

P+ 
Carlisle
Park & Ride

Park and Ride Strategy 2018 > 2027


Park & Ride


Larkhall
Station





South Lanarkshire Council, in collaboration with partners including Strathclyde Partnership for Transport (SPT), Network Rail and ScotRail, has been committed over the last 20 years to develop and enhance rail based Park and Ride infrastructure in the region.

Working in partnership with SPT and private developers, the Council has increased Park and Ride provision from 599 spaces in 1994 to 2,425 in 2017, with seventeen of the nineteen rail stations in the area now having Park and Ride facilities. Recent developments have included the construction of an additional 155 spaces at Newton, a 331 space car park at Carluke Station; a 99 space facility at Hamilton West Station, 25 spaces at Carstairs and a further 100 spaces at Chatelherault Station. Through this, the Council has sought to encourage sustainable, multi-modal journeys throughout South Lanarkshire and beyond to Glasgow, Motherwell, Edinburgh and the rest of Scotland.

Park and Ride offers greater choice allowing people who are beyond walking or cycling distance, and for whom bus access is not an option, to make use of rail services accessing locations where parking may be expensive or scarce. This can help to reduce congestion in busier areas and provide a less stressful journey for the traveller.

Increasing the number of multi-modal journeys is also important given the statutory context in Scotland. The Climate Change (Scotland) Act 2009 commits Scotland to reducing greenhouse gas emissions by 80% by the year 2050 with an interim target of a 42% reduction in emissions by 2020.

The Committee on Climate Change, an independent statutory body who advise the UK and Scottish governments on tackling climate change, has stated that around 23% of all the emissions produced in UK are from surface transport. The vast majority of these emissions come from road transport, and cars account for 60% of this.

Through the delivery of the objectives and actions set out in this strategy, working with our partners including; SPT, Abellio/ScotRail and Network Rail, our overall aim is to reduce the number of private vehicle miles on the network whilst offering travellers a competitive and convenient alternative to travelling entirely by private vehicle.

In doing so, it is considered that we can enhance the transport offering in the area to enable multi-modal travel to become the more attractive transport option by providing more and better options to access our rail network.





Chapter

	Executive summary	
1	Introduction	
2	Policy context 2.1 National policy 2.2 Regional and local policies	
3	Existing situation 3.1 The need for Park and Ride – trends and statistics 3.2 What have we been doing? 3.3 Network summary and key issues 3.4 Pressures on Park and Ride facilities 3.5 Journey times 3.6 Summary of existing situation	
4	Future situation 4.1 Background 4.2 Rail industry improvements 4.3 Housing land availability 4.4 Rail patronage 4.5 Supply and demand conclusions	
5	Vision and objectives 5.1 The Park and Ride Strategy and its relationship to the LTS 5.2 LTS Park and Ride policies and actions 5.3 Park and Ride objectives	
6	Delivery of the strategy in partnership 6.1 Existing local, regional, and national strategies 6.2 Strathclyde Partnership for Transport 6.3 Abellio ScotRail 6.4 Network Rail 6.5 Funding 6.6 Organisation abbreviation 6.7 Park and Ride Strategy Action Plan	
7	Monitoring and evaluation	
	Appendix A Station zones	
	Appendix B Existing facilities and concept options	
	Appendix C Action plan strategy and policy	





Executive summary

The South Lanarkshire Council Park and Ride Strategy (2018 – 2027) sets out the Council’s strategic, rail based Park and Ride objectives for the area. The strategy is a focused policy document which sets clear processes, outcomes and actions for the implementation of a defined Action Plan to increase and enhance Park and Ride provision at South Lanarkshire’s rail stations where it is acceptable, suitable, and feasible to do so.

This is the first dedicated strategy for Park and Ride in South Lanarkshire. It is intended to be a supporting document to the Local Transport Strategy alongside wider national and regional policy documents.

Chapter 2 outlines the policy context and identifies the specific policies and actions relating to Park and Ride.

The strategy builds upon the National, Regional, and Local policies with the ultimate aim of increasing the proportion of multi-modal journeys and reducing private car mileage.

The first stage in developing the strategy was to consider the existing provision and **supply** for Park and Ride in South Lanarkshire. **Chapter 3** assesses the existing issues, which have been reviewed in terms of the following factors:

- Trends and statistics relating to population and movement;
- Footfall at stations;
- Recently completed works at stations;
- The identification of existing pressures on current facilities;
- The number of existing park and ride spaces;
- Existing on-street pressures in the proximity of the stations;
- Ownership of the existing car parks, and,
- The frequency and destination of the rail services at each station.

The next stage, detailed in **Chapter 4**, considers the likely future **demand** scenario. This process takes into account three main factors:

- **Rail industry improvements:** The long term planning undertaken by Network Rail, which identifies a number of improvements to the rail network in South Lanarkshire;

- **Housing land availability:** The Local Development Plan has been reviewed to identify development opportunities (e.g. Community Growth Areas, commercial and industrial) which may impact possible future demand; and
- **Rail patronage:** Rail patronage figures for each station were obtained from the Office of Rail and Road. Trends in patronage growth were analysed and extrapolated upon to obtain an understanding of the potential future demand at each station in the area.

These three factors have been assessed against local knowledge of parking pressures, existing constraints and the possible effects of suppressed demand to develop a more complete understanding of the existing and future demand for improved Park and Ride services throughout South Lanarkshire.

It is noted that any figures included in **Chapters 3 and 4** are correct as of the time of preparation of the strategy. Therefore, any resulting proposals should be considered as indicative only and will be subject to further review and analysis at the detailed design stage.

With due cognisance to the existing and future situation, as well as to the wider policy context, the overall **vision and objectives** of this strategy are outlined in **Chapter 5**. The vision statement is as follows:

“We will enable multi-modal travel to become the more attractive transport option over car-only journeys by providing more options and greater accessibility to our rail network.”

The objectives of this Park and Ride Strategy aim to assist the Local and Regional Transport Strategies in meeting their objectives, whilst helping to achieve the wider objectives defined in the National Transport Strategy. The key “themes” inherent to these objectives have been defined to inform the development of seven Park and Ride Strategy Objectives (P and RSO), which are as follows:

- **P and RSO 1** – Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development;





- **P and RSO 2** – Alleviate the impacts of traffic congestion and traffic growth throughout South Lanarkshire;
- **P and RSO 3** – Promote accessibility to key services, job opportunities and community facilities through the development and influencing of public transport improvements;
- **P and RSO 4** – Actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail;
- **P and RSO 5** – Increase the proportion of trips undertaken by walking, cycling and public transport;
- **P and RSO 6** – Improve safety and personal security on the transport system;
- **P and RSO 7** – Support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle.

The above objectives of the strategy provide a basis to assess the proposed options for enhancing Park and Ride provision at each of the stations, and in turn prioritise them.

Funding and delivery is discussed in detail within **Chapter 6** of the strategy where the need for partnership working to deliver the objectives is recognised. It has been identified that specific partnership with Strathclyde Partnership for Transport, Network Rail and Abellio ScotRail will be necessary to deliver the strategy actions. These partners were consulted during the development of the strategy to establish their programmed works within South Lanarkshire and whether consideration should be given to aligning projects.

From the understanding of the existing and future situation presented in Chapters 3 and 4, it is apparent that the projected demand cannot be accommodated at several stations and there is a need to consider the options to expand provision to accord with the aims of this strategy and the wider policy documents that it sits alongside. In the form of an Action Plan, the latter part of **Chapter 6** outlines the range of interventions the Council considers suitable to promote Park and Ride through additional infrastructure and other supporting measures.

For each station in the South Lanarkshire area, a specific action, or series of actions, have been prepared and included in the Action Plan. These actions are deemed to be proportionate to the future needs of the station and the wider area.

In developing the Action Plan consideration has been given to how the proposed actions support new residential and business developments, the economic and environmental benefits of reducing commuter traffic and congestion, as well as the issues arising from indiscriminate parking. The Action Plan will provide the basis for considering funding opportunities with partners. The main prioritisation considered has been to address the shortfall in spaces/unmet demand where this is suitable, feasible and acceptable.

The final chapter of the strategy, **Chapter 7**, sets out the monitoring and evaluation process including performance indicators and targets. The development of a robust monitoring regime is critical to measure what effect the implemented actions, as set out in this strategy, will have on delivering our objectives and outputs. As car parks throughout the South Lanarkshire area fall under the responsibility of ScotRail and/or South Lanarkshire Council, an integrated monitoring and evaluation approach between all partners is recommended for the purpose of consistency on data gathering and help delivering the objectives and outputs defined within this Park and Ride Strategy.

There are three appendices to this document.

Appendix A contains a description of the zone system applied in Chapter 4.

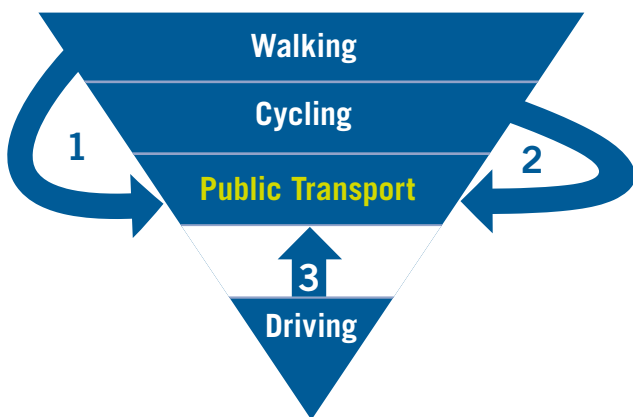
Appendix B contains station profiles which have a more detailed breakdown of the position at each station including the specific information regarding option locations and costs.

How the proposed actions in the Action Plan tie in with the P and RSO's as well as the wider strategy and policy context is provided in **Appendix C**.



1. Introduction

South Lanarkshire Council recognises the importance of the area's proximity to the major employment and leisure destinations of Glasgow and Edinburgh as well as the many opportunities that present themselves from within South Lanarkshire in towns such as Hamilton, East Kilbride and Lanark. Therefore connectivity by rail to these destinations is key to providing convenient, quick and environmentally friendly transport options. The image below shows the hierarchy of access. Where walking, cycling and taking the bus to a train station is not a realistic option; Park and Ride should be accommodated.



Making the rail network attractive and accessible by providing Park and Ride facilities can have a number of benefits, including:

- Fewer cars on the roads reducing congestion and improving journey time;
- Reduced carbon emissions;
- Improved air quality; and
- Improved access to jobs and services

All manner of journeys can be undertaken by rail, including commuting to a place of work or study, accessing services, and for leisure purposes.

The Council has been very successful over the last 20 years in developing and enhancing Park and Ride infrastructure. Seventeen of the nineteen rail stations in South Lanarkshire now have Park and Ride facilities.

As it stands the number of spaces has increased from 599 in 1994 to 2425 in 2017, an increase of some 400%.

Despite the increase in the number of Park and Ride spaces, the Council appreciates that the number of available parking spaces at rail stations is still a barrier to encouraging travel by rail.

The importance of encouraging more people to use public transport has never been more important with a 27% increase in motor vehicles on South Lanarkshire's roads from 2000 to 2015. Although there has latterly been a slowdown in the rate of increase, encouraging environmentally friendly travel options remains paramount. Substantial benefits to health, the environment and congestion could be gained if this changed occurred.

The overall vision set out in this strategy is to increase the provision of Park and Ride spaces in locations where there is existing and anticipated future demand. In 2013, South Lanarkshire Council published its Local Transport Strategy, which this document builds upon. The Local Transport Strategy contains the high level policies and actions to promote and encourage sustainable journeys.

This strategy is a focused policy document which sets clear processes, outcomes and actions for the implementation of our Park and Ride policies, objectives and actions.

2. Policy context



2.1 National policy

The Scottish Parliament passed the Climate Change (Scotland) Act in 2009. The act commits the Scottish government to reducing greenhouse gas emissions by 80% for 2050 with an interim target of 42% by 2020. The Act places duties on public bodies such as the Council to act:

- In the way best calculated to contribute to delivery of the Acts emissions reduction targets;
- In the way best calculated to deliver any statutory adaptation programme; and
- In a way that it considers most sustainable

This has particular relevance with regard to the transport sector as it is responsible for 22% of Scotland's emissions.

The National Planning Framework (NPF3), published in 2014, defines the Scottish Government's spatial priorities for change, which outlines the importance of Park and Ride schemes to enhance accessibility and connectivity: Policy 5.21 states that *“regional transport partnerships have a crucial role to play in improving active travel and transport networks and services within each of the city regions... Strategic Park and Ride facilities will play an important role in providing public transport access to city centres.”*

NPF3 highlights the importance of the Glasgow and Clyde Valley area as Scotland's biggest economic area and home to around a third of its population. South Lanarkshire Park and Ride Strategy supports both the Council's and the Glasgow and Clyde Valley wider aspirations, where *“sustainable infrastructure networks will form the foundations of regeneration and development and build resilience to climate change.”*

The original National Transport Strategy (NTS) was published in December 2006 to act as an enabler of economic growth, supporting businesses in achieving their local, national and international objectives. It also acted to improve the lives of individuals and communities by connecting them with their economic future. The 2016 refresh considers progress made in the previous ten years.

The five high level objectives set out within the strategy are to:

- Promote economic growth;
- Promote social inclusion;



Uddingston Park and Ride

- Protect our environment and improve health;
- Improve safety of journeys; and
- Improve integration.

The three key strategic outcomes set out within the strategy are to:

- Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport;
- Reduce emissions, to tackle the issues of climate change, air quality and health improvement; and
- Improve quality, accessibility and affordability, to give people a choice of public transport, better quality transport services and value for money or an alternative to the car.



2. Policy context



Thorntonhall Station

Paragraph 112 highlights the importance of *“creating a network of innovative parking and park and choose facilities at suitable sites near our towns and cities and at key interchange hubs catering for all forms of transport.”*

Undertaking improvements to the existing transport interchanges and facilitating more straightforward interaction with public transport, will boost the attractiveness of using non-car based modes of transport which will serve a number of the strategic outcomes; namely to deliver improved integration within transport and reduce emissions.

2.2 Regional and local policy

In addition to relevant transport policies at a national level, there is a two-way interaction between this Strategy and a number of Council, local and regional policies, plans and strategies including:

- Regional Transport Strategy for the West of Scotland “A Catalyst for Change” 2008 – 2021
- Glasgow and Clyde Valley Strategic Development Plan 2012
- South Lanarkshire Council Plan 2012 – 2017
- South Lanarkshire Local Development Plan 2015 – 2020
- South Lanarkshire Access Strategy
- South Lanarkshire Community Plan 2017 – 2022
- South Lanarkshire Sustainable Development Strategy 2012 – 2017
- South Lanarkshire Community Safety Strategy 2012 – 2017
- Carbon Management Plan 2016
- Connect South Lanarkshire Council Plan 2017 – 2022
- Corporate Resources: Resource Plan 2016 – 2017

The above list is not exhaustive and demonstrates that a range of internal and external agencies can work together to achieve a shared goal.

Transport is a cross cutting issue and has a role to play in most areas of the South Lanarkshire Community Plan including the Community Safety Partnership, Health and Care Partnership, Rural Partnership, and Youth Partnership. The South Lanarkshire Community Planning Single Outcome Agreement (SOA) sets out the partnership between the Scottish and local Governments with the purpose of focusing public services in creating a more successful Scotland. The SOA contains a number of indicators on congestion, traffic growth, road safety, active and sustainable travel and condition of the road network.

2. Policy context

The South Lanarkshire Local Transport Strategy (LTS), produced in 2013, provides the framework for the provision of transport within the area until 2023. The Park and Ride strategy sits as a supporting document to the LTS. The vision statement of the LTS is identified as:

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

The objectives of the LTS have been extracted and are listed below:

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



Specifically, policy LTP39 identifies the aspiration to “actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail”, whilst policy LTP41 specifies that the Council “will support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle.”

3. Existing situation

3.1 The need for Park and Ride – trends and statistics

South Lanarkshire has seen an average yearly increase in population of **0.3%** from 2006 to 2015 and is estimated to stand at 316,000 as of 2015.

Source: NRS Mid-Year Population Estimates

Approximately 80% of the population live in the north west of the area, within 25km from Glasgow City Centre.

The number of people travelling to work or study by train in South Lanarkshire stood at 5.7% in 2011 – an increase of 0.7% from 2001. For all of Scotland, the amount of people travelling to work or study by train in 2011 was 3.5%, up by 0.1% from 2001. Compared to Scotland as a whole, South Lanarkshire has both a high level of rail use and has experienced a greater increase in the amount of people travelling by train to work or study since 2001.

The number of people driving a car or van to work or study in South Lanarkshire has dropped from 55% in 2001 to 46% in 2011. This is similar to the average for Scotland as a whole – with a drop from 50% in 2001 to 41% in 2011. The number of people driving to work or study has fallen by the same amount as the average for Scotland, but the share of people driving remains 5% higher than the Scottish average;

The diagram to the right (middle) shows the workplace location of South Lanarkshire residents. Almost half of the resident population work within South Lanarkshire and approximately one fifth work within Glasgow, indicating that there are a substantial number of residents for whom the train would be a suitable mode of travel to work.

There is a distinct pattern of growth in South Lanarkshire with an average yearly increase in total station footfall of **4.4%** from 2006-7 to 2015-16.

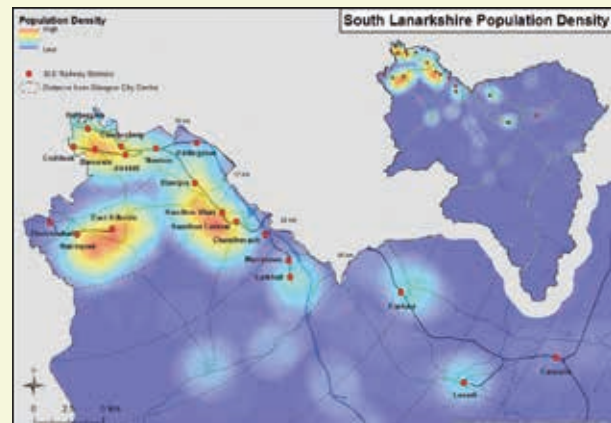
Source: ORR

South Lanarkshire is served by five main train routes, all terminating at Glasgow Central Station:

- East Kilbride to Glasgow
- Edinburgh via Carstairs to Glasgow
- Newton via Kirkhill to Glasgow
- Lanark to Glasgow
- Motherwell / Cumbernauld / Larkhall to Glasgow

One or more of these routes serve each of the nineteen railway stations in the South Lanarkshire area.

South Lanarkshire population density. The rail network is also shown.



Source: Scotland Census 2011

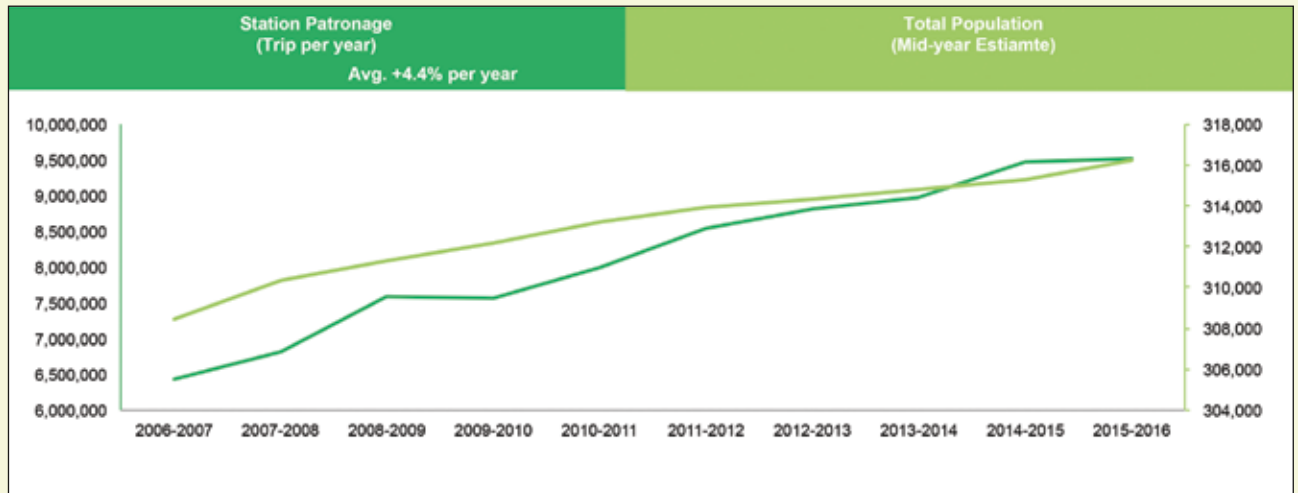
Workplace of South Lanarkshire residents.



Source: Scotland Census 2011

3. Existing situation

Station patronage and population in South Lanarkshire.



Source: ORR and NRS Mid-Year Population Estimates 2006-2015

3.2 What have we been doing?

South Lanarkshire Council, in collaboration with partners, including Strathclyde Partnership for Transport, Network Rail and ScotRail, have been committed over the last 20 years to develop and enhance Park and Ride infrastructure in the area.

Seventeen of the nineteen stations in South Lanarkshire now have Park and Ride facilities, resulting in a threefold increase in the number of Park and Ride spaces in 2017 compared to 1994. More recently, since 2010, new or improved Park and Ride facilities have been established at:

- Carluke (331 spaces);
- Hamilton West (99 spaces)
- Blantyre (60 spaces);
- Chatelherault (100 spaces);
- Carstairs (25 spaces); and
- Newton (155 spaces as of late 2017).

Strathclyde Partnership for Transport have undertaken a programme of surveys at Park and Ride facilities across South Lanarkshire. The surveys show that a

profile for the average person using the Park and Ride for work suggested they are:

- Travelling very frequently (3+ times per week);
- Driving less than 5 miles to get to the site; and
- Choosing Park and Ride because of the lack or high cost of parking at the end destination.

Further passenger surveys at Carluke Station in September 2015 indicated that the following three aspects contributed most highly to the decision to use Park and Ride at the station:

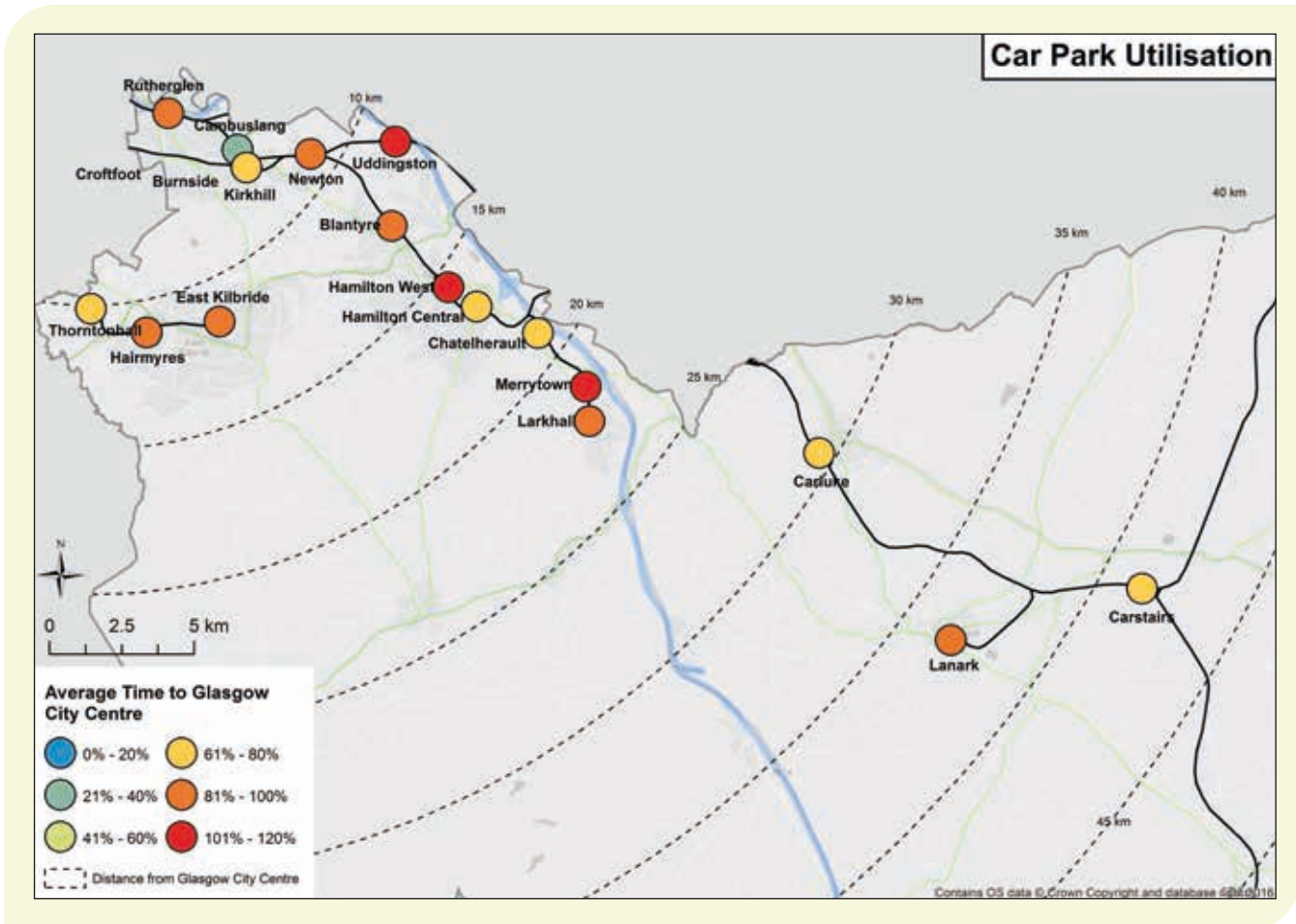
- Station is en-route to the final destination;
- Adequate Park and Ride provision exists; and
- There are direct rail services to the final destination.

