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Report to:	Community and Enterprise Resources Committee
Date of Meeting:	6 March 2018
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	South Lanarkshire Park and Ride Strategy – Consultative Draft
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ inform Committee of the Park and Ride Strategy – Consultative Draft (PRSCD) for South Lanarkshire
- ◆ seek approval of the PRSCD and agree a 8 week period of consultation

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the Park and Ride Strategy – Consultative Draft be approved and issued for consultation for a period of 8 weeks;
- (2) that, following the period of consultation, the finalised strategy be submitted to a future meeting of the Committee for approval; and
- (3) that the Head of Roads and Transportation Services be authorised to make drafting and technical changes to the PRSCD, prior to its publication.

3. Background

3.1. Within South Lanarkshire there are 19 railway stations and these are owned and managed by Network Rail. As part of the current train operator franchise agreement in Scotland, Abellio ScotRail provide local services in South Lanarkshire and they are also responsible for the management of all the stations, ticket operation and ticket collection. Associated car parking will either be within the control of Network Rail or be owned and managed by the Council.

3.2. Rail patronage across South Lanarkshire has continued to grow at an average rate of 4.4% from 2006/2007 to 2015/2016 and it is anticipated that this growth will continue. Appendix 1 provides details of passenger usage and the recent growth at all stations. Conversely, bus patronage has seen a significant downward trend with the West of Scotland reducing by 49m passengers (some 22%) between 2004/2005 and 2014/2015.

3.3. All stations in South Lanarkshire have park and ride facilities, with the exception of Crofffoot and Burnside stations. The number of spaces has increased from 607 in 1994 to 2,425 in 2017. Appendix 2 provides further details of where these increases have occurred.

3.4. The current South Lanarkshire Council Local Transport Strategy 2013 to 2023 (LTS), which was approved by the Enterprise Services Committee on 19 March 2013, has the following policies:-

- ◆ LTP 39 – We will actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail.
- ◆ LTP 41 – We will support and encourage multi modal journeys that allow the convenient interchange between rail, bus, car and bicycle.

3.5. The LTS also identifies the following action in relation to park and ride provision:-

- ◆ LTA 32 – We will investigate the further provision of park and ride facilities in South Lanarkshire to facilitate sustainable multi modal journeys.

3.6. Within the above policy context, and in order to inform and prioritise future park and ride provision, the PRSCD has now been prepared. It sets out the Council's strategic, rail based Park and Ride objectives for the South Lanarkshire area.

3.7. It has also been developed within the wider national, regional policy and local context and it identifies specific policies and actions relating to Park and Ride, as set out below. In addition, the rail industry's (i.e. Network Rail, ScotRail Abellio) plans for the network over the next 7 years was reviewed.

3.8. Scottish Government's National Transport Strategy has high level objectives and these relate to promoting economic growth; promoting social inclusion; promoting the environment; improving health; improving the safety of journeys and improving integration. Key strategic outcomes are also set out for improving journey times and connections, reducing emissions and improving quality, accessibility and affordability.

3.9. Strathclyde Partnership for Transport's Regional Transport Strategy Delivery Plan has Strategic Outcomes. These are identified as attractive / seamless / reliable travel; improved connectivity; access for all; reduced emissions and ensuring best value for the public. In addition, workstreams are listed and those that relate to this type of project are the support of facilities to enhance rail; equal access improvements; Park and Ride and travel behaviour.

3.10. South Lanarkshire Council's Local Transport Strategy also has a number of objectives and for Park and Ride initiatives, these are to ensure that transport supports and facilitates economic recovery etc; alleviