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Cambuslang Railway Station

Park and Ride Study – Final Report

November 2018

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	29/11/2018	Minor updates following client discussions	JC	Joanne Casey	Associate Director

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Executive Summary

Introduction

Over the last decade, Cambuslang Railway Station has witnessed a high growth in terms of rail patronage, amounting to a 39% growth between 2006/2007 and 2016/2017, which equates to an average year-on-year growth of 3%. Whilst these figures reflect a general population growth for Cambuslang and its wider area, patronage at the station has increased at a faster rate, resulting in a parking demand-supply imbalance; hence pressure on parking has significantly increased within the surroundings of station.

Recent parking surveys and platform surveys undertaken at Cambuslang confirm that parking demand at the railway station outstrips supply on a daily basis, with evidence of significant levels of on-street parking within the streets near to the station (i.e. Hamilton Drive, Wellshot Drive, Douglas Drive, West Coats Road). These results are backed up by the local evidence gathered through different sources and consultations undertaken as part of the development of this study, and would suggest that current levels of on-street parking among rail passengers could account for up to 80% (between 150 and 200 vehicles) of all parking associated with Cambuslang railway Station usage, with the remaining users parking off-street, either at the existing Park and Ride sites located to the north of the station or other off-street sites located close by.

Population growth and the demand for improved and enhanced transport infrastructure is set to continue, with suggested future housing allocation plans comprising up to 1,100 new residential units potentially being delivered over the next decade within a 2,000 metre radius of the station.

In response to this, AECOM was commissioned by South Lanarkshire Council (SLC) to assess the adequacy of current parking provision associated with the use of Cambuslang Railway Station and the need for additional provision. This study was undertaken in the context of the Council's Local Transport Strategy[1] (LTS) - which outlines the requirement for further investigation into the provision of Park and Ride facilities in South Lanarkshire-, together with the development of the Park and Ride Strategy Consultative Draft (2018-2027)[2], 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, including Cambuslang.

This study has involved a baseline review of the existing station and surrounding area and the identification of issues, associated with the Cambuslang Railway Station access, which require resolution. A list of initial options and recommendations for improvement were generated, involving the construction of a new off-street park and ride site, as well as improved facilities for non-motorised and public transport users.

Study Area and Project History

Cambuslang Railway Station is located to the north west of the South Lanarkshire local authority area, between the Argyle railway line and the River Clyde. It is situated approximately 7km to the south east of Glasgow, 10km to the north west of Hamilton and 3km to the east of Rutherglen.

There are three railway stations located within the confines of the wider Cambuslang area: Cambuslang, Newton and Kirkhill Stations.

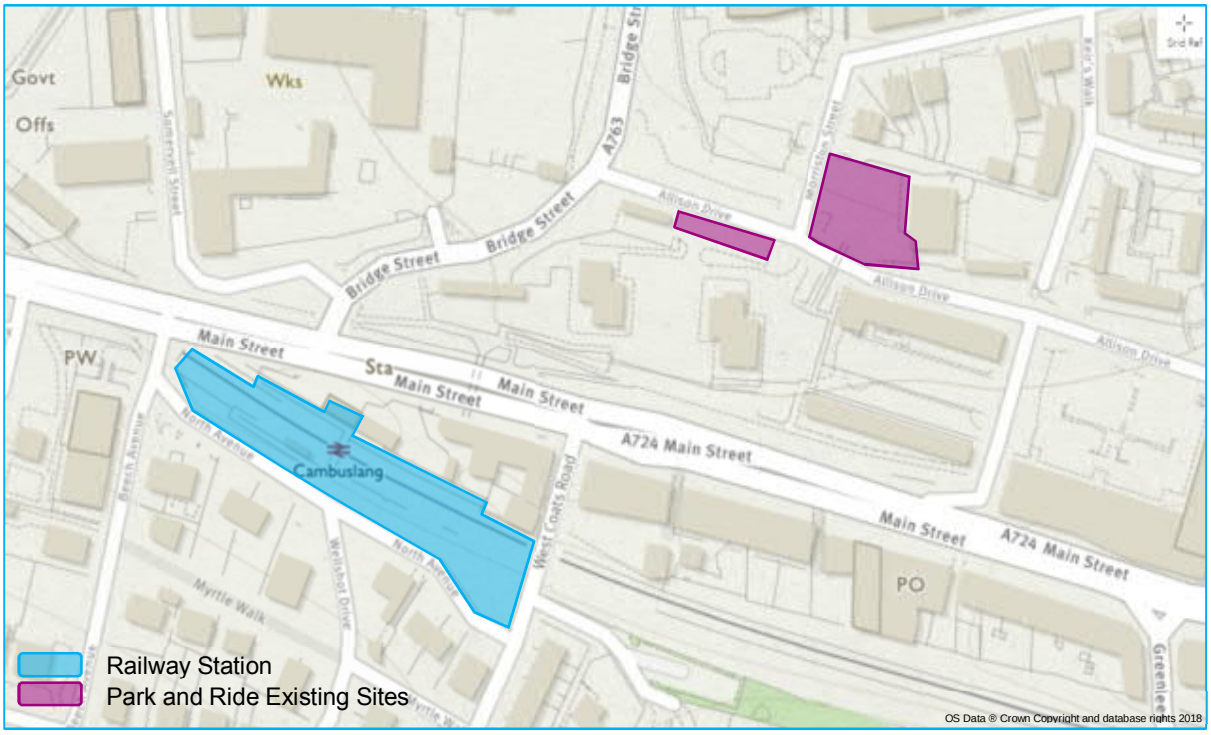
Cambuslang is regularly served by rail services on the Argyle railway line connecting to and from Glasgow Central Low Level (for services to/from Dalmuir and Milngavie) and Glasgow Central High level. The Argyle railway line also connects Cambuslang Railway Station directly with Newton, and continues to Hamilton, Larkhall and Motherwell. Cambuslang Railway Station is also served by rail services (only at peak time) running along the Shotts line, connecting Glasgow Central with Edinburgh Waverley.

In addition to this, Cambuslang is served by the A724 and A763, strategic arterial roads, which provide onward connectivity with the M74 to the north.

Cambuslang Railway station Park and Ride currently has 63 spaces which were implemented in two phases, as illustrated in Figure 1:

- Phase 1: 19 spaces (next to Rosebank Tower and Standford Hall)
- Phase 2: 44 spaces (at Sherry Heights)

[1] South Lanarkshire Council LTS (2013-2023). Available at: https://www.southlanarkshire.gov.uk/downloads/download/107/local_transport_strategy
[2] South Lanarkshire Council Park and Ride Strategy Consultative Draft, (2018-2027). Available at: http://ecas.southlanarkshire.gov.uk/submissiondocuments.asp?submissionid=45068



Cambuslang Railway Station Local Context

Policy Review

National, regional and local policy emphasise the aspiration to encourage a greater modal shift from car based to non-car based transport modes, motivated by a desire to reduce emissions, improve air quality and alleviate congestion. It is considered that enhancing and improving Park and Ride provision at Cambuslang Railway Station could encourage a switch to rail based modes and would therefore satisfy these policies. In addition, further improvements in terms of active travel and public transport could also be considered to encourage an increase in rail patronage at Cambuslang Railway Station and satisfy the relevant national, regional and local policies.

Survey Results and Future Demand

The results of the rail passenger surveys showed that the majority of rail users travel by foot to Cambuslang Railway Station, accounting for up to 54% of all trips. This figure increases up to 72% for passengers within the 800m catchment of the station.

The most popular destinations for rail passengers showed to be Glasgow (Westbound) and Edinburgh, Uddingston and Hamilton (Eastbound). It was also established that the most popular reason for choosing the station was its proximity to rail user's home (65% of respondents). Despite this, further analysis of the origins gathered during the surveys shows that there is evidence of crossover from residents closer to Kirkhill, Burnside and Newton stations who use Cambuslang Railway Station. The reason for this could be the availability of 'on-street' parking near Cambuslang station, with 5% of all passengers highlighting this as their key reason to access the station. It should also be noted that the lack of car park provision at Kirkhill and Burnside stations, together with a higher frequency of rail services (particularly towards Glasgow) at Cambuslang, could explain the usage of Cambuslang Station by some passengers.

Both car park and platform surveys, undertaken at Cambuslang, demonstrate that there are a significant number of passengers who access the station by car. Amongst those who drive to the station, nearly 80% responded that they park 'on-street' near the station, followed by 14% who make use of current Park and Ride facilities and 7% who use other off-street car parks. Based on the sample proportions, vehicles currently parked around the station (all sites including both off-street and on-street) could be of the order of 200 to 250. This would suggest that existing Park and Ride provision around the station is insufficient in terms of capacity, resulting in further parking pressure on streets located around the station from early in the morning, as well as other off-street parking sites within Cambuslang town centre.

In regard to the future parking demand at Cambuslang Station, an estimate of background growth, based on the historic ORR data for the last decade, demonstrates that Cambuslang Railway Station could reach between 1,000,000 and 1,200,000 passengers by 2028, accounting for a maximum of 100 new Park and Ride users at

Cambuslang Railway Station by this year (in addition to the 250 estimated for the existing demand; based on platform survey results). As for the strategic demand growth, derived from LDP and latest housing allocations within the area (1,100 new units), this is estimated to generate approximately 55 new Park and Ride users, although it is anticipated the latter would form a large part of the background growth.

Problems and Opportunities

Informed by the baseline review, platform and car park surveys, and consultation with key stakeholders and local groups, the study brings together the principal problems and opportunities associated with Cambuslang Railway Station access, including park and ride as well as non-motorised and public transport users.

The evidence gathered during this process demonstrates that Cambuslang railway station is an attractive travel option for nearby residents, particularly for those travelling to Glasgow. However, the significant patronage growth experienced over the last decade has brought an increase in parking pressure around the station. Survey results show that 80% of passengers who drive to the station currently park on-street, suggesting a shortfall of convenient park and ride spaces near the station.

Whilst the main focus of this study is to assess the adequacy of current parking provision associated with the use of Cambuslang Railway Station and the need for additional provision, this study also covers other modes of access to the station, including walking, cycling and bus. Based on the survey results, approximately 80% of all passengers who access the station live within a one mile radius of the station, and over 93% of all passengers start their trip within cycling distance (5km) of the station. This would suggest there is scope to increase the active travel and bus mode share amongst station users, and encourage mode shift from car-based modes, particularly for those residing near the station.

Objectives

With cognisance of the problems and opportunities identified throughout the process, three objectives have been derived for this study with the aim of identifying a series of options to improve access to Cambuslang Railway station. The objectives, which have been developed to be SMART, include:

- Encourage station access by active travel and public transport modes through the improvement of the attractiveness and ease in which the station can be accessed on foot, by bicycle and by bus.
- Identify and provide multi-modal capacity improvements to cater for anticipated future rail travel demand increases as a result of future housing land allocation.
- Sustainably improve and enhance park and ride provision within the vicinity of Cambuslang Railway Station, to cater for existing and future demand and to provide for more convenient interchange from car based modes to rail.

Options and Recommendations

Based on the above, a series of initial improvement options associated with the accessibility opportunities to Cambuslang Railway Station were identified.

Whilst it is recognised that problems arising from park and ride around the station are the key driver of the study, it is vitally important to make sure that access by other modes is well provided in order to maintain the strategic importance of Cambuslang Railway Station and balance the demands of users with the facilities provided.

The merits of each of the options were briefly discussed and sifted accordingly. A summary of the options identified for progressing to more detailed appraisal is provided below. The options have taken consideration of the sustainable travel hierarchy as set out in the National Transport Strategy[3] which promotes walking, cycling, public transport and car sharing in preference to single occupancy car use.

[3] National Transport Strategy, 2016. Available at: https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf

Walking Access

- Improvement of North Avenue access to the station to cater for people with reduced mobility
- Introducing lifts to ease the access to platforms for people with reduced mobility
- Improvement of existing crossing facilities around Cambuslang Railway Station

Cycling Access

- Improving and upgrading the cycle provision at the station.
- Upgrading cycle links between nearby cycle routes (NCR 75 and NCR 74) and the station

Bus Access

- Improve and relocate the existing bus infrastructure in proximity of the station

Car Access: Pick-Up & Drop-Off

- Implement an on street drop off area near the station

Car Access: On-Street Parking

- Implementation of on-street parking management and enforcement (Controlled Parking Zone or Priority Parking) around the station

Car Access: Off-Street Parking

- Construction of a new surface car park adjacent to the northbound carriageway of Bridge Street (Option 1)
- Promotion of the car park at Maple Tree Court as an official park and ride site linked to Cambuslang Railway Station (Option 5)
- Improvement and enhancement of existing park and ride facilities associated with Cambuslang Railway Station

All Modes of Access

- Developing a new Station Travel Plan (STP) for Cambuslang
- Improving wayfinding, signing and information for accessing the car parks and station

Next Steps

The findings of this study have shown that there are a series of initial improvement options associated with the accessibility opportunities to Cambuslang Railway Station which would merit to be taken forward to more detailed appraisal. Discussions should be continued with all key stakeholders in order to develop and deliver a robust approach which would help to improve and enhance the overall passenger experience at Cambuslang Railway Station.

1. Introduction and Background

1.1 Background

AECOM was commissioned by South Lanarkshire Council (SLC) to assess the adequacy of current parking provision associated with the use of Cambuslang Railway Station and the need for additional provision. This study was undertaken in the context of the Council's Local Transport Strategy (LTS), which outlines the requirement for further investigation of the provision of Park and Ride facilities in South Lanarkshire. In addition, as part of the development of South Lanarkshire's Park and Ride Strategy, a series of options were generated and recommendations were considered to be taken forward, including actions at Cambuslang.

This report presents a baseline review of the existing station and surrounding area, and the identification of issues which require resolution. A series of options are then presented and grouped into design packages.

1.2 Location and Study Area

Figure 1 shows the wider location map around Cambuslang. Cambuslang Railway Station is located to the north west of the South Lanarkshire local authority area. It is situated approximately 7km to the south east of Glasgow, 10km to the north west of Hamilton and 3km to the east of Rutherglen.

There are three railway stations located within the confines of the wider Cambuslang area: Cambuslang, Newton and Kirkhill Stations.

Cambuslang is regularly served by rail services on the Argyle railway line connecting to and from Glasgow Central Low Level (with connections to/from Dalmuir and Milngavie) and Glasgow Central High level. The Argyle railway line also connects Cambuslang Railway Station directly with Newton, and continues to Hamilton, Larkhall and Motherwell. Cambuslang Railway Station is also served by peak time rail services on the Shotts line, connecting Glasgow Central with Edinburgh Waverley.

In addition to this, Cambuslang is served by the A724 and A763, strategic arterial roads, which provide onward connectivity with the M74 to the north.

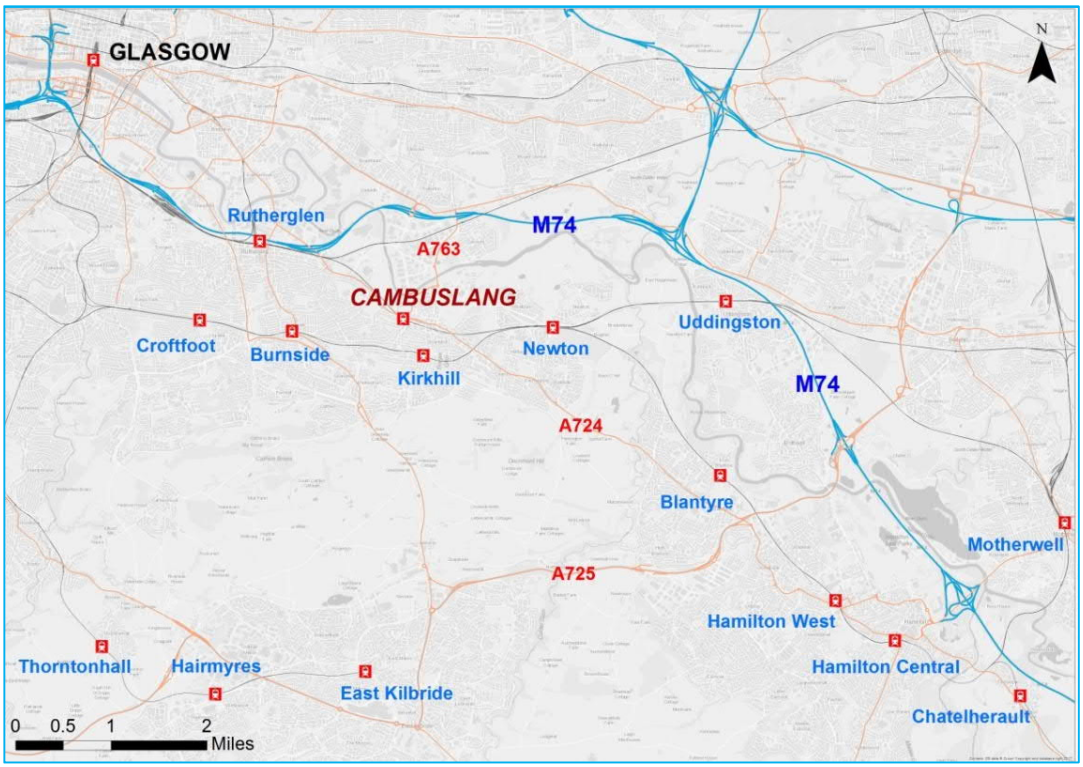


Figure 1: Cambuslang Railway Station Locational Context

Figure 2 below provides a greater level of detail of the surrounding transport network in the vicinity of Cambuslang Railway Station, including the current park and ride facilities located nearby.

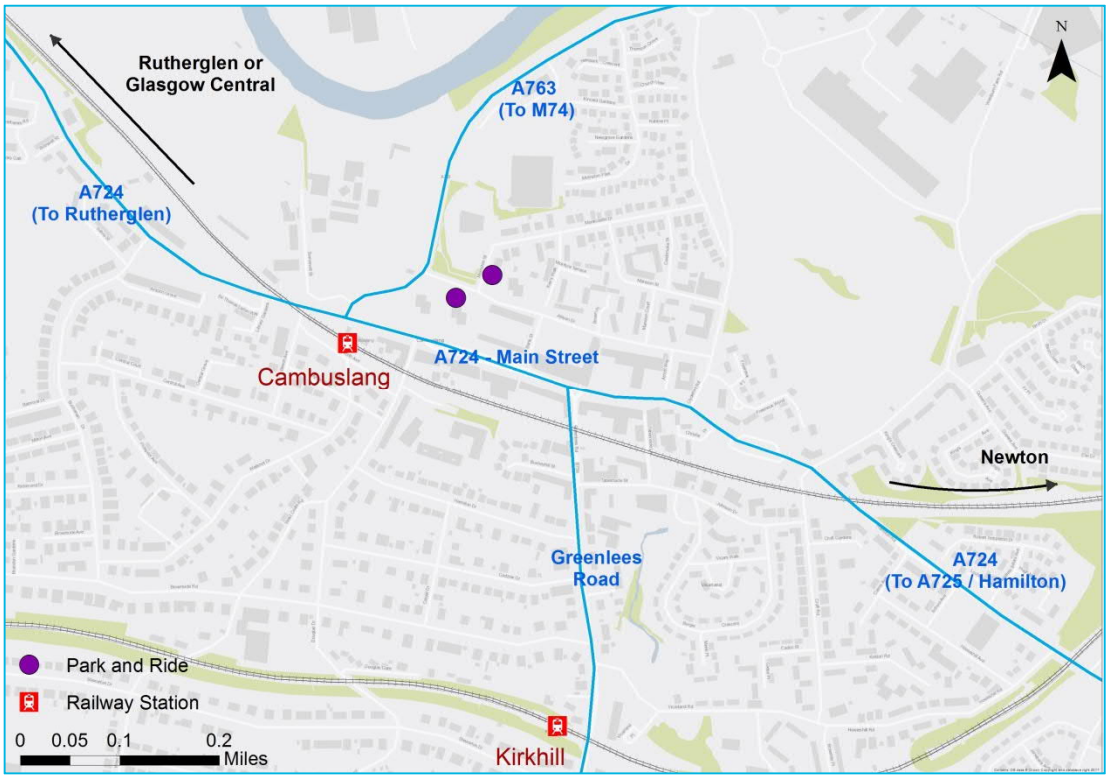


Figure 2: Cambuslang Railway Station Locational Context

1.3 Project History

Cambuslang Railway station Park and Ride currently has 63 spaces which were implemented in two phases:

- Phase 1: 19 spaces (next to Rosebank Tower and Standford Hall)
- Phase 2: 44 spaces (at Sherry Heights)

Current parking provision is confusing, with poor promotion[4] and poor wayfinding; with evidence suggesting large numbers of rail commuters are parking on streets in the vicinity of the station. Pressure on parking has increased over the last decade, following growth in housing within Cambuslang's wider area. This lack of parking is recognised as part of wider perceived parking problems within Cambuslang town centre, for both residents and local businesses.

The problems are likely to be exacerbated as development plans suggest a total 752 additional homes are to be delivered by 2024 within Cambuslang West Ward, with potential for an additional 406 to be built beyond this date.

1.4 Network Rail Improvements Context

Network Rail's Network Specification Scotland report[5], describes the Scotland route in its geographical context, outlining train service provision to meet current/future key markets and traffic flows for passengers and freight. Planned infrastructure improvements have no direct impact on Cambuslang station, however, additional rail services[6] along the West Coast Main Line between Glasgow and Carstairs, and the Argyle line are planned in order to increase the rail offer.

1.5 Report Structure

This report will initially provide a review of existing policy at a national, regional and local level. This will be followed by a review of the existing situation at the station's Park and Ride facilities, as well as the results of recent platform and car park surveys (off-street and on-street) undertaken as part of this work.

The information obtained from the initial reviews has allowed a number of issues to be identified and a series of objectives to be prepared. Following this, a long list of potential improvement options has been developed and considered for future detailed appraisal.

Following this Chapter the report will follow the structure detailed below:

[4] Note that ScotRail Information suggest that Cambuslang Station has no parking provision
[5] https://cdn.networkrail.co.uk/wp-content/uploads/2017/04/Network-Specification-Scotland-2017.pdf
[6] https://cdn.networkrail.co.uk/wp-content/uploads/2017/04/Route-Specification-Scotland-2017.pdf

2. Transport Planning Policy;
3. Baseline Review of Socio - Economic and Transportation Characteristics;
4. Station Surveys and Demand Projections;
5. Problems, Opportunities and Objectives; and
6. Option Development and Sifting.

2. Transport Planning Policy and Local Studies

2.1 Introduction

As part of the option appraisal process, this chapter reviews transport planning policies relevant to the study. This includes those produced nationally, regionally, as well as those produced at a South Lanarkshire local level.

2.2 National Policy

2.2.1 Scottish Planning Policy (2014)

Scottish Planning Policy (SPP) is a document produced by the Scottish Government which sets out the strategic planning priorities, development and use of land on a national level. The purpose of the document is to promote consistent policy application across Scotland whilst still allowing for local flexibility on issues where necessary.

Transportation aspects are detailed within the *"connected place"* section of the document and identify that the planning system should:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- Enable the integration of transport modes; and
- Facilitate freight movement by rail or water.

It goes on, within Paragraph 283, to specify that planning authorities should *"support the provision of bus and rail interchange facilities."*

2.2.2 National Transport Strategy (2016)

The National Transport Strategy was first published in 2006 by the Scottish Government (formerly, Scottish Executive), to provide an overarching strategic direction for the provision of transportation within Scotland. The NTS was refreshed in 2015 (published in January 2016) and recommended a fuller, collaborative review of the NTS in the next Scottish Parliamentary term. The NTS sets the context for the activities of Regional Transport Partnerships and local authorities and further develops the Scottish Government's aims and objectives for transport, as set out within the White Paper, *"Scotland's Transport Future".*

The document identifies three strategic outcomes which are to:

- **Improve Journey Times and Connections:** Tackle congestion and the lack of integration and connectivity within transport which negatively impact upon our high level objectives for economic growth, social inclusion, integration and safety;
- **Reduce Emissions:** Tackle the issues of climate change, air quality and health improvement which impact upon our high level objective for protecting the environment and improving health; and
- **Improve quality, accessibility and affordability:** give people a choice of public transport where availability means better quality transport services and value for money or an alternative to the car.

Paragraph 213 of the document underlines the importance of transport interchanges and specifies that they *"must be of the highest quality"* and *"cater for all modes of transport including cycling and walking, be accessible for those with limited mobility and suitable for visitors and commuters alike."* Similarly, Paragraph 112 specifies 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 around Cambuslang railway station and facilitating more straightforward interaction between the bus and the railway stations 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 to reduce emissions.

2.2.3 Scotland's Railways (2006)

The policy document entitled *"Scotland's Railways"* was produced in 2006 by Scottish Ministers and identifies the vision for the rail network from a national perspective until 2026. The two objectives of the document aspire to:

- Promote economic growth by focusing on the rail network moving large volumes of people quickly and reliably within and between our city regions; and
- Protect the environment and improve health by recognising the role of rail and the contribution it makes to a sustainable, efficient and effective transport system which minimises the impact of travel on the environment.

In terms of interchange provision, Paragraph 2.2 emphasises the need for *"high quality interchange stations that link with feeder rail services from intermediate stations and offer easy transfer from car, bus, tram, subway, ferry, cycle and walking"* whilst Paragraph 7.19 specifies that it is *"critical that station and service design makes interchange with other forms of public transport easier."*

2.3 Regional Planning Policy

2.3.1 A Catalyst for Change: The Regional Transport Strategy for the west of Scotland 2008 - 2021

The Regional Transport Strategy for the West of Scotland was produced by SPT in 2008 to provide a vision for transport provision within the twelve local authorities located within the region. The overall strategic aspiration is outlined as creating *"a world-class sustainable transport system that acts as a catalyst for an improved quality of life for all"* whilst the strategy objectives are listed below:

1. Safety and Security: To improve safety and personal security on the transport system.

2. Modal Shift: To increase the proportion of trips undertaken by walking, cycling and public transport.

3. Excellent Transport System: To enhance the attractiveness, reliability and integration of the transport network.

4. Effectiveness and Efficiency: To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight.

5. Access for All: To promote and facilitate access that recognises the transport requirements of all.

6. Environment and Health: To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system.

7. Economy, Transport and Land-Use planning: To support land-use planning strategies, regeneration and development by integrating transport provision.

The document is comprised of four key strategic outcomes which are entitled improved connectivity, access for all, reduced emissions and attractive, seamless reliable travel. Of these four strategic outcomes, the aspiration to deliver attractive, seamless reliable travel is the most relevant to this study given that it is concerned with *"improving interchange between modes."* It emphasises the importance of ensuring seamless integration of modes between differing transport services, including between bus, rail, walking, cycling and car trips in order to reduce journey delays and encourage modal shift towards more sustainable modes.

Of additional relevance is the strategy's emphasis on *"planning and providing a step change for bus services, standards and infrastructure"* within the region given that bus remains the most popular mode of public transport. It emphasises the importance of *"quality, reliability, infrastructure [and] integration with other modes"* as well as *"creating standards for new and existing infrastructure."*

Reducing emissions and *"encouraging modal shift towards more sustainable modes"* is also detailed, citing transport's significant contribution to climate change and to poor levels of air quality. To this end, it aspires to reduce dependence on the car in favour of active travel and public transport *"for at least part of their journeys."*

2.3.2 Glasgow and the Clyde Valley Strategic Development Plan (2017)

The Glasgow and the Clyde Valley Strategic Development Plan (2017), which supersedes the previous SDP published in 2000, provides a long term spatial vision for all local authorities within the region.

As part of the strategy's vision to deliver a resilient and sustainable compact city region, the new SDP is designed to promote sustainable transport options and further integrate land use and transport. This includes a focus on increasing active travel propensity, improving the level of public transport provision, maximising the scale of the shift from private to public modes with a focus on regional bus hubs and interchanges, and on strategic corridor improvements, including expansion of Park and Ride provision within the City region.

2.4 Local Policy

2.4.1 South Lanarkshire Local Transport Strategy (2013)

The South Lanarkshire Local Transport Strategy was produced in 2013 and provides the framework for the provision of transport within the South Lanarkshire local authority boundary until 2023. The vision statement 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 strategy have been extracted and are listed below:

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

Chapter 10 of the strategy is concerned with sustainable travel, which reaffirms SLC's commitment to *"altering travel choices"* due to the perceived benefits in terms of improvements to health and fitness as well as reducing the environmental impact of car travel.

Policy LTP 39 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 LTP 41 specifies that SLC *"will support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle."* It goes on to identify that Park and Ride provision has significantly increased within South Lanarkshire from 599 spaces in 1996 to 2,332 in 2013; which has included new facilities at Carluke and Hamilton West. Cambuslang Railway Station is included as a Park and Ride location with capacity for 62 vehicles, however, opportunities for additional off-street parking have been identified and are being explored (notional up to 100 spaces approx.)

In terms of bus provision, the document acknowledges that bus patronage is experiencing decline and there is additionally a concurrent reduction in funding from central government, however, it emphasises that *"bus services in South Lanarkshire could provide a more attractive alternative to the car if waiting facilities and timetable information were improved"* (also contained within *Policy LTP 40*). To this end, the document identifies that SLC have undertaken a number of recent improvements, including the provision of higher quality shelters, making bus stops more accessible and providing real time passenger information at strategic routes.

With regard to road improvements, *Policy LTA 23* identifies that the council is committed to undertaking a series of road schemes, subject to suitable funding becoming available.

2.4.2 South Lanarkshire Local Development Plan (2015)

The South Lanarkshire Local Development Plan, which was formally adopted by the council on 29th June 2015, sets out the priorities of SLC from a planning and development perspective. The overarching vision of the document is identified as *"to promote the continued growth and regeneration of South Lanarkshire by seeking sustainable economic and social development within a low carbon economy whilst protecting and enhancing the environment."* The four objectives of the document are concerned with:

- Encouraging sustainable economic growth;
- Meeting the communities' needs;
- Enhancing and safeguarding the environment; and
- Maximising the use of existing infrastructure.

Transportation aspects are contained within the *"Infrastructure"* section of the document. Policy 16, *"Travel and Transport"* identifies that SLC will promote the *"development of walking, cycling and public transport networks which provide a viable and attractive alternative to car travel, thus reducing the effects of transport on the environment."*

The South Lanarkshire Local Development Plan sets out the vision, objectives and strategy which will be used to guide future development proposals. For this, different spatial strategy developments are defined to help achieving economic growth and promoting South Lanarkshire as a place in which to live and do business.

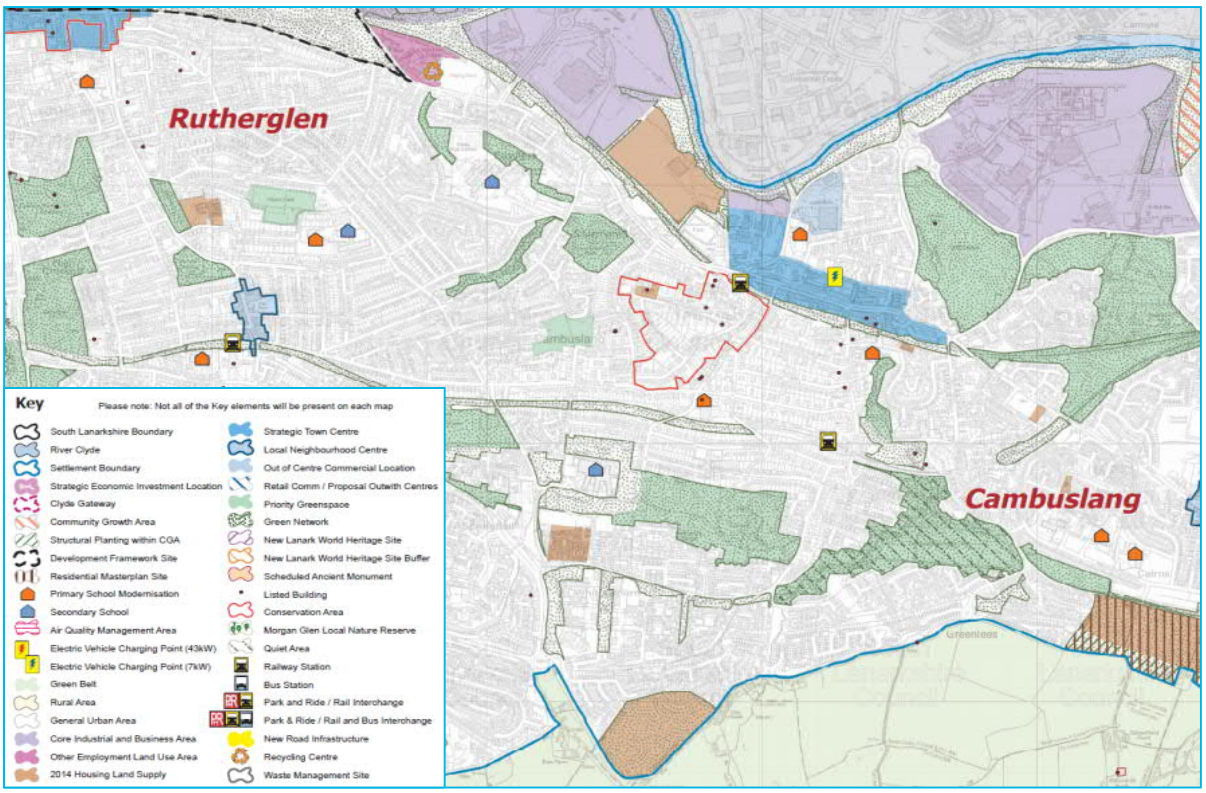


Figure 3: Local Development Plan - Cambuslang Context

2.4.3 South Lanarkshire Park and Ride Strategy Consultative Draft (2018-2027)

The South Lanarkshire Council Park & Ride Strategy Consultative Draft (2018 – 2027), sets out the Council's strategic, rail based Park & Ride objectives for the South Lanarkshire area, as well as links to neighbouring Councils.

The strategy builds upon the high level policies with respect to increasing levels of multi modal journeys (and in doing so reducing private car mileage). 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 & Ride provision at South Lanarkshire's rail stations.

As the first Park and Ride strategy for South Lanarkshire Council, consideration is given to the existing situation progress to date with respect to Park & Ride projects as well as identifying recent trends. Following on from this, the Strategy goes on to explore the future demands for travel in the area based on potential rail enhancements and projected housing growth.

In terms of Cambuslang railway station, the strategy highlights the existing parking pressure within the Cambuslang area, particularly associated with railway station usage, manifesting itself with high levels of on-street parking around the station's surroundings. Furthermore, the strategy outlines that poor wayfinding between current park and ride facilities and the railway station, together with inadequate CCTV and/or lighting equipment, might be undermining current park and ride potential within the area.

Parking pressure is expected to increase, with a housing development forecast to generate additional parking demand. Additional parking demand could be generated from nearby railway stations (i.e. Kirkhill), where park and ride provision is currently limited. Based on this, the strategy identifies a series of short and medium term options, to enhance and improve current parking facilities around Cambuslang Railway Station.

2.5 Other

2.5.1 Cambuslang Community Survey (2015)

The 2015 Cambuslang Community Survey was carried out by Cambuslang Community Council, together with the sponsorship and support provided by a number of local businesses and organisations. The survey focused on issues within the Cambuslang Community Council area, including Cambuslang West, Eastfield, Whitlawburn and part of Cairns.

The survey was run from June to August 2015 with the aim being to identify people's views about Cambuslang and what needs to be improved. The survey achieved 1,090 responses, equivalent to 10.4% of the registered electorate in the Cambuslang Community Council area.

In relation to transport opportunities, results from the 2015 community survey highlighted that for the majority of people, accessibility of Cambuslang is seen as a very positive aspect of the town. It is recognised that Cambuslang benefits from good transport connections, including two railway stations and frequent rail services and various bus services serving the community, and its proximity to the M74 is valued. However, alongside these aspects, survey results highlighted traffic congestion, (particularly along Main Street), and parking problems within the town centre as key issues. It was noted that pressure on parking has increased over the last decades, due to growth in housing development in areas around Cambuslang, including significant numbers of rail commuters parking on streets around Cambuslang Railway station, particularly south of Main Street (i.e. Hamilton Drive, West Coats Road, Wellshot Drive, etc).

As part of the survey, respondents were asked to list their priorities for change in Cambuslang. One priority which showed to have significant support was to:

- create a park-and-ride facility for commuters (also for office workers) away from the Main Street to create more space

Other priorities that could help improve current parking issues within the town, but not specifically related with rail commuting, include:

- introduce a new parking strategy on the Main Street and associated car parks serving the needs of retailers and customers with more time for free parking;
- review layout of pedestrian crossings at Main Street junctions with West Coats Road and Greenlees Road; and
- review layout of crossing at the centre of the Main Street (as part of long-term planning of new Main Street layout).

2.5.2 Cambuslang Business Survey (2017)

The 2017 Cambuslang Business Survey was carried out by Cambuslang Community Council, together with the sponsorship and support provided by a number of local businesses and organisations. The Survey was undertaken to find out whether shopkeepers and other business owners/managers share the views of local people about the Main Street and their priorities for change and determine what needs to be improved.

The survey was run from November 2016 to January 2017. Survey forms were given to every retailer and other business fronting on to Main Street and adjacent streets (Greenlees Road, Tabernacle Lane, West Coats Road) encompassing a total of 77 businesses. The survey achieved a 95% response rate (73 businesses).

Parking was listed as the number one problem amongst the main problems experienced by retailers across Main Street. As highlighted by respondents, the parking problem for shoppers is due to the following:

- Existing parking bays on Main Street are limited to 30 minutes parking time;
- Allison Drive car park has insufficient parking bays for shoppers. Long stay bays are generally utilised by commuters; and
- Availability of parking for shoppers in local streets or small car parks (i.e. Cherry Tree Court) has disappeared, mainly by the significant increase in use over the last decades of Cambuslang Railway Station.

2.5.3 Cambuslang Main Street Feasibility Study (2017)

There are plans to redevelop Cambuslang Main Street, to become a more user friendly and attractive street for the wider community who live and work within the Cambuslang area. The Cambuslang Main Street Feasibility

Study was undertaken in 2017[7], promoted by the Healthy n Happy Community Development Trust and Cambuslang Community Council. The overarching aim of this study was to consider ways to revitalise Main Street, providing enhanced facilities for local people, supporting local business and strengthening community ties.

Based on the survey, consultation and engagement work, the following objectives were identified for Cambuslang Main Street, including:

- To improve Cambuslang Main Street as a destination by providing attractive public realm and space for 'staying', spill-out and events, with the aim of increasing footfall and length of stay on the high street.
- To improve accessibility and movement along the Main Street for all ages and abilities of pedestrians and cyclists, whilst not significantly increasing delay for vehicles.
- To improve the actual and perceived safety of pedestrians and cyclists on the Main Street.
- To contribute to a healthier lifestyle by facilitating the provision and use of sustainable and active modes of travel.
- To provide functional parking, servicing and taxi arrangements.

The above objectives, together with the overall study, could support improving and enhancing current accessibility levels to/from Cambuslang Railway Station, particularly for active travel users at the station, and help to increase the attractiveness of the station through the improvement of the wayfinding, entrance and sense of arrival.

2.6 Summary

National, regional and local policy emphasises the aspiration to encourage a greater modal shift from car based to non-car based transport modes, motivated by a desire to reduce emissions, improve air quality and alleviate congestion. It is considered that enhancing and improving Park and Ride provision at Cambuslang Railway Station could encourage a switch to rail based modes and would therefore satisfy these policies. In addition, further improvements in terms of active travel and public transport could also be considered to encourage a sustainable increase to rail patronage at Cambuslang Railway Station and satisfy the relevant national, regional and local policies.

[7] Main Streets for People, Businesses and Community. Cambuslang Main Street Feasibility Study. Systra June 2017

3. Baseline Review of Socio-Economic and Transportation Characteristics

3.1 Introduction

This chapter summarises the baseline conditions of Cambuslang Railway Station and the local area in terms of population, patronage, existing facilities and services as well as the current and recent trends of bus and railway station usage. The information gathered in this chapter will then be used as the basis for the identification of the key problems, opportunities and objectives detailed in ***Chapter 5***.

3.2 Demographics and Socio-Economic Context

South Lanarkshire is located within the central belt of Scotland and is situated within the Glasgow and the Clyde Valley wider conurbation. It encompasses a diverse range of areas which include rural areas at its southerly extent as well as dense urban areas at its north westerly extent. The 2011 Census results show that a total of 313,830 residents reside within the local authority boundary, which represents an overall increase of 3.8% in comparison to corresponding census figures from 2001.

This population composition of South Lanarkshire, broken down by key settlements, including Cambuslang, is contained within the below **Table 1**. It should be noted that Cambuslang Railway Station falls within the wider Cambuslang West area (Electoral Ward 2007; which includes Cambuslang and Kirkhill areas), and therefore more detailed population characteristics have been used as part of this study, instead of referring to census' Cambuslang '*locality*' figures (see **Appendix A**). Information relating to the Cambuslang East area (Electoral Ward 2007 boundary; includes Newton and Halfway areas) is also shown in this table for comparison purposes.

Table 1: 2001 & 2011 Census Results SLC Population by Settlement[8]

Locality	2001 Population	2011 Population	Percentage Change
Blantyre	17,328	17,240	-0.51%
Bothwell	6,379	6,458	+1.24%
Cambuslang	No Data Available	27,004	N/A
Cambuslang East*	No Data Available	15,322	N/A
Cambuslang West*	***No Data Available***	***15,707***	***N/A***
Carluke	13,454	13,579	+0.93%
East Kilbride	73,796	74,395	+0.81%
Hamilton	48,546	53,188	+9.56%
Lanark	8,253	8,855	+7.29%
Larkhall	15,549	14,951	-3.85%
Rutherglen	No Data Available	31,401	N/A
Stonehouse	5,056	5,506	+8.90%
Strathaven	7,700	7,484	-2.81%
Uddingston	5,576	5,539	-0.66%

**Cambuslang East and West refers to Electoral Ward 2007 boundaries*

Whilst 2001 Census figures are not available for Cambuslang, the National Records of Scotland population estimates suggest that Cambuslang's population has grown at a 2% yearly rate since 2003. This growth correlates with patronage increases experienced at Cambuslang railway station over the last decade.

[8] http://www.scotlandscensus.gov.uk/ods-web/area.html

Cambuslang's 2011 population was recorded at 27,004, making it the 4th largest settlement within the South Lanarkshire ahead of other areas such as Larkhall and Lanark.

Latest population estimates (2016 figures), suggest the South Lanarkshire council area accounts for a total 317,100[9] residents, with a total 15,025 residents and 16,286 residents for Cambuslang East[10] and West[11] respectively. Based on the new housing development figures (as detailed in *Section 1.3*), these figures are expected to increase, with over 2,500 new residents[12] , if all housing development were to be completed.

3.2.1 Number of Households

The household composition of South Lanarkshire's settlements, including Cambuslang, is shown in **Table 2.** As previously, Newton is incorporated into both Cambuslang's Census area 2011 and the Cambuslang East Electoral Ward area 2007 boundary.

Table 2: 2001 & 2011 Census Results SLC Households by Settlement[13]

Locality	2001 Number of Households	2011 Number of Households	Percentage Change
Blantyre	7,252	7,767	7%
Bothwell	2,533	2,852	13%
Cambuslang	No Data Available	11,504	N/A
Cambuslang East*	No Data Available	6,220	N/A
Cambuslang West*	***No Data Available***	***7,092***	***N/A***
Carluke	5,388	5,921	10%
East Kilbride	30,442	32,579	7%
Hamilton	20,694	24,042	16%
Lanark	3,653	4,111	13%
Larkhall	7,033	6,773	-4%
Rutherglen	No Data Available	15,245	N/A
Stonehouse	2,028	2,285	13%
Strathaven	3,077	3,182	3%
Uddingston	2,388	2,538	6%

*Cambuslang East and West refers to Electoral Ward 2007 boundary

As expected, the number of households ties up with the population figures making Cambuslang the 4th largest settlement in number of households within the South Lanarkshire local authority boundary, with a total of 11,504 households in 2011.

Latest household estimates (2016 figures) suggest housing development has experienced a significant growth within the Cambuslang area, particularly at Cambuslang West[14] (approx. 10% growth since 2011), accounting for a total of 7,816 dwellings compared to 6,239 dwellings at Cambuslang East[15].

As detailed in *Section 1.3*, based on the latest housing plans, these figures are expected to increase around both Cambuslang and Kirkhill Railway Stations.

3.2.2 Employment

Table 3 outlines the nature of economic activity in the Cambuslang Community as well as for South Lanarkshire and Scotland as a whole.

[9] South Lanarkshire, 2016 Population Estimates. Available at: https://goo.gl/Zm3dsA
[10] Cambuslang East, 2016 Population Estimates. Available at: http://statistics.gov.scot/doc/statistical-geography/S13003108
[11] Cambuslang West, 2016 Population Estimates. Available at: http://statistics.gov.scot/doc/statistical-geography/S13003107
[12] Cambuslang's average number of persons per household: 2.3 (Census 2011)
[13] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html
[14] Cambuslang West, 2016 Household Estimates. Available at: http://statistics.gov.scot/doc/statistical-geography/S13003107
[15] Cambuslang East, 2016 Household Estimates. Available at: http://statistics.gov.scot/doc/statistical-geography/S13003108

Table 3: Economic Activity Amongst Those Economically Active 16 – 74 (Census 2011)[16]

Area	Employees		Self Employed	Unemployed	Full Time Student
	Full Time	Part Time			
Scotland	39.6%	13.3%	7.5%	4.8%	3.7%
South Lanarkshire	41.6%	13.2%	7.0%	5.1%	3.1%
Cambuslang	43.9%	13.1%	7.1%	5.7%	2.7%
Cambuslang East*	45.6%	13.3%	6.7%	5.6%	2.4%
Cambuslang West*	***41.4%***	***13.1%***	***7.3%***	***5.2%***	***3.2%***

**Cambuslang East and West refers to Electoral Ward 2007 boundaries*

Of the 73% of its population that can be classed as economically active, Cambuslang has a relatively high proportion of individuals within work, both in terms of full time and part time employment, compared with the average for both South Lanarkshire and Scotland as a whole.

However, the reported unemployment rate is 5.7% which remains 0.6% higher than the equivalent figures for South Lanarkshire overall. A similar trend occurs for full time students, which comprises 2.7% of all residents in comparison to the overall figures for South Lanarkshire and Scotland which are 3.1% and 3.7%, respectively. The proportion of those who are self-employed in Cambuslang is slightly higher than the South Lanarkshire trend, but lower than the national figures.

As demonstrated in the table above, the Cambuslang West area, which includes Cambuslang's town centre, presents a lower level of employment compared with Cambuslang East area, as well as compared to the council and national figures.

Table 4 below provides a breakdown as to the sectors of employment.

Table 4: Employment broken down by industry comparison (Census 2011)[17]

Industry	Scotland	South Lanarkshire	Cambuslang	Cambuslang East*	Cambuslang West*
A. Agriculture and Fishing	1.7%	0.9%	0.1%	*0.1%*	***0.1%***
B. Mining and Quarrying	1.4%	0.4%	0.3%	*0.4%*	***0.2%***
C. Manufacturing	8.0%	9.1%	8.2%	*8.3%*	***7.9%***
D. Electricity, gas, steam and air conditioning supply	0.8%	1.2%	1.2%	*1.1%*	***1.3%***
E. Water supply, sewerage and waste management	0.8%	0.8%	0.7%	*0.8%*	***0.6%***
F. Construction	8.0%	9.1%	9.4%	*9.6%*	***9.1%***
G. Wholesale and retail trade, repair of motor vehicles	15.0%	16.2%	16.2%	*15.9%*	***16.1%***
H. Transport and Storage	5.0%	5.5%	5.8%	*6.2%*	***5.1%***
I. Accommodation and food services	6.3%	4.4%	3.7%	*3.5%*	***4.0%***
J. Information and Communication	2.7%	2.6%	3.2%	*3.3%*	***3.3%***
K. Financial and insurance activities	4.5%	4.9%	6.7%	*7.0%*	***6.0%***
L. Real Estate	1.2%	1.2%	1.5%	*1.6%*	***1.6%***
M. Professional, scientific and technical activities	5.2%	4.3%	4.4%	*4.2%*	***5.1%***
N. Administrative Support	4.3%	4.4%	4.8%	*4.7%*	***4.7%***
O. Public administration and defence	7.0%	8.3%	7.4%	*7.5%*	***7.5%***

[16] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html
[17] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html

P. Education	8.4%	7.6%	7.6%	*7.0%*	***8.8%***
Q. Human health and social work	15.0%	14.4%	13.8%	*13.9%*	***14.2%***
Other	4.9%	4.7%	4.9%	*4.9%*	***4.4%***

**Cambuslang East and West refers to Electoral Ward 2007 boundaries*

The above table demonstrates that Cambuslang has a higher proportion of its population working within construction, wholesale and retail trade, transport and storage, information and communication, financial and insurance activities and real estate activities than both the local authority and national average. In contrast, it also shows that rates of employment within the human health and social work, accommodation and food services, water supply, agriculture, forestry, fishing, mining and education sectors are lower.

For both Cambuslang West and Cambuslang East, the level of employment within the different sectors does not differ much from the national and regional figures with the exception of agriculture, fishing, mining and quarrying where the numbers are significantly lower. Wholesale and retail trade, human health and social work, construction, manufacturing, education, public administration and defence are the key sectors within the area.

Figures from **Table 4** have been displayed in the chart below, **Figure 4.**

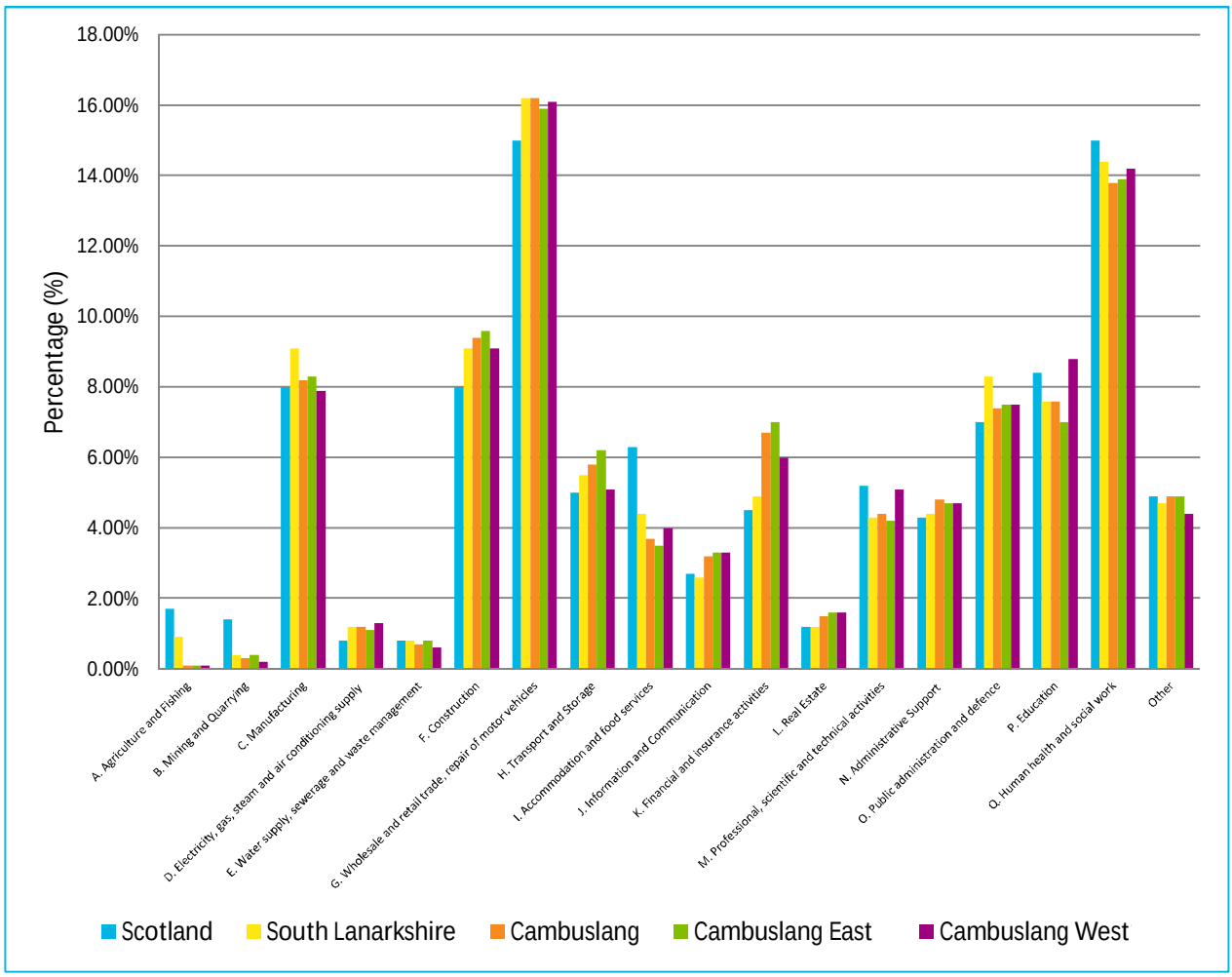


Figure 4: Level of Employment by Industry

3.2.3 Indices of Multiple Deprivation[18]

A review of the latest Scottish Index of Multiple Deprivation (SIMD 2016) has been undertaken in order to identify the deprived zones around Cambuslang. **Figure 5** demonstrates that the area located to the north of Cambuslang Railway Station is amongst the 10-20% most deprived areas in Scotland. No significant issues are to be noted in terms of accessibility within this area; the other aspects analysed such as the level of income,

[18] Indices of Multiple Deprivation: http://simd.scot/2016/#/simd2016_20pc/BTTTTTT/14/-4.1550/55.8128/

employment, health, education, housing and crime, place this area as one of the most deprived compared to national levels. Other surrounding areas to Newton, Hallside and Halfway also show high levels of deprivation.

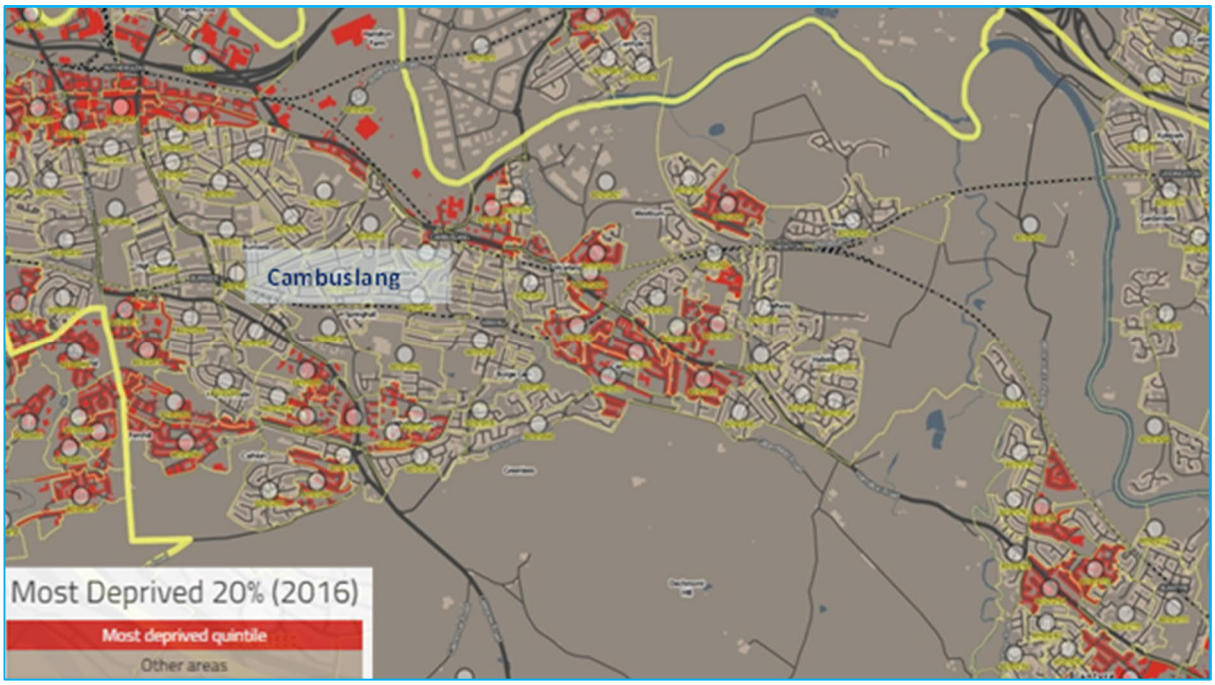


Figure 5: Indices of Multiple Deprivation – Most Deprived 20% (2016), Cambuslang

3.2.4 Existing Transport Behaviours

3.2.4.1 Method of Travel to Work

Table 5 contains the travel behavioural patterns for those commuting to and from work, broken down by their chosen mode of travel.

Table 5: Method of Travel to work or Study (Census 2011)[19]

Area	Work or Study Mainly from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Scotland	11.3%	0.3%	3.5%	13.4%	0.7%	41.0%	9.0%	0.2%	1.3%	18.5%	0.9%
South Lanarkshire	10.1%	0.1%	5.7%	11.9%	0.9%	46.4%	10.1%	0.1%	0.3%	13.9%	0.5%
Cambuslang	9.5%	0.1%	11.2%	10.3%	1.2%	43.3%	12.1%	0.1%	0.5%	10.9%	0.6%
Cambuslang East*	9.2%	0.1%	11.3%	11.7%	1.5%	42.9%	12.7%	0.1%	0.5%	9.5%	0.5%
Cambuslang West*	9.9%	0.1%	11.0%	9.1%	0.8%	44.2%	10.6%	0.1%	0.5%	13.1%	0.6%

**Cambuslang East and West refers to Electoral Ward 2007 boundaries*

[19] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html

Figures from **Table 5** have been displayed in the chart below, **Figure 6**.

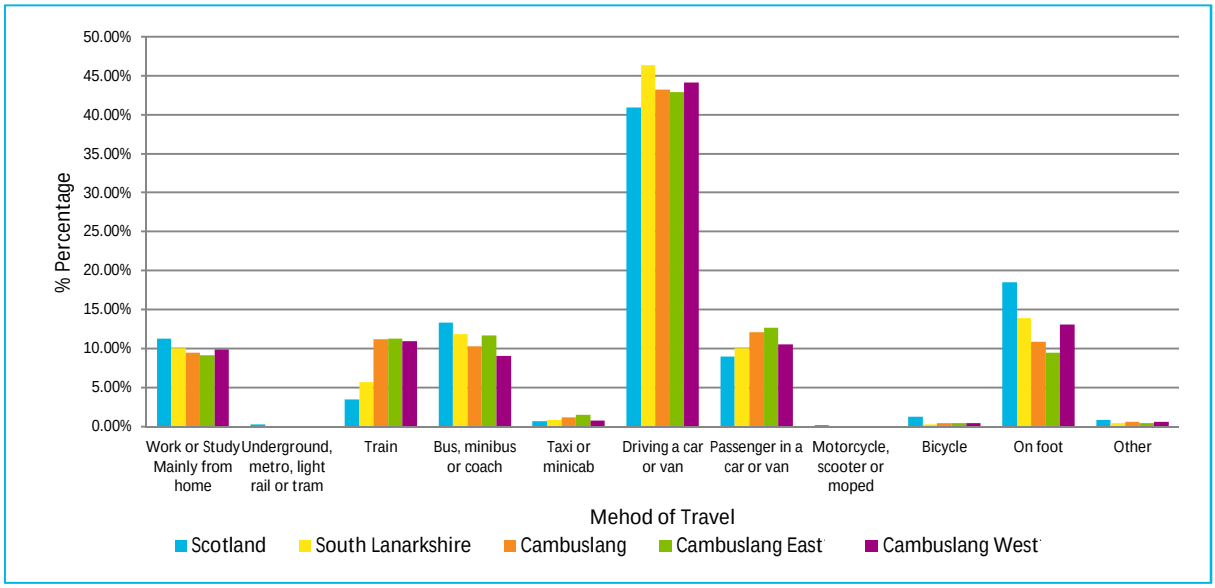


Figure 6: Method of Travel to work or study, Census 2011

The above figure demonstrates that the travel behaviour patterns of Cambuslang are largely in keeping with trends for South Lanarkshire as a whole given the similarity of figures for those who reported they drove a car to work as well those who reported they were a passenger in a car. Despite this, the proportion of Cambuslang residents who reported they took the train to work or study is significantly higher at 11.2% in comparison to overall local authority figures, with an average of 5.7% reported.

Cambuslang West, where the railway station is located, shows a similar pattern with 11% reported to take the train to work or study.

3.2.4.2 Distance to Place of Work

Table 6 contains a comparison of distances to individuals' place of work.

Table 6: Distance to Place of Employment (Census 2011)[20]

Distance	Scotland	South Lanarkshire	Cambuslang	Cambuslang East*	Cambuslang West*
Work From Home	10.8%	9.6%	8.8%	*8.2%*	***9.5%***
< 2 KM	13.1%	9.7%	6.3%	*5.9%*	***6.9%***
2-5 KM	19.2%	16.0%	12.6%	*12.3%*	***13.7%***
5-10KM+	*17.1%*	*19.5%*	*38.6%*	*36.9%*	***39.7%***
10-20KM	15.1%	21.2%	15.6%	*17.9%*	***12.8%***
20-30KM	6.5%	5.7%	1.4%	*1.8%*	***0.8%***
30-40KM	2.9%	3.1%	1.6%	*1.6%*	***1.7%***
40-60KM	2.2%	2.4%	1.5%	*1.4%*	***1.7%***
60KM+	2.0%	1.3%	1.5%	*1.4%*	***1.7%***

**Cambuslang East and West refers to Electoral Ward 2007 boundaries /+represents likely distance to Glasgow*

[20] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html

The results suggest that a substantial proportion of Cambuslang's residents could work in Glasgow given the 38.6% of respondents who reported that their commute was between 5 and 10km long. (**Figure 7** would back this up). This propensity to commute a mid-range distance is significantly higher than the average figure for Scotland and the general trends for South Lanarkshire as a whole, with an average of 19.5% reported. In addition to this, it should also be noted that there is generally a low proportion of Cambuslang's residents who travel very short distances and very long distances in comparison to the regional and national trend.

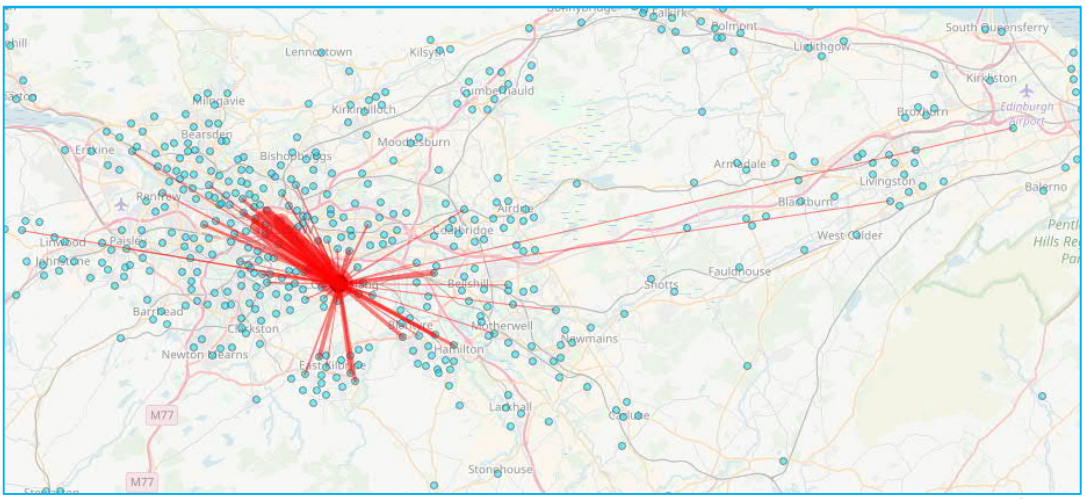


Figure 7: Travel to work by all modes from Cambuslang, Datashine Scotland Commute [21]

Figure 8 below demonstrates that Glasgow City Centre is the main attractor in terms of work for rail users residing at Cambuslang.

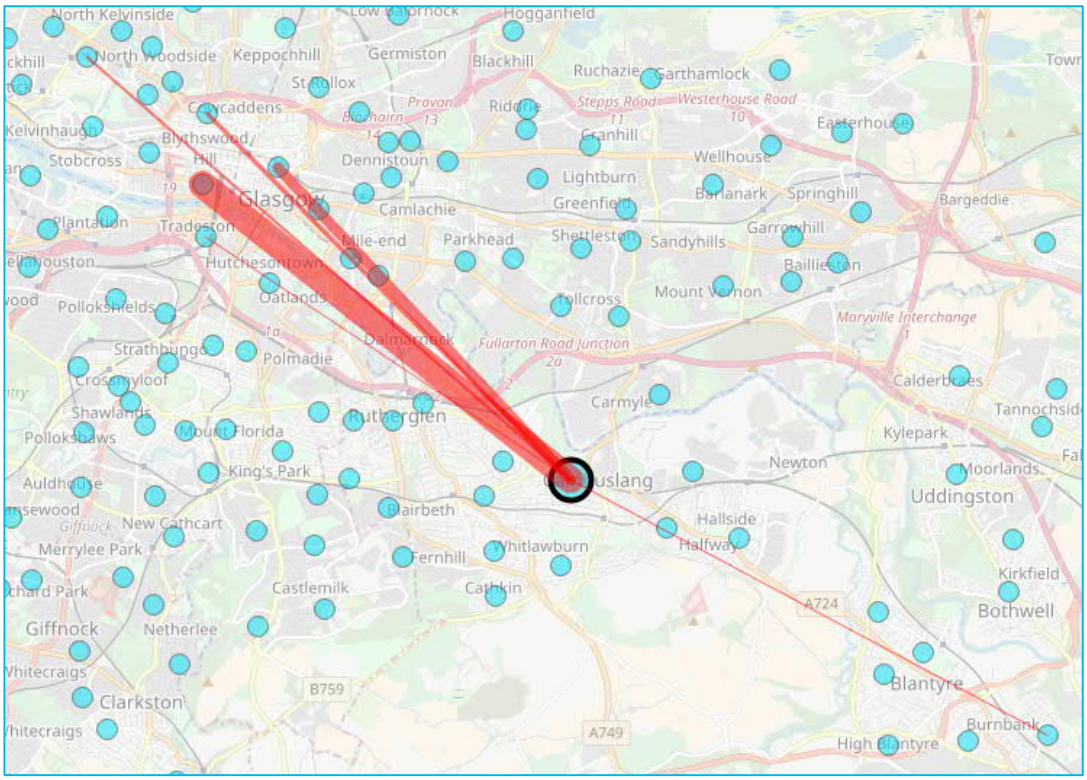


Figure 8: Travel to work by rail from Cambuslang, Datashine Scotland Commute

[21] http://scotlandcommute.datashine.org.uk/#mode=allflows&direction=from&area=S02002403&zoom=14&lon=-4.1466&lat=55.8179

The breakdown of key destinations for rail commuters residing at Cambuslang is the following:

- **Glasgow City Centre South: 53%**
- **Glasgow City Centre East: 21%**
- **Glasgow City Centre West: 9%**
- **Kelvingrove and University: 6%**
- **Whitehill: 3%**
- **Laurieston and Tradeston: 3%**
- **Other destinations: 6%**

Table 7 presents the mode of travel from the Cambuslang Council Area for those commuting to and from work/ study, broken down by distance of travel.

Table 7: Distance to work or study by method of transport, Cambuslang (Census 2011)[22]

Distance to place of work or study	Work or study mainly at or from home	Train, underground, metro, light rail, tram, bus, minibus or coach	Driving a car or van	All other methods of travel to work or study
Work or study mainly at or from home	100%	0%	0%	0%
Less than 5km	0%	17%	24%	59%
5km to less than 10km	0%	35%	53%	12%
10km to less than 30km	0%	27%	65%	8%
30km and over	0%	15%	72%	13%
Other	0%	11%	74%	15%

As demonstrated in **Table 6**, the most typical distance is less than 10km, which includes around 74% of all people commuting to work or study (including people who work or study at or from home). For distances less than 5km, active travel and car passenger seem to be the predominant method of travel, with up to 59% all trips. For distances between 5 and 10km, driving a car is the most popular way of travel, comprising 53% of all commuters, followed by public transport with 27%. For longer distances, car or van travel shows as the key method of travel.

Public transport accounts for 22% of all trips to and from work or study.

Table 8 contains the method of transport patterns within the Cambuslang West Area for those commuting to and from work and study place, broken down by distance of travel.

Table 8: Distance to work or study by method of transport, Cambuslang West (Census 2011)[23]

Distance to place of work or study	Work or study mainly at or from home	Train, underground, metro, light rail or tram	Bus, minibus or coach	Driving a car or van	Passenger in a car or van	Bicycle	On foot	All other methods of travel to work or study
Work or study mainly at or from home	100%	0%	0%	0%	0%	0%	0%	0%
Less than 2km	0%	0%	8%	12%	28%	1%	48%	3%

[22] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html
[23] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html

2km to less than 5km	0%	2%	29%	30%	24%	0%	11%	2%
5km to less than 10km	0%	20%	12%	55%	9%	1%	1%	2%
10km to less than 20km	0%	27%	6%	59%	6%	0%	1%	1%
20km to less than 30km	0%	8%	5%	78%	6%	0%	0%	3%
30km to less than 40km	0%	5%	2%	88%	5%	0%	0%	0%
40km to less than 60km	0%	13%	3%	79%	3%	0%	1%	1%
60km and over	0%	18%	7%	46%	4%	0%	12%	14%
Other	0%	5%	5%	76%	6%	0%	3%	4%

For the Cambuslang West area, the most typical distance, as shown in **Table 6**, is less than 10km, which includes around 71.3% of all people commuting to work or study (including people who work or study at or from home). For distances between 5 and 10 km, 20% of all people travelling to work or study responded that they commute by train. Above this distance, rail usage decreases as expected and is replaced by car travel. Train accounts for 11% of all trips to and from work or study.

Figure 9 below provides a greater level of detail as to the origin distribution of rail passengers within the Cambuslang area (Datashine Scotland).

As demonstrated below, over 15% of residents located within the surrounding area of Cambuslang Railway Station, are rail commuters. In contrast, the area located to the south-east side of the station (i.e. Vicarland and Cairns), shows lower level of rail patronage amongst residents. This could be associated with the accessibility issues in terms of walking and cycling along A724/Main Street (as discussed in **Chapter 5**).

The figure would suggest that the development area located to the north of Somervell Park (refer to **Figure 3**) could have a high level of rail commuting.

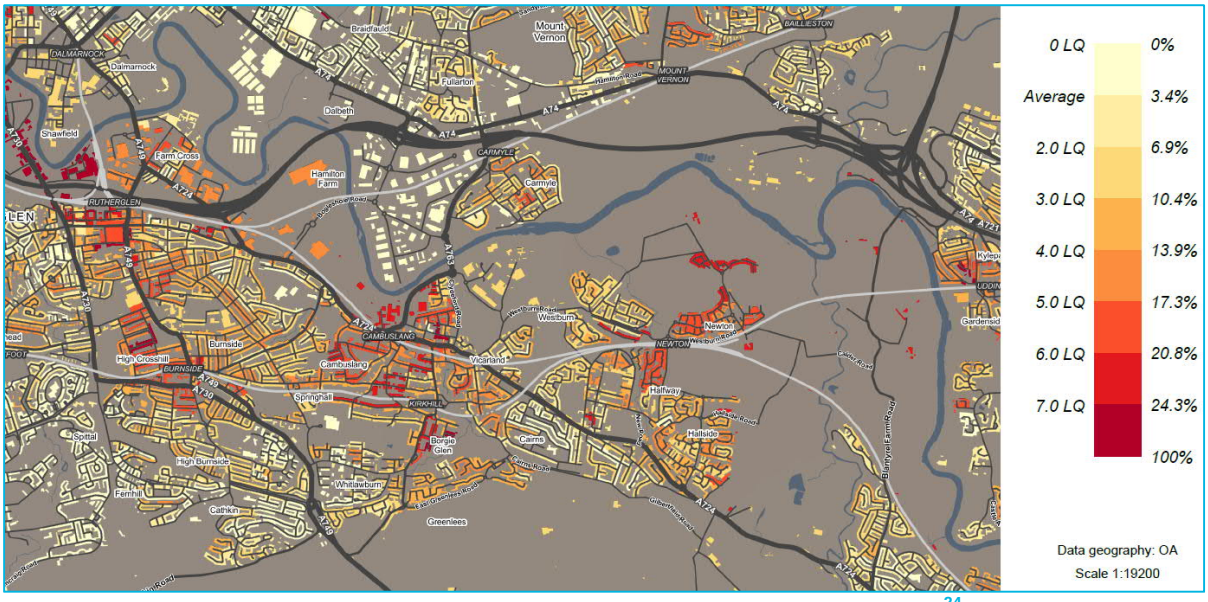


Figure 9: Travel to work or study by Rail, Datashine Scotland[24]

3.2.4.3 Car Ownership

Table 9 examines car ownership rates for Cambuslang and additionally undertakes a comparison with South Lanarkshire and Scotland as a whole.

[24] http://scotland.datashine.org.uk/#table=QS702SC&col=QS702SC0004&ramp=RdYlBu&layers=BTTT&zoom=14&lon=-4.1200&lat=55.8171

Table 9: Car Ownership rate comparison (Census 2011)[25]

Output Area	Percentage of Households with access to a Car/Van
Scotland	69.5%
South Lanarkshire	71.8%
Cambuslang	70.4%
Cambuslang East*	73.0%
Cambuslang West*	69.9%

**Cambuslang East and West refers to Electoral Ward 2007 boundaries*

The above figures demonstrate that car ownership in Cambuslang is marginally higher than the Scotland wide figures with 70.4% of all households having access to at least one car, although it shows to be lower compared to the SLC area figure.

Cambuslang West shows a lower level of access to car compared to the regional and local level, with 69.9% of all households with access to at least one car; this is 3% less compared to Cambuslang East area.

A more detailed breakdown of car ownership trends within Cambuslang itself is provided in **Table 10** below.

Table 10: Car Ownership rate comparison (Census 2011)[26]

Output Area	Cambuslang	Cambuslang East*	Cambuslang West*
No cars or Vans	29.6%	26.9%	***30.1%***
One Car or Van	40.8%	42.6%	***41.0%***
Two or more Cars or Vans	29.6%	30.4%	***28.9%***

**Cambuslang East and West refers to Electoral Ward 2007 boundaries*

Over 70% of all households within the Cambuslang area have access to at least one car. The figures are similar for both Cambuslang West and Cambuslang East.

3.3 Baseline Conditions at Cambuslang Railway Station

3.3.1 Introduction

As part of this review, a series of site visits have been undertaken to gather all the relevant information and to understand current facilities at the station in terms of accessibility and parking provision

3.3.2 Facilities

Cambuslang Railway Station is located on A724/Main Street, as shown in **Figure 10**. The station is managed by Abellio ScotRail and is located on the Argyle and Shotts Lines.

The station comprises two platforms which are connected by a footbridge and can be accessed from both Main Street (north access) and North Avenue (south access).

[25] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html
[26] Scotland Census, Available at: http://www.scotlandscensus.gov.uk/ods-web/area.html

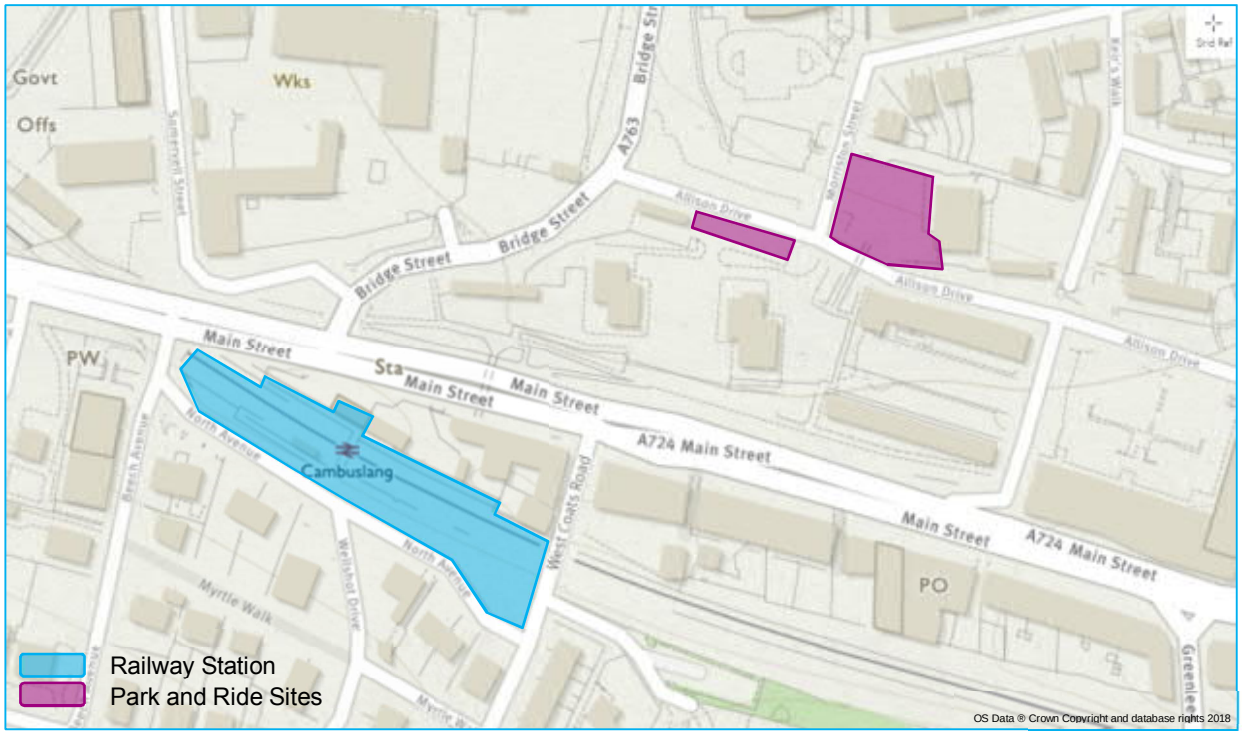
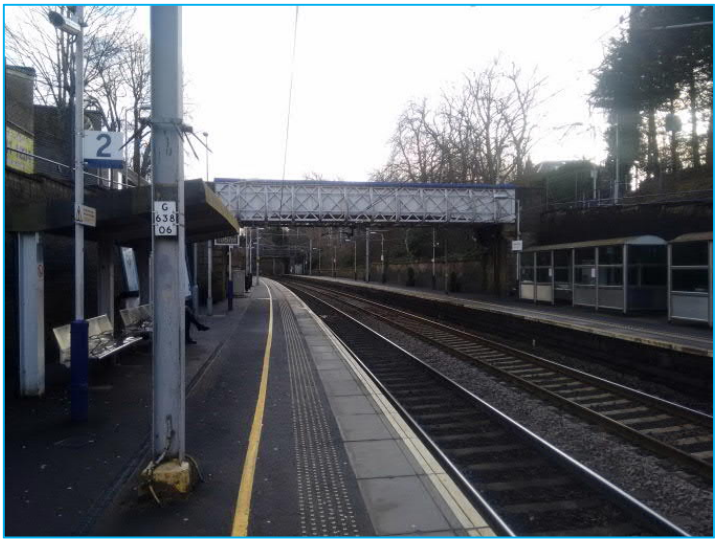


Figure 10: Cambuslang Railway Station, Platform and Park and Ride Facilities

Platforms are shown in **Photograph 1**. As can be seen in the photo, both platforms are connected by a footbridge, which is provided with moderate gradient ramps.



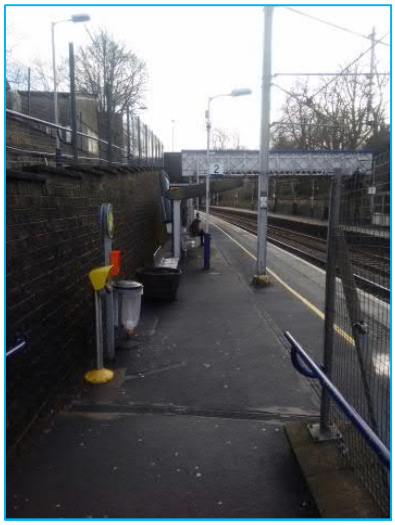
Photograph 1: Platform and Footbridge

The ticket office is staffed[27] from 0620 to 2204 Monday to Saturday with reduced hours on Sundays (0910 to 1645) with one accessible ticket machine also available (only on Platform 1 – Glasgow Direction). On both platforms there is a customer help point and station timetable information provided. In addition to this, there are sheltered waiting facilities, live electronic departure screens and the station is equipped with CCTV. Some of these amenities are shown in **Photograph 2** to **Photograph 5** below.

[27] Station Overview, Available at: http://www.nationalrail.co.uk/stations-and-destinations/stations-made-easy/cambuslang

Photograph 2: Station Amenities

Photograph 3: Customer Help Point



Photograph 4: Waiting Facilities (Platform 2)

Photograph 5: Waiting Facilities (Platform 1)

A site visit was conducted on Thursday 25th January 2018 during the morning period for observation purposes. The findings of the site visit are included throughout this section of the report.

3.3.3 Service Routes and Frequency

Cambuslang Railway Station has operating services on both the Argyle and Shotts lines. There are five main services, running from Cambuslang Railway Station to Glasgow Central and Dalmuir from Platform 1, and to Motherwell, Cumbernauld and Larkhall from Platform 2. **Table 11** below provides a summary of the current service frequency for weekdays and weekend:

Table 11: Existing Rail Services Departing From Glasgow Railway Station (correct as of 01/2018)

Route	Monday – Friday	Saturday	Sunday
Cambuslang to Glasgow Central	Every 10 minutes (06:26 - 23:29, except Fridays with last service at 00:14)	Every 10 minutes (06:26 - 00:14)	1 per hour (08:46 - 22:35)
Cambuslang to Milngavie	2 per hour (06:26 - 23:26, except Fridays with last service at 23:58)	2 per hour (06:26 - 23:26)	1 per hour (08:46 - 22:46)
Cambuslang to Dalmuir	2 per hour (06:26 - 22:37)	2 per hour (06:26 - 22:37)	1 per hour (09:31 - 22:31)
Cambuslang to Larkhall	1-2 per hour (06:31 - 23:32, except Fridays with last service at 00:01)	1-2 per hour (06:31 - 23:32)	1 per hour (08:37 - 22:37)
Cambuslang to Lanark	Every 30 minutes (07:02 - 23:28, except Fridays with last service at 23:58)	Every 30 minutes (07:02 - 23:01)	1 per hour (09:29 - 22:28)
Cambuslang to Motherwell	Every 10-20 minutes (06:47 - 23:58, except Fridays with last service at 00:21)	Every 10-20 minutes (06:47 - 23:58)	Every 20 minutes (08:42 - 23:50)
Cambuslang to Cumbernauld	1 per hour (07:02 - 22:21)	1 per hour (07:02 – 22:21)	No services
Cambuslang to Edinburgh	3 per day (06:25, 07:25 and 23:12)	3 per day (06:25, 07:25 and 23:12)	No direct services

Journey times to several stations, including Glasgow Central, are shown in **Table 12** below:

Table 12: Main Railway Stations with Direct Access from Cambuslang

Eastbound Stations		Westbound Stations	
Railway Station	Indicative Journey Time	Railway Station	Indicative Journey Time
Newton	3 minutes	Rutherglen	4 minutes
Uddingston	4 minutes	Dalmarnock	6 minutes
Blantyre	7 minutes	Bridgeton	8 minutes
Bellshill	9 minutes	Argyle Street	12 minutes
Hamilton West	10 minutes	Glasgow Central	14 minutes
Hamilton Central	13 minutes	Anderston	16 minutes
Motherwell	16 minutes	Exhibition Centre	18 minutes
Chatelherault	18 minutes	Partick	22 minutes
Merryton	21 minutes	Hyndland	24 minutes
Larkhall	29 minutes	Anniesland	27 minutes
Carluke	33 minutes	Dalmuir	40 minutes
Lanark	44 minutes	Milngavie	44 minutes

3.3.4 Station Usage and Passenger Trends

Cambuslang had an estimated 806,638 passenger entries and exits in the year 2016-2017 according to statistics collected by the Office of Rail and Road (ORR[28]). Passenger numbers are measured from the beginning to the end of the financial year (i.e. from 1st April 2016 to 31st March 2017). **Table 13** provides a comparison between the figures for other stations located in South Lanarkshire.

[28] Rail User Estimates. Available at: http://orr.gov.uk/statistics/published-stats/station-usage-estimates

Table 13: Railway Station Entries and Exits in South Lanarkshire (ORR, 2016-2017)[29]

Station	16/17 Entries & Exits
Rutherglen	1,098,300
East Kilbride	1,020,364
Hamilton West	921,250
Uddingston	876,000
Hamilton Central	847,484
Cambuslang	806,638
Newton	653,312
Hairmyres	640,866
Blantyre	567,570
Larkhall	434,494
Carluke	428,140
Lanark	328,034
Burnside	276,012
Croftfoot	229,346
Merryton	123,066
Chatelherault	105,464
Carstairs	95,862
Kirkhill	72,854
Thorntonhall	16,748

As shown in **Table 13**, Cambuslang is the 6th busiest station within the South Lanarkshire Council area.

Figure 11 below provides an overview of historical passenger number trends at Cambuslang and the nearby stations of Newton, Kirkhill and Rutherglen between 2006/07 – 2016/17, as informed by data obtained from the ORR.

[29] Rail User Estimates. Available at: http://orr.gov.uk/statistics/published-stats/station-usage-estimates

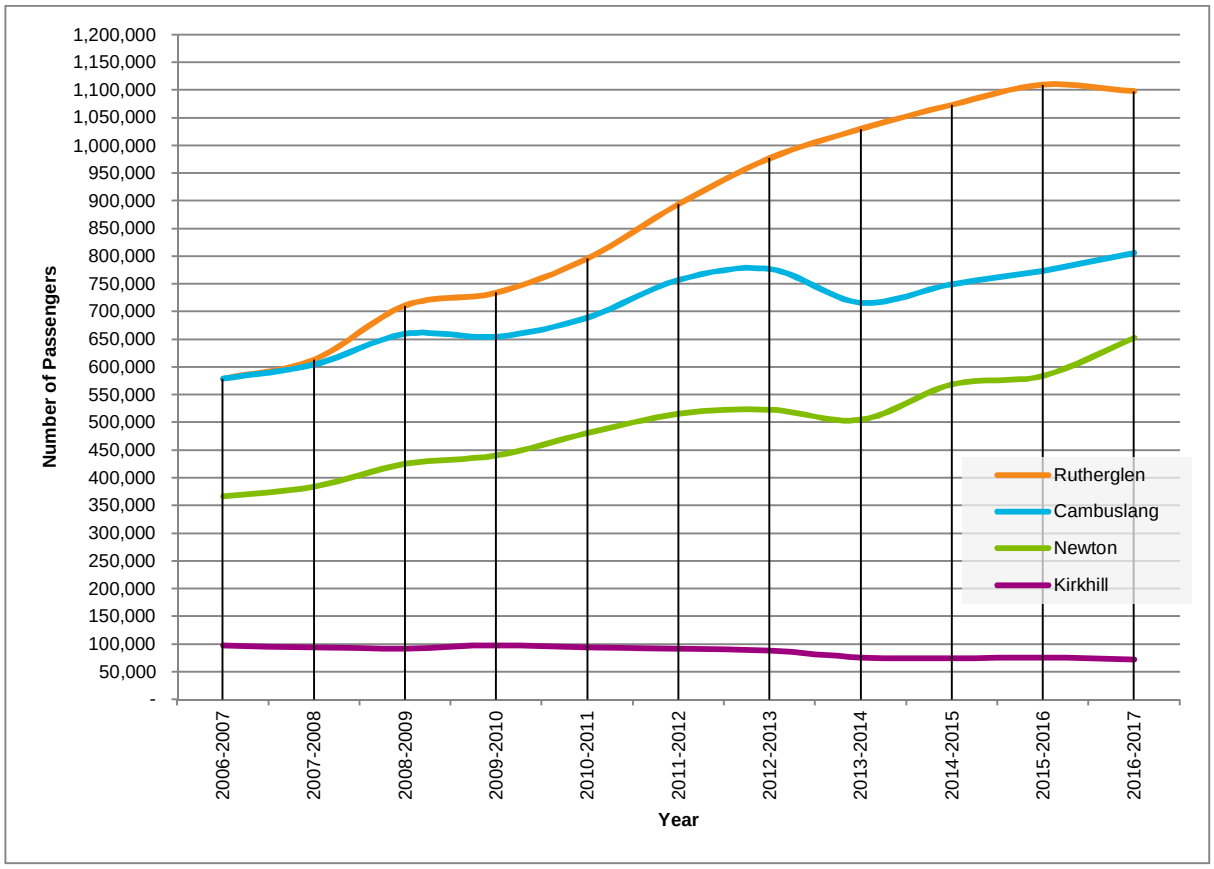


Figure 11: Long Term Rail Passenger Trends

The graph shows that passenger numbers at Cambuslang Railway Station have grown at a rate well above population growth in the last 10 years, from around 579,000 total entries and exits in 2006-07 to 807,000 in 2016-2017. This represents an increase of 39%.

This increase aligns with trends experienced at Newton (+78%) and Rutherglen Station (+90%; although Rutherglen has experienced a decrease over the last year). On the contrary Kirkhill Station shows the opposite trend, having experienced a decrease of nearly 20,000 passengers since 2006/07; representing a total decline of 26%.

It was expected that both Cambuslang and Newton would undergo notable passenger growth in 2013-14, due to timetable alterations which came into force in December 2014, increasing the number of services that stop at these stations[30]. However, the 2013-14 drop could be explained by the electrification of the Rutherglen to Whifflet section, which ended in 2014, and could have impacted services between Rutherglen and Cambuslang and Newton.

3.3.5 Pedestrian Access

There are two pedestrian access points to the station. These are:

- From **Main Street** (Entrance A). This access leads to the ticket office and connects directly with a ramp which gives access to Platform 2 (Eastbound Services);
- From **North Avenue** (Entrance B). This entrance leads via a short flight of steps on to the ramp which gives access to Platform 1 (Westbound Services) and on to the footbridge that connects both platforms.

Figure 12 shows the location for each of the accesses to Cambuslang Railway station, as well as the pedestrian crossing on Main Street, to the north of the station. No safe crossing is available at the North Avenue entrance. In addition to this, it should be noted that no footway is available on the north side of North Avenue, alongside the station's boundary.

[30] Record Rail Service Improvements, Transport Scotland. Available at: http://www.transportscotland.gov.uk/news/record-rail-service-improvements

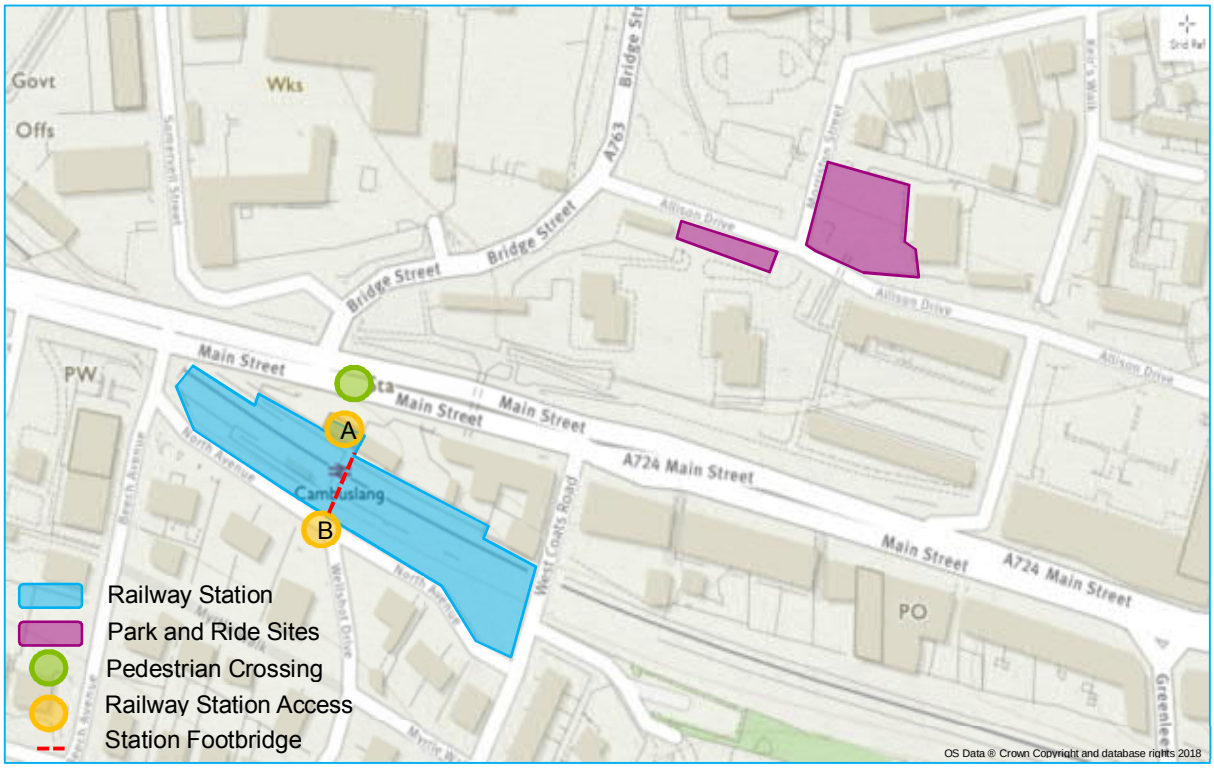


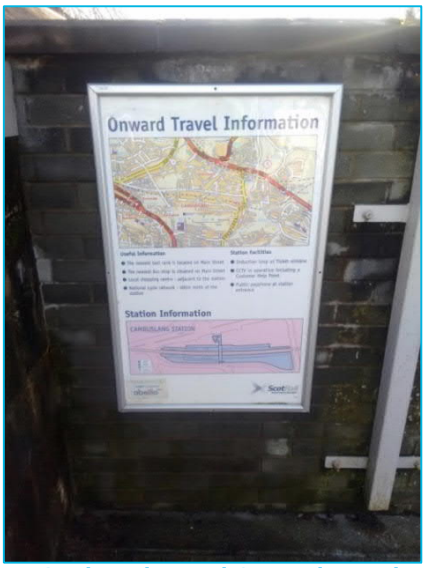
Figure 12: Cambuslang Railway Station Pedestrian Access

Photograph 6 shows the missing footway on North Avenue which gives direct access to Platform 1.

Photograph 6: Missing pathway at North Avenue – access to Cambuslang Railway Station

As captured during the consultation process, during the afternoon peak period, there are a large number of vehicles parked on both sides of Wellshot Drive, which severely restricts the ability for vehicles to move along the street. Passengers exiting the station at North Avenue face traffic travelling along North Avenue (both directions) and Wellshot Drive. These aspects, together with the lack of adequate crossing facilities outside the station's entrance could potentially lead to safety issues for passengers accessing Cambuslang railway station.

Photograph 7 and **Photograph 8** show other amenities displayed at the station.



Photograph 7: Station Plan and Onward Travel Information

Photograph 8: Customer Information

Onward travel information opportunities are displayed throughout the station. The nearest taxi rank, bus stops and cycle routes are advised. A station plan is also provided, showing the main aspects of the station (**Photograph 7**).

No ramped access or alternative access (e.g. lifts) is available at the entrance located on North Avenue. Passengers with reduced mobility, must access the platforms via the ticket office located on Main Street.

Photograph 9 to **Photograph 12** show the two accesses at Cambuslang Railway Station and ramps which give access to each of the platforms.

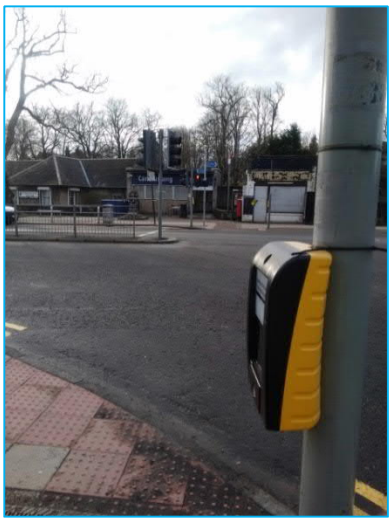
Photograph 9: Access from North Avenue

Photograph 10: Ramped Access to Platform 1

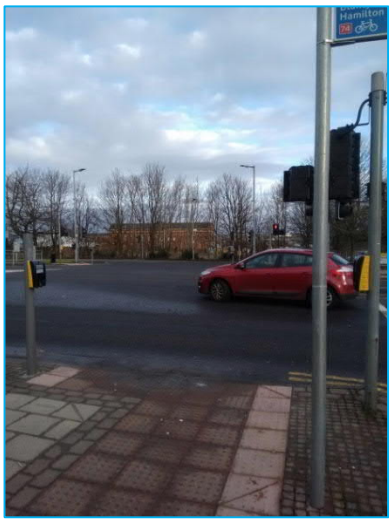
Photograph 11: Access from Main Street

Photograph 12: Ramped Access to Platform 2

Pedestrian crossing facilities are provided near the station entrance on Main Street, as shown on **Photograph 13** and **Photograph 14.**



Photograph 13: Pedestrian Crossing



Photograph 14: Pedestrian Crossing

It was noted that crossing times do not appear to give sufficient time to make it safely to the other side although detection software planned for installation should improve this. In addition, it was noted that studs delineating the limits of crossing were either missing or damaged, making unclear the width of the crossing facility. As outlined in the Traffic Signs Manual[31], studs are required at all crossings, except Zebra crossings.

3.3.6 Cycling Access

3.3.6.1 Routes

National Cycle Network Route 75 (NCR 75[32]) connects Leith in east Edinburgh with Portavadie on the Cowal Peninsula in Argyll, via Glasgow and using the ferry between Gourock and Dunoon. The route has a total length of 114 miles, which is predominantly traffic free. This route is also known as the Clyde to Forth Cycle route.

The closest part of the route is located to the north of Cambuslang Railway Station, approximately 500 metres away, where the cycle route overpasses the River Clyde and connects with the A763/Bridge Street, running on a segregated path alongside the road towards Newton Railway Station.

Figure 13 shows the National Route 75 context within the Glasgow wider area.

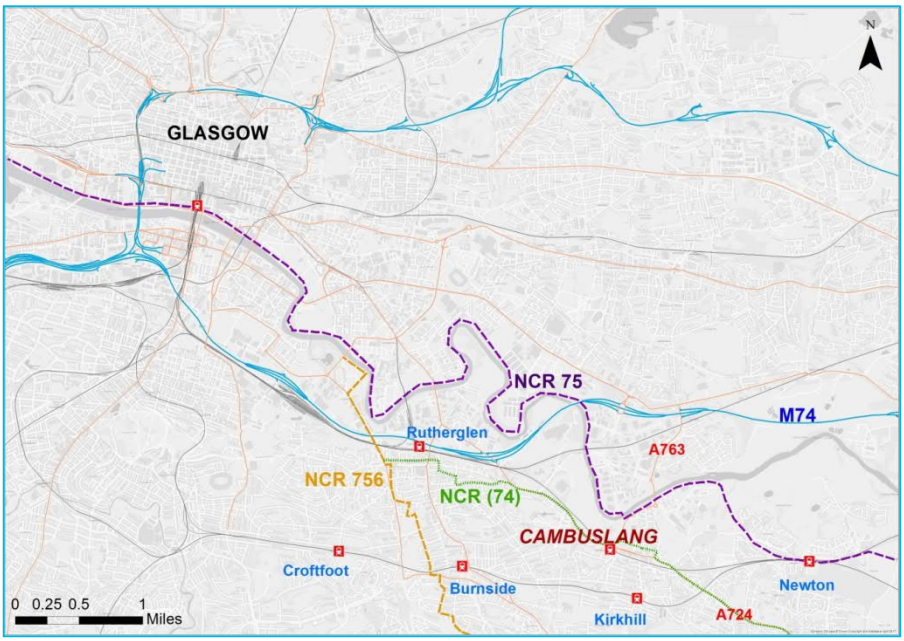


Figure 13: Cycle Routes Context, NCR 75, NCR 756 and NCR (74)

[31] Traffic Signs Manual, Chapter 5, Section 15.27&15.28. Available at: http://tsrgd.co.uk/pdf/tsm/tsm-chapter-05.pdf
[32] http://www.sustrans.org.uk/ncn/map/route/route-75

NCR 75 connects from an off-road shared footpath to Bridge Street, approximately 500m from the station.

Pedestrians and cyclists coming from the shared path (NCR 75) are obliged to cross to the other side of Bridge

Photograph 15: NCR 75 (Clyde overpass)

Photograph 16: Bridge Street (Cycle Signage)

Street if they aim to access to the station, given that there is no form of footpath provision alongside the southbound carriageway (See **Photograph 17**).

Photograph 17: Bridge Street

Linking NCR 75 with NCR (74) and Cambuslang Railway Station

Based on Cambuslang and Rutherglen Cycle Routes Existing and Proposed General Layout plan (refer to **Appendix B**), Bridge Street is currently promoted as a cycle link, connecting cycle route NCR 75 with NCR 74, which runs through Main Street, Bridge Street and continues along Allison Drive to re-join further east to the A724. However, as shown on the above photographs, there is no sort of infrastructure or cycle marking in order to access to/from the station in a safe manner.

3.3.6.2 Cycle Parking Facilities

Cycle parking facilities are provided in the form of four lockers and five cycle stands at the station making up a total of 14 storage spaces[33]. The cycle stands are not sheltered and provide space for 9 bikes as shown in **Photograph 18**. The stand and lockers are located at Main Street entrance, which gives direct access to the

[33] http://www.nationalrail.co.uk/stations/NTN/details.html

ticket office and connects directly with platform 2 (Eastbound Services). Cycling by Design[34] (2010) recommends a total of 5 spaces per 100 passengers in the peak hour. Based on the survey results (detailed in **Chapter 4**), the current provision of cycle park should therefore be between 20 and 25 spaces.

Photograph 18: Cycle stand and lockers at Main Street Entrance

During the recent site visit there was a total of three bikes parked at the railway station; two using the lockers and one parked at the cycle stands.

3.3.7 Bus Access

The closest bus stops are located on Main Street. Bus stop A (**Photograph 19**), on the westbound carriageway, is approximately 30 metres away from the station's entrance, as shown in **Figure 14.** Bus stop B (**Photograph 20**), is located around 90 metres east of the station's entrance on the eastbound carriageway and can be reached from the station via pedestrian crossing facilities located just outside the station's entrance. Both bus stops are provided with sheltered waiting facilities.

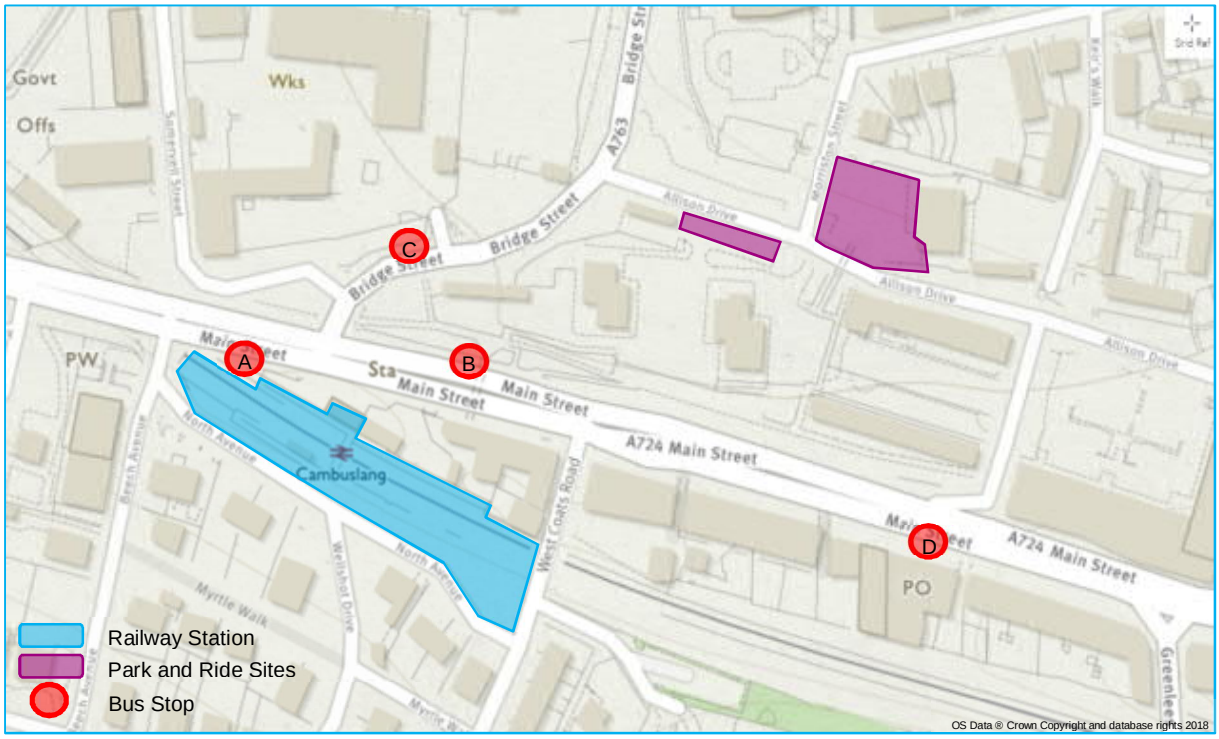


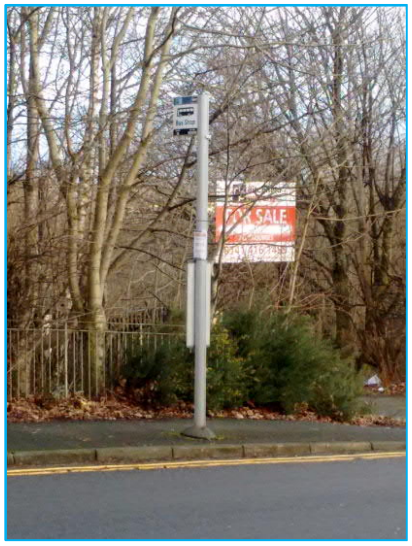
Figure 14: Bus Stops

[34] http://www.transport.gov.scot/system/files/uploaded_content/documents/tsc_basic_pages/Environment/Cycling_by_Design_2010__Rev_1__June_2011_.pdf

Photograph 19: Bus Stop A

Photograph 20: Bus Stop B

Bus stop C (**Photograph 21**) is located on Bridge Street, northbound carriageway, 100 metres north of Cambuslang Railway station. This bus stop is unsheltered, and crossing points are either missing, or off the potential desired line between the railway station and the bus stop.



Photograph 21: Bus Stop C

Photograph 22: Bus Stop D

Bus stop D is located on Main Street (**Photograph 22**), 250 metres east of the station's entrance. This bus stop is sheltered and, although it is located further away, allows for a more direct and convenient access than bus stop C for station users travelling on First 164 and 364 bus services.

3.3.7.1 Routes and Frequencies

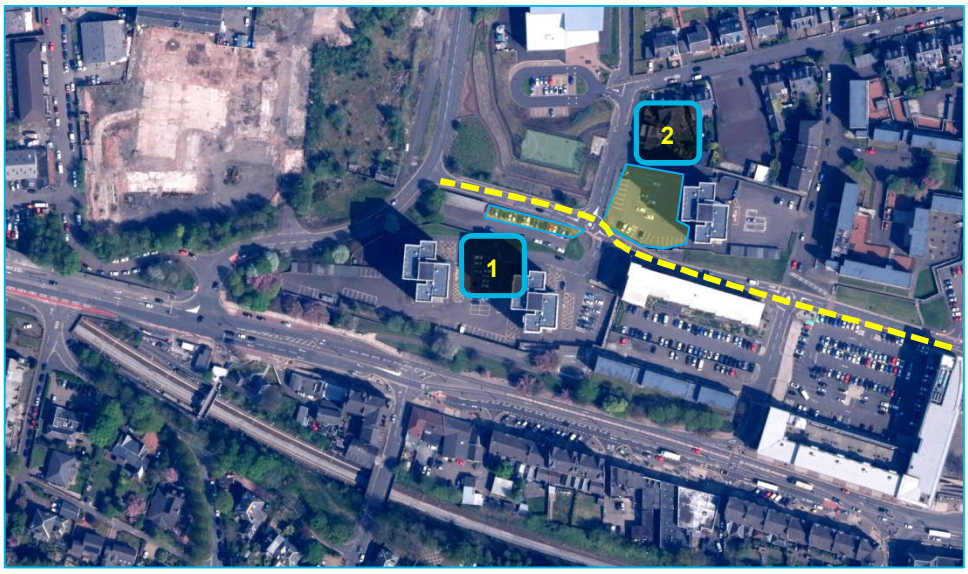
Six bus services have been identified running near Cambuslang Railway Station. Further details on each of these services are provided in **Table 14** below:

Table 14: Service Routes and Frequencies from Bus Stop adjacent to Newton Railway Station (correct as of 01/18)

Bus Stop	Location	Route	Destination	Service Frequency		
				Monday to Friday	Saturday	Sunday
A	Main Street – Westbound carriageway	First 263	Hamilton to Glasgow	Every 30-60 Minutes (06:10-23:08)	Every 30-60 Minutes (06:41-23:08)	Every 30-60 Minutes (07:48-23:08)
		First 267	Hamilton to Glasgow	Every 10-30 Minutes (05:25-22:53)	Every 15-30 Minutes (06:02-22:53)	Every 30-60 Minutes (07:03-22:53)
		First 382	Halfway to Laurieston	1 Service per day (07:09)	2 Services per day (07:38 and 08:03)	No service
		First Simplicity 7A	Westburn to Summerston	Every 30 Minutes (08:14-18:21; last two services end at Osborne Street)	Every 30 Minutes (08:49-18:00; last service end at Osborne Street)	No service
B	Main Street – Eastbound carriageway	First 263	Glasgow to Hamilton	Every 30-60 Minutes (07:25-00:06)	Every 30-60 Minutes (07:51-00:06)	Every 30-60 Minutes (09:03-00:06)
		First 267	Glasgow to Hamilton	Every 10-30 Minutes (06:40-00:24)	Every 15-30 Minutes (07:14-00:24)	Every 30-60 Minutes (08:26-00:24)
		First 382	Laurieston to Halfway	1 Service per day (18:42)	1 Service per day (18:42)	No service
		First Simplicity 7A	Summerston to Westburn	Every 30 Minutes (07:39 - 18:16)	Every 30 Minutes (08:31 - 18:10)	No Service
		First 364	Parkhead to Newton Farm	Every 2 hours (06:25 – 18:07)	Every 2 hours (06:25 – 18:07)	No Service
		First 164	Glasgow to Halfway	Hourly Service (18:37-23:37)	Hourly Service (18:37-23:37)	Hourly Service (20:26-23:26)
		First N267	Glasgow to Hamilton Hillhouse	No Service	2 Services per day (00:58 and 03:43)	2 Services per day (00:58 and 03:43)
C	Bridge Street – Northbound carriageway	First 364	Newton Farm to Parkhead	Every 2 hours (06:47–17:45)	Every 2 hours (06:47 – 17:45)	No Service
		First 164	Halfway to Glasgow	Hourly Service (19:11-23:11)	Hourly Service (19:11-23:11)	Hourly Service (18:00-23:00)
D	Main Street – Westbound carriageway (Opposite Bank St)	First 263	Hamilton to Glasgow	Every 30-60 Minutes (06:10-23:08)	Every 30-60 Minutes (06:41-23:08)	Every 30-60 Minutes (07:48-23:08)
		First 267	Hamilton to Glasgow	Every 10-30 Minutes (05:25-22:53)	Every 15-30 Minutes (06:02-22:53)	Every 30-60 Minutes (07:03-22:53)
		First 364	Newton Farm to Parkhead	Every 2 hours (06:47–17:45)	Every 2 hours (06:47 – 17:45)	No Service
		First 164	Halfway to Glasgow	Hourly Service (19:11-23:11)	Hourly Service (19:11-23:11)	Hourly Service (18:00-23:00)
		First Simplicity 7A	Westburn To Summerston	Every 30 Minutes (08:14-18:21; last two services end at Osborne Street)	Every 30 Minutes (08:49-18:00; last service end at Osborne Street)	No service

3.3.8 Parking Provision

Park and Ride provision at Cambuslang Railway Station accounts for a total 63 spaces, divided in two off-street car parks, with no marked disabled spaces available. Park and Ride sites are signed at different points on the approach to the station. The most direct access to the parking sites is from Allison Drive, just off the A763, to the north of the station, as shown in **Photograph 23**.



Photograph 23: Cambuslang Park and Ride Facilities, Ordnance Survey 2018

Photograph 24: P&R Signage at Allison Drive

However, it is important to note that park and ride wayfinding within the area is inconsistent both in terms of type of signage and frequency. Current Park and ride signage may lead to confusion for less frequent rail users, as not all signs include the National Rail Arrows symbol, which is the recognised symbol of Britain's railways.

Photograph 25: P&R Signage

As stated in the Local Transport Strategy[35] (2013), SLC supports the provision of Park and Ride facilities at railway stations as these encourage the choice of rail travel as part of a multimodal journey, and in particular for commuters. Of the 19 stations within South Lanarkshire, 17 have Park and Ride facilities and the current number of spaces available is 2,580 (2017 data[36]).

Figure 15 represents Cambuslang Railway Station's parking provision compared to other stations within the SLC area.

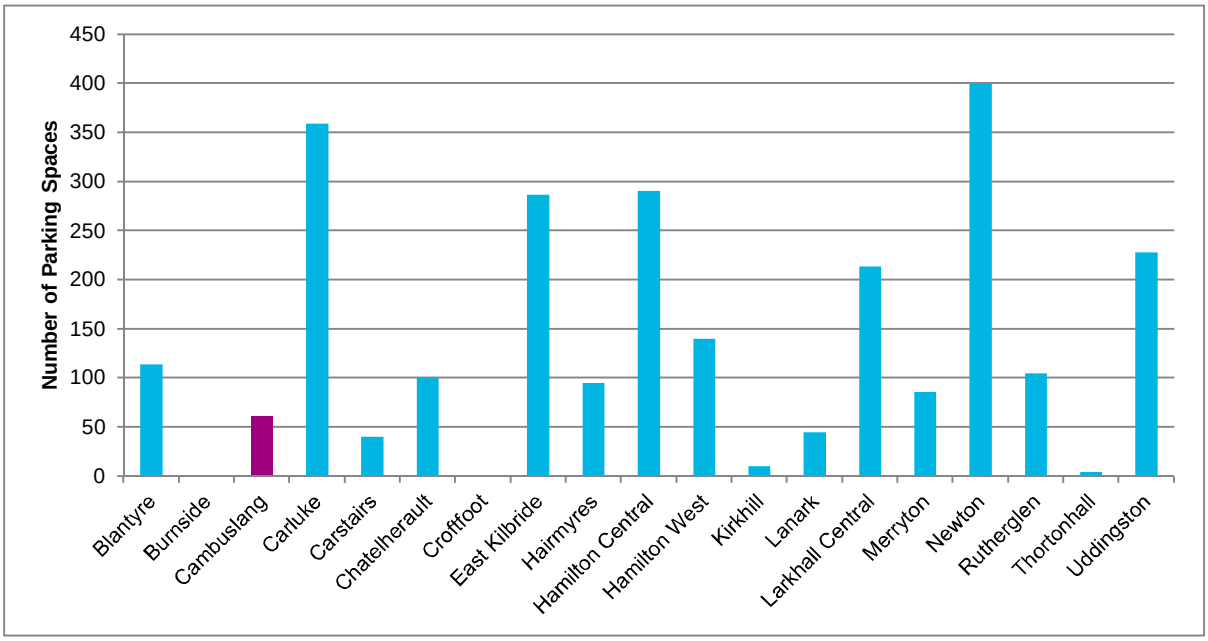


Figure 15: Park and Ride provision, South Lanarkshire, 2017

As mentioned above, two off-street car parks are currently promoted as park and ride (i.e. Allison Drive and Sherry Heights) for Cambuslang Railway Station.

[35] http://www.southlanarkshire.gov.uk/downloads/file/7420/local_transport_strategy_2013-23
[36] Including additional 155 spaces added to Newton as of the end of 2017.

1) Allison Drive P&R (19 spaces)

The Allison Drive site includes 19 spaces, located in front of Rosebank Tower. Access (**Photograph 26**) to the car park is shared with access to the "residents only" parking spaces provided for both Rosebank Tower and Standford Hall residents. Road marking alongside the access road indicates the boundary of the residential area.

Photograph 26: Access to Allison Drive P&R

A small Park and Ride sign, as shown in **Photograph 27**, indicates park and ride provision, with no other signage or road markings clearly indicating the boundary of the rail commuting purpose parking site.

Photograph 27: Allison Drive P&R (a)

During the site visit undertaken on 25th January 2018, a total of 18 cars were parked at 1015am, with one vehicle parked outwith the defined bays. Note that current bay markings are ill defined and anecdotal evidence shows that the number of cars parked outside bays is of the order of five vehicles.

Photograph 28: Allison Drive P&R (b)

2) Sherry Heights P&R (43 spaces)

The second park and ride site associated with Cambuslang Station is located adjacent to the Sherry Heights residential building. The site has 44 available spaces, which based on signage is promoted as Long Stay parking.

Photograph 29: Sherry Heights P&R[37]

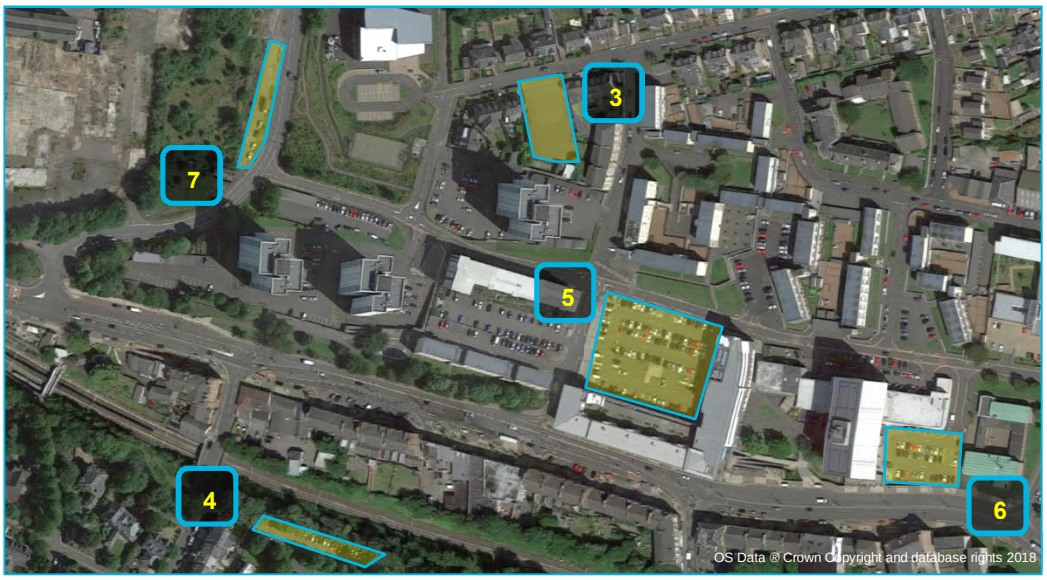
The site is accessed by car from Morriston Drive. A pedestrian passageway under Allison Drive links the parking lot with Main Street on its eastbound carriageway, allowing pedestrians to join the station in a safe manner. During the consultation process it was highlighted that there is anecdotal evidence of drainage issues within this passageway. Gullies and drains at this site may require to be reviewed.

During the site visit undertaken on 25th January 2018 a total of 29 cars were parked at 1015am, with one parked outwith the defined bays. At the time of the visit, several bays were occupied by a container, and it was observed that several vehicles not associated with rail commuting, including residents, a taxi and SLC services' vehicles were parked at this site.

It should also be noted, based on discussions with SLC, that this site has never been promoted as an official park and ride, despite the presence of park and ride signage and the LDP recognising Sherry Heights as the second park and ride site.

3.3.8.1 Other Off-Street Car Parks

A number of off-street car parks located near the station (within a 500m radius) are also believed to be associated with rail commuting purposes. These sites are shown in **Photograph 30** below. Details for each of the car parks are provided throughout the following sections and were covered as part of the parking surveys undertaken on Thursday 8th February 2018 (see Chapter 4 for more details).



Photograph 30: Other Off-Street Car Parks

[37] Google Maps, https://goo.gl/QSp4dT

3) Monkcastle Drive Site

This land, currently owned by South Lanarkshire Council is thought to have been used as an 'unofficial' park and ride site, although site visit undertaken on 25th January 2018 observed only one car parked at this site between 0730am and 1030am.

The site is located 5-6min (over 300m away) walking from the station. SLC's land at this site includes garages on right hand side, as shown in **Photograph 31** below.

Photograph 31: Monkcastle Drive Site

It is important to note that the site at Monkcastle Drive has no longer been available for park and ride purposes since early February 2018, as the site is now used for Council staff parking.

4) Maple Tree Court Car Park

To the south side of the railway line, east of West Coats Road, an off-street car park has been formalised at Maple Tree Court. This site, located alongside Cherry Tree Court care home, provides 34 spaces, including a blue badge bay.

During the site visits undertaken on 25th January 2018, a total 33 cars were parked at 0850am, including one car outwith the defined bays. Observed occupancy levels suggest that this site could be strongly linked with rail commuting, standing as a more attractive and suitable park and ride site due to its location.

Photograph 32: Maple Tree Court (a)

During the site visits, it was observed that the current site is not adequately equipped for pedestrian movements, with no sort of footway provision available within the car park. In addition it was noted that the hatching area, as shown in **Photograph 33**, is located over both the road surface and pavement surface that gives access to the residential street, and there is a barrier which forces parking users as well as nearby residents and people accessing the care home to step on to the road. All these aspects could be a potential source for conflict and safety issues between pedestrians and car park users, particularly during peak hours.

Photograph 33: Maple Tree Court (b)

It should also be noted, that the shared access to the car park is only able to fit one-way traffic flows, which could lead for slight congestion originating both in the car park and West Coats Road, particularly during the peak hours.

5) Allison Drive SLC Car Park (99 long stay and 64 short stay spaces)

The car park located at Allison Drive is promoted as being an SLC parking site. The car park is divided into two clearly defined sections, including long stay bays and short stay bays (one hour; no return within two hours) to the north and south of the site respectively. Only the long stay car park is on SLC's land. Long stay parking provides with a total 99 spaces, including 2 charging points. It is worth noting that a proportion of the parking spaces at this site are reserved for people working in Cambuslang Gate.

During the site visit undertaken on 25th January 2018, the long stay car park showed to be at capacity by 1030am. It was observed that several bays, both within the long stay and short stay areas were occupied by different vehicles belonging to SLC. No clear evidence is available around the potential usage of this site for park and ride purposes; however, its proximity to the station, in addition to being free of charge, would suggest that a number of users at the station could make use of it for their daily commute.

Photograph 34: Allison Drive Car Park (a)

In addition, it is also worth noting as a more general comment, that bays and road markings were ill defined at some points, and some of the signage and posts had either been damaged or hit/turned by vehicles when

circulating in the car park. Also, several signs within the car park were not showing to be displayed at an appropriate height and could be a source of potential injuries amongst car park users (See **Photograph 35**).

Photograph 35: Allison Drive Car Park (b)

6) Town Centre Car Park (32 spaces)

Town Centre Car Park is located further east of station, and sits adjacent to Main Street, with main access to the car park on Allison Drive. The car park has 32 spaces, including four blue badge spaces, with an additional 13 spaces reserved for residents. During the site visits undertaken on 25th January 2018, a total 28 cars were parked at 0815am.

Photograph 36: Town Centre Car Park

A second beat at 1015 showed that the car park was at capacity. It is interesting to note that out of the 13 spaces reserved for residents only, only five bays were still available compared to all spaces being available at 0815am, as shown on **Photograph 37**. This could suggest there are conflicting pressures of demand on usage of park and ride sites from local residents, shoppers and commuters, due to the lack of car park provision within the town centre, as outlined throughout numerous documents and press releases. However, parking pressure at Town Centre Car Park may not necessarily be related to rail commuting at Cambuslang Railway Station.

Photograph 37: Town Centre's "Residents Only" Spaces

7) Bridge Street

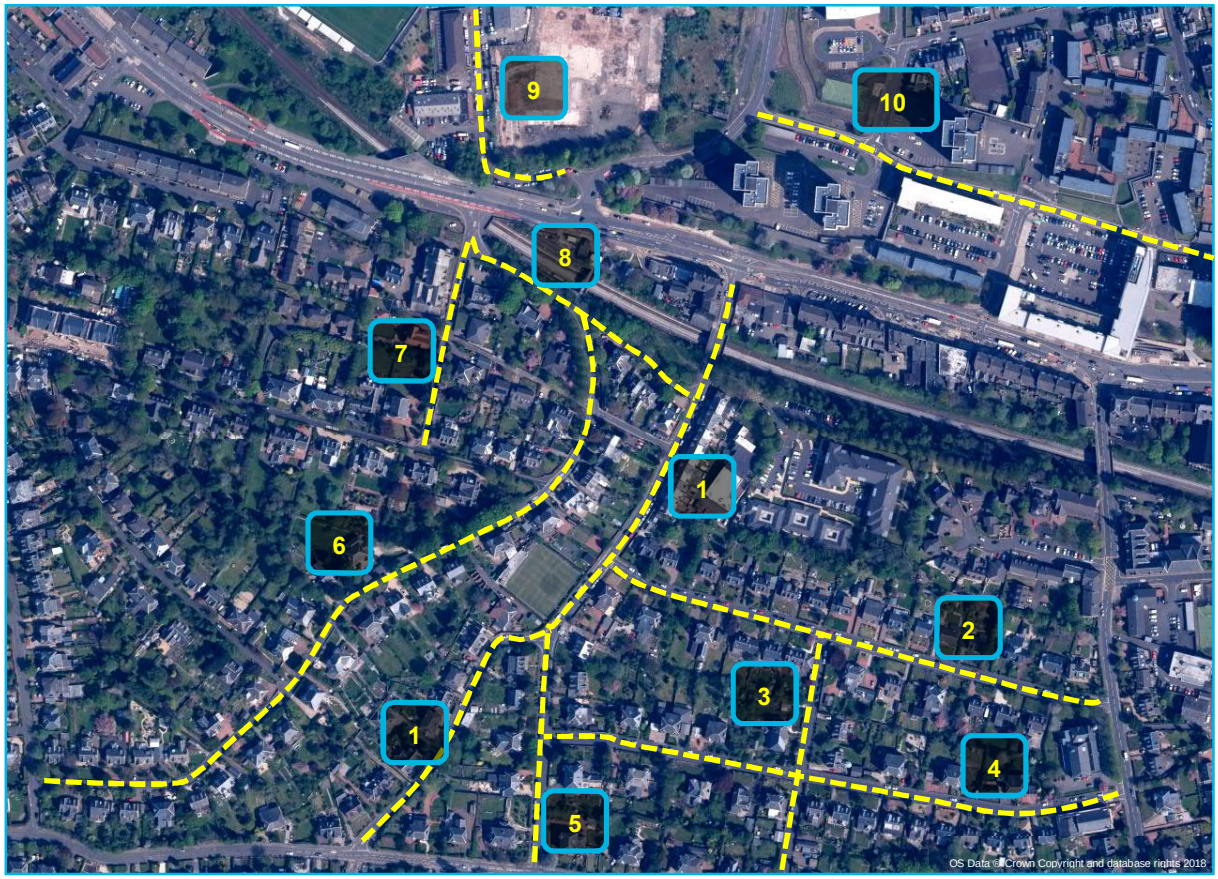
Local evidence suggests that a parallel service road on the west side of Bridge Street (opposite Allison Drive; refer to **Photograph 24**), is currently used as an "informal" off-street car park. During the site visits undertaken on 25th January 2018, three cars were parked at 1015am (see **Photograph 38**), although it is believed the site could accommodate between 10 and 15 vehicles.

Photograph 38: Bridge Street

3.3.8.2 On-Street Parking

As highlighted by Cambuslang Community Survey 2015 report[38], parking problems within the town centre and streets adjacent to the railway station are a major concern amongst residents and the general public. It is noted that pressure on parking has increased over the last decade, due to the growth in housing development in areas around Cambuslang.

Cambuslang station's surrounding streets, including West Coats Road(1), Hamilton Drive (2), Calder Drive (3), Cadzow Drive (4), Douglas Drive (5), Wellshot Drive (6), Beech Avenue (7), North Avenue (8), Somervell Street (9) and Allison Drive (10), present high occupancy levels from early in the morning, and could be associated with rail commuter parking.



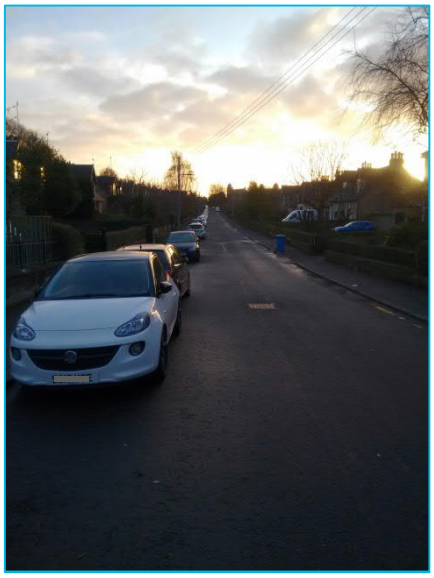
Photograph 39: On-Street Parking Associated with Cambuslang Railway Station

During the site visits undertaken on 25th January 2018, large numbers of vehicles were observed to be parked at all streets listed above, with occupancy levels reducing with distance from the station. **Photograph 40** to **Photograph 51** illustrate the level of parking at some of the streets located near the railway station.

[38] Cambuslang Community Survey 2015. Available at: http://cambuslangcommunitycouncil.com/wp-content/uploads/2014/05/Cambuslang-Community-Survey-Report-final2.pdf

Photograph 40: West Coats Road

Photograph 41: West Coats Road



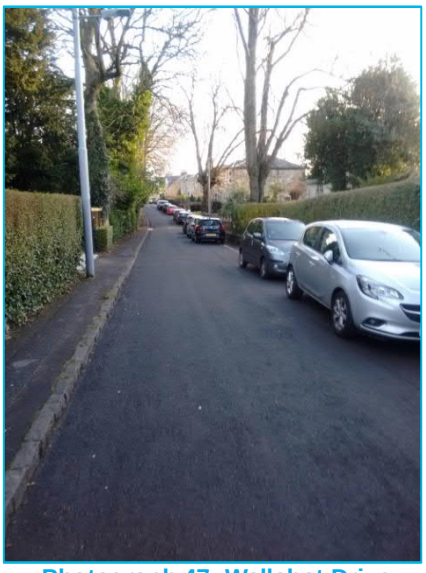
Photograph 42: Hamilton Drive

Photograph 43:Calder Drive

Photograph 44: Douglas Drive

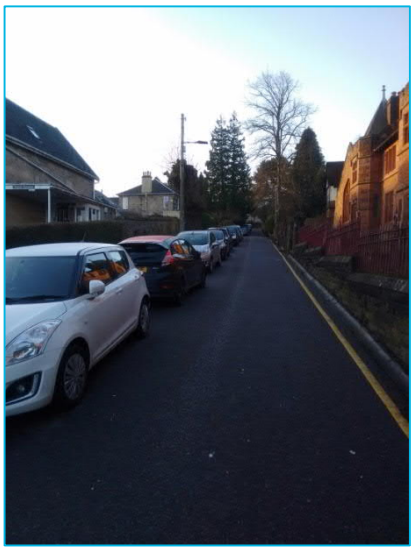
Photograph 45: Douglas Drive

Photograph 46: Cadzow Drive



Photograph 47: Wellshot Drive

Photograph 48: Wellshot Drive



Photograph 49: Beech Avenue

Photograph 50: North Avenue (opposite Surgery)

Photograph 51: Somervell Street

Drop-Off (Main Street)

Cambuslang Railway Station does not currently have a dedicated "drop off" area, although a short term parking zone (Monday to Saturday 0800am to 0630pm, 30 min; No Return within 60 minutes), located on Main Street just in front of the station's entrance, is available; with capacity for approximately four vehicles, as shown in **Photograph 52**. A similar parking zone is also available on the eastbound carriageway, with capacity for approximately five vehicles.

Photograph 52: Potential Drop-off area[39]

3.3.9 Accidents

According to available accident data for the period 2013-2017, which was supplied by SLC, a total of 28 accidents were recorded within the vicinity of Cambuslang Railway Station (within a 500m catchment), including five serious and one fatal. This data was crosschecked with accident statistics available from the Crashmap[40] database for the same period, with no additional accidents to be reported within the area. Further details for each of the accidents are provided in **Table 15**.

Table 15: Accidents

ID	SLC_Ref	Severity	Date	NMU Casualty/ies	Details
1	17QD02003	Slight	29/03/2017		Failed to look properly
2	17QD01602	Serious	21/02/2017	Pedestrian	All factors suggest pedestrian was careless/reckless
3	17QD01201	Slight	19/01/2017	Pedestrian	Pedestrian failed to look properly Inappropriate use of pedestrian crossing
4	17QD00203	Slight	01/03/2017	Pedestrian	Pedestrian failed to look properly
5	16QD01105	Slight	16/05/2016	Pedestrian	All factors suggest pedestrian was careless/reckless
6	16QD00305	Slight	05/05/2016		Poor turn or manoeuvre
7	16QD00301	Serious	06/01/2016	Pedestrians	Driver failed to look properly
8	16QD00210	Slight	04/10/2016	Pedestrian	Pedestrian failed to look properly Dangerous action in Carriageway
9	16QD00207	Fatal	09/07/2016		Fatal accident involved Mobility Scooter
10	15QD02408	Slight	24/08/2015	Cyclist	Stationary or parked vehicle Failed to look properly
11	15QD02401	Slight	30/01/2015	Pedestrian	All factors suggest pedestrian was careless/reckless

[39] Google Maps. https://goo.gl/9Nxnjg
[40] *http://www.crashmap.com/*

12	15QD02210	**Slight**	06/10/2015		Wet weather conditions Loss of control
13	15QD02104	**Slight**	29/04/2015		Vehicle blind spot Failed to look properly
14	15QD01702	**Slight**	24/02/2015		Wet weather conditions Following too close
15	15QD01211	**Serious**	14/11/2015	Pedestrian	Pedestrian failed to look properly Inappropriate use of pedestrian crossing
16	15QD00901	**Slight**	12/01/2015		All factors suggest Driver 1 was careless/reckless
17	15QD00505	**Slight**	07/05/2015	Pedestrian	Disability or illness (Pedestrian)
18	14QD70107	**Slight**	02/07/2014		Failed to look properly Poor turn or manoeuvre Sudden braking Loss of control
19	14QD02610	**Slight**	31/10/2014	Pedestrian	All factors suggest pedestrian was careless/reckless
20	14QD02101	**Serious**	26/01/2014	Cyclist	Drives failed to look properly / poor turn or manoeuvre Cyclist - poor visibility: dark clothing and no lights displayed
21	14QD01805	**Slight**	23/05/2014	Pedestrian	Pedestrian failed to look properly
22	14QD01408	**Slight**	14/08/2014		Failed to look properly Vehicle exceeding speed limit
23	14QD01201	**Slight**	15/01/2014		Failed to look properly Nervous/uncertain behaviour
24	14QD00410	**Slight**	03/10/2014	Cyclist	Vehicle travelling too close to cyclist
25	14QD00312	**Slight**	04/12/2014	Pedestrian	All factors suggest pedestrian was careless/reckless
26	13QD01603	**Slight**	14/03/2013		All factors suggest Driver 1 was careless/reckless
27	13QD01403	**Slight**	14/03/2013		Failed to look properly Sudden breaking
28	13QD00308	**Serious**	01/08/2013	Cyclist	All factors suggest cyclist was careless/reckless

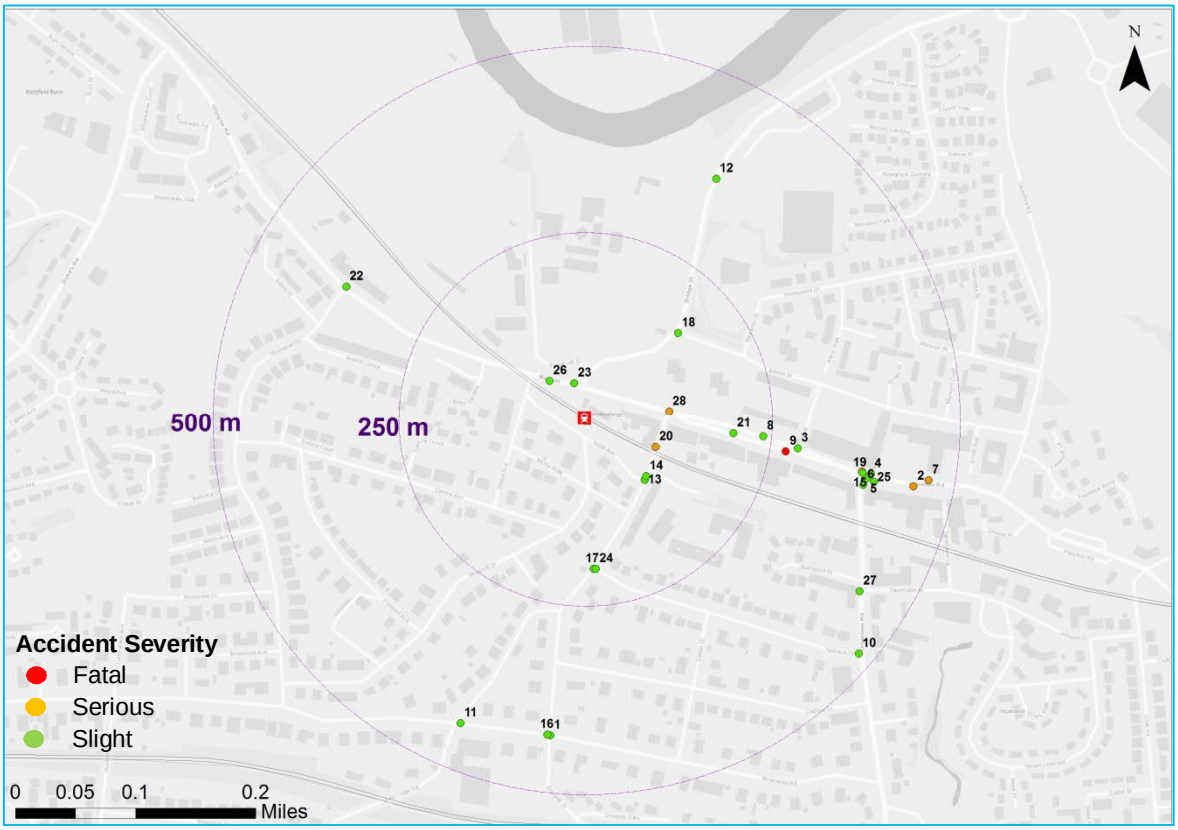


Figure 16: Accident Locations by Severity, Cambuslang Railway Station; 2013 – 2017

As **Figure 16** shows, five accidents of 'serious' severity occurred between 2013 and 2017, all involving Non-Motorised Users (NMUs), which could suggest safety issues within the proximity of the station.

A fatal accident was recorded on July 2016, on Main Street, 250 metres east of the station entrance. The accident report suggests that the casualty (mobility scooter driver) failed to look properly and undertook a poor turn or manoeuvre, and was hit by a motorcycle which was travelling from east to west.

Figure 17 illustrates location of all accidents which involved pedestrian or cyclist casualties within the vicinity of the station.

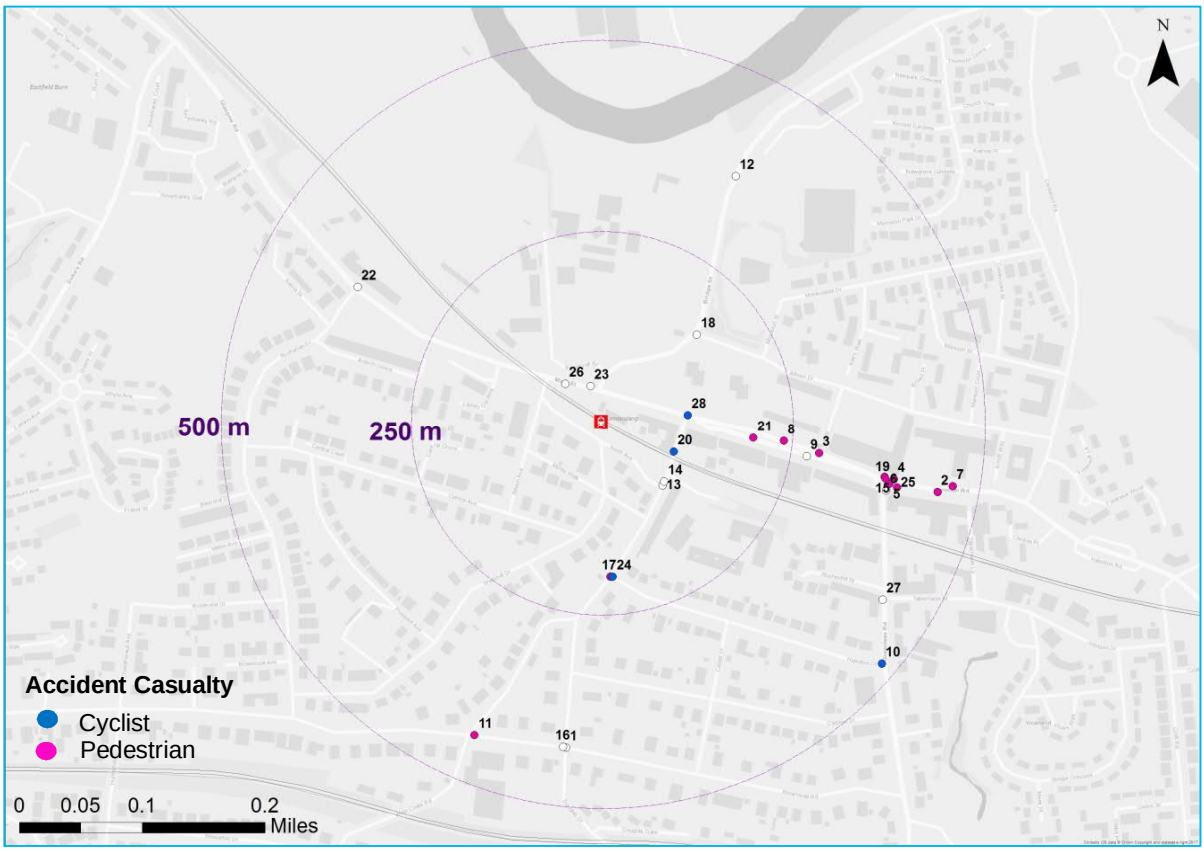


Figure 17: Accident Locations by NMU Casualty, Cambuslang

Figure 17 shows that the majority of pedestrian casualties occurred along Main Street, whereas most cyclist casualties happened on West Coats road. This suggests that pedestrian and cycling improvements could provide benefits at these respective sites.

4. Station Surveys and Demand Projections

4.1 Introduction

As part of this study surveys were comissioned, resulting in a car park and platform survey at Cambuslang Railway Station on Thursday 8th and Tuesday 20th February respectively. This was undertaken by Tracsis on behalf of AECOM and this section outlines and summarises the results from these surveys. A copy of the questionnaire survey is provided in **Appendix C**.

It should be noted that Kirkhill Railway Station was closed on the platform survey day due to flooding on the rail track, which is anticipated to have resulted in Cambuslang Railway Station being slightly busier than normal on this day.

4.2 Platform Survey - Sample Size and Methodology

Face to face interviews were undertaken at Cambuslang Railway Station on eastbound and westbound platforms for passengers using rail services between the hours of 06:00 and 11:00.

Table 16 outlines the interview sample rates achieved[41] for eastbound and westbound services.

Table 16: Samples Rates

Service Destination	Passengers Boarding	Passenger Interviews	Sample Rate (%)
Eastbound	214	47	22%
Westbound	908	86	9.5%
	1,122	133	11.9%

Note that during the survey period, a total of three passengers carried their bicycle on the train (two on eastbound and one on westbound services).

The samples for eastbound and westbound results have been merged to give a combined total of 133 interviews, which equates to a sample rate of 11.9%[42].

As demonstrated in **Figure 18** and **Figure 19** below, looking at the time of response, the peak hour during the morning period for westbound services is between 8:00 and 8:30, whilst for the eastbound services it is between 7:00 and 8:00.

[41] A total of 216 passengers were approached during the survey period; a total of 68 refused to answer and 15 did not manage to complete the full questionnaire.
[42] Sample size compares low against the response rate recently obtained at other SLC stations (e.g. East Kilbride, September 2016: 28%; Newton January 2016: 30%)

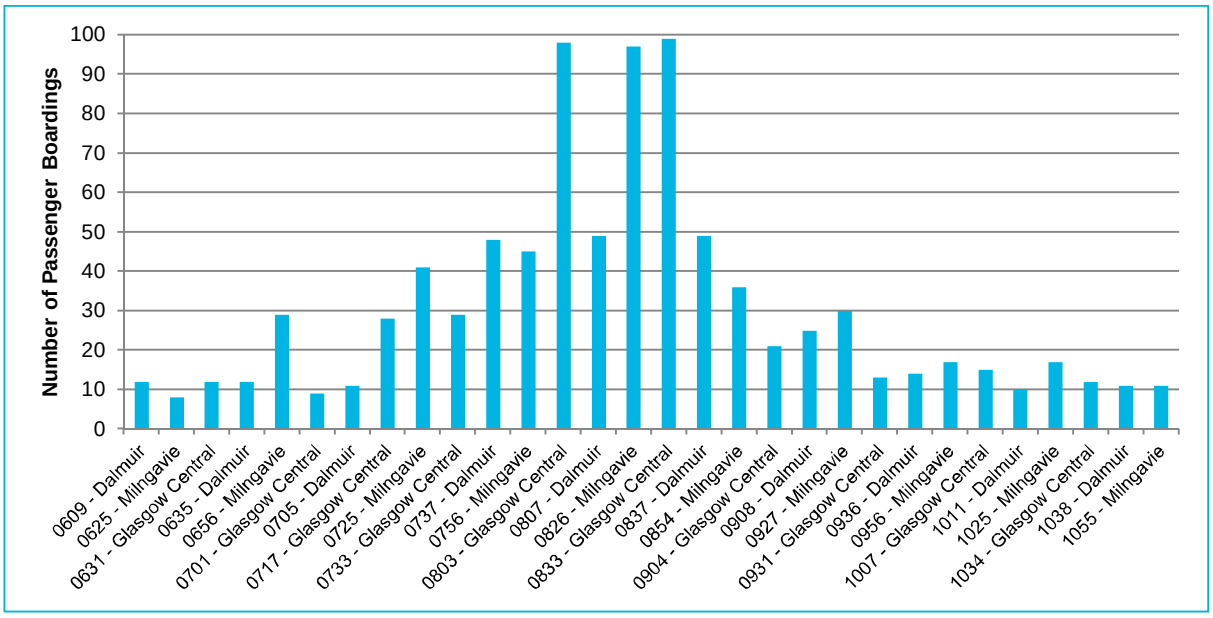


Figure 18: Number of Passengers boarding *Westbound (Tuesday 20th February)*

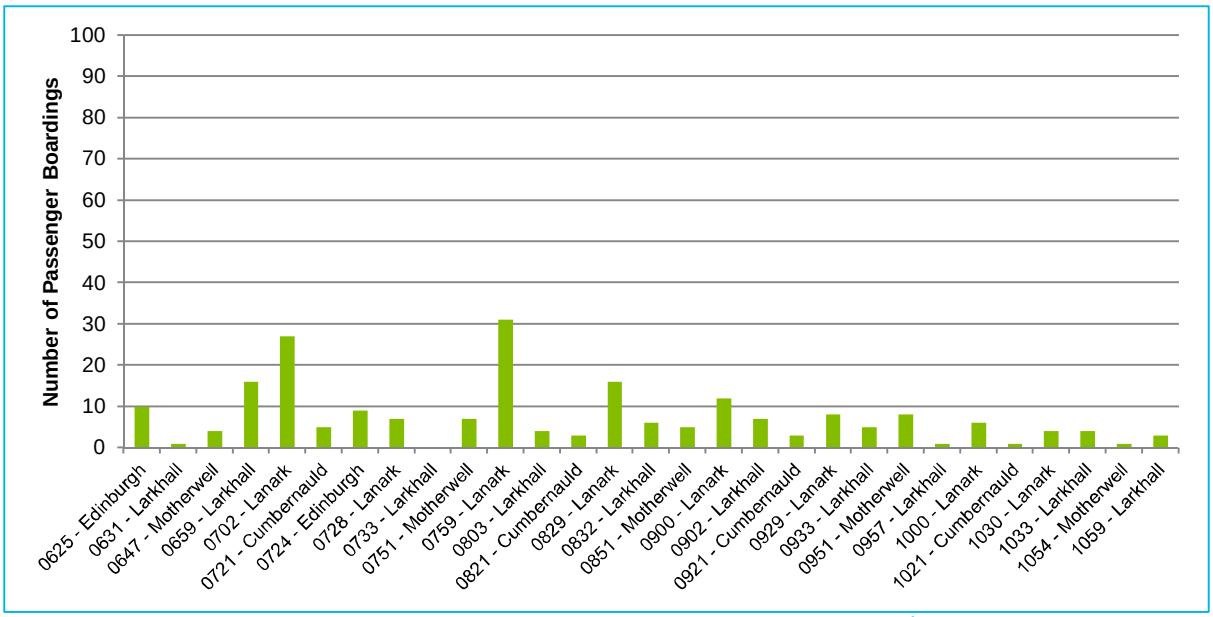


Figure 19: Number of Passengers boarding *Eastbound (Tuesday 20th February)*

All other survey results will be presented as a combination of eastbound and westbound services.

4.3 Platform Survey Results

4.3.1 Passenger Origin

Of the 133 respondents to the survey at Cambuslang Railway Station, 109 responded that they travelled from the Cambuslang area, accounting for 82% of all passengers. This was followed by passengers travelling from the Rutherglen area, to the west of the station, with a total of 4 passengers (3% of total), grouped under the 'wider South Lanarkshire' area. This indicates that based on the sample, the majority of passengers at Cambuslang Railway Station travelled from with the residential areas located near the station. Around 12% of passengers travelled from origins located within the wider South Lanarkshire and wider Glasgow and North Lanarkshire areas, including Wishaw, East Kilbride, Bellshill, Burnside, Glasgow East Investment Park and Hamilton.

Figure 20 shows the distribution of passengers at Cambuslang Railway station by their journey starting point.

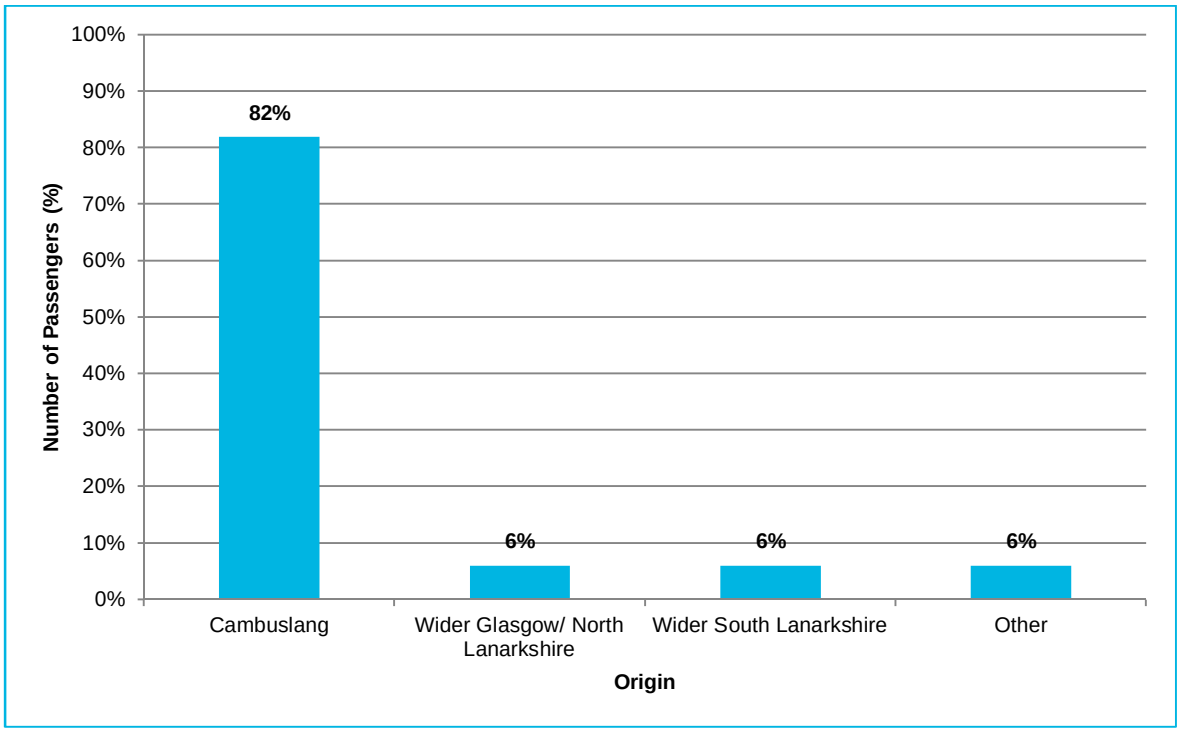


Figure 20: Where did you travel from?

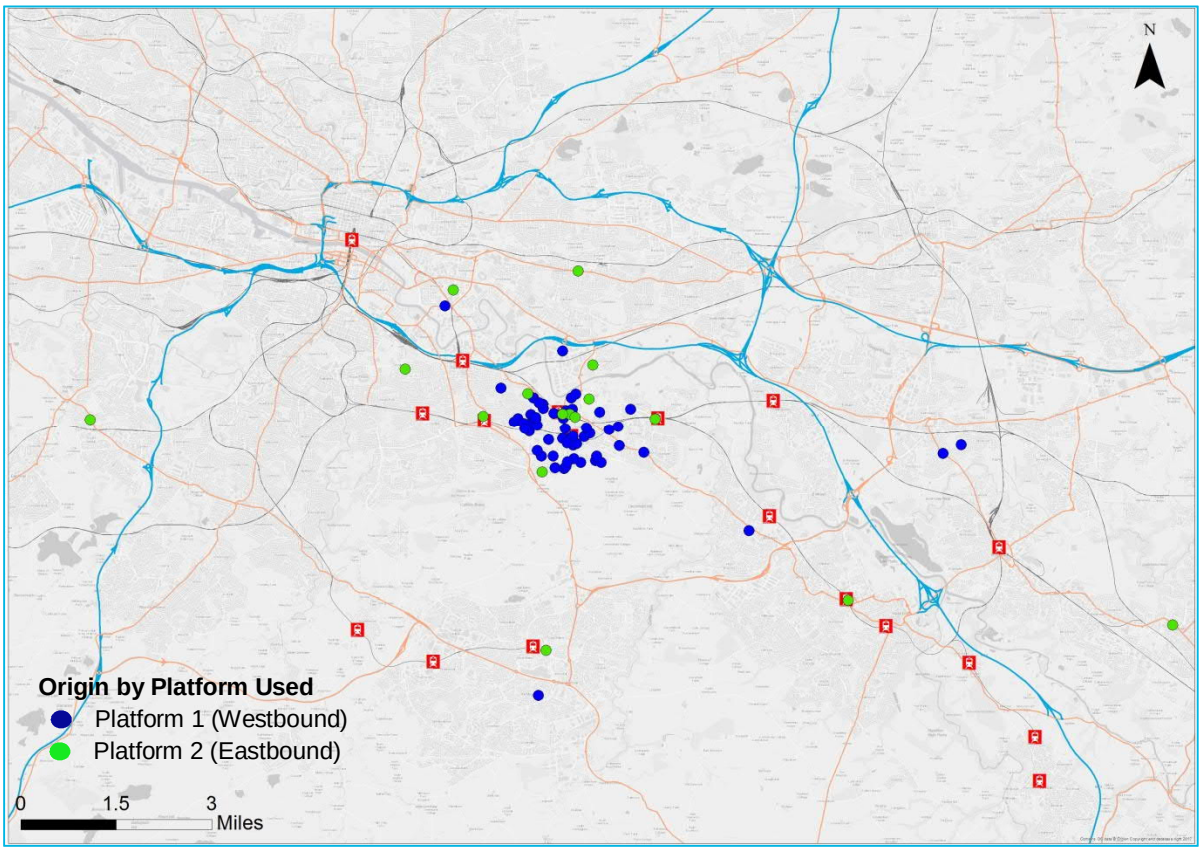


Figure 21: Origin by Platform

Figure 21 shows the origin location distribution of passengers at Cambuslang Railway station by the station platform used when boarding morning services. As demonstrated above, the majority of passengers start their trips within the surroundings of the station (1,600m or less). Note that there were more passengers boarding eastbound services (Platform 2) with origin locations further from the station, than were using westbound services (Platform 1). This is likely to be due to a higher number of users travelling from western origins by train (as shown in **Figure 28**) and connecting to eastbound services at Cambuslang, in order to reach their final destination.

4.3.2 Passengers Destination

Of the 133 respondents to the survey at Cambuslang Railway Station, 67 reported that they were travelling to Glasgow. This shows to be the key destination for most passengers travelling from Cambuslang Railway Station (50% of all respondents; 78% of westbound passengers) and is in line with the 2011 Census data previously presented in **Chapter 3**. This is followed by Hamilton West (5% of all respondents; 13% of eastbound passengers), Hamilton Central (4% of all respondents; 11% of eastbound passengers), Motherwell (4% of all respondents; 11% of eastbound passengers), Newton (2% of all respondents; 6% of eastbound passengers) and Lanark (2% of all respondents; 4% of eastbound passengers). 45 passengers (accounting for a total 34% of all respondents), responded that they were travelling to *"other"* destinations such as Uddingston (5% of all respondents; 15% of eastbound passengers), Edinburgh (6% of all respondents; 15% of eastbound passengers and 1 westbound passenger) or other 'wider Glasgow' stations (accounting for 7-8% of all respondents; 12% of westbound passengers).

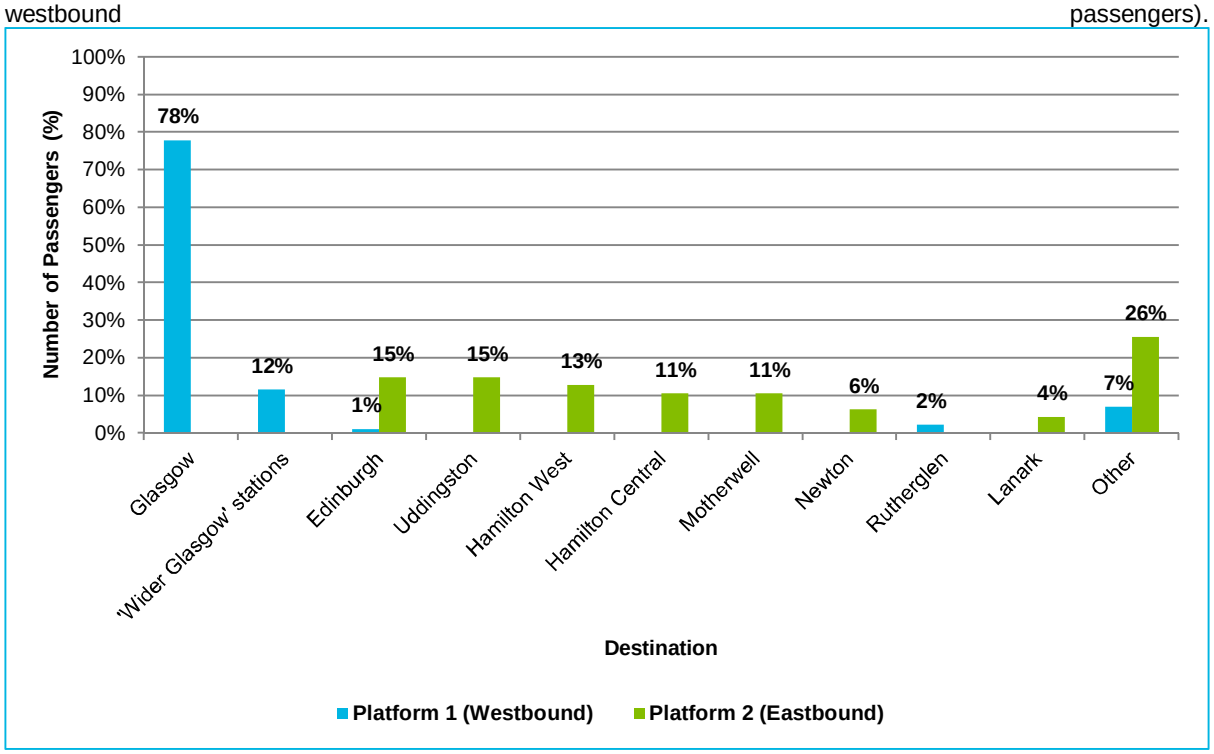


Figure 22 shows the distribution of passengers by platform at Cambuslang Railway Station by their journey destination point.

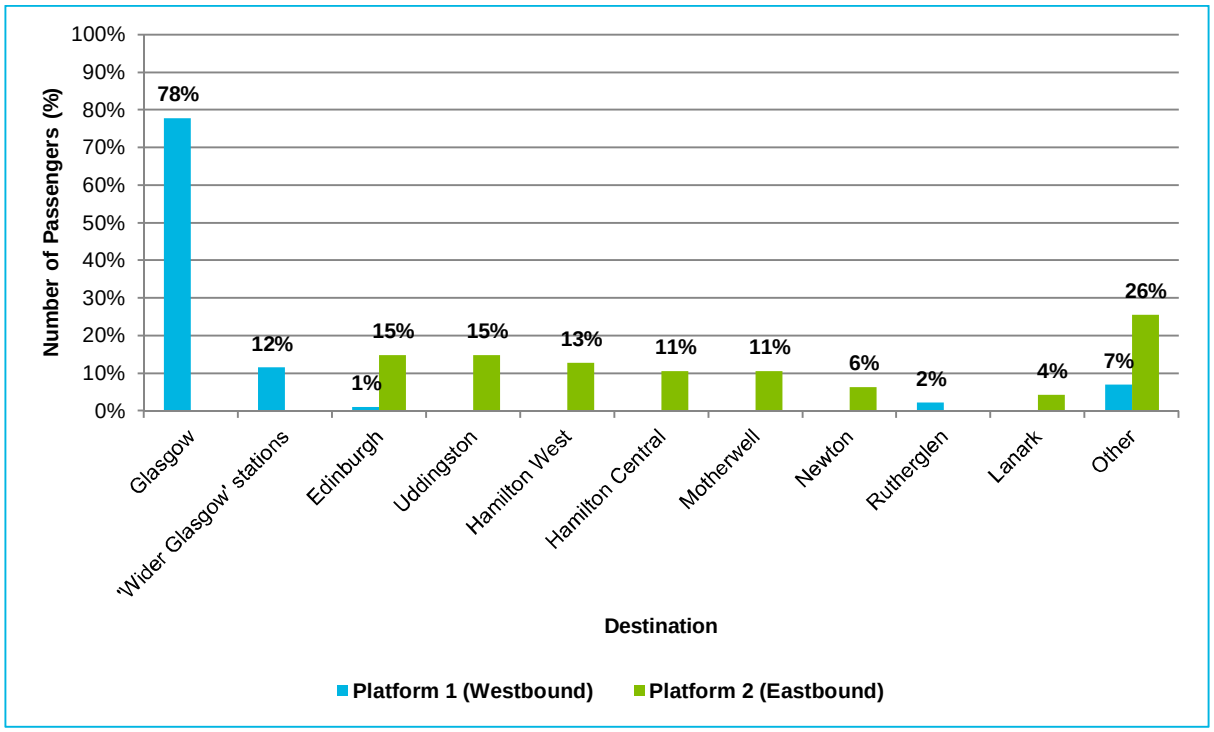


Figure 22: What is your destination?

4.3.3 Purpose of Trip

For passengers who were travelling from Cambuslang Railway Station, 107 said they were travelling for work purposes, accounting for 80.5% of the total. This was followed by recreational and social (8.3%) and educational purposes (7.5%).

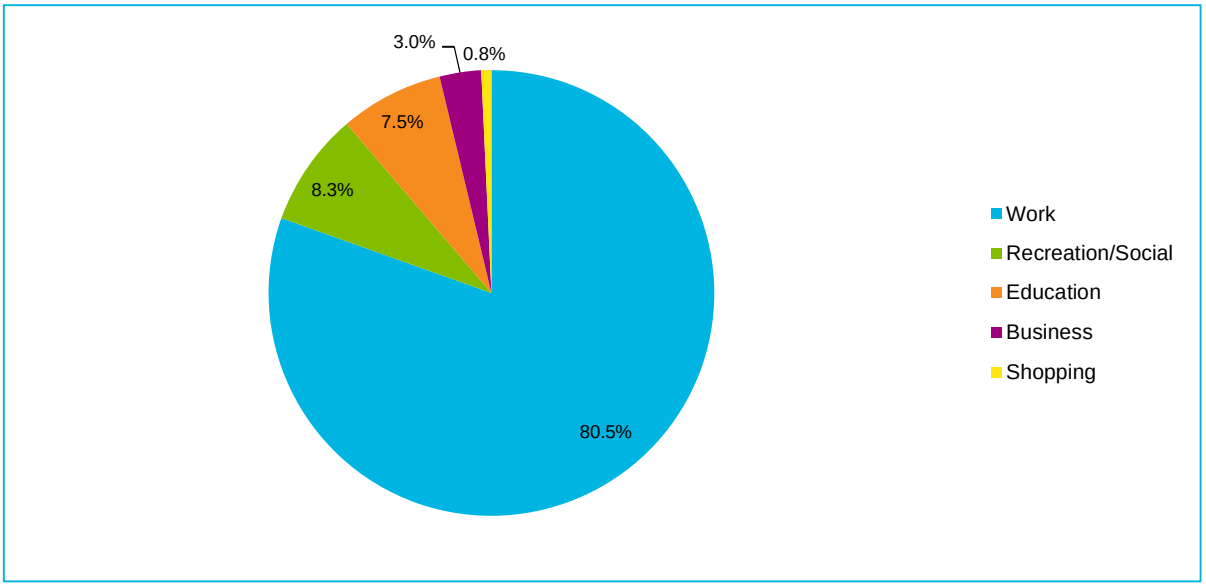


Figure 23 demonstrates the distribution of purpose of trips based on the survey sample.

Figure 23: Purpose of trip

4.3.4 Frequency

For passengers who were travelling from Cambuslang Railway Station, a total of 70 responded that they travel only on weekdays, accounting for 53% of the total. 18 passengers responded that they travel a few times a week, accounting for 14% of the total. This indicates, based on the overall sample, that 67% percent are frequent station users. In addition, 26 passengers responded that they travel weekly from Cambuslang Railway Station, accounting for 20% of the total.

Figure 24 shows the level of travel frequency amongst passengers based on the sample.

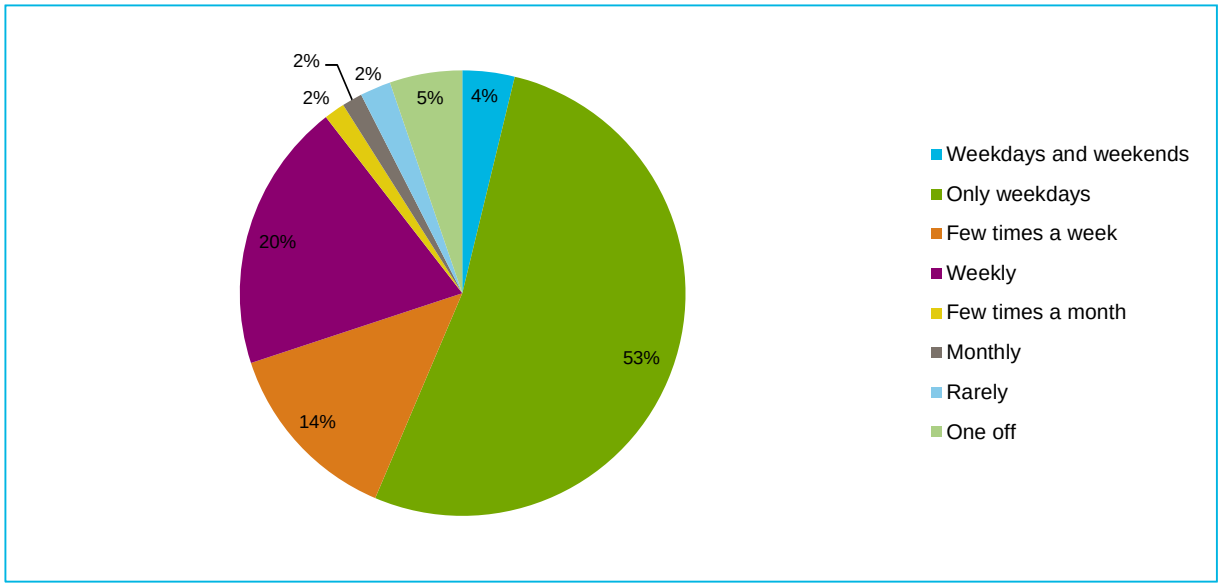


Figure 24: How often do you make this journey?

4.3.5 Reasons to access Cambuslang Railway Station

Passengers were asked to give one or more reasons for choosing Cambuslang Railway Station for their trips. The main reason for passengers to access Cambuslang Railway Station is because it is closest to home (88 responses).

Table 17 shows what the main reasons are for passengers, based on the sample, to access Cambuslang Railway Station.

Table 17: Why do you use this station for your journey as opposed to other stations?

Reason	Number of Responses
Closest to home	88
On route to other origins/destinations	19
Available street parking	7
Accessible by walking & cycling	2
Available car park	2
Accessible by bus	2
Other (examples included: Direct link to Edinburgh, times suit better, easy access, cheapest)	15

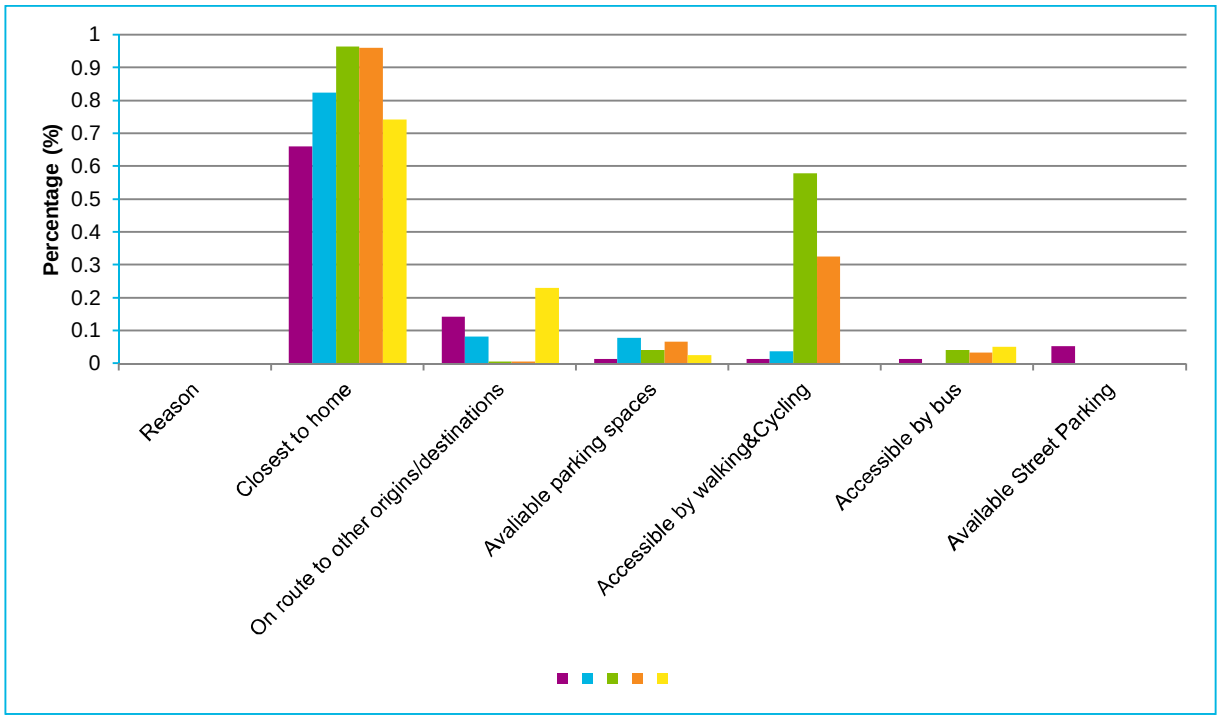


Figure 25 shows how Cambuslang performs against Newton, East Kilbride, Hairmyres and Lanark when looking why passengers chose this station as opposed to another station. As demonstrated below, Cambuslang's parking availability (mainly on-street) and its location relative to other origins and destinations, shows to have more of an influence on access by car. It should be noted that 'Available Street Parking' was highlighted by 5% of all passengers as their key reason to access the station.

Although most passengers agree that the main reason for using each of these stations is its proximity to their place of residence, Cambuslang shows a lower level of response regarding this reason. In addition, few passengers said that Cambuslang Railway Station was accessible by walking and cycling, and only 2% said it was accessible by bus, comparing lower to results recorded at other stations within the local authority area.

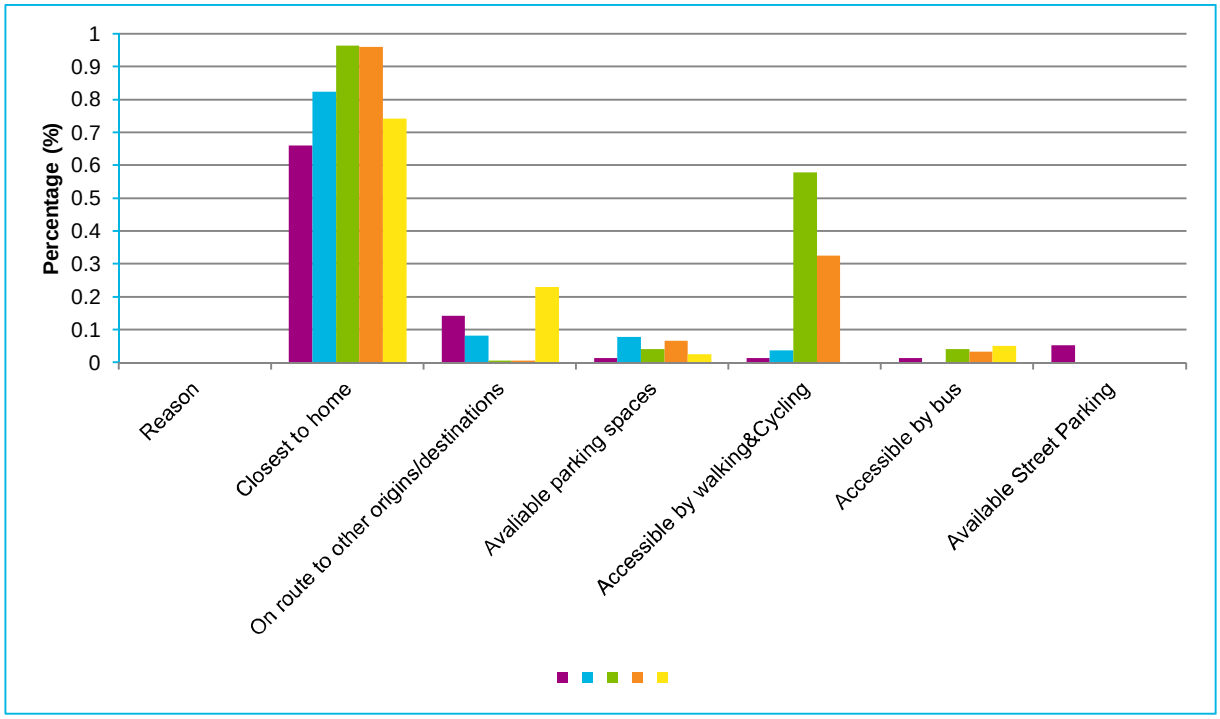


Figure 25: Reasons of station's use - Comparison

As mentioned previously, Kirkhill Railway Station was closed on the day that platform surveys were undertaken due to flooding on the rail track. This was given as the main reason for accessing the station on the day of the survey by a total of five passengers out of a total of 133 passengers who completed the interview. Travel mode to

the station for these passengers has been excluded for the purpose of the modal split analysis, as described in the following section.

4.3.6 Modal Split

In terms of mode choice in accessing the station, travel by foot seems to be the preferred option, accounting for 54% of the total. This is followed by car drivers (22%) and car passengers (9%); combining both car sharing and drop-off). Access by bus shows very low levels; only four people responded that they travelled by bus to the station. **Table 18** shows the number of passengers by method of travel to Cambuslang Railway Station and how this extrapolates to the total number of passengers which were recorded boarding on services at Cambuslang station during the survey period.

Table 18: How did you travel to the station today?

Reason	Number of Responses*	Indicative Factored Total* (Based on 11.9% response)
Walk	69	580
Car Driver	28	235
Car Passenger (Car shared or dropped-off)	11	92
Train	10	84
Taxi	5	42
Bus	4	34
Car Share (as driver)	1	8
Cycle	0	(4+)**

**Excluding those who gave 'Kirkhill Station closed' as main reason for accessing Cambuslang Station*

***Estimated based on passengers boarding with bicycle, non-completed interviews and evidence recorded during site visits.*

The results also suggest a low level of cycling when accessing the station (< 1%) as no passenger interviews reported to have accessed the station by bicycle; however, a total of three passengers boarded the train with bicycles during the survey period, and one other passenger who did not manage to complete the full questionnaire said he had accessed the station by bicycle. Cycling figures at Cambuslang Railway station are in line with results from other stations (i.e. Newton). Previous site visits to the station showed a low usage of cycle parking at the station's facilities, with zero and three bicycles recorded on Friday 17th February 2017 and Thursday 25th January 2018 respectively.

Note that 10 passengers responded that they accessed the station by train. The majority of these passengers used Cambuslang Railway Station to change over services '*on their route to other origin/destination*'.

Figure 26 demonstrates the proportion of passengers by method of access to the station, based on the achieved interviews sample rate.

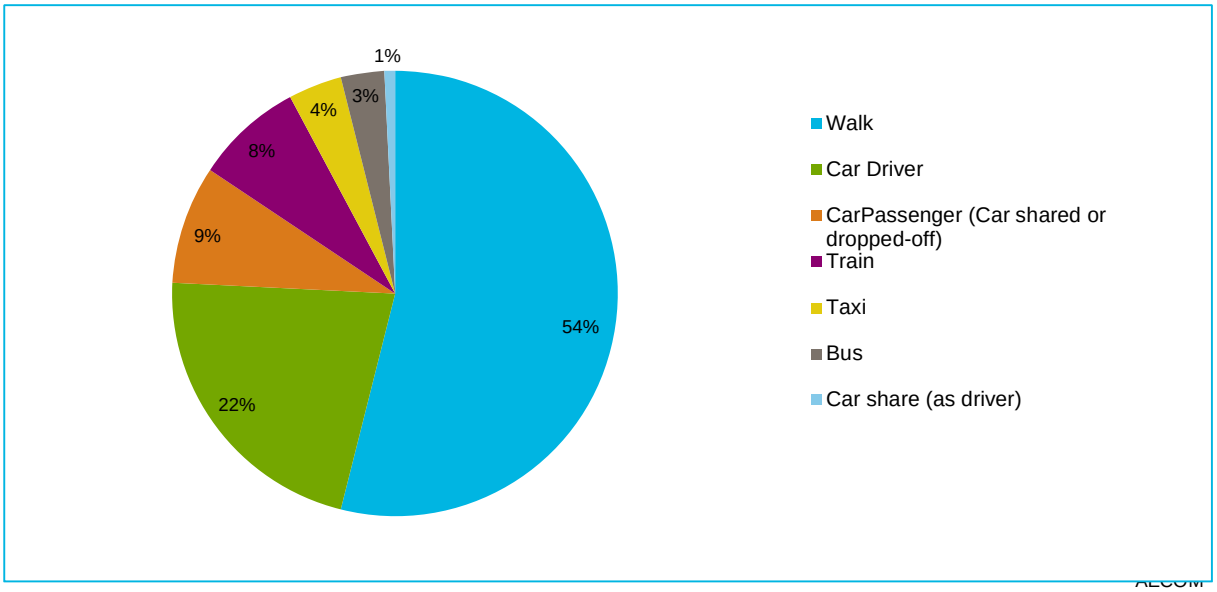


Figure 26: How did you travel to the station today?

Figure 27 shows how Cambuslang compares against other South Lanarkshire stations in terms of method of access to the station. This demonstrates that Cambuslang Railway Station has a high level of walking access compared to other stations, except for Newton. Access by car, as both driver and passenger, shows lower values compared to the other stations, particularly for car passengers. Other methods of transport, such as bus and taxi show very low mode shares compared to results from other stations.

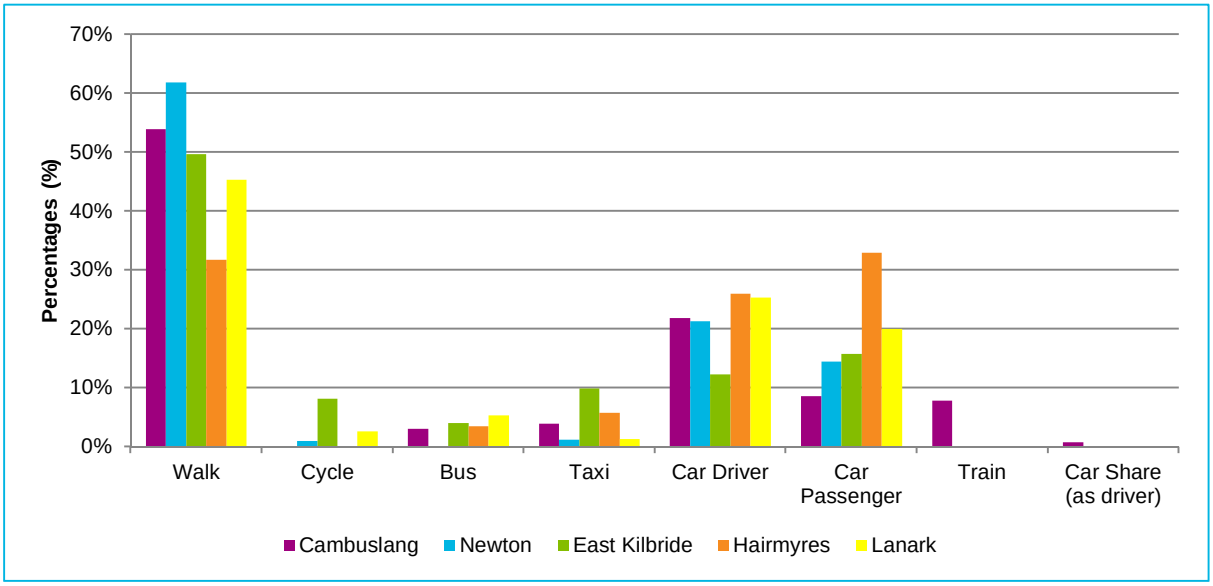


Figure 27: Method of access by station

Further analysis has been undertaken to understand the relationship between origin and method of travel within the wider area around the station, as shown in **Figure 28,** and within the main catchment of the station (1600m or less), as shown in **Figure 29**.

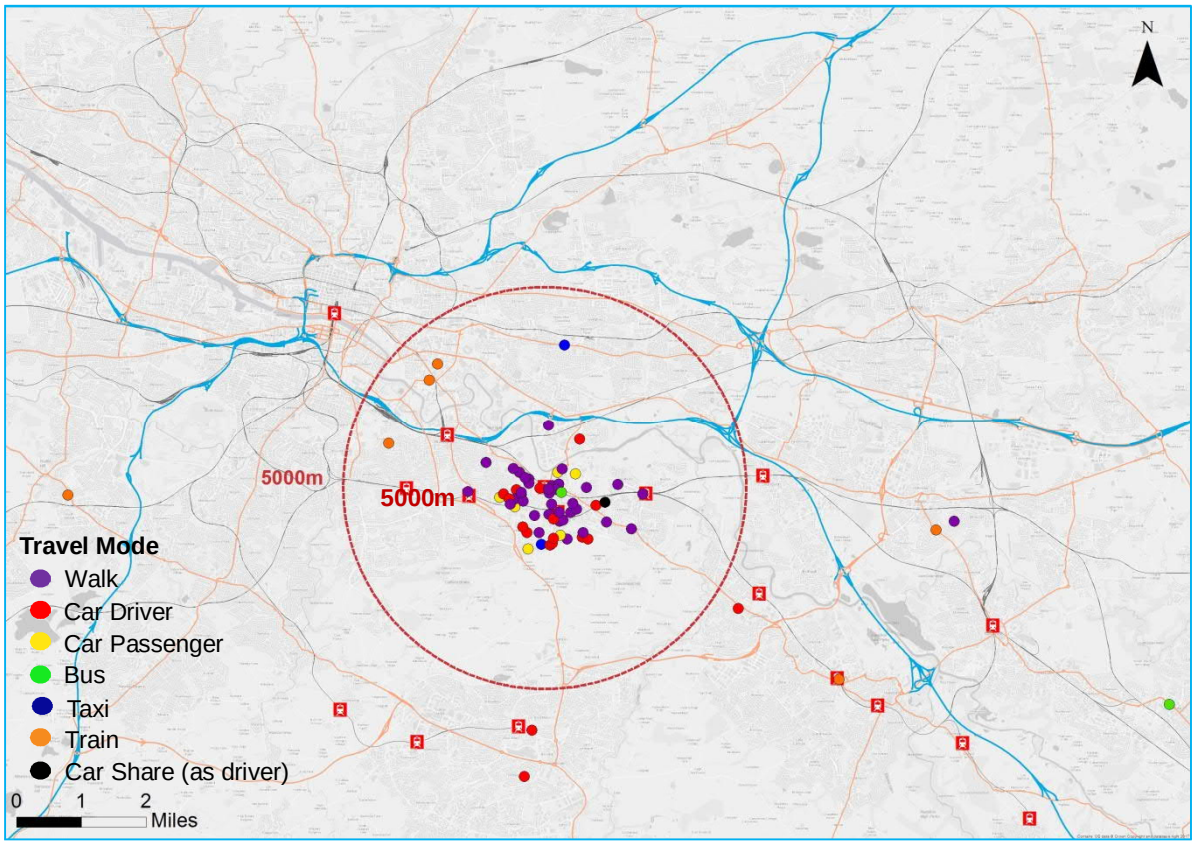


Figure 28: Method of access (5,000m catchment)

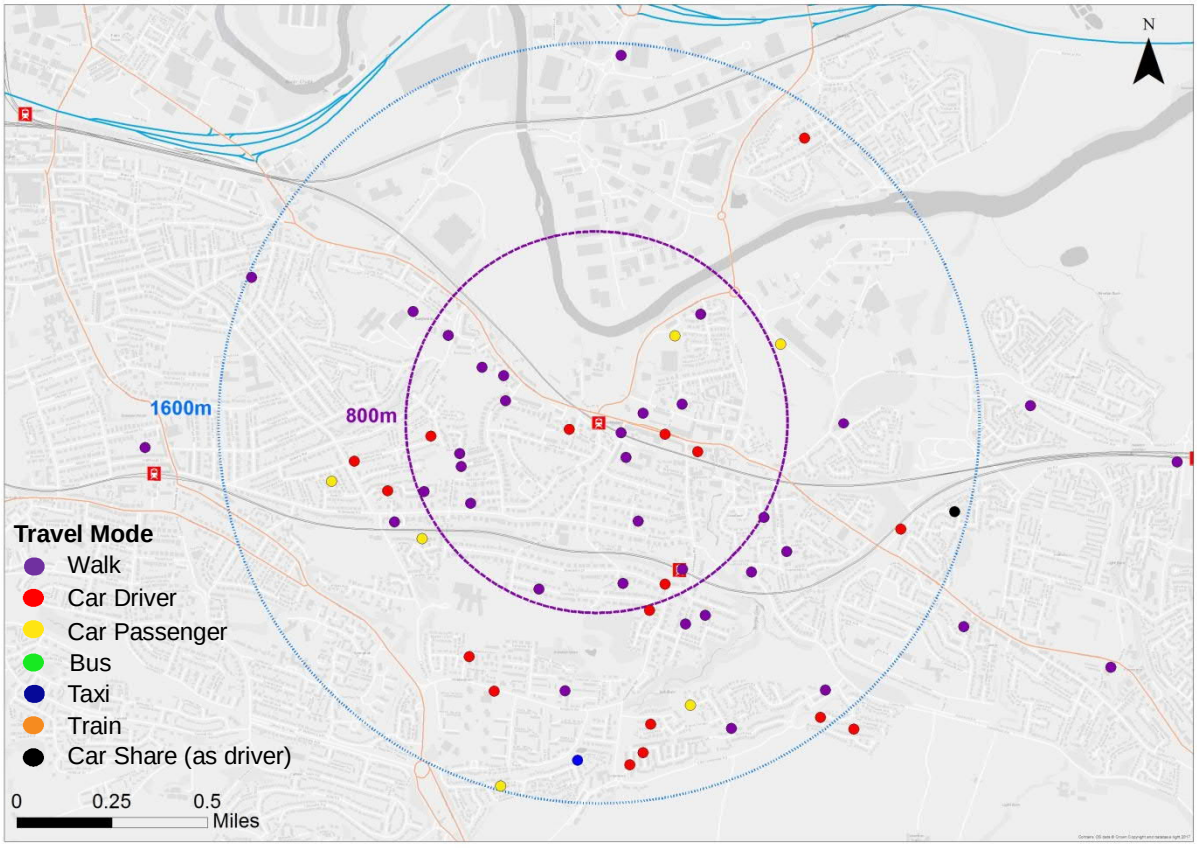


Figure 29: Method of access (800 and 1,600m catchments)[43]

[43] Note that the total number of points plotted on the plan may not match with figures presented in Table 19; some information may overlap if it refers to same postcode address.

Table 19 shows the results of those who responded that they started their journey within 800m, 1600m and beyond 1600m respectively.

Table 19: Origin and Method of Travel – Absolute Figures* (128 responses in total)

Catchment	Walk	Car Driver	Car Passenger	Train	Taxi	Bus	Car Share (as driver)	Total
0-800m	49	10	4	0	3	2	0	68
800m - 1,600m	12	12	6	0	1	0	1	32
>1,600m	8	6	1	10	1	2	0	28

**Excluding those who gave 'Kirkhill Station closed' as main reason for accessing Cambuslang Station*

Table 20 shows the proportion by method of travel for those passengers who started their journey within 800m, 1600m and beyond 1600m respectively.

Table 20: Origin and Method of Travel – Percentage Figures* (128 responses in total)

Catchment	Walk	Car Driver	Car Passenger	Train	Taxi	Bus	Car Share (as driver)	Total
0-800m	72%	15%	6%	0%	4%	3%	0%	100%
800m - 1,600m	38%	38%	19%	0%	3%	0%	3%	100%
>1,600m	29%	21%	4%	36%	4%	7%	0%	100%

**Excluding those who gave 'Kirkhill Station closed' as main reason for accessing Cambuslang Station*

The above demonstrates that walking is the main mode of travel for shorter distances (800m or less), whilst the proportion of car based trips increases beyond the 800m distance. These figures demonstrate that there are a significant number of passengers within the 800m and 1,600m catchment who currently access the railway station by car. This demonstrates the potential to encourage those who reside the closest to the railway station, to access either by bicycle or on foot.

4.3.7 Reason for driving to the Station

As shown in the previous section, based on the sample, over 30% of passengers accessed the station by car (including drivers and car passengers). Those rail passengers who responded that they drive to the station were asked to give their reasons for it. The main reason cited was the availability of parking spaces. The second reason showed to be inability to walk or cycle due to the distance of the station from their residential place.

Table 21 shows the main reasons given by respondents who drove to Cambuslang Railway Station.

Table 21: Why did you travel by private car to Cambuslang Railway Station?

Reason	Number of Responses
Available parking	15
Too far to walk/cycle	9
Public transport cost	0
Offer lift	0
Convenience/Freedom	1
Public Transport not available	0
Journey time reliability	1
Storage space for shopping	0
Weather	0
Other*	3

Other responses recorded:

- Have to drop-off someone on their way to the railway station

4.3.8 Parking

Passengers who drive to the station were asked to specify where they parked their vehicle. Of the 29 respondents, 23 said that they had parked on-street near the station, followed by four passengers who responded that they used existing Park and Ride facilities. Two other passengers said they had parked their vehicles at Morrisons' Car Park and another unspecified location for which the rail commuter payed £1 to park his vehicle.

Table 22 shows where passengers, who travelled to the station by car, parked their vehicles.

Table 22: Where did you park?

Parking Location	Number of Responses*	Indicative Factored Total* (Based on 11.9% response)
Park and Ride Facilities	**4** *(14%)*	**34**
Other Off-Street Car Parks	**2** *(7%)*	**17**
On-Street Parking	**23** *(79%)*	**193**
North Avenue	5	42
Other	4	34
West Coats Road	3	25
Hamilton Drive	3	25
Main Street	2	17
Wellshot Drive	2	17
Brownside Road	1	8
Cadzow drive	1	8
Beech Avenue	1	8
Douglas Drive	1	8

**Excluding those who gave 'Kirkhill Station closed' as main reason for accessing Cambuslang Station*

Based on survey results, and extrapolating these to the number of boardings recorded at Cambuslang Railway Station, approximately 200 passengers parked their vehicles at various on-street locations near the station.

Between 30 and 40 passengers parked their vehicle at the existing Park and Ride facilities and less than 20 used other off-street car parks located nearby. The estimated parking figures shown in **Table 22** are just indicative, and should be considered with caution. Some streets do not have the capacity to cater for the estimated existing demand suggested by the survey (e.g. North Avenue); while the parking survey discussed in ***Section 4.4*** indicates that the figures for other streets are likely to be underestimated.

It is noted that no passengers reported to have parked their vehicle at Maple Tree Court despite this location being the most suitable and attractive off-street site available for rail commuters. However, approximately 17% of those who said they use on-street parking provided "dropped-off" the car as an answer, which could suggest that these passengers are unclear as to where they parked their cars.

Drivers were also asked to describe their parking experience at the station, and define how frequently they were unable to park at the station due to capacity problems (how many times out of five occasions). As shown in

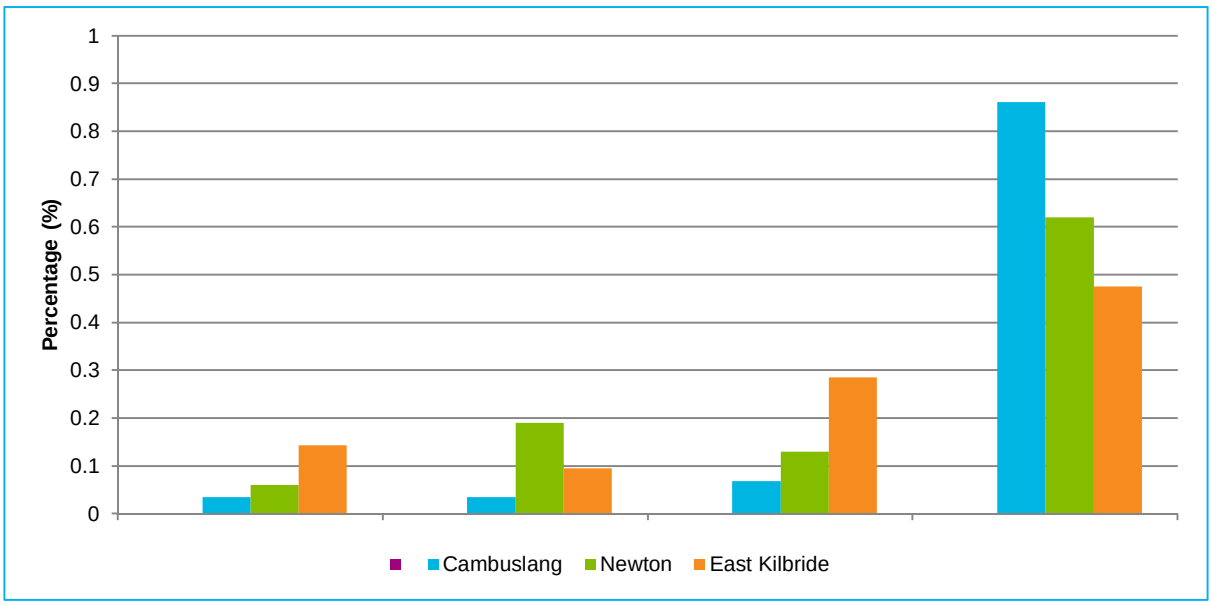


Figure 30, 86% of respondents said they had never had problems when parking and 7% said they rarely had this issue. Only 3% answered "sometimes" and 3 % reported to "always" have problems finding free spaces when near the station, either on-street or off-street. As demonstrated in the figure below, Cambuslang Railway Station parking availability appears better than other stations across the South Lanarkshire Local Authority Area, however, figures are influenced by the large number of on-street parking spaces available close to the station.

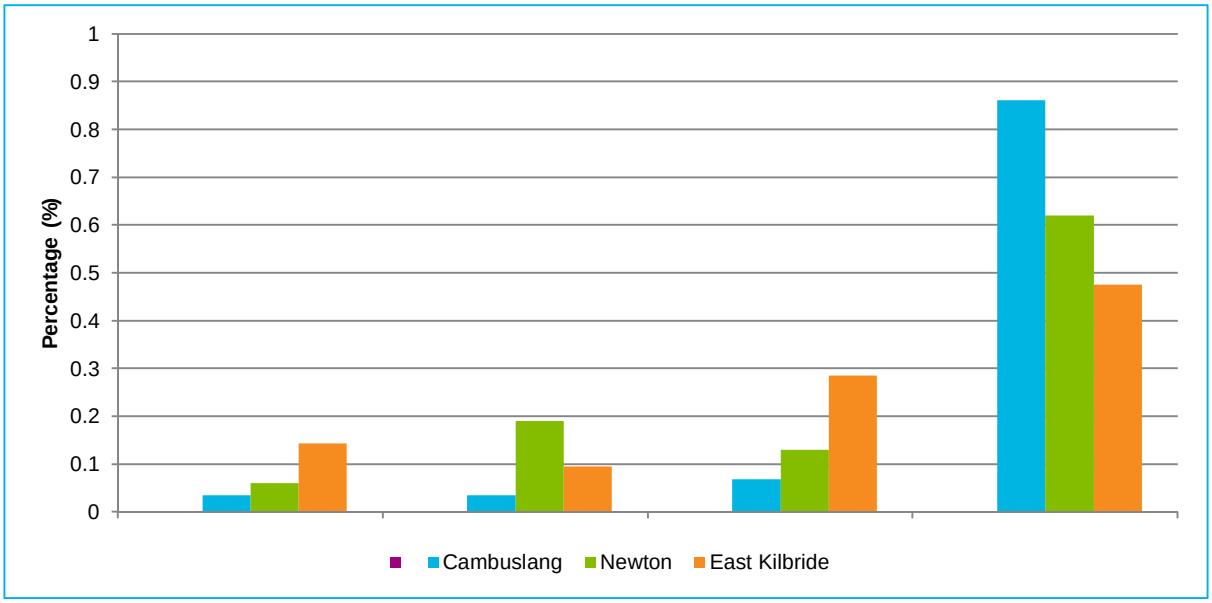


Figure 30: How many times within a working week were you unable to find a space?

When drivers were asked if they had considered parking at another nearby station, 96% responded that they had not considered this possibility. Only one passenger suggested Kirkhill as the preferred option when accessing another station.

4.3.9 Other Comments

Car drivers were asked what factors would encourage them to change mode of transport when accessing the station. 28 out of 29 answered “nothing” would make them change modes. Only one respondent outlined that better bus services (more frequent services), would help them shift from car to bus.

Car drivers were also asked to define what barriers prevent them from cycling more often to the station. 28 out of 29 said “nothing” was stopping them from shifting to cycling. Only one respondent highlighted the ‘lack of secure parking spaces’ as the main barrier in order to shift from car to cycling.

Other relevant comments from all passengers travelling by all modes have been summarised below, including:

- Park and ride is not well signposted
- Park and ride location is further away than customer parked
- Park and ride facilities need upgraded
- Not enough Park and Ride spaces
- More cycle spaces and safer to store bicycles
- Other:
    - Ticket machines not working
    - Better train service
    - More carriages on trains required
    - Station is poorly staffed
    - No toilet facilities
    - Better shelter / not enough shelter at the station

4.4 Car Park Survey Results

As part of this work, car park surveys were undertaken on Thursday 8th February 2018 in order to understand the current level of on-street and off-street parking associated with Cambuslang Railway Station. Information for the off-street sites was collected in 15 minute intervals and for the on-street surveys, one hour intervals were used. All parking surveys took place between 6:00am and 8:00pm.

As discussed with SLC it is important to note that this time of year may not be ideal for surveys, given it is not considered to be a ‘neutral’ month[44]. However, to mitigate any potential risks, car park surveys were undertaken before the mid-February break for schools and colleges (12th and 13th February).

Current Park and Ride provision at Cambuslang Railway Station accounts for a total 63 spaces, split between two off-street car parks, with no marked disabled spaces available. The following sections provide results for the car park surveys undertaken at each of the sites (off-street and on-street) described in ***Chapter 3***.

4.4.1 Off-Street Parking Survey Results

1) Allison Drive P&R

Park and ride at Allison Drive, located in front of Rosebank Tower, has a maximum capacity of 19 spaces. Car park surveys undertaken on Thursday 8th February show that from 8:00am (refer to

[44] DfT TAG Unit M1.2, Data Sources and Surveys. Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/427119/webtag-tag-unit-m1-2-data-sources-and-surveys.pdf

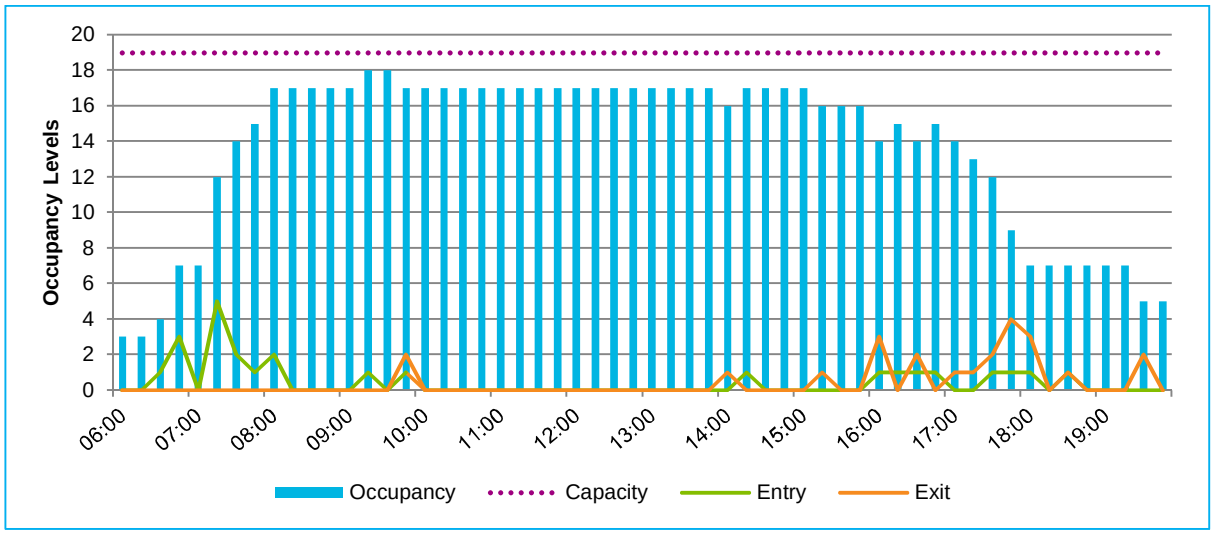


Figure 31), the car park is at 90% of its capacity, with 17 spaces occupied for most of the day. Average occupancy between 6:00am and 8:00pm is of the order of 14 spaces (73% capacity).

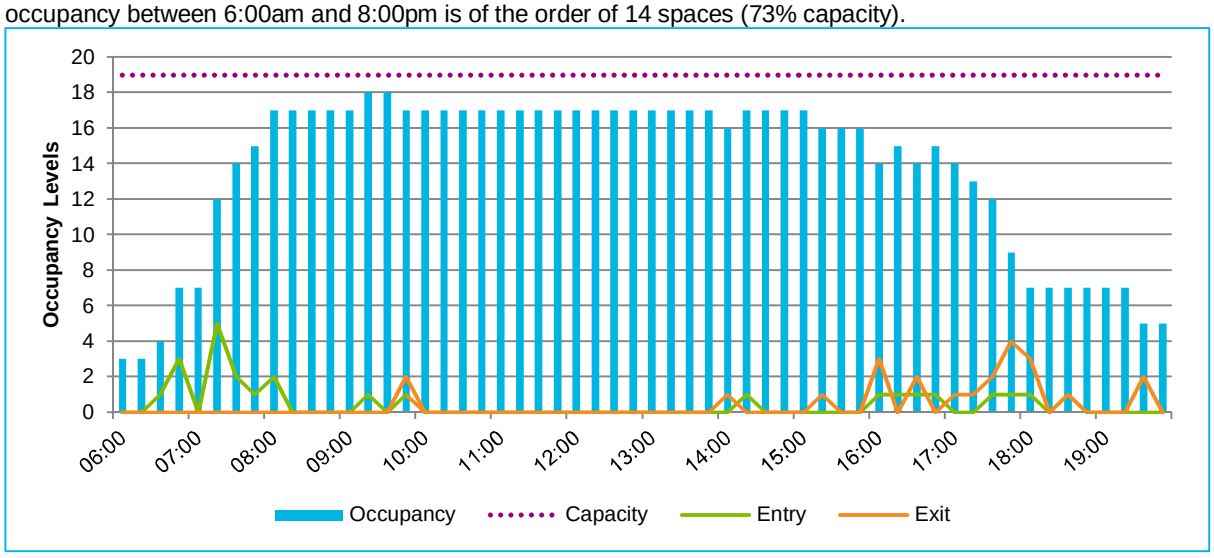


Figure 31: Level of Occupancy, Allison Drive P&R

Although this was not captured during the surveys, it is important to note that anecdotal evidence from site visits and aerial images available, suggest that the number of cars parked outside the defined bays can reach up to five vehicles.

2) Sherry Heights P&R

The second park and ride site associated with Cambuslang Railway Station, located in front of Sherry Heights residential building, has a maximum capacity of 44 spaces, although four spaces were occupied by a temporary fence and a container during the survey period. Car park surveys undertaken on Thursday 8th February show that from 8:45am (refer to **Figure 32**), car park occupancy reaches around 80% capacity. Occupancy levels remain between 70% and 80% of the total capacity until 3:00pm and then start to drop towards the minimum recorded occupancy of 13 spaces (30% capacity).

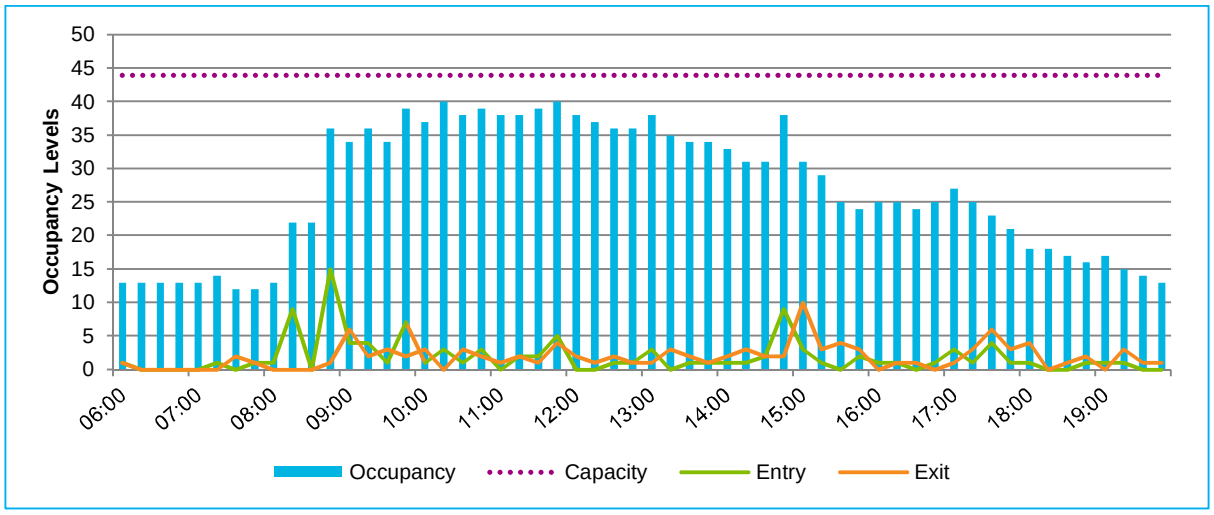


Figure 32: Level of Occupancy, Sherry Heights P&R

A total of 10 LGVs were recorded entering the car park. The presence of these LGVs, together with the levels of occupancy registered throughout the survey period, could suggest that current usage of the Sherry Heights is not specific for rail commuting, and might be used as a residential or local car park within Cambuslang town centre.

3) Monkcastle Drive

As mentioned in Chapter 3, this site had been used as an 'unofficial' park and ride site until late January 2018, although site visits undertaken in February 2017 and January 2018 suggested very low levels of occupancy.

As highlighted by the survey company during the survey period, ground works at the site had started as of early February 2018. This site will no longer be available for park and ride purposes and will be used for Council staff parking. It was not surveyed as part of this study.

4) Maple Tree Court Car Park

To the south side of the railway line, east of West Coats Road, an off-street car park has been formalised at Maple Tree Court. This site, located alongside Cherry Tree Court care home, has of a total 34 spaces, including a blue badge bay.

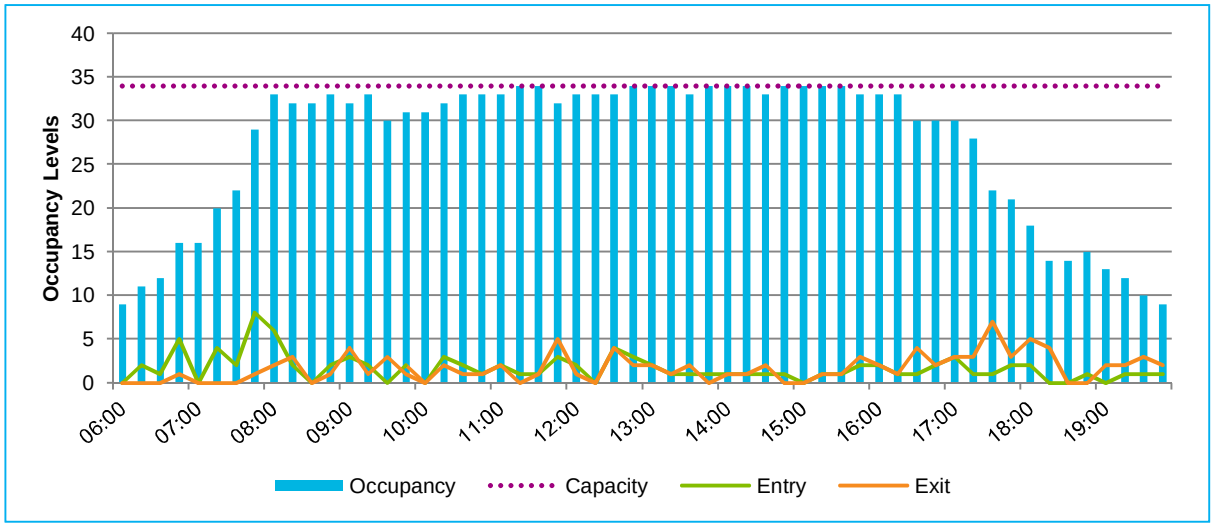


Figure 33: Level of Occupancy, Maple Tree Court Car Park

Car park surveys undertaken on Thursday 8th February show that from 8:00am (refer to **Figure 33**), car park occupancy reaches 95% of its capacity. Maximum occupancy levels remain stable throughout most of the day, with occupancy dropping below 90% of its total capacity after 5:00pm.

Video footage at this site demontrates that at least one vehicle was parked throughout the day outwith the defined bays, as shown in **Photograph 53**.

Photograph 53: Maple Tree Court Video Survey – Car Parked Outwith Bays

Other vehicles, such as LGVs or delivery vehicles were also recorded parking temporarily outwith bays.

The levels of occupancy recorded throughout the survey period at Maple Tree Court Drive car park, and its proximity to Cambuslang Railway Station, suggest that this site could potentially be used by rail commuters.

5) Allison Drive – SLC Car Park

The car park located at Allison Drive is promoted as being a SLC parking site. The car park is divided into two clearly defined sections, including long stay bays and short stay bays (one hour; no return within two hours) to the north and south of the site respectively. Only the long stay car park is on SLC's land. Long stay parking provides a total 99 spaces, including 2 charging points.

The car park surveys undertaken on Thursday 8th February show that from 9:00am (refer to **Figure 34**), the long stay car park occupancy reaches 90% of its capacity. Maximum occupancy levels remain stable throughout most of the day, with occupancy dropping below 80% of its total capacity after 4:30pm.

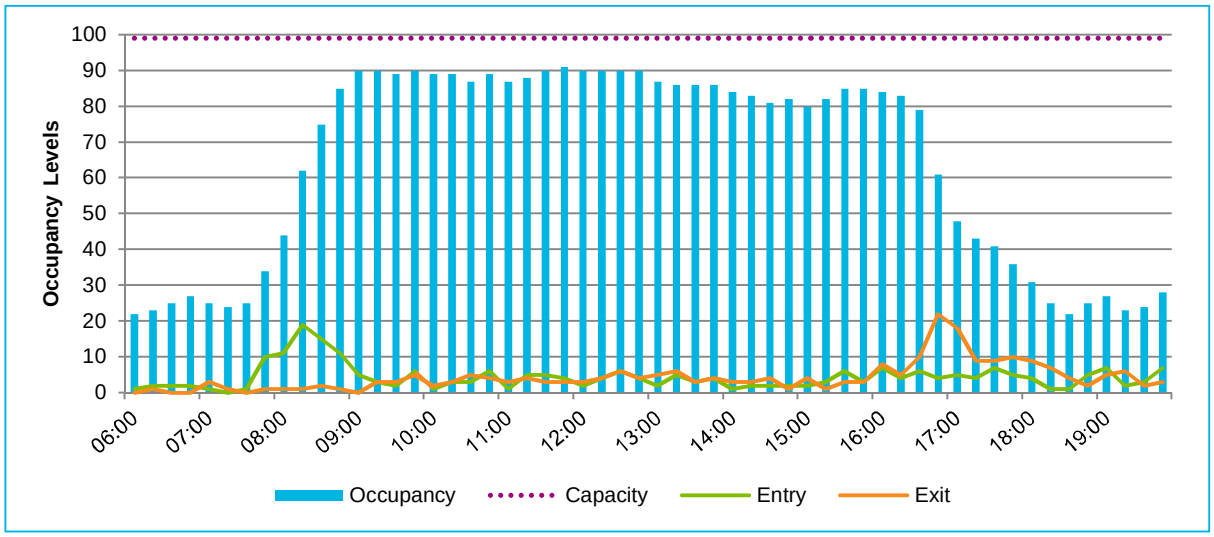


Figure 34: Level of Occupancy, SLC Long Stay Car Park

6) Town Centre Car Park

The town centre car park is located further east of the station, and sits adjacent to Main Street, with the main access to the car park on Allison Drive. The car park has 32 spaces, including four blue badge spaces, with an additional 13 spaces reserved for residents.

Car park surveys undertaken on Thursday 8th February show that from 9:00am (refer to **Figure 35**), the town centre car park is at capacity for most of the day, showing that other vehicles are parking outwith the defined bays at some points, as shown in **Photograph 54** below. Maximum occupancy levels remain stable throughout most of the day, with occupancy dropping below 90% of its total capacity after 4:30pm.

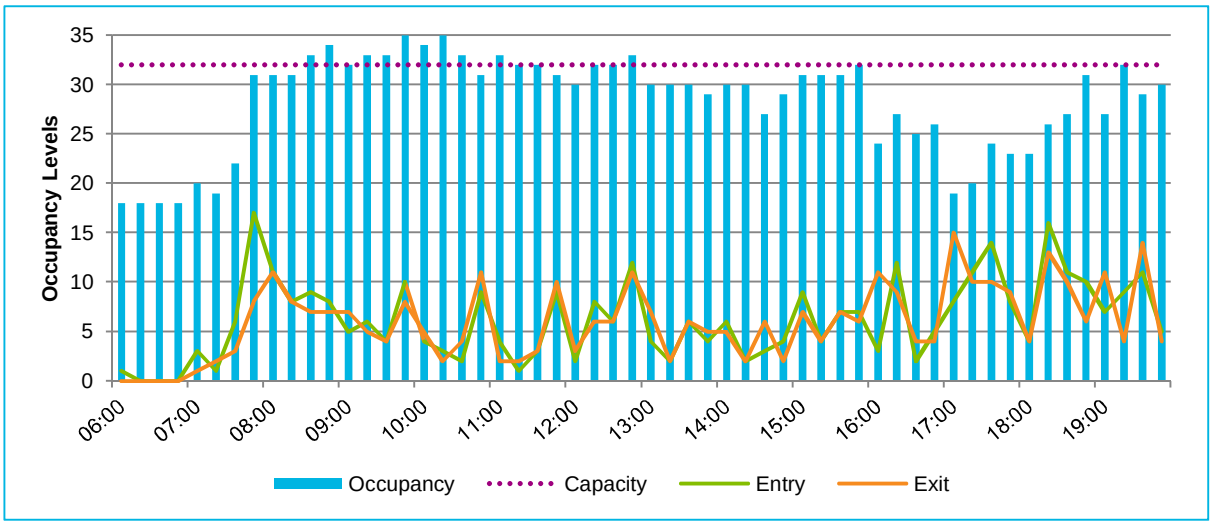


Figure 35: Level of Occupancy, Town Centre Car Park

Photograph 54: Town Centre Car Park Video Survey – Car Parked Outwith Bays

As mentioned in ***Chapter 3,*** based on site visits undertaken on Thursday 25th January 2018, it was observed that out of the 13 spaces which are currently reserved for residents, only five spaces were available by 10:15am, compared to all spaces being available at 08:15am. Therefore a more detailed analysis has been undertaken based on the survey results, to understand the level of usage of these spaces and determine if results suggest that bays are currently being used inappropriately.

Car park surveys undertaken on Thursday 8th February show (refer to **Figure 36**), that the total number of vehicles parked in resident spaces at the start of the surveys was seven, with this number increasing from 07:45, at which time the Town Centre car park starts to reach its total capacity, as shown in **Figure 35.**

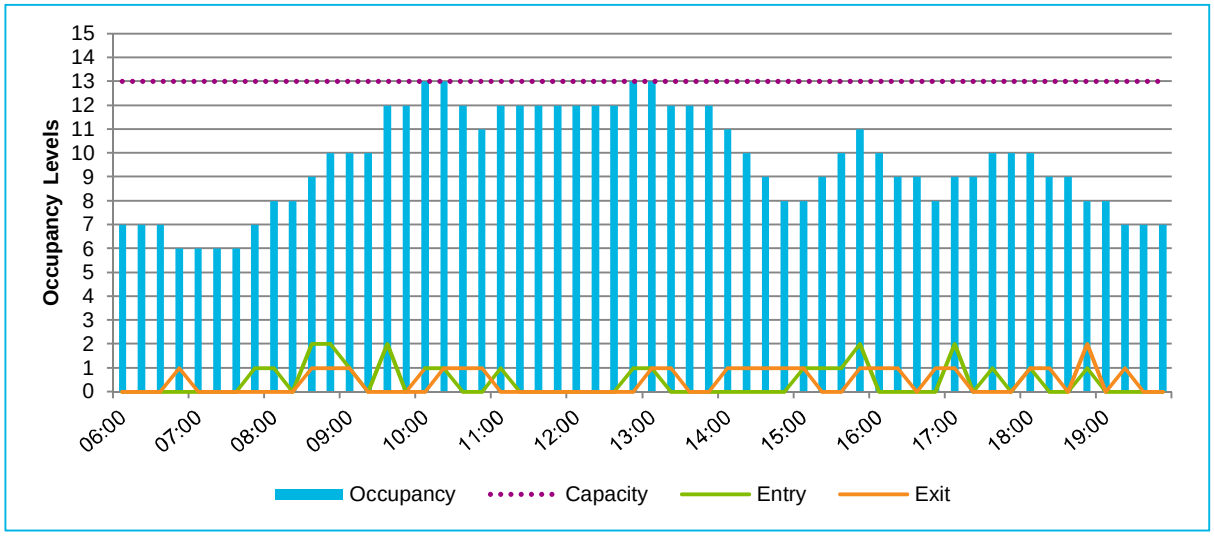


Figure 36: Level of Occupancy, Town Centre Car Park – Resident Spaces Only

Video surveys suggest that the majority of vehicles are parking in these resident spaces for short periods of time. However, it was noted that several vehicles parked for longer periods, suggesting the car park is being used by commuters.

7) Bridge Street

Local evidence suggests that the parallel service road on the west side of Bridge Street (opposite Allison Drive; refer to **Photograph 24**), is currently used as an "informal" off-street car park. During the site visits undertaken on 25th January 2018, a total of three cars were parked at 10:15am (see **Photograph 38**), although it is believed that this site could accommodate between 10 and 15 vehicles.

Car park surveys undertaken on Thursday 8th February show that after 9:00am (refer to **Figure 37**), a total of eight vehicles were parked at this site, accounting for an average of seven vehicles throughout the 8:00am to 5:00pm period. After 6:00pm, only one vehicle was still parked at this site.

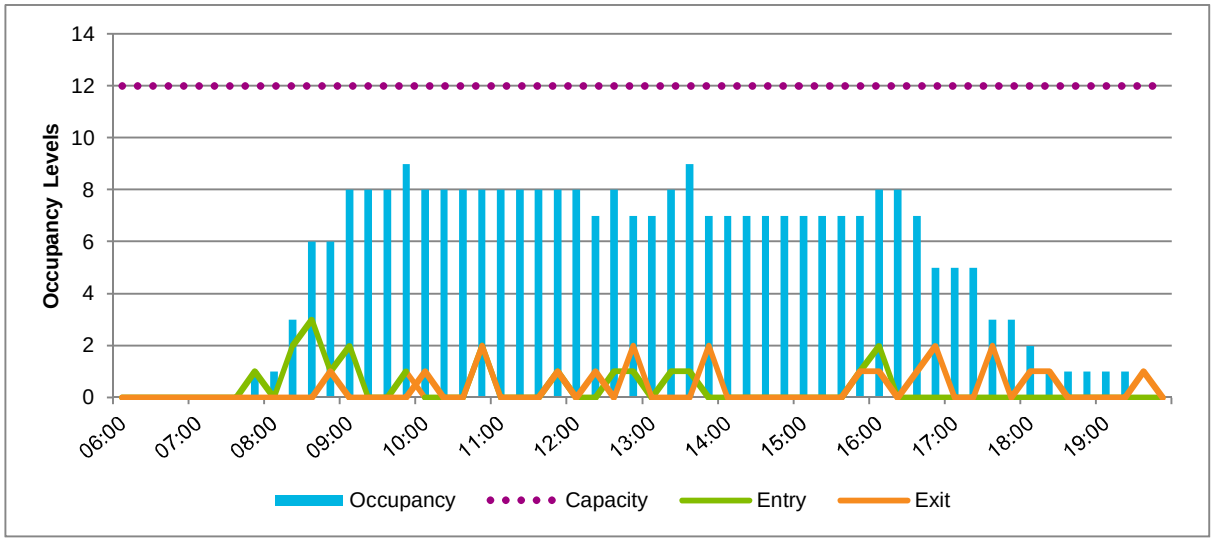


Figure 37: Level of Occupancy, Bridge Street Car Park

4.4.2 On-Street Parking Survey Results

A total of 10 streets within the surroundings of Cambuslang Railway Station were identified as potential rail commuting parking streets, due to constant high occupancy levels from early in the morning. This was based on anecdotal evidence and various site visits. Occupancy levels were observed to reduce further away from the station. Information relating to occupancy levels was recorded in one hour intervals, between 6:00am and 8:00pm for all on-street sites. Details for each site are provided in the sections below, with results per site broken down by side of road.

