



Introduction

The South Lanarkshire area has witnessed an average total passenger increase of around 4.4% per annum over the last decade, from approximately 6.4 million station entries and exits in 2006 to approximately 9.5 million in 2015. As agreed with the Council as part of this study, a high level approach was undertaken to establish a realistic understanding of what background growth is to be expected for footfall at each station in the rail network with the South Lanarkshire Council area, and how this growth might be expected to influence the future demand for Park and Ride in the area.

Process

Using existing patronage figures from The Office of Rail and Road for the period 2006-2015, an average annual growth rate was calculated for each station.

The patronage growth analysis showed that the increase to passenger numbers in South Lanarkshire was not uniformly distributed around the area; some stations showed a very large average yearly passenger growth (e.g. Carstairs, Chatelherault), whilst other stations actually experienced a drop in patronage in the same period (e.g. Burnside, Kirkhill).

Furthermore, it was established that one or two years of unusually high or low growth may have a fairly large (and perhaps disproportionate) impact on the calculated average annual growth rate (given the fairly long time period analysed).

As an example, assume that the patronage at a station is 100,000 in 2006. Furthermore, assume that the patronage at the station increases by 10% each year up until 2015, except during the final year, where it increases by 90% instead due to a unique event. The average annual growth rate would be approximately 17%, which is not, in general, reflective of the modal growth rate of 10%.

For this reason, to mitigate against the effects of unusual or unsustainable changes in the patronage levels at each station, it was decided that the stations would be grouped together into zones. Taking the growth rates for each individual station and weighting them by their footfall as a share of the total footfall in the zone, a more general growth rate could be calculated at a zonal level which would be less readily influenced by large short term changes to the patronage levels per station.

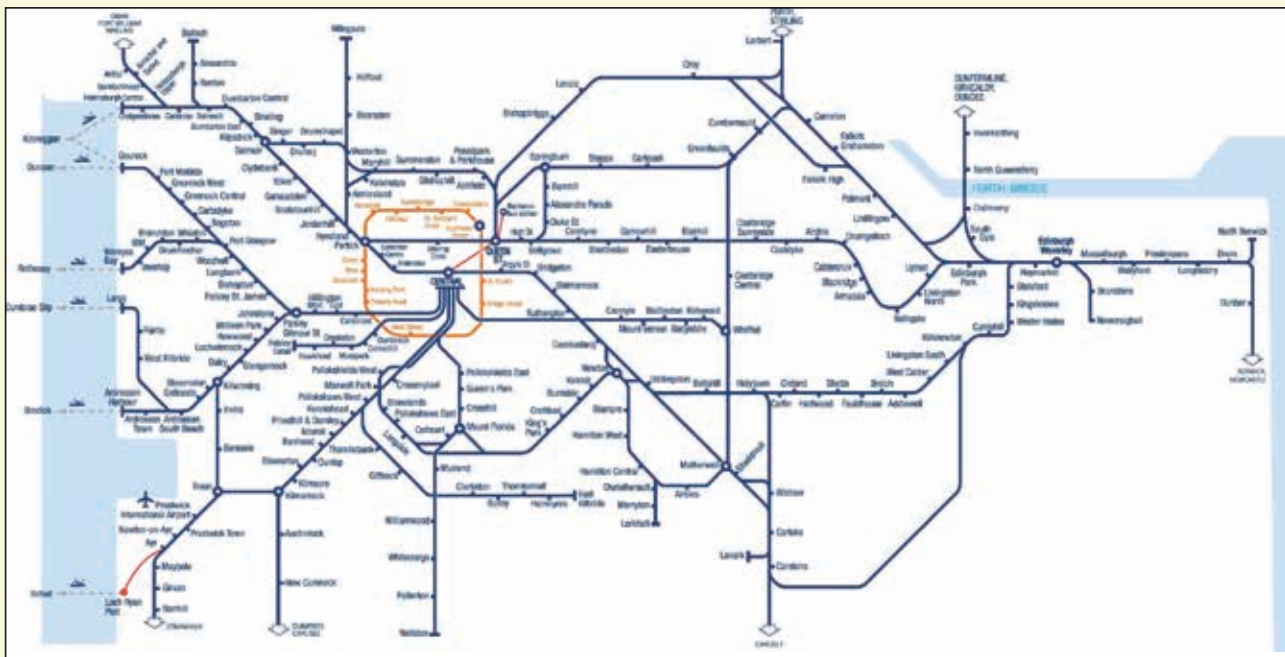
Zone locations

Informed by discussions between AECOM and the Council, it was decided to group together stations into zones based on several factors. Largely, the decision was influenced by broad geographical location, but factors such as similar journey times to key attractor stations, level of service provision, and similar patronage levels have also informed the decision about station zoning. The stations in South Lanarkshire have been grouped together into zones as defined in the table and the figure on the following page.



Appendix A – Station zones

Zone	Stations in Zone
1	Rutherglen, Cambuslang, Newton, Uddingston
2	Croftfoot, Burnside, Kirkhill
3	Blantyre, Hamilton West, Hamilton Central
4	Chatelherault, Merryton, Larkhall
5	Thorntonhall, Hairmyres, East Kilbride
6	Carluke, Carstairs, Lanark



Appendix B – Existing facilities and concept options



Blantyre Railway Station

Station Road, Blantyre, G72 9BB

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
ScotRail	51	100%	3	0	Free	6
SLC	58	100%	2	0	Free	–

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
12.7	21	4	4	£4.36	610,730	5.3%	4.2%	No

- 8th largest footfall of all 19 stations within the SLC area and 8th largest car park facility;
- The average yearly passenger growth of 5.3% is the same as the average for the SLC area (5.3%). The total number of AM peak services to Glasgow (12) is above the SLC average of 10 trains; the number of Inter-peak services (22) to Glasgow is also higher than the SLC average of 17 trains;
- 6% of people from the Blantyre locality area (Scottish Census, 2011) travel to work or study by train, again comparable to the SLC average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	Site visits conducted by AECOM in February 2017, indicated that both the ScotRail and the SLC car parks were at capacity, with further evidence of overspill parking on the streets surrounding the station. The SLC car park is approx. 200m north of the station.	Site Visit (Monday 20 February 2017 at approximately 12pm)
Cycle access	No cycles were parked at the station during the latest site visit; two lockers and two Sheffield stands are available at the station.	Site Visit (Monday 20 February 2017 at approximately 12pm)
Bus access	Bus service 230, routes through Blantyre from Coatshill to Silvertonhill via Hamilton; nearest bus stops (both unsheltered) are located approximately 50m south of the station on Station Road.	Google Maps
Housing projections	There are 324 housing units mentioned in the 2016 Housing Land Supply Register with Blantyre as their closest station before 2023. After 2023 there are 275 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 10 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	Blantyre is mentioned in the LDP which has references to the area in the context of both development framework and residential masterplan sites.	LDP, 2015
Population projections	The population in the Blantyre sub-council area (2012) is predicted to fall by 9% from 2016-2026 with an estimated decrease in population of around 1,500. This is the largest decrease in population of all the sub-council areas in the South Lanarkshire region, both in absolute and percentage terms.	NRS, 2012
Station interrelation	There are four stations within 5km of Blantyre. The closest of these are Uddingston (on a different rail line), approx. 2.9km north, Hamilton West, approx. 2.9km south, and Newton, approx. 3km northwest. Blantyre station has been analysed as part of Zone 3, in conjunction with Hamilton Central and Hamilton West stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report – 2013, AECOM Analysis
Rail improvements	The Scotland Route Study makes no mention of proposed works on this section of the rail network.	Scotland Route Study, 2016
Patronage growth	Blantyre has the 6th highest average patronage growth in the SLC area at 5.3%. More recently (after 2010), growth has been lower, at 4.5%. Blantyre sits in Zone 3, which has overall growth of 4.2%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 37 additional spaces by 2023.	ORR Data 2006-2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Press releases	No articles were found pertaining to parking provision at Blantyre station.	–
Additional comments	The SLC car park has full CCTV coverage and lighting. An additional 60 spaces were constructed in 2014. Figure 2, below, shows some evidence of overspill parking around this site. One vehicle was parked in one of the disabled bays without a blue badge displayed in the window.	Site Visit (Monday 20 February 2017 at approximately 12pm)



Figure 1: SLC car park



Figure 2: Overspill parking at SLC site

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	21: Quick win – Small extension of ScotRail car park	<ul style="list-style-type: none"> Existing station car park belonging to ScotRail has potential to be extended on the east side, potential for approx. 12 additional spaces. Land is currently part-occupied by station access path and would therefore require some remodelling to avoid pedestrian/vehicle conflicts. 	Short Term	£70,000 - £80,000

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✓

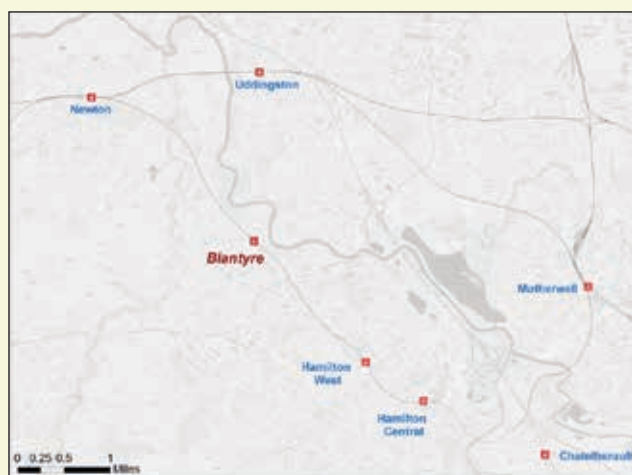
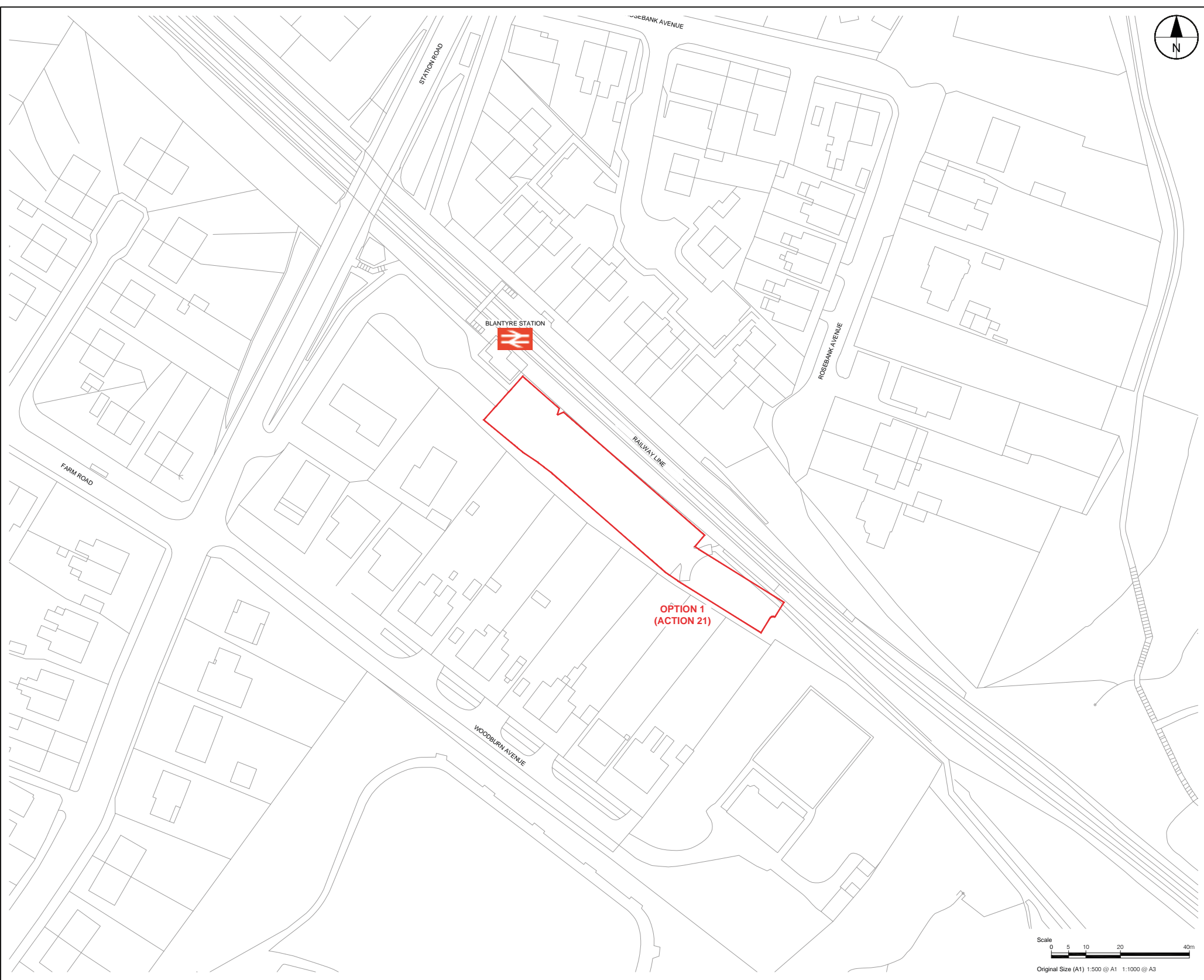


Figure 3: Blantyre Railway Station's interrelation context

Appendix B – Existing facilities and concept options



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 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 3. ROAD MARKINGS SHOWN INDICATIVELY. ROAD MARKINGS TO BE ACCORDANCE WITH THE TRAFFIC SIGNS AND GENERAL DIRECTIONS 2016 AND THE TRAFFIC SIGNS MANUAL.
 4. NEW PARKING BAYS ARE 2.5m WIDE AND 5.0m LONG. THIS ACCORDS WITH THE DESIRABLE BAY SIZE AS DEFINED IN THE SCOTS NATIONAL ROADS DEVELOPMENT GUIDE (p142) AND DESIGNING STREETS (p42).
 5. NEW DISABLED PARKING BAYS SHOWN INDICATIVELY. BAY DIMENSIONS TO BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND.

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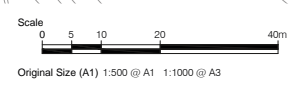
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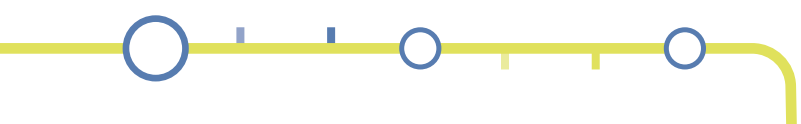
SHEET TITLE
BLANTYRE
CONCEPT CAR PARK DESIGN
SITE LOCATION

SHEET NUMBER
04-0100



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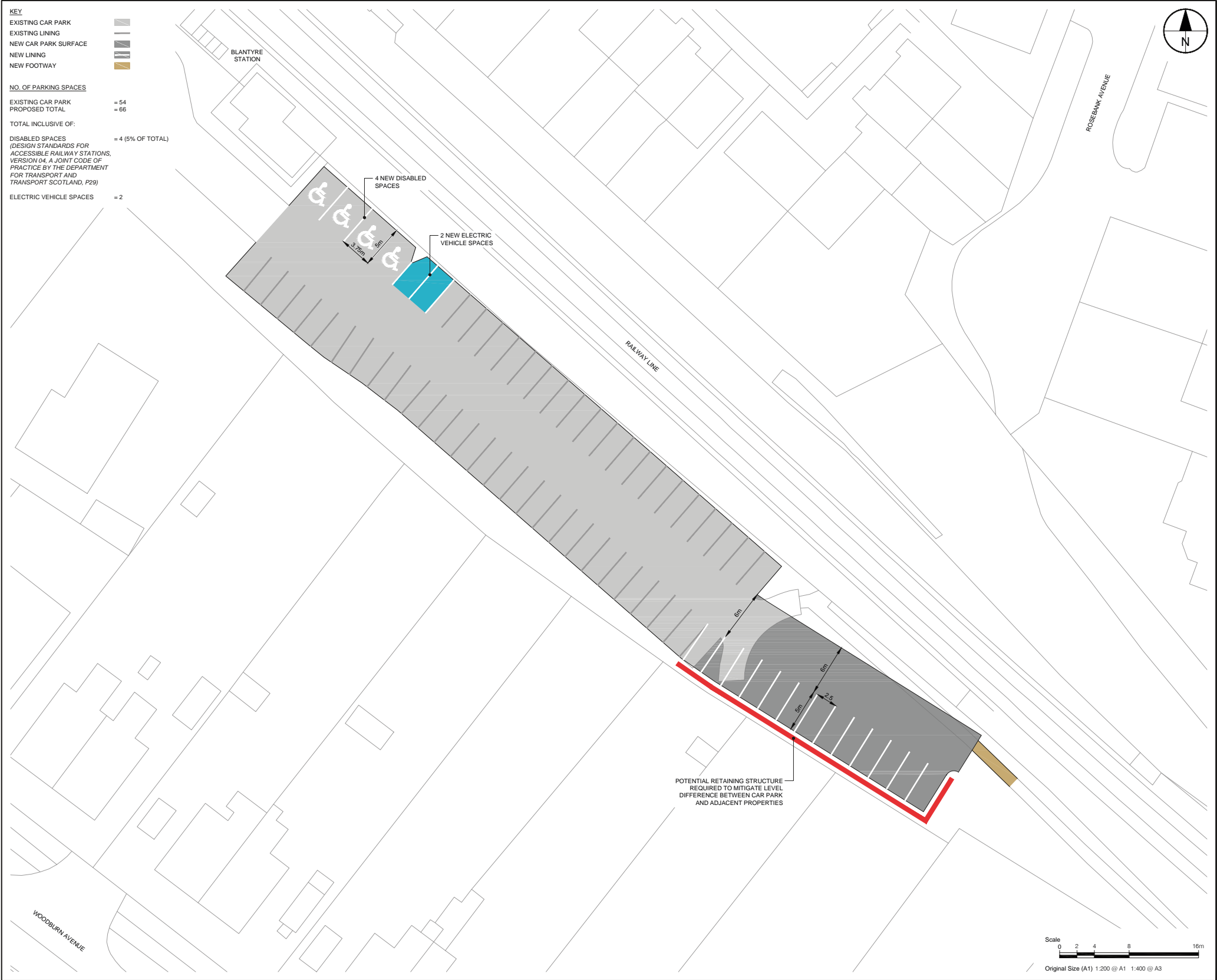




Appendix B – Existing facilities and concept options

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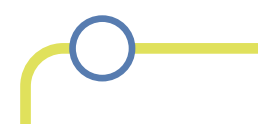
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SHEET TITLE
BLANTYRE
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Appendix B – Existing facilities and concept options



Burnside Railway Station

Burnside Road, Rutherglen, G73 3SA

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
No car park	-	-	-	-	-	6

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
5.8	22	3	2	£3.32	270,746	-0.4%	0.9%	No

- 13th largest footfall out of all 19 stations within the SLC area; no car park provision at this station;
- The average yearly growth rate in passengers (-0.4%) is below the SLC average of 4.4%. The total number of AM peak services (8) to Glasgow is below the average of 10 trains for the SLC area; the total number of Inter-peak services (12) to Glasgow is below the SLC average of 17 trains;
- As Burnside only caters for services ending at Glasgow Central and Newton, it is expected that a majority of trips from Burnside station end at Glasgow Central; and
- Burnside is located within the Rutherglen locality (Scottish Census, 2011), where approximately 10% of people travel to work or study by train, above the average for the SLC area average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	No car parking provision is available at station.	
Cycle access	During the site visits observed cycle rack usage at Burnside station was low, suggesting that the existing capacity of 6 spaces is adequate.	Site Visit (Friday 10 February 2017 at approximately 3pm)
Bus access	Bus services near Burnside station include routes connecting with Glasgow City centre and Rutherglen. Bus stops are located within 150m to the north of the station, on Stonelaw Road (A749). Bus stop is located adjacent to southbound traffic flows and is unsheltered.	Google Maps
Housing projections	There are 70 housing units mentioned in the 2016 Housing Land Supply Register with Burnside as their closest station before 2023. After 2023 there are 110 units mentioned. The pre-2023 figures indicate that there will not be significant demand for spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP does not identify any developments within Burnside's residential area.	LDP, 2015
Population projections	Burnside falls within the Rutherglen sub-council area, for which population is predicted to drop by 4% from 2016 to 2026 with a predicted reduction in population of over 1,000 people. This is the 2nd largest decrease in both absolute and percentage terms of all the sub-council areas in the South Lanarkshire region.	NRS, 2012
Station interrelation	There are five stations within 5km of Burnside. The closest of these are Rutherglen and Croftfoot, both approx. 1.7km to the north and west of Burnside station, respectively, and Cambuslang and Kirkhill stations, both located approx. 2km to the east. Burnside station has been analysed as part of Zone 2, in conjunction with both Croftfoot and Kirkhill stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impact to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	Although the Scotland Route Study does not suggest any direct potential improvements for the rail line around Burnside, suggested capacity improvements at Glasgow Central and potential strengthening of peak services from three to six car trains for "competing" services connecting Glasgow to Motherwell/Larkhall over the coming year, might have an impact on demand at Burnside station.	Scotland Route Study, 2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Patronage growth	Burnside has the 18th highest average patronage growth in the SLC area at -0.4%. More recently (after 2010), growth has been lower, at -3.8%. Burnside sits in Zone 2, which has overall growth of 0.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there will not be demand for any additional spaces by 2023.	ORR Data 2006-2016
Press releases	Local press releases have highlighted parking issues on streets located nearby Burnside station. Particularly at Southhill Road and Springfield Road, drivers tend to park on pavements at either side of the streets.	www.dailyrecord.co.uk/news/local-news/residents-hit-out-over-burnside-6237777
Additional comments	During a weekday site visit, streets located around the station showed to have a high number of cars parked on the pavements (Duke's Road, Southhill Avenue and Springfield Park Road), or on the side of the road (East Kilbride Road). Owner of the cobbler business located at Duke's Street stated that parking issues and congestion around the station is an everyday issue. Parking restrictions (i.e. Tesco) and enforcement across the area has spread the parking issues towards these residential streets. Local business owners also mentioned these issues are present both on Weekdays and Weekends (particularly Saturday mornings), and suggested that long stay parking is related to rail station users.	Site Visit (Friday 10 February 2017 at approximately 3pm)



Figure 1: Duke's Road



Figure 2: Springfield Park Road



Figure 3: East Kilbride Road

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	39: Promote alternative facilities (i.e. new parking site near Cambuslang station – Hoover site)	<ul style="list-style-type: none"> New parking site at Cambuslang's former Hoover site (Estimated capacity of 152 new spaces identified.), would provide a potential option to cater some of the future demand at Burnside station if required. Journey times from Cambuslang to Glasgow might be a reason of attractiveness for this option. 	Short Term	£70,000 - £80,000

*Exclusions applied

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes		
	No	✓	

Opportunity for quick wins: ✗



Figure 4: Burnside Railway Station's interrelation context

Appendix B – Existing facilities and concept options



Cambuslang Railway Station

Main Street, Glasgow, G72 8AT

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	63	78%*	0	0	Free	14

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
6.9	12	6	6	£3.20	774,352	3.3%	5.1%	Yes (2018)

- Cambuslang ranks 6th largest in terms of footfall out of all 19 stations within the SLC area;
- The average yearly passenger growth of 3.3% puts Cambuslang below the average of 5.3% for stations within South Lanarkshire. The total number of AM peak services (18) to Glasgow is well above the average for the SLC area (10); the total number of Inter-peak services (36) to Glasgow is more than double the SLC average of 17 trains; and
- 11.2% of people from the Cambuslang locality (Scottish Census, 2011) travel to work or study by train; almost double the SLC average of 6.8%.

*Observed occupancy of existing car park provision is of the order of 70-80% (2018 surveys undertaken for Cambuslang Park and Ride Study). However, anecdotal evidence, site visits and aerial images available suggest that the current usage may not be entirely due to Park and Ride users, and might be used as additional residential or local car parking within Cambuslang town centre.

2. Problems and opportunities

Theme	Description	Source
Car park observations	<p>There is a general lack of clarity when it came to promoting the use and awareness of station parking facilities, leading to abundant overspill parking on residential streets to the south of the station. The areas signed as being those allocated for park and ride use were underused, with no clear indication that the cars parked were station users.</p> <p>Both the site visit and anecdotal evidence from local residents provided evidence of overspill parking on residential streets in the vicinity of the station, specifically on the streets to the south (including but not limited to Beech Av., Central Av., West Coats Rd. and Hamilton Dr), indicating that there is an existing demand for increased park and ride provision. Car park and platform surveys undertaken in February 2018 as part of the Cambuslang P and R study, confirmed the existence of high levels of on-street parking around the station (accounting for approx. 80% of all users who drive to the station; estimated at 190 users).</p> <p>In addition to this, the levels of occupancy recorded throughout the survey period at Maple Tree Court Drive car park, as well as its proximity to Cambuslang Railway Station, suggest that this site could potentially be used by rail commuters.</p>	Site Visit (Friday 17 February 2017 at approximately 3pm) and February 2018 Surveys
Cycle access	Cycle racks were unused during the 2017 site visits, suggesting that the existing capacity of 14 spaces (4 lockers and 5 Sheffield stands) is adequate. This corresponds with results obtained from surveys and sites visits undertaken as part of the 2018 Cambuslang P and R study, which suggest that less than 1% of all users access the station by bike.	Site Visit (Friday 17 February 2017 at approximately 3pm) and February 2018 Surveys
Bus access	Nearest bus stops eastbound and westbound are less than 100m from the station on Main Street with buses travelling towards Hamilton and Glasgow. Both bus stops are provided with shelter. February 2018 surveys suggest that less than 3% of all users access the station by bus.	Google Maps and February 2018 Surveys
Housing projections	<p>There are 272 housing units mentioned in the 2016 Housing Land Supply Register with Cambuslang as their closest station before 2023. After 2023 there are 345 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 10 additional spaces by 2023.</p> <p>More recent information and analysis around the latest HLA register can be found in the 2018 Cambuslang P and R study.</p>	Housing Land Allocation 2016 (South Lanarkshire Council) and 2018 Cambuslang P and R Study



Appendix B – Existing facilities and concept options

Theme	Description	Source
Local development plan	The LDP mentions Cambuslang in the context of both Development Framework Sites and Residential Masterplan Sites. It also highlights as a priority to improve accessibility to main transport hubs.	LDP, 2015
Population projections	The population in the Cambuslang sub-council area is predicted to grow by 15% from 2016 to 2026 with a predicted increase in population of around 4,700 people. This is the largest growth, both in percentage and absolute terms of all the sub-council areas in the South Lanarkshire region.	NRS, 2012
Station interrelation	There are five stations within 5km of Cambuslang, the nearest being Kirkhill, approx. 0.7km south, Burnside approx. 1.8km southwest, Newton approx. 2.5km east, and Rutherglen, approx. 2.7km, west. Cambuslang station has been analysed as part of Zone 1, in conjunction with Rutherglen, Newton and Uddingston stations, based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study mentions works on the West Coast Mainline, which could impact services from Cambuslang to Glasgow central.	Scotland Route Study, 2016
Patronage growth	Cambuslang has the 14th highest average patronage growth in the SLC area at 3.3%. More recently (after 2010), growth has been lower, at 2.3%. Cambuslang sits in Zone 1, which has overall growth of 5.1%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 5 additional spaces by 2023. This figure does not account for the high level of over-spill parking in the vicinity of Cambuslang station, the actual number of spaces required to meet demand may, therefore, be higher than this analysis indicates. More recent information and analysis around the latest ORR Data register can be found in the 2018 Cambuslang P and R study.	ORR Data 2006-2016 and 2018 Cambuslang P and R Study.
Press releases	Articles in the press and latest Community Survey Report indicate a level of dissatisfaction of parking provision in the town centre in general, especially from local business owners.	www.cambuslangcommunitycouncil.com/wp-content/uploads/2014/05/Cambuslang-Community-Survey-Report-final3.pdf
Additional comments	The information regarding parking near Cambuslang station seems to be contradictory. The National Rail website states there is no station parking, but road signage on streets to the north of the station indicates park and ride provision of 62 spaces split between two car parks (43 and 19 spaces respectively). Despite the signs, the car parks are not easily located, with a clear lack of natural wayfinding connecting the sites to the station. Anecdotal evidence from local residents suggests that, as well as the roads generally being congested in the mornings along with a high level of overspill parking to the south of the station, the road layout adjacent to the south side of the station was inconvenient, with North Avenue acting as a pinch point with two-way traffic leading to possible vehicle conflicts. The car park demand projections above are based only upon the observed car park usage, which is very low – contradictory to the high level of congestion and on-street parking in the area. Access to and use of the existing car park sites must be improved and monitored before realistic conclusions can be made.	Site Visit (Friday 17 February 2017 at approximately 3pm)

Appendix B – Existing facilities and concept options



3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	18: Quick win –Improved signage and wayfinding of off-street parking to increase Park and Ride usage and efficiency.	<ul style="list-style-type: none"> Provide a dedicated and up-to-date resource which gives information on P and R facilities available for Cambuslang Railway Station usage. 	Short Term	£10,000
2	19: Construction of new surface car park on 3rd party land (Bridge Street)	<ul style="list-style-type: none"> Opportunities for expansion in this area (former Hoover site) are being explored. Estimated capacity of 275 new spaces identified. Complementary to this, implementation of on-street parking controls (CPZ or Priority Parking) within the surroundings of the station would be required. 	Medium Term	£790,000 - £990,000
3	20: Promotion of car park at Maple Tree Court as an official P and R site linked to the Cambuslang Railway Station	<ul style="list-style-type: none"> Existing site, located next to Cherry Tree Court care, has a total 34 spaces, including a blue badge bay. Both car park infrastructure and signage could be improved and enhanced at a low cost. In addition, site sits within land currently owned by SLC and could be expanded further east (+18 new spaces), within the existing land between the railway line and the care home. 	Medium Term	£130,000 - £170,000

*Exclusions applied

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✓

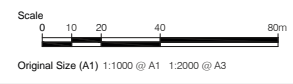
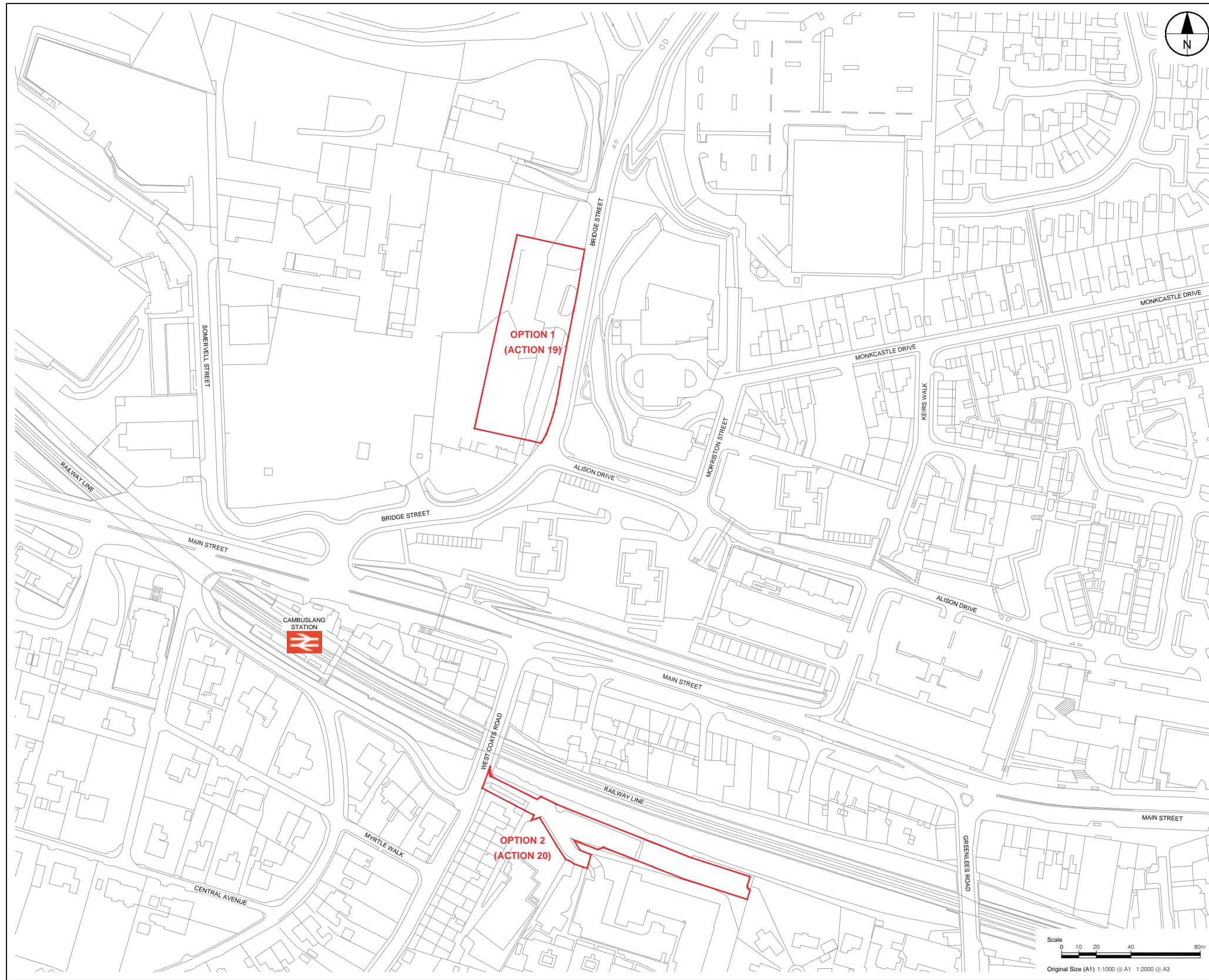


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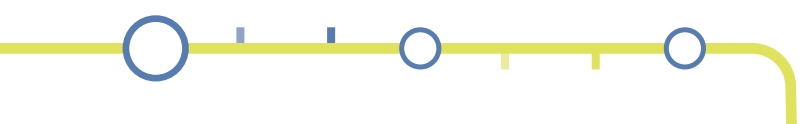
PROJECT NUMBER
TBC

SHEET TITLE
CAMBUSLANG
CONCEPT CAR PARK DESIGN
SITE LOCATION

SHEET NUMBER
05-0100

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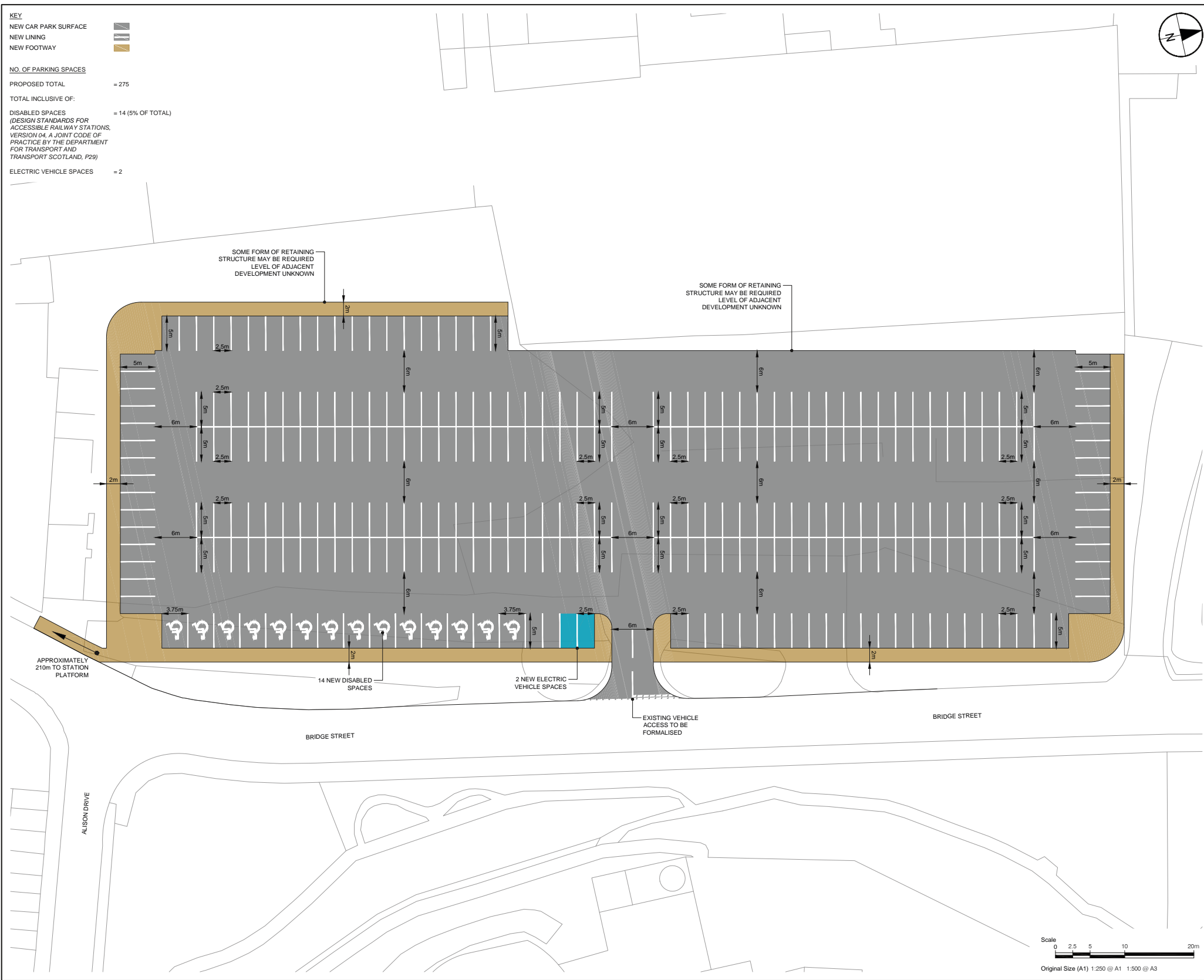
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Appendix B – Existing facilities and concept options

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 Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



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PROJECT
CAMBUSLANG PARK AND RIDE STUDY

CLIENT
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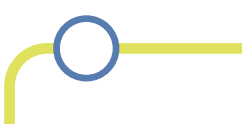
PROJECT NUMBER
TBC

SHEET TITLE
CAMBUSLANG
CONCEPT CAR PARK DESIGN
OPTION 1 (ACTION 19)

SHEET NUMBER
05-0101

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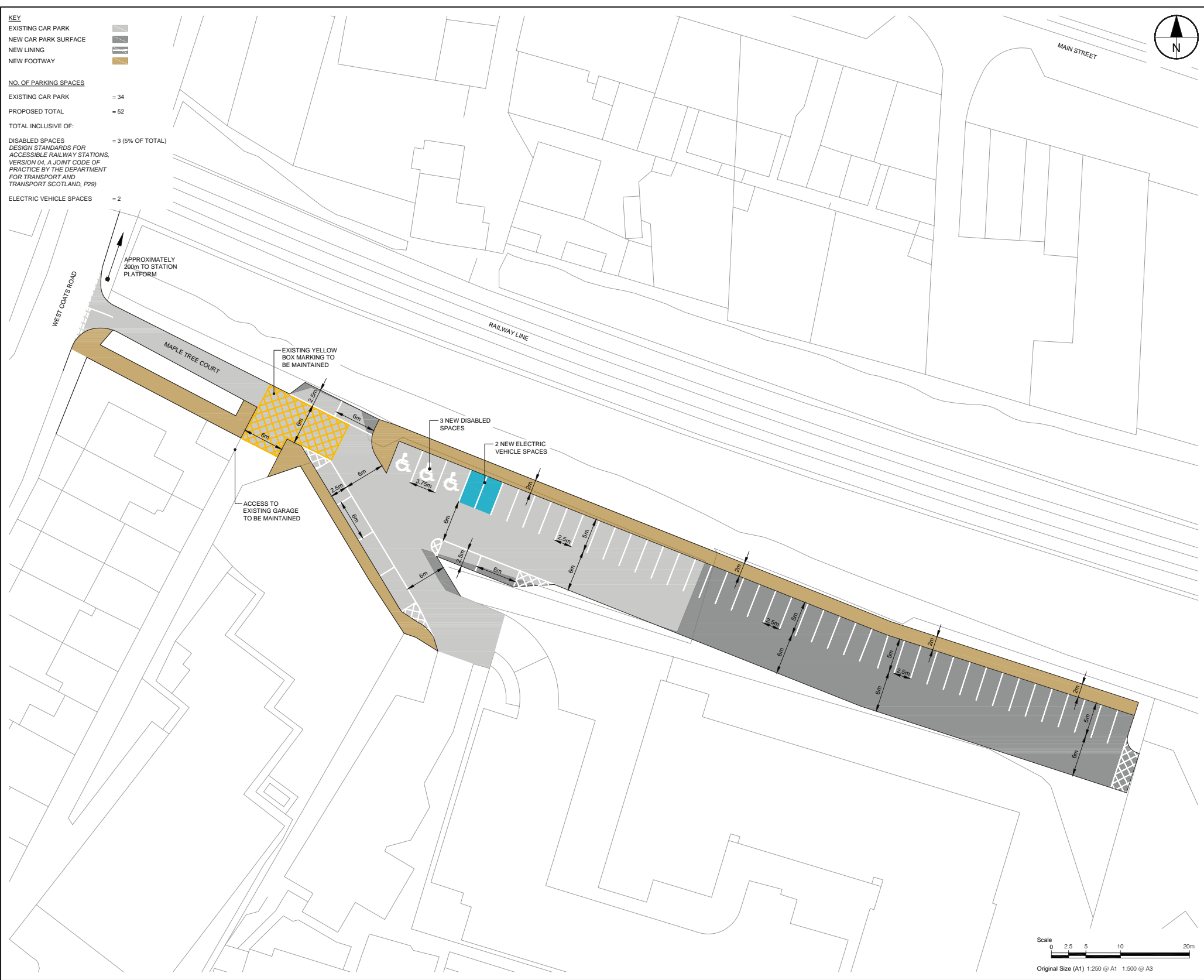
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Appendix B – Existing facilities and concept options



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 Last saved by: ROBERTSON Last Printed: 2018-04-20



KEY

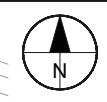
- EXISTING CAR PARK
- NEW CAR PARK SURFACE
- NEW LINING
- NEW FOOTWAY

NO. OF PARKING SPACES

- EXISTING CAR PARK = 34
- PROPOSED TOTAL = 52

TOTAL INCLUSIVE OF:

- DISABLED SPACES DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, (P29) = 3 (5% OF TOTAL)
- ELECTRIC VEHICLE SPACES = 2



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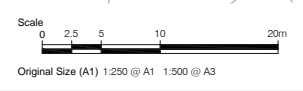
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PROJECT NUMBER
TBC

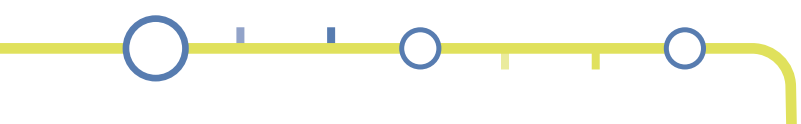
SHEET TITLE
CAMBUSLANG CONCEPT CAR PARK DESIGN OPTION 2 (ACTION 20)

SHEET NUMBER
05-0102



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Appendix B – Existing facilities and concept options



Carluke Railway Station

Station Road, Carluke, ML8 5DF

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	352	66%	7	4	Free	20

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
29.3	39	3	3	£6.98	396,046	4.5%	4.9%	No

- Carluke has the 11th largest footfall out of all 19 stations within the SLC area and the largest existing car park of all stations in the SLC area;
- The average yearly passenger growth ranks 9th highest out of the 19 stations. The total number of AM peak services (9) to Glasgow is similar to the average of 10 for stations in South Lanarkshire; the total number of Inter-peak services (15) to Glasgow is slightly higher than the SLC average of 17 trains;
- During the AM peak, only one direct services travels from Carluke to Edinburgh, with an average journey time of 55mins; during the Inter-Peak, 3 direct services travel to Edinburgh Waverley with an average journey time of 42mins;
- 5.2% of people from the Carluke locality (Scottish Census, 2011) travel to work or study by train, ranking 7th highest out of 10 sub-council areas in terms of rail use.

2. Problems and opportunities

Theme	Description	Source
Car park observations	A site visit indicated that the car park was operating at approx. 66% capacity, increasing to approx. 70% capacity by 1pm. There was no observed on street parking on the roads around the station. The car park incurs no charge and, although the visit was conducted during daylight hours, seemed to have had adequate lighting and CCTV provision (see Fig. 2). The location of the Park and Ride site is clearly signposted on Kirkton Street both north and south of the junction onto station road.	Site Visit (Friday 17 February 2017 at approximately 11.30am)
Cycle access	The cycle bays were empty during the site visit; 10 covered spaces located on the northbound platforms and 5 Sheffield stands available behind the station's office.	Site Visit (Friday 17 February 2017 at approximately 11.30am)
Bus access	The nearest bus stops are approx. 600m on Kirkton Street to the north of the station, with both north and southbound bus stops having shelters and both have clear signage towards the station Park and Ride. Bus routes include local Carluke services, as well as southbound Lanark services, and northbound services to Glasgow and Hamilton.	Google Maps
Housing projections	There are 471 housing units mentioned in the 2016 Housing Land Supply Register with Carluke as their closest station before 2023. After 2023 there are 1380 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 17 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	Carluke is mentioned in the LDP as a Community Growth Area and a Residential Masterplan Site, with specific references in the Carluke CGA to: "road network improvements and walking/cycling network through the development area" and "public transport services linking to Carluke Railway station."	LDP, 2015
Population projections	The population in the Carluke sub-council area is predicted to grow by 3% from 2016 to 2026 with a predicted increase in population of around 500. This is slightly above the average of 2% for South Lanarkshire.	NRS, 2012
Station interrelation	Carluke is one of the more isolated stations in the South Lanarkshire region with approx. 7.9km separating it from Lanark in the south, and approx. 8km from Larkhall to the west (on a different rail line). Carluke station has been analysed as part of Zone 6, in conjunction with Carstairs and Lanark stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report – 2013, AECOM Analysis
Rail improvements	The Scotland Route Study indicates that Carstairs Junction may be subject to remodelling to "reduce journey times, improve freight regulation and reduce whole life costs". This may have a knock-on impact on the provision and journey times of services between Carluke to Glasgow.	Scotland Route Study, 2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Patronage growth	Carluke has the 10th highest average patronage growth in the SLC area at 4.5%. More recently (after 2010), growth has been higher, at 4.8%. Carluke sits in Zone 6, which has overall growth of 4.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 87 additional spaces by 2023.	ORR Data 2006-2016
Press releases	No articles could be found pertaining to parking provision at Carluke.	
Additional comments	An SPT Park and Ride Update Report (2013) indicates that the expansion at Carluke helped alleviate local parking issues and includes sufficient capacity to meet increased future demand from development within the Carluke CGA. Surveys carried out at Carluke Station investigated the reasons individuals chose to travel from Carluke rather than Lanark despite residing closer to Lanark. The top reasons were that Carluke was on-route and it was better parking provision and more direct rail services. A STAG appraisal is also currently being conducted on the Clydesdale area. The next stage of this STAG will provide more detailed analysis on the viability of the options considered.	Park and Ride Update – Committee Report 2013 SPT Surveys



Figure 1: Existing situation

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	31: At-grade extension of existing SLC car park	<ul style="list-style-type: none"> Available Council land to the south of the existing car park could provide an option to more than double the amount of spaces (Estimated 202) if necessary. Potential for phased development as demand requires. Further monitoring is recommended. 	Long Term	£570,000- £710,000
2	32: Decked extension of existing SLC car park	<ul style="list-style-type: none"> The option to deck the existing car park could result in approximately 125 extra spaces (assuming a 50% increase in provision). 	Long Term	£1,270,000 - £1,590,000

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

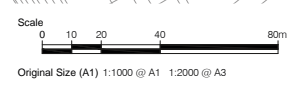
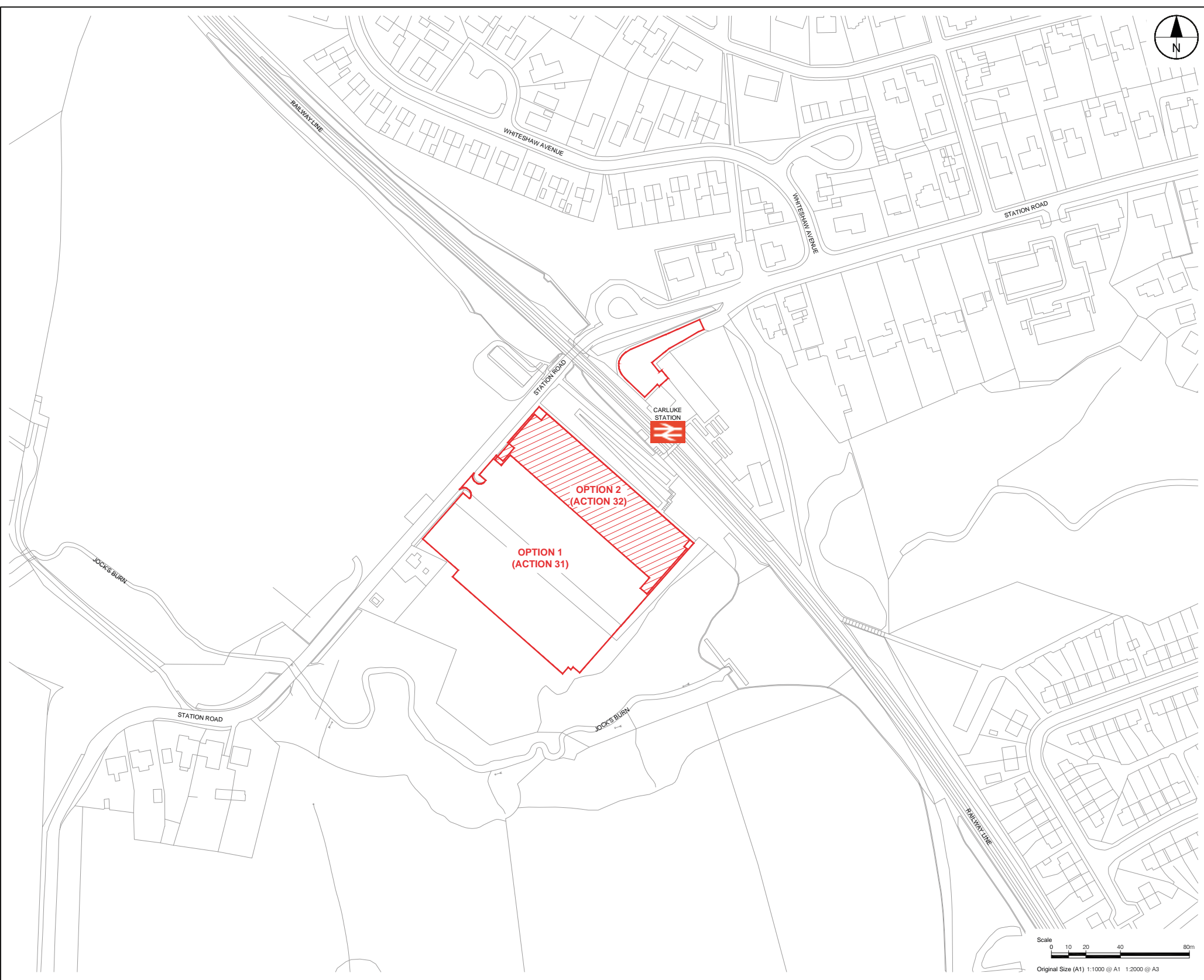
		Demand for additional P and R	
		Yes	No
Land available	Yes		✓
	No		

Opportunity for quick wins: ✗

Appendix B – Existing facilities and concept options



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 Project Management initials: Designer: RA | Checked: IM | Approved: JC | ISO A1 594mm x 841mm



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 STRATEGY



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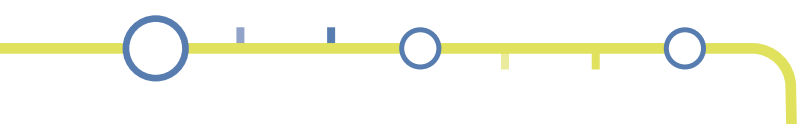
PROJECT NUMBER
TBC

SHEET TITLE
CARLUKE
CONCEPT CAR PARK DESIGN
SITE LOCATION

SHEET NUMBER
08-0100

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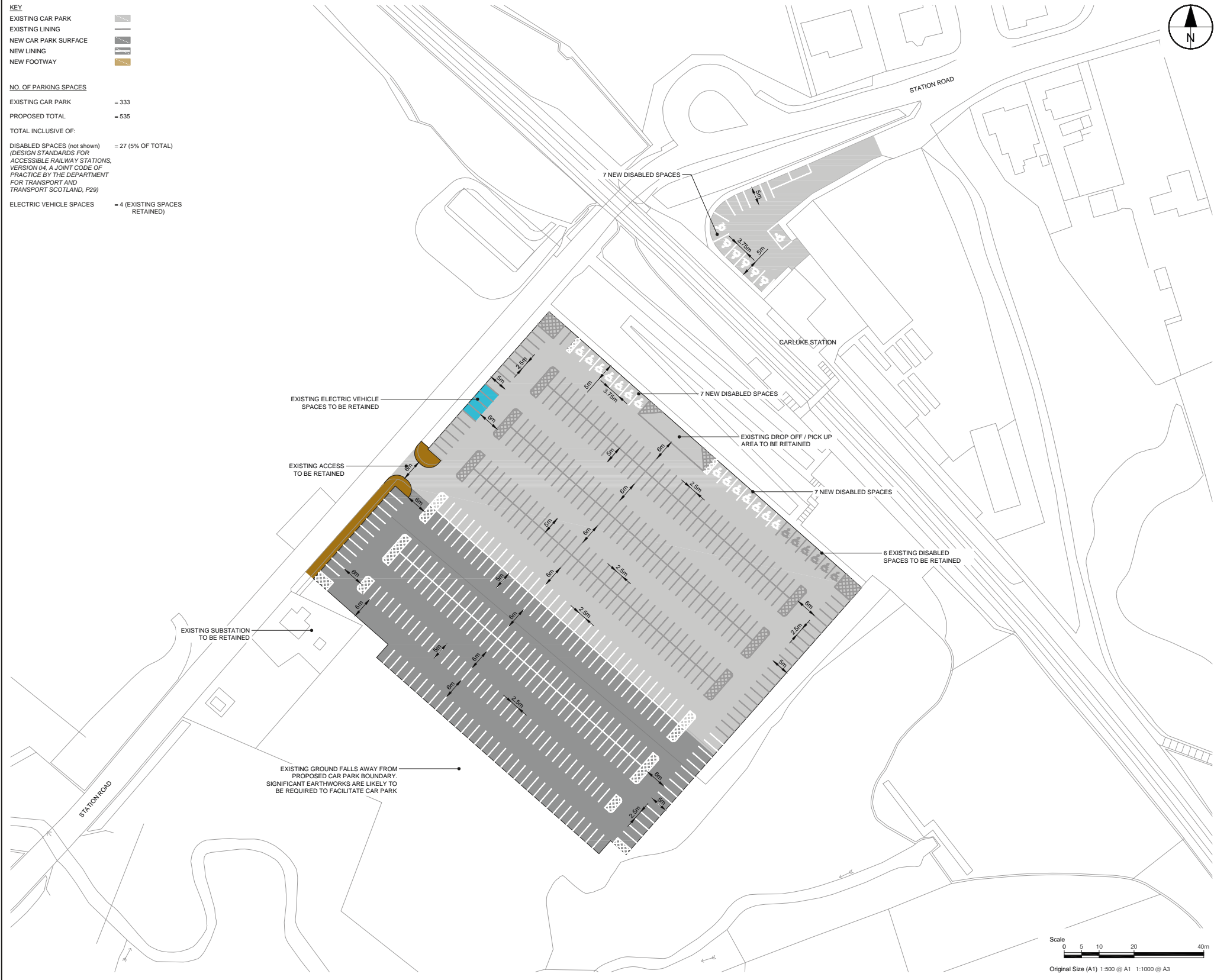




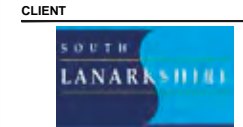
Appendix B – Existing facilities and concept options

ISO A1 594mm x 841mm
 Approved: JC
 Checked: IM
 Designer: RA
 Project Management Initials:

- KEY**
- EXISTING CAR PARK
 - EXISTING LINING
 - NEW CAR PARK SURFACE
 - NEW LINING
 - NEW FOOTWAY
- NO. OF PARKING SPACES**
- EXISTING CAR PARK = 333
 - PROPOSED TOTAL = 535
- TOTAL INCLUSIVE OF:**
- DISABLED SPACES (not shown) = 27 (5% OF TOTAL)
 (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29)
 - ELECTRIC VEHICLE SPACES = 4 (EXISTING SPACES RETAINED)



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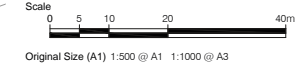
KEY PLAN

DRAFT

PROJECT NUMBER
 TBC

SHEET TITLE
 CARLUKE
 CONCEPT CAR PARK DESIGN
 OPTION 1 (ACTION 31)

SHEET NUMBER
 08-0101



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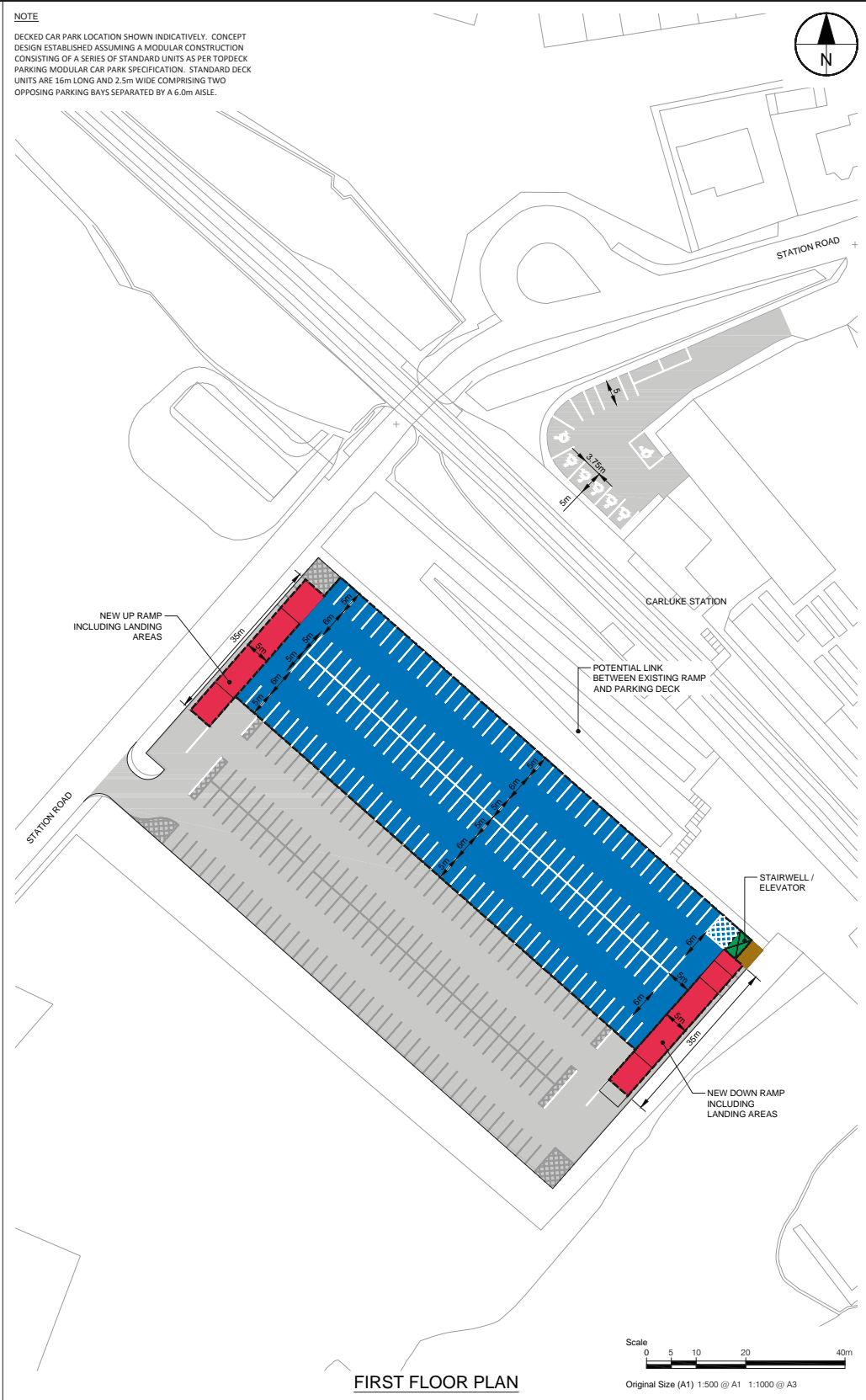
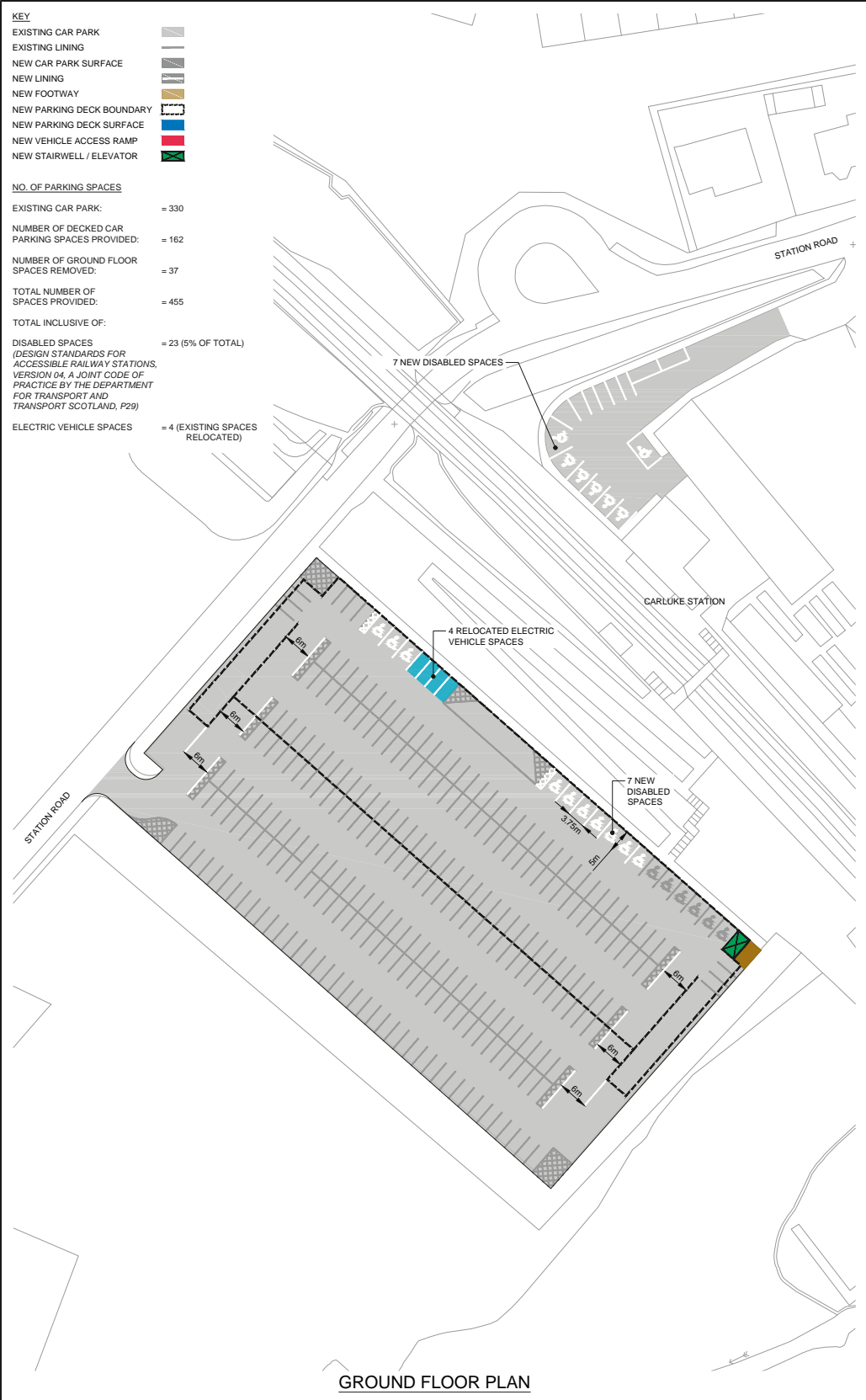
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 Last Printed: 2018-02-14
 Project Management Initials: Designate: RA Checked: IM Approved: JC ISO A1 594mm x 841mm



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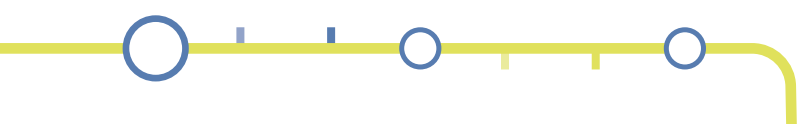
PROJECT NUMBER
TBC

SHEET TITLE
CARLUKE CONCEPT CAR PARK DESIGN OPTION 2 (ACTION 32)

SHEET NUMBER
08-0102

Scale: 0 5 10 20 40m
Original Size (A1) 1:500 @ A1 1:1000 @ A3

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Appendix B – Existing facilities and concept options



Carstairs Railway Station

38 Strawfrank Road, Carstairs Junction, Lanark, ML11 8RD

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	39	79%	5	0	Free	11

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
41.4	43	1	1	£8.66	84,796	22.4%	4.9%	No

- 17th largest footfall out of all 19 stations within the SLC area and 3rd smallest existing car park;
- The average yearly passenger growth ranks highest out of the 19 stations in South Lanarkshire. The number of AM peak services (4) to Glasgow is the lowest of all 19 stations in the SLC area, and the 43min journey time to Glasgow is high compared to the South Lanarkshire average of 27mins; the total number of Inter-peak services (3) to Glasgow is significantly lower than the SLC average of 17 trains;
- During the AM peak, only one direct service travels from Carstairs to Edinburgh, with an average journey time of 45mins; during the Inter-Peak, 3 direct services travel to Edinburgh Waverley with an average journey time of 33mins;
- 3.9% of people from the Carstairs locality area (Scottish Census, 2011) travel to work or study by train, ranking 10th highest out of 10 localities in terms of rail use.

2. Problems and opportunities

Theme	Description	Source
Car park observations	A site visit indicated that both car park facilities together were 79% full. There are no CCTV facilities in the 25 space off-street car park which was completed in November 2016, although the space seemed to have adequate lighting.	Site Visit (Friday 10 February 2017 at approximately 12.30pm)
Cycle access	No cycle racks were in use during the 2017 site visit. 3 Sheffield stand are located on the station's platform and 5 lockers are located adjacent to the new off-street car park.	Site Visit (Friday 10 February 2017 at approximately 12.30pm)
Bus access	The nearest bus stops are approximately 120m from the station on Strawfrank Road, with 2 more slightly further to the south. The northbound side has a bus shelter and allows traffic to pass as the bus is stopped whereas the southbound side has a bus stop sign only. During the site visit cars were observed to park tightly around the southbound bus stop, which could create potential vehicle conflict. Bus services 37 and 137 pass Carstairs station with routes towards Stobwood, Lanark and Carnwath.	Google Maps
Housing projections	There are 66 housing units mentioned in the 2016 Housing Land Supply Register with Carstairs as their closest station before 2023. After 2023 there are 225 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 2 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	No reference to Carstairs is made in the LDP.	LDP, 2015
Population projections	The population in the Clydesdale East sub-council area is predicted to fall by 2% from 2016 to 2026 with a predicted decrease in population of around 350. This is lower than the average 2% increase for South Lanarkshire as a whole.	NRS, 2012
Station interrelation	The nearest station is Lanark, approx. 6.9km due west of Carstairs station. Carstairs station has been analysed as part of Zone 6, in conjunction with Carluke and Lanark stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study indicates that Carstairs Junction may be subject to remodelling to "reduce journey times, improve freight regulation and reduce whole life costs". This may have impacts on the provision and journey times of services between Carstairs to Glasgow.	Scotland Route Study, 2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Patronage growth	Carstairs has the highest average patronage growth in the SLC area at 22.4%. More recently (after 2010), growth has been higher, at 51.3%. Carstairs sits in Zone 6, which has overall growth of 4.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 21 additional spaces by 2023.	ORR Data 2006-2016
Press releases	Information in the press regarding Carstairs focuses on the recent addition of a dedicated off-road park and ride facility.	
Additional comments	<p>During consultation with Network Rail representative it was highlighted that Carstairs has been examined for circa 10 years as track and signalling have reached the end of their asset lives. Designs are being explored to improve line speeds and getting the scheme to an affordable level. DfT funding is being considered since it will impact services to England. Network Rail does not yet have an official stance for developing this area.</p> <p>A detailed design process for expansion to Carstairs Park and Ride is currently being undertaken by SLC. A STAG appraisal is also currently being conducted on the Clydesdale area. The next stage of this STAG will provide more detailed analysis on the viability of the options considered.</p>	Consultation: Network Rail (Tuesday 7 March 2017)

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	33: At-Grade extension of recently completed Park and Ride – Phase 2	<ul style="list-style-type: none"> Available land to the west of the recently completed parking site could accommodate the extension of Carstairs Park and Ride facility. It is to be noted that this piece of land is currently not owned by SLC and therefore there would be land ownership transfer costs. This has already been considered as a Phase 2 of Carstairs future car park expansion. This option could accommodate an additional 23 spaces. 	Short Term: in progress	£80,000 – £100,000
2	34: At-grade extension of recently completed Park and Ride – Phase 3 (land behind the station hotel)	<ul style="list-style-type: none"> Available land to the south-east of the recently completed parking site could accommodate the extension of Carstairs Park and Ride facility. It is to be noted that this piece of land is currently not owned by SLC and therefore there would be land ownership transfer costs. This has already been considered as a Phase 3 of Carstairs future car park expansion. This option could accommodate an additional 30 spaces. 	Short Term: Investigate feasibility of option (land might be no longer available)	£100,000 – £130,000
3	35: Construction of new surface car on St Charles Avenue, Community Centre land	<ul style="list-style-type: none"> Available land to the south-east of the recently completed parking site could accommodate the extension of Carstairs Park and Ride facility (27 spaces approx.). It is to be noted that this piece of land is currently owned by SLC and therefore there would be no land ownership transfer costs. 	Short Term: Investigate feasibility of option	£70,000 – £90,000

*Exclusions applied

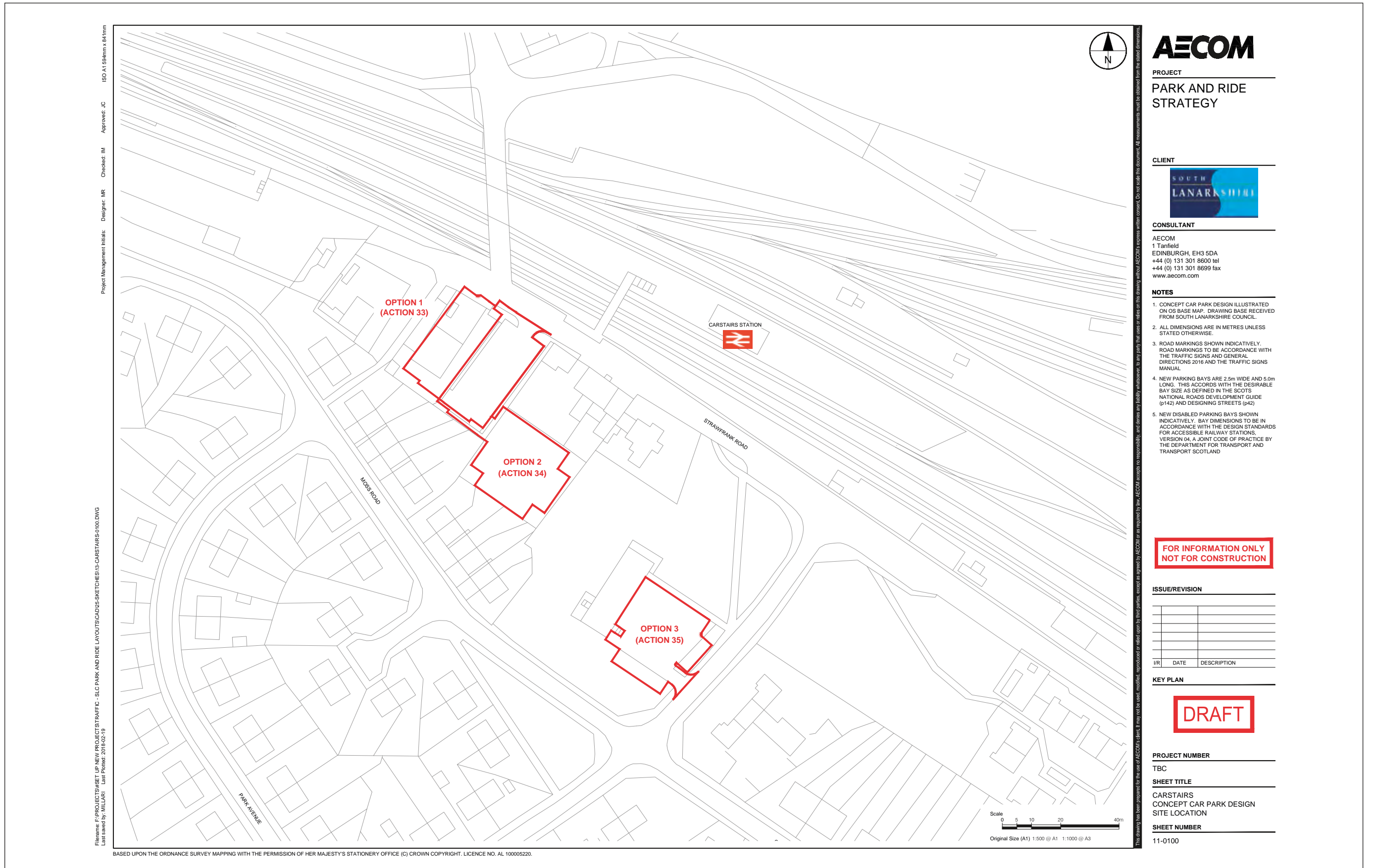
It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes		✓
	No		

Opportunity for quick wins: ✗

Appendix B – Existing facilities and concept options



Project Management Initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm
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PROJECT
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- NOTES**
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IR	DATE	DESCRIPTION

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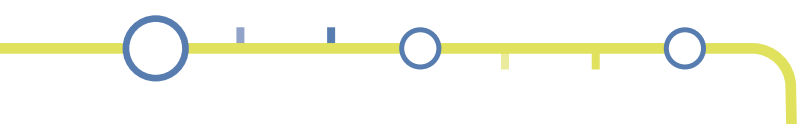
PROJECT NUMBER
TBC

SHEET TITLE
CARSTAIRS
CONCEPT CAR PARK DESIGN
SITE LOCATION

SHEET NUMBER
11-0100

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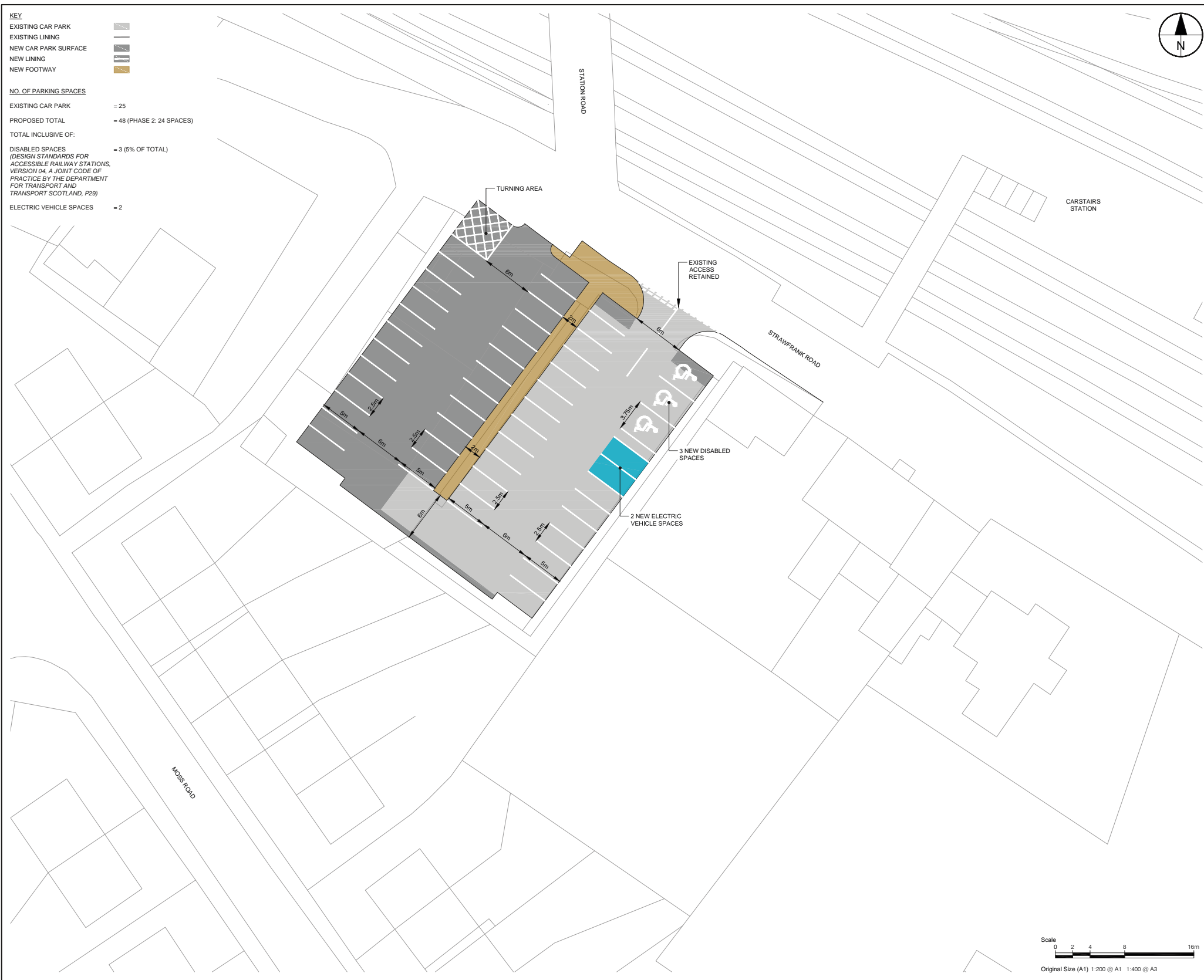
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Appendix B – Existing facilities and concept options

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 Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



- KEY**
- EXISTING CAR PARK
 - EXISTING LINING
 - NEW CAR PARK SURFACE
 - NEW LINING
 - NEW FOOTWAY
- NO. OF PARKING SPACES**
- EXISTING CAR PARK = 25
 - PROPOSED TOTAL = 48 (PHASE 2: 24 SPACES)
- TOTAL INCLUSIVE OF:**
- DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 3 (5% OF TOTAL)
 - ELECTRIC VEHICLE SPACES = 2



PROJECT
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CLIENT
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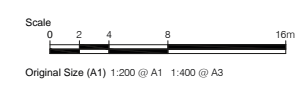
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DRAFT

PROJECT NUMBER
 TBC

SHEET TITLE
 CARSTAIRS
 CONCEPT CAR PARK DESIGN
 OPTION 1 (ACTION 33) PHASE 2

SHEET NUMBER
 13-0101



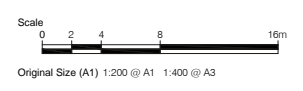
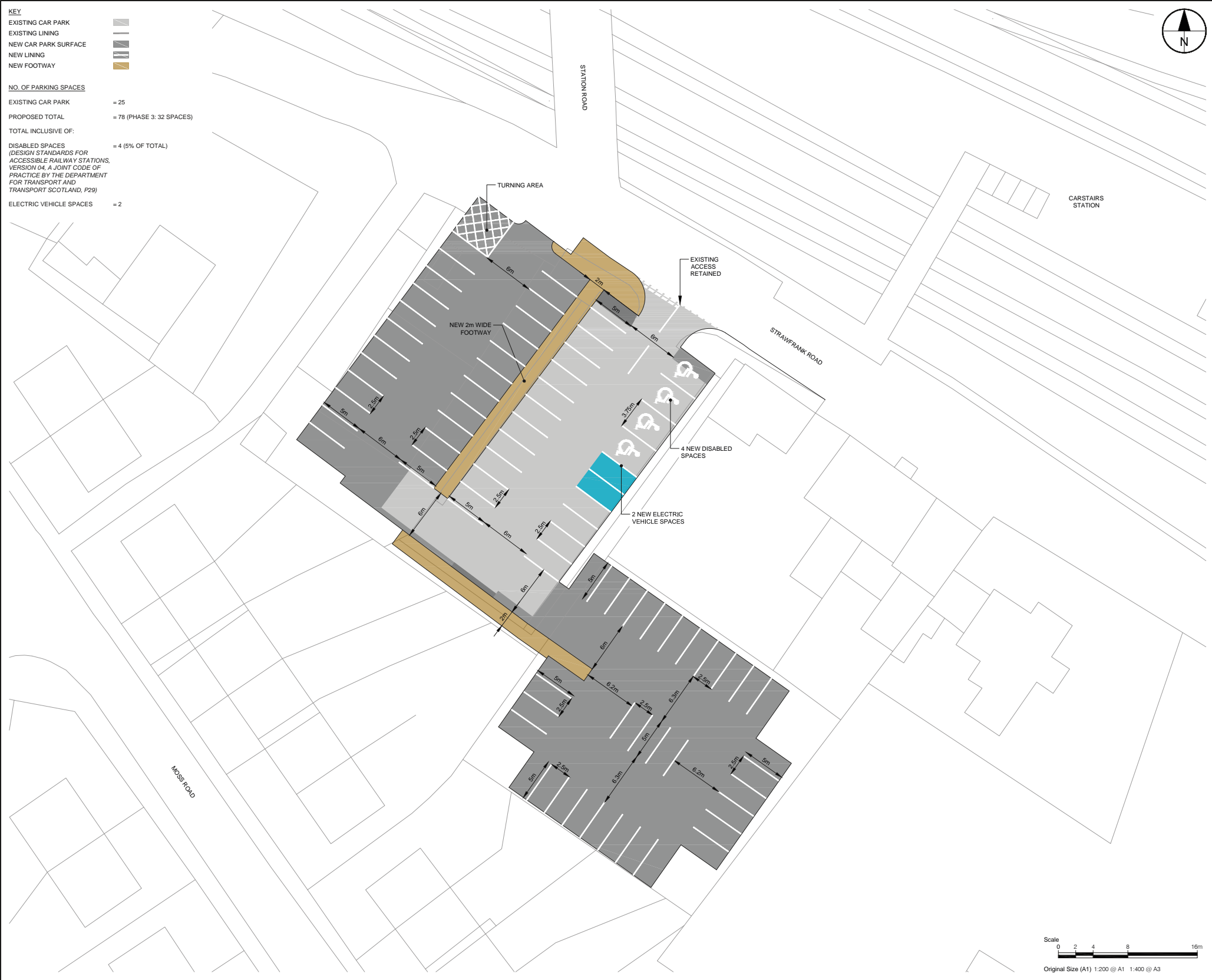
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Appendix B – Existing facilities and concept options



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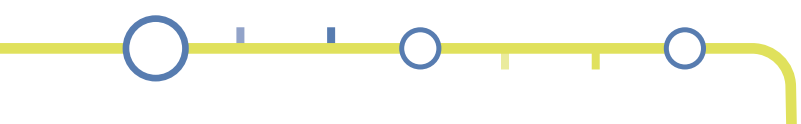
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PROJECT NUMBER
 TBC

SHEET TITLE
 CARSTAIRS
 CONCEPT CAR PARK DESIGN
 OPTION 2 (ACTION 34) PHASE 3

SHEET NUMBER
 13-0102

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Appendix B – Existing facilities and concept options

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KEY

NEW CAR PARK SURFACE

NEW LINING

NEW FOOTWAY

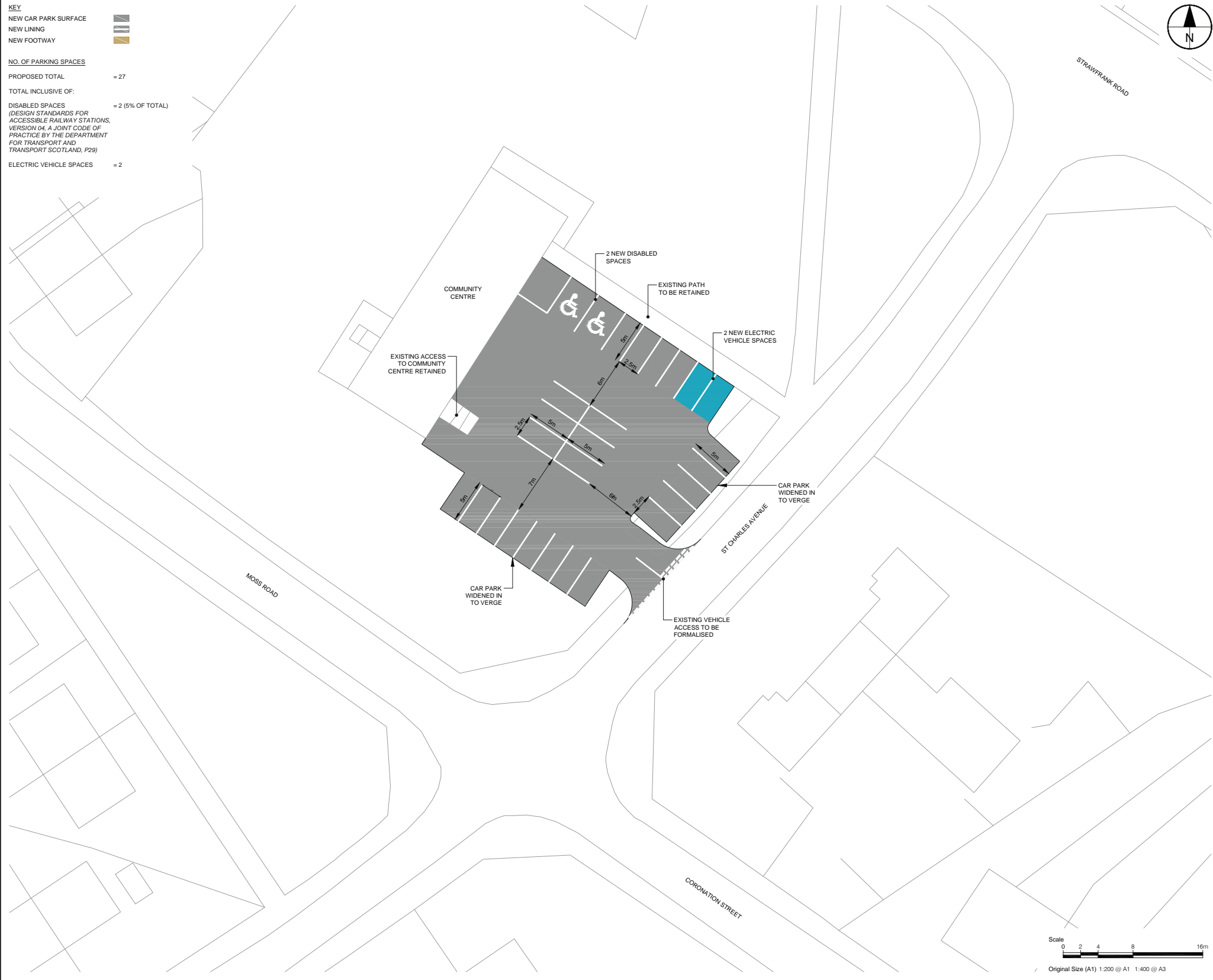
NO. OF PARKING SPACES

PROPOSED TOTAL = 27

TOTAL INCLUSIVE OF:

DISABLED SPACES = 2 (5% OF TOTAL)
(DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29)

ELECTRIC VEHICLE SPACES = 2



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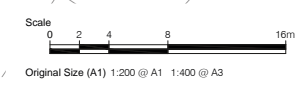
KEY PLAN

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PROJECT NUMBER
 TBC

SHEET TITLE
 CARSTAIRS
 CONCEPT CAR PARK DESIGN
 OPTION 3 (ACTION 35)

SHEET NUMBER
 13-0103



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Appendix B – Existing facilities and concept options



Chatelherault Railway Station

Valleyfield Avenue, Hamilton, ML3 7UD

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	94	73%	6	4	Free	4

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
19	31	2	2	£5.18	85,898	19.5%	6.9%	No

- Chatelherault has the 16th largest footfall out of all 19 stations within the SLC area and 8th largest existing car park;
- The average yearly passenger growth ranks 2nd highest out of the 19 stations. The total number of AM peak services (6) to Glasgow is below the average of 10 for the SLC area; the total number of Inter-peak services (12) is lower than the SLC of average 17 trains; and
- 5.6% of people from the Hamilton locality area, which includes Chatelherault, (Scottish Census, 2011) travel to work or study by train, similar to the SLC average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	Site visits conducted by AECOM, indicated that the car park was 73% full, with 25 free spaces. None of the 6 blue badge bays were utilised, nor were any of the 4 electric vehicle bays.	Site Visit (Monday 20 February 2017 at approximately 2pm)
Cycle access	Cycle racks were unused during the 2017 site visits, suggesting that the existing capacity of 4 spaces (4 lockers) is adequate.	Site Visit (Monday 20 February 2017 at approximately 2pm)
Bus access	Bus services near Chatelherault station include routes connecting with Hamilton, East Kilbride, Hairmyres and Lanark. The nearest bus stops (both sheltered) are located approximately 100-150m west of the station on Carlisle Road (A72).	Google Maps
Housing projections	There are 193 housing units mentioned in the 2016 Housing Land Supply Register with Chatelherault as their closest station before 2023. After 2023 there are 42 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 3 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	No references to Chatelherault are made in the LDP.	LDP, 2015
Population projections	The population in the Hamilton sub-council area is predicted to grow by 4% from 2016 to 2026 with a predicted increase in population of around 1,900. This is the higher than the average of 2% for South Lanarkshire as a whole.	NRS, 2012
Station interrelation	There are four stations within 5km of Chatelherault. The nearest of these are Hamilton Central, approx. 1.4km north, and Merryton, approx. 2.5km south. Chatelherault station has been analysed as part of Zone 4, in conjunction with both Merryton and Larkhall stations. This is based on attributes such as journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study makes no mention of proposed works on this section of the rail network.	Scotland Route Study, 2016
Patronage growth	Chatelherault has the 2nd highest average patronage growth in the SLC area at 19.5%. More recently (after 2010), growth has been lower, at 8.5%. Chatelherault sits in Zone 4, which has overall growth of 6.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 43 additional spaces by 2023.	ORR Data 2006-2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Press releases	No articles were found pertaining to parking provision at Chatelherault station.	–
Additional comments	There was no evidence of on street parking in the area.	–



Figure 1: Spaces in existing car park



Figure 2: Land available on Park Drive, north of the railway line

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	36: Quick win – small extensions to existing car park	<ul style="list-style-type: none"> Potential to expand the car park into areas of land (SLC/NR) on periphery of existing car park could create approximately 34 additional spaces. Some reconfiguration and landscaping would be required. Land ownership transfer costs may be required. 	Medium Term	£260,000 - £320,000
2	37: Construction of new surface car park on SLC land	<ul style="list-style-type: none"> Opportunities for expansion in this area could be explored to provide an estimated 69 additional spaces. This option may require additional access routes to the station. 	Long Term	£320,000 - £400,000

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

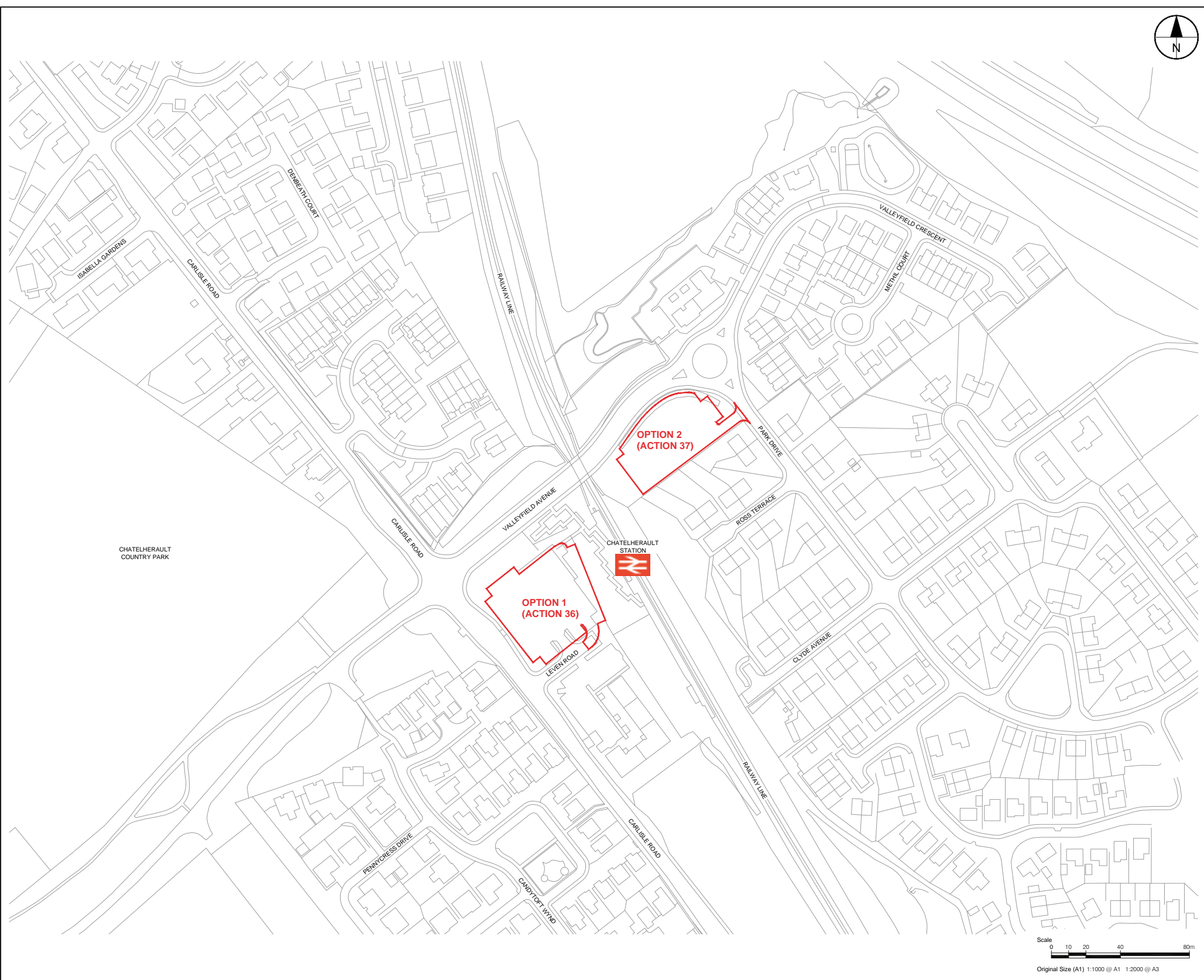
		Demand for additional P and R	
		Yes	No
Land available	Yes		✓
	No		

Opportunity for quick wins: ✓

Appendix B – Existing facilities and concept options



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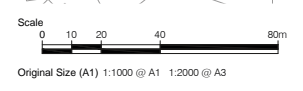
KEY PLAN

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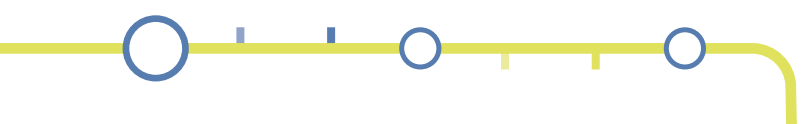
PROJECT NUMBER
 TBC

SHEET TITLE
 CHATELHERAULT
 CONCEPT CAR PARK DESIGN
 SITE LOCATION

SHEET NUMBER
 09-0100



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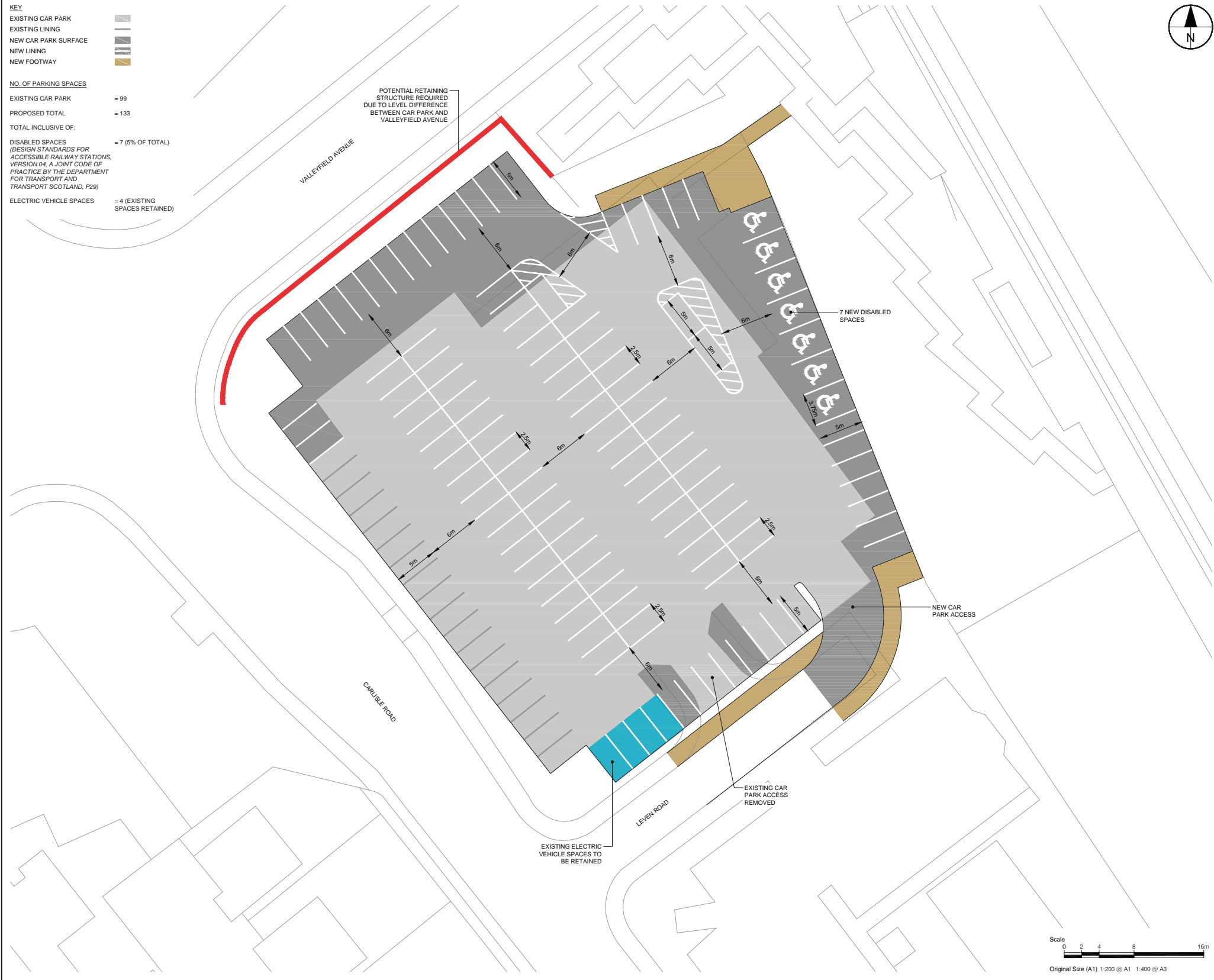




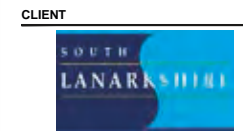
Appendix B – Existing facilities and concept options

ISO A1 594mm x 841mm
 Approved: JC
 Checked: IM
 Designer: MR
 Project Management Initials:

- KEY**
- EXISTING CAR PARK
 - EXISTING LINING
 - NEW CAR PARK SURFACE
 - NEW LINING
 - NEW FOOTWAY
- NO. OF PARKING SPACES**
- EXISTING CAR PARK = 99
 - PROPOSED TOTAL = 133
- TOTAL INCLUSIVE OF:**
- DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 7 (5% OF TOTAL)
 - ELECTRIC VEHICLE SPACES = 4 (EXISTING SPACES RETAINED)



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 CHATELHERAULT
 CONCEPT CAR PARK DESIGN
 OPTION 1 (ACTION 36)

SHEET NUMBER
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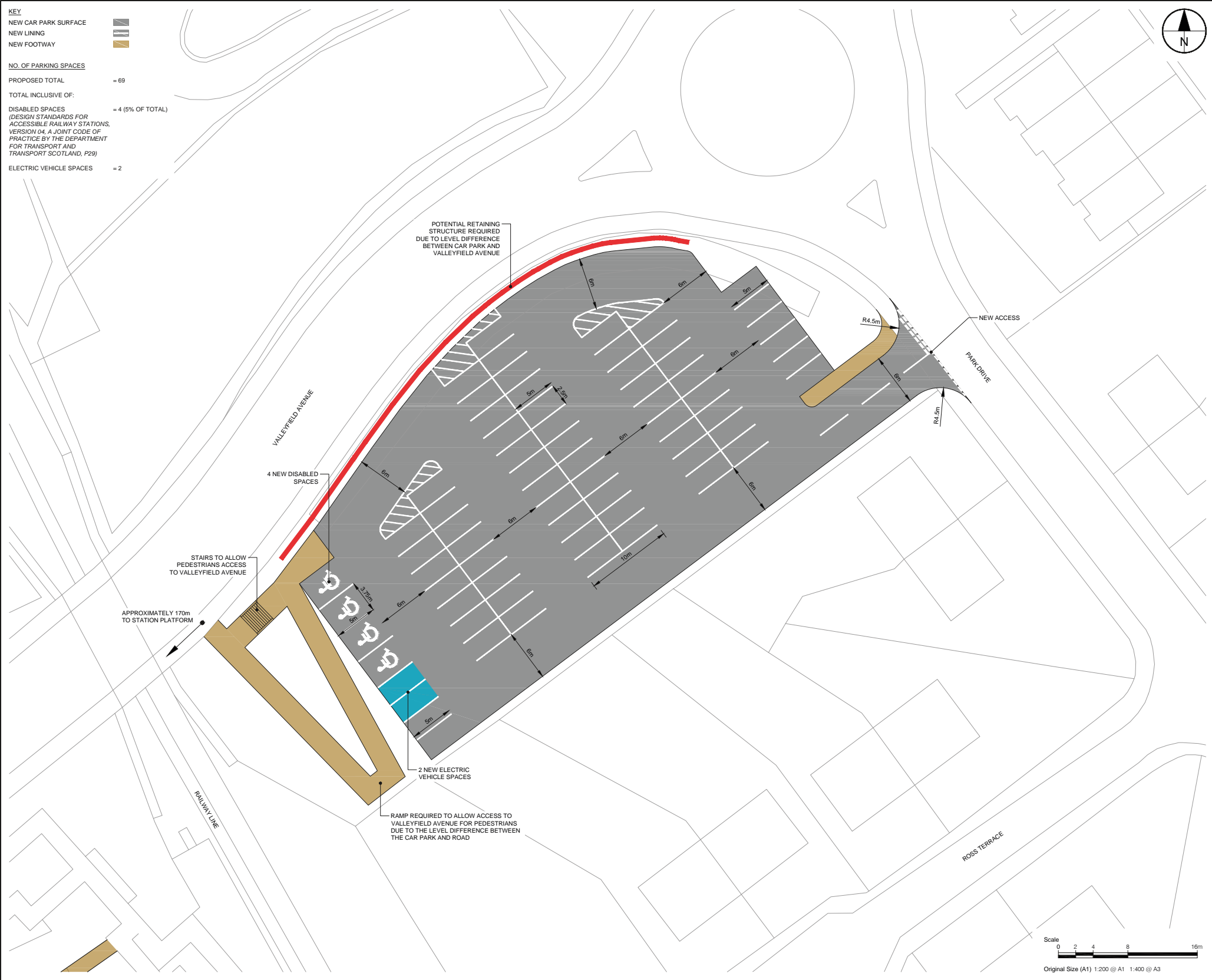
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Appendix B – Existing facilities and concept options



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 Last saved by: MILLARI Last Potted: 2018-02-14
 Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



KEY

- NEW CAR PARK SURFACE
- NEW LINING
- NEW FOOTWAY

NO. OF PARKING SPACES

PROPOSED TOTAL = 69

TOTAL INCLUSIVE OF:

DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 4 (5% OF TOTAL)

ELECTRIC VEHICLE SPACES = 2



PROJECT
 PARK AND RIDE STRATEGY



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- NOTES**
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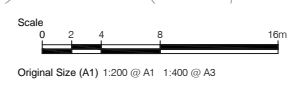
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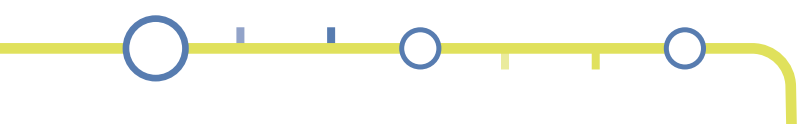
PROJECT NUMBER
 TBC

SHEET TITLE
 CHATELHERAULT
 CONCEPT CAR PARK DESIGN
 OPTION 2 (ACTION 37)

SHEET NUMBER
 09-0102



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Appendix B – Existing facilities and concept options



Croftfoot Railway Station

Kings Park Avenue, Glasgow, G42 1AA

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
No car park	-	-	-	-	-	10

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
4.9	20	3	2	£3.04	219,538	3.9%	0.9%	No

- Croftfoot has the 14th highest footfall out of all 19 stations within the SLC area and there is no existing car park provision at this station;
- The average yearly growth in passengers (3.9%) is below the SLC average of 5.3%; and the total number of AM peak services (8) to Glasgow is below the average of 10 trains for the SLC area; the total number of Inter-peak services (12) to Glasgow is below the SLC average of 17 trains;
- As Croftfoot only caters for services ending at Glasgow Central and Newton, it is expected that a majority of trips from Croftfoot station will end at Glasgow Central;
- Croftfoot is located with the Rutherglen locality (Scottish Census, 2011), where approximately 10% of people travel to work or study by train, above the average for the SLC area average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	No car parking provision available at station.	-
Cycle access	During the site visits the demand for cycle spaces at Croftfoot showed to be low, with no bicycles parked at the station at the time, suggesting that the existing capacity of 10 spaces (5 Sheffield Stands) exceeds current cycle demand.	Site Visit (Friday 10 February 2017 at approximately 2pm)
Bus access	There is one bus service stopping next to the station, which travels between Cambuslang (Westburn) and Summerston, via Rutherglen, Kings Park and Glasgow City. Westbound bus stop located on King's Park Avenue (B762) is sited approximately 300m from the station. Another bus service which stops 300m to the south of the station (Castlemilk Road) also connects with Glasgow city centre. All bus stops are unsheltered.	Google Maps
Housing projections	There are 6 housing units mentioned in the 2016 Housing Land Supply Register with Croftfoot as their closest station before 2023. After 2023 there are no units mentioned. The pre-2023 figures indicate that there will not be significant demand for spaces at Croftfoot by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP does not identify any developments within Croftfoot's residential district.	LDP, 2015
Population projections	Croftfoot falls within the Rutherglen sub-council area, for which population is predicted to drop by 4% from 2016 to 2026 with a predicted reduction in population of over 1,000 people. This is the 2nd largest decrease in both absolute and percentage terms of all the sub-council areas in the South Lanarkshire region.	NRS, 2012
Station interrelation	There are four stations within 5km of Croftfoot. The nearest of these are Rutherglen and Burnside, both approx. 1.7km from Croftfoot station to the north and east, respectively. Croftfoot station has been analysed as part of Zone 2, in conjunction with Burnside and Kirkhill stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	Although the Scotland Route Study does not suggest any direct potential improvements for Croftfoot station and its railway line, suggested capacity improvements at Glasgow Central and potential strengthening peak services to six car trains for "competing" services connecting Glasgow to Motherwell/Larkhall over the coming year, might have an impact on demand at Croftfoot station.	Scotland Route Study, 2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Patronage growth	Croftfoot has the 11th highest average patronage growth in the SLC area at 3.9%. More recently (after 2010), growth has been higher, at 5.0%. Croftfoot sits in Zone 2, which has overall growth of 0.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there will not be significant demand for spaces at Croftfoot by 2023.	ORR Data 2006-2016
Press releases	No articles were found pertaining to Croftfoot station with regards to parking provision.	–
Additional comments	During a weekday site visit, although no clear evidence of overspill parking in the surroundings of the station was found, it is to be noted that several vehicles parked along Croftend Avenue's pavement (south of the station) could be related to rail use. Existing on-street parking at King's Park Avenue could also be linked rail users parking near the station, but no capacity issues were observed during the site visit. Although there might not be a real demand to create a small size park and ride site at Croftfoot station, several sites were checked as potential future options to be taken into consideration. New housing development located south of the station (Croftfield Park).	Site Visit (Friday 10 February 2017 at approximately 2pm)



Figure 1: King's Park Avenue



Figure 2: Croftend Avenue



Figure 3: Potential parking next to Croftend Avenue (option 1)



Figure 4: potential area off Bankhead Road

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	40: Promote alternative facilities (i.e. new parking site near Cambuslang station – Hoover site)	<ul style="list-style-type: none"> New parking site at Cambuslang's former Hoover site (estimated capacity of 152 new spaces identified.), would provide a potential option to cater some of the future demand at Croftfoot station if required. Journey times from Cambuslang to Glasgow might be a reason of attractiveness for this option. 	Medium Term	n/a

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes		✓
	No		

Opportunity for quick wins: ✗

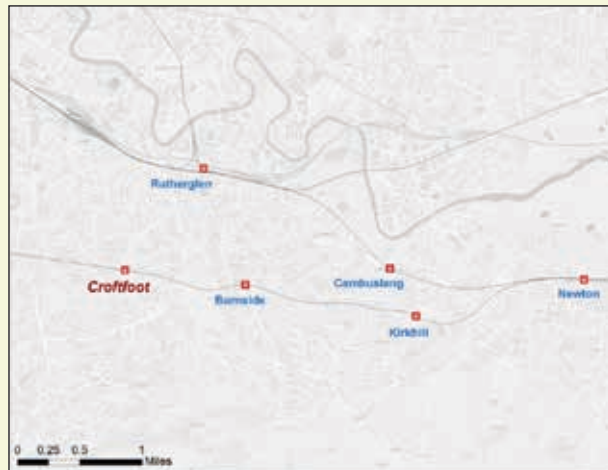


Figure 5: Croftfoot Railway Station's interrelation context

Appendix B – Existing facilities and concept options



East Kilbride Railway Station

Torrance Road, West Mains, G74 1AR

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
ScotRail	274	93%	14	0	Free*	23

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
11.4	31	3	2	£4.74	1,136,980	4.5%	5.7%	Yes

*For rail users, £1.50 for non-rail users (per day)

- Largest footfall out of all 19 stations within the SLC area and 3rd largest existing car park;
- The average yearly growth in passengers (4.5%) and total number of AM peak services (6) to Glasgow are below the SLC average of 4.4% and 10 trains, respectively; the total number of Inter-peak services (12) to Glasgow is below the SLC average of 17 trains;
- Around 85% of trips from East Kilbride station end at Glasgow Central; and
- 4.4% of people from the East Kilbride locality (Scottish Census, 2011) travel to work or study by train, slightly below the SLC area average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	Passenger and car park occupancy surveys commissioned by AECOM (Sept. 2015) indicated that the standard bays in the car park are full by 0900hrs, confirmed by anecdotal evidence from station staff. There is some evidence both anecdotally and from car park surveys to suggest that some users of the car park use it for other purposes other than for park and ride, including for accessing the town centre.	Site Visit (Friday 10 February 2017 at approximately 11.30am)
Cycle access	Based on the 2015 surveys, the demand for cycle spaces at East Kilbride is in the order of 61 spaces, suggesting that demand significantly exceeds the existing capacity of 23 spaces provided in the form of lockers and two covered cycle stands (with 5 stands each) making up a total of 23 storage spaces (listed as 31 storage spaces on National Rail Enquiries Station Information). A weekday site visit in February 2017 (11am-12pm); indicated that the cycle demand is low (only three bicycles parked at the station).	Site Visit (Friday 10 February 2017 at approximately 11.30pm)
Bus access	There are three local bus services, one of which travels to Glasgow. Problems included, absence of appropriate signage directing passengers to/from the nearest bus stops, the bus stops themselves are ill-equipped with no shelters or seating, and no crossing facilities which permit pedestrian connectivity from the southbound bus stop on Mains Road.	Google Maps
Housing projections	There are 529 housing units mentioned in the 2016 Housing Land Supply Register with East Kilbride as their closest station before 2023. After 2023 there are 615 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 6 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP identifies two Strategic Economic Investment Locations within East Kilbride: Scottish Enterprise Technology Park and Peel Park North. It also highlights as a priority to improve accessibility to main transport hubs. There is a large Community Growth Area to the south-west of the town with 2,500 planned units by 2025. Even though this CGA is closer to Hairmyres station, this may have an impact on the demand for services from East Kilbride. The number of households in the East Kilbride sub-council area (2012) is predicted to grow by 5% from 2016 to 2026, slightly better than average for the SLC area.	LDP, 2015
Population projections	The population in the East Kilbride sub-council area is predicted to grow by 3% from 2016 to 2026 with a predicted increase in population of around 1,900. This is slightly higher than the average for South Lanarkshire of 2%.	NRS, 2012
Station interrelation	There are two stations within 5km of East Kilbride. The nearest is Hairmyres, 2.5km due west. East Kilbride station has been analysed as part of Zone 5, in conjunction with Hairmyres and Thorntonhall stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis



Appendix B – Existing facilities and concept options

Theme	Description	Source
Rail improvements	The Scotland Route Study suggests that enhancing and electrifying the East Kilbride line could allow the current extended dwell time at Glasgow Central to be accommodated at East Kilbride, reducing the platform occupation time at Glasgow Central and potentially making East Kilbride station a more attractive option for commuters.	Scotland Route Study, 2016
Patronage growth	East Kilbride has the 9th highest average patronage growth in the SLC area at 4.5%. More recently (after 2010), growth has been higher, at 4.6%. East Kilbride sits in Zone 5, which has overall growth of 5.7%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 44 additional spaces by 2023. This figure does not account for the high level of over-spill parking in the vicinity of East Kilbride station, nor the possibility that park and ride users opt to use Hairmyres station instead, the actual number of spaces required to meet demand may, therefore, be higher than this analysis indicates.	ORR Data 2006-2016
Press releases	There are currently no news articles regarding the local situation at East Kilbride.	
Additional comments	<p>During a weekday site visit in Feb 2017 there was evidence of overspill parking in the Kirktonholme Recreation ground site near the changing facilities on the east end of the site adjacent to West Mains road. Site was full with approx. 20-30 vehicles parked. Given that the car park was almost entirely at capacity on the day of the visit (10 empty spaces) and that the recreation ground was relatively quiet, it is likely that these are station users.</p> <p>Consultation with ScotRail representative Michael Hall, highlighted plans to renovate East Kilbride station car park by restructuring the existing layout as part of Phase 1. This will yield approx. 17 additional spaces; Latest SPT surveys suggest around 15% of people would chose parking at Hairmyres station instead.</p>	<p>Site Visit (Friday 10 February 2017 at approximately 11.30am);</p> <p>Consultation: ScotRail (Tuesday 7 March 2017)</p> <p>SPT Surveys 2013</p>



Figure 1: On street parking on the Kirktonholme Recreation Ground car park

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	27: Quick win – Additional spaces following layout reconfiguration	<ul style="list-style-type: none"> As highlighted by ScotRail representative, reconfiguration of the car park's layout would potentially yield around 23 additional spaces. 	Short Term	£60,000 - £80,000
2	28: Decker car park on existing site	<ul style="list-style-type: none"> Construct a deck on top of the existing railway station car park including associated ramps for access with a net gain of at approximately 154 spaces. 	Medium Term: under discussions	£1,270,000 - £1,590,000

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

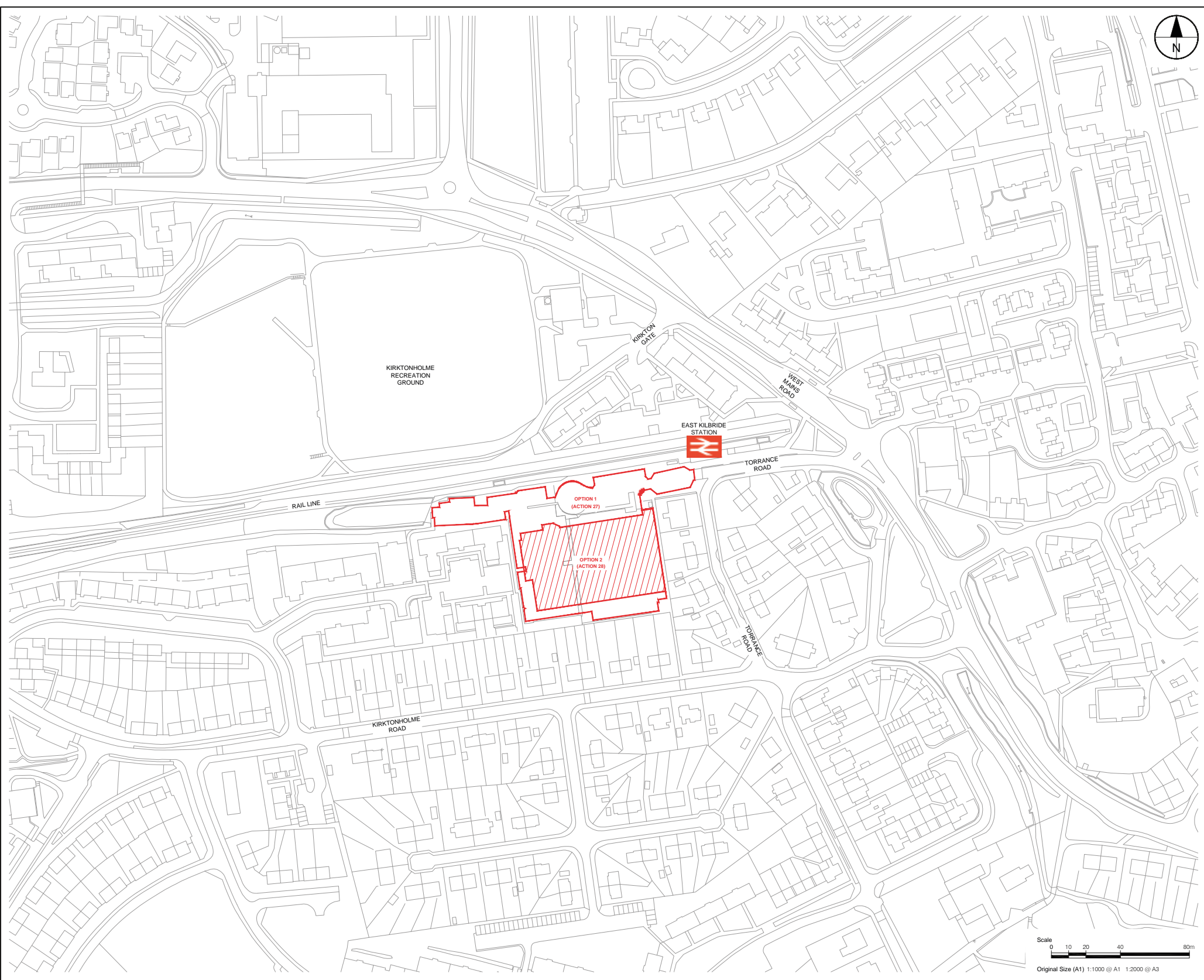
		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✓

Appendix B – Existing facilities and concept options



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 Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



PROJECT
PARK AND RIDE STRATEGY



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- NOTES**
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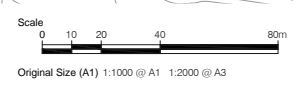
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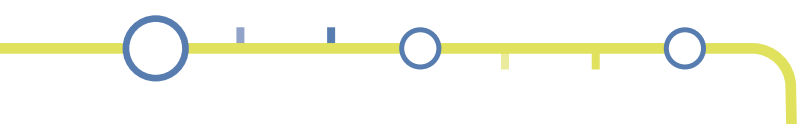
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SHEET TITLE
 EAST KILBRIDE
 CONCEPT CAR PARK DESIGN
 SITE LOCATION

SHEET NUMBER
 11-0100



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Appendix B – Existing facilities and concept options

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 Project Management Initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm

KEY

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EXISTING LINING	
NEW CAR PARK SURFACE	
NEW LINING	

NO. OF PARKING SPACES

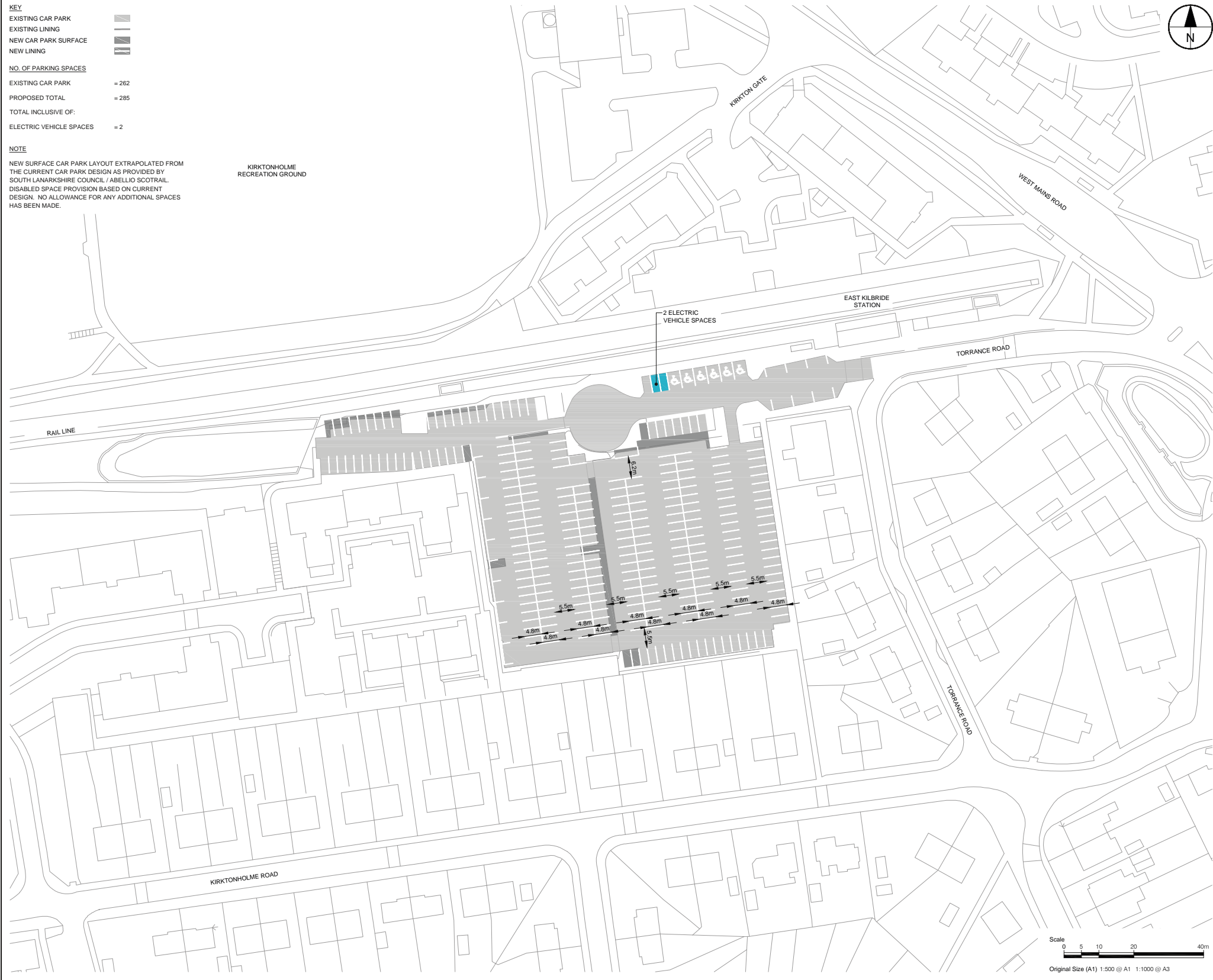
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PROPOSED TOTAL	= 285

TOTAL INCLUSIVE OF:
ELECTRIC VEHICLE SPACES = 2

NOTE

NEW SURFACE CAR PARK LAYOUT EXTRAPOLATED FROM THE CURRENT CAR PARK DESIGN AS PROVIDED BY SOUTH LANARKSHIRE COUNCIL / ABELLIO SCOTRAIL. DISABLED SPACE PROVISION BASED ON CURRENT DESIGN. NO ALLOWANCE FOR ANY ADDITIONAL SPACES HAS BEEN MADE.

KIRKTONHOLME RECREATION GROUND



PROJECT
PARK AND RIDE STRATEGY



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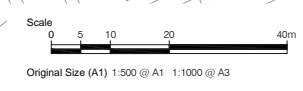
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SHEET TITLE
EAST KILBRIDE
CONCEPT CAR PARK DESIGN
OPTION 1 (ACTION 27)

SHEET NUMBER
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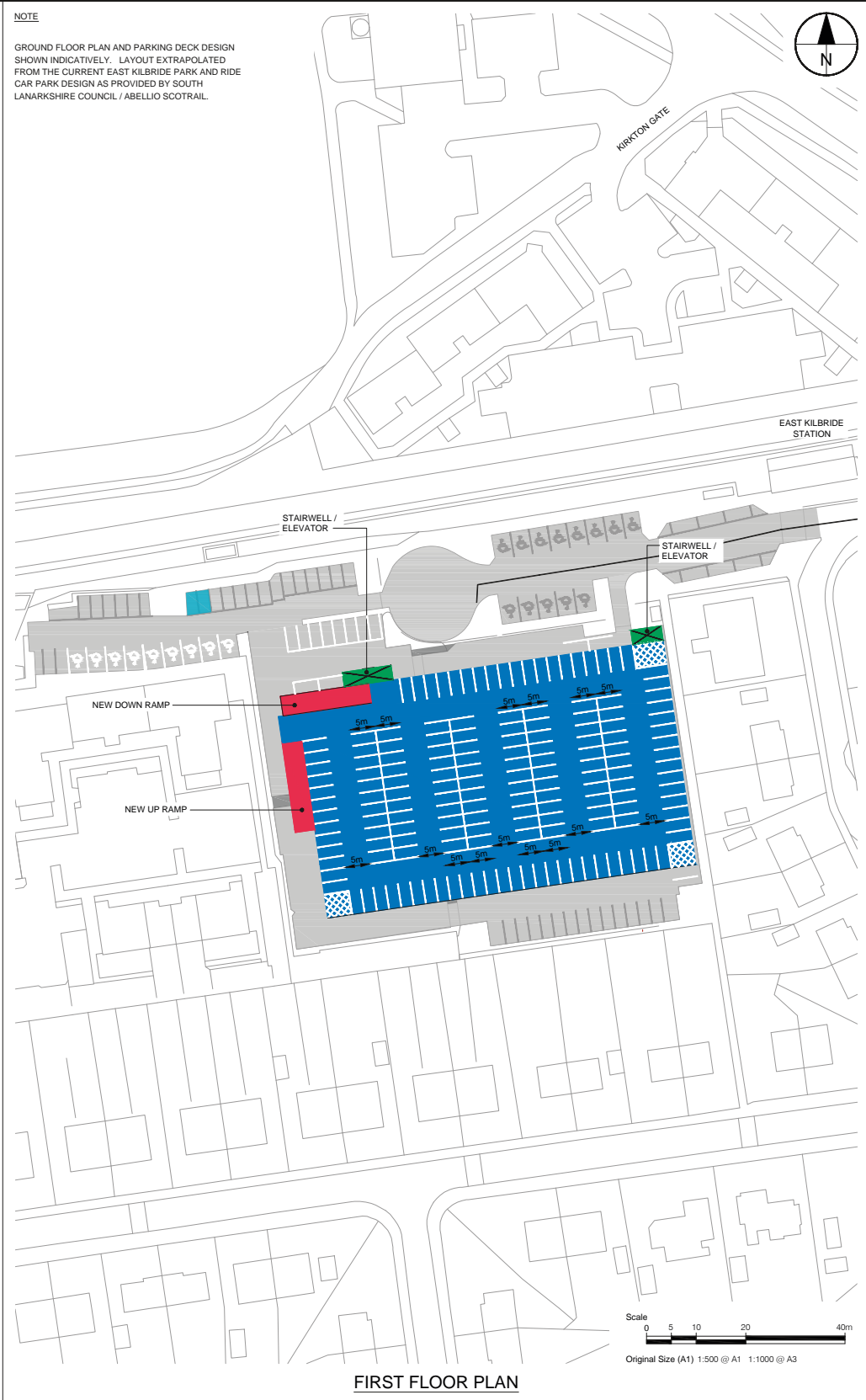
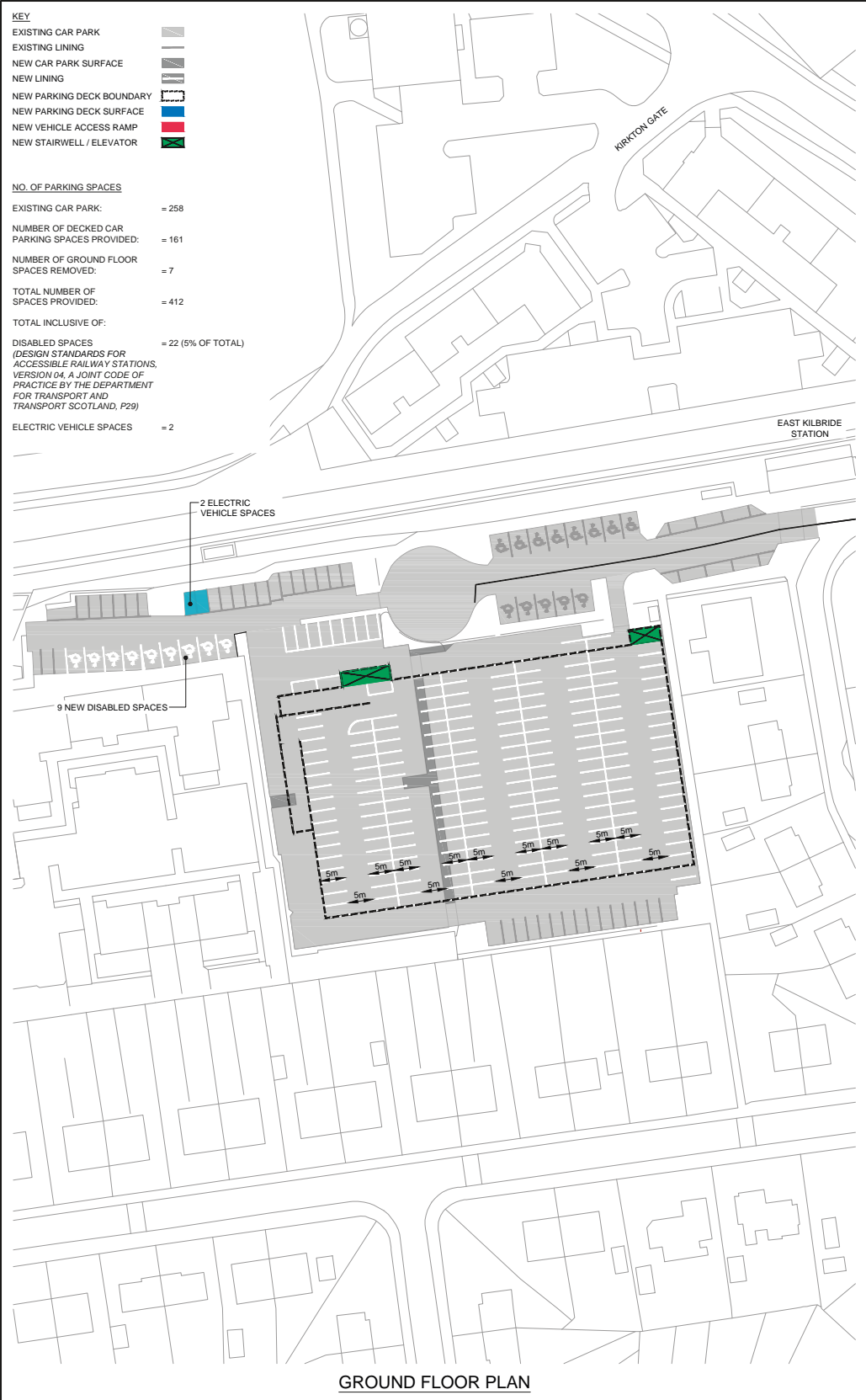
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Appendix B – Existing facilities and concept options



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 Project Management Initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



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KEY PLAN

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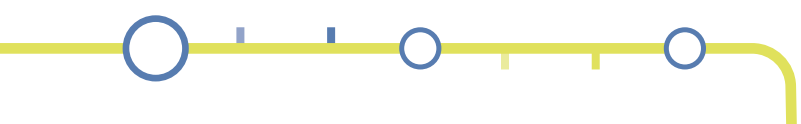
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SHEET TITLE
EAST KILBRIDE
CONCEPT CAR PARK DESIGN
OPTION 2 (ACTION 28)

SHEET NUMBER
12-0102

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Original Size (A1) 1:500 @ A1 1:1000 @ A3

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Appendix B – Existing facilities and concept options



Hairmyres Railway Station

Eaglesham Road, East Kilbride, G75 8RQ

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	89	100%	6	0	£1 (per day)	13

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
11.1	27	2	2	£4.66	719,260	7.6%	5.7%	Yes

- 7th largest footfall out of all 19 stations within the SLC area and 9th largest existing car park;
- The average yearly passenger growth of 7.6% is higher than the South Lanarkshire average of 5.3%. The total number of AM peak services (5) to Glasgow is below the average of 10 for the SLC area and the total number of Inter-peak services (12) to Glasgow is also below the SLC average of 17 trains;
- Around 89% of trips from Hairmyres station end at Glasgow Central; and
- 4.4% of people from the East Kilbride locality (Scottish Census, 2011) travel to work or study by train, ranking 8th highest out of all 10 sub-council areas in terms of rail use.

2. Problems and opportunities

Theme	Description	Source
Car park observations	Car park occupancy and passenger surveys commissioned by AECOM in September 2015 indicated that the standard bays in the car park are full by 0900hrs, with an additional site visit conducted in February 2017 confirming that the car park was again at capacity.	Site Visit (Friday 10 February 2017 at approximately 12.30pm); East Kilbride Feasibility Study 2015
Cycle access	Based on the 2015 surveys, no users reported arriving to the station by cycle. During the site visits in February 2017 only one bicycle was parked at the station, which is provided with 3 lockers and 5 covered cycle stands.	Site Visit (Friday 10 February 2017 at approximately 12.30pm); East Kilbride Feasibility Study 2015
Bus access	Bus services near Hairmyres station include routes connecting with Hamilton and East Kilbride, with a bus connection to Glasgow nearby on Windward Rd. The nearest bus stops (closest stop to the station is sheltered – eastbound) are located approximately 100-150m south-west of the station on Eaglesham Road (B764)	Google Maps
Housing projections	There are 1508 housing units mentioned in the 2016 Housing Land Supply Register with Hairmyres as their closest station before 2023. After 2023 there are 1842 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 54 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP identifies two Strategic Economic Investment Locations within East Kilbride: Scottish Enterprise Technology Park and Peel Park North. It also highlights as a priority to improve accessibility to main transport hubs.	LDP, 2015
Population projections	The population in the East Kilbride sub-council area is predicted to grow by 3% from 2016 to 2026 with a predicted increase in population of around 1,900. This is slightly higher than the average for South Lanarkshire of 2%.	NRS, 2012
Station interrelation	There are two stations within 5km of Hairmyres. The nearest is East Kilbride, 2.5km due east. The East Kilbride feasibility study emphasises that there is a “significant overlap in the catchment areas of East Kilbride and Hairmyres with a number of those who reported that Hairmyres was their closest station, parking at East Kilbride station instead (and vice versa)”; Therefore Hairmyres station has been analysed as part of Zone 5, in conjunction with East Kilbride and Thorntonhall stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis



Appendix B – Existing facilities and concept options

Theme	Description	Source
Rail improvements	The Scotland Route Study suggests that enhancing and electrifying the East Kilbride line could allow the current extended dwell time at Glasgow Central to be accommodated at East Kilbride, reducing the platform occupation time at Glasgow Central and potentially making Hairmyres station a more attractive option for commuters;	Scotland Route Study, 2016
Patronage growth	Hairmyres has the 3rd highest average patronage growth in the SLC area at 7.6%. More recently (after 2010), growth has been higher, at 7.9%. Hairmyres sits in Zone 5, which has overall growth of 5.7%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 36 additional spaces by 2023. This figure does not account for the reports of park and ride users parking in the hospital car park or using East Kilbride station instead, the actual number of spaces required to meet demand may, therefore, be higher than this analysis indicates.	ORR Data 2006-2016
Press releases	Articles from June 2015 and Nov 2016 comment on the lack of parking spaces at the station car park and commuters using the local hospital car park as an alternative park and ride site. There is evidence of frustration amongst both local commuters and hospital users (staff and patients alike). The timestamps on the articles indicate that this has been a fairly long standing issue.	www.dailyrecord.co.uk/news/local-news/railway-parking-charges-expected-worsen-6024377 www.eveningtimes.co.uk/news/14845754.Commuters_take_up_vital_hospital_parking_spaces/?commentSort=score
Additional comments	Latest SPT surveys suggest around 30% of people would park at the Hospital car park, and over 12% would chose parking at East Kilbride station instead.	SPT Surveys 2013

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	27: Quick win – Additional spaces following layout reconfiguration	<ul style="list-style-type: none"> As highlighted by ScotRail representative, reconfiguration of the car park's layout would potentially yield around 23 additional spaces. 	Short Term	£40,000 - £50,000
2	28: Decked car park on existing site	<ul style="list-style-type: none"> Construct a deck on top of the existing railway station car park including associated ramps for access with a net gain of at approximately 154 spaces. 	Short Term	£340,00 - £420,000
3	06: Decked extension of existing NHS car park	<ul style="list-style-type: none"> Outline design for a single elevated deck extension over the existing car park at Hairmyres Hospital prepared. This would provide 127 new dedicated P and R spaces on an elevated deck. 	Long Term: under discussions	£1,080,000 - £1,350,000
4	07: Decked extension of existing SLC car park	<ul style="list-style-type: none"> Decking the existing car park could provide circa 48 additional spaces. 	Long Term: under discussions	£540,000 - £670,000

*Exclusions applied

**Option package 1 and 3 or Option package 2 and 4 could cater for additional demand (50 approx.) should nothing go ahead at EK station, providing a total of 140 spaces approx.

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

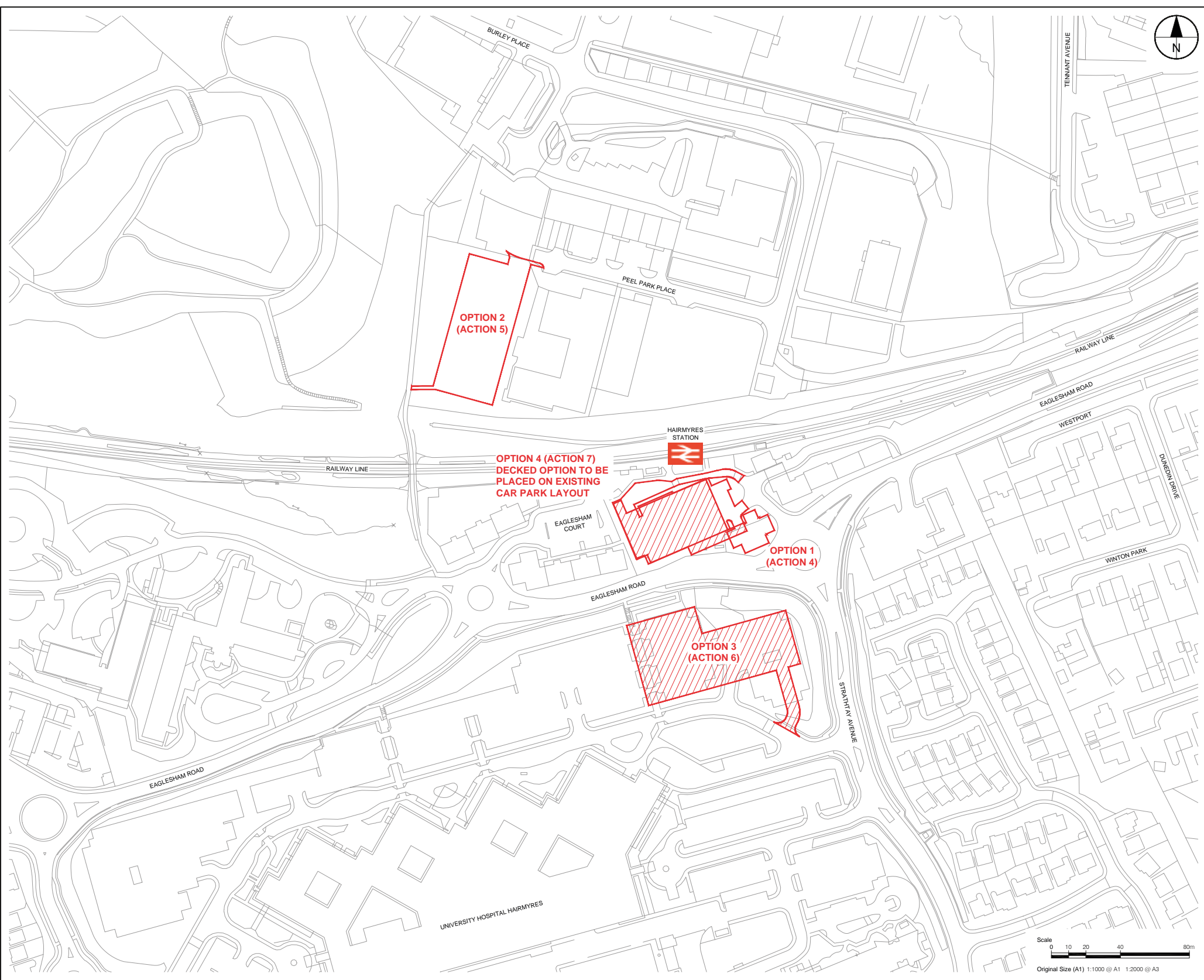
		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✓

Appendix B – Existing facilities and concept options



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 4. NEW PARKING BAYS ARE 2.5m WIDE AND 5.0m LONG. THIS ACCORDS WITH THE DESIRABLE BAY SIZE AS DEFINED IN THE SCOTS NATIONAL ROADS DEVELOPMENT GUIDE (p142) AND DESIGNING STREETS (p42)

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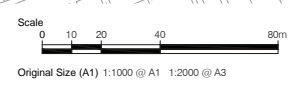
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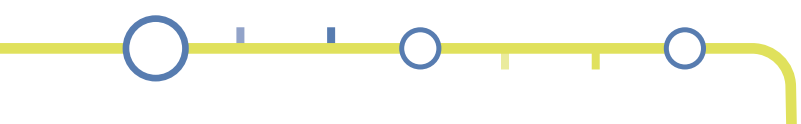
PROJECT NUMBER
 TBC

SHEET TITLE
 HAIRMYRES
 CONCEPT CAR PARK DESIGN
 SITE LOCATION

SHEET NUMBER
 01-0100



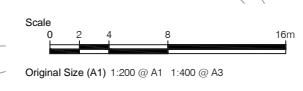
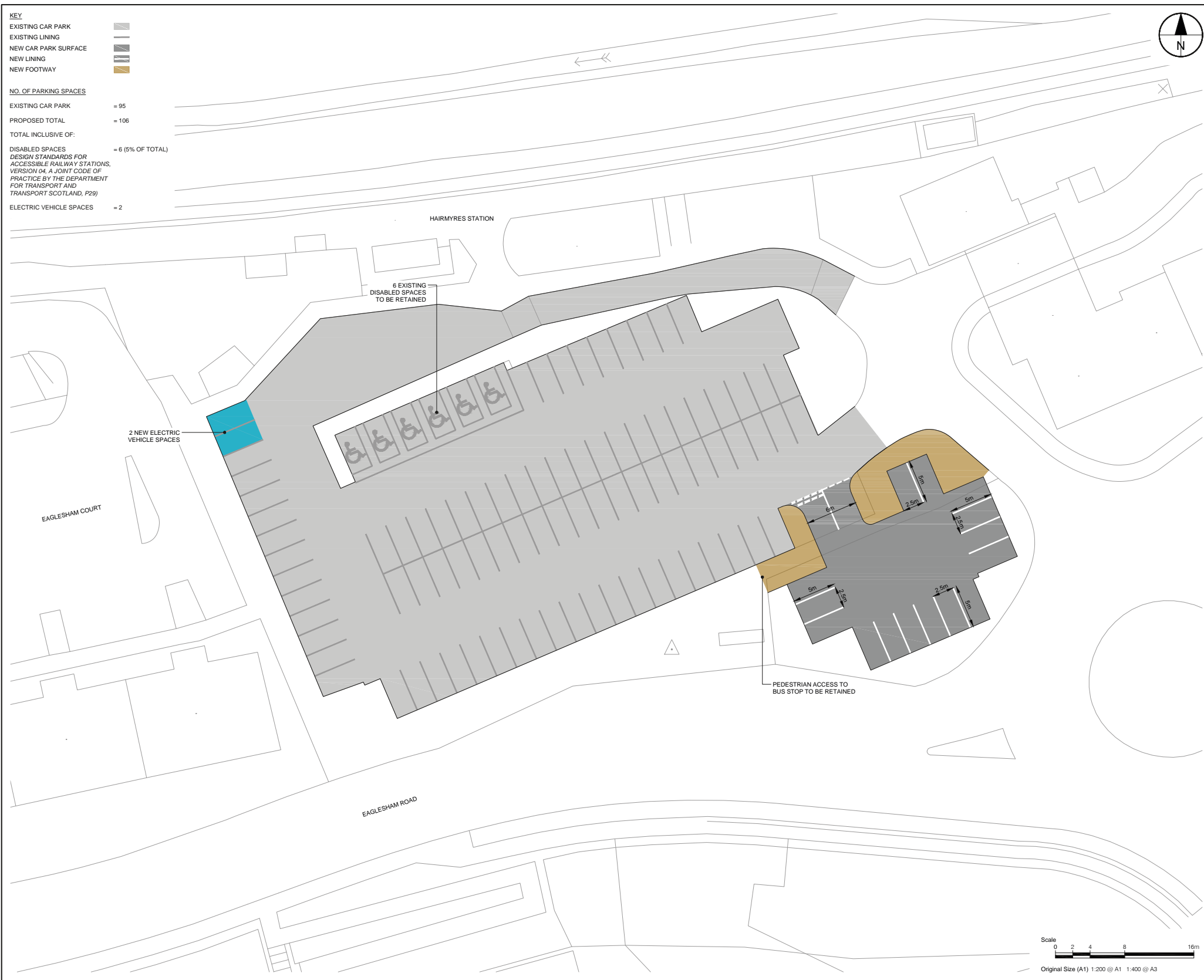
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Appendix B – Existing facilities and concept options

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PROJECT NUMBER
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SHEET TITLE
 HAIRMYRES
 CONCEPT CAR PARK DESIGN
 OPTION 1 (ACTION 4)

SHEET NUMBER
 01-0101

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Appendix B – Existing facilities and concept options



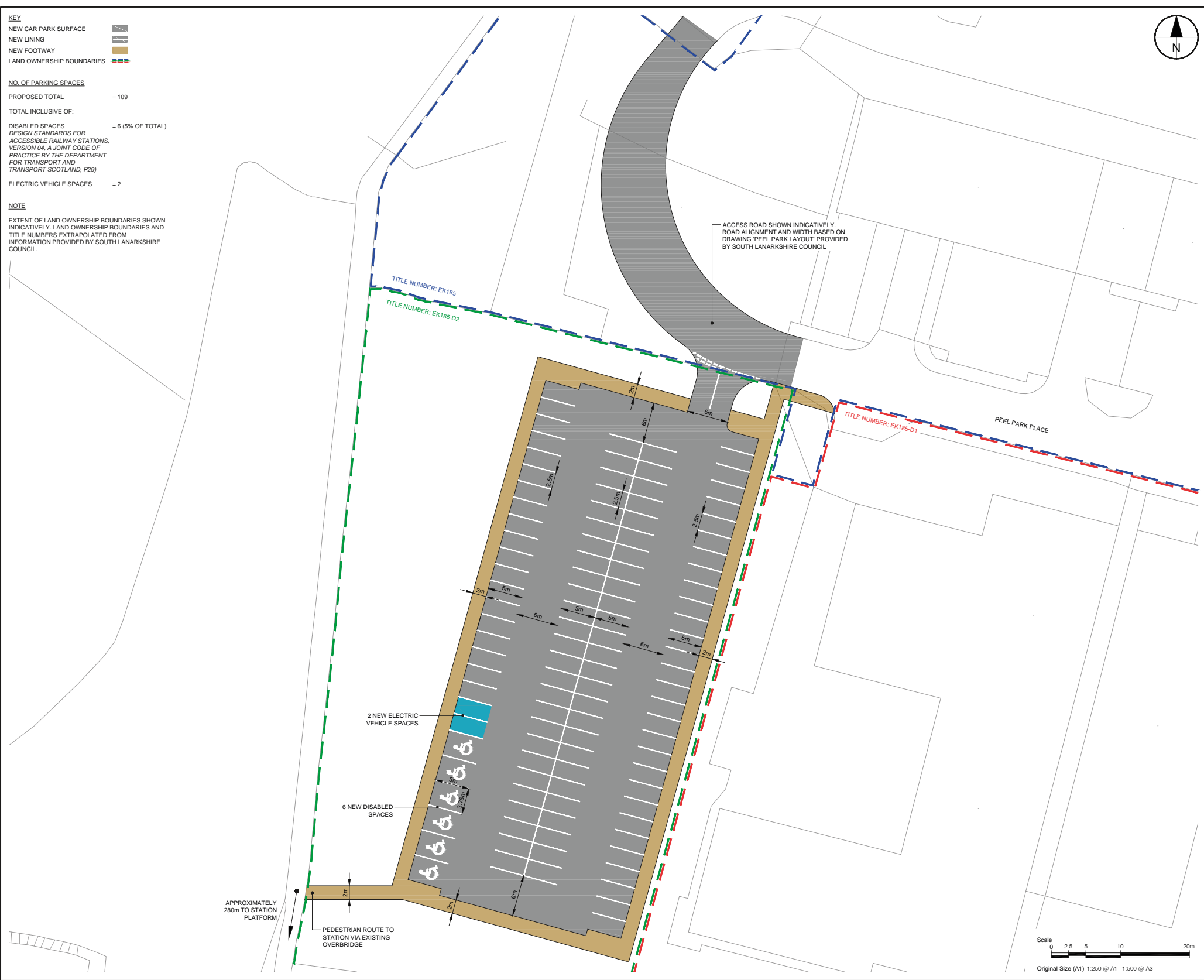
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 Checked: IM
 Designate: RA
 Project Management Initials:

KEY
 NEW CAR PARK SURFACE
 NEW LINING
 NEW FOOTWAY
 LAND OWNERSHIP BOUNDARIES

NO. OF PARKING SPACES
 PROPOSED TOTAL = 109
 TOTAL INCLUSIVE OF:
 DISABLED SPACES = 6 (5% OF TOTAL)
 DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29)
 ELECTRIC VEHICLE SPACES = 2

NOTE
 EXTENT OF LAND OWNERSHIP BOUNDARIES SHOWN INDICATIVELY. LAND OWNERSHIP BOUNDARIES AND TITLE NUMBERS EXTRAPOLATED FROM INFORMATION PROVIDED BY SOUTH LANARKSHIRE COUNCIL.

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 5. NEW DISABLED PARKING BAYS SHOWN INDICATIVELY. BAY DIMENSIONS TO BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND.

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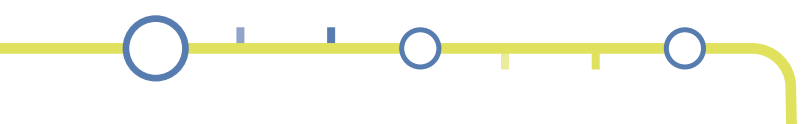
IR	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER
 TBC
 SHEET TITLE
 HAIRMYRES
 CONCEPT CAR PARK DESIGN
 OPTION 2 (ACTION 5)
 SHEET NUMBER
 01-0102

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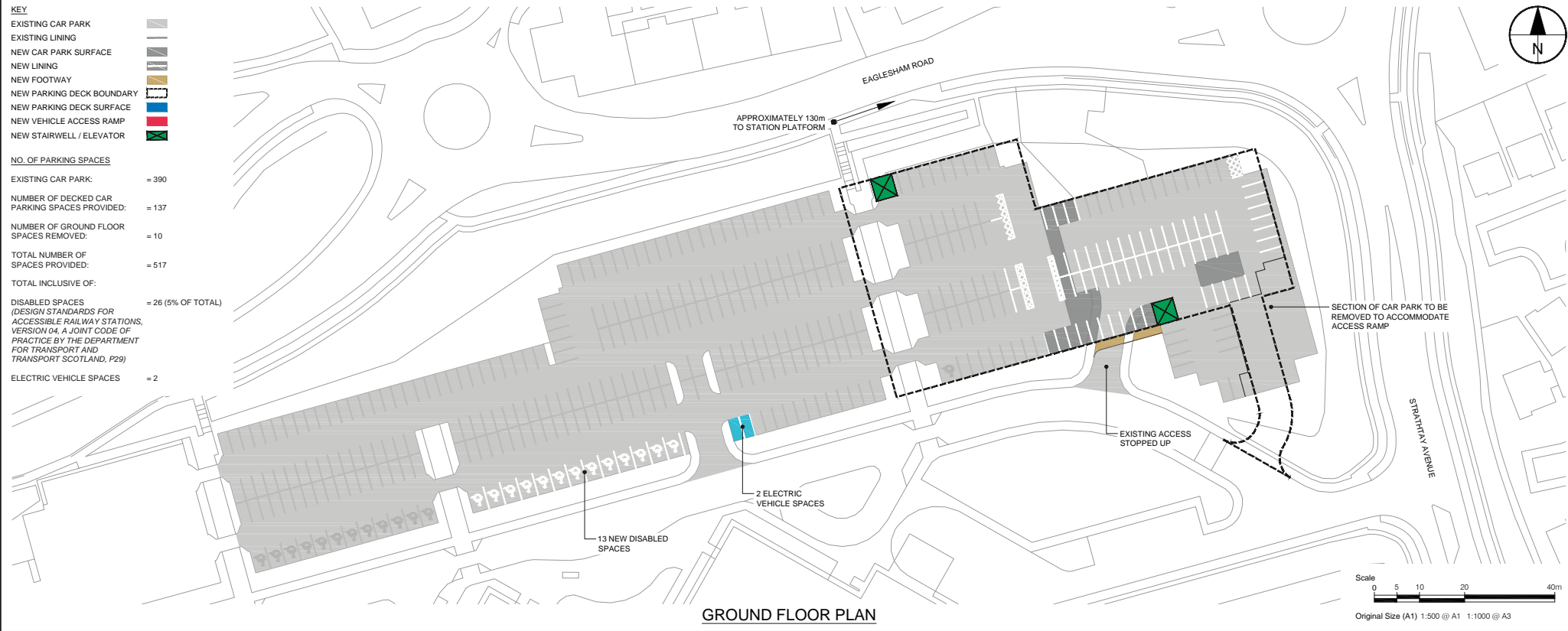




Appendix B – Existing facilities and concept options

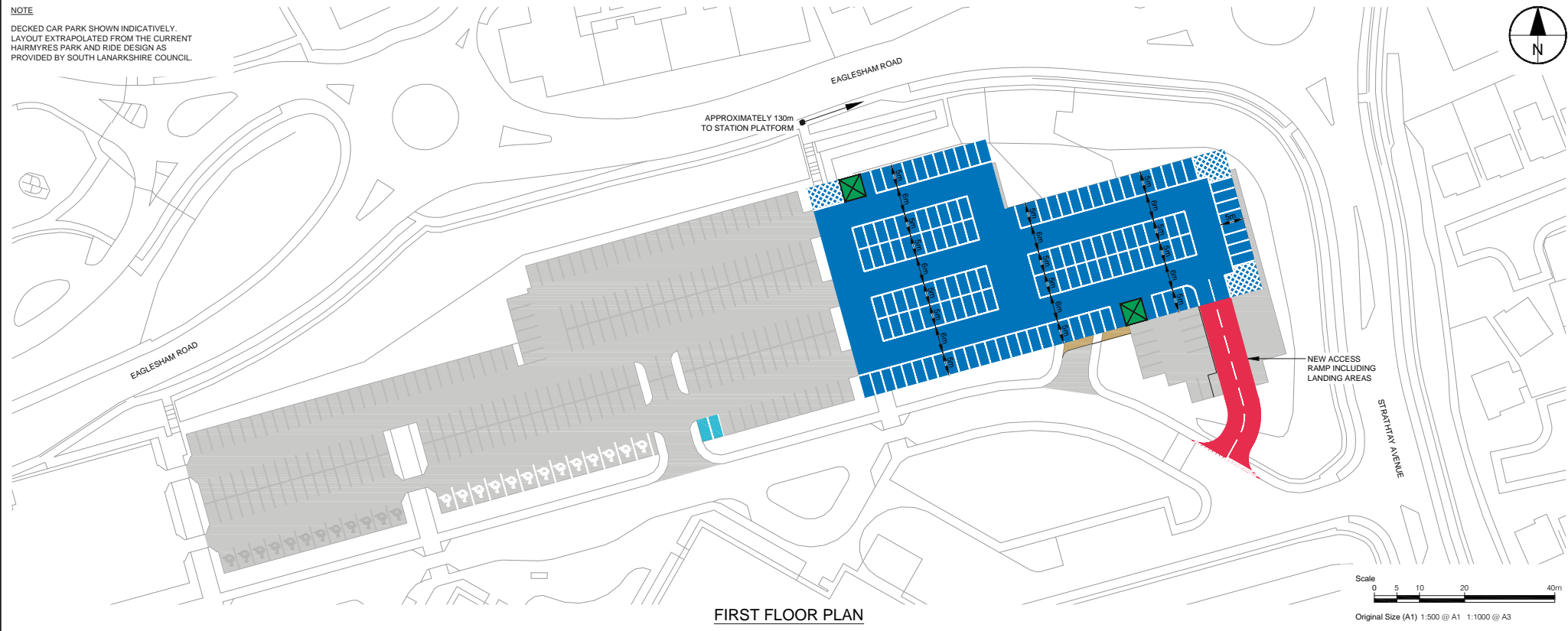
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KEY	
EXISTING CAR PARK	
EXISTING LINING	
NEW CAR PARK SURFACE	
NEW LINING	
NEW FOOTWAY	
NEW PARKING DECK BOUNDARY	
NEW PARKING DECK SURFACE	
NEW VEHICLE ACCESS RAMP	
NEW STAIRWELL / ELEVATOR	
NO. OF PARKING SPACES	
EXISTING CAR PARK:	= 390
NUMBER OF DECKED CAR PARKING SPACES PROVIDED:	= 137
NUMBER OF GROUND FLOOR SPACES REMOVED:	= 10
TOTAL NUMBER OF SPACES PROVIDED:	= 517
TOTAL INCLUSIVE OF:	
DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29)	= 26 (5% OF TOTAL)
ELECTRIC VEHICLE SPACES	= 2



GROUND FLOOR PLAN

NOTE
 DECKED CAR PARK SHOWN INDICATIVELY. LAYOUT EXTRAPOLATED FROM THE CURRENT HAIRMYRES PARK AND RIDE DESIGN AS PROVIDED BY SOUTH LANARKSHIRE COUNCIL.



FIRST FLOOR PLAN



PROJECT
 PARK AND RIDE STRATEGY



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PROJECT NUMBER
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SHEET TITLE
 HAIRMYRES
 CONCEPT CAR PARK DESIGN
 OPTION 3 (ACTION 6)

SHEET NUMBER
 01-0103

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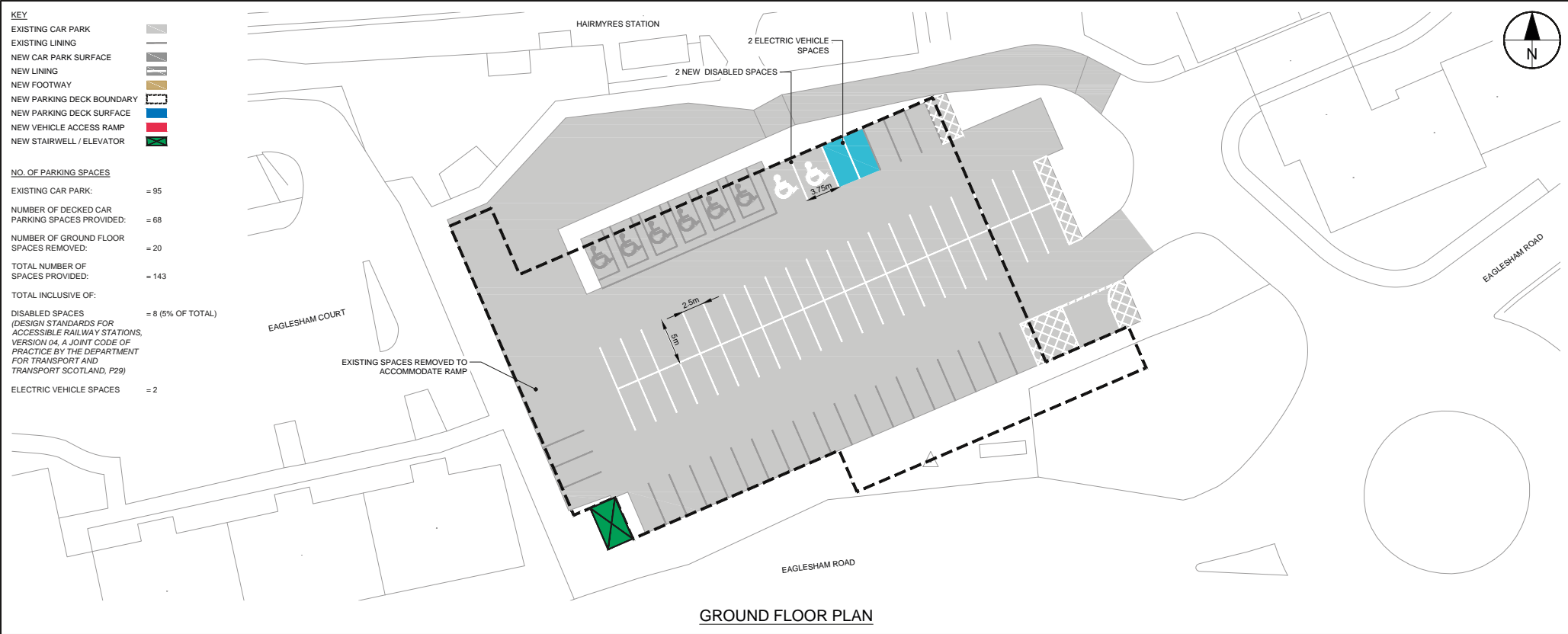
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Appendix B – Existing facilities and concept options



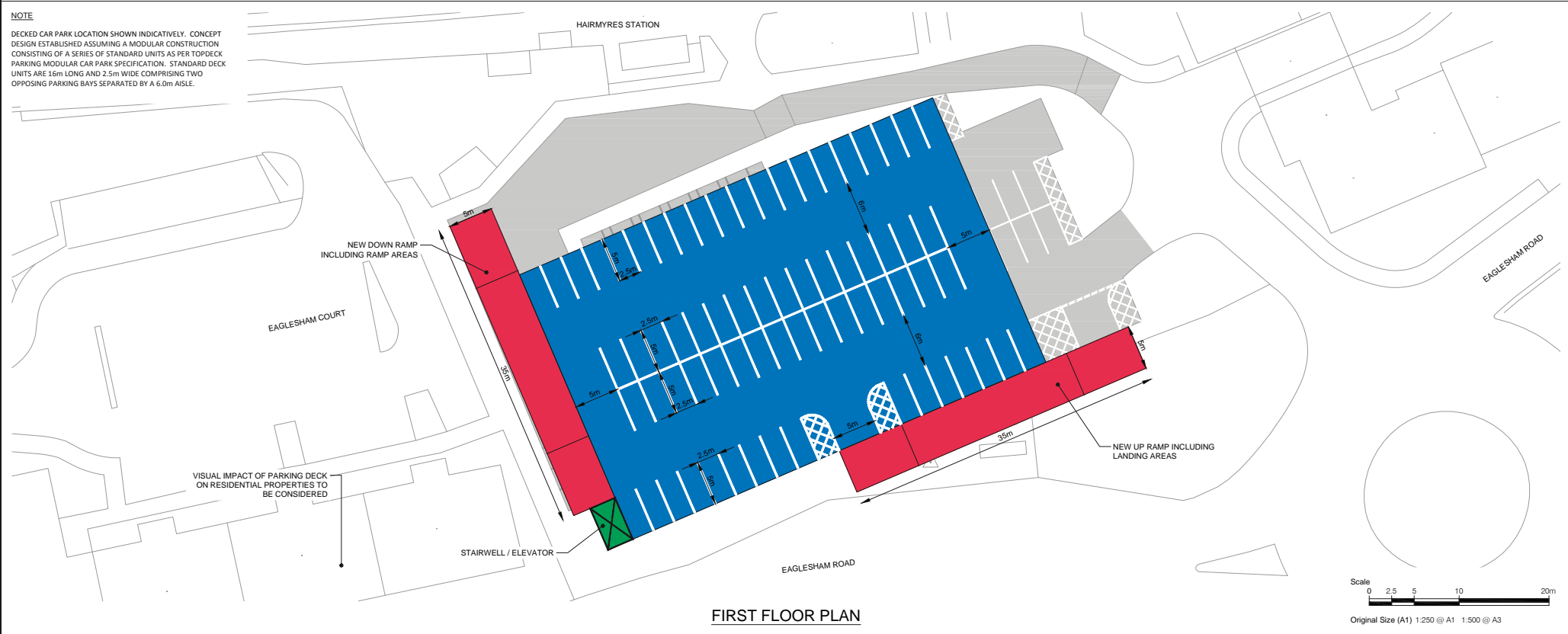
Project Management Initials: Designer: MR Checked: IM Approved: PM ISO A1 594mm x 841mm

KEY	
EXISTING CAR PARK	[Grey hatched box]
EXISTING LINING	[Grey box]
NEW CAR PARK SURFACE	[Dark grey box]
NEW LINING	[Light grey box]
NEW FOOTWAY	[Yellow box]
NEW PARKING DECK BOUNDARY	[Dashed line]
NEW PARKING DECK SURFACE	[Blue box]
NEW VEHICLE ACCESS RAMP	[Red box]
NEW STAIRWELL / ELEVATOR	[Green box]
NO. OF PARKING SPACES	
EXISTING CAR PARK:	= 95
NUMBER OF DECKED CAR PARKING SPACES PROVIDED:	= 68
NUMBER OF GROUND FLOOR SPACES REMOVED:	= 20
TOTAL NUMBER OF SPACES PROVIDED:	= 143
TOTAL INCLUSIVE OF:	
DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29)	= 8 (5% OF TOTAL)
ELECTRIC VEHICLE SPACES	= 2



GROUND FLOOR PLAN

NOTE
DECKED CAR PARK LOCATION SHOWN INDICATIVELY. CONCEPT DESIGN ESTABLISHED ASSUMING A MODULAR CONSTRUCTION CONSISTING OF A SERIES OF STANDARD UNITS AS PER TOPDECK PARKING MODULAR CAR PARK SPECIFICATION. STANDARD DECK UNITS ARE 16m LONG AND 2.5m WIDE COMPRISING TWO OPPOSING PARKING BAYS SEPARATED BY A 6.0m AISLE.



