The above illustrates that whilst accidents involving vulnerable road users i.e. pedestrians and cyclists are generally slight accidents, 28% resulted in death or serious injury. The map in Figure 1 illustrates the location of all recorded PIAs, with the map in Figure 2 illustrating the location of all pedestrian/cyclist PIAs.

¹ <https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/743853/reported-road-casualties-gb-notes-definitions.pdf

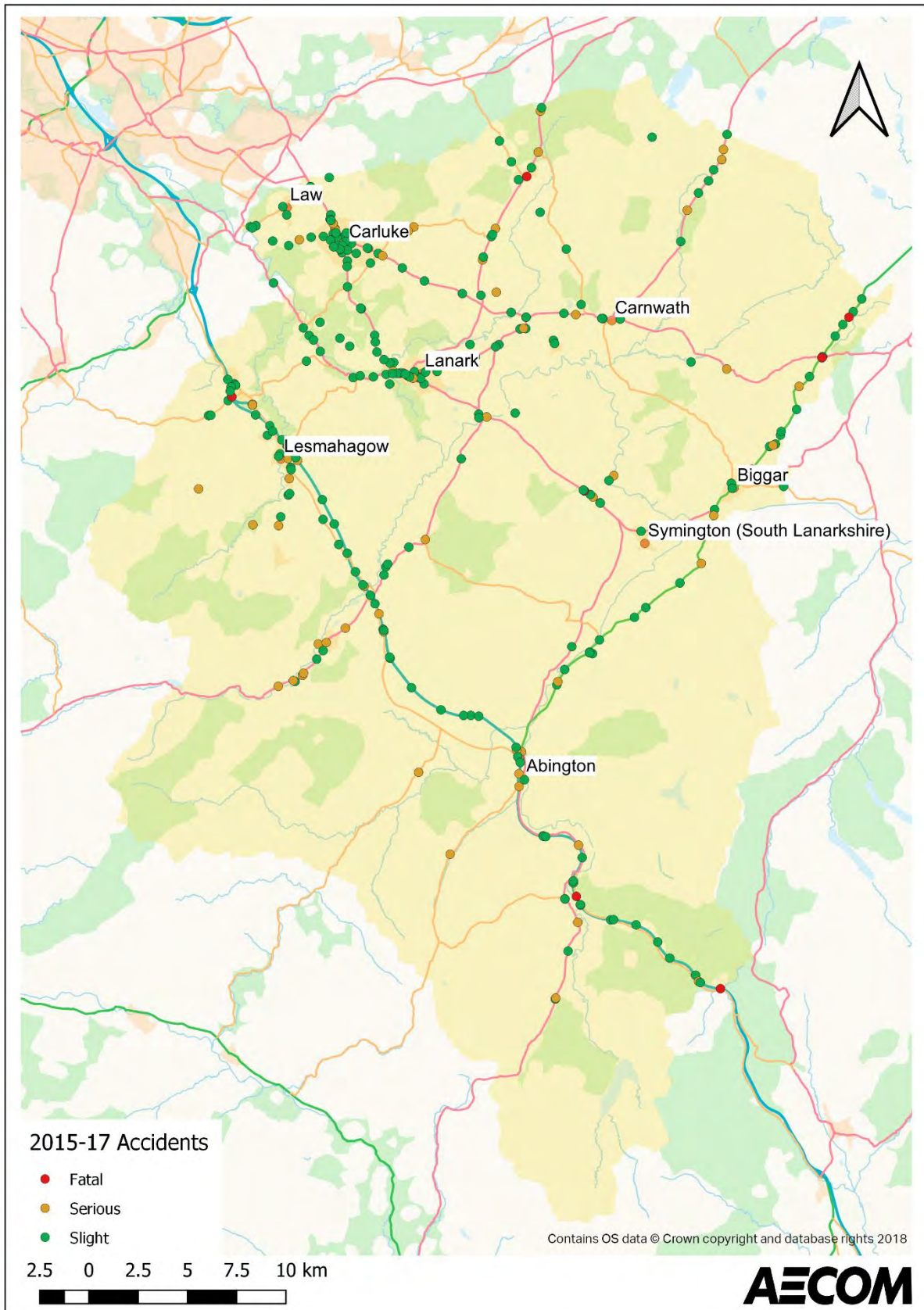


Figure 1 2015-17 Accident data



Figure 2 2015-17 Pedestrian and Cyclist Casualty data

The maps in Figure 1 and Figure 2 illustrate that there is a relatively even geographic spread of PIAs across the main road network in the study area.

Whilst this analysis allows presentation of the number and type of PIAs recorded, in order to draw any conclusions as to whether this is higher or lower than average, further detailed analysis would be required to determine the 'accident rate'. This would consider the number of PIAs alongside factors including volume of traffic, road type and speed limit.