A detailed study (Cambuslang Park and Ride Study), assessing the adequacy of current parking provision associated with the use of Cambuslang Railway Station, was drafted in May 2018 to further enhance our understanding of a location that is known to have existing parking issues. This document has been supplemented with the results of the Cambuslang Park and Ride Report where relevant.

3. Existing situation

3.3 Network summary and key issues

The figure below shows the location of the existing Park and Ride facilities on the rail network, in South Lanarkshire, along with the occupancy levels at each. The rail network outwith South Lanarkshire and the main Glasgow stations (Central and Queen Street) are also shown.



3. Existing situation



The table below presents a summary of the key figures for each station in the study area.

Station	Car park ownership	Journey time to Glasgow (mins) (Edinburgh) ¹	Trains per hour to Glasgow (Edinburgh) ²	Fare to Glasgow (Edinburgh) ³	Car park capacity ⁴	Observed occupancy ⁵
Rutherglen	SLC	9	7	£2.50	102	100%
Cambuslang ^{*6}	SLC	12 (86)	6 (<1)	£3.20 (£14.84)	63	78%
Uddingston [*]	ScotRail	15 (79)	4 (1)	£4.20 (£14.22)	216	102%
Croftfoot	No car park	20	3	£3.04	No car park	–
Newton ⁷	SLC	21	7	£3.84	237	94%
Blantyre	ScotRail/ SLC	21	4	£4.36	109	100%
Burnside	No car park	22	3	£3.32	No car park	–
Kirkhill	ScotRail	25	3	£3.84	9	67%
Thorntonhall	ScotRail	25	1	£4.36	3	67%
Hamilton West	ScotRail/ SLC	25	4	£4.74	138	120%
Hairmyres	ScotRail	27	2	£4.66	89	100%
Hamilton Central+	SLC	27	4	£5.10	262	68%
East Kilbride	ScotRail	31	3	£4.74	274	93%
Chatelherault	SLC	31	2	£5.18	94	73%
Merryton	SLC	34	2	£6.24	81	102%
Larkhall	SLC	36	2	£6.50	201	85%
Carluke [*]	SLC	39 (55)	3 (<1)	£6.98 (£14.22)	352	66%
Carstairs [*]	SLC	43 (45)	1 (<1)	£8.66 (£10.88)	39	79%
Lanark	ScotRail	51	2	£8.66	43	95%

** Station offers direct services to Edinburgh. For these stations relevant information on Edinburgh-specific journey times, trains per hour, and fares have also been included. When relevant, these are presented in italics and bracketed next to the figures for Glasgow. + Station has car park charges. All stations but Hamilton Central are free for rail users.*

1. Based on average duration of timetabled morning peak services (07:00-09:59) between station and Glasgow Central (and Edinburgh Waverley if applicable). Source: National Rail Enquiries, March 2017;
2. Based on average number of trains per hour to Glasgow (and Edinburgh Waverley if applicable) in morning peak (07:00-09:59). “0.3” trains per hour to Edinburgh means there is only one direct train between 07:00-09:59. Source: National Rail Enquiries, March 2017;
3. Fare based on cost of weekly season ticket from station to Glasgow (and Edinburgh Waverley if applicable) adjusted to reflect a single weekday. Source: ScotRail, March 2017;
4. Based on site observations conducted in February 2017;
5. Based on site observations conducted in February 2017. Sites where occupancy is >100% indicate overspill parking has been observed at location e.g. outwith marked bays;
6. Observed occupancy of existing car park provision is of the order of 70-80% (2018 surveys undertaken for Cambuslang Park and Ride Study). However, it is important to note that anecdotal evidence, site visits and aerial images available suggest that the current usage may not be entirely due to Park and Ride users, and parking may be used as additional residential or local car parking within Cambuslang town centre.
7. It is noted that an additional 155 spaces have been added to Newton as of November 2017, and the total is now 392.

The stations where car parks are almost full (greater than 85% capacity) include: Lanark, Larkhall, East Kilbride, and Newton. Stations currently at or over capacity include: Rutherglen, Uddingston, Blantyre, Hamilton West, Hairmyres, and Merryton. In total, over half of the Park and Ride facilities in South Lanarkshire are approaching, at, or over capacity.



3. Existing situation

3.4 Pressures on Park and Ride facilities

Pressures on existing Park and Rides exist in many forms. Car parks may be over capacity, but other factors including levels of on-street parking in the nearby area, level of traffic congestion around the station (specifically during morning and evening peak hours), lack of clear wayfinding to and from the station, or simply a lack of CCTV and adequate lighting are also key issues regarding the Park and Ride offer at stations. These factors can influence how realistic it is for commuters to consider Park and Ride as a viable alternative to using the car alone.

Specific examples in South Lanarkshire include:

- High levels of on street parking (Cambuslang, Rutherglen, Kirkhill and East Kilbride);
- Lack of natural wayfinding between the Park and Ride and the station (Cambuslang);
- Lack of CCTV and/or adequate lighting (Cambuslang and Carstairs);
- High levels of peak hour traffic congestion (Rutherglen, Cambuslang, Kirkhill, Hamilton West and Hamilton Central)

A response to these issues is included in the Action Plan in Chapter 6.

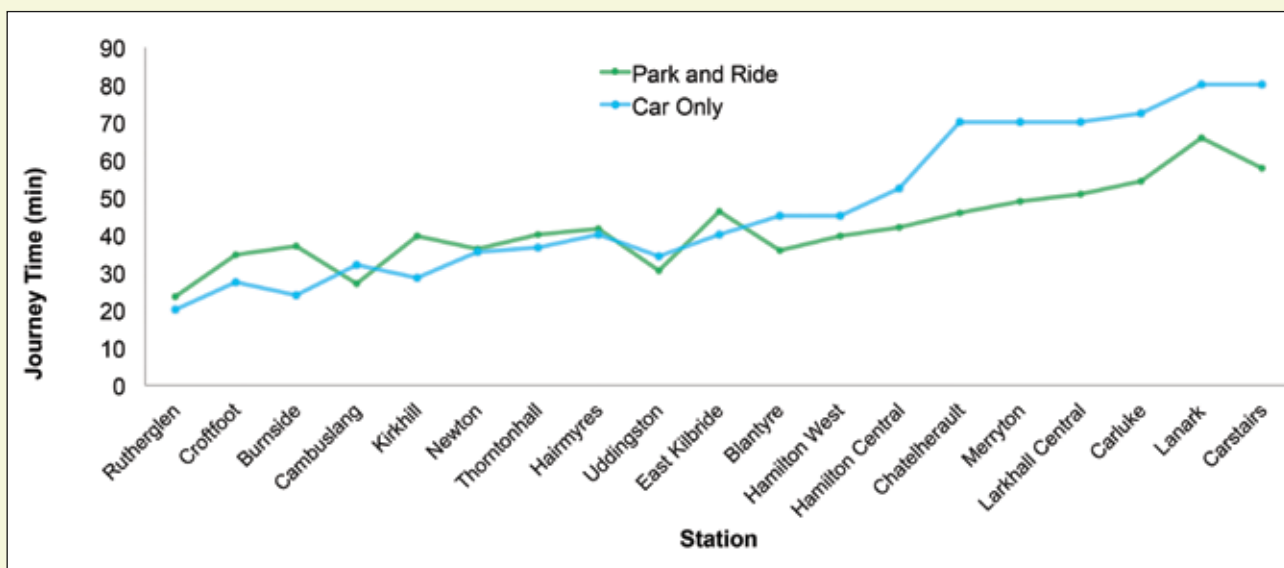
3.5 Journey times

The rail network must be able to compensate for the time 'lost' in getting to the station and changing travel mode. It is therefore important that we understand how the journey times associated with Park and Ride compare to the car alone.

The figure below illustrates approximate travel times from stations in South Lanarkshire to Glasgow City Centre for a typical weekday morning peak outbound journey for a Park and Ride user, compared to the same journey with the car alone. The journey time by Park and Ride is inclusive of the timetabled journey time by rail and an assumed 15 minute access time by car to the station. It is noted that this station access time is a blanket assumption applied to each station to provide a high level comparison whereas the actual access times to the stations will differ across the South Lanarkshire area.

In general, Park and Ride times are broadly comparable with car only times. There is a general trend towards greater time savings when using Park and Ride compared to the car only the further you are from Glasgow City Centre, with passengers saving approximately 10 minutes of travel time from stations further than 10km from Glasgow City Centre, and approximately 5 minutes of travel time from stations within 10km of Glasgow City Centre.

Outline journey time comparison



Source: National Rail Enquires and Google Maps

3. Existing situation



It is noted that this analysis provides an outline understanding of how the current Park and Ride offer broadly compares with using the car alone, it is not indicative of every journey that is made around South Lanarkshire and in reality there are many more factors which influence the use of Park and Ride.

3.6 Summary of existing situation

The analysis in this chapter indicates that there is an existing need to improve certain Park and Ride facilities based on the current demand in the region. The key issues discussed above highlight the need for rail services and Park and Ride facilities to provide an attractive and viable alternative to the car for commuters.

It is noted that there is a potential for a large amount of suppressed demand to exist, although it is noted that this is difficult to measure to a high level of accuracy. Park and Ride facilities at Hamilton West, Uddingston, Merryton, Rutherglen, Blantyre, Hairmyres, Lanark, Newton, and East Kilbride have been identified as operating at over 90% of capacity, and it is clear that there is an existing demand for improved Park and Ride provision at these locations.



4. Future situation

4.1 Background

An analysis of the potential future situation has been conducted to determine which stations would benefit most from an increase in provision to cope with potential future demand. The analysis looks at future rail industry improvements, future housing land availability, and current and future patronage trends.

4.2 Rail industry improvements

The Scotland Route Study, undertaken by Network Rail, outlines the long term planning process until 2043. This includes a number of improvements to the rail network in South Lanarkshire:

- Enhancing and Electrifying the East Kilbride line, to allow the current extended dwell time at Glasgow Central to be accommodated at East Kilbride (and Barrhead), thus reducing the platform occupation time at Glasgow Central. This work may involve the addition of a second platform at East Kilbride station;
- Carstairs Junction remodelling; current capability of the junction will not facilitate forecast demand (freight and passenger) to 2043. However, enhancing this junction will reduce journey times, improve freight regulation and reduce whole life costs;
- Law Junction and Uddingston Junction Upgrades/ Relocation of Uddingston Station; Newton to Rutherglen Grade Separation.

Network Rail Control Periods are the 5-year timespans into which Network Rail works for financial and other planning purposes. The next control period (CP6) is due to run from 2019-2024. Potential new developments may occur beyond this point, and may impact the level of Park and Ride demand in the long term.

Abellio ScotRail are also committed to improving car park provision throughout Scotland. Although the scope of their commitment is national, it may provide some benefit to the Park and Ride offer within South Lanarkshire.

From this analysis, future rail industry improvements were not forecast to have a major immediate impact on the level of Park and Ride demand in South Lanarkshire.

4.3 Housing land availability

An analysis of the Local Development Plan for South Lanarkshire, which includes information on the location of housing development sites and the number of units at each, was conducted to examine the potential impacts on Park and Ride demand at each station in South Lanarkshire.

Once the number of developments closest to each station was established, the subsequent increase to parking demand was calculated. This calculation takes into account factors such as household size, percentage of population economically active, and percentage of population who travel to work/study by train – each calculated using Scottish Census data for the Locality (2010) in which each station sits.

The number of additional spaces required as estimated from the HLA analysis is:

Station	Estimated number of additional spaces required		
	Up-to-2023	Post-2023	Total
Blantyre	11	8	19
Burnside	2	3	5
Cambuslang*	10	13	23
Carlisle	17	58	75
Carstairs	2	6	8
Chatelherault	3	1	4
Croftfoot	0	0	0
East Kilbride	6	8	14
Hairmyres	54	68	122
Hamilton Central	33	48	81
Hamilton West	9	18	27
Kirkhill	22	6	28
Lanark	4	14	18
Larkhall	7	12	19
Merryton	3	26	29
Newton	50	28	78
Rutherglen	0	0	0
Thorntonhall	10	12	22
Uddingston	16	1	17

**Figures superseded following the outcomes of the Cambuslang P and R Study (2018)*

4. Future situation



Note that the above estimates do not take into account pre-existing demand and estimate future requirements based on the future planned housing allocation in the vicinity of each station only.

Excluded from this analysis are future housing sites beyond 5km from stations. This boundary was influenced by the high level of inter-relation between station catchments in the South Lanarkshire area beyond this distance. Some stations, such as Carluke, Carstairs, Larkhall and Lanark, with larger catchment areas might experience a greater demand if we consider sites beyond this distance. Results may therefore be conservative for stations with larger catchments.

4.4 Rail patronage

Rail patronage figures for each station were obtained from the Office of Rail and Road. Trends in patronage growth were analysed and extrapolated upon to obtain an understanding of the potential future demand at each station in the area.

The average year-on-year growth at each station was calculated between 2006 and 2015 (2006 was the first year with available data for each station). This growth is henceforth referred to as station growth.

To ensure that the situation at each station would be considered as part of the wider rail network, and not in isolation, stations were grouped together into zones based on broad geographical location as well as factors such as similar journey times to key attractor stations, level of service provision, and similar patronage growth. The following zones were established:

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

A year-on-year growth for each zone has also been calculated between 2006 and 2015. This zone growth was used to temper the effects of what were considered unusual or unsustainable year-on-year changes in the patronage growth at each station.

A description of the zone system is discussed in **Appendix A**.

Both the station growth and the zone growth have been applied to the patronage figures at each station to calculate an estimate of the number of spaces required by 2023. The results of these calculations, along with the average of the two growth scenarios, are shown in the table below:

Station	Estimated number of additional spaces required by 2023		
	Based on station growth	Based on zone growth	Average of station and zone growth
Blantyre	39	36	37
Burnside	0	0	0
Cambuslang*	5	6	5
Carluke	86	88	87
Carstairs	32	11	21
Chatelherault	60	27	43
Croftfoot	0	0	0
East Kilbride	43	46	44
Hairmyres	39	34	36
Hamilton Central	50	59	55
Hamilton West	60	55	57
Kirkhill	1	2	1
Lanark	11	14	13
Larkhall	60	67	64
Merryton	27	33	30
Newton	68	67	67
Rutherglen	42	36	39
Thorntonhall	1	1	1
Uddingston	102	115	109

**Figures superseded following the outcomes of the Cambuslang P and R Study (2018)*

Note that the above estimates do not take into account pre-existing demand and estimate future requirements based on rail patronage growth only.

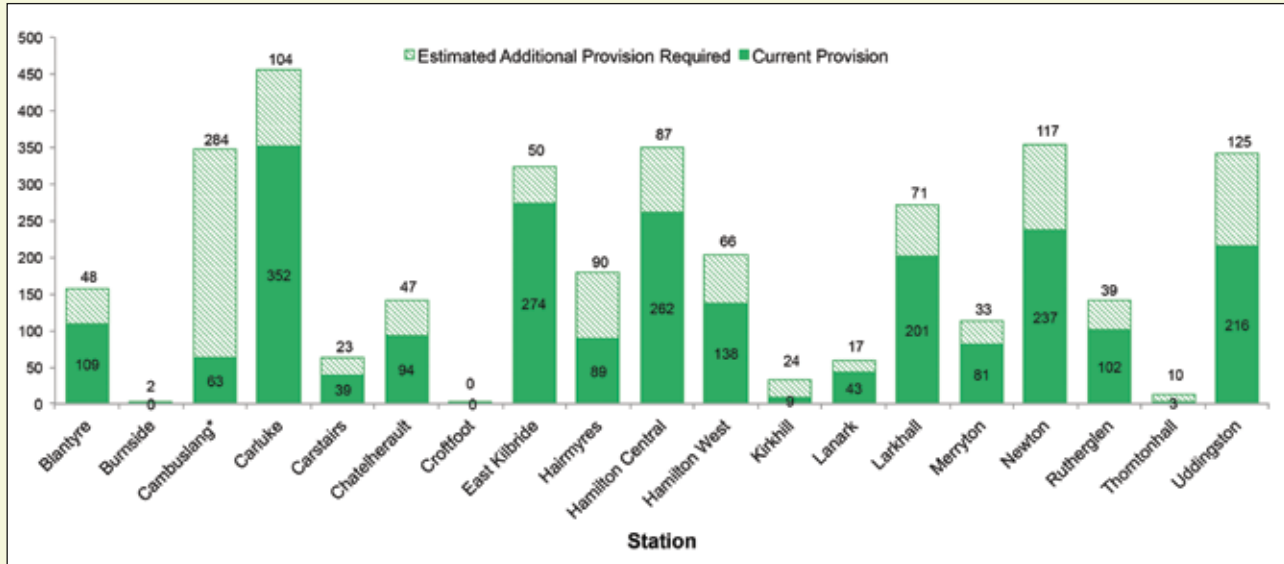
It is noted that, unlike the HLA forecast, patronage growth has not been used to forecast additional Park and Ride capacity beyond 2023, it was decided that the accuracy of forecasts would diminish too much beyond this point. This time frame compares to the end of Network Rail CP6 (2024), when additional rail improvement works may take effect.



4. Future situation

4.5 Supply and demand conclusions

Current and projected car park provision by 2023 (by station)



*Car Park Figures updated based on the Cambuslang P and R Study (2018)

Source: AECOM Analysis

The above graph compares the current Park and Ride provision available at stations, along with the additional provision estimated to be required by 2023. The estimate of additional spaces has been based on the combined HLA and Rail Patronage growth figures.

In reality, the HLA growth figures will likely play some part the Rail Patronage growth in the area, so it is therefore noted that the above graph shows what would be considered a relatively high level of estimated future demand.

The future demand analysis indicates that there are approximately 970 additional spaces required across South Lanarkshire area by 2023. For the most part, these results tie in to what is known about the existing situation at each station. For example, stations which already experience higher demand for Park and Ride, such as Carluke, Newton, and Uddingston, are also forecast to experience higher demand in the future. Stations such as Croftfoot, Burnside, and Kirkhill currently have a very low demand, and this is also expected not to change significantly.

However, it is important to note that the results of the above analysis do not take into account high levels of existing demand and specific local issues at stations in the South Lanarkshire area.

Cambuslang, for example, is shown to experience very low demand for additional Park and Ride based on the current usage of existing Park and Ride facilities. However, based on the work done so far on the Cambuslang P and R study, this is contradictory to what we know about the existing situation around the station, where there are high levels of on-street parking (with approx. 80% of all users who drive to the station parking on street).

At Newton station, recent reports (as of February 2018) suggest that approximately 50 additional users are utilising the Park and Ride facilities at the station, less than three months after Park and Ride provision was increased. These examples indicate that there is a high existing demand for additional and improved Park and Ride facilities.

This knowledge of the current local situation and level of existing demand at each station has been applied to refine our understanding of likely future demand and, subsequently, what actions should be prioritised in the Action Plan in **Chapter 7**.

This approach will ensure a coherent and adaptive strategy is adopted moving forwards to best influence the Park and Ride offer in the region as a whole.

5. Vision and objectives



Local Transport Strategy Vision Statement

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

Park and Ride Vision Statement

“We will enable multi-modal travel to become the more attractive transport option over car-only journeys by providing more options and greater accessibility to our rail network”

5.1 The Park and Ride Strategy and its relationship to the LTS



5.2 LTS Park and Ride policies and actions

The Local Transport Strategy sets out the following policies (LTPs) which influence Park and Ride development:

- There will be an ongoing assessment of all waiting and loading times to ensure that they are appropriate and support the economic wellbeing of the area (LTP 25);
- The Council will use its powers to control on street parking to balance parking supply and demand, to ensure unimpeded flow of traffic, to support economic vitality and to improve road safety (LTP 26);
- The Council will seek to achieve a reduction in the rate of traffic growth on its road network (LTP 27);
- We will recognise and support the needs of people with disabilities when designing new transport schemes or replacing existing infrastructure (LTP 38);
- We will actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and by rail (LTP 39);
- We will support and encourage multi modal journeys that allow the convenient interchange between rail, bus, car and bicycle. This includes supporting national government, regional transport partnerships and public transport operators in their efforts in the development of multimodal, integrated, through ticketing (LTP 41); and
- The Council will support the introduction of low carbon vehicles as a sustainable alternative to internal combustion vehicles (LTP 43).



5. Vision and objectives

The Council will undertake the following actions (LTAs) in relation to Park and Ride infrastructure and parking and demand management:

- The Council will review Traffic Regulation Orders (TROs) in areas where parking causes safety and/or congestion issues (LTA 20);
- The Council will ensure that all TROs are accessible to the public through the Council's internet site (LTA 21);
- We will install transport facilities that are safe and convenient to use for all road users, including those with disabilities (LTA 29);
- We will, in conjunction with SPT, implement prioritised public transport infrastructure improvements including bus stops and shelters (LTA 30);
- We will investigate the further provision of Park and Ride facilities in South Lanarkshire to facilitate sustainable multi modal journeys (LTA 32); and
- We will develop a network of 'fast' charging stations in Council car parks throughout South Lanarkshire to facilitate public electric vehicle charging (LTA 33).

5.3 Park and Ride objectives

The objective of this Park and Ride Strategy is to assist the Local and Regional Transport Strategies in meeting their objectives, whilst at the same time support and help achieve the wider objectives defined in the National Transport Strategy. Therefore, the strategy objectives have been developed under the following key "themes" which correspond to the high level objectives defined in the National Transport Strategy:

- Promote economic growth
- Promote social inclusion
- Protect our environment and improve our health

- Improve safety of journeys
- Improve integration

Promote economic growth

- **P and RSO 1** – Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development;
- **P and RSO 2** – Alleviate the impacts of traffic congestion and traffic growth throughout South Lanarkshire;

Promote social inclusion

- **P and RSO 3** – Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements;
- **P and RSO 4** – Actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail;

Protect our environment and improve our health

- **P and RSO 5** – Increase the proportion of trips undertaken by walking, cycling and public transport;

Improve safety of journeys

- **P and RSO 6** – To improve safety and personal security on the transport system;

Improve integration

- **P and RSO 7** – Support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle.



Carlisle Park and Ride

6. Delivery of the strategy in partnership



The South Lanarkshire Park and Ride Strategy 2018-2027 sets out the Council's strategic Park and Ride objectives for the South Lanarkshire area.

The strategy has been developed within the wider national and regional policy context and this is outlined in the strategy. South Lanarkshire will continue to work closely in partnership with SPT, ScotRail and Network Rail to formalise agreements over responsible parties for scheme delivery and operation.

6.1 Existing local, regional, and national strategies

As discussed in Chapter 2 of this document, The delivery of this strategy fulfils many of the policies, objectives and aspirations of various national, regional and local strategies.

Examples of these aspirations include:

- *“Strategic Park and Ride facilities will play an important role in providing public transport access to city centres.”* (NPF3, 2014); and
- *“[SLC will] actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail”* (LTP 39, LTS, 2013)

6.2 Strathclyde Partnership for Transport

Strathclyde Partnership for Transport (SPT) was created on 1 April 2006 and is the regional transport partnership for the West of Scotland. The Transport Scotland Act 2005 created the provision for seven statutory regional transport partnerships throughout Scotland of which SPT is the largest.

Its roles and function include considering, prioritising and funding certain transport provisions, improvements and developments at a local and regional level and for linking neighbouring regions and beyond. This includes provision for Park and Ride projects throughout its area, including South Lanarkshire. These actions are delivered under the Park and Ride Action Plan, which was produced in 2008 and developed as part of the Regional Transport

Strategy for the Scottish Government. The Action Plan proposes a number of recommendations including:

- The expansion of Park and Ride facilities should be accompanied by a central area parking policy to encourage the target journeys to transfer to Park and Ride;
- Additional spaces to be provided at Park and Ride sites to provide capacity for expansion of the market;
- Ensure that information about Park and Ride sites are accurate and accessible to the public at times when they require it; and
- Use data collected in surveys to evaluate schemes against targets and to update knowledge of good and bad practice.

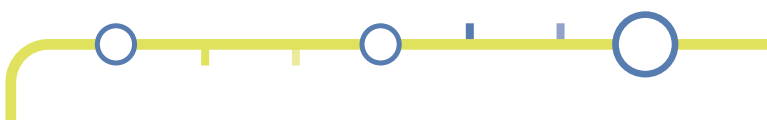
Recent Park and Ride projects in South Lanarkshire which have been delivered to date with the assistance of SPT funding include sites at Carstairs (Nov 2016), Blantyre (Dec 2014) and Newton (Nov 2017).

6.3 Abellio ScotRail

Abellio ScotRail started operating on 1 April 2015. ScotRail provides passenger train services throughout Scotland with intercity, regional and suburban rail services across the Scottish national rail network.

As part of the new franchise agreement, there is commitment to help developing “a new transport integration programme focused on key interchanges”, including more car parking provision across the ScotRail network. For this, ScotRail have a current strategy for increasing parking provision at a national level, “by at least 600 spaces by the end of the 5th Franchisee Year” (2020). The three-phase strategy includes:

- **Phase 1:** Redesign of current car parks within the existing footprint;
- **Phase 2:** Expansion into nearby land with an emphasis on land owned by Network Rail, but also local Council land when there is an appetite;
- **Phase 3:** Decked solution at car parks. Part of Abellio bid but not a preferred option and only discussed as a last resort due to high costs.



6. Delivery of the strategy in partnership

6.4 Network Rail

As the owner and infrastructure manager of the rail network in South Lanarkshire, Network Rail is a key partner, and any enhancement of the existing stations facilities will require working in partnership.

In December 2014, Network Rail published a guidance aimed at promoters, including local authorities, on the process for developing a business case for investment in station improvements. In terms of investment in existing stations, the guidance states that *“the first investment option that should be considered is the promotion or enhancement of existing station facilities”*... which *“could involve measures to increase the accessibility of the existing station through improvements to bus interchanges, car parking, signage or pedestrian access”*.

Network Rail Control Period 6 (CP6) is due to run from 2019-2024. It is therefore noted that the timeframe for the implementation of this strategy and CP6 are a large part aligned, and the specifics of CP6 may have some impact on the direction of this strategy in the future.

6.5 Funding

Currently on an annual basis, the Council's Roads and Transportation Services spends around £24 million on infrastructure. This can be divided between the revenue budget, which averages around £10 million and the capital budget which averages around £14 million.

The revenue budget is spent on the maintenance and operations functions, which include the winter maintenance programme and road resurfacing. Additional funding of £12million per year until 2018/19 will be spent on improving the road network through the Roads Investment Programme.

The capital budget is generally spent on new infrastructure and improvements. Although the capital spend is in the region of £14million, around £12million of that is from Council funds. Other sources of funding are critical to the Council being able to carry out these improvements. Many of these sources are not guaranteed funding streams and often rely on the Council successfully bidding for funding for specific schemes from year to year.

In recent years, there has been investment at a number of Park and Ride sites in the area. This has included both the Council's own money and funding obtained from partners, most significantly SPT.

In many instances, partnership working is pursued where Roads and Transportation Services will work together with partners from outside the Council as well as other Services and Resources from within the Council. In these instances there is a strong base of funding, resources and expertise and this pooling of resources can ensure completion of major projects.

Abellio ScotRail are exploring a programme of Park and Ride development and the Council will continue to work closely with ScotRail, and SPT to deliver improvements in partnership where possible. This is reflected in the Action Plan.

6.6 Organisation abbreviation

Organisation	Abbreviation
South Lanarkshire Council	SLC
Strathclyde Partnership for Transport	SPT
ScotRail Abellio	SR
Network Rail	NR
Public Transport Operators	PTO

6.7 Park and Ride Strategy Action Plan

This section outlines the interventions which the council considers necessary to promote the use of Park and Ride as a more attractive and realistic travel option within South Lanarkshire.

The Action Plan provides details of suggested improvements, the proposed timescale when these improvements are likely to be necessary, the estimated additional spaces (where relevant), as well as an outline range of project costs associated with each action.

Opportunities to improve the Park and Ride offer have been informed primarily with the analysis set out in Chapters 3 (supply and existing demand) and 4 (future demand). Local knowledge and understanding of the specific constraints and opportunities at stations has supplemented this analysis to provide a robust understanding of the interventions required.

6. Delivery of the strategy in partnership



Attention has also been given to the high levels of overlap between the station catchment areas – improvements to Park and Ride facilities at one station may well impact demand for Park and Ride elsewhere.

The Council has therefore identified the key areas where an improved Park and Ride offer is currently necessary, or is likely to be necessary at some point in the future.

The timeframes involved are:

- **Short term:** 0-3 years;
- **Medium term:** 3-6 years; and
- **Long term:** 6+ years.

The Action Plan also assesses each station against three criteria for Park and Ride Improvements: **suitability**, **feasibility**, and **acceptability**. These criteria are defined below:

- **Suitable:** Is an improved Park and Ride offer right and appropriate given the existing and potential future situation;
- **Feasible:** Is an improved Park and Ride offer possible and practical to achieve;
- **Acceptable:** Is an improved Park and Ride offer agreeable to all interested parties and stakeholders.

It is noted that any details relating to finalised designs such as EV charging and disabled parking provision are not included in the action plan and will be undertaken at the detailed design stage.

The Action Plan is shown on the following page. How the specific actions tie in with the Park and Ride Strategy Objectives, as well as the policies and actions from the LTS is detailed in **Appendix C**. Each action will be categorised by one of the “Themes” as discussed in **Chapter 5**:

- Promote economic growth
- Promote social inclusion
- Protect our environment and improve our health
- Improve safety of journeys
- Improve integration

Running in parallel to the Action Plan it is proposed to engage with Corporate Communications to develop a promotional campaign to encourage more courteous/considerate parking around stations and to promote those locations where there is capacity for commuters to park.



6. Delivery of the strategy in partnership

Station(s)	Existing spaces	Priority	Overview	Suitable	Feasible	Acceptable	Action number	Action description	Indicative spaces	Estimated costs	Time frame
All	n/a	High	Continue to provide support to encourage and develop sustainable travel interchange alternatives such as walking, cycling and public transport when possible.	✓	✓	✓	01	Ensure that information on sustainable travel options is kept up-to-date and easily accessible to the public and that infrastructure is sufficient to allow sustainable travel interchange.	n/a	n/a	Short term
				✓	✓	✓	02	Provide additional information to the public on how to participate in and engage with car-share schemes and continue to provide support to such schemes.	n/a	Short term	
				✓	✓	✓	03	Provide a dedicated and up-to-date resource which gives information on facilities at stations in the South Lanarkshire Area.	n/a	Short term	
Hairmyres	89	High	Opportunities available to extend Park and Ride facilities.	✓	✓	✓	04	Reconfiguration and extension of existing car park.	+11	£40,000 – £50,000	Short term
				✓	✓	✓	05	Construction of a new surface car park with access road.	+109	£340,000 – £420,000	Short term
				✓	✓	✓	06	Develop decked car park at NHS site in partnership with NHS / Prospect Health Care.	+127	£1,080,000 – £1,350,000	Long term
				✓	✓	✓	07	Decked extension of existing ScotRail car park.	+48	£540,000 – £670,000	Long term

6. Delivery of the strategy in partnership

Station(s)	Existing spaces	Priority	Overview	Suitable	Feasible	Acceptable	Action number	Action description	Indicative spaces	Estimated costs	Time frame
Uddingston	216	High	Network Rail are progressing their Park and Ride facility – late Spring 2019 is their potential delivery timescale.	✓	✓	✓	08	Reconfiguration of existing ScotRail car park.	+91	£630,000 – £770,000	Short term
							09	Extension of existing car park towards Sheeburn Road.	+44	£250,000 – £300,000	Long term
Newton	392	High	Phase 3 extension to Park and Ride facility complete. Phase 4 to be considered.	✓	✓	✓	10	Extension of existing car park.	+134	£430,000 – £540,000	Short term
							11	Construction of a new surface car park as part of the CGA.	+120	£360,000 – £450,000	Long term
Hamilton West	138	High	Detailed assessment required to determine the overspill parking in the area as well as assessing the feasibility of a decking the car park at Peacock Way.	✓	✓	✓	12	Reconfiguration and extension of existing station car park.	+17	£20,000 – £30,000	Short term
							13	Decked extension at Peacock Way car park.	+50	£500,000 – £642,000	Long term
Rutherglen	102	High	Detailed Assessment required to determine the overspill parking experienced on streets surrounding the station. Opportunities available to extend Park and Ride facilities utilising SLC land near the station.	✓	✓	✓	14	Reconfiguration of existing car park.	+4	£20,000 – £30,000	Short term
							15	Construction of a new surface car park with access bridge.	+200	£5,900,000 – £6,500,000	Long term
Hamilton Central	262	High	No options to provide Park and Ride facilities at the station.	✓	✗	✓	16	Promote alternative facilities such as Cambuslang or Newton Stations, as supply allows.	n/a	n/a	Medium term
							17	Further marketing/promotion to be considered to encourage use of Duke Street and Brandon Street facilities e.g. more flexible charging regime.	n/a	n/a	Short term

6. Delivery of the strategy in partnership

Station(s)	Existing spaces	Priority	Overview	Suitable	Feasible	Acceptable	Action number	Action description	Indicative spaces	Estimated costs	Time frame
Cambuslang	63	High	The 2018 Cambuslang Park and Ride study demonstrates the existence of high levels of overspill parking on streets surrounding the station. Limited land options are available.	✓	✘	✓	18	Improve signage and wayfinding between Park and Ride facilities and the station.	n/a	£10,000	Short term
							19	Construction of new surface car park at Bridge Street.	+275	£790,000 – £990,000	Medium term
							20	Promotion of car park at Maple Tree Court as an official Park and Ride site linked to the Cambuslang Railway Station.	+52	£130,000 – £170,000	Medium term
Blantyre	109	Medium	Detailed assessment required to determine the overspill parking experienced on streets surrounding the station. Limited land options are available.	✓	✓	✓	21	Reconfiguration and extension of existing car park.	+12	£70,000 – £80,000	Short term
Lanark	43	Medium	Discussion continuing into opportunities to purchase land for use as Park and Ride. A study into Lanark Interchange was conducted by SLC. The results of this study will help inform the actions taken going forward. 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.	✓	✘	✓	22	Construction of a new surface car park, (sited former Wooden Auction Sites).	+53	£150,000 – £190,000	Short term
							23	Construction of a new surface car park, including Alston's Yard and former Wooden Auction Sites.	+89	£270,000 – £320,000	Short term

6. Delivery of the strategy in partnership

Station(s)	Existing spaces	Priority	Overview	Suitable	Feasible	Acceptable	Action number	Action description	Indicative spaces	Estimated costs	Time frame
Merryton	81	Medium	Opportunities available to extend Park and Ride facilities utilising SLC land near the station.	✓	✓	✓	24	Reconfiguration and extension of existing car park.	+12	£70,000 – £80,000	Short term
							25	Construction of a new surface car park (subject to CGA).	+179	£530,000 – £660,000	Long term
							26	Promote alternative facilities, such as Larkhall or Chatelherault Stations, as supply allows.	n/a	n/a	Short term
East Kilbride	274	Medium	Opportunities available to extend Park and Ride facilities.	✓	✓	✓	27	Reconfiguration and extension of existing car park.	+23	£60,000 – £80,000	Short term
							28	Decked extension of existing car park.	+154	£1,270,000 – £1,590,000	Medium term
Larkhall	201	Low	Opportunities available to extend Park and Ride facilities utilising SLC land near the station.	✓	✓	✓	29	At grade extension of existing car park.	+86	£470,000 – £590,000	Short term
							30	Decked extension of existing car park.	+95	£740,000 – £920,000	Medium term
Carlisle	352	Low	Opportunities available to extend Park and Ride facilities utilising SLC land near the station. 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.	✓	✓	✓	31	At grade extension of existing car park.	+202	£570,000 – £710,000	Long term
							32	Decked extension of existing car park (south of station).	+125	£1,270,000 – £1,590,000	Long term



6. Delivery of the strategy in partnership

Station(s)	Existing spaces	Priority	Overview	Suitable	Feasible	Acceptable	Action number	Action description	Indicative spaces	Estimated costs	Time frame
Carstairs	39	Low	Opportunities available to extend Park and Ride facilities utilising SLC and 3rd Party land near the station. 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.	✓	✓	✓	33	At grade extension of existing car park (Phase 2).	+23	£80,000 – £100,000	Short term
							34	At grade extension of existing car park (Phase 3).	+30	£100,000 – £130,000	Short term
							35	Construction of new surface car park.	+27	£70,000 – £90,000	Short term
Chatelherault	94	Low	Opportunities available to potential expand existing car park into SLC / NR land or SLC land to the north.	✓	✓	✓	36	Reconfiguration and extension of existing car park.	+34	£260,000 – £320,000	Medium term
							37	Construction of new surface car park.	+69	£320,000 – £400,000	Long term
Thorntonhall	3	No	No options to provide Park and Ride facilities at the station.	✗	✓	✗	38	Promote alternative facilities, such as Hairmyres Station, as supply allows.	n/a	n/a	Short term
Burnside	0	No	No options to provide Park and Ride facilities at the station.	✗	✓	✗	39	Promote alternative facilities, such as Cambuslang or Newton Stations, as supply allows.	n/a	n/a	Medium term
Croftfoot	0	No	No options to provide Park and Ride facilities at the station.	✗	✓	✗	40	Promote alternative facilities, such as Cambuslang or Newton Stations, as supply allows.	n/a	n/a	Medium term
Kirkhill	9	No	No options to provide Park and Ride facilities at the station.	✗	✓	✗	41	Promote alternative facilities, such as Cambuslang or Newton Stations, as supply allows.	n/a	n/a	Medium term

7. Monitoring and evaluation



7.1 Monitoring and Evaluation

The development of a robust monitoring regime is critical to measure what effect the implemented actions, as set out in this strategy, will have on delivering our objectives and outputs.

As car parks throughout the South Lanarkshire area fall under the responsibility of ScotRail and/or South Lanarkshire Council, an integrated monitoring and evaluation approach between all partners is recommended for the purpose of consistency on data gathering and help delivering the objectives and outputs defined within this Park and Ride Strategy. Car park surveys or counts are suggested to obtain snapshots of the car park occupancy at one moment in time. These surveys would be carried out at regular intervals to ensure that as patronage builds up, suitable access to the station is provided to continue attracting customers from the target market.

While these surveys are useful to determine general car park usage levels it does not provide information about arrival and departure rates which can provide a good picture of the journey purposes of users. Therefore, platform and car park surveys will be considered where necessary to continue understanding future demand of rail users in order to provide adequate access to the stations throughout the South Lanarkshire Council area. As part of this, ORR (Office of Rail Regulation) data will be reviewed

on a yearly basis to identify potential trends or changes in patronage levels throughout the area. The data collected and reviewed will help to continually update knowledge of good or poor practice, and provide further understanding of the service demand for public transport within South Lanarkshire, although this will be influenced by the actual service provided. This data can be valuable in providing feedback to the funding bodies. As Park and Ride usage increases it will help to plan future service requirements in order to appropriately manage future demand within the Council area.

The Council recognises the importance of an effective monitoring regime in assessing progress against each of the strategic objectives. Progress of outputs against the objectives can be measured using a series of performance indicators.



7. Monitoring and evaluation

SLC Park and Ride objectives, indicators and methods of assessment

Objectives	Target	Baseline Data	Source	Timescale
Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development (P and RSO 1)	Increase the level of journeys undertaken by public transport (i.e. rail)	South Lanarkshire rail patronage levels in 2017: over 9.5M entries and exits; 148% rail patronage increase since 2006	Review of Office of Rail Regulations (ORR) Platform and car park surveys	Yearly base Five year base
Alleviates the impacts of traffic congestion and traffic growth throughout South Lanarkshire (P and RSO 2)	Increase the mode split undertaken by public transport (i.e. rail)	South Lanarkshire rail patronage levels in 2017: over 9.5M entries and exits; 148% rail patronage increase since 2006	Review of Office of Rail Regulations (ORR) Platform and car park surveys	Yearly base Five year base
Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements (P and RSO 3)	Support the partners in the provision of sheltered bus stop facilities within 100-200m of the stations	Number of new bus stops/shelters Number of new cycle stands	SPT and bus operators Abellio ScotRail	Completion of delivery plan
	Support the partners in the provision of cycle facilities the stations			
	Increase the Park and Ride capacity by approximately 700 new parking spaces	Park and Ride capacity in 2017: 2,425 spaces; 400% Park and Ride capacity increase since 1994; Indicative future capacity plans: 3,012 (as indicated in the LTS)	South Lanarkshire Council and Abellio ScotRail	Based on delivery plan: Short term (2019) Medium term (2023) Long term (2027)

7. Monitoring and evaluation




Objectives	Target	Baseline Data	Source	Timescale
<p>Actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail (P and RSO 4);</p> <p>To increase the proportion of trips undertaken by walking, cycling and public transport (P and RSO 5)</p>	<p>Increase the Park and Ride capacity by approximately 700 new parking spaces</p>	<p>Park and Ride capacity in 2017: 2,425 spaces;</p> <p>400% Park and Ride capacity increase since 1994;</p> <p>Indicative future capacity plans: 3,012 (as indicated in the LTS)</p>	<p>South Lanarkshire Council and Abellio ScotRail</p>	<p>Based on delivery plan: Short term (2019) Medium term (2023) Long term (2027)</p>
	<p>Increase the level of journeys undertaken by public transport (i.e. rail) between 0.1 and 0.27%</p>	<p>South Lanarkshire rail patronage levels in 2017: over 9.5M entries and exits;</p> <p>148% rail patronage increase since 2006</p>	<p>Review of Office of Rail Regulations (ORR)</p> <p>Platform and car park surveys</p>	<p>Yearly base</p> <p>Five year base</p>
<p>Safety and Security: To improve safety and personal security on the transport system (P and RSO 6)</p>	<p>All Park and Ride sites in South Lanarkshire to have lighting and CCTV or other appropriate security measures</p>	<p>Station audit</p>	<p>South Lanarkshire Council survey</p>	<p>Completion of delivery plan</p>
<p>Will support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle (P and RSO7)</p>	<p>Increase the proportion of Park and Ride journeys</p>	<p>Park and Ride show to be at capacity (i.e. Uddingston, East Kilbride, Newton, etc);</p> <p>Evidence of high levels of commuter parking spill around stations</p>	<p>SPT surveys</p> <p>Abellio ScotRail and South Lanarkshire Council surveys</p>	<p>Yearly base</p>
	<p>Support the partners in the provision of sheltered bus stop facilities within 100-200m of the stations</p> <p>Support the partners in the provision of cycle facilities the stations</p>	<p>Number of new bus stops/shelters</p> <p>Number of new cycle stands</p>	<p>SPT and bus operators</p> <p>Abellio ScotRail</p>	<p>Completion of delivery plan</p>



Scottish
First

SHARE
PARK AND RIDE
Have you thought
of car sharing?



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

Phone: 0303 123 1015

Email: equalities@southlanarkshire.gov.uk

www.southlanarkshire.gov.uk