FIRST FLOOR PLAN

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PROJECT NUMBER
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SHEET TITLE
HAIRMYRES
CONCEPT CAR PARK DESIGN
OPTION 4 (ACTION 7)

SHEET NUMBER
01-0104

Appendix B – Existing facilities and concept options



Hamilton Central Railway Station

Station Road, New Cross, Hamilton, ML3 7DT

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	262 ¹	51%	7	0	£5.80 ² (over 7 hours)	–

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
16.7	27	4	4	£5.10	825,176	1.8%	4.2%	No

¹ This figure is the total car park capacity based on an AECOM site visit in February 2017. However the Brandon St. /Orchard St. Car Park had some works being conducted on the south side of the car park, therefore the total car park occupancy has only been calculated based upon the Duke St. multi-storey car park (108 Spaces).

² Free for rail users.

- 5th largest footfall out of all 19 stations within the SLC area and 2nd biggest park and ride facility within the SLC area.
- The average yearly growth in passengers (1.8%) is below the SLC average of 5.3% and the total number of AM peak services (12) to Glasgow is above the average of 10 trains for the SLC area; the total number of Inter-peak services (23) to Glasgow is above the SLC average of 17 trains; and
- Approximately 5.6% of people from the Hamilton locality (Scottish Census, 2011) travel to work or study by train, below the average for the SLC area average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	108 spaces are allocated at the Duke Street multi-storey car park. A walk way connects the southbound platform with the car park, although the walk way is only open between 0700 and 1920 between Monday and Saturday, and between 0930 and 1700 on Sunday. The other spaces are located on the west side of the bus interchange (Brandon Street and Orchard Street Car Park), which had some improvement works during the site visit and therefore the occupancy of this car park was not counted (although a high level estimate of the usage at this site only indicated it was approx. 70% full). Overall, the parking offer at station shows to be adequate with current demand (51% usage at Duke Street), however, parking charges at Hamilton central are the highest within the council area.	Site Visit (Monday 17 February 2017 at approximately 1pm);
Cycle access	There is at least one covered cycle rack (5 stands) at Hamilton Central station.	Site Visit (Monday 17 February 2017 at approximately 1pm)
Bus access	There are numerous local bus services stopping at Hamilton's interchange which connect with other areas within South Lanarkshire, such as Hairmyres and Lanark, with four bus services linking with Glasgow City Centre.	Google Maps
Housing projections	There are 825 housing units mentioned in the 2016 Housing Land Supply Register with Hamilton Central as their closest station before 2023. After 2023 there are 1174 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 32 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP identifies the development Strategic Economic Investment Location within Hamilton: Hamilton International Technology Park. It also highlights as a priority to improve accessibility to main transport hubs.	LDP, 2015
Population projections	The population in the Hamilton sub-council area is predicted to grow by 4% from 2016 to 2026 with a predicted increase in population of around 1,900. This is the higher than the average of 2% for South Lanarkshire as a whole.	NRS, 2012
Station interrelation	There are four stations within 5km of Hamilton Central. The nearest of these are Hamilton West, approx. 1.2km to the north, Chatelherault, approx. 1.4km to the south, and Merryton, approx. 3.9km, also to the south. Hamilton Central station has been analysed as part of Zone 3, in conjunction with Blantyre and Hamilton West stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis



Appendix B – Existing facilities and concept options

Theme	Description	Source
Rail improvements	Although the Scotland Route Study does not suggest any direct potential improvements for Hamilton Central station, suggested capacity improvements at Glasgow Central and potential strengthening peak services to 6 car train for services connecting Glasgow to Motherwell/Larkhall over the coming year, might have an impact on demand at Hamilton Central station;	Scotland Route Study, 2016
Patronage growth	Hamilton Central has the 15th highest average patronage growth in the SLC area at 1.8%. More recently (after 2010), growth has been lower, at -0.5%. Hamilton Central sits in Zone 3, which has overall growth of 4.2%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 54 additional spaces by 2023.	ORR Data 2006-2016
Press releases	No articles were found pertaining to Hamilton Central station with regards to parking provision	
Additional comments	During a weekday site visit, there was no sign of overspill parking in the surrounding area of the station. Both car parks near the station showed to have capacity to cater future demand. However, current car park usage might be influenced by the higher costs involved with parking at Hamilton central compared to other nearby park and rides (i.e. Hamilton West, Uddingston).	Site Visit (Friday 20 February 2017 at approximately 1pm)



Figure 1: Duke Street car park



Figure 2: Brandon Street car park

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	17: Quick win – review car park and walkway timetables	<ul style="list-style-type: none"> Car park usage might be influenced by current parking charges. Review of charges could help improving usage at station and help ease pressure from other stations (Uddingston, Hamilton West). Platforms surveys could be useful to understand current level of parking usage at Hamilton Central station. A walkway connects the southbound platform with Duke Street car park, although walk way is open between 0700 and 1920 between Monday and Saturday, and between 0930 and 1700 on Sunday. Access times / car park times could be reviewed to make it more attractive for rail users. 	Short Term: Investigate feasibility of option	n/a

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes		
	No	✓	

Opportunity for quick wins: ✓



Figure 3: Brandon Street car park and walkway

Appendix B – Existing facilities and concept options



Hamilton West Railway Station

Clydesdale Street, Hamilton, ML3 9AA

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	99	100%	0	0	£1 (10 hours)*	–
ScotRail	41	150%	2	0	Free	16

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
15.5	25	4	4	£4.74	935,000	5.5%	4.2%	No

- Hamilton West has the 3rd biggest footfall out of all 19 stations within the SLC area and 7th biggest park and ride facility within the SLC area.
- The average yearly growth in passengers (5.5%) is above the SLC average of 5.3%; and the total number of AM peak services (12) to Glasgow is above the average of 10 trains for the SLC area; the total number of Inter-peak services (23) to Glasgow is above the SLC average of 17 trains; and
- Approximately 5.6% of people from the Hamilton locality (Scottish Census, 2011) travel to work or study by train, below for the SLC area average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	There are two off-street car parks next to and near Hamilton West railway station. The first is next to the platform and the entrance is on Clydesdale Street (free of charge – 41 spaces) while the second is 100 meters south of the station and the entrance is off Wellhall Road. The car park is signed as Wellhall Road car park (109 spaces - of which 99 are allocated for rail users). During a weekday site visit, both car parks showed to be at capacity, although for the second site, some parking may not be related to rail users. At the station's car park, approximately 20 cars were parked outwith the designated bays.	Lanark Interchange Feasibility Study; Site Visit (Monday 17 February 2017 at approximately 1pm)
Cycle access	Based on a weekday site visit, the demand for cycle spaces at Hamilton West is low (only one bicycle parked), suggesting that the existing capacity of 16 spaces (4 lockers and 6 Sheffield stands) exceeds existing demand.	Site Visit (Monday 17 February 2017 at approximately 1pm)
Bus access	There are several local bus services stopping next to the station, connecting with other areas such as Whitehill, Hairmyres, Kilmarnock and Glasgow. Nearest bus stop is located outside the station, on Clydesdale street (A724); next closest bus stops are located just 200m away, on Burnbank Road	Google Maps
Housing projections	There are 257 housing units mentioned in the 2016 Housing Land Supply Register with Hamilton West as their closest station before 2023. After 2023 there are 427 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 9 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP identifies the development Strategic Economic Investment Location within Hamilton: Hamilton International Technology Park. It also highlights as a priority to improve accessibility to main transport hubs.	LDP, 2015
Population projections	The population in the Hamilton sub-council area is predicted to grow by 4% from 2016 to 2026 with a predicted increase in population of around 1,900. This is the higher than the average of 2% for South Lanarkshire as a whole.	NRS, 2012
Station interrelation	There are four stations within 5km of Hamilton West. The nearest of these are Hamilton Central, approx. 1.2km to the south and Blantyre and Chatelherault, both approx. 3km from Hamilton West station, to the north and south, respectively. Hamilton West has been analysed as part of Zone 3, in conjunction with Blantyre and Hamilton Central stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, the level of service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis



Appendix B – Existing facilities and concept options

Theme	Description	Source
Rail improvements	Although the Scotland Route Study does not suggest any direct potential improvements for Hamilton West station, suggested capacity improvements at Glasgow Central and potential strengthening peak services to 6 car train for services connecting Glasgow to Motherwell/Larkhall over the coming year, might have an impact on demand at Hamilton West station;	Scotland Route Study, 2016
Patronage growth	Hamilton West has the 5th highest average patronage growth in the SLC area at 5.5%. More recently (after 2010), growth has been lower, at 3.2%. Hamilton West sits in Zone 3, which has overall growth of 4.2%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 57 additional spaces by 2023.	ORR Data 2006-2016
Press releases	Press releases highlighted that Almada Street located south of Hamilton West station, was the most ticketed street in South Lanarkshire council area over the 2008-2012 period. Several measures were being looked into to provide appropriate parking or other modes options when accessing Hamilton's facilities. Not clear to what extent rail users contribute to these issues.	www.dailyrecord.co.uk/news/local-news/hamiltons-almada-street-most-ticketed-3032010
Additional comments	During a weekday site visit, there was no sign of overspill parking in the surroundings of the station. Both car parks, at the station and at Wellhall Road showed to be at capacity, with numerous vehicles parking outwith designated bays at station's car park.	Site Visit (Friday 20 February 2017 at approximately 1pm)



Figure 1: Station car park



Figure 2: Station car park

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	12: Redesign of surface car park	<ul style="list-style-type: none"> Potential reconfiguration of existing car park layout could create approximately 17 additional spaces. 	Short Term	£20,000 - £30,000
2	13: Deck car park provision at some of the existing car park sites	<ul style="list-style-type: none"> Plans for a decked car park located off Wellhall Road are already in place for a future park and ride capacity expansion at Hamilton West. Decked car park option suitable for this shape could provide more parking capacity at Hamilton West station. However a more detail investigation would be required. 	Long Term: funding and planning consent under discussion	n/a

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

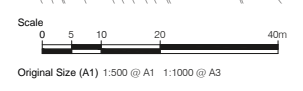
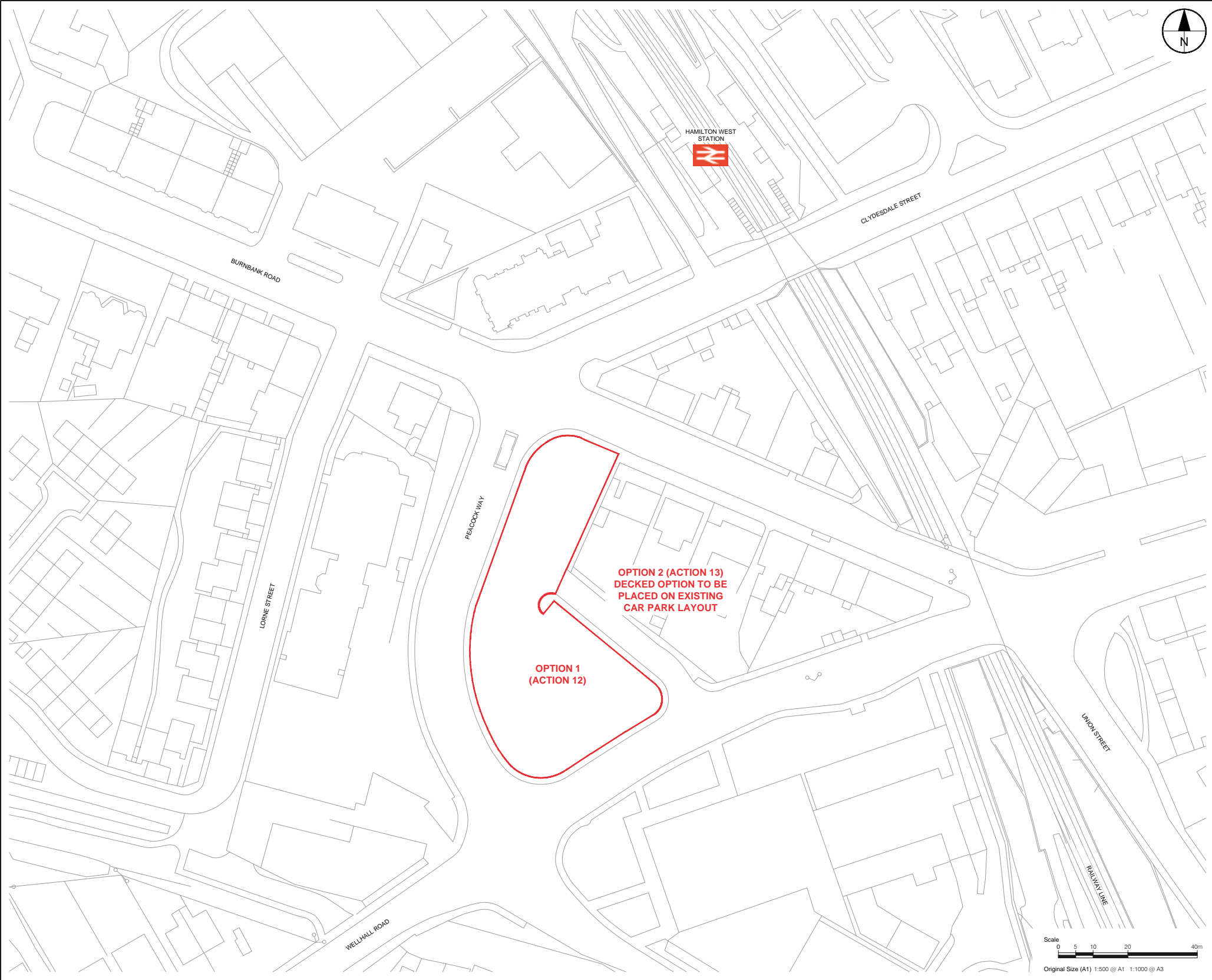
		Demand for additional P and R	
		Yes	No
Land available	Yes		
	No	✓	

Opportunity for quick wins: ✗

Appendix B – Existing facilities and concept options



File name: F:\PROJECTS\SET UP NEW PROJECT\TRAFFIC - SLC PARK AND RIDE LAYOUTS\CAD\25-SKETCHES\02-HAMILTON WEST-0100.DWG
 Last saved by: MILLARI Last Printed: 2018-02-14
 Project Management initials: Designer: MR Checked: IM Approved: PM ISO A1 594mm x 841mm



AECOM

PROJECT
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- NOTES**
1. CONCEPT CAR PARK DESIGN ILLUSTRATED ON OS BASE MAP. DRAWING BASE RECEIVED FROM SOUTH LANARKSHIRE COUNCIL.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 3. ROAD MARKINGS SHOWN INDICATIVELY. ROAD MARKINGS TO BE ACCORDANCE WITH THE TRAFFIC SIGNS AND GENERAL DIRECTIONS 2016 AND THE TRAFFIC SIGNS MANUAL.
 4. NEW PARKING BAYS ARE 2.5m WIDE AND 5.0m LONG. THIS ACCORDS WITH THE DESIRABLE BAY SIZE AS DEFINED IN THE SCOTS NATIONAL ROADS DEVELOPMENT GUIDE (p142) AND DESIGNING STREETS (p42).
 5. NEW DISABLED PARKING BAYS SHOWN INDICATIVELY. BAY DIMENSIONS TO BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND.

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ISSUE/REVISION

IR	DATE	DESCRIPTION

KEY PLAN

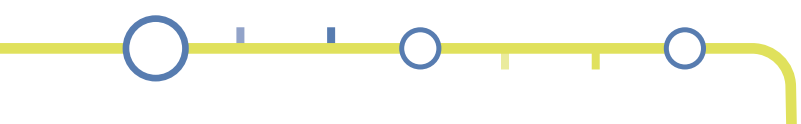
DRAFT

PROJECT NUMBER
 TBC

SHEET TITLE
 HAMILTON WEST
 CONCEPT CAR PARK DESIGN
 SITE LOCATION

SHEET NUMBER
 02-0100

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF HER MAJESTY'S STATIONERY OFFICE (C) CROWN COPYRIGHT. LICENCE NO. AL 100005220.





Appendix B – Existing facilities and concept options

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 Last saved by: MILLARI Last Printed: 2018-02-14
 Project Management Initials: Designer: MR Checked: IM Approved: PM ISO A1 594mm x 841mm

KEY

EXISTING CAR PARK	
EXISTING LINING	
NEW CAR PARK SURFACE	
NEW LINING	
NEW FOOTWAY	

NO. OF PARKING SPACES

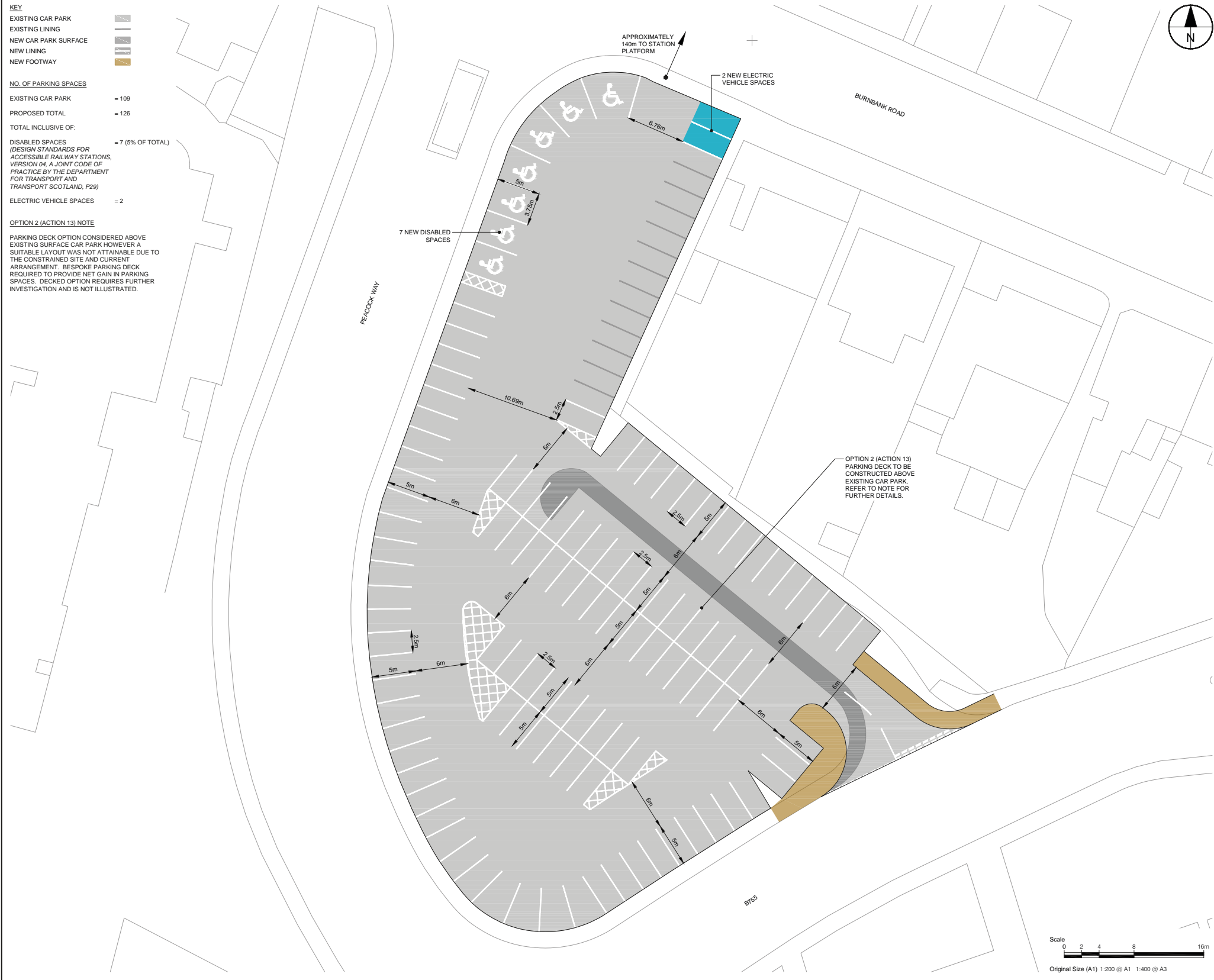
EXISTING CAR PARK	= 109
PROPOSED TOTAL	= 126

TOTAL INCLUSIVE OF:

DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29)	= 7 (5% OF TOTAL)
ELECTRIC VEHICLE SPACES	= 2

OPTION 2 (ACTION 13) NOTE

PARKING DECK OPTION CONSIDERED ABOVE EXISTING SURFACE CAR PARK HOWEVER A SUITABLE LAYOUT WAS NOT ATTAINABLE DUE TO THE CONSTRAINED SITE AND CURRENT ARRANGEMENT. BESPOKE PARKING DECK REQUIRED TO PROVIDE NET GAIN IN PARKING SPACES. DECKED OPTION REQUIRES FURTHER INVESTIGATION AND IS NOT ILLUSTRATED.



PROJECT
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ISSUE/REVISION

IR	DATE	DESCRIPTION

KEY PLAN

DRAFT

PROJECT NUMBER
TBC

SHEET TITLE
HAMILTON WEST
CONCEPT CAR PARK DESIGN
OPTION 1 (ACTION 12)

SHEET NUMBER
02-0101

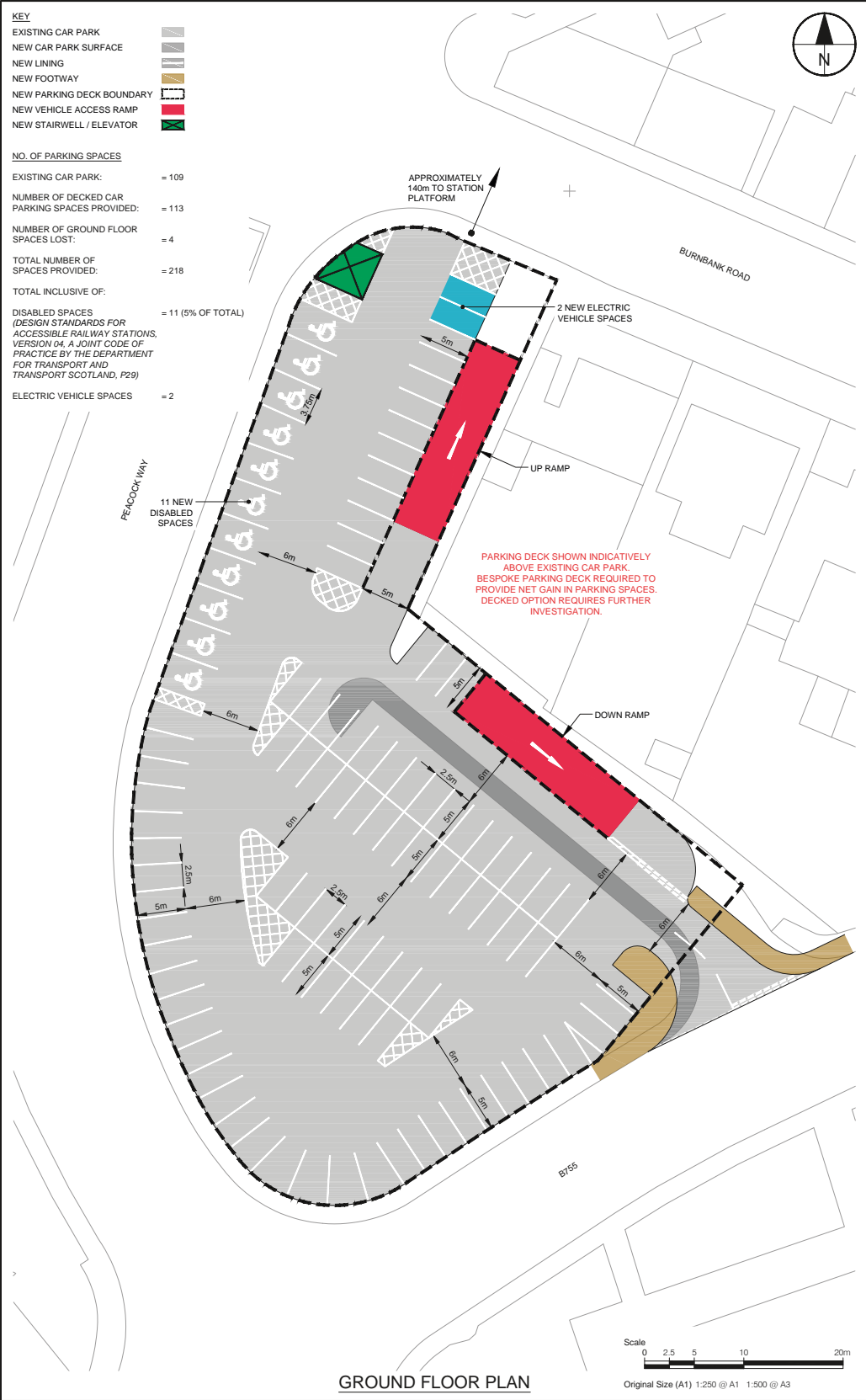
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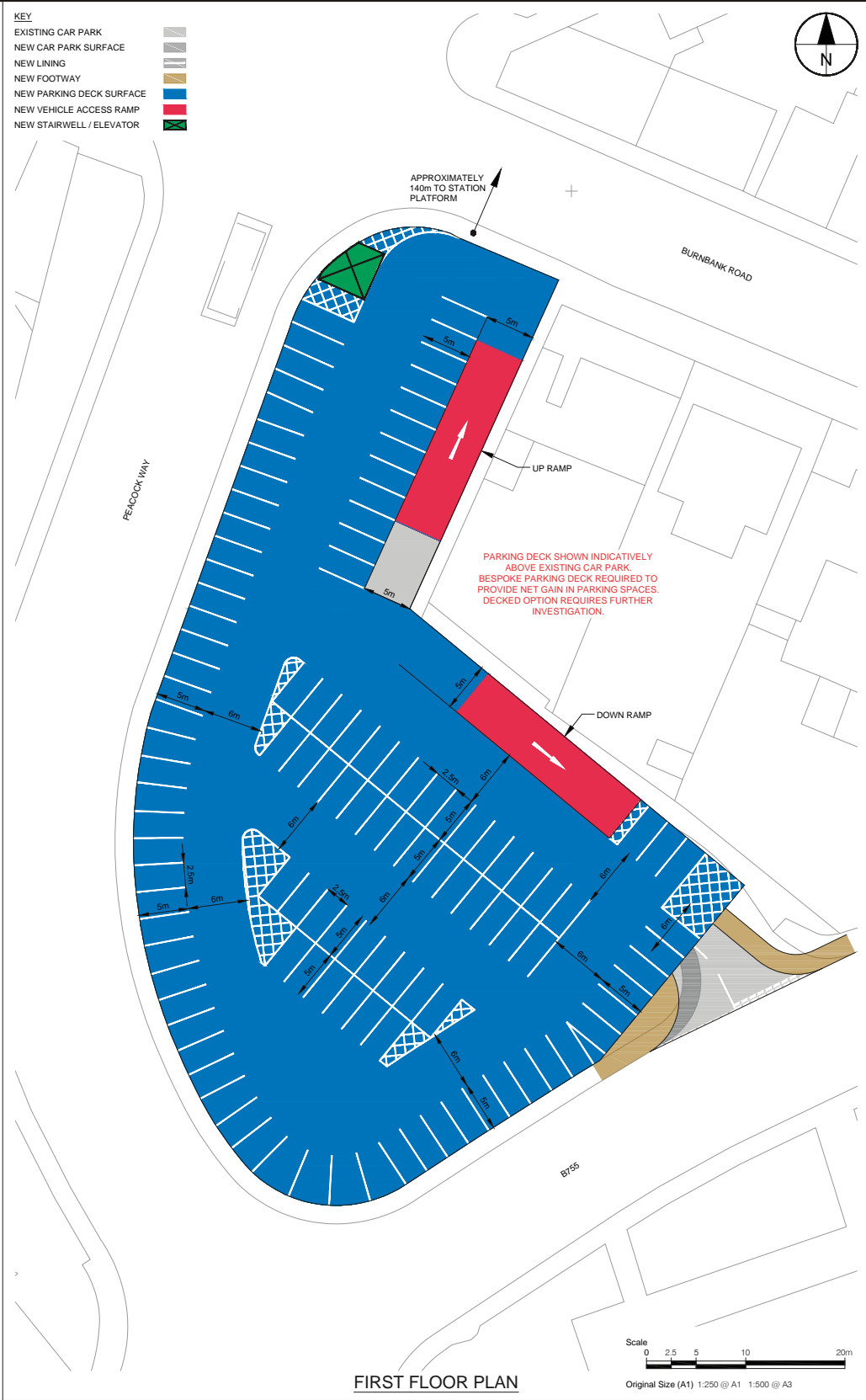
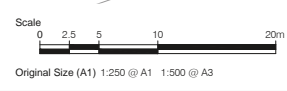
Appendix B – Existing facilities and concept options



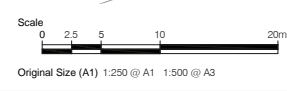
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 Checked: IM
 Designer: MR
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 Last saved by: ROBERTSONM Last Printed: 2018-02-21



GROUND FLOOR PLAN



FIRST FLOOR PLAN



KEY

- EXISTING CAR PARK
- NEW CAR PARK SURFACE
- NEW LINING
- NEW FOOTWAY
- NEW PARKING DECK SURFACE
- NEW VEHICLE ACCESS RAMP
- NEW STAIRWELL / ELEVATOR

NO. OF PARKING SPACES


- EXISTING CAR PARK: = 109
- NUMBER OF DECKED CAR PARKING SPACES PROVIDED: = 113
- NUMBER OF GROUND FLOOR SPACES LOST: = 4
- TOTAL NUMBER OF SPACES PROVIDED: = 218
- TOTAL INCLUSIVE OF:
- DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 11 (5% OF TOTAL)
- ELECTRIC VEHICLE SPACES = 2

KEY

- EXISTING CAR PARK
- NEW CAR PARK SURFACE
- NEW LINING
- NEW FOOTWAY
- NEW PARKING DECK SURFACE
- NEW VEHICLE ACCESS RAMP
- NEW STAIRWELL / ELEVATOR

AECOM

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CLIENT

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ISSUE/REVISION	IR	DATE	DESCRIPTION

KEY PLAN

DRAFT

PROJECT NUMBER
 TBC

SHEET TITLE
 HAMILTON WEST
 CONCEPT CAR PARK DESIGN
 OPTION 2 (ACTION 13)

SHEET NUMBER
 02-0102

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Appendix B – Existing facilities and concept options



Kirkhill Railway Station

Greenlees Road, Cambuslang, G72 8NL

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
ScotRail	9	67%	1	0	Free	10

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
7.6	25	3	2	£3.84	76,068	-2.8%	0.9%	No

- Kirkhill has the 18th largest footfall out of all 19 stations within the SLC area and the 18th largest park and ride facility within the SLC area.
- The average yearly growth in passengers (-2.8%) is well below the SLC average of 5.3% and the total number of AM peak services (8) to Glasgow is below the average of 10 trains for the SLC area; the number of Inter-peak services (12) to Glasgow is also lower than the SLC average of 17 trains;
- As Kirkhill only caters for services ending at Glasgow Central and Newton, it is expected that a majority of trips from Kirkhill station end at Glasgow Central; and
- Approximately 11.2% of people from the Cambuslang locality which includes Kirkhill station (Scottish Census, 2011) travel to work or study by train. This figure is higher than the SLC area average of 6.8%, but is likely skewed for Kirkhill due to the presence of busier stations Cambuslang and Rutherglen a short distance to the north.

2. Problems and opportunities

Theme	Description	Source
Car park observations	Site visits conducted by AECOM, indicated that car park designated bays showed to be at capacity (only one free space). Additionally, only 9 designated spaces (including blue badge space) were observed at the station, instead of 10 spaces as suggested by other sources.	Site Visit (Friday 10 February 2017 at approximately 4pm)
Cycle access	Based on a weekday site visit in February 2017(3-4pm), the demand for cycle spaces at Kirkhill is low (no bicycles parked at the station), suggesting that the existing capacity of 10 spaces (4 lockers and 6 Sheffield stands) is adequate.	Site Visit (Friday 10 February 2017 at approximately 4pm)
Bus access	There are three local bus services stopping 100m away from the station on Greenlees Road (B759), which connect with other sub-council areas within South Lanarkshire, such as Rutherglen, Cambuslang, East Kilbride and Glasgow. Bus stops nearby Kirkhill station are not sheltered.	Google Maps
Housing projections	There are 472 housing units mentioned in the 2016 Housing Land Supply Register with Kirkhill as their closest station before 2023. After 2023 there are 121 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 22 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP does not identify any developments within Kirkhill residential district.	LDP, 2015
Population projections	Kirkhill falls within the Cambuslang sub-council area, for which the population is predicted to grow by 15% from 2016 to 2026 with a predicted increase in population of around 4,700 people. This is the largest growth, both in percentage and absolute terms of all the sub-council areas in the South Lanarkshire region.	NRS, 2012
Station interrelation	There are five stations within 5km of Kirkhill. The nearest of these are Cambuslang, approx. 0.7km to the north and Burnside and Newton, both approx. 2.3km to the east and west of Kirkhill station, respectively. Kirkhill station has been analysed as part of Zone 2, in conjunction with both Croftfoot and Burnside stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	Although the Scotland Route Study does not suggest any direct potential improvements for Kirkhill station and its railway line, suggested capacity improvements at Glasgow Central and potential strengthening peak services to six car trains for “competing” services connecting Glasgow to Motherwell/Larkhall over the coming year, might have an impact on demand at Kirkhill station.	Scotland Route Study, 2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Patronage growth	Kirkhill has the 19th highest average patronage growth in the SLC area at -2.8%. More recently (after 2010), growth has been lower, at -4.1%. Kirkhill sits in Zone 2, which has overall growth of 0.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for around 1 additional space by 2023.	ORR Data 2006-2016
Press releases	No articles were found pertaining to Kirkhill station with regards to parking provision.	
Additional comments	During a weekday site visit in February 2017, there was no sign of overspill parking in the area surrounding Kirkhill station. Although car park capacity is low, there is no evidence to suggest parking offer at the station is inadequate to the existing demand.	Site Visit (Friday 10 February 2017 at approximately 4pm)



Figure 1: Access to platforms



Figure 2: Land available on Vicarland Road

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	41: Promote alternative facilities (i.e. new parking site near Cambuslang station – Hoover site)	<ul style="list-style-type: none"> New parking site at Cambuslang's former Hoover site (Estimated capacity of 152 new spaces identified.), would provide a potential option to cater some of the future demand at Kirkhill station if required. Journey times from Cambuslang to Glasgow might be a reason of attractiveness for this option. 	Medium Term	n/a

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes		✓
	No		

Opportunity for quick wins: ✓

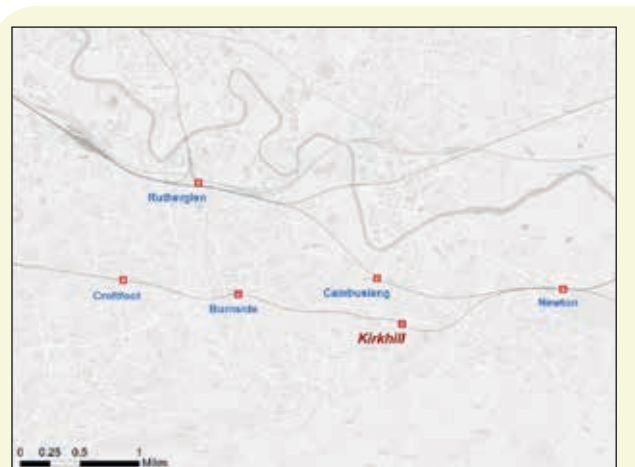


Figure 3: Kirkhill Railway Station's interrelation context

Appendix B – Existing facilities and concept options



Lanark Railway Station

Bannatyne Street, Lanark, ML11 7JP

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	15	100%	0	0	Free	0
ScotRail	27	95%	2	0	Free	26

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
36.7	51	2	2	£8.66	306,236	0.6%	4.9%	Yes

- Lanark has the 12th largest footfall out of all 19 stations within the SLC area and 4th largest existing car park;
- The average yearly growth in passengers (0.6%) is below the SLC average of 5.3% and the total number of AM peak services (6) to Glasgow is below the average of 10 trains for the SLC area; the total number of Inter-peak services (14) to Glasgow is also below the SLC average of 17 trains;
- As Lanark is the terminus station on a line from Glasgow Central, it is expected that a majority of trips from Lanark station end at Glasgow Central; and
- Approximately 4.1% of people from the Lanark locality (Scottish Census, 2011), travel to work or study by train, below the average for the SLC area average of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	Passenger and car park occupancy surveys commissioned by AECOM (May 2014) showed that parking demand is at capacity at both park and ride car parks currently available at Lanark Railway Station. All 43 of the officially designated spaces (not including the two disabled bays), were fully occupied by 08:00. In addition, survey results suggested that several rail users parked outwith either of the two official car parks; either on-street or within another off-street car park. Furthermore, surveys undertaken at Carluke station suggested that a number of Lanark's residents drive to Carluke P and R facilities due to parking reasons (e.g. low parking availability at Lanark station).	Lanark Interchange Feasibility Study
Cycle access	Based on the 2014 surveys, the demand for cycle spaces at Lanark is in the order of 26 spaces (5 covered cycle stands and 8 Sheffield stands), suggesting that offer significantly exceeds the existing demand (no bicycles parked at station during weekday site visit).	Lanark Interchange Feasibility Study; Site Visit (Friday 17 February 2017 at approximately 2pm)
Bus access	Lanark bus station is located immediately to the east of the railway station. There are numerous bus services stopping at Lanark's interchange, with one service connecting with Glasgow via Carluke and Wishaw.	Google Maps
Housing projections	There are 229 housing units mentioned in the 2016 Housing Land Supply Register with Lanark as their closest station before 2023. After 2023 there are 705 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 4 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	Several residential allocations which may have an impact on future patronage at Lanark interchange are identified in the LDP. The most notable site is located in proximity to Smyllum Park, positioned approximately 2km to the north east of the interchange. The 11.7 hectare site is allocated for 233 units and is estimated to be in construction by 2019. A further site located at Winston Barracks, to the east of Lanark, is allocated for 392 units, however, it is understood that construction is already nearing completion.	LDP, 2015
Population projections	Lanark's population is predicted to increase by 7% from 2016 to 2026 with a predicted growth in population of approximately 1,200 people. This is the higher than the South Lanarkshire average of 2% growth.	NRS, 2012
Station interrelation	The nearest stations located with the SLC area are Carstairs and Carluke, 7km and 8km to the east and north of Lanark station respectively. Lanark station has been analysed as part of Zone 6, in conjunction with Carluke and Carstairs stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study does not identify any rail improvements that could have an impact on Lanark station.	Scotland Route Study, 2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Patronage growth	Lanark has the 16th highest average patronage growth in the SLC area at 0.6%. More recently (after 2010), growth has been lower, at -2.5%. Lanark sits in Zone 6, which has overall growth of 4.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 13 additional spaces by 2023. This figure does not account for over-spill parking in the vicinity of Lanark station, the actual number of spaces required to meet demand may, therefore, be higher than this analysis indicates.	ORR Data 2006-2016
Press releases	Local press releases have highlighted parking issues on Woodstock Road, which seem to be routine for local residents due to the number of health services located within the area. It is also suggested there is evidence of general and long-running shortage of car parking within the area, although no references are made to rail users.	www.carlukegazette.co.uk/news/more-parking-problems-in-lanark-1-1997399
Additional comments	<p>During a weekday site visit, Lanark's station car park showed to be at capacity. Overspill parking on Woodstock Road and nearby streets could be linked with rail users, although this could be related to general parking issues in the area non-specific to rail station use, as highlighted above.</p> <p>A study into Lanark Interchange was conducted by SLC. The results of this study will help inform the actions taken going forward.</p> <p>A STAG appraisal is also currently being conducted on the Clydesdale area. The next stage of this STAG will provide more detailed analysis on the viability of the options considered.</p>	Site Visit (Friday 17 February 2017 at approximately 2pm)



Figure 1: Station car park – next to job centre



Figure 2: Woodstock Road

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	22: Construction of new surface car park on SLC Land (sited former Wooden Auction Sites)	<ul style="list-style-type: none"> Available land to the south of the car park and bus station could accommodate a new Lanark Park and Ride facility (53 spaces). It is to be noted that this piece of land is not currently owned by SLC and therefore there would be land ownership transfer costs. 	Short Term	£150,000 - £190,000
2	23: Construction of new surface car park on SLC Land (sited former Wooden Auction Sites, plus area of land known as Alston's Yard)	<ul style="list-style-type: none"> Available land to the south of the car park and bus station could accommodate a new Lanark Park and Ride facility (53 spaces). It is to be noted that this piece of land is not currently owned by SLC and therefore there would be land ownership transfer costs. 	Short Term	£270,000 - £320,000

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

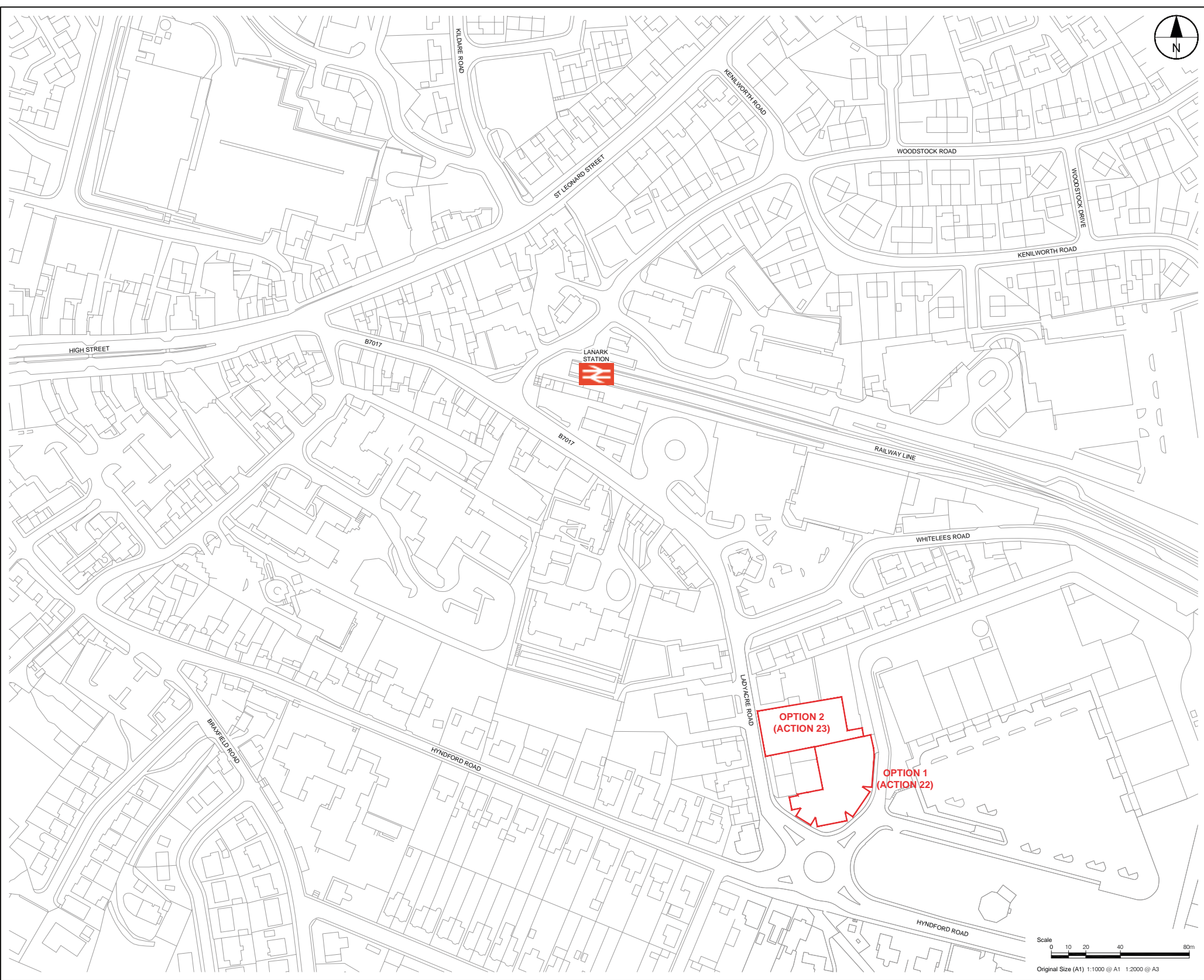
		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✗

Appendix B – Existing facilities and concept options



Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm
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 Last saved by: GARCIA THORRA Last Printed: 2018-10-03



PROJECT
CAMBUSLANG PARK & RIDE STUDY



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 +44 (0) 131 301 8699 fax
 www.aecom.com

- NOTES**
1. CONCEPT CAR PARK DESIGN ILLUSTRATED ON OS BASE MAP. DRAWING BASE RECEIVED FROM SOUTH LANARKSHIRE COUNCIL.
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
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 5. NEW DISABLED PARKING BAYS SHOWN INDICATIVELY. BAY DIMENSIONS TO BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND.

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ISSUE/REVISION

IR	DATE	DESCRIPTION

KEY PLAN

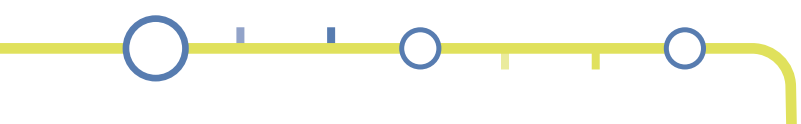
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PROJECT NUMBER
TBC

SHEET TITLE
LANARK
CONCEPT CAR PARK DESIGN
SITE LOCATION

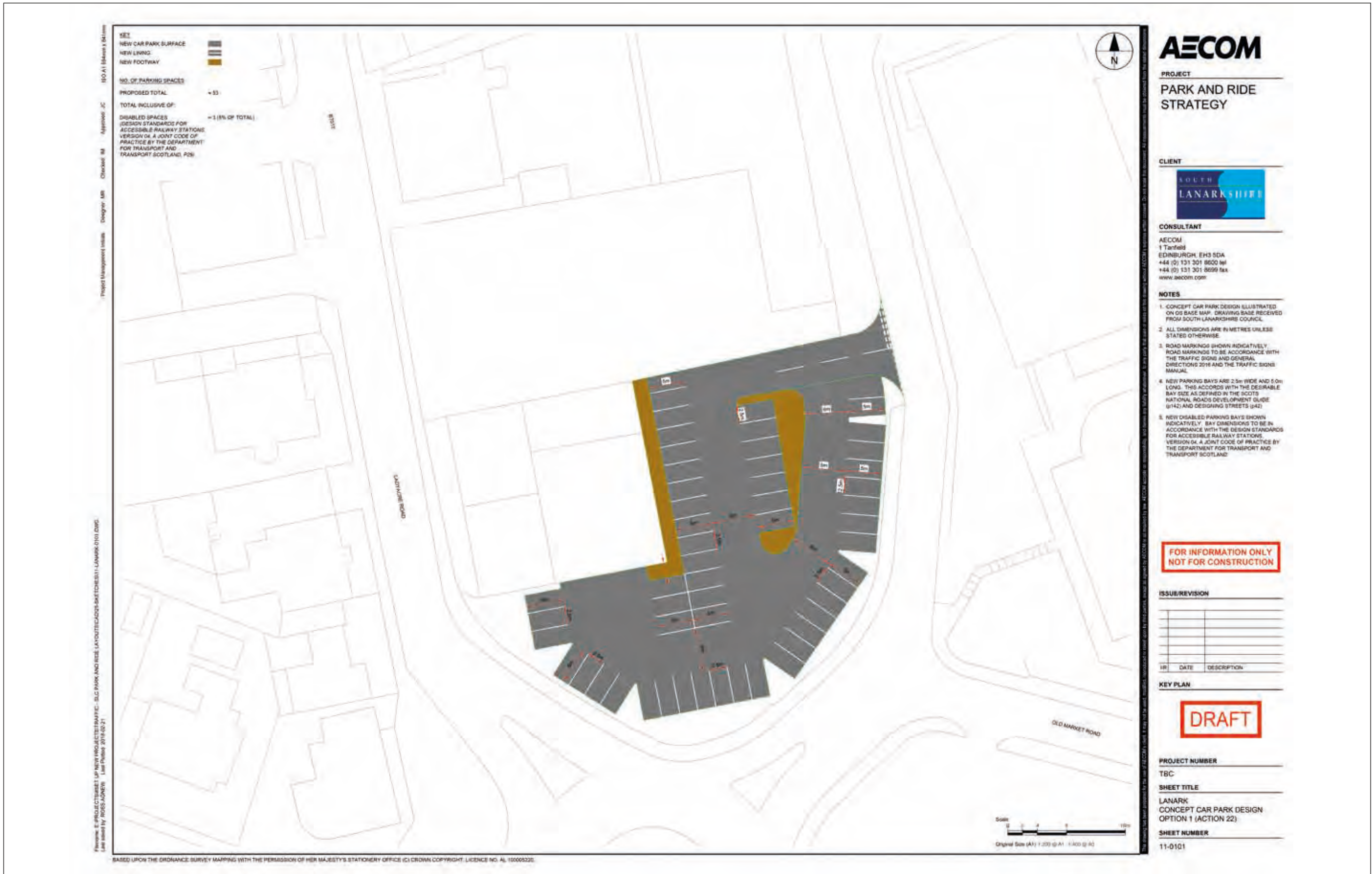
SHEET NUMBER
11-0100

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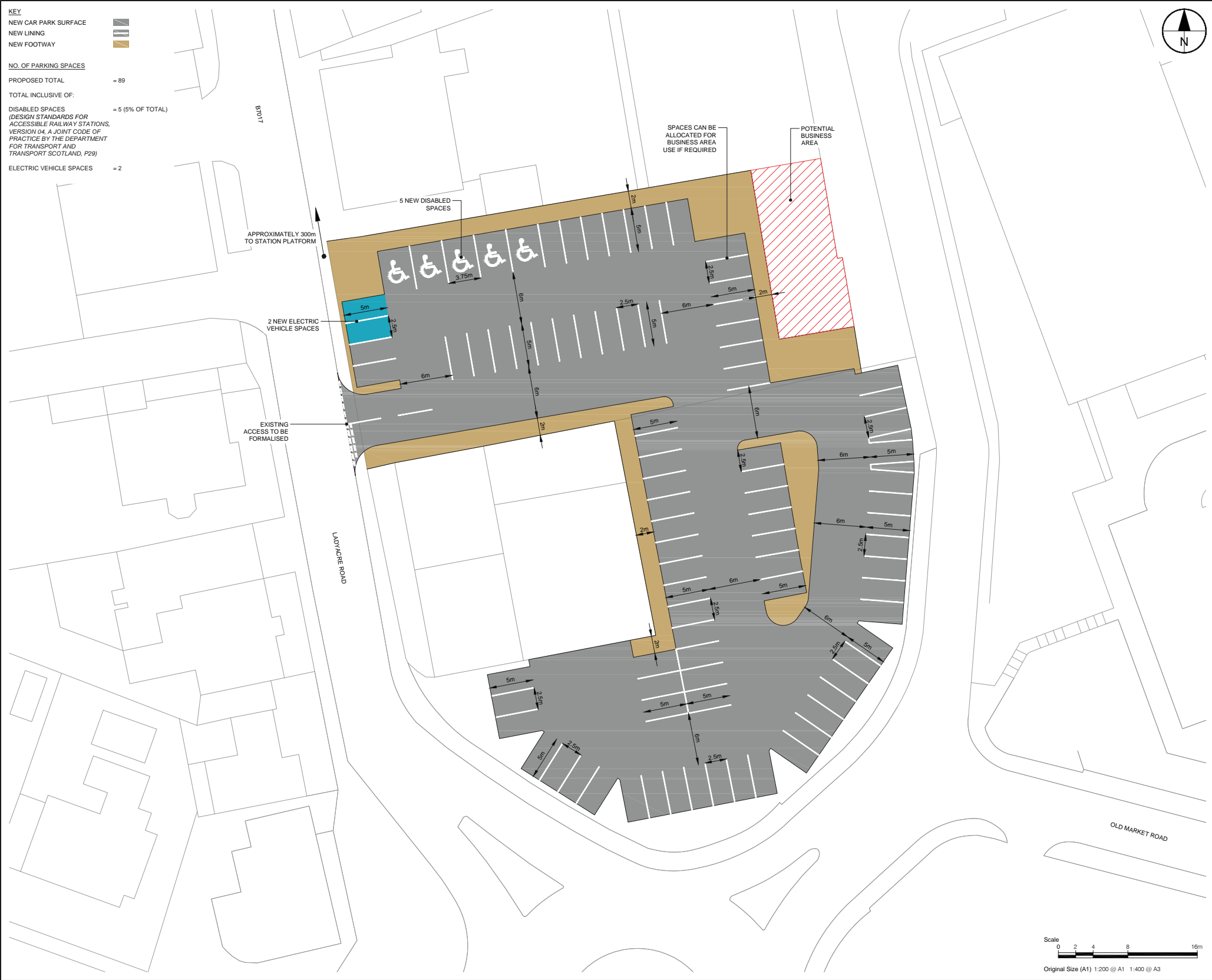
Appendix B – Existing facilities and concept options



Appendix B – Existing facilities and concept options



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 Last saved by: ROBERTSONM Last Printed: 2018-02-14
 Project Management Initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



KEY

NEW CAR PARK SURFACE

NEW LINING

NEW FOOTWAY

NO. OF PARKING SPACES

PROPOSED TOTAL = 89

TOTAL INCLUSIVE OF:

DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 5 (5% OF TOTAL)

ELECTRIC VEHICLE SPACES = 2

AECOM

PROJECT
PARK & RIDE STRATEGY

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www.aecom.com

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN

DRAFT

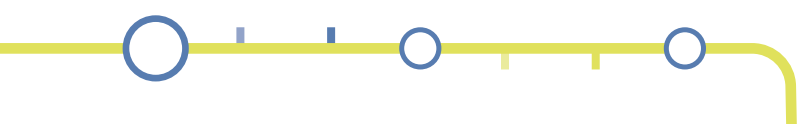
PROJECT NUMBER
TBC

SHEET TITLE
LANARK
CONCEPT CAR PARK DESIGN
OPTION 1 (ACTION 23)

SHEET NUMBER
11-0101



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Appendix B – Existing facilities and concept options



Larkhall Railway Station

Caledonian Road, Larkhall, ML9 1DP

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	201	85%	13	2	Free	4

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
22.2	36	2	2	£6.50	420,366	5.1%	6.9%	No

- Larkhall has the 10th largest footfall out of all 19 stations within the SLC area and the 6th largest existing car park;
- The average yearly passenger growth of 5.1% is comparable to the average of 5.3% for the entire SLC area. The total number of AM peak services (6) to Glasgow is almost half the average of 10 for the SLC area and the total number of Inter-peak services (12) to Glasgow is also below the SLC average of 17 trains; and
- 6.3% of people from the Larkhall locality (Scottish Census, 2011) travel to work or study by train, similar to the average for South Lanarkshire of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	A site visit indicated that the car park was operating at around 85% of total capacity. Anecdotal evidence indicated that this car park was operating at capacity around December 2016.	Site Visit (Monday 20 February 2017 at approximately 3pm)
Cycle access	No cycle racks (4 lockers) were in use during the site visit.	Site Visit (Monday 20 February 2017 at approximately 3pm)
Bus access	The nearest bus stops (both sheltered) are approximately 200m to the west of the station on Union Street (B7078), and include services to Hamilton, East Kilbride and Hairmyres.	Google Maps
Housing projections	There are 291 housing units mentioned in the 2016 Housing Land Supply Register with Larkhall as their closest station before 2023. After 2023 there are 438 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 7 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	Larkhall is one of the Community Growth Areas in the Hamilton area of the SLC remit. The area is mentioned with reference to CGA and also as a Development Framework Site within the LDP. The Larkhall CGA includes “local road network improvements” and “walking and cycling network throughout the development area” as requirements.	LDP, 2015
Population projections	The population in the Larkhall sub-council area is predicted to fall by almost 9% from 2016 to 2026 with a predicted decrease in population of around 1,400. This is significantly lower than the average for South Lanarkshire for a whole, which has 2% growth.	NRS, 2012
Station interrelation	There are two stations within 5km of Larkhall. The nearest, Merryton, is approx. 1.5km to the north. Larkhall station has been analysed as part of Zone 4, in conjunction with both Chatelherault and Merryton stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study makes no mention of proposed works on this section of the rail network.	Scotland Route Study, 2016
Patronage growth	Larkhall has the 8th highest average patronage growth in the SLC area at 5.1%. More recently (after 2010), growth has been higher, at 5.8%. Larkhall sits in Zone 4, which has overall growth of 6.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 63 additional spaces by 2023.	ORR Data 2006-2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Press releases	No articles were found pertaining to parking provision at Larkhall station;	
Additional comments	The car park is covered by CCTV Cameras. Vehicles appeared to be using the car park as a through road between the Asda supermarket/ Leisure Centre and MacNeil Street.	Site Visit (Monday 20 February 2017 at approximately 3pm)

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	29: At-grade extension of existing SLC car park	<ul style="list-style-type: none"> Available land to the west of the car park could accommodate the extension of Larkhall Park and Ride facility for somewhere in the order of 86 additional spaces. It is noted that this piece of land is currently owned by SLC and therefore there would be no land ownership transfer costs. 	Short Term	£470,000 - £590,000
2	30: Decked extension of existing SLC car park	<ul style="list-style-type: none"> The car park lies on relatively flat land which may be suitable for decking. Assuming a 50% increase in spaces with a decked solution it is estimated that this option could provide in the region of 95 additional spaces. Decked car park option better suited for this shape could provide more parking capacity at Larkhall station. However a more detail investigation would be required. 	Medium Term	£740,000 - £920,000

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

It is further noted that decisions on potential traffic movements around Larkhall station will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes		✓
	No		

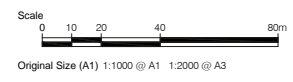
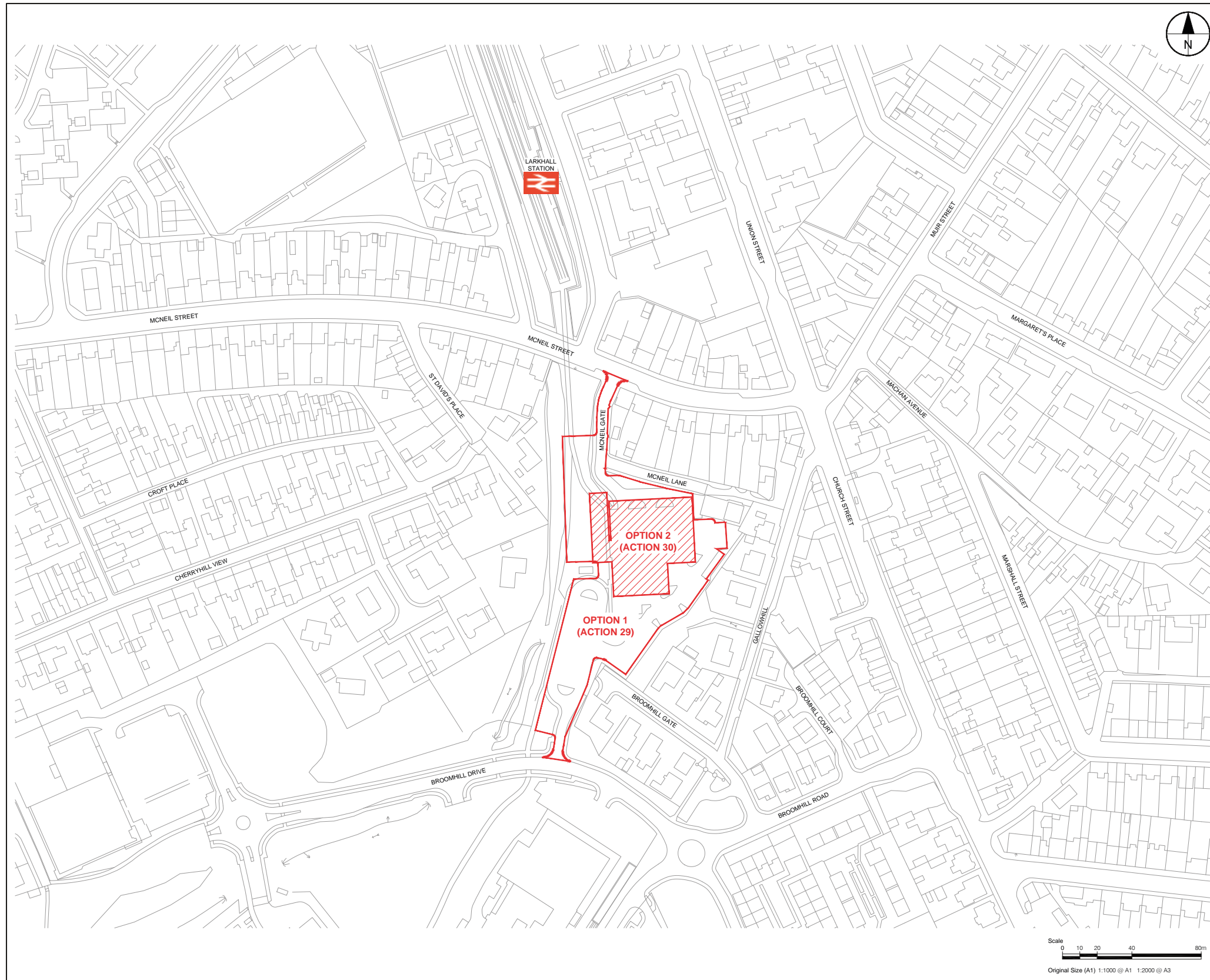
Opportunity for quick wins: ✗

Appendix B – Existing facilities and concept options



Project Management Initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm

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AECOM

PROJECT
PARK AND RIDE
STRATEGY

CLIENT



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NOTES

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ISSUE/REVISION

IR	DATE	DESCRIPTION

KEY PLAN

DRAFT

PROJECT NUMBER

TBC

SHEET TITLE

LARKHALL
CONCEPT CAR PARK DESIGN
SITE LOCATION

SHEET NUMBER

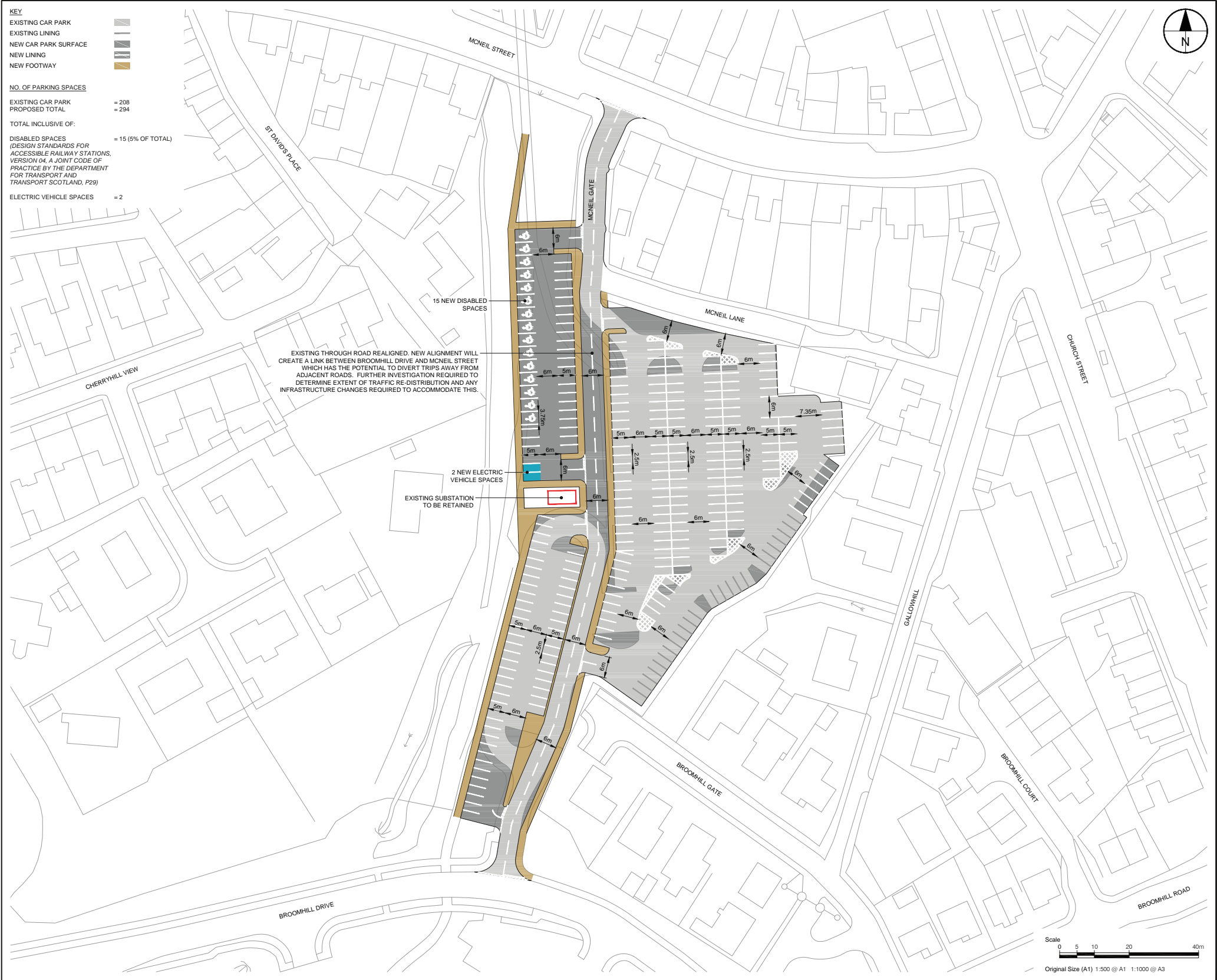
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Appendix B – Existing facilities and concept options

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 Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



PROJECT
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ISSUE/REVISION

IR	DATE	DESCRIPTION

KEY PLAN

DRAFT

PROJECT NUMBER
TBC

SHEET TITLE
LARKHALL
CONCEPT CAR PARK DESIGN
OPTION 1 (ACTION 29)

SHEET NUMBER
07-0101

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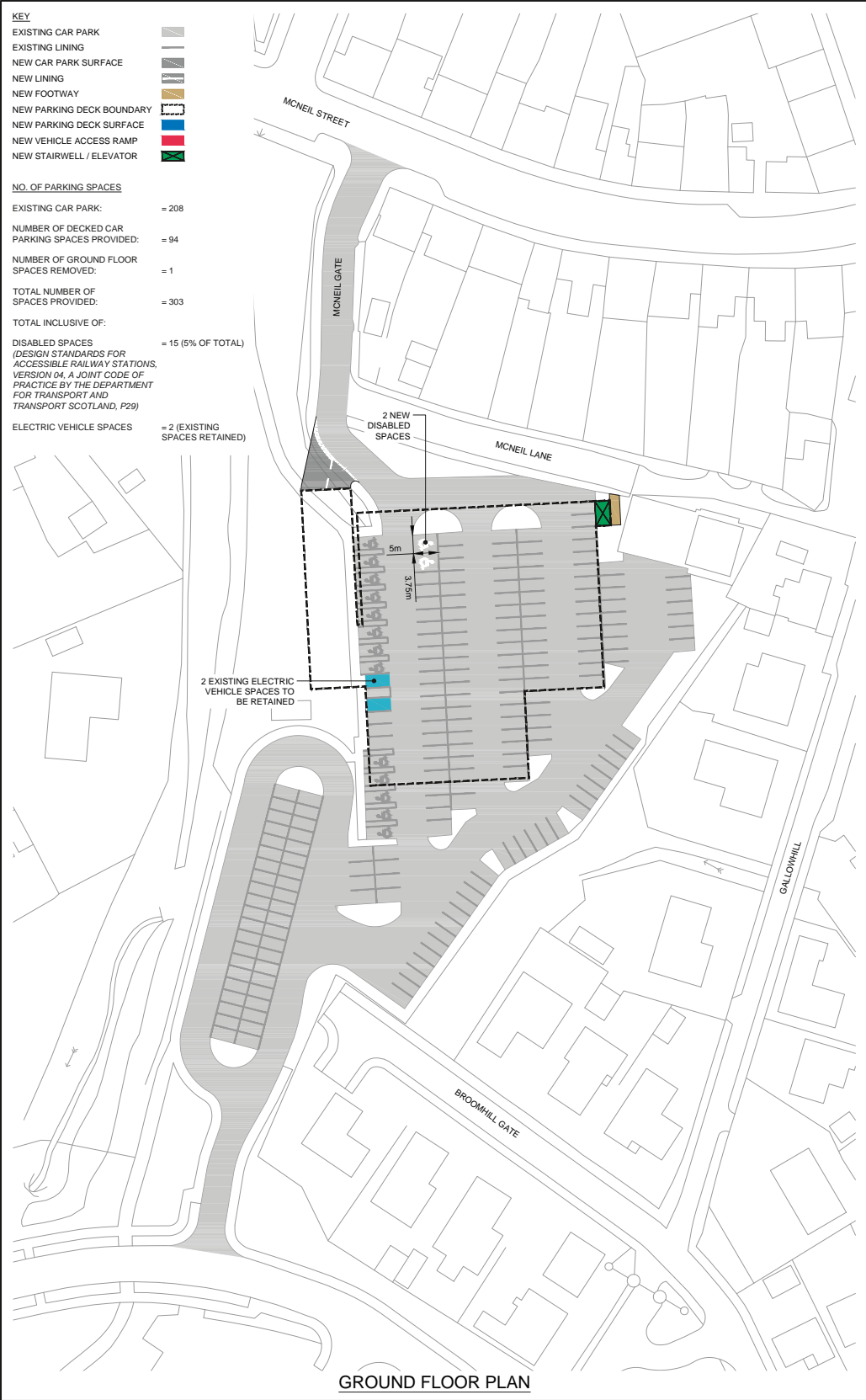


Appendix B – Existing facilities and concept options



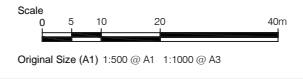
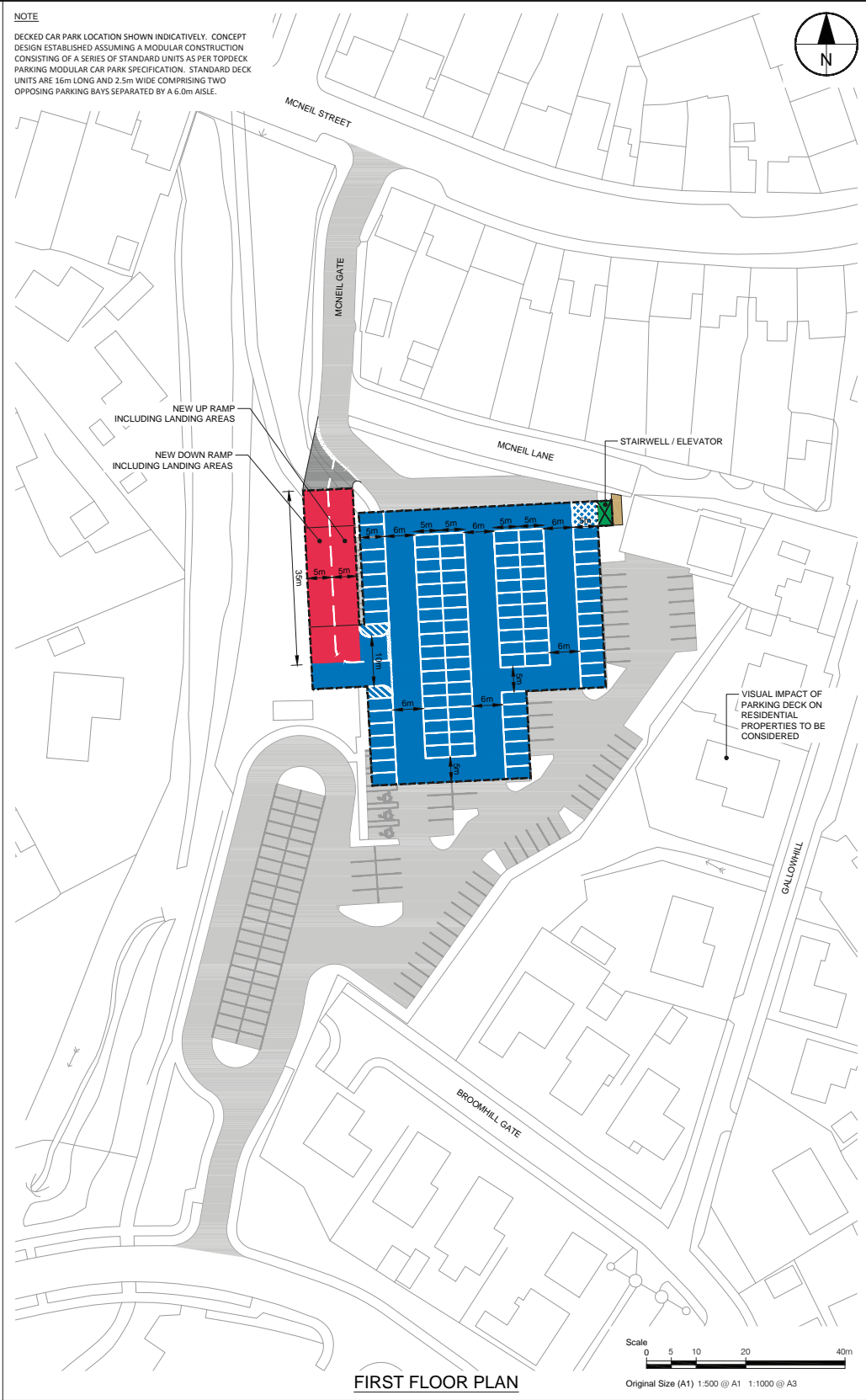
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 Last saved by: MILLAR, Last Printed: 2018-02-14
 Project Management Initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm

- KEY**
- EXISTING CAR PARK
 - EXISTING LINING
 - NEW CAR PARK SURFACE
 - NEW LINING
 - NEW FOOTWAY
 - NEW PARKING DECK BOUNDARY
 - NEW PARKING DECK SURFACE
 - NEW VEHICLE ACCESS RAMP
 - NEW STAIRWELL / ELEVATOR
- NO. OF PARKING SPACES**
- EXISTING CAR PARK: = 208
 - NUMBER OF DECKED CAR PARKING SPACES PROVIDED: = 94
 - NUMBER OF GROUND FLOOR SPACES REMOVED: = 1
 - TOTAL NUMBER OF SPACES PROVIDED: = 303
 - TOTAL INCLUSIVE OF:
 - DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 15 (5% OF TOTAL)
 - ELECTRIC VEHICLE SPACES = 2 (EXISTING SPACES RETAINED)



NOTE

DECKED CAR PARK LOCATION SHOWN INDICATIVELY. CONCEPT DESIGN ESTABLISHED ASSUMING A MODULAR CONSTRUCTION CONSISTING OF A SERIES OF STANDARD UNITS AS PER TOPDECK PARKING MODULAR CAR PARK SPECIFICATION. STANDARD DECK UNITS ARE 16m LONG AND 2.5m WIDE COMPRISING TWO OPPOSING PARKING BAYS SEPARATED BY A 6.0m AISLE.



PROJECT
PARK AND RIDE STRATEGY



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KEY PLAN

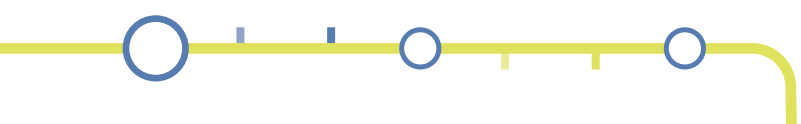
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PROJECT NUMBER
TBC

SHEET TITLE
LARKHALL
CONCEPT CAR PARK DESIGN
OPTION 2 (ACTION 30)

SHEET NUMBER
07-0102

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Appendix B – Existing facilities and concept options



Merryton Railway Station

Fyne Crescent, Larkhall, ML9 2UW

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	81	102%	5	0	Free	6

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
21.4	34	2	2	£6.24	113,546	3.8%	6.9%	No

- Merryton has the 15th largest footfall out of all 19 stations within the SLC area and 10th largest existing car park;
- The average yearly passenger growth of 3.8% is below the average of 5.3% for the entire SLC area. The total number of AM peak services (6) to Glasgow is below the average of 10 for the SLC area; the total number of Inter-peak services (12) to Glasgow is also below the SLC average of 17 trains; and
- 6.3% of people from the Larkhall locality (Scottish Census, 2011) travel to work or study by train, similar to the average for South Lanarkshire of 6.8%.

2. Problems and opportunities

Theme	Description	Source
Car park observations	An AECOM site visit indicated that the car park was operating over capacity at 102%, with several cars parked outwith marked bays on pavement areas in the car park.	Site Visit (Monday 20 February 2017 at approximately 2.30pm)
Cycle access	The cycle racks (3 Sheffield stands) at the station were unused during the site visit.	Site Visit (Monday 20 February 2017 at approximately 2.30pm)
Bus access	The nearest bus stops (both sheltered) are approximately 200m to the west of the station on Carlisle Road (A72), and include services to Hamilton, East Kilbride, Hairmyres and Lanark.	Google Maps
Housing projections	There are 162 housing units mentioned in the 2016 Housing Land Supply Register with Merryton as their closest station before 2023. After 2023 there are 1429 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 3 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	No references to Merryton are made in the LDP.	LDP, 2015
Population projections	The population in the Larkhall sub-council area is predicted to fall by almost 9% from 2016 to 2026 with a predicted decrease in population of around 1,400. This is significantly lower than the average for South Lanarkshire for a whole, which has 2% growth.	NRS, 2012
Station interrelation	There are three stations within 5km of Merryton. The nearest of these are Chatelherault, approx. 2.5km north of Merryton, and Larkhall, approx. 1.2km to the south. Merryton station has been analysed as part of Zone 4, in conjunction with both Chatelherault and Larkhall stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study makes no mention of proposed works on this section of the rail network.	Scotland Route Study, 2016
Patronage growth	Merryton has the 12th highest average patronage growth in the SLC area at 3.8%. More recently (after 2010), growth has been lower, at 2.0%. Merryton sits in Zone 4, which has overall growth of 6.9%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 29 additional spaces by 2023.	ORR Data 2006-2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Press releases	No articles were found pertaining to Merryton station with regards to parking provision.	
Additional comments	No clear evidence on overspill parking on local residential streets. Majority of the population within the area fall within a walking or cycling catchment from either Merryton to Lanark station. Further investigation is required to understand parking demand at Merryton station.	Site Visit (Monday 20 February 2017 at approximately 2.30pm)

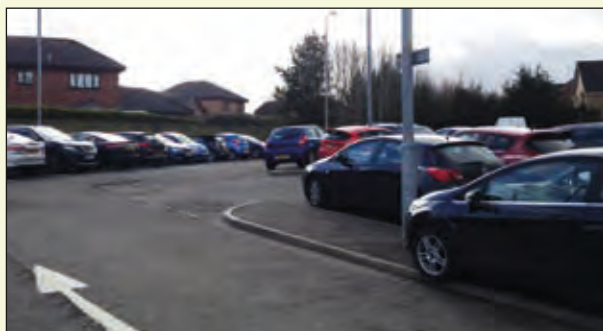


Figure 1: Over-parking in existing SLC car park



Figure 2: Potential area for quick win

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	24: Quick win – Additional spaces following layout reconfiguration of existing SLC car park	<ul style="list-style-type: none"> Expanding the car park to include all of the available council land and rearranging the existing bays could provide an approximate 12 extra spaces. Surveys could be useful to understand current car park use at the station. Further investigation is required to understand parking demand at Merryton station. 	Short Term	£70,000 - £80,000
2	25: Construction of new surface car park on SLC land	<ul style="list-style-type: none"> SLC land is available to the north of the station which could provide in the region of 179 additional spaces. This area is slightly further from the existing station. Access to Car Park assumed via future Larkhall CGA and associated road network. 	Long Term: to be delivered in conjunction with CGA plans	£530,000 - £660,000
3	26: Quick win - Improved Park and Ride facilities at nearby stations e.g. Larkhall and Chatelherault	<ul style="list-style-type: none"> Considering the proximity of Merryton to Larkhall stations this option would be to dissuade the use of the car park at Merryton by providing an enhanced Park and Ride offer at Larkhall station. 	Short Term	n/a

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

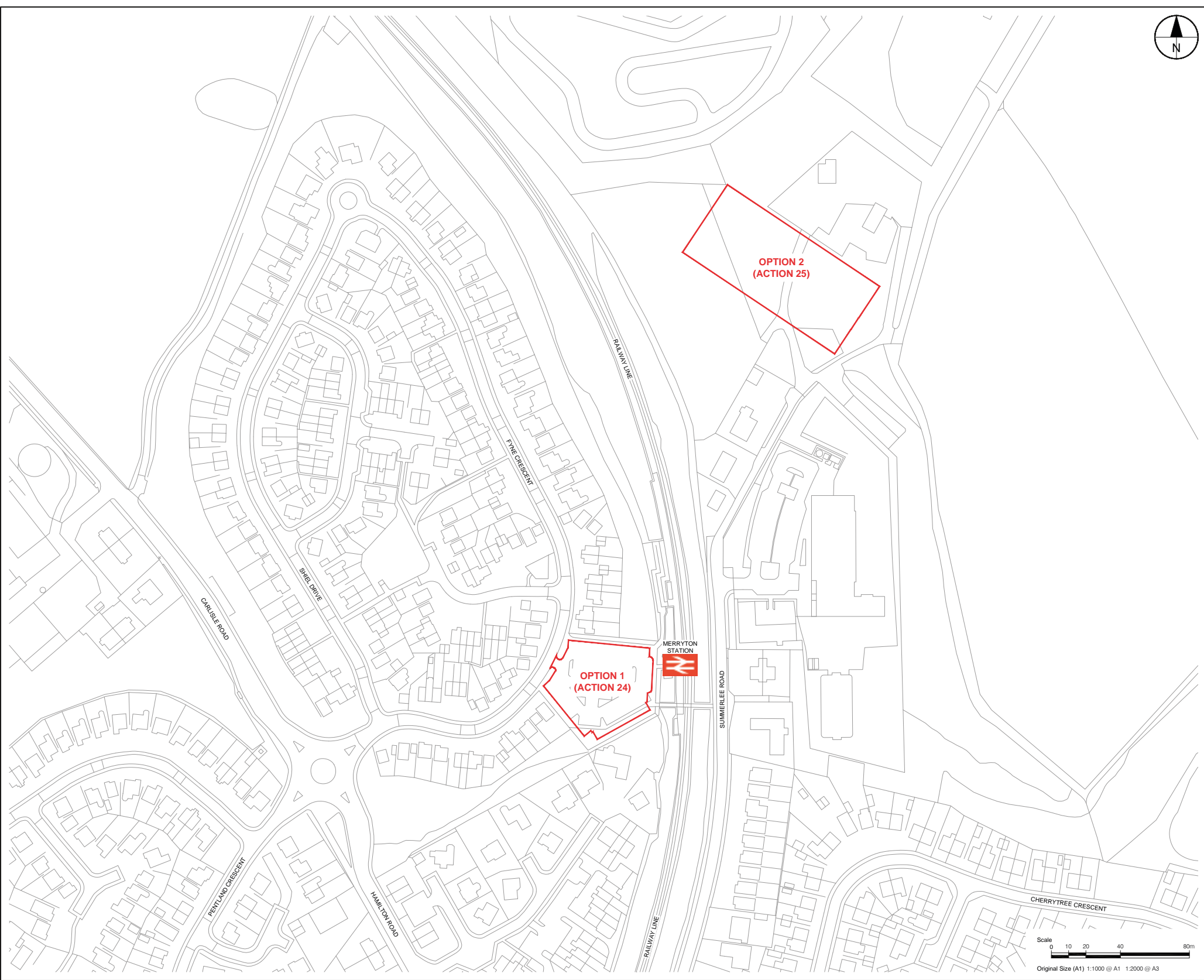
		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✓

Appendix B – Existing facilities and concept options



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PROJECT
 PARK AND RIDE
 STRATEGY



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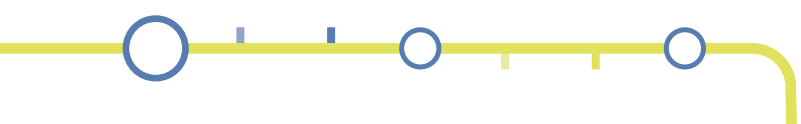
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PROJECT NUMBER
 TBC

SHEET TITLE
 MERRYTON
 CONCEPT CAR PARK DESIGN
 SITE LOCATION

SHEET NUMBER
 06-0100

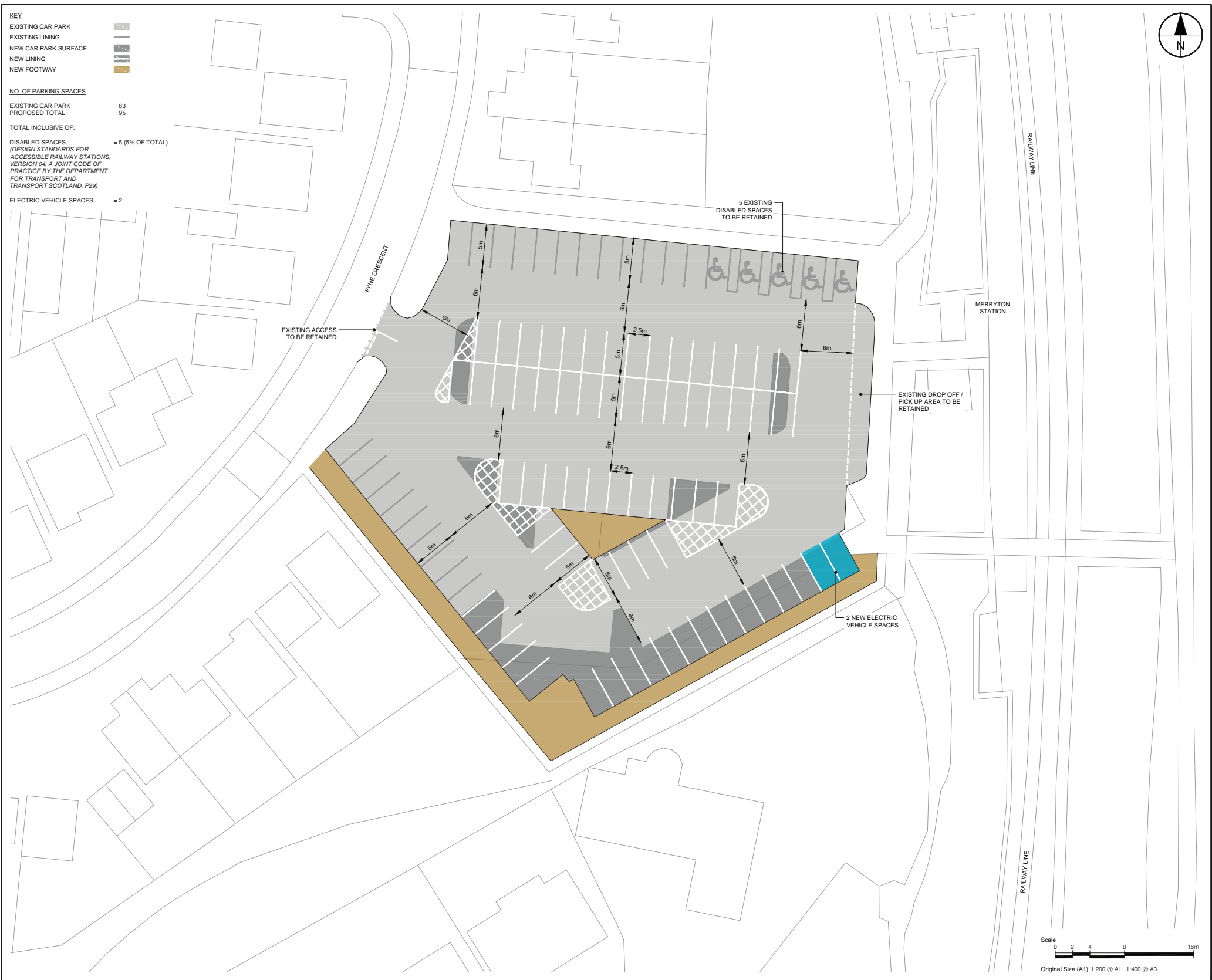
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Appendix B – Existing facilities and concept options

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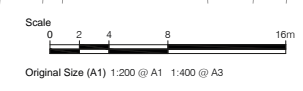
KEY PLAN

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PROJECT NUMBER
 TBC

SHEET TITLE
 MERRYTON
 CONCEPT CAR PARK DESIGN
 OPTION 1 (ACTION 24)

SHEET NUMBER
 06-0101



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Appendix B – Existing facilities and concept options



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KEY

NEW CAR PARK SURFACE
 NEW LINING
 NEW FOOTWAY

NO. OF PARKING SPACES

PROPOSED TOTAL = 179

TOTAL INCLUSIVE OF:

DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 9 (5% OF TOTAL)

ELECTRIC VEHICLE SPACES = 2

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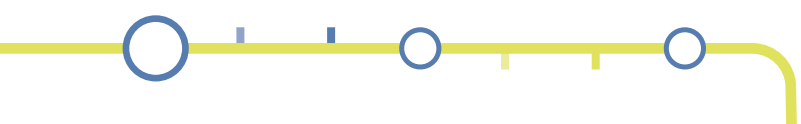
PROJECT NUMBER
 TBC

SHEET TITLE
 MERRYTON
 CONCEPT CAR PARK DESIGN
 OPTION 2 (ACTION 25)

SHEET NUMBER
 06-0102

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Appendix B – Existing facilities and concept options



Newton Railway Station

Cambuslang, Glasgow, G72 7TD

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	237	94%	8	4	Free	16

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
9	21	7	6	£3.84	584,522	5.3%	5.1%	Yes

- Newton has the 7th largest footfall out of all 19 stations within the SLC area and 9th largest existing car park;
- The average yearly passenger growth of 5.3% is the same as the SLC average of 5.3%. The total number of AM peak services (20) to Glasgow is double the average of 10 for the SLC area, and the total number of Inter-peak services (35) to Glasgow is also double the SLC average of 17 trains;
- Just under 70% of trips from Newton station end at Glasgow Central, and just over 10% of trips end at Hamilton stations (West and Central); and
- 11.2% of people from the Cambuslang locality (Scottish Census, 2011) travel to work or study by train, ranking 2nd highest out of 10 sub-council areas in terms of rail use.

2. Problems and opportunities

Theme	Description	Source
Car park observations	Car park occupancy and passenger surveys commissioned by AECOM (Jan 2016) and site visits conducted by AECOM (Feb 2017) indicated that car park is operating just below or at capacity.	Site Visit (Friday 10 February 2017 at approximately 4pm)
Cycle access	Based on the 2016 surveys, less than 1% of station users reported arriving to the station by cycle, lower than responses at East Kilbride and Lanark stations. During the site visits in February 2017, no cycle racks (6 lockers and 3 Sheffield stands) were in use at the station.	Site Visit (Friday 10 February 2017 at approximately 4pm); Newton P and R Feasibility Study
Bus access	Four bus services have been identified as running near Newton station; Routes 64, 164, 364 and 7A, all run by first. There is no natural wayfinding from the station to the nearest bus stops of Station Road. The bus stops near the station are generally ill-equipped, with an absence of shelters or seats. Current bus services are not adequate for modal interchange.	Google Maps, Newton Feasibility Study 2016
Housing projections	There are 1274 housing units mentioned in the 2016 Housing Land Supply Register with Newton as their closest station before 2023. After 2023 there are 708 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 50 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP identifies Newton as one of the long term growth areas to accommodate the increase of number of residents throughout the region. Transport strategy support for housing building is recognised in the LDP, with an initiative focused on “improving transport services through the development area” [within Newton], with Newton contained within the development priorities.	LDP, 2015
Population projections	Newton falls in the Cambuslang sub-council area, for which the population is predicted to grow by 15% from 2016 to 2026 with a predicted increase in population of around 4,700 people. This is the largest growth, both in percentage and absolute terms of all the sub-council areas in the South Lanarkshire region.	NRS, 2012
Station interrelation	There are five stations within 5km of Newton station. The nearest of these are Cambuslang and Kirkhill to the west, approx. 2.5km and 2.3km respectively, and Uddingston, approx. 3km east. Newton station has been analysed as part of Zone 1, in conjunction with Rutherglen, Cambuslang and Uddingston stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis



Appendix B – Existing facilities and concept options

Theme	Description	Source
Rail improvements	The Scotland Route Study highlights the possibility of a “Cambuslang bypass” which could impact services between Newton and Glasgow Central.	Scotland Route Study, 2016
Patronage growth	Newton has the 7th highest average patronage growth in the SLC area at 5.3%. More recently (after 2010), growth has been lower, at 4.0%. Newton sits in Zone 1, which has overall growth of 5.1%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 67 additional spaces by 2023. This figure does not account for the high level of over-spill parking in the vicinity of Newton station, the actual number of spaces required to meet demand may, therefore, be higher than this analysis indicates.	ORR Data 2006-2016
Press releases	News reports mention difficulty in finding parking spaces in the morning at Newton station.	www.dailyrecord.co.uk/news/local-news/newton-train-station-set-significant-8930941
Additional comments	25% of passengers reported that they “sometimes” or “always” encountered problems whilst trying to find a free parking space at the station. Evidence of overspill parking on Station road following parking enforcement at Newton station.	Platform surveys, January 2016 (Newton Feasibility Study 2016) Site Visit (Friday 10 February 2017 at approximately 4pm)

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	10: At-grade extension of existing SLC car park	<ul style="list-style-type: none"> Car park expansion to be undertaken in two stages in order to cater for anticipated demand from the LDP plus CGA allocations and background growth: <ul style="list-style-type: none"> Phase 3: 158 spaces (delivered end-2017) Phase 4: 134 spaces Option integrates well with current access arrangements. 	Short Term	Phase 4: £430,000 - £540,000
2	11: Construction of new surface car park on SLC Land (shared use of P and R with local centre use)	<ul style="list-style-type: none"> The present estimate of 120 additional spaces would cater for anticipated demand from the LDP plus CGA allocations and some background growth; Offers improved P and R capacity serving with the local centre and the railway station. 	Long Term: to be delivered in conjunction with CGA plans	£360,000 - £450,000

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

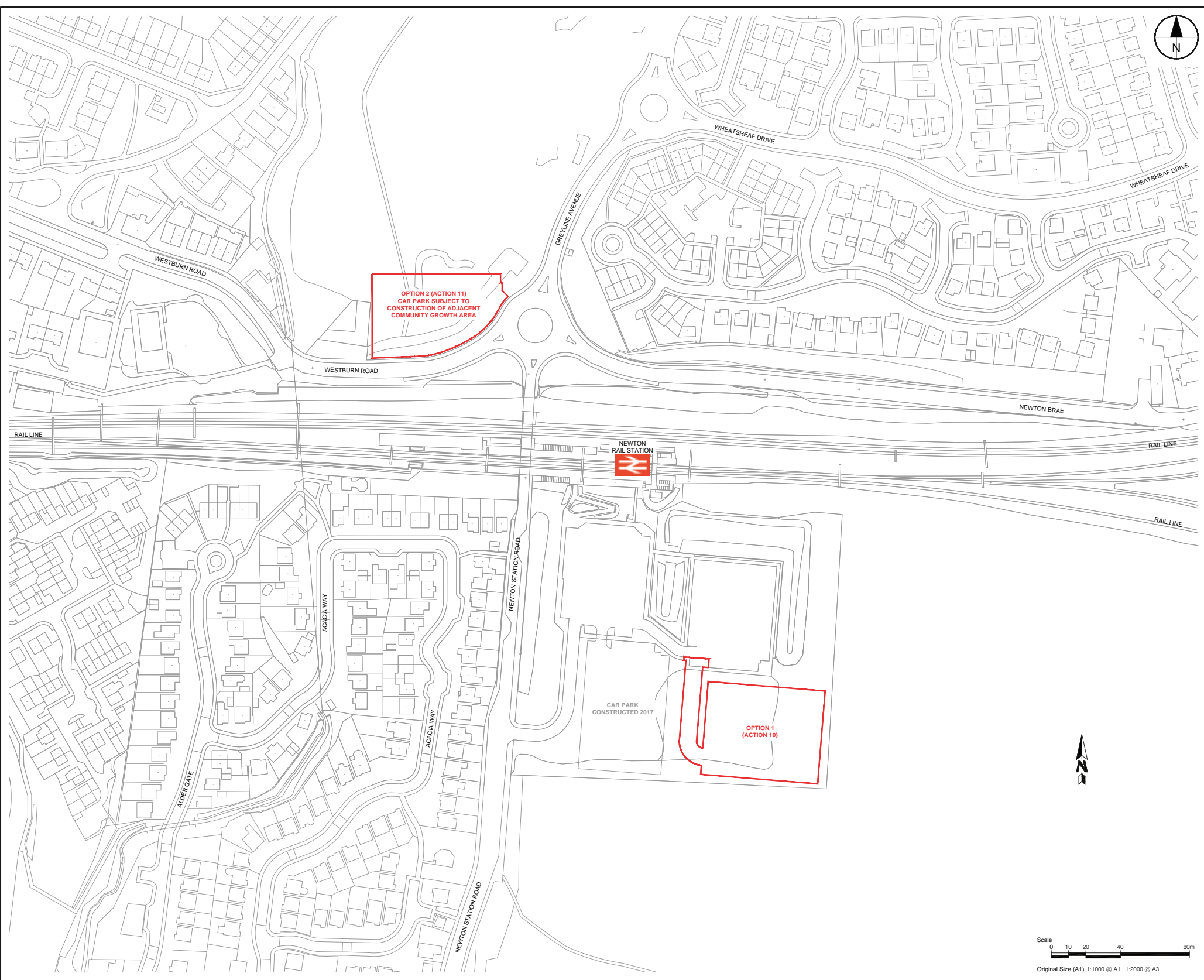
		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✘

Appendix B – Existing facilities and concept options



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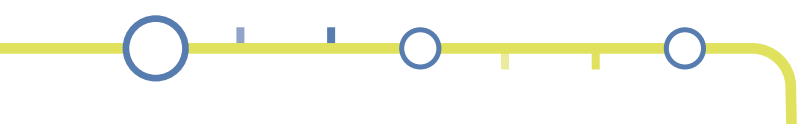
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PROJECT NUMBER
TBC

SHEET TITLE
NEWTON
CONCEPT CAR PARK DESIGN
SITE LOCATION

SHEET NUMBER
14-0100

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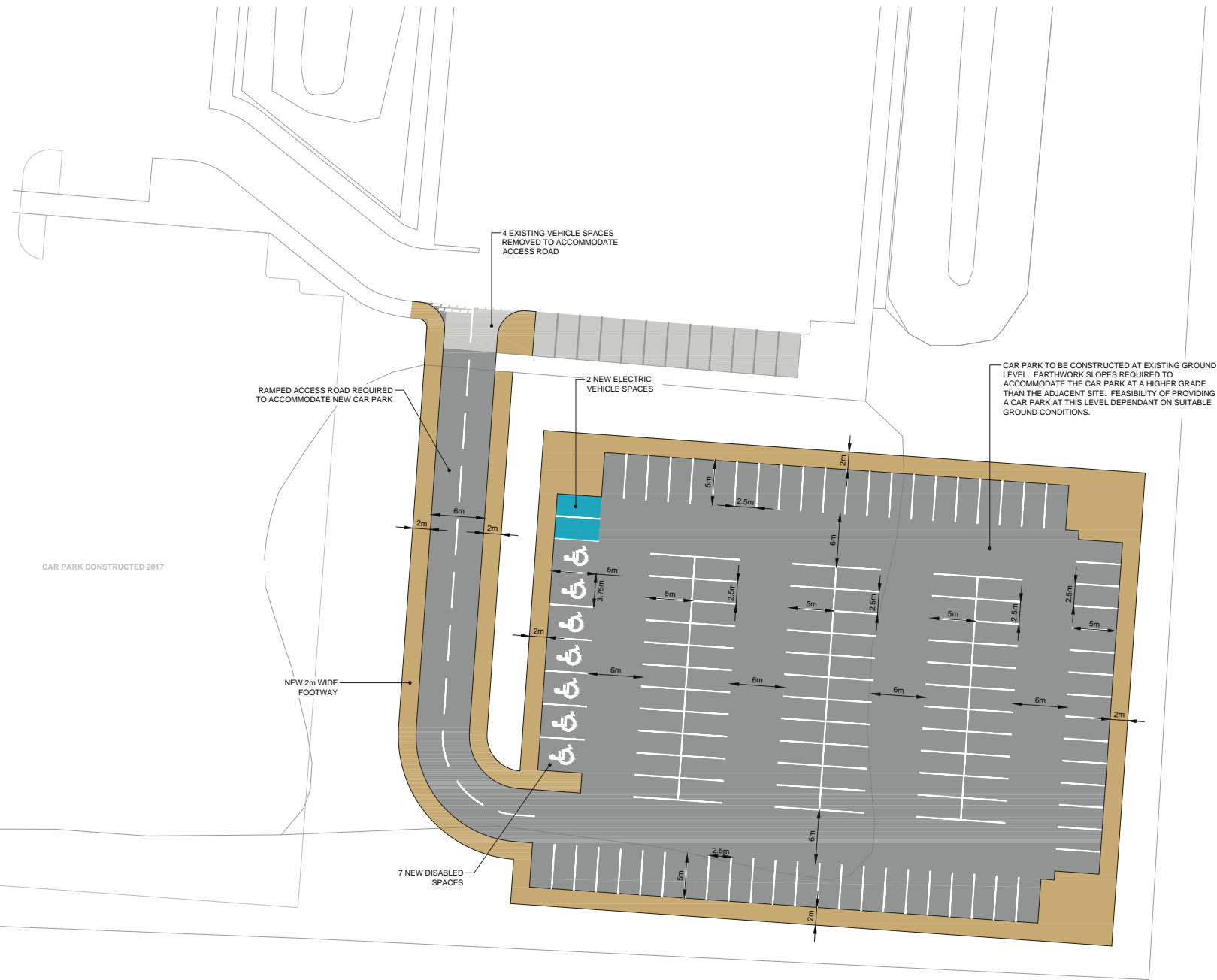




Appendix B – Existing facilities and concept options

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- KEY**
- EXISTING CAR PARK
 - EXISTING LINING
 - NEW CAR PARK SURFACE
 - NEW LINING
 - NEW FOOTWAY
- NO. OF PARKING SPACES**
- PROPOSED TOTAL = 134
 - TOTAL INCLUSIVE OF:
 - DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 7 (5% OF TOTAL)
 - ELECTRIC VEHICLE SPACES = 2
- NOTE**
- NEW SURFACE CAR PARK SHOWN INDICATIVELY. LAYOUT EXTRAPOLATED FROM THE CURRENT NEWTON CAR PARK DESIGN (PHASE 4) AS PROVIDED BY SOUTH LANARKSHIRE COUNCIL.



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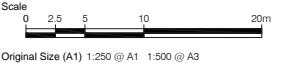
KEY PLAN

DRAFT

PROJECT NUMBER
 TBC

SHEET TITLE
 NEWTON
 CONCEPT CAR PARK DESIGN
 OPTION 1 (ACTION 10)

SHEET NUMBER
 14-0101



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Appendix B – Existing facilities and concept options



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KEY

EXISTING CAR PARK	
EXISTING LINING	
NEW CAR PARK SURFACE	
NEW LINING	
NEW FOOTWAY	

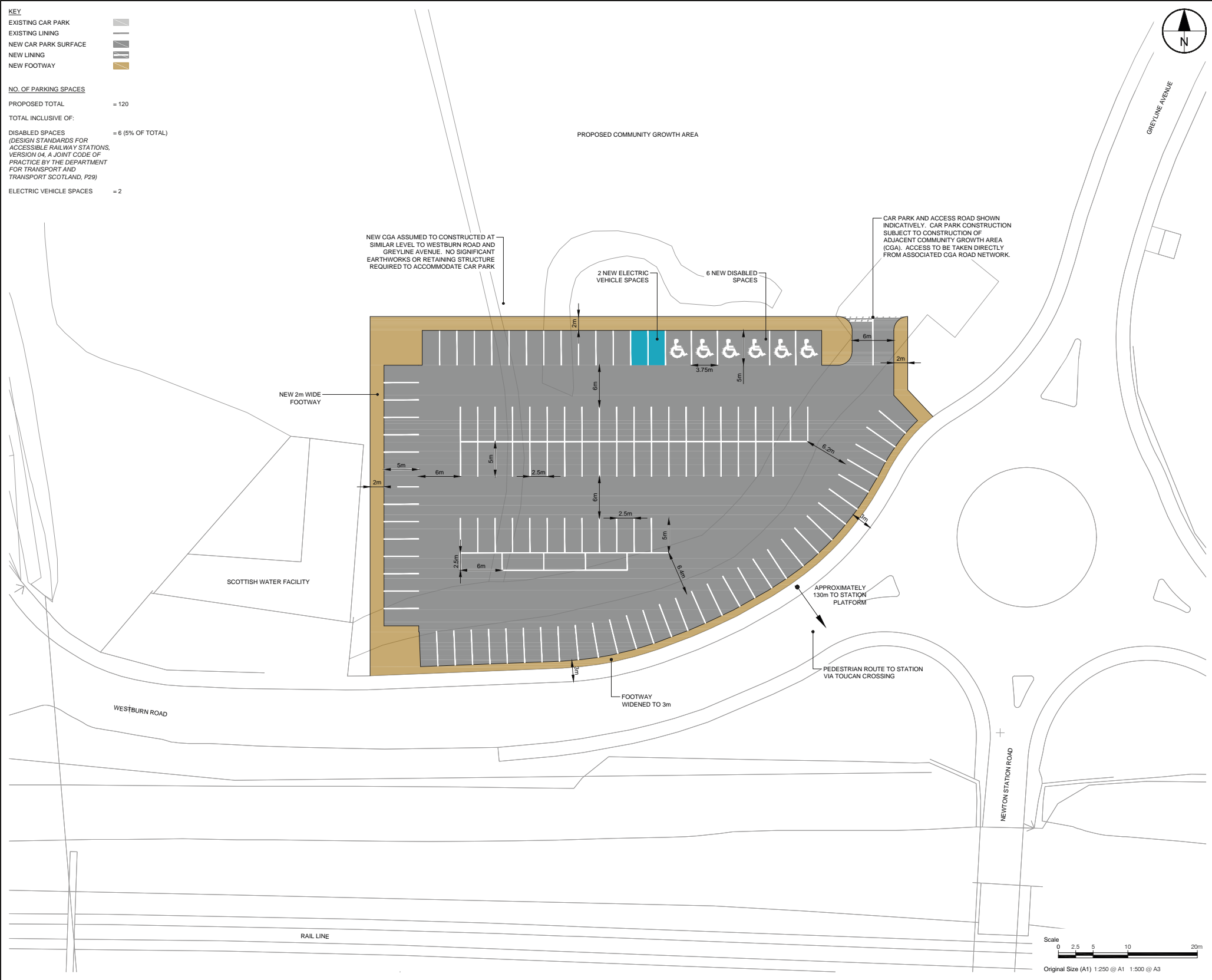
NO. OF PARKING SPACES

PROPOSED TOTAL = 120

TOTAL INCLUSIVE OF:

DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 6 (5% OF TOTAL)

ELECTRIC VEHICLE SPACES = 2



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PROJECT
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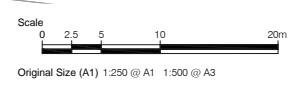
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DRAFT

PROJECT NUMBER
TBC

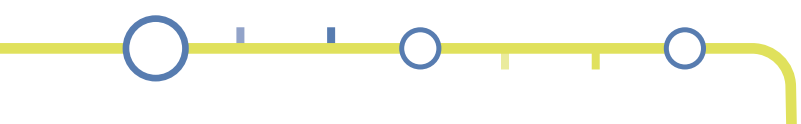
SHEET TITLE
NEWTON
CONCEPT CAR PARK DESIGN
OPTION 2 (ACTION 11)

SHEET NUMBER
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Appendix B – Existing facilities and concept options



Rutherglen Railway Station

Rutherglen, G73 1DS

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
SLC	102	100%	4	0	£1 (per day)	10

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
4.3	9	7	6	£2.50	1,110,088	7.5%	5.1%	No

- Rutherglen has the 2nd largest footfall out of all 19 stations within the SLC area and 9th largest existing car park;
- Rutherglen is the closest station to Glasgow City Centre of all stations within South Lanarkshire;
- The average yearly passenger growth of 7.5% is higher than the SLC average of 5.3%. The total number of AM peak services (20) to Glasgow is double the average of 10 for the SLC area, and the total number of Inter-Peak services (36) to Glasgow is also double the SLC average of 17 trains;
- 9.5% of people from the Rutherglen locality area (Scottish Census, 2011) travel to work or study by train, ranking 3rd highest out of 10 sub-council areas in terms of rail use.

2. Problems and opportunities

Theme	Description	Source
Car park observations	The car park at Rutherglen station is not specifically designated P and R and there may be a variety of purposes associated with parking at this location. Parking charges are £1 per day, with no dispensation for rail users. Site visits conducted by AECOM, indicated that the standard bays in the car park were full by midday.	Site Visit (Monday 20 February 2017 at approximately 11am)
Cycle access	During the site visits observed cycle rack usage was low; 5 covered cycle stands are located at the station's entrance.	Site Visit (Monday 20 February 2017 at approximately 11am)
Bus access	Bus services near Rutherglen station include routes connecting Burnside and East Kilbride (south), Cambuslang, Newton and Hamilton (east) with Glasgow with both southerly and easterly access to the city centre. Sheltered bus stops located on Main Street (B768) are sited approximately 200m from the station. Another bus stop (southbound; unsheltered) is located on Farmelohan Road.	Google Maps
Housing projections	There are no housing units mentioned in the 2016 Housing Land Supply Register with Rutherglen as their closest station before 2023. After 2023 there are no units mentioned. The pre-2023 figures indicate that there will not be demand for additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP identifies the development framework of Clyde Gateway to the north of Rutherglen station, which forms on the largest urban regeneration projects (covering around 2,000 acres), supporting the sustainable economic growth and regeneration of the area.	LDP, 2015
Population projections	The population in the Rutherglen sub-council area is predicted to drop by 4% from 2016 to 2026 with a predicted reduction in population of over 1,000 people. This is the 2nd largest decrease in both absolute and percentage terms of all the sub-council areas in the South Lanarkshire region.	NRS, 2012
Station interrelation	There are four stations within 5km of Rutherglen. The nearest of these are Croftfoot and Burnside, approx. 1.6km to the south, and Cambuslang, approx. 2.8km to the east. Rutherglen station has been analysed as part of Zone 1, in conjunction with Cambuslang, Newton and Uddingston stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, service provision, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study makes reference to a potential junction upgrade at Rutherglen East Junction and improvements to the West Coast Main Line may have an impact on services to and from this station.	Scotland Route Study, 2016
Patronage growth	Rutherglen has the 4th highest average patronage growth in the SLC area at 7.5%. More recently (after 2010), growth has been lower, at 6.9%. Rutherglen sits in Zone 1, which has overall growth of 5.1%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 38 additional spaces by 2023.	ORR Data 2006-2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Press releases	Articles about parking near Rutherglen station have been found as recently as 2015, indicating that there is a frustration amongst local households about the level of on street parking (at Reid Street and Caledonia Avenue) by rail users in the vicinity of Rutherglen station;	www.dailyrecord.co.uk/news/south-lanarkshire-council-take-action-5575339 www.dailyrecord.co.uk/news/local-news/councillor-brands-parking-rutherglen-station-2557185
Additional comments	During the site visits, a high amount of overspill parking was observed on streets south of the station (e.g. Reid Street).	Site Visit (Monday 20 February 2017 at approximately 11am)



Figure 1: Rutherglen Station car park



Figure 2: On street parking at Reid Street

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	14: Quick win – maximising spaces in existing SLC car park	<ul style="list-style-type: none"> A re-arrangement of the existing car park could maximise the potential of this area of offer in the region of additional 4 spaces. 	Short Term	£20,000 - £30,000
2	15: Construction of new surface car park on 3rd party land	<ul style="list-style-type: none"> Potential for large amount of spaces, in the order of 200. Land does not belong to SLC and may be unavailable for use given its location at a railway junction that contains the West Coast Main Line. Feasibility of an access bridge would have to be considered. This option could be taken forward in parallel of the nearby development linked to the Clyde Gateway development framework. 	Long Term: Investigate feasibility of option	n/a
3	16: Encourage passengers to use an alternative station or parking (i.e. new parking site near Cambuslang station – Hoover site)	<ul style="list-style-type: none"> New parking site at Cambuslang's former Hoover site (Estimated capacity of 152 new spaces identified.), would provide a potential option to cater some of the future demand at Rutherglen station if required. 	Medium Term	n/a

*Exclusions applied

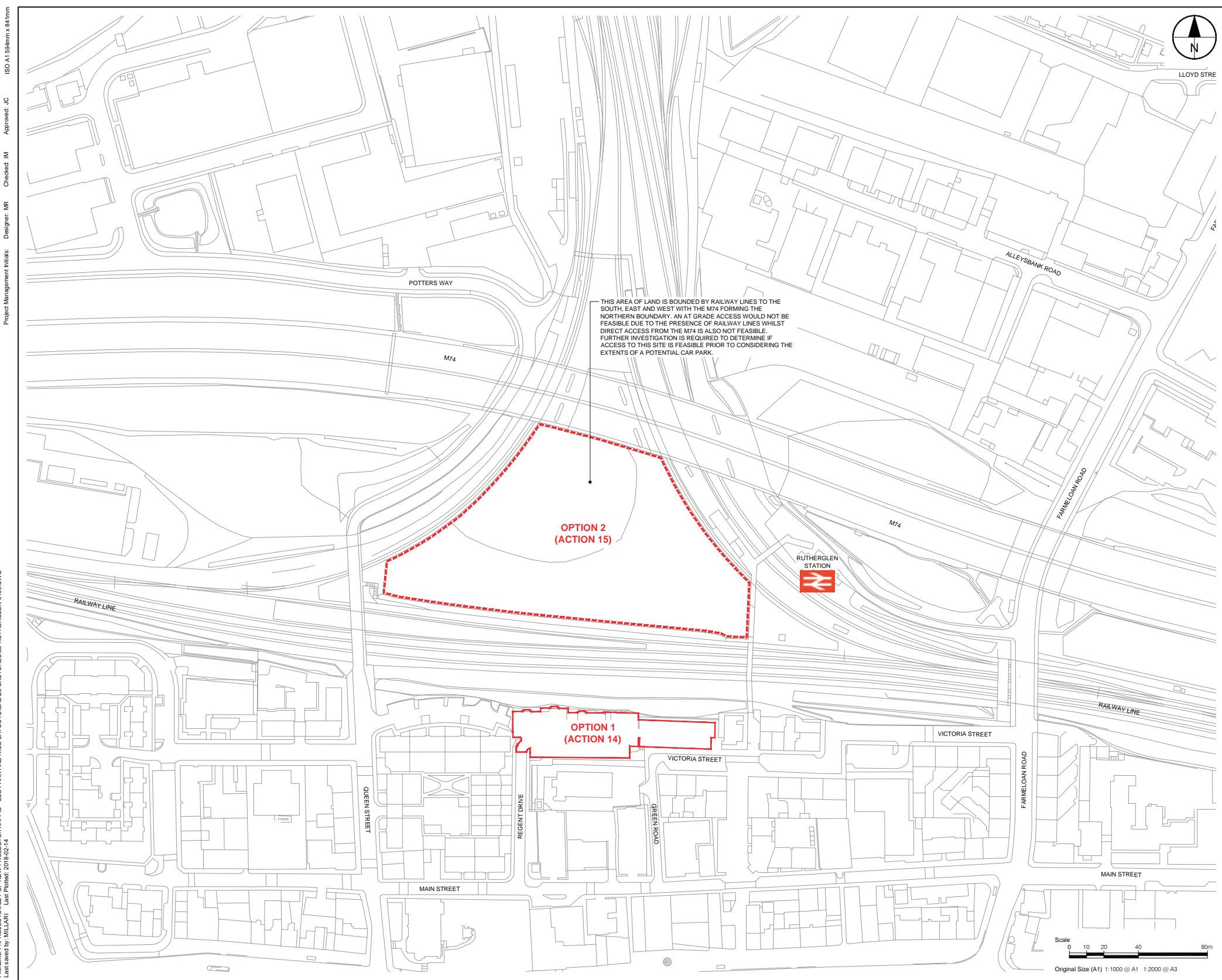
It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✓

Appendix B – Existing facilities and concept options



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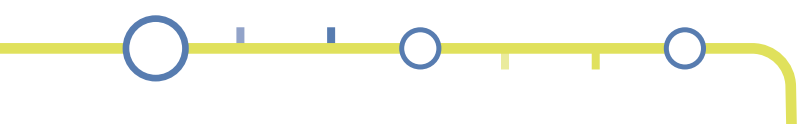
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PROJECT NUMBER
 TBC
SHEET TITLE
 RUTHERGLEN
 CONCEPT CAR PARK DESIGN
 SITE LOCATION
SHEET NUMBER
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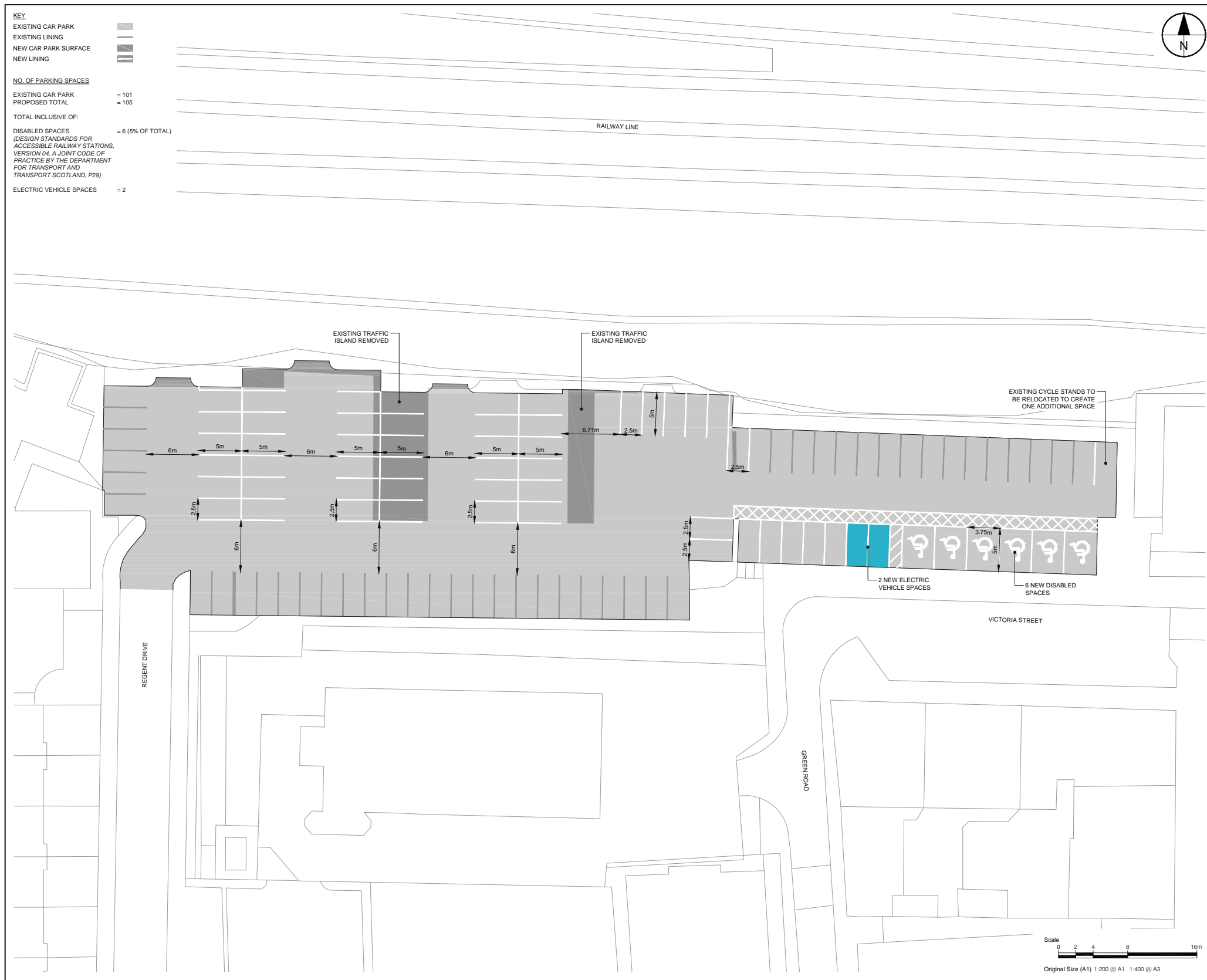
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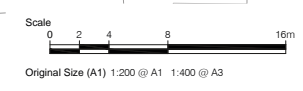
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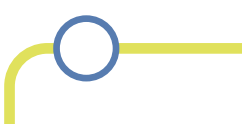
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RUTHERGLEN
CONCEPT CAR PARK DESIGN
OPTION 1 (ACTION 14)

SHEET NUMBER
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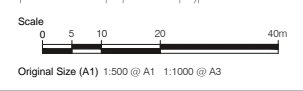
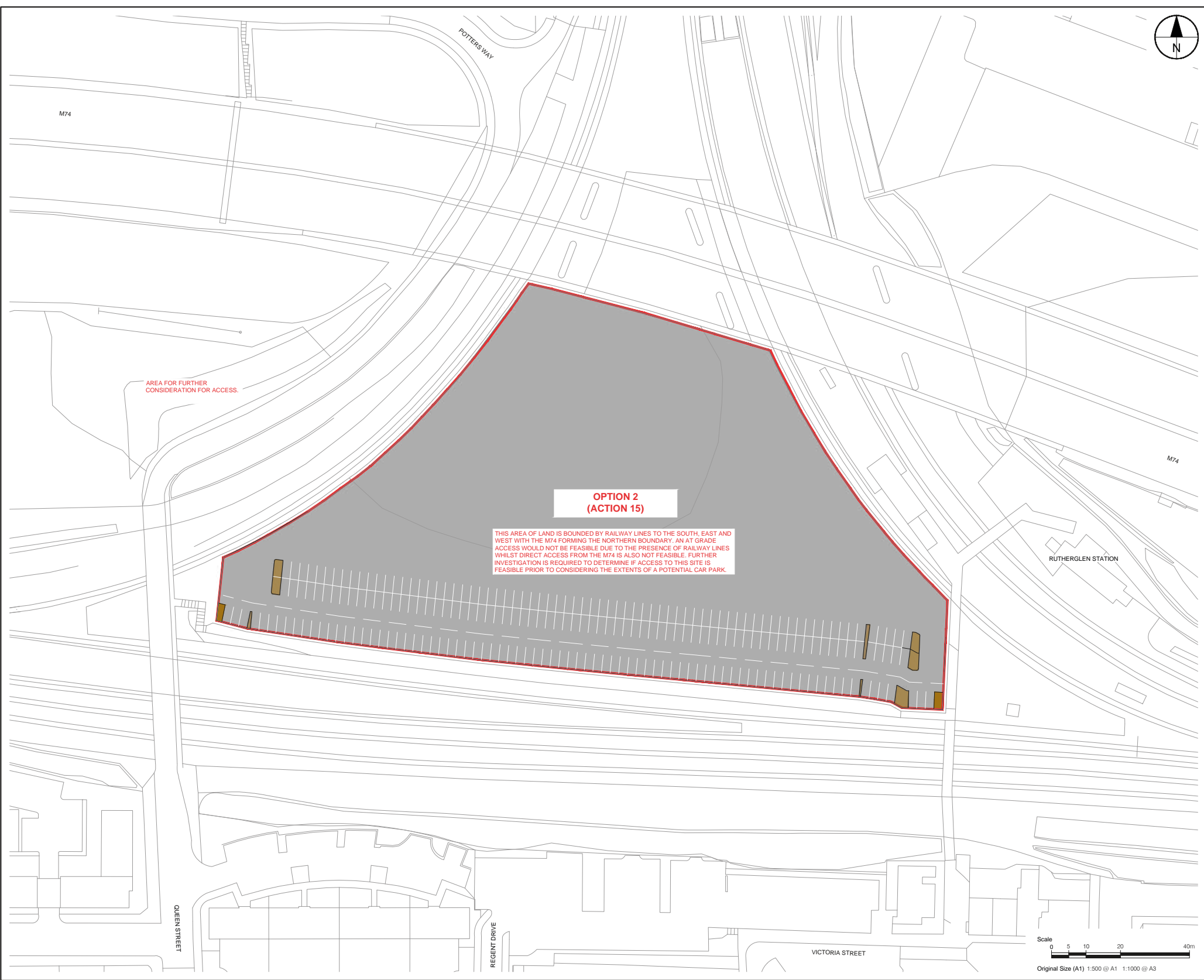
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Appendix B – Existing facilities and concept options



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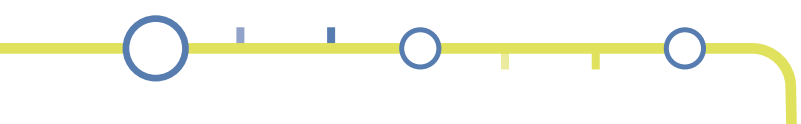
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Appendix B – Existing facilities and concept options



Thorntonhall Railway Station

Peel Road, G74 5AF

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
ScotRail	3	67%	1	0	Free	6

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
10.1	25	1	1	£4.36	19,094	0.6%	5.7%	No

- Thorntonhall has the smallest annual footfall out of all 19 stations within the SLC area and a nominal 4 space car park without clear markings;
- The average yearly passenger growth (0.6%) and the number of AM peak services (4) to Glasgow are well below the SLC average of 5.3% and 10 trains, respectively; the number of Inter-peak services (6) to Glasgow is well below the SLC average of 17 trains;
- 4.4% of people from the East Kilbride locality (Scottish Census, 2011) travel to work or study by train, slightly below the SLC average of 6.8%; and
- The village of Thorntonhall entirely lies within approximately 500m of the station. Nearby towns and villages are better served by other stations on the East Kilbride line.

2. Problems and opportunities

Theme	Description	Source
Car park observations	During site visits conducted by AECOM in February 2017, three vehicles were parked at the station (67%), including one vehicle parked within the area designated for drop off only but not including a ScotRail vehicle temporarily parked in the disabled bay.	Site Visit (Friday 10 February 2017 at approximately 12pm)
Cycle access	The cycle racks (3 Sheffield stands) were empty at the time of the site visit	Site Visit (Friday 10 February 2017 at approximately 12pm);
Bus access	First bus services 6 and 31 pass Thorntonhall to the North, connecting with East Kilbride, Clydebank and Glasgow. Nearest bus stops are located 1km away from the station, on the A727 road.	Google Maps
Housing projections	There are 338 housing units mentioned in the 2016 Housing Land Supply Register with Thorntonhall as their closest station before 2023. After 2023 there are 430 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 9 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	Thorntonhall is mentioned in the LDP as a Residential Masterplan Site, with a development priority identified on Peel Road, "site should provide a robust settlement edge which will include a combination of open space, structural planting and footpath networks." This site will be within approximately 500m of the station and should therefore not greatly add to the demand for park and ride.	LDP, 2015
Population projections	The population in the East Kilbride sub-council area is predicted to grow by 3% from 2016 to 2026 with a predicted increase in population of around 1,900. This is slightly higher than the average for South Lanarkshire of 2%.	NRS, 2012
Station interrelation	There are two stations within 5km of Thorntonhall. These are Hairmyres and East Kilbride to the west, approx. 2.1km and 4.7km from Thorntonhall, respectively. Thorntonhall station has been analysed as part of Zone 5, in conjunction with both Hairmyres and East Kilbride stations. This is based on attributes such as geographical location, the level of service provision, journey time to Glasgow, patronage growth, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study suggests that enhancing and electrifying the East Kilbride line could allow the current extended dwell time at Glasgow Central to be accommodated at East Kilbride, reducing the platform occupation time at Glasgow Central, it is not yet certain what effect this would have on passenger flows at Thorntonhall station.	Scotland Route Study, 2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Patronage growth	Thorntonhall has the 17th highest average patronage growth in the SLC area at 0.6%. More recently (after 2010), growth has been higher, at 0.9%. Thorntonhall sits in Zone 5, which has overall growth of 5.7%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 1 additional space by 2023.	ORR Data 2006-2016
Press releases	No articles were found pertaining to Thorntonhall station with regards to parking provision.	–
Additional comments	No evidence of local overspill parking indicated that Thorntonhall was not considered a viable station for park and ride.	Site Visit (Friday 10 February 2017 at approximately 12pm)



Figure 1: Car park looking towards station

Figure 2: Car park looking away from station

3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	38: Encourage passengers to use an alternative station or parking (i.e. Hairmyres)	<ul style="list-style-type: none"> New parking provision at Hairmyres, would provide a potential option to cater some of the future demand at Thorntonhall station if required. 	Short Term	n/a

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

		Demand for additional P and R	
		Yes	No
Land available	Yes		✓
	No		

Opportunity for quick wins: ✗



Figure 3: Thorntonhall Railway Station's interrelation context

Appendix B – Existing facilities and concept options



Uddingston Railway Station Station Road, Uddingston, G71 7LR

1. Existing situation

Car park responsibility	Car park capacity	Observed occupancy	Blue badge spaces	Charging points	Parking charges	Cycle capacity
ScotRail	216	102%	12	0	Free	46

Distance to Glasgow (km)	Time to Glasgow (mins)	Hourly trains (AM peak)	Hourly trains (Inter-peak)	Fare to Glasgow	Footfall 2015/16	Average yearly growth	Zone growth	Recent study completed
11.5	15	4	3	£4.20	826,694	3.3%	5.1%	No (2007)

- Uddingston has the 4th largest footfall out of all 19 stations within the SLC area and 5th largest car park;
- The average yearly growth rate in passengers (3.3%) is below the SLC average of 5.3% and the number of AM peak services (12) to Glasgow is above the average of 10 trains for the SLC area; the total number of Inter-peak services (17) to Glasgow is the same as the SLC average of 17 trains;
- During the AM peak, there are 3 direct services travelling from Uddingston to Edinburgh, with an average journey time of 1h19min; during the Inter-peak, 6 direct services travel to Edinburgh Waverley;
- Around 70% of trips from Uddingston station end at Glasgow Central and 15% at Edinburgh (2008 figures); and
- 11.6% of people from the Uddingston sub-council area (Scottish Census, 2011) travel to work or study by train, the highest of all localities within South Lanarkshire.

2. Problems and opportunities

Theme	Description	Source
Car park observations	There is evidence both anecdotally and from press releases to suggest that rail station users are parking outwith designated bays, even though presence of signs stating that parking outwith parked bays is prohibited. Site visits conducted by AECOM in February 2017, indicated that the standard designated bays were fully occupied, with several vehicles parked outwith the standard bays.	Site Visit (Friday 17 February 2017 at approximately 3pm)
Cycle access	During the site visits the demand for cycle spaces at Uddingston showed to be low, with only one bicycle parked at the station, suggesting that the existing capacity of 46 spaces exceeds current demand. The majority of cycle racks at station are sheltered.	Site Visit (Friday 17 February 2017 at approximately 3pm)
Bus access	Uddingston station is served by three bus services, linking with Hamilton, Birkenshaw, Motherwell and Glasgow. Sheltered bus stops located on Main Street (B7071) are sited approximately 100-200m from the station.	Google Maps
Housing projections	There are 250 housing units mentioned in the 2016 Housing Land Supply Register with Uddingston as their closest station before 2023. After 2023 there are 15 units mentioned. The pre-2023 figures indicate that there could be demand for in the region of 16 additional spaces by 2023.	Housing Land Allocation 2016 (South Lanarkshire Council)
Local development plan	The LDP identifies a development framework site at Bothwell Road (south of the station), a mixed used development area including residential, retail and business use. In addition, LDP identifies potential of a residential Masterplan at Bellshill Road South.	LDP, 2015
Population projections	The population in the Uddingston sub-council area is predicted to drop by 1% from 2016 to 2026 with a predicted reduction in population of less than 100. Uddingston is the smallest of all the sub-council areas in the South Lanarkshire area. This is lower than the average for South Lanarkshire of 2% growth.	NRS, 2012
Station interrelation	There are two stations within 5km of Uddingston. The nearest of these are Cambuslang and Blantyre, both approx. 3km to the west and south of Uddingston, respectively. Uddingston station has been analysed as part of Zone 1, in conjunction with Rutherglen, Cambuslang and Newton stations. This is based on attributes such as geographical location, journey time to Glasgow, patronage growth, level of car parking, past and future housing plans, etc. It is recommended that any suggested course of action at this station should consider potential impacts to the others.	Google Maps, SPT P and R Committee Report - 2013, AECOM Analysis
Rail improvements	The Scotland Route Study suggests a possible grade separation of Law Junction and Uddingston Junction, and/or relocation of Uddingston Station to minimise timetable constraints from local services stopping at stations on the West Coast Main Line (WCML);	Scotland Route Study, 2016
Patronage growth	Uddingston has the 13th highest average patronage growth in the SLC area at 3.3%. More recently (after 2010), growth has been lower, at 2.5%. Uddingston sits in Zone 1, which has overall growth of 5.1%. Analysis of the patronage growth (from 2006) and the zone growth indicates that there could be demand for in the region of 72 additional spaces by 2023.	ORR Data 2006-2016



Appendix B – Existing facilities and concept options

Theme	Description	Source
Press releases	<p>As mentioned above, a number of press releases have highlighted the capacity issues at Uddingston Park and Ride site, with recurrent evidence of users parking outwith designated bays. In line with this, as demand exceeds current parking capacity at station it has been reported that rail users leave their vehicles on streets located nearby the station (i.e. Glasgow Road, Station road, Greenrig area). Road side parking has become a problem at Uddingston as parking here is free of charge compared to nearby stations such as Hamilton.</p> <p>Councillor McGuigan suggested the potential scope to extend the car park at the bottom end, furthest from the station entrance. ScotRail's Michael Hall highlighted in late 2016, "potential for 27 additional spaces by making use of the periphery and moving a couple of lampposts". Additionally, he admitted that works "can be done with minimum disruption and the work can be completed by summer 2017".</p>	<p>www.motherwelltimes.co.uk/news/environment/more-spaces-on-way-for-station-car-park-1-4322060</p> <p>www.dailyrecord.co.uk/news/local-news/south-lanarkshire-councils-park-ride-4985293</p>
Additional comments	<p>During a weekday site visit, there was evidence of overspill parking in the surrounding area of the station, principally at Glasgow Road and Station Road. Given that the car park was completely at capacity on the day of the visit (with several cars parked outwith bays), it is likely that these are station users.</p> <p>Consultation with ScotRail representative Michael Hall, highlighted plans for renovation of Uddingston car park as part of Phase 1 of ScotRail CP Strategy. Remodelling the car park layout by removing the bus turnaround feature, removing blue badge spaces, and utilising all available space on the outskirts of the car park footprint would provide an addition 103 spaces.</p> <p>Latest SPT surveys suggest around 60% of people would park on street, either on Main Street or Glasgow Road, if they were unable to park at the station.</p>	<p>Site Visit (Friday 17 February 2017 at approximately 3pm)</p> <p>Consultation: ScotRail (Tuesday 7 March 2017)</p> <p>SPT surveys 2013</p>



Figure 1: Glasgow Road



Figure 2, 3 and 4: Station car park



3. Potential options

Option	Action number and description	Outline of action	Time frame	Estimated cost range*
1	08: Quick win – Additional spaces following layout reconfiguration	<ul style="list-style-type: none"> As highlighted by ScotRail representative, reconfiguration of the car park's layout would potentially yield around 91 additional spaces by making use of the periphery, removing the bus turnaround feature, removal of several blue badge spaces, etc. 	Short Term	£630,000 - £770,000
2	09: Car park expansion toward Sheepburn Road	<ul style="list-style-type: none"> Available land to the west of the car park could accommodate the extension of Uddingston Park and Ride facility (around 44 spaces on top of the 91 to be delivered by Option 1). It is to be noted that this piece of land is currently owned by SLC and therefore there would be no land ownership transfer costs. This is already considered as a Phase 2 of Uddingston future car park expansion. Note this option could require considerable construction and engineering works to define a suitable area in which a car park could be constructed. 	Long Term: Investigate feasibility of option	£880,000 - £1,070,000 (£250,000 - £300,000, excluding costs from Option 1)

*Exclusions applied

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision will be undertaken at the detailed design stage.

4. Summary

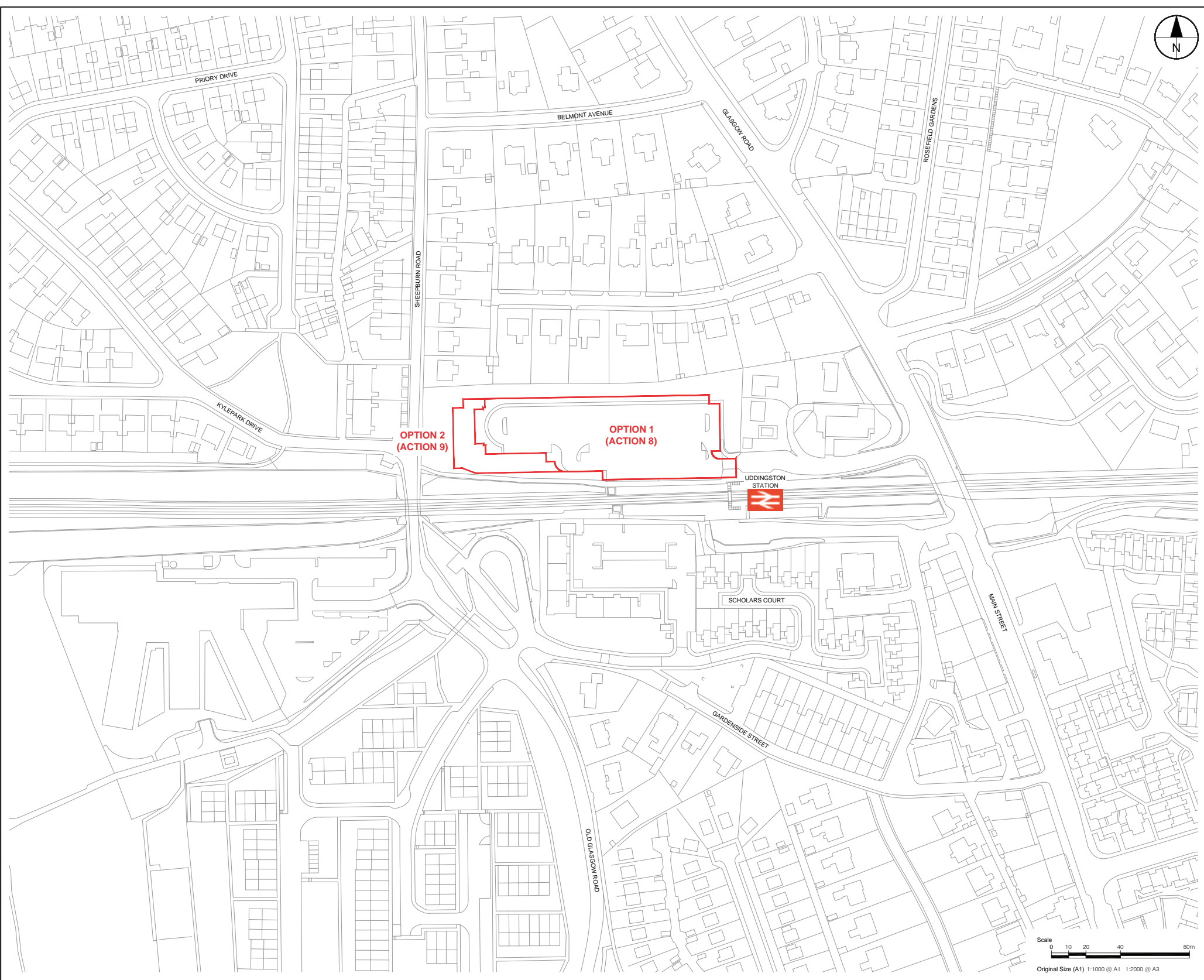
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		Yes	No
Land available	Yes	✓	
	No		

Opportunity for quick wins: ✓

Appendix B – Existing facilities and concept options



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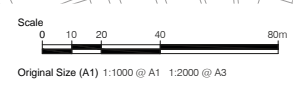
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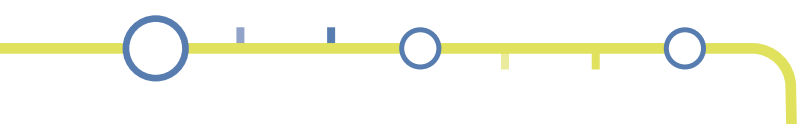
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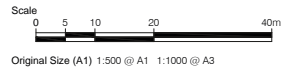
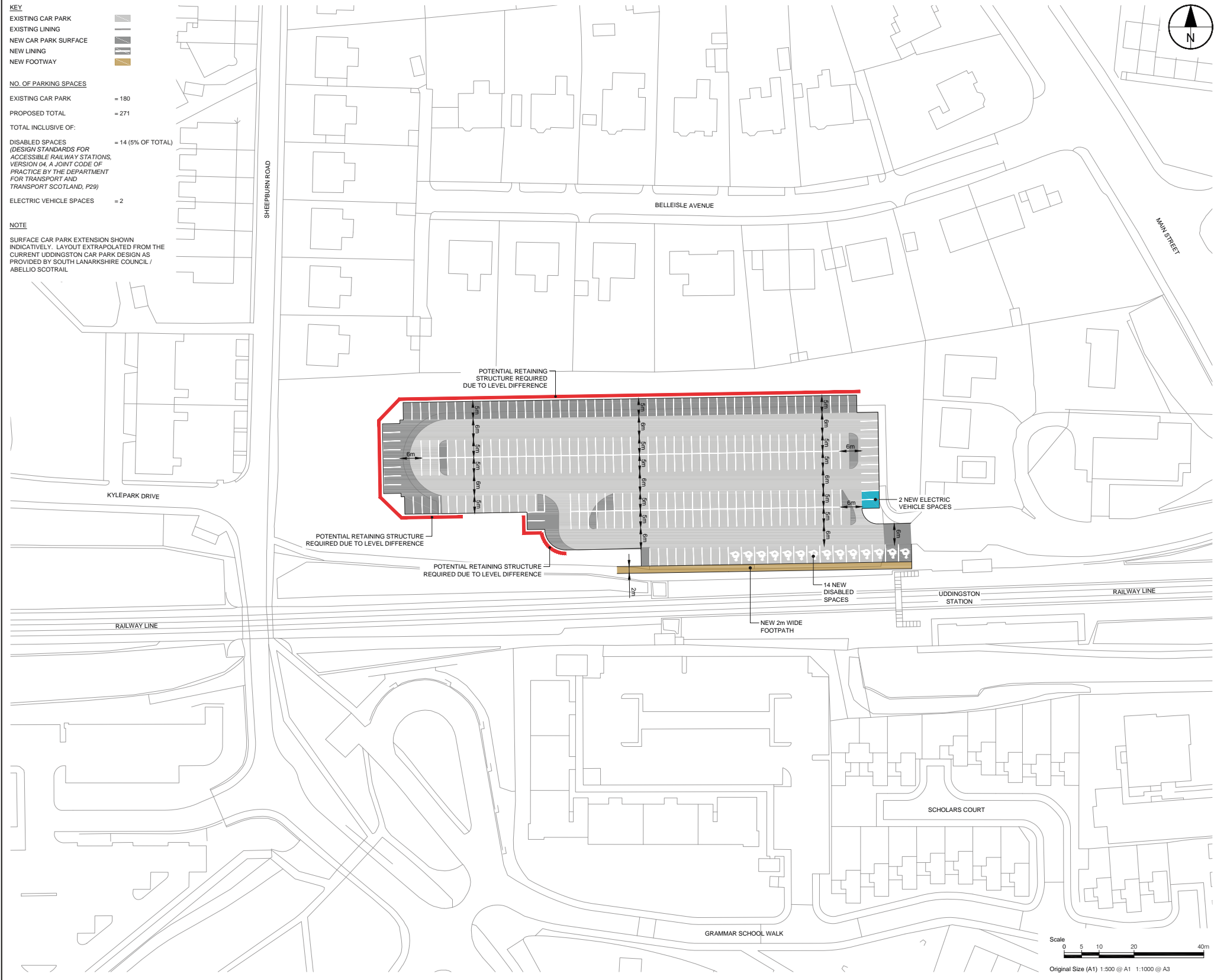




Appendix B – Existing facilities and concept options

Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm

- KEY**
- EXISTING CAR PARK
 - EXISTING LINING
 - NEW CAR PARK SURFACE
 - NEW LINING
 - NEW FOOTWAY
- NO. OF PARKING SPACES**
- EXISTING CAR PARK = 180
 - PROPOSED TOTAL = 271
- TOTAL INCLUSIVE OF:**
- DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 14 (5% OF TOTAL)
 - ELECTRIC VEHICLE SPACES = 2
- NOTE**
- SURFACE CAR PARK EXTENSION SHOWN INDICATIVELY. LAYOUT EXTRAPOLATED FROM THE CURRENT UDDINGSTON CAR PARK DESIGN AS PROVIDED BY SOUTH LANARKSHIRE COUNCIL / ABELLIO SCOTRAIL



PROJECT
PARK AND RIDE STRATEGY



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- NOTES**
- CONCEPT CAR PARK DESIGN ILLUSTRATED ON OS BASE MAP. DRAWING BASE RECEIVED FROM SOUTH LANARKSHIRE COUNCIL.
 - ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - ROAD MARKINGS SHOWN INDICATIVELY. ROAD MARKINGS TO BE ACCORDANCE WITH THE TRAFFIC SIGNS AND GENERAL DIRECTIONS 2016 AND THE TRAFFIC SIGNS MANUAL.
 - NEW PARKING BAYS ARE 2.5m WIDE AND 5.0m LONG. THIS ACCORDS WITH THE DESIRABLE BAY SIZE AS DEFINED IN THE SCOTS NATIONAL ROADS DEVELOPMENT GUIDE (p142) AND DESIGNING STREETS (p42)
 - NEW DISABLED PARKING BAYS SHOWN INDICATIVELY. BAY DIMENSIONS TO BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND

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NOT FOR CONSTRUCTION**

ISSUE/REVISION

IR	DATE	DESCRIPTION

KEY PLAN

DRAFT

PROJECT NUMBER
TBC

SHEET TITLE
UDDINGSTON
CONCEPT CAR PARK DESIGN
OPTION 1 (ACTION 8)

SHEET NUMBER
10-0101

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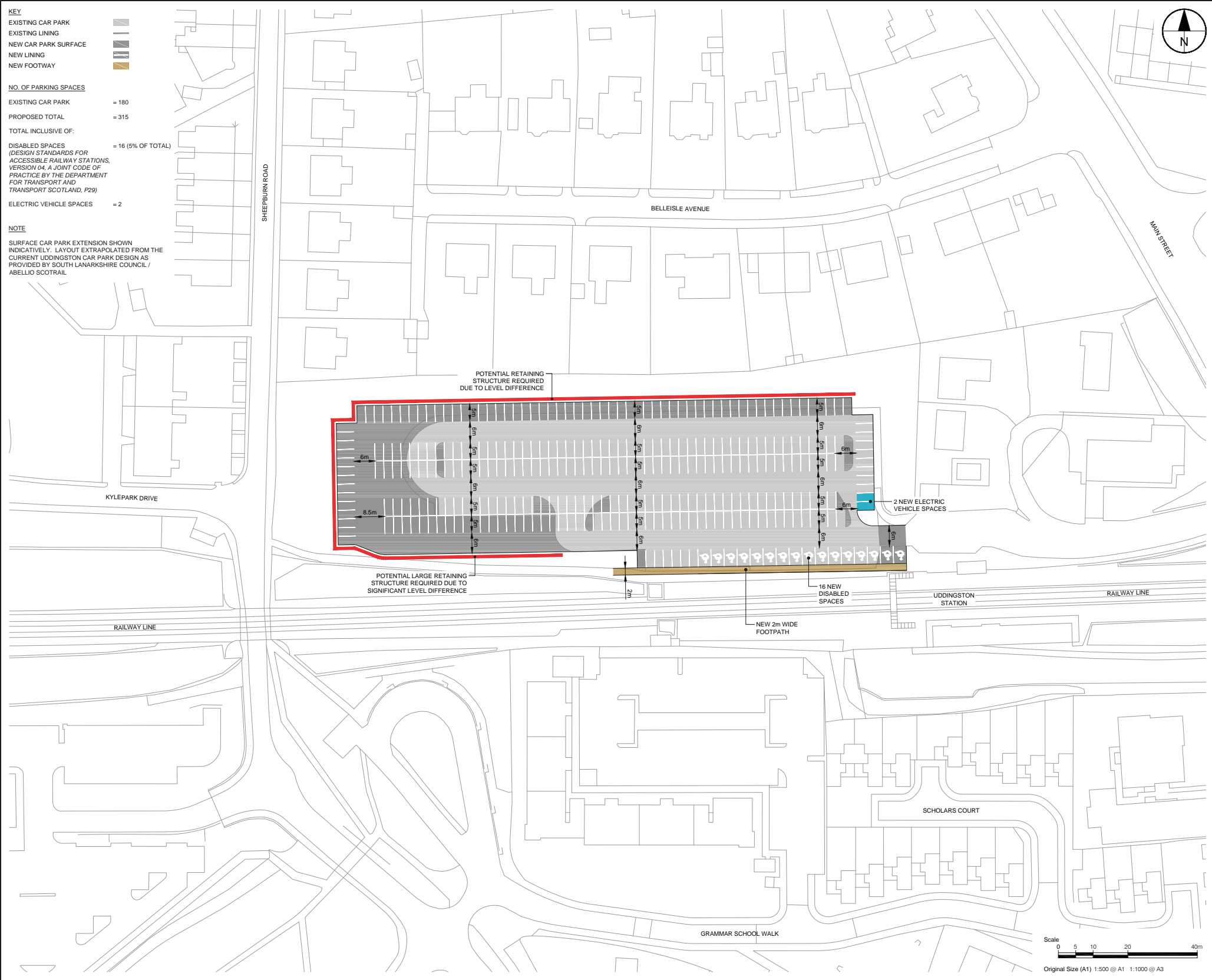
BASED UPON THE ORDANCE SURVEY MAPPING WITH THE PERMISSION OF HER MAJESTY'S STATIONERY OFFICE (C) CROWN COPYRIGHT. LICENCE NO. AL 100005220.

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Appendix B – Existing facilities and concept options



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 Last saved by: MILLARI
 Last Printed: 2018-02-19
 Project Management initials: Designer: MR Checked: IM Approved: JC ISO A1 594mm x 841mm



KEY

- EXISTING CAR PARK
- EXISTING LINING
- NEW CAR PARK SURFACE
- NEW LINING
- NEW FOOTWAY

NO. OF PARKING SPACES


- EXISTING CAR PARK = 180
- PROPOSED TOTAL = 315

TOTAL INCLUSIVE OF:

- DISABLED SPACES (DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND, P29) = 16 (5% OF TOTAL)
- ELECTRIC VEHICLE SPACES = 2


NOTE

SURFACE CAR PARK EXTENSION SHOWN INDICATIVELY. LAYOUT EXTRAPOLATED FROM THE CURRENT UDDINGSTON CAR PARK DESIGN AS PROVIDED BY SOUTH LANARKSHIRE COUNCIL / ABELLIO SCOTRAIL.



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NOTES

1. CONCEPT CAR PARK DESIGN ILLUSTRATED ON OS BASE MAP. DRAWING BASE RECEIVED FROM SOUTH LANARKSHIRE COUNCIL.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. ROAD MARKINGS SHOWN INDICATIVELY. ROAD MARKINGS TO BE ACCORDANCE WITH THE TRAFFIC SIGNS AND GENERAL DIRECTIONS 2016 AND THE TRAFFIC SIGNS MANUAL.
4. NEW PARKING BAYS ARE 2.5m WIDE AND 5.0m LONG. THIS ACCORDS WITH THE DESIRABLE BAY SIZE AS DEFINED IN THE SCOTS NATIONAL ROADS DEVELOPMENT GUIDE (p142) AND DESIGNING STREETS (p42).
5. NEW DISABLED PARKING BAYS SHOWN INDICATIVELY. BAY DIMENSIONS TO BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR ACCESSIBLE RAILWAY STATIONS, VERSION 04, A JOINT CODE OF PRACTICE BY THE DEPARTMENT FOR TRANSPORT AND TRANSPORT SCOTLAND.

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN

DRAFT

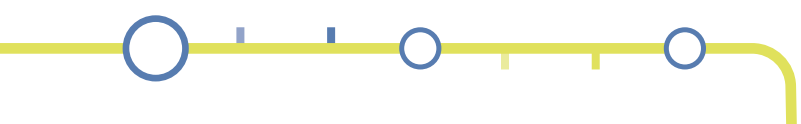
PROJECT NUMBER
TBC

SHEET TITLE
UDDINGSTON CONCEPT CAR PARK DESIGN OPTION 2 (ACTION 9)

SHEET NUMBER
10-0102

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Appendix C – Action plan strategy and policy



Station(s)	Action number	Action description	Park and Ride Strategy						Local Transport Strategy		Responsibility
			Promote economic growth	Promote social inclusion	Protect our environment and improve health	Improve safety of journeys	Improve integration	Policy	Action		
All	01	Continue to provide support to encourage and develop sustainable travel interchange alternatives such as walking, cycling and public transport when possible.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP35, LTP36, LTP40, LTP41	LTA26, LTA27, LTA30	SLC/SPT/SR/ PTO	
All	02	Continue to provide support of Car Share schemes to alleviate the amount of traffic on the road and promote the most efficient use of the available Park and Ride infrastructure.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP27		SLC/SR/SPT	
All	03	Continue to support Park and Ride users with regards to Car Park information, improved signage and wayfinding, and management of on-street parking to increase Park and Ride usage and efficiency.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07			SLC/SR/SPT	
Blantyre	21	Reconfiguration and extension of existing car park.		P and RS04				LTP26, LTP39, LTP41	LTA20, LTA21, LTA32	SR/NR	
Burnside	39	Promote alternative facilities, such as Cambuslang or Newton Stations, as supply allows.			P and RS05		P and RS07	LTP39, LTP41	LTA32	SLC	



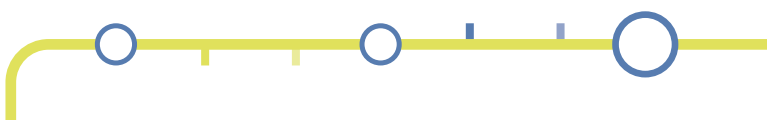
Appendix C – Action plan strategy and policy

Station(s)	Action number	Action description	Park and Ride Strategy						Local Transport Strategy		Responsibility
			Promote economic growth	Promote social inclusion	Protect our environment and improve health	Improve safety of journeys	Improve integration	Policy	Action		
Cambuslang	18	Improve signage and wayfinding between Park and Ride facilities and the station.	P and RS01 P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	19	Construction of new surface car park at Bridge Street.	P and RS01 P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	20	Promotion of car park at Maple Tree Court as an official Park and Ride site linked to the Cambuslang Railway Station.	P and RS01 P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
Carluke	31	At grade extension of existing car park.	P and RS01 P and RS02	P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	32	Decked extension of existing car park (south of station).	P and RS01 P and RS02	P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	

Appendix C - Action plan strategy and policy



Station(s)	Action number	Action description	Park and Ride Strategy						Local Transport Strategy		Responsibility
			Promote economic growth	Promote social inclusion	Protect our environment and improve health	Improve safety of journeys	Improve integration	Policy	Action		
Carstairs	33	At grade extension of existing car park (Phase 2).	P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP27, LTP39, LTP41	LTA32	SLC	
	34	At grade extension of existing car park (Phase 3).	P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP27, LTP39, LTP41	LTA32	SLC	
	35	Construction of new surface car park.	P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP27, LTP39, LTP41	LTA32	SLC	
Chatelherault	36	Reconfiguration and extension of existing car park.		P and RSO4				LTP39, LTP41	LTA32	SLC	
	37	Construction of new surface car park.		P and RSO4	P and RSO5			LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA29, LTA32, LTA33	SLC	
Crofffoot	40	Promote alternative facilities, such as Cambuslang or Newton Stations, as supply allows.			P and RSO5		P and RSO7	LTP39, LTP41	LTA32	SLC	
East Kilbride	27	Reconfiguration and extension of existing car park.		P and RSO4				LTP26, LTP39, LTP41	LTA20, LTA21, LTA32	SR/NR	
	28	Decked extension of existing car park.	P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	



Appendix C – Action plan strategy and policy

Station(s)	Action number	Action description	Park and Ride Strategy						Local Transport Strategy		Responsibility
			Promote economic growth	Promote social inclusion	Protect our environment and improve health	Improve safety of journeys	Improve integration	Policy	Action		
Hairmyres	04	Reconfiguration and extension of existing car park.	P and RS04					LTP26, LTP39, LTP41	LTA20, LTA21, LTA32	SR/NR	
			P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	06	Discussions to recommence with NHS/ Prospect Health Care to develop decked car park at NHS site.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	07	Decked extension of existing ScotRail car park.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SR/NR	
Hamilton Central	17	Further marketing/ promotion to be considered to encourage use of Duke Street and Brandon Street facilities e.g. more flexible charging regime.	P and RS02	P and RS04				LTP39, LTP41	LTA32	SLC	
Hamilton West	12	Reconfiguration and extension of existing station car park.	P and RS04			P and RS06	P and RS07	LTP26, LTP39, LTP41	LTA20, LTA21, LTA32	SR/NR	
			P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	13	Decked extension at Peacock Way car park.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07				

Appendix C – Action plan strategy and policy



Station(s)	Action number	Action description	Park and Ride Strategy						Local Transport Strategy		Responsibility
			Promote economic growth	Promote social inclusion	Protect our environment and improve health	Improve safety of journeys	Improve integration	Policy	Action		
Kirkhill	41	Promote alternative facilities, such as Cambslang or Newton Stations, as supply allows.			P and RSO5		P and RSO7	LTP39, LTP41	LTA32	SLC	
	22	Construction of a new surface car park, (site of former Wood Auction).	P and RSO1 P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
Larkhall	23	Construction of a new surface car park, including Alston's Yard and Former Wooden Auction Sites.	P and RSO1 P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	29	At grade extension of existing car park.	P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	30	Decked extension of existing car park.	P and RSO2	P and RSO3 P and RSO4	P and RSO5	P and RSO6	P and RSO7	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	



Appendix C – Action plan strategy and policy

Station(s)	Action number	Action description	Park and Ride Strategy						Local Transport Strategy		Responsibility
			Promote economic growth	Promote social inclusion	Protect our environment and improve health	Improve safety of journeys	Improve integration	Policy	Action		
Merryton	24	Reconfiguration and extension of existing car park.		P and RS04		P and RS06	P and RS07	LTP26, LTP39, LTP41	LTA20, LTA21, LTA32	SLC	
	25	Construction of a new surface car park.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	26	Promote alternative facilities, such as Larkhall or Chatelherault Stations, as supply allows.			P and RS05		P and RS07	LTP39, LTP41	LTA32	SLC	
Newton	10	Extension of existing car park.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	
	11	Construction of a new surface car park as part of the CGA.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07	LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC	

Appendix C – Action plan strategy and policy



Station(s)	Action number	Action description	Park and Ride Strategy						Local Transport Strategy		Responsibility
			Promote economic growth	Promote social inclusion	Protect our environment and improve health	Improve safety of journeys	Improve integration	Policy	Action		
Rutherglen	14	Reconfiguration of existing car park.		P and RS04					LTP26, LTP39, LTP41	LTA20, LTA21, LTA32	SLC/SR/NR
	15	Construction of new surface car park.	P and RS01 P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07		LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC
	16	Promote alternative facilities such as Cambuslang or Newton Stations, as supply allows.			P and RS05		P and RS07		LTP39, LTP41	LTA32	SLC
Thorntonhall	38	Promote alternative facilities, such as Hairmyres Station, as supply allows.			P and RS05		P and RS07		LTP39, LTP41	LTA32	SLC
Uddingston	08	Reconfiguration of existing car park.	P and RS01 P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07		LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	NR/SR
	09	Extension of existing car park towards Sheepburn Road.	P and RS02	P and RS03 P and RS04	P and RS05	P and RS06	P and RS07		LTP26, LTP27, LTP38, LTP39, LTP41, LTP43	LTA20, LTA21, LTA29, LTA32, LTA33	SLC