Please note, that only car vehicles have been considered as part of the analysis. Information on LGVs and HGVs recorded as part of the on-street car park surveys has been excluded.

1) West Coats Drive

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 38**), averages of 17 and 15 vehicles were parked at this location, on the east side and west side respectively, between 8:00am and 6:00pm.

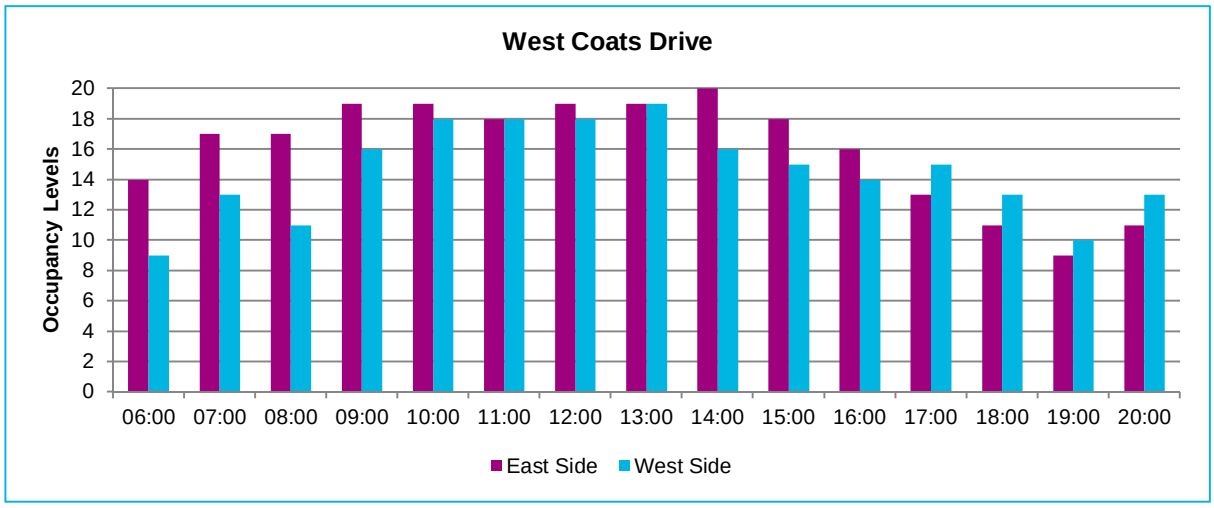


Figure 38: Level of Occupancy, West Coats Drive On-Street Car Park

It is acknowledged that some of vehicles parked on West Coats Drive might belong to the nearby residents. However, platform surveys suggest that approximately five vehicles parked on each side of West Coats Drive could be associated with rail commuting.

2) Hamilton Drive

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 39**), an average of 35 vehicles were parked at this location, on the north side only, between 8:00am and 6:00pm. Parking or waiting on the south side of Hamilton Drive is prohibited from Monday to Friday between 10am and 3pm.

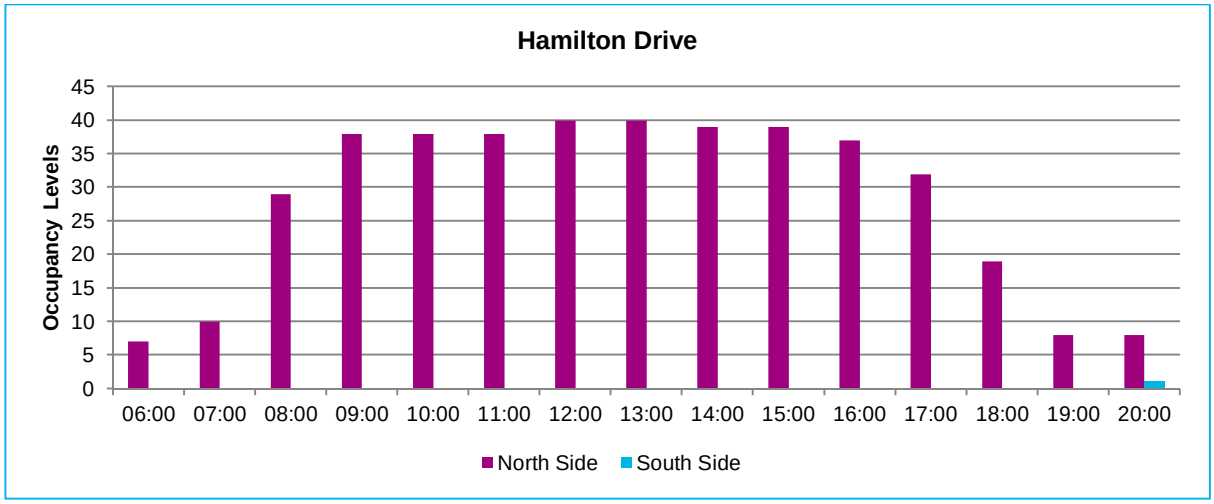


Figure 39: Level of Occupancy, Hamilton Drive On-Street Car Park

It is acknowledged that some of the vehicles parked on Hamilton Drive might belong to the nearby residents. However, platform surveys could suggest that parking on this street associated with either rail commuting or other purposes is of the order of 20 to 30 vehicles.

3) Calder Drive

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 40**), averages of two and seven vehicles were parked at this location, on the east side and west side respectively, between 8:00am and 6:00pm.

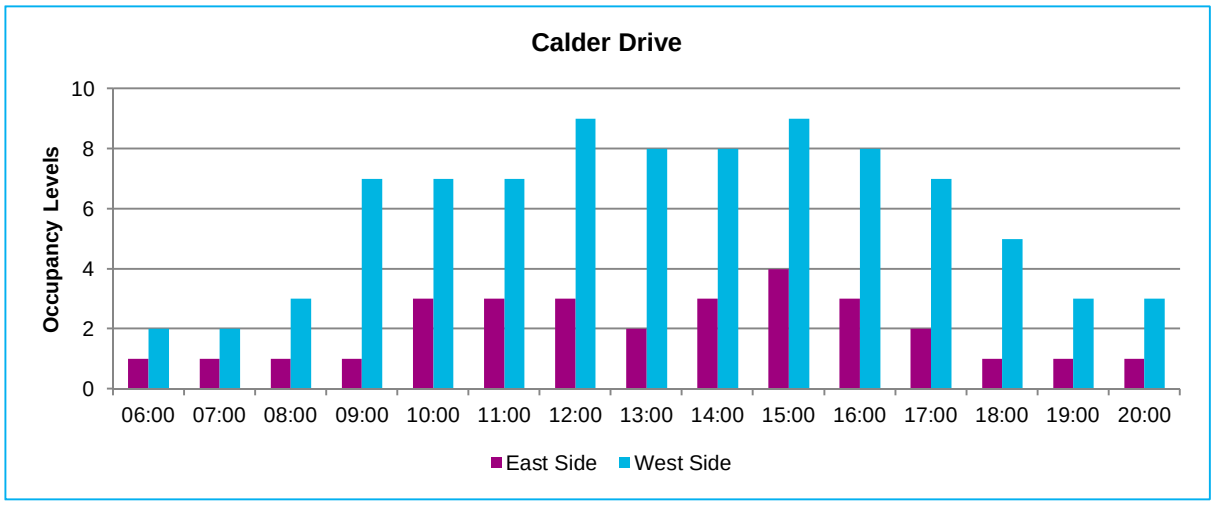


Figure 40: Level of Occupancy, Calder Drive On-Street Car Park

It is acknowledged that some of the vehicles parked on Calder Drive might belong to the nearby residents. However, platform surveys could suggest that parking on this street associated with either rail commuting or other purposes is of the order of 5 to 10 vehicles.

4) Cadzow Drive

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 41**), averages of 22 and 4 vehicles were parked at this location, on the north side and south side respectively, between 8:00am and 6:00pm.

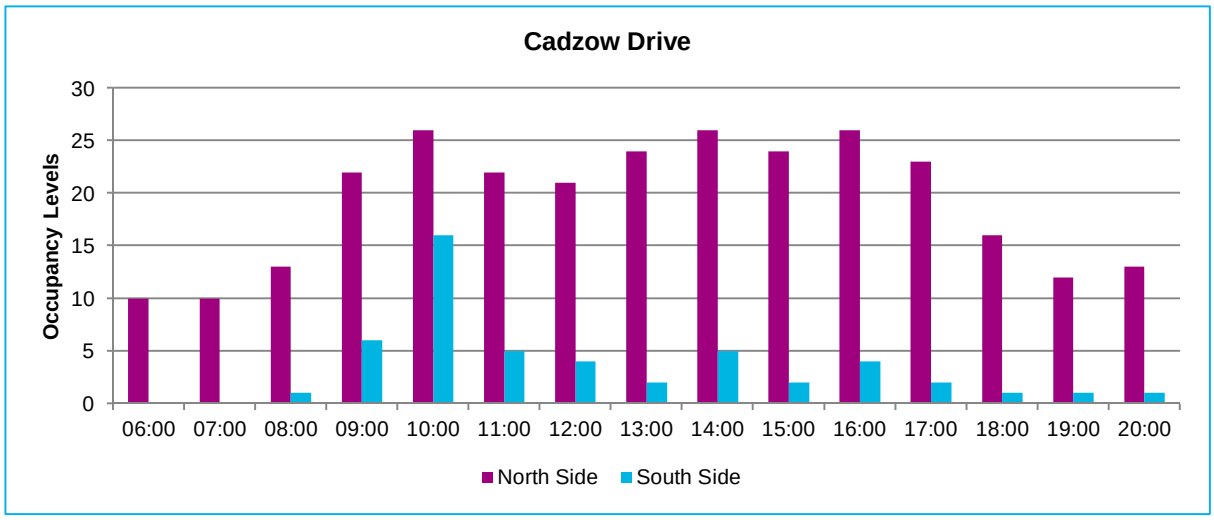


Figure 41: Level of Occupancy, Cadzow Drive On-Street Car Park

It is acknowledged that some of the vehicles parked on Cadzow Drive might belong to the nearby residents. However, platform surveys could suggest that parking on this street associated with either rail commuting or other purposes is of the order of 10 to 15 vehicles.

5) Douglas Drive

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 42**), averages of 8 and 12 vehicles were parked at this location, on the east side and west side respectively, between 8:00am and 6:00pm.

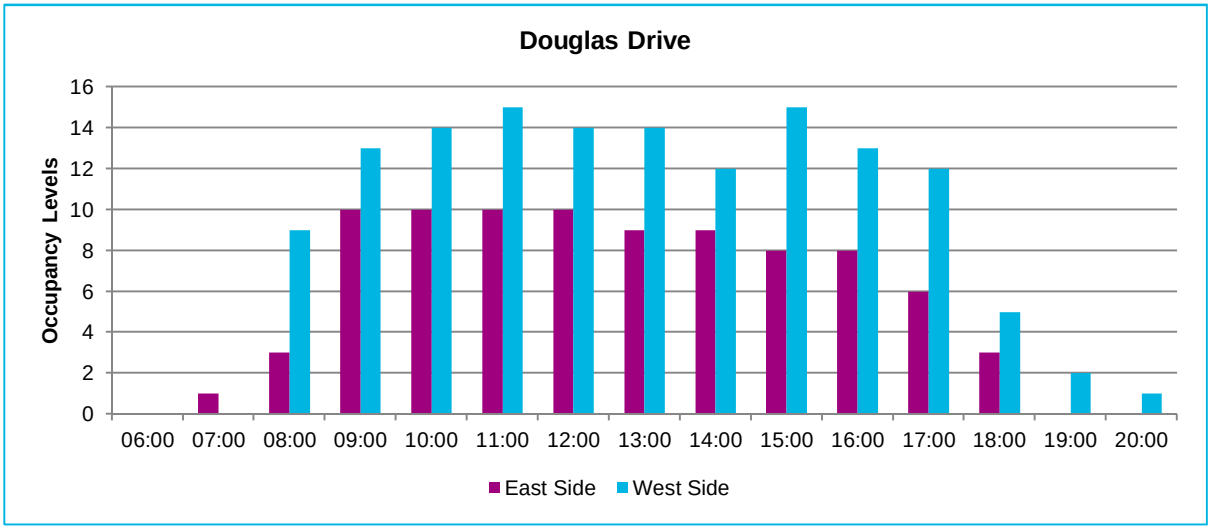


Figure 42: Level of Occupancy, Douglas Drive On-Street Car Park

It is acknowledged that some of the vehicles parked on Douglas Drive might belong to the nearby residents. However, platform surveys could suggest that parking on this street associated with either rail commuting or other purposes is of the order of 20 to 25 vehicles.

6) Wellshot Drive

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 43**), an average of 28 and 2 vehicles were parked at this location, on the east side and west side respectively, between 8:00am and 6:00pm. Parking on the west side of Wellshot Drive is prohibited along the majority of its length.

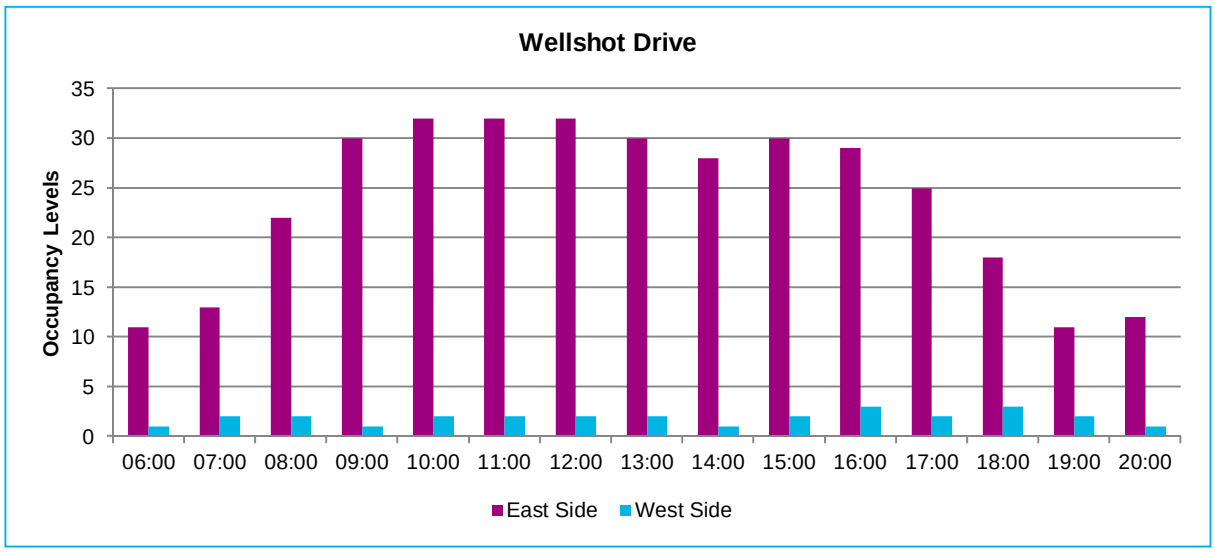


Figure 43: Level of Occupancy, Wellshot Drive On-Street Car Park

It is acknowledged, that some of the vehicles parked on Wellshot Drive might belong to the nearby residents. However, platform surveys could suggest that parking on this street associated with either rail commuting or other purposes is of the order of 15 to 20 vehicles.

7) Beech Avenue

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 44**), an average of 17 vehicles were parked at this location, on the east side only, between 8:00am and 6:00pm. Parking or waiting on the west side of Beech Avenue is prohibited from Monday to Saturday between 10am and 6pm.

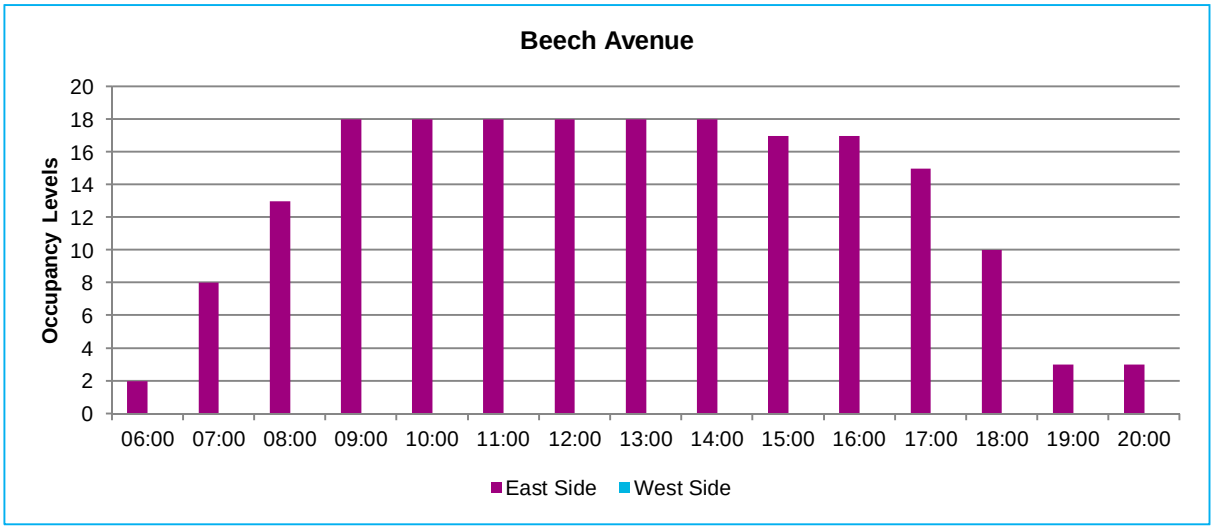


Figure 44: Level of Occupancy, Beech Avenue Drive On-Street Car Park

It is acknowledged that some of the vehicles parked on Beech Avenue might belong to the nearby residents. However, platform surveys could suggest that parking on this street associated with either rail commuting or other purposes is approximately 15 vehicles.

8) North Avenue

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 45**), it was not considered that any of the vehicles parked in the available spaces in front of North Avenue Surgery were associated with rail commuting. No loading at any time signs and road markings at this site would explain the low numbers of vehicles recorded at this site. In addtion, note that parking and waiting is prohibited on both sides of North Avenue.

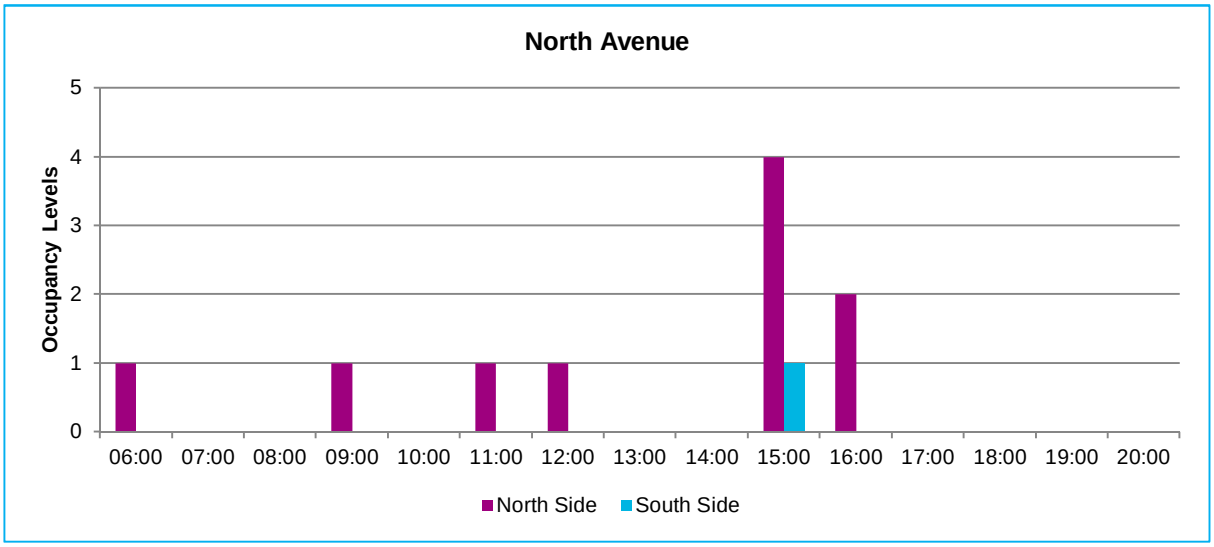


Figure 45: Level of Occupancy, North Avenue Drive On-Street Car Park

9) Somervell Street

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 46**), averages of 19 and 16 vehicles were parked at this location, on the east side and west side respectively, between 8:00am and 6:00pm.

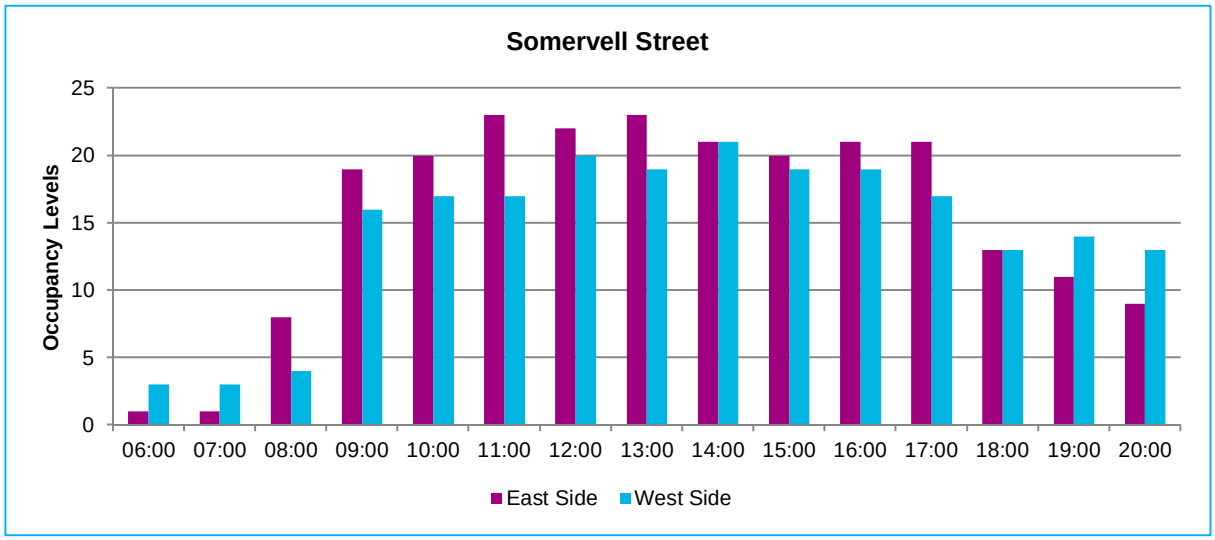


Figure 46: Level of Occupancy, Somervell Avenue Drive On-Street Car Park

It is acknowledged, that a large proportion of the vehicles parked on Somervell Street might be related to nearby businesses and housing development works currently taking place. However, anecdotal evidence suggests that some parking on this street could be associated with rail commuting.

10) Allison Drive

A total of 12/13 spaces are currently available on the south side of Allison Drive, just opposite Mansion Court.

Based on car park surveys undertaken on Thursday 8th February (refer to **Figure 47**), between 12 and 13 vehicles were parked at this location between 9:00am and 5:00pm.

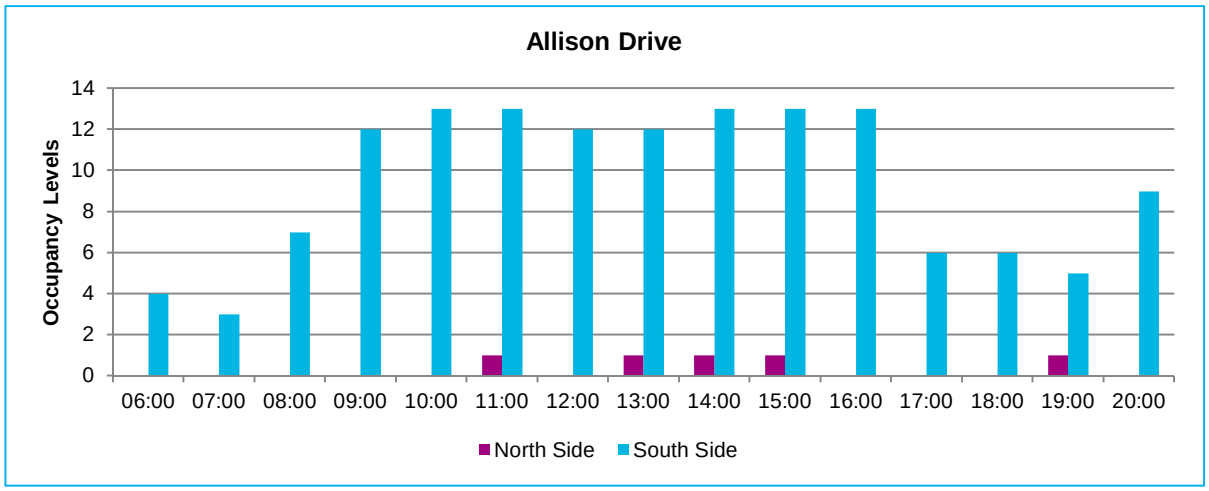


Figure 47: Level of Occupancy, Allison Drive On-Street Car Park

Note that no parking spaces are available on the north side of the street. However, surveys recorded throughout several hours of the day found that at least one vehicle parked in front of the residential garages, although it could be assumed that these vehicles were from nearby residents.

4.5 Existing and Future Demand

4.5.1 Existing Demand

The parking occupancy surveys undertaken at Cambuslang Railway Station as part of the study, both off-street and on-street, revealed that whilst current park and ride provision is not fully utilised, there is high pressure on parking within the streets surrounding the station (e.g. West Coats Road, Hamilton Drive, Wellshot Drive), with vehicle numbers associated with rail commuting of the order of 150 to 200. Based on the sample, on-street parking is the preferred option for 79% of all rail commuters who drive to the station, followed by 14% who use existing park and ride facilities and the remaining 7% who park at other off-street locations.

It should also be noted, that there are currently no spaces reserved for blue badge holders. In addition, site visits and parking surveys demonstrate that current park and ride sites might not only be used for the purpose of rail commuting.

4.5.2 Future Demand

4.5.2.1 Strategic Demand Growth - LDP

Rail patronage at Cambuslang Railway Station is likely to increase following future housing development taking place in the areas surrounding Cambuslang town centre. Housing Land Allocation (2017 data) provided by SLC, identifies the location for each of these residential developments within the study area, as shown in **Figure 48**.

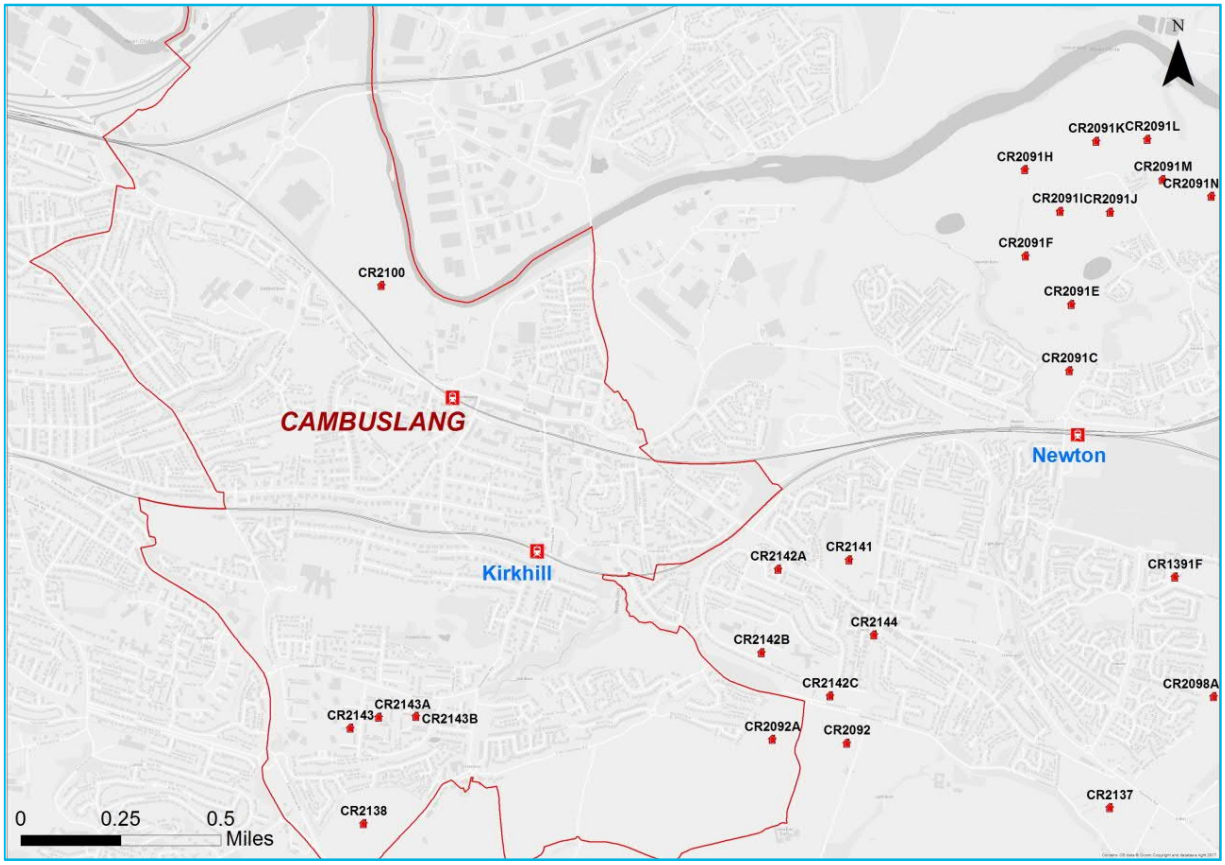


Figure 48: Extract Draft Land supply 2017 (HLA potentially associated with Cambuslang Railway Station)

Using the specific grid reference, it has been possible to identify the closest station to each of the housing allocation sites. Based on this, only one site should be considered; Hoover Site located to the north of the station (Ref: CR2100) . However, it is appreciated that new residents would not always choose their closest station, and as Kirkhill does not have sufficient park and ride provision to cater for new demand, this approach is not considered appropriate for the purpose of this analysis. Therefore, sites classified within the Cambuslang West Ward have been considered, as delineated by the red boundary in **Figure 48**. All of the sites located within the 'catchment' area defined in the above map have been considered for future demand purposes. **Table 23** details the housing allocation sites that are closest to Cambuslang Railway Station.

Table 23: Housing allocations potentially associated with Cambuslang Railway Station

Development Reference	Development Name	Expected Number of Units Constructed		Status
		2017 - 2024	Post 2024	
CR2138	Greenless Farm	244	0	Committed (Under Construction)
CR2100	Hoover Work / Bridge Street	144	64	Consent (Under Construction*)
CR2092	Gilbertfield	180	206	Proposed
CR2143	East Whitlawburn	84	0	Proposed
CR2143A	East Whitlawburn (Phase 2)	20	116	Proposed
CR2143B	East Whitlawburn (Phase 3)	80	20	Proposed
	Total	**752**	**406**	

**As confirmed with SLC on 16/03/2018*

On average, it estimated that between 2017 and 2024, over 100 new residential units could be constructed every year. Approximately, 400 residential units may be built beyond this date, which makes a total of 1,150 units within the surrounding areas to Cambuslang Town centre.

For this process, the following assumptions have been taken into consideration, based on the latest 2011 Census Data and Cambuslang Platform surveys undertaken on 20th February 2018:

- Number of people per household: 2.46
- Percentage of population Economically Active (age 16 to 74): 73.6%
- Percentage of people who travel to work or study by train: 11.2%
- Access Cambuslang Railway Station by car (drivers): 23%
- Access Cambuslang Railway Station by car (passengers): 10%
- Access Cambuslang Railway Station by Taxi: 4%
- Access Cambuslang Railway Station on foot: 61%
- Access Cambuslang Railway Station by bus: 2%
- Access Cambuslang Railway Station by bike: 0.5%

As the majority of the new developments within Cambuslang West Ward area are within 1.6-2km around the station, modal split assumptions detailed above have been based on platform survey results from passengers starting their journey within a 1,600m catchment around the station.

Table 24 provides a summary of the potential increase in parking demand at the station based on assumptions described above.

Table 24: Increase in car parking demand as a result of housing allocations

	Number of Dwellings	Number of People	Economically Active	Travel by train to work or study	Car Parking provision
Scenario (based on **Table 23**)	1,158	2,849	2,097	235	**54**

A similar process has been used to calculate the number of passengers who will access the station by other methods of travel.

Table 25: Future demand by other methods of travel

	Car Passengers	Taxi	Walking	Bus	Bicycle
Scenario (based on **Table 23**)	**24**	**9**	**143**	**5**	**1**

The above assumes that mode split remains the same.

4.5.2.2 Background Growth

In addition to this, Cambuslang Railway Station entry and exit statistics provided by the ORR for the period 2006 - 2007 to 2016 - 2017 have allowed the identification of background growth rates. As well as long term modal shift, this will additionally account for likely future demand increases as a result of proposed Cambuslang rail park and ride capacity improvements.

Passenger numbers at Cambuslang experienced a general positive trend over the years between 2006 and 2017; with year-on-year differences ranging from an increase of 10%, to a decrease of 8%. This 8% drop occurred in 2013, corresponding to a similar trend found for Newton station (it is believed that electrification works between the Rutherglen to Whifflet section may have impacted services going through both stations).

The average growth factor for the 10 years in question was found to be 3%, however, in order to provide for a more robust projection, two further estimates have also been taken into consideration. This includes a further 'high' annual growth projection of 4% and a further 'low' projection of 2%. The context of these growth figures in comparison to the ORR figures is contained within **Figure 49.** This background growth would be dependent on adequate capacity increases to the services being provided by the train operators.

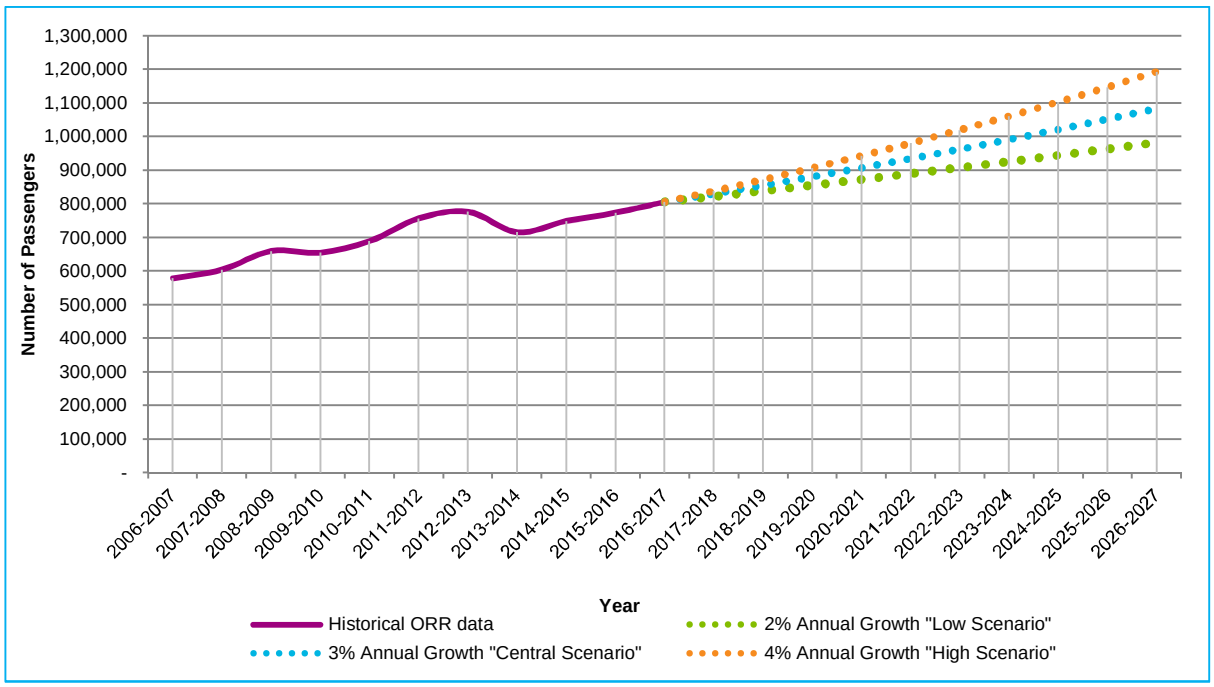


Figure 49: Cambuslang Railway Station Passenger Projections

As demonstrated above, forecasting for Cambuslang Railway Station suggests that passenger numbers could grow to between 1,000,000 and 1,200,000 passengers by 2027. Using these growth rates, **Table 26** below shows the predicted car park demand at Cambuslang Railway Station based on the current mode share trends.

Table 26: Projected Growth in Car Park Demand at Cambuslang 2018 - 2027

		Total Parking Demand	% Capacity
2018 Observed		*244 (as detailed Table 18)*	*387% (currently 63 spaces)*
2023	2% growth per annum	264	419%
	3% growth per annum	275	436%
	4% growth per annum	285	453%
2028	2% growth per annum	292	463%
	3% growth per annum	318	505%
	4% growth per annum	347	551%

***1**. Observed data includes on-street parking associated with Cambuslang Railway Station usage. Figures are based on platform survey results.*

***2**. It should be noted that this does **not** include the additional demand generated by new developments included within the LDP as it has been conservatively assumed that this will be captured through background growth estimates.*

***3**. It is noted that there may be existing rail capacity limits which would constrain this growth.*

4.6 Summary

The results of the Rail Passenger Surveys showed that the majority of rail users travel by foot to Cambuslang Railway Station. The most popular destinations for rail passengers showed to be Glasgow (Westbound) and Edinburgh, Uddingston and Hamilton (Eastbound). It was also established that the most popular reason for choosing the station was its proximity to the rail user's home (65% of respondents). Despite this, further analysis of the origins gathered during the surveys show that there is evidence of crossover from residents, closer to Kirkhill, Burnside and Newton stations, who use Cambuslang Railway Station. The reason for this could be the availability of 'on-street' parking near Cambuslang station, with 5% of all passengers highlighting this as their key reason to access the station. It should also be noted that the lack of car park provision at Kirkhill and Burnside stations, together with a higher frequency of rail services (particularly towards Glasgow) at Cambuslang, could explain usage of Cambuslang Station by some passengers.

Both car park and platform surveys undertaken at Cambuslang, demonstrate that there is a significant number of passengers who access the station by car. Amongst those who drive to the station, nearly 80% responded that they park 'on-street' near the station, followed by 14% who make use of current Park and Ride facilities and 7% who use other off-street car parks. Based on the sample size, the number of vehicles currently parked around the station (all sites included; both off-street and on-street) could be of the order of 200 to 250. This would suggest that existing Park and Ride provision around the station is insufficient in terms of capacity, creating further parking pressure on streets located around the station, as well as other off-street parking sites within Cambuslang town centre, from early in the morning.

Regarding future parking demand at Cambuslang Station, the strategic demand growth, derived from LDP and latest housing allocations, is estimated to generate approximately 55 new Park and Ride users, which ties up with the "central" growth scenario 2028 forecast included in **Table 26**. Similarly, an estimate of background growth, based on the historic ORR data, demonstrates that Cambuslang Railway Station could reach between 1,000,000 and 1,200,000 passengers, accounting for a maximum of 100 new Park and Ride users at Cambuslang Railway Station by 2028 (compared to the estimate of 250 vehicles; based on platform survey results).

All of the future housing developments within the area have been allowed to their maximum, and as the figures above suggest it is anticipated that the new development sites identified within Cambuslang West Ward area would form a large part of the background growth, therefore projected figures included in **Table 26** should be considered. These figures are considered to significantly support the longer term requirement for improvement in connectivity for Cambuslang over the next decade. Note that further parking provision may be required (and has not been estimated as part of this exercise), if Cambuslang station is to be promoted as an alternative for current and/or future users at other stations, as has been suggested in SLC's Park and Ride Strategy.

5. Problems, Opportunities and Objectives

5.1 Introduction

This chapter sets out the perceived problems associated with Cambuslang Railway Station before setting out the objectives which have been derived from these issues. This provides a framework to help assess the merits of the various options in addressing the identified problems.

5.2 Key Problems and Opportunities

The below section identifies and summarises key problems and opportunities identified at and within the vicinity of Cambuslang Railway Station.

5.2.1 Car park

Problems

- Survey results, supported by local knowledge and site visits, demonstrate that various streets within the area surrounding the station are currently being used for rail commuting parking, presenting high levels of occupancy from early in the morning. Based on survey results, 80% of all passengers who said they drive when accessing the station parked their vehicle on-street near the station;
- The above is also true for the parking site at Maple Tree Court, adjacent to Cherry Tree Court care home. Local anecdotal evidence suggests that other off-street car parks located near the station, such as Allison Drive and Town Centre car parks are also popular for parking amongst rail commuters, although survey results did not provide evidence of this;
- Future housing development within Cambuslang West Ward area could deliver over 1,100 additional homes over the next decade (with some of these already under construction), which will add further pressure on park and ride demand around the station;
- The existing park and ride facilities are located approximately 300m away from the station, and might not be perceived to be suitable and attractive enough, leading users to search for more convenient locations (i.e. on-street parking south of the station);
- Main Street may be perceived as a barrier to those travelling from the south of the station;
- It is important to note that Park and Ride wayfinding within the area is inconsistent both in terms of type of signage and frequency. Current Park and Ride signage may lead to confusion for the less frequent rail users, as not all signs include the National Rail Arrows symbol, which is the recognised symbol of Britain's railways;
- Online information about station facilities is conflicting and confusing;
- Allison Drive Park and Ride reaches 90% capacity at approximately 8:00am. Although not captured during the surveys, anecdotal evidence suggests that the number of cars parked outside the defined bays could reach up to five vehicles;
- Evidence at both Park and Ride sites (Allison Drive and Sherry Heights), demonstrates that current parking usage is not specific to rail commuting, and might be used for residential or local car parking within Cambuslang town centre;
- Based on the survey results, 22% of passengers who resided within a 1,600m[45] radius accessed the station by car (15% of those within an 800m radius; 38% of those within the 800m to 1600m boundary);
- Based on the sample, Cambuslang's parking availability (mainly on-street) and its location relative to other origins and destinations, shows to have more of an influence on access by car. 'Available Street Parking' around the station was highlighted by 5% of all passengers as their key reason to access the station;
- Based on the sample, only 6% of passengers reported that they "sometimes" or "always" encountered problems finding a free parking space at Cambuslang Railway Station;

[45] Planning Advice Note – 75: A maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour. For accessibility of housing to public transport the recommended guidelines are up to 800m to rail services.

- No “drop-off” facility within the vicinity of the station for the picking up and setting down of rail passengers is currently available; and
- Park and Ride facilities have no spaces reserved for blue badge holders although it is recognised that the sites are some distance from the station.

Opportunities

- As highlighted in the baseline review, Cambuslang is well connected by rail, including frequent train service with a short journey time to Glasgow.
- Survey results suggest that formal park and ride facilities are not operating at capacity. However, surveys and anecdotal evidence demonstrate that parking pressure at nearby car park sites and ‘on-street’ parking due to rail commuting are problematic and indeed the surveys would suggest that overall park and ride demand exceeds formal park and ride provision.
- There is available land near the station (i.e. 3rd Party land adjacent to Bridge Street), that could be used for a future parking capacity increase at Cambuslang Railway Station; and
- There are some ‘quick-win’ low cost opportunities that may help address a number of problems:
    - Promote and improve wayfinding and signage to current park and ride sites;
    - Opportunity to replace the short term parking zone located outside the station on Main Street, with a dedicated “drop off” area for Cambuslang Railway Station should be explored. Similarly, spaces located on the eastbound carriageway could be used to build an additional “drop-off” point; and
    - Opportunity to introduce a new parking strategy, improved management and operation, for the off-street and on-street car parks associated with rail commuting should be explored, with the aim to serve particularly the needs for rail commuters, but also for retailers, customers and residents located near the railway station.

5.2.2 Bus Services

Problems

- Whilst there are station layout maps available, there is no explicit signage within the station directing passengers to the nearby bus stops;
- Bus stop C, located on Bridge Street, is unsheltered, and crossing points are either missing or off the potential desired line between the railway station and the bus stop; and
- Bus services stopping nearby are not adequate for proper modal interchange at Cambuslang railway station; bus services are infrequent and do not run in line with train timetables.

Opportunities

- The nearest bus stop is located 30 metres away from the station’s entrance on Main Street for westbound services. Another bus stop is located adjacent to eastbound flows of Main Street, less than 100m away of the station providing good opportunities for bus / rail interchange;
- Opportunity to relocate Bus stop A (Main Street - Westbound carriageway) to the short term parking zone located outside the station on Main Street, should be explored. This would improve and enhance bus-rail interchange opportunities at Cambuslang railway station;
- Based on the sample, access to the station by bus shows to be very low, accounting for less than 2% of all trips. However, current bus services running from Halfway, Westburn and Kirkhill areas suggest there is an opportunity for improving access to the station by bus;
- Based on the sample, over 30% of car drivers said they live too far away to walk and cycle, which suggests an opportunity for improved bus services to be implemented. Opportunity for bus service improvement was also highlighted during the platform surveys, through the increase in frequency of current services; and
- The bus stops located near the station are generally well equipped, including shelters or seating; and
- Implementation of attractive and reliable bus services, with adequate frequencies running in line with train services, and offering good coverage could help to enhance and improve interchange at

Cambuslang Railway Station. For this, collaboration between partners would be required to review the current integration between public transport services.

5.2.3 Pedestrian Access

Problems

- Pedestrian crossing facilities located just outside Cambuslang Railway Station on Main Street, do not appear to provide sufficient crossing time to make it safely to the other side. (It is understood detection is due to be installed at this site which will assist with this.) In addition, current studs delineating the limits of the crossing are either missing or damaged, making the width of the crossing facility unclear;
- Passengers with reduced mobility coming from the south of the station are forced to use Main Street entrance, given that there are no suitable facilities provided at the North Avenue entrance. The length of detour is of the order of 200m;
- In addition, no footway provision is currently available on the north side of North Avenue, alongside the station's boundary;
- There are no marked or controlled pedestrian crossings available on Bridge Street or Somervell Street; and
- Moderate gradient ramps connect the footbridge with both platforms; however these might not be compliant with existing guidance[46].

Opportunities

- Access on foot shows to be the most popular method of travel to the station, accounting for up to 54% of all trips. This figure increases up to 72% for passengers living within the 800m catchment of the station. Based on the sample, 80% of passengers live within a one mile radius of the station;
- Station access from North Avenue could be reviewed, to allow enhanced connectivity to the station for those with mobility impairments travelling from the southern areas of the station;
- Crossing times and infrastructure could be reviewed for the pedestrian crossing phase of the signals located outside the station on Main Street;
- Implementation of a marked pedestrian crossing outside the station on North Avenue, could provide safer crossing opportunities for station users when accessing the station;
- Opportunity to set up new crossing points for passengers accessing the station by foot, to the north of the railway station; in particular designated crossings could be placed on Somervell Street and Bridge Street; and
- Opportunity to introduce lifts for users with reduced mobility when accessing to/from platforms should be explored, as there is little scope to review gradient for current ramps available at the station due to land constraints.

5.2.4 Cycle access

Problems

- Cycle Route NCR75 passes just 500m to the north of the station, where the cycle route overpasses the River Clyde and connects with the A763/Bridge Street, and is predominantly traffic free. However, pedestrians and cyclists coming from the shared path (NCR 75) are required to cross to the other side of Bridge Street in order to access the station, given that there is no form of footpath provision alongside the southbound carriageway (See **Photograph 17**);
- Based on Cambuslang and Rutherglen Cycle Routes Existing and Proposed General Layout plan (refer to **Appendix B**), no cycle provision is available along Main Street. Current cycle route links towards NCR 74 are currently diverted along Allison Drive;
- The Sheffield stands (10 storage spaces) available at the station are not covered which could have the impact of dissuading cyclists from accessing the station during inclement weather; and
- No cycle parking provision is available on the southern part of the station (i.e. North Avenue Entrance).

[46] Dft, Transport Scotland, Design Standards for Accessible Railway Stations, March 2015. Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/425977/design-standards-accessible-stations.pdf

Opportunities

- Cambuslang Railway Station is close to several long distance cycling routes, including NCR 74, NCR 756, and NCR 75 which connects directly with Glasgow City centre;
- Based on the sample, around 93% of passengers start their trip within a 5km[47] radius of the station.
- Implementation of missing cycle route links to/from NCR 75, including segregated cycle infrastructure, could enhance and improve active travel toward the station;
- Main Street redevelopment plans will aim to establish "*the strategic fit with existing walking/cycling routes*" including the potential rerouting of NCR 74 along the Main Street, as outlined in the Main Street Feasibility Study. Design and construction should be undertaken according to the guidance laid down by SUSTRANS for national cycle routes and include segregated cycle infrastructure;
- In order to encourage cycling during inclement weather, a shelter could be provided over existing Sheffield stands at the station;
- Similarly, cycle parking provision could be provided near the North Avenue entrance, increasing cycle parking provision at the station, and therefore helping to comply with guidance standards (5 spaces per 100 passengers during the peak hour), whilst making it more attractive for residents to the south of the station to travel by bicycle;
- Survey results show a low level of cycling activity (<1%) at Cambuslang station when considered in comparison with the national modal share, as well as that of other SLC railway stations (e.g. East Kilbride), suggesting that there is opportunity for significant increase in cycling modal share; and
- The North Avenue access stairs could be improved by implementing wheeling ramps or "V-shaped bicycle stairways" at the staircase, in order to facilitate cycle user access to platforms.

5.2.5 Road Safety

Problems

- Five serious and 11 slight accidents involving Non-Motorised Users were reported between 2013 and 2017, within the 500m catchment of the station, which could suggest safety issues in the proximity of the station, particularly for those accessing the station on-foot or by bike.
- A fatal accident was recorded in July 2016 on Main Street, 250m east of the station's entrance. The accident report suggests that the casualty (a mobility scooter driver) failed to look properly and undertook a poor turn or manoeuvre, and was hit by a motorcycle which was travelling from east to west.
- As captured during the consultation process, during the afternoon peak period, there is a large number of vehicles parked on both sides of Wellshot Drive, which severely restricts the ability for vehicles to move along the street. Passengers exiting the station at North Avenue face traffic travelling along North Avenue (both directions) and Wellshot Drive. These aspects, together with the lack of adequate crossing facilities outside the station's entrance could potentially lead to safety issues for passengers accessing Cambuslang railway station.

Opportunities

- Ideas have been put forward to redevelop Cambuslang Main Street, to become a more user-friendly and attractive street for the wider community who live and work within the Cambuslang area. A Cambuslang Main Street Feasibility Study was undertaken in 2017[48], with the aim to revitalise Main Street, improving the actual and perceived safety for both pedestrians and cyclists on the Main Street.

5.2.6 Summary of Key Problems and Opportunities

Informed by the baseline review, platform and car park surveys and consultation with key stakeholders and local groups, the above sections bring together the principal problems and opportunities identified throughout this study.

The evidence gathered during this process demonstrates that Cambuslang railway station is an attractive travel option for nearby residents, particularly for those travelling to Glasgow. However, the significant patronage growth experienced over the last decade has added to parking pressure around the station. Survey results show that

[47] 'Cycling by design' - 2010, suggests a maximum cycling time of 20 minutes as a guide (approx. 5Km)
[48] Smarter Choices, Smarter Places Report. This was commissioned by Healthy n Happy CDT along with Cambuslang Community Council and South Lanarkshire Council

80% of passengers who drive to the station currently park on-street, suggesting a shortfall of convenient park and ride spaces near the station.

Whilst the main focus of this study is to assess the adequacy of current parking provision associated with the use of Cambuslang Railway Station and the need for additional provision, this study also covers other modes of access to the station, including walking, cycling and bus. Based on the survey results, approximately 80% of all passengers who access the station live within a mile radius of the station, and over 93% of all passengers start their trip within cycling distance (5km) of the station. This would suggest there is scope to increase the active travel and bus mode share amongst station users, and encourage mode shift from car-based modes, particularly for those residing near the station.

5.3 Objective Setting

With cognisance of the previously identified problems and opportunities, three objectives have been derived for this study with the aim of identifying a series of options to improve Cambuslang Railway station's access. The objectives have been developed to be SMART:

- specific;
- measurable;
- attainable;
- relevant; and
- time related.

Objective: Encourage station access by active travel and public transport modes through the improvement of the attractiveness and ease in which the station can be accessed either on foot, by bicycle and by bus.

Specific: The purpose of this objective is to increase station access modal share for active travel modes and bus, by making improvements to the station and the surrounding area, because of the environmental and health benefits associated with such modal shift.

The passenger surveys highlighted that access on foot is the preferred option to get to the station, accounting for up to 54% of all trips. This figure increases to 72% for passengers living within the 800m catchment of the station.

Based on the surveys and the site visits undertaken throughout February, the modal share for cycling is significantly lower than the Scottish national figure of 2.8%, which has been informed by the National Rail Passenger Survey.[49]

Similarly, surveys highlighted that modal share for bus is very low, accounting for less than 2% of all trips.

Overall survey results demonstrate that approximately 80% of all passengers who access the station live within a mile radius of the station, and 93% of all passengers start their trip within cycling distance (5km) of the station, which indicates there is scope to improve access to the station for non-car based trips.

Measurable: Travel behaviour can be monitored by regular passenger surveys and by undertaking on site observation to determine changes in long term travel behaviour. As for bus access, consultation with operators can help to establish long terms passenger trends.

Attainable: Improvements on the cycling and walking network around the station would enhance opportunities for the new residents located near the station over the following years. As for bus accessibility to the station, surveys highlighted that there is opportunity for bus service improvement, particularly through the increase in frequency of current services.

Relevant: Policy LTP 36 of the South Lanarkshire Local Transport Strategy, identifies that SLC will "*contribute towards the achievement of the national cycling target of 10% of all trips being made by bike by the year 2020*." Policy LTP 41 of the South Lanarkshire Local Transport Strategy identifies that SLC will *"support and encourage multi modal journeys that allow the convenient interchange between rail, bus, car and bicycle."* In addition, low carbon initiative is also concurrently being progressed with the aim of encouraging greater use of environmentally responsible travel modes. Abellio ScotRail has a commitment to increase access to railway stations by sustainable modes, particularly cycling.

[49] http://www.parliament.scot/S4_InfrastructureandCapitalInvestmentCommittee/Inquiries/Abellio_ScotRail_Cycle_Innovation_Plan.pdf

Furthermore, SLC's Park and Ride Strategy Consultative Draft (2018-2027) also identifies key objectives to "*increase the proportion of trips undertaken by walking, cycling and public transport*" and "*support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle*", in order to support environmental and health targets and improve transport integration.

Time Related: This objective links with SLC's Local Transport Strategy 2013 - 2023 (Particularly Objectives 4 and 5); SPT's Regional Transport Strategy's (2008-2021) objectives; Abellio ScotRail's commitments for the current Abellio ScotRail Franchise (2015 – 2022)[50]; SLC's Park and Ride Strategy Consultative Draft (2018-2027)[51] objectives, particularly P&RO 4, P&RO 5 and P&RO 7.

Objective: Identify and provide multi-modal capacity improvements to cater for anticipated future rail travel demand increases as a result of future housing land allocation.

Specific: The purpose of this objective is to increase car and cycle parking capacity at and around Cambuslang railway station, to facilitate multi-modal trips, encouraging modal shift from car-only to car and train or cycle and train, because of the environmental and health benefits associated with such modal shift.

Parking and passenger surveys demonstrate that car parking demand at Cambuslang Railway Station is currently constrained by availability, with 80% of passengers who drive to the station parking 'on-street' near the railway station. Whilst existing park and ride facilities may have remaining capacity to cater for some existing demand, it is acknowledged that the location of these sites might not be attractive enough for rail commuters, and that parking availability at these sites might be limited at some points of the day due to conflicting pressures of demand on usage of park and ride sites from local residents, shoppers and commuters. The level of cycling at the station showed to be very low, with only one bike registered parking during the survey and three other passengers boarding the train with their bicycle. Previous site visits support this, with a maximum of three bicycles recorded to be parked at the station.

The modal split for cycling has a lot of room for improvement and with cognisance of the additional housing demand and wider cycle network improvements this could require capacity increases in the future. As for the car park, with current provision showing to be insufficient, further pressure on current 'on-street' parking around the station is to be expected, based on the future rail patronage growth together with the development of over 1,100 dwellings within Cambuslang West Ward area only. In addition, Cambuslang railway station might be promoted as an option for current and potential future rail users at other stations where there is a lack of parking provision or where train service frequency is less attractive (i.e. Kirkhill), which could add more pressure to park and ride provision in the near future at Cambuslang Railway Station.

Measurable: Passenger surveys can be undertaken to quantify the levels of access across the various modes. Parking demand can be monitored by undertaking regular parking beat surveys to investigate the long term occupancy rates whilst further on-site observation can additionally be undertaken to understand further capacity constraints. Consultation with on-site staff could also be established to understand mode split trends.

Attainable: Opportunity to enhance parking provision within the vicinity of the station together with improvements to access by other modes could assist in catering for the existing and future demand.

Relevant: The SPT Park and Ride Action Plan (2008 – 2021) identifies its overarching objective as: "*Through the use of Park and Ride, encourage a switch from car to public transport for at least part of a trip, leading to a more efficient transport system which has less impact on the environment, and supports economic growth through reduced congestion on the roads."* Abellio ScotRail has a commitment to increase access to railway stations by sustainable modes.

SLC's Park and Ride Strategy Consultative Draft (2018-2027) also identifies key objectives to "*increase the proportion of trips undertaken by walking, cycling and public transport*" and "*support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle*", in order to support environmental and heath targets and improve transport integration respectively.

Time Related: Improvements should take cognisance of two time related impacts which have the potential to significantly alter demand at the station: aspiration of building close to 1,100 dwellings within the vicinity of Cambuslang Railway Station are currently scheduled to occur over the following decade, as well as the background growth, which suggests rail patronage at Cambuslang Railway Station could surpass the 1,000,000 annual entries and exits figure by 2028.

[50] http://www.abellio.com/sites/default/files/downloads/press_release_abellio_wins_scotrail_1.pdf
[51] http://ecas.southlanarkshire.gov.uk/submissiondocuments.asp?submissionid=45068

Objective: Sustainably improve and enhance park and ride provision within the vicinity of Cambuslang Railway Station, to cater for existing and future demand and to provide for more convenient interchange from car based modes to rail.

Specific: The purpose of this objective is to improve the available park and ride provision, to facilitate multi-modal trips, encouraging modal shift from car-only to car and train, because of the environmental benefits associated with such modal shift.

Parking surveys have demonstrated that car parking demand within the vicinity of the station is in excess of capacity. Platform surveys revealed that out of all passengers who drive to the station every day (estimations suggest 250 passengers approx.), approximately 80% park 'on-street' near the station, whilst less than 15% of all passengers who drive use the relevant park and ride facilities. There is evidence to suggest that there are conflicting pressures of demand on usage of park and ride sites from local residents, shoppers and commuters, limiting the capacity for parking amongst rail commuters.

In addition to this, and as highlighted within SLC's Park and Ride Strategy Consultative Draft (2018-2027), it is acknowledged that there is high interrelation between the station and its wider catchment area - with people travelling to Cambuslang Station due to parking availability (mainly on-street) or to higher frequency of rail servicesin comparison to nearby stations (i.e. Kirkhill). Therefore, if Cambuslang is to be promoted as an alternative station for other potential stations users, park and ride provision around Cambuslang requires to be sustainably improved and enhanced, to cater for future demand.

It should be noted that even with encouragement of mode shift to walking, cycling and bus, it is anticipated that there will be a greater demand for spaces than is currently provided at the official park and ride sites.

Measurable: Parking demand can be monitored by undertaking parking beat surveys to determine usage and capacity as well as through anecdotal on site observation. Rail passenger survey information collected by the Office for Rail Regulation (ORR) could also be used to determine longer term passenger trend comparisons between Newton, Kirkhill and Rutherglen.

Attainable: Appropriate allocation of park and ride spaces within the vicinity of the station combined with improvements to access by other modes would assist in catering for future demand, whilst at the same time potentially improving parking opportunities for other purposes within the surroundings of the station.

Relevant: The SPT Park and Ride Action Plan (2008 – 2021) identifies its overarching objective as: "*Through the use of park and ride, encourage a switch from car to public transport for at least part of a trip, leading to a more efficient transport system which has less impact on the environment, and supports economic growth through reduced congestion on the roads.*"

Furthermore, SLC's Park and Ride Strategy Consultative Draft (2018-2027) also identifies as key objectives to "*alleviate the impacts of traffic congestion and traffic growth throughout South Lanarkshire*" and "a*ctively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail*", in order to promote economic growth and improve transport integration.

Time Related: This objective links with SLC's Local Transport Strategy 2013 - 2023 (Particularly Objectives 2 and 5); SPT's Regional Transport Strategy's (2008-2021) objectives and Abellio's commitments for the current ScotRail Franchise (2015 – 2022)[24]. It is recommended that this objective is considered within the common timeframe of 2015 – 2021. SLC's Park and Ride Strategy Consultative Draft (2018-2027)[52] objectives, particularly P&RO 2 and P&RO 4.

[52] http://ecas.southlanarkshire.gov.uk/submissiondocuments.asp?submissionid=45068

6. Option Development and Sifting

6.1 Introduction

This section outlines and sifts a series of improvement options identified at Cambuslang Railway Station, the park and ride facilities and the area surrounding the station. An initial sifting exercise has been undertaken and recommendations are made for options that merit further consideration.

6.2 Initial Option Generation and Sifting

With cognisance of the problems, opportunities and objectives identified, this chapter outlines a series of initial improvement options associated with the access opportunities to Cambuslang Railway Station. This has been organised into a consideration of park and ride improvement options, both off-street and on-street, as well as improvements to other modes. The merits of each of the options are briefly discussed and sifted accordingly. The options have taken consideration of the sustainable travel hierarchy as set out in the National Transport Strategy[53] which promotes walking, cycling, public transport and car sharing in preference to single occupancy car use.

Whilst it is recognised that problems arising from park and ride around the station are the key driver of the study, it is vitally important to make sure that access by other modes is well provided in order to maintain the strategic importance of Cambuslang Railway Station and balance the demands of users with the facilities provided.

6.2.1 Pedestrian Access

- **Improvement of North Avenue access to the station to cater for people with reduced mobility.**

  Passengers with reduced mobility coming from the southern areas, might be forced to use the main access to the station, located on Main Street, as no appropriate facility is provided at the North Avenue entrance. This results in a 200m detour.

  Provision of 'mobility platform lift' facilities or replacing the current entrance with some form of staggered ramp system could help making the station more accessible for all users coming from the south of the station. In addition, a footway could be provided on the north side of North Avenue, alongside the station's boundary providing a wider footpath than currently available on the south of North Avenue. This would require working with Network Rail as the land in question in under their ownership.

  To be progressed: this option could enhance accessibility for passengers who reside to the north of station, in particular for people with reduced mobility, at a relatively low cost (See **Figure 50**).

- **Introducing lifts to ease the access to platforms for people with reduced mobility.**

  Currently, '*moderate*' gradient ramps connect the footbridge with both platforms; however these ramps might not be compliant with existing guidance[54]. If improvements to review and make ramps guidance compliant are not feasible, the opportunity to introduce lifts for users with reduced mobility when accessing to/from platforms should be explored.

  As highlighted during the consultation process, evidence demonstrates that users with reduced mobility tend to prefer the lift options rather than ramps. These new facilities would enhance accessibility at the station and would serve all users, pedestrians, cyclists and passengers with reduced mobility.

  To be progressed: as there is little scope to review gradient for current ramps available at the station, it is considered that the introduction of lifts could address most of the accessibility issues between the platforms and the street level, in particular for passengers with reduced mobility.

- **Improving and enhancing active travel links, particularly on Main Street.**

  Five serious and 11 slight accidents involving Non-Motorised Users have been reported between 2013 and 2017, within the 500m catchment of the station, which could suggest safety issues in the proximity of the station, particularly for those accessing the station on-foot or by bike.

  A fatal accident was recorded on July 2016 on Main Street, 250m east of station's entrance. The accident report suggests that the casualty (a mobility scooter driver) failed to look properly and undertook a poor turn or manoeuvre, and was hit by a motorcycle which was travelling from east to west.

[53] National Transport Strategy, 2016. Available at: https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf
[54] Dft, Transport Scotland, Design Standards for Accessible Railway Stations, March 2015. Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/425977/design-standards-accessible-stations.pdf

An upgrade of the current Main Street layout would help improve and enhance the active travel links, including pedestrian, towards the station.

To be progressed by others: As ideas have already been put forward to redevelop Cambuslang Main Street, to become a more user-friendly and attractive street for the wider community who live and work within the Cambuslang area **it is recommended** that continued engagement and open dialogue with the promoters of the Main Street improvements continues. A Cambuslang Main Street Feasibility Study was undertaken in 2017, with the aim to revitalise Main Street, improving the actual and perceived safety for both pedestrians and cyclists on Main Street.

- **Improvement of existing crossing facilities around Cambuslang Railway Station.**

Pedestrian crossing facilities located just outside Cambuslang Railway Station on Main Street, are perceived to not provide sufficient crossing time. This should be reviewed in order to help the elderly and people with reduced mobility (It is understood that detection is due to be installed at this site which will make sure traffic does not get a green light until pedestrians have crossed safely). It was also noted that studs delineating the limits of the crossing were either missing or damaged, making the width of the crossing facility unclear. As outlined in the Traffic Signs Manual[55], studs are required at all crossings, except Zebra crossings.

In addition, implementation of a marked pedestrian crossing, outside the station on North Avenue, could provide safer crossing opportunities for station users when accessing the station.

Furthermore, opportunity to set up new crossing points for passengers accessing the station by foot, to the north of the railway station should be explored; particularly designated crossings could be placed on Somervell Street and Bridge Street for active travel users coming from new housing developments within the former Hoover Site.

To be progressed: improvement and enhancement of controlled crossing facilities around the station accesses would enhance accessibility opportunities for existing and future users, particularly for those coming from the new housing developments delivered on the former Hoover Site (See **Figure 50**).

6.2.2 Cycle Access

- **Improving and upgrading the cycle provision at the station.**

Based on the site visits and surveys undertaken in early 2018, the level of access by bicycle to the station has been observed to be very low, accounting for less than 1% of all passengers. Four people accessed the station by bicycle during the survey period, with only one bicycle recorded as being parked at the station during the survey period. Previous site visits to the station also showed a low usage of cycle parking at the station's facilities, with zero and three bicycles recorded on Friday 17th February 2017 and Thursday 25th January 2018 respectively.

In order to make it more attractive for potential cyclists who access the station, an upgrade of the current cycle infrastructure could be implemented by providing a covered storage, either partially or fully sheltered. Similarly, cycle parking provision could be provided near the North Avenue entrance, increasing cycle parking provision at the station, and therefore helping to comply with guidance standards (5 spaces per 100 passengers during the peak hour) whilst making it more attractive for residents to the south of the station when travelling by bicycle.

North Avenue access stairs could be improved by implementing wheeling ramps or a "V-shaped bicycle stairway" at the staircase, in order to facilitate cycle users to access the platforms when coming from the residential areas located to the south of the station.

New residential developments with over 1,000 houses are located within 1,600-2,000 metres radius of the station, which makes it very attractive[56] for potential bike users. It is therefore important to consider access by bicycle from these areas.

To be progressed: improving and upgrading the cycle provision at the station, ties up with Abellio ScotRail's franchise commitments. Provision of sheltered cycle parking infrastructure would make it more attractive for potential cycle users.

Other cycle improvements, such as wheeling ramps at the North Avenue access, could be left out if a staggered ramp system option was to be constructed on North Avenue (see *6.2.1 Pedestrian Access*).

[55] Traffic Signs Manual, Chapter 5, Section 15.27&15.28. Available at: http://tsrgd.co.uk/pdf/tsm/tsm-chapter-05.pdf
[56] 'Cycling by design' - 2010, suggests a maximum cycling time of 20 minutes as a guide (approx. 5Km)

- **Upgrading cycle links between nearby cycle routes (NCR 75 and NCR 74) and the station.**

  Cycle Route NCR 75 passes just 500m to the north of the station, where the cycle route overpasses the river Clyde and connects with the A763/Bridge Street, and is predominantly traffic free. However, cyclists (and pedestrians) coming from the shared path (NCR 75) are required to cross to the other side of Bridge Street[57] in order to access the station, given that there is no form of footpath provision alongside the southbound carriageway (See **Photograph 17**). Provision of a potential segregated shared-path along Bridge Street linking the station and cycle route NCR 75 may help increase cycle mode share for accessing the station. However, it is acknowledged that space constraints may not permit this.

  In addition, based on Cambuslang and Rutherglen Cycle Routes Existing and Proposed General Layout plan (refer to **Appendix B**), no cycle provision is available along Main Street. Current cycle route links towards NCR 74 are currently diverted along Allison Drive. However, in the case of Main Street, redevelopment plans will aim to establish "*the strategic fit with existing walking/cycling routes*" including the potential rerouting of NCR 74 along the Main Street, as outlined in the Main Street Feasibility Study.

  Opportunities to encourage station users travelling from areas to the south of the station (Kirkhill, Cairns, Vicarland, Cathkin, Stonelaw, etc) should also be explored. Careful consideration should be given to the introduction of cycle infrastructure along the residential streets within this area in order to help increase cycle mode share access to the station.

  To be progressed: the upgrade and improvement of the cycling route infrastructure near the station could help encourage more people to cycle to the station, and therefore this option should be progressed as part of this study. Design and construction, should be undertaken according to the guidance laid down by SUSTRANS for national cycle routes and include segregated cycle infrastructure. Further discussions are to be held between SLC and SUSTRANS.

  Further investigation of the provision of cycle space linking NCR 75 to the station should be undertaken (See **Figure 50**).

  Work with others to support the improvements to NCR 74 should also continue.

6.2.3 Bus Access

- **Improve and relocate the existing bus infrastructure in proximity of the station.**

  Based on the survey sample, the current level of access by bus to the station is less than 2% of all trips.

  The nearest bus infrastructure (Bus Stop A) is 30 metres away from the station, on Main Street (westbound). Opportunity to relocate Bus stop A to the short term parking zone located outside the station on Main Street, should be explored. This would improve and enhance bus-rail interchange opportunities at Cambuslang railway station. Should technology allow, real time passenger information could additionally be installed.

  The bus stops located near the station are generally well equipped, including shelters or seating, except for Bus Stop C, located on Bridge Street (northbound), which is unsheltered, and for which crossing points are either missing or off the potential desired line between the railway station and this bus stop. New infrastructure could be installed at this site in order to improve the interchange experience.

  Discussions should also be undertaken with bus operators to develop future bus service provision plans to cater for the new housing developments being delivered within Cambuslang West Ward area.

  To be progressed: Relocation and improvement of bus stop facilities and improvement of bus stop accessibility, in particular for Bus Stop A on Main Street, could help to enhance interchange between public transport modes, and therefore this option should be considered further. However, as mentioned above, this option is dependent on a potential drop-off area suggested at this site (See **Figure 50**).

- **Improve the frequency and integration of service timings to ensure a more convenient and attractive interchange for onward journeys made by bus.**

  As mentioned above, the current level of access by bus to Cambuslang Railway Station shows to be very low. Survey results suggest that current timetables might not be adequate for a convenient interchange between bus and rail services. Discussion with SPT, SLC and local bus operators would be required in

[57] There is an additional proposal and feasibility study developed by Healthy n Happy CDT along with Cambuslang Community Council and South Lanarkshire Council to develop a new cycle path along the south bank of the river from Cambuslang Bridge to Dalmarnock Bridge, linking with the NCR 75 at Bridge Street. Available at: http://cambuslangcommunitycouncil.com/wp-content/uploads/2015/08/Clyde-cycle- path-feasibility-study-summary-version1.pdf

order to deliver these improvements. It is also acknowledged that a number of the bus services are competing with rail and there may be reluctance from bus operators to encourage modal shift from bus to rail.

Collaboration between partners in order to review the current integration between public transport services, could impact on bus shift when accessing the station.

Not progressed: the current bus mode share demonstrates there is currently a big potential for improvement. This option will not be taken forward as part of this study as it is outside of SLC's direct control. However, it is suggested that a review of the current bus services is undertaken in partnership with the bus operators in order to enhance integration with rail services at Cambuslang Railway Station, which could help to improve the current situation.

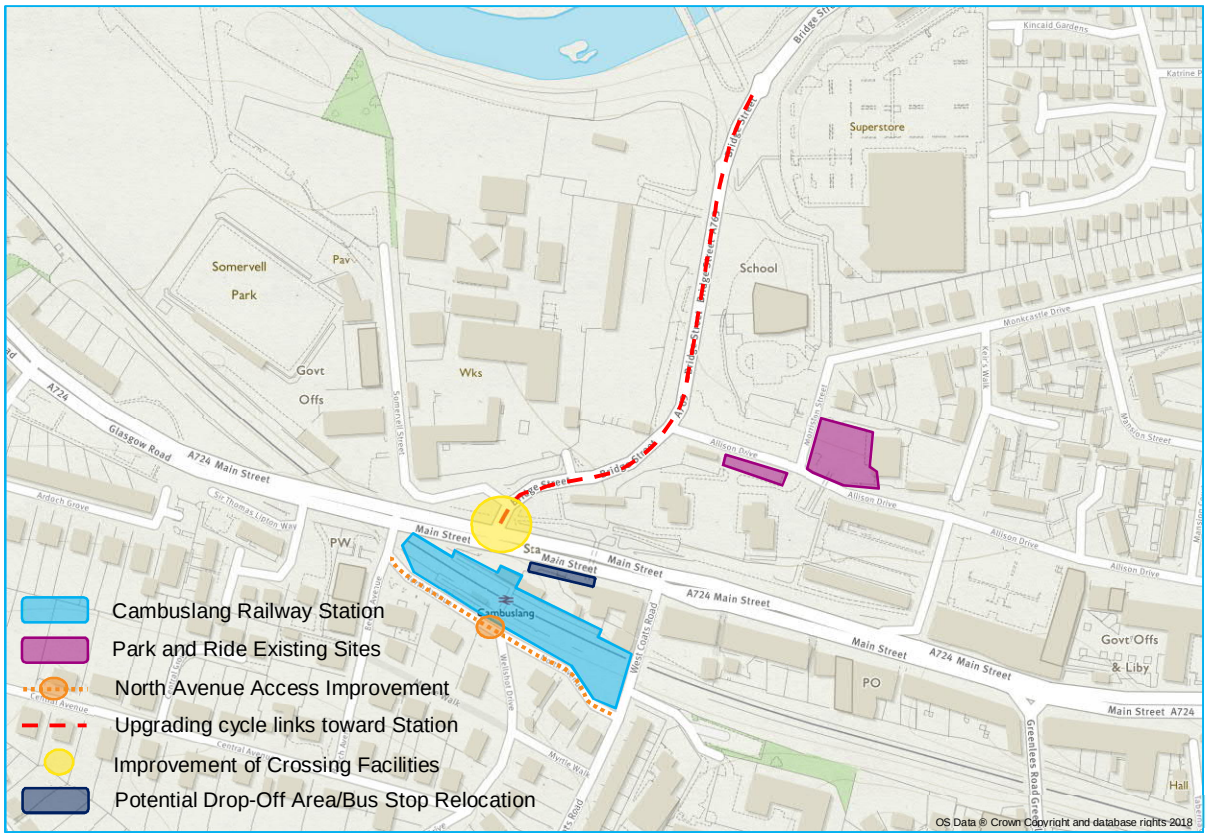


Figure 50: Park and Ride options, Cambuslang Railway Station

6.2.4 Car Access

- **Implement an on street drop off area near the station, on Main Street/A724.**

Based on the sample, fewer than 2% of passengers who use Cambuslang Railway Station are dropped off (or picked-up) near the station. This figure is low in comparison to other nearby stations (i.e. Newton). This could be due to the lack of dedicated drop-off area near Cambuslang Railway station.

Based on this, there is potential to implement an on street "drop-off" and "pick-up" dedicated area on Main Street (A724), replacing the short term parking zone located outside the station on Main Street, as shown in **Photograph 52**. Similarly, spaces located on the eastbound carriageway could be used to build an additional "drop-off".

To be progressed: this option could provide a more direct access to the station for those passengers who are dropped-off/picked-up at the station, instead of making drivers divert to nearby residential streets where low traffic levels allow stopping for this purpose. A dedicated 'drop-off' area to the north of the station, on Main Street, would also assist with demand from potential future car passengers, in particular those coming from future housing development sites, such as the former Hoover Site, easing the access experience to the station (See **Figure 50** above).

In addition, potential for a dedicated drop-off area to the south of the station could also be explored as part of the North Avenue improvement options, as identified in *Section 6.2.1*.

6.2.4.1 On-Street Park and Ride Options

On-street parking is a key issue around the station and whilst options exist to help encourage park and ride demand into formal park and ride sites and to encourge access by other modes it is recognised that there is likely a requirement for options to deter and / or manage on street parking related to station use.

Based on the survey sample, and extrapolating this to the number of boardings recorded at Cambuslang Railway Station, approximately 200 passengers park their vehicle at various on-street locations near the station (refer to **Table 22**). Options to control parking would need to be explored and it is acknowledged that these can in themselves be unpopular. The streets identified through the survey were:

- West Coats Drive
- Hamilton Drive
- Calder Drive
- Cadzow Drive
- Douglas Drive
- Wellshot Drive
- Beech Avenue
- North Avenue
- Somervell Street
- Allison Drive

Implementation of parking controls would in some cases encourage people to use a different mode of access to the station with results from the surveys showing that 23% of those living within one mile of the station choose to park and ride (refer to **Table 19**), with on-street parking being cited as a strong reason for choosing to access the station by car, as demonstrated below in **Table 27**.

Table 27: Origin and On-Street Parking - Based on Survey Sample

		% Passengers who Drive to Station	% Parked On-Street	% For Whom On-Street Parking is a Strong Reason for using the station
South of Main Street	0-800m	*34% (10)*	*60% (6)*	*40% (4)*
	800m - 1,600m	*45% (13)*	*100% (13)*	*8% (1)*
	>1,600m	*0%*	-	-
North of Main Street	0-800m	*0%*	-	-
	800m - 1,600m	*3% (1)*	*100% (1)*	*0%*
	>1,600m	*17% (5)*	*60% (3)*	*40% (2)*

Parking on-street by rail passengers may result in: residential parking being limited; disabled persons being unable to stop on-street; residents being unable to receive deliveries; unavailability of on-street parking close to the Main Street for shoppers; and a general deterioration of residential amenity. In addition, excessive uncontrolled on-street parking can dissuade passengers from using sustainable modes to access the station. This study identifies that opportunities exist to provide and promote a dedicated off-street rail park and ride facility for Cambuslang. Whilst this would help alleviate some of the issues, it is anticipated that a proportion of on-street parking by rail passengers would continue to occur. Therefore, parking management and enforcement options are likely to be required in order to discourage / prohibit continual on-street parking associated with rail station usage.

Making access by car a little more difficult it may encourage people to walk or cycle to access the station particularly if coupled with improved cycle and pedestrian facilities to the south of the station. In other cases, it may encourage a shift to the officially designated park and ride car parks although there is concern at present that the current levels of demand for park and ride can not be met locally (hence the importance of encouraging more walking and cycling opportunities).

For some people, given that by definition people who choose to park and ride have a degree of flexibility, it may encourage them to use other facilities, although there is limited choice closer to destinations in Glasgow.

A range of potential parking management and enforcement options are summarised below.

Controlled Parking Zone (CPZ)

A CPZ enables the Council to regulate parking and facilitate residential priority. A CPZ is an area wide scheme which regulates the entire length of street with either yellow line or parking bay restrictions. The restrictions can be used to discourage commuter parking by way of parking charges and allowing for residential parking by way of a permit scheme. There is a wide range of approaches available to manage a CPZ, some of which are summarised below;

- **CPZ 1** – Regulates usage of bays through permit schemes and parking duration limits. This means that residents / businesses (if required) are provided specific parking areas. Whilst this does not guarantee residents parking at their chosen location it prohibits rail passengers from parking and preventing residential parking. Visitor parking provision would still be required, therefore, limited stay (no charge) parking would also be provided to allow visitors to park for retail, leisure and social purposes. Limited stay maintains parking turnover but the restricted duration prohibits rail passengers parking all day to travel to Glasgow and surrounding towns.

  CPZ 1 may be publically acceptable as it prohibits park and ride at minimal cost and disruption to residents, businesses and genuine visitors. However, for it to be successful enforcement levels will need to be appropriate, the costs of which would be borne by the Council as the scheme would not generate revenue (except through Penalty Charge Notices). However, to ensure visitors have a fair chance of getting a space its recommended permit holders are not exempted from the limited stay restrictions in visitor parking bays.

- **CPZ 2** – Regulates parking similarly to CPZ 1, however visitors would be charged for parking. This would help off-set the cost of enforcement. The downside is visitors may be dissuaded from visiting the area.

- **CPZ 3** – Rather than segregating residential and visitor parking, all bays would be accessible to residents and visitors alike. However, visitor usage would be restricted or charged and residents would be exempted. This would increase the risk that residents would still be prohibited from parking if the desired location is occupied by a visitor.

For a CPZ of this size, typically permits would be valid throughout the zone, which is considered the likely case for the options above. However, in this situation, those who live within a mile of the station could move their car to a closer residential bay. Thus, discouraging sustainable travel and still enabling some existing park and ride practices to continue. This can be overcome by subdividing the zone whereby certain permits are only valid in certain permit bays. However, this could be complex to implement, enforce and administer, particularly in such a small zone.

Notwithstanding the above, the options all cover the area immediately surrounding the station, making the zone relatively small. Typically, for a CPZ to be effective it must cover a large enough area as not to merely shift parking from one street to the next. The area must be large enough to necessitate a walk distance significant enough to act as a disincentive to parking immediately outside the CPZ and walk. Public acceptability may be an issue as residents of streets unaffected by park and ride and / or those not personally affected are unlikely to support any restrictions in the street.

The above CPZ options are not exhaustive, as range of operational hours, terms and conditions, restriction durations, short stay incentives and charging regimes could be employed.

Priority Parking

Noting the above, if implemented across such a small area, a CPZ may move the problem to streets immediately outside the zone. To try and avoid this, a “buffer zone” solution could be implemented between the proposed CPZ area and the unrestricted roads beyond. This “buffer zone” is known as “Priority Parking”.

Priority Parking is fairly new approach, which has been employed by City of Edinburgh Council[58], to help proportionately manage the balance of commuter and residential parking, and tackle parking migration typically caused by CPZ areas. Unlike a CPZ, where every length of kerbline is regulated, Priority Parking only regulates sections of the road. Under a Priority Parking scheme, a road would be lined by a mixture of residential parking bays and unregulated parking spaces. Only resident permit holders would be permitted to park in a residential bay, residents without a permit would need to park in an unregulated bay.

[58] http://www.edinburgh.gov.uk/prioritypparking

6.2.4.2 Off-Street Park and Ride Options

Cambuslang Railway Station currently has two designated park and ride facilities to the north of the station, providing 63 spaces in total, with no marked disabled spaces available. Land opportunities to increase park and ride provision in the vicinity of the station are limited. The location of the potential Park and Ride improvement options discussed below are contained within **Figure 51**.

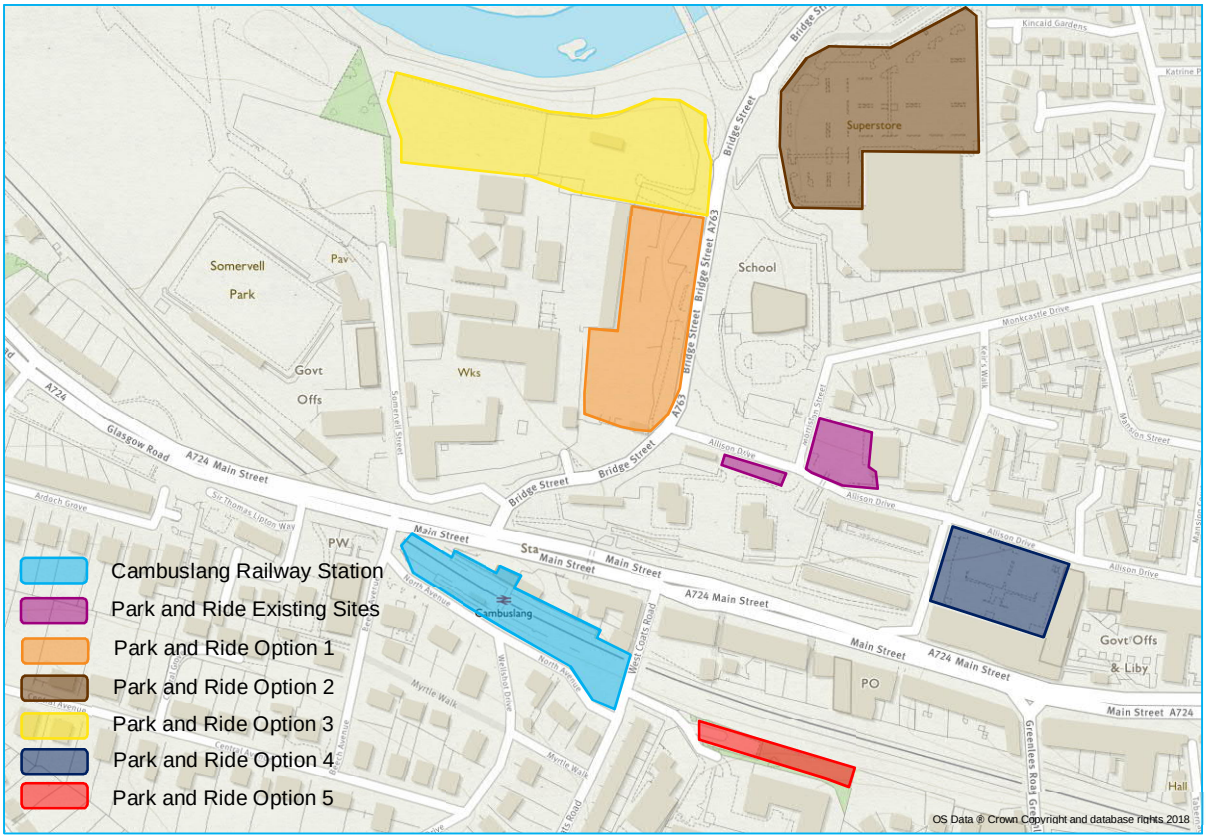


Figure 51: Park and Ride options, Cambuslang Railway Station

- **Construction of a new surface car park adjacent to the northbound carriageway of Bridge Street (Option 1).**

  There is available land to the north of the station which sits near the existing park and ride facilities, as shown in **Figure 51**. A potential car park at this site could accommodate the extension of the Cambuslang Park and Ride facility in order to cater for existing and future demand. 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 involved in the development of this option. It is estimated that this site could yield over 150 spaces. An example layout has been provided in Appendix E.

  To be progressed: The option would be an efficient way to increase off-street parking provision near the station, although potential parking site is on third party land.

- **Increase park and ride provision through partial usage of Morrisons car park (Option 2).**

  Opportunity to reallocate parking bays at Morissons car park site for rail commuting purposes could be explored. Ideally, southern and western sections would be the most convenient, as they can be easily accessed by rail passengers coming to/from Bridge Street and/or Morriston Street.

  Not progressed: While platform surveys suggested that at least one passenger who drove to the station parked at Morrisons car park (only 1 out of all respondents who drove), it is unlikely for the store to reduce the parking provision for its customers. In addition, the site sits approximately 500m from the station, which makes this option unattractive for promoting improved and enhanced car-rail interchange.

- **Construction of a new surface car park adjacent to the south bank of the River Clyde (Option 3).**

  As for the first option, there is opportunity to develop a new surface car park to the north of the former Hoover site, adjacent to the south bank of the river Clyde, as shown in **Figure 51**. This site is currently identified by the LDP as a "*Core Industrial and Business Area*". A potential car park at this site could

accommodate the extension of Cambuslang Park and Ride facility in order to cater for existing and future demand. 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 involved in the development of this option.

Not progressed: Whilst this off-street option would be able to cater for existing and future demand, its location in relation to the station (400m approx.) makes this option unattractive for promoting improved and enhanced car-rail interchange.

- **Construction of decked car park on site of existing Allison Drive SLC car park (Option 4)**

  A structure could be erected on the existing Allison Drive SLC car park to form a decked parking facility in order to better cater for the future demand growth, helping both parking associated with the railway station and town centre parking. The prospective facility would be equipped with a ramped vehicular access. It is noted that there is a gradient within this car park which would have to be considered in terms of the engineering feasibility of constructing a decked car park.

  Not progressed: Whilst this option would be an efficient way to increase both town centre and park and ride parking provision without requiring any further land take, increasing capacity on site could generate significant vehicular access constraints and it is likely that this option would be unacceptable from a public perspective, particularly due to visual amenity impacts within the area for nearby residents. Based on this, this option would not be recommended for consideration.

- **Promotion of car park at Maple Tree Court as an official park and ride site linked to Cambuslang Railway Station (Option 5)**

  This site, located next to Cherry Tree Court care home, has a total 34 spaces, including a blue badge bay. Whilst survey results do not demonstrate that car park is currently being used by Cambuslang rail passengers, local knowledge suggests that that this site could be strongly linked with rail commuting, standing as the most attractive and suitable park and ride site due to its location south of the station.

  Therefore, this site could be promoted as an official park and ride facility associated with Cambuslang Railway station, and both the car park's infrastructure and signage could be improved and enhanced at a relatively low cost. In addition, the site sits within land currently owned by SLC and could be expanded further east, within the existing land between the railway line and the care home. An example layout has been provided in Appendix E.

  To be progressed: Due to the reported existing use for park and ride purposes and its suitability for onward connectivity on foot to the station, this option will be considered further. The option would be an efficient way to increase off-street parking provision without requiring any further land take, as this site is already owned by SLC.

- **Improvement and enhancement of existing park and ride facilities associated with Cambuslang Railway Station**

  Cambuslang Railway station Park and Ride currently has 63 spaces which were implemented in two phases:

  - Phase 1: 19 spaces (next to Rosebank Tower and Standford Hall)
  - Phase 2: 44 spaces (at Sherry Heights)

  Current parking provision[59] shows to be limited and not properly legible (way finding or location wise); with evidence suggesting large numbers of rail commuters are parking at the streets near to the station.

  Therefore, both infrastructure and signage should be improved and enhanced, helping to attract demand currently parking elsewhere. Some form of parking management system could be explored to guarantee that sites are being used for rail commuting purposes only, e.g. charging, with the car park charge offset against a rail ticket.

  To be progressed: Improvement and enhancement of existing park and ride facilities could be done at a relatively low cost, and therefore this option should be considered further.

For all off-street car parking options, given the problems highlighted in this report with on-street parking south of the station, it is unlikely that any will solve the issues around the station if developed in isolation. Whilst off-street parking would be justified in terms of park and ride demand it would have to be developed as part of a package of measures.

[59] Note that ScotRail Information suggest that Cambuslang Station has no parking provision

6.2.5 All Modes of Access

- **Developing a new Station Travel Plan (STP) for Cambuslang**

  As outlined by the latest Station Car Parking Good Practice Guide[60], "*car parking should be seen within the context of a station travel plan*". Station travel plans are mainly focused on enhancing and improving the more sustainable transport modes of accessing the station; however it is recognised that driving to a nearby railway station and shifting from car to rail, can avoid the need for a whole trip to be made by car. Therefore, it should be recognised that good parking management and drop-off facilities at the station should be included in the development of any potential station travel plans. Similarly, 'on-street' parking around the station should also be considered as part of this process.

  In addition, as future demand, based on background rail growth and new housing developments, is likely to grow at Cambuslang station, and therefore add further pressure to parking around the station's off-street and on-street parking facilities, a medium/long-term multimodal strategy should be considered. This could enable the better management of the existing parking supply around the station, through the promotion of sustainable travel and public transport options when accessing the station as a first option, particularly for users within the walking/cycling catchments around the station.

  To be progressed: this option could help to increase modal share for walking, cycling and public transport when accessing the station, particularly amongst those located within an 800m or 1,600m radius of the station, helping to manage the existing and future parking supply in a more efficient manner. Therefore, this option should be considered in partnership with Abellio.

- **Improving wayfinding, signing and information for accessing the car parks and station**

  As noted during the site visits, and highlighted afterwards in the survey results, park and ride wayfinding within the area is notified in an inconsistent manner both in terms of type of signage and frequency. Existing park and ride signage may lead to confusion for the less frequent rail users, as not all signs include the National Rail Arrows symbol, which is the recognised symbol of Britain's' railways.

  As outlined by the latest Station Car Parking Good Practice Guide, "*car parking signing should be considered as part of a holistic and consistent wayfinding strategy for the entire station".*

  In addition, multiple off-street parking options are currently available around Cambuslang Station, with potential to increase within the near future, following outcomes of this study. Therefore, it could be beneficial to provide 'real time' information in regard to parking spaces available at each site, to help station users, particularly for the less frequent and/or new customers. This could be implemented through development of smartphone apps, variable message signs (VMS) or even static on-site signing including alternatives for parking elsewhere when car park is full.

  In addition to car park signing, further wayfinding and information could be provided at station entrances, as well as within the immediate external zone around the station, in order to improve and enhance interchange opportunities with other modes, and provide information to other key facilities/services located within the station surroundings.

  To be progressed: improving wayfinding and signing, particularly for car based modes, could help optimising current usage of existing and future park and ride facilities at a relatively low cost, as well as increasing interchange opportunities with other modes, such as walking, cycling and public transport, and therefore should be progressed.

6.2.6 Other Options

- **Introducing new direct rail services from Kirkhill Railway Station to/from Glasgow**

  It is acknowledged, based on evidence gathered during the background review, survey results (refer to **Figure 29**) and consultation process, that residents within a 1,600m radius to the south of the station, tend to use Cambuslang Railway Station as opposed to Kirkhill Railway Station due to better rail service provision, both in terms of frequency and directness of service (i.e. journey time), particularly for passengers travelling to/from Glasgow. Lower patronage levels at Kirkhill Railway Station could also be linked to the low parking provision at the station (10 spaces) which makes it unattractive for car based trips when accessing the station, as opposed to Cambuslang station.

[60] National Rail, February 2018. Available at: https://www.raildeliverygroup.com/about-us/publications.html?task=file.download&id=469773838

Introducing new direct rail services from Kirkhill Railway Station to Glasgow would enhance and improve the attractiveness of Kirkhill Station for existing and future rail commuters, particularly for nearby residents who currently access Cambuslang Railway Station by car, and therefore helping to reduce parking pressure around station.

Not progressed: This option will not be taken forward as part of this study as it is outside of SLC's direct control. However, it is suggested that a review of the current rail services could be undertaken in order to enhance accessibility and public transport opportunities for nearby residents, in order to help improve the current situation. For this, discussions should be undertaken with the key stakeholders, including Abellio ScotRail, Network Rail and SPT.

6.3 Summary of Options to be progressed

A summary of the options identified for progression to the detailed appraisal stage of the process is provided below. As above, these options have been sorted taking taking consideration of the sustainable travel hierarchy as set out in the National Transport Strategy which promotes walking, cycling, public transport and car sharing in preference to single occupancy car use.

- Walking Access
    - Improvement of North Avenue access to the station to cater for people with reduced mobility
    - Introducing lifts to ease the access to platforms for people with reduced mobility
    - Improvement of existing crossing facilities around Cambuslang Railway Station
- Cycling Access
    - Improving and upgrading the cycle provision at the station.
    - Upgrading cycle links between nearby cycle routes (NCR 75 and NCR 74) and the station
- Bus access
    - Improve and relocate the existing bus infrastructure in proximity of the station
- Car Access
    - Implement an on street drop off area near the station, on Main Street (A724)

  <u>On-Street Parking</u>

    - Implementation of on-street parking controls (CPZ or Priority Parking) in the surroundings of the station

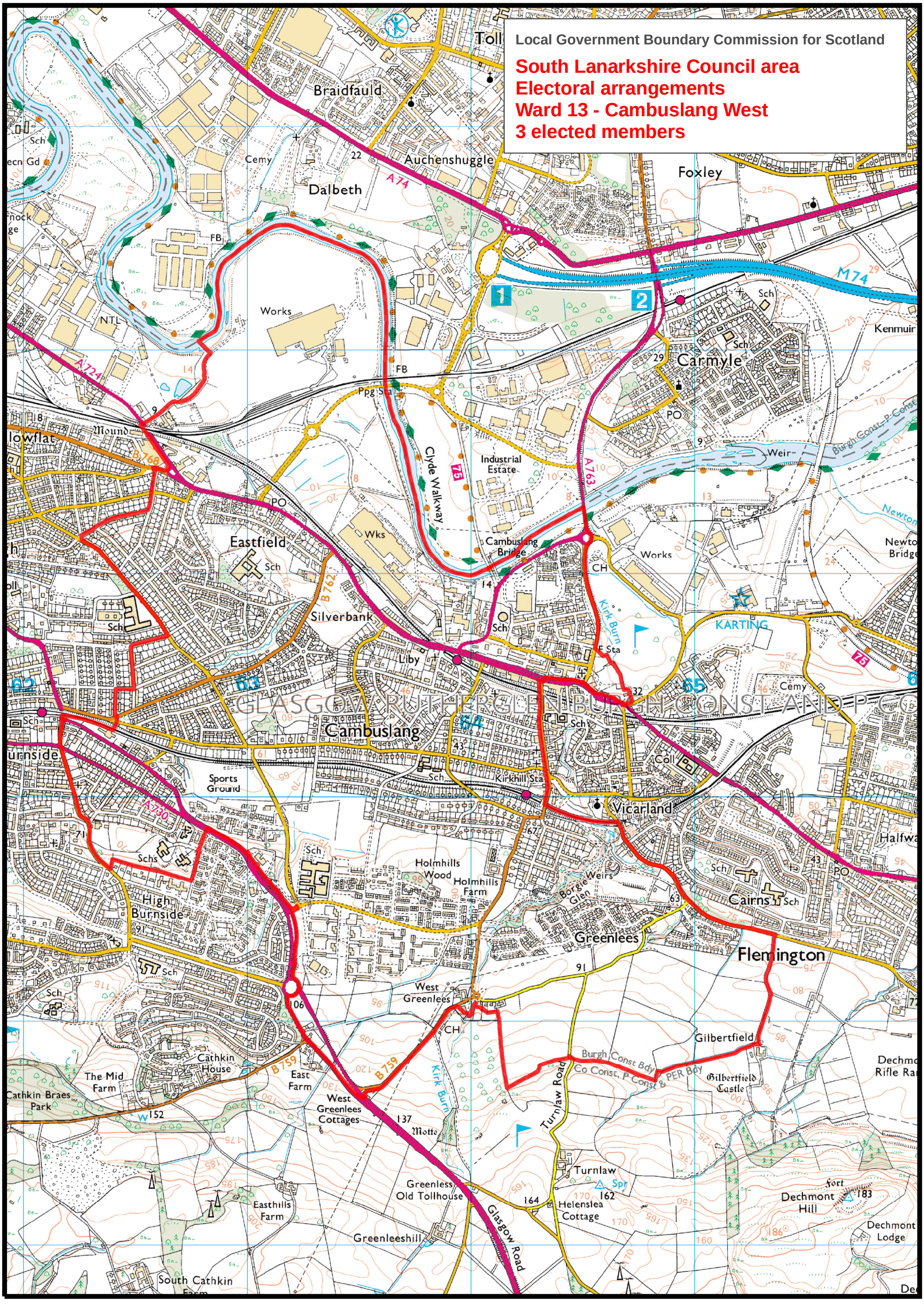
  <u>Off-Street Parking</u>

    - Construction of a new surface car park adjacent to the northbound carriageway of Bridge Street (Option 1)
    - Promotion of the car park at Maple Tree Court as an official park and ride site linked to Cambuslang Railway Station (Option 5)
    - Improvement and enhancement of existing park and ride facilities associated with Cambuslang Railway Station
- All Modes of Access
    - Developing a new Station Travel Plan (STP) for Cambuslang
    - Improving wayfinding, signing and information for accessing the car parks and station

Appendix A - Electoral Ward 2007

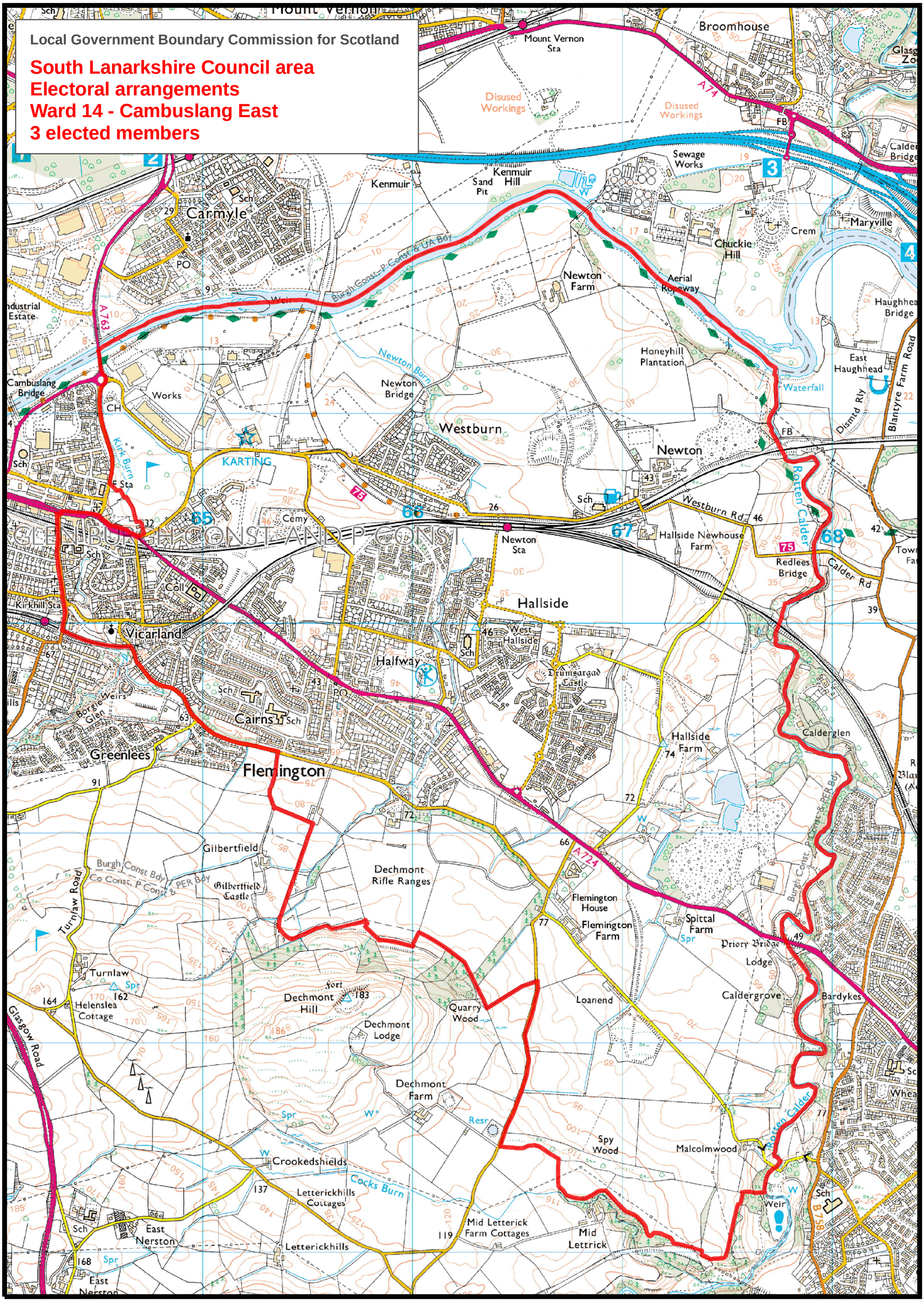
Local Government Boundary Commission for Scotland

South Lanarkshire Council area
Electoral arrangements
Ward 13 - Cambuslang West
3 elected members

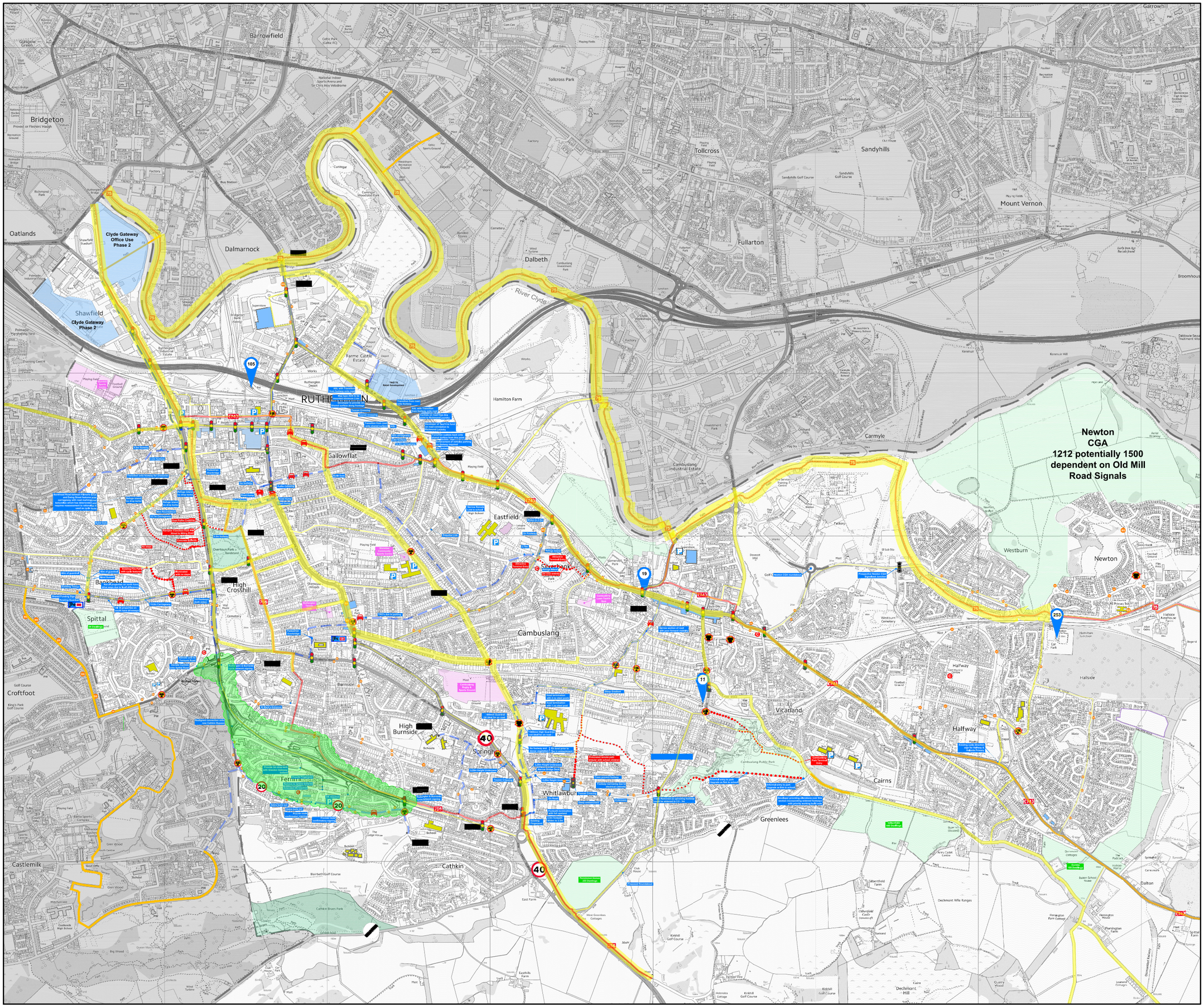


Local Government Boundary Commission for Scotland

South Lanarkshire Council area
Electoral arrangements
Ward 14 - Cambuslang East
3 elected members



Appendix B - Cycle Plan Layout



Notes:

1. All drop kerbs to standard detail .....
2. Transitions from carriageway onto footway should be flush with carriageway and extended to accommodate momentum of cyclists.
3. Existing Road markings to be refreshed where there is deterioration.
4. All routes shown are generally on road unless otherwise specified.
5. Refer to Route reports for detailed aspects of cycle route.
6. All routes subject to 30mph speed limit unless otherwise detailed.

European Cycling Challenge.eu Website
#ecc2017eu (Heatmap)

- Heavy Usage
- Regular Usage
- Low Usage

Refer to Burnside & Rutherglen
Cycle Network Plan for cycle signing
Drawing Number - TE/W?/17/.....

Legend

- School/Nursery
- Community Centre
- Retail
- Future Residentail
- Cycle Route Existing
- Cycle Route Proposed
- Cycle Parking
- Park & Ride Capacity
- Rail Line
- Glasgow City Council
- Existing 40mph
- Existing Derestricted
- NCN756
- NCN (74)
- NCN 75
- Bus Stop
- Parking Congestion
- Proposed Mandatory 20mph

Risk Assessment:

1. General pedestrian traffic to footway – protected pedestrian route to be maintained at all times.
2. General vehicle traffic to carriageway – Temporary Traffic Signals will be required during kerbing/footway works adjacent to the carriageway.
3. Method Statement to be provided for repositioning lighting columns during traffic – temporary traffic signals will be required.
4. Underground and overhead public utility equipment.
5. Existing kerbs – lifting equipment to be used for all kerbs over 25kg.
6. Construction traffic during the works.

Rev:	Date:	Revisions	Checked Date:	Appvd Date:

South Lanarkshire Council,
Community and Enterprise Resources

Scale :	Date :
Drawn by :	Checked by :
Drawing Status :	Approved by :

Head of Roads and Transportation:
Gordon Mackay B.Sc., C.Eng., M.I.C.E.

154 Montrose Crescent, Hamilton, ML3 6LB

CAMBUSLANG & RUTHERGLEN CYCLE ROUTES
EXISTING AND PROPOSED
GENERAL LAYOUT PLAN

Drawing No:

Rev:

File No:

SOUTH LANARKSHIRE COUNCIL

Original Drawing Size:
841*1189 (A0)

Appendix C – Survey Questionnaire

CAMBUSLANG RAILWAY STATION SURVEY

Interviewer Initials: _____ Time of Interview: _____ Reference: _____

South Lanarkshire Council is assessing access to Cambuslang Railway Station. In order to do this effectively and to help improve future provision in terms of park and ride provision and accessibility by other modes, we would greatly appreciate your assistance in completing the following survey; which should take approximately 3-4 minutes. All information provided will remain confidential and anonymous. Thank you for your cooperation.

Location (by observation)

Railway Station Platform ❑1 Other ❑2

General

Q1 Where did you travel from today?
(Please provide postcode; otherwise town/street)

……

Q2 Purpose of trip?

Work	❑1	Education	❑2	Business	❑3
Recreation/Social	❑4	Shopping	❑5		

Q3 What is your Destination?

Glasgow	❑1	Newton	❑2	Dalmuir	❑3	Hamilton Central	❑4
Lanark	❑5	Motherwell	❑6	Larkhall	❑7	Hamilton West	❑8
Milngavie	❑9	Other	❑10 (*please specify*)……				

Q4 How did you travel to the station today?

Car on own	❑1	Car share (as driver)	❑2
Motorcycle	❑3	Car share (as passenger)	❑4
Cycle	❑5	Bus	❑6
Walk	❑7	Taxi	❑8
Train	❑9	Other ❑10 (*please specify*) ……..……..	

Q5 How often do you make this journey?

Only Weekdays	❑1	Weekdays and weekends	❑2
Few times a week	❑3	Weekly	❑4
Few times a month	❑5	Monthly	❑6
Rarely	❑7	One off	❑8

Q6 Why do you use this Station for your journey as opposed to other stations? *(Please tick ALL that apply)*

Available car park	❑1	Available Street parking	❑2
Closest to home	❑3	Accessible by bus	❑4
Accessible by walking & cycling	❑5	On route to other origins/destinations	❑6
Express bus/rail services	❑7	Other ❑8 (*please specify*)……	

Car drivers (*Only complete if answered 1 or 2 to question 4; otherwise move to Q10*)

Q7 Why did you travel by private car to Cambuslang Railway Station *(Please tick ALL that apply)*

Available parking spaces	❑1	Public Transport not available	❑2
Too far to walk or cycle	❑3	Journey time reliability	❑4
Public transport cost	❑5	Storage space for shopping	❑6
Offer others a lift	❑7	Weather	❑8
Convenience/Freedom to decide when to leave home ❑9		Other ❑10 (please specify) ……..	

Q8 Where did you park? (Please Refer to Location Map)

Off-Street Car Parks

Railway Station Park and Ride facilities ❑1

Other ❑2 (please specify) ……..

On-Street Locations

Street Name ❑3 (please specify) ……..…….

Q9 How much do you pay for parking per day (if anything) for parking in this location?

£……

Q10 In your experience, are there occasions whereby you turn up at the Railway Station P&R facilities within a working week and you are unable to find a space? (i.e. How many times out of 5 occasions is this a problem?)

Never ❑1 Rarely ❑2 Sometimes❑3 Always ❑4

Q11 Have you ever considered using park and ride facilities at another nearby railway station? If so, please state which railway station.

Have Not Considered It ❑1 Newton ❑2 Rutherglen ❑3 Other ❑4 (please specify) ……

Q12 What factors would encourage you to change mode of transport when accessing the station? *(Please tick ALL that apply)*

Nothing	❑1	Secure bike storage facilities	❑2	Better street lighting	❑3
Better footways/cycle ways	❑4	Better crossing facilities	❑5	Less/slower traffic	❑6
Faster/reliable bus service	❑7	More frequent bus service	❑8		
Other	❑9 (*please specify*) ……..…….				

Q13 In terms of cycling to the station: which of the following act as barriers that prevent you from riding your bike more often?

Nothing	❑1	Gaps in the cycling network	❑2	No bicycle lanes	❑3
Aggressive/speeding/unsafe motor vehicle drivers	❑4	Too far to travel where I need to go	❑5	Weather	❑6
Lack of confidence for cycling in traffic	❑7	Lack of secure bicycle parking facilities	❑8	No access to bike	❑9
Physically unable or out of shape	❑10	Limited carrying capacity on the bicycle	❑11		
Limited cycle storage on Train	❑12	Other ❑13 (*please specify*)……..……			

Overview

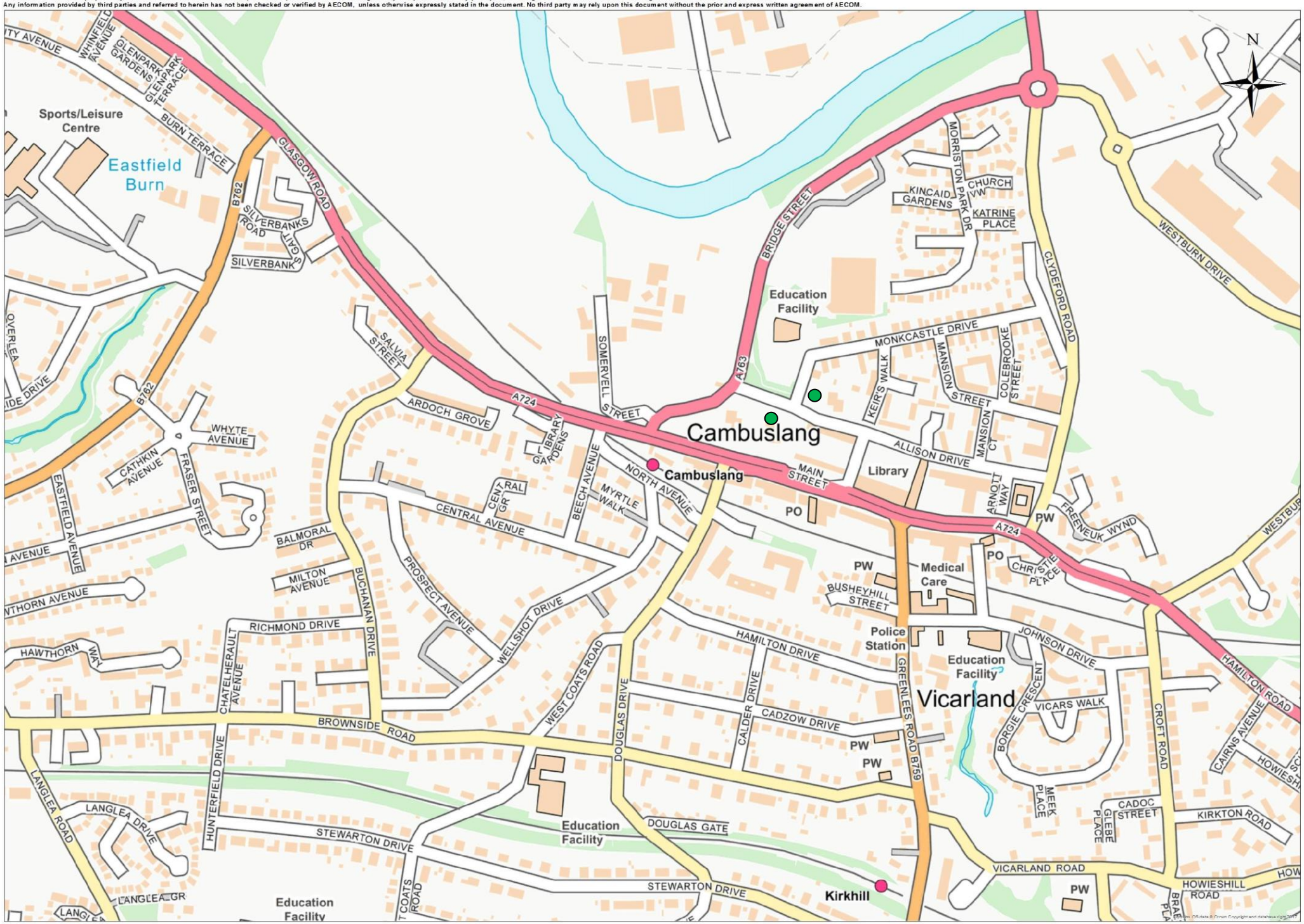
Q14 Comments?

…….

…….

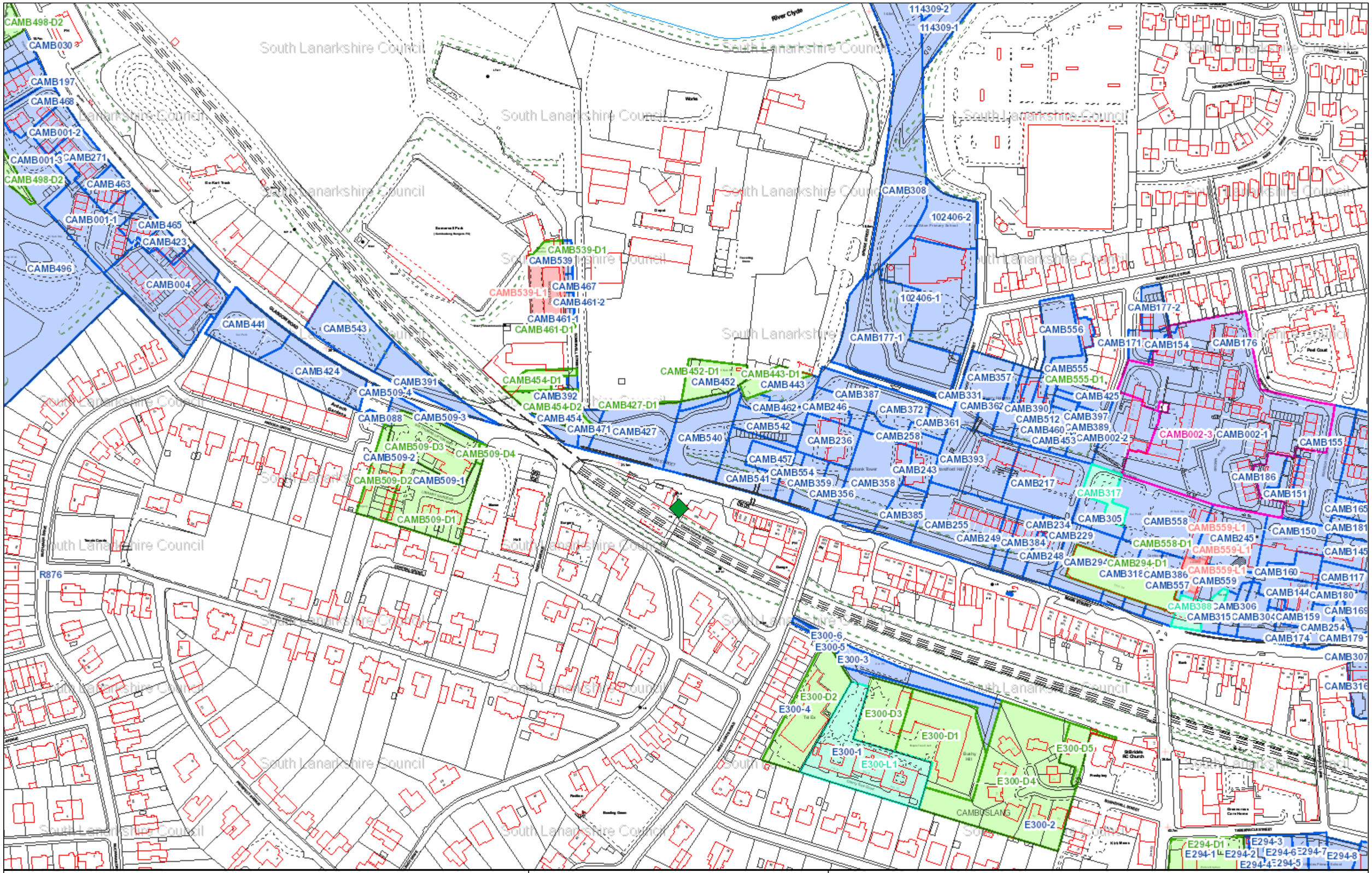
Q15 Age ❑17-30 ❑31-45 ❑46-60 ❑60+

Q16 Gender (by observation) ❑Male ❑Female



Park and Ride

Appendix D – Land Ownership



South Lanarkshire Council

Scale: 1:2,500

Date: 27/01/2017 14:57:38

Original Drawing Size: 420 x 297 (A3)

Title: Cambuslang

Notes: SLC Ownership shaded blue

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk

NetworkRail

Cambuslang Station

Scale	1 : 5,245
Plot Date	07/03/17 09:07
Printed By	

Output created from GeoRINM Viewer

Appendix E – Car Park Layout Options

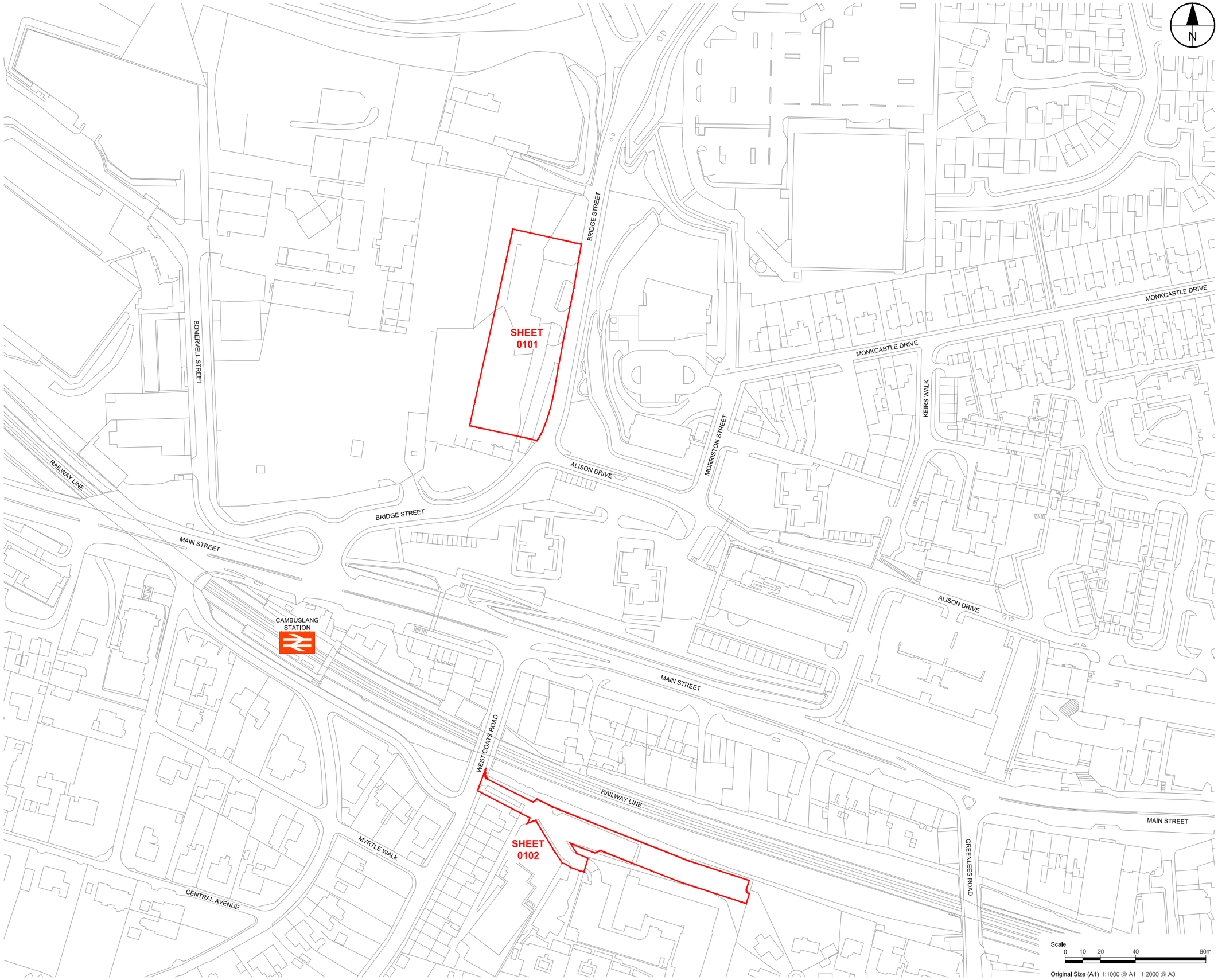
ISO A1 594mm x 841mm

Approved: JC

Checked: IM

Designer: MR

Project Management Initials:



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Last saved by: ROBERTSONM Last Plotted: 2018-04-20

AECOM

PROJECT

CAMBUSLANG
PARK AND RIDE STUDY

CLIENT

SOUTH LANARKSHIRE COUNCIL

CONSULTANT

AECOM
1 Tanfield
EDINBURGH, EH3 5DA
+44 (0) 131 301 8600 tel
+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.
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

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN

DRAFT

PROJECT NUMBER

TBC

SHEET TITLE

CAMBUSLANG
CONCEPT CAR PARK DESIGN
SITE LOCATION

SHEET NUMBER

05-0100

ISO A1 594mm x 841mm

Approved: JC

Checked: IM

Designer: MR

Project Management Initials:

KEY

NEW CAR PARK SURFACE

NEW LINING

NEW FOOTWAY

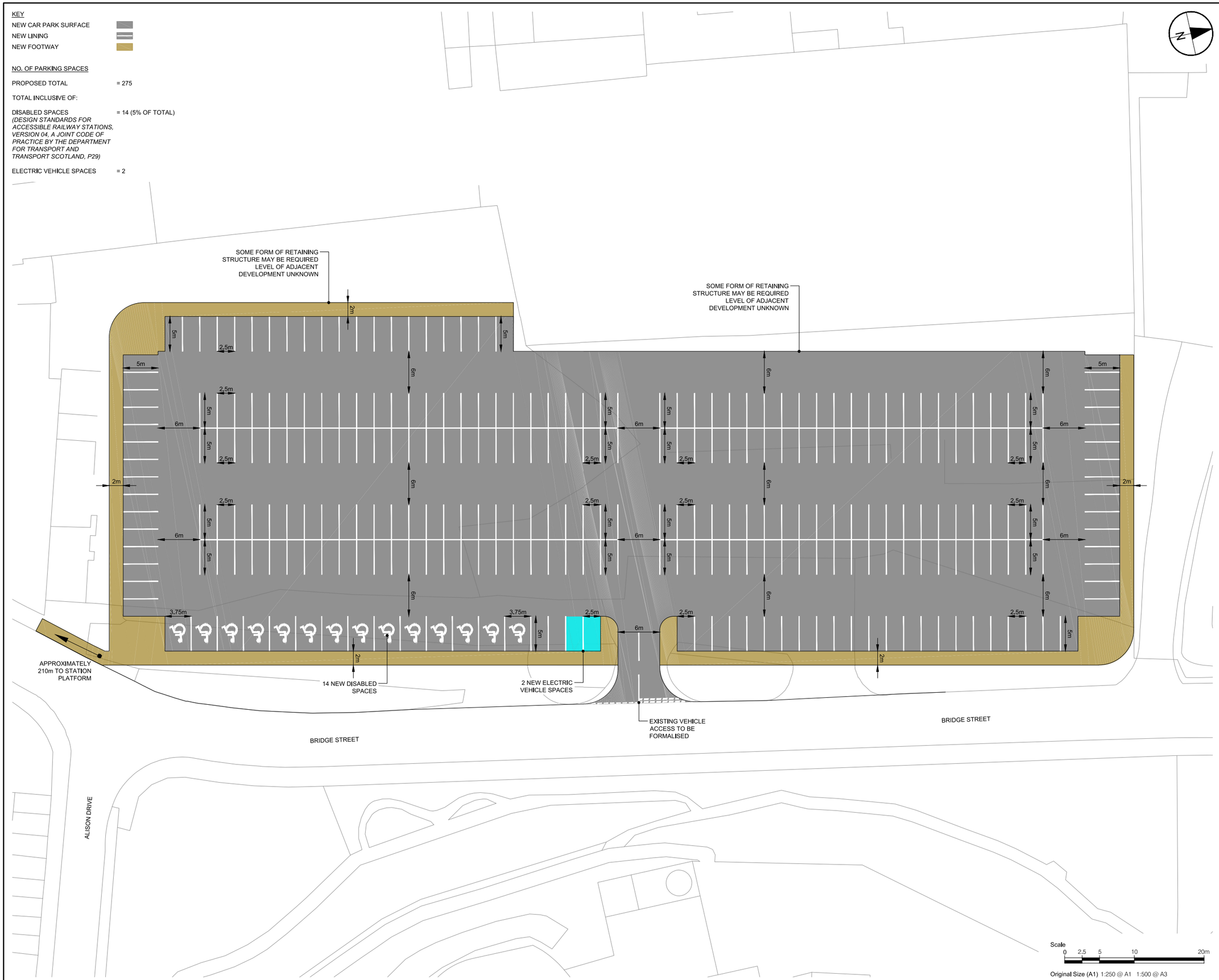
NO. OF PARKING SPACES

PROPOSED TOTAL = 275

TOTAL INCLUSIVE OF:

DISABLED SPACES = 14 (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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Last saved by: ROBERTSONM Last Plotted: 2018-04-20

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CAMBUSLANG
CONCEPT CAR PARK DESIGN

SHEET NUMBER

05-0101

ISO A1 594mm x 841mm

Approved: JC

Checked: IM

Designer: MR

Project Management Initials:

KEY

EXISTING CAR PARK

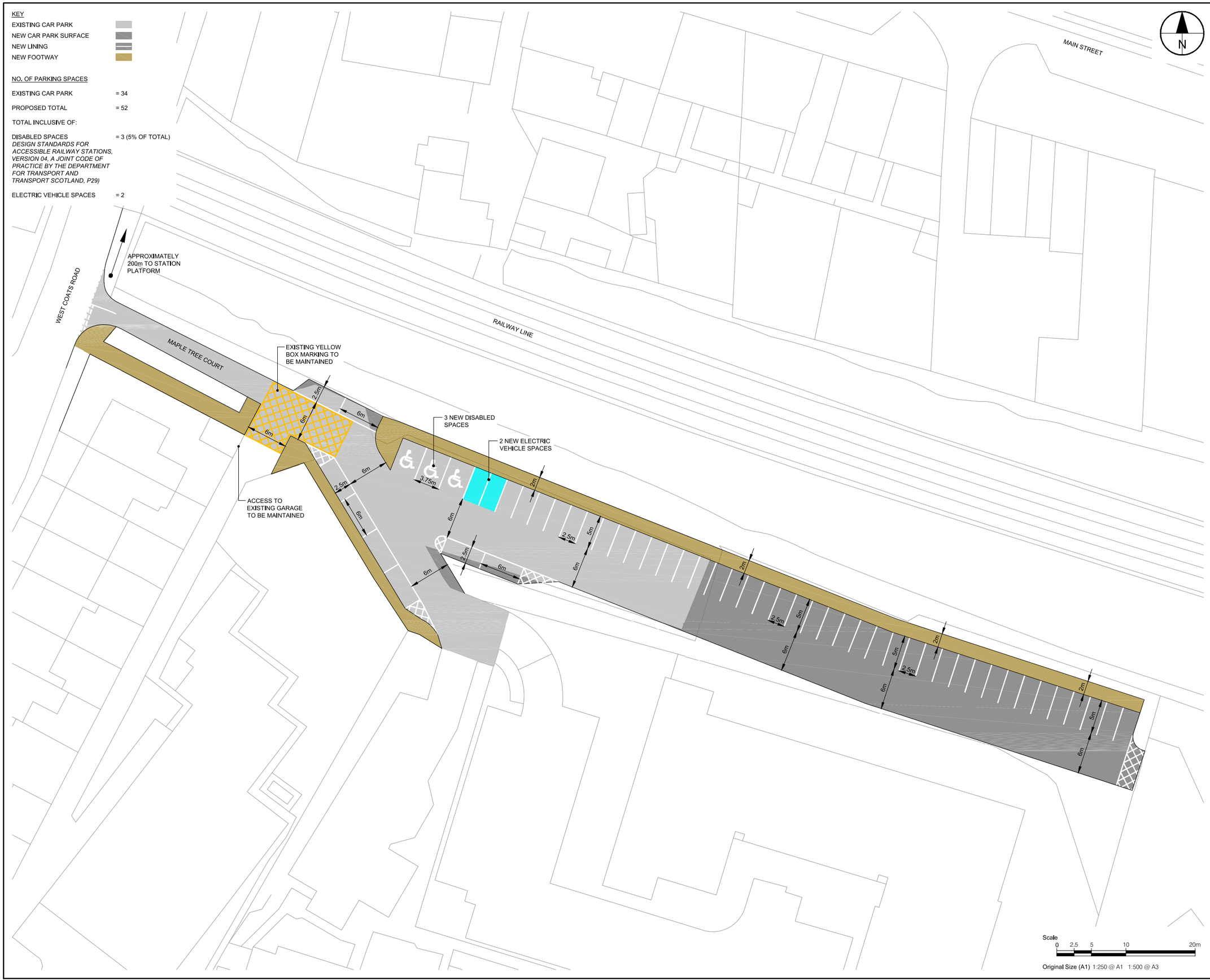
NEW CAR PARK SURFACE

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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05-0102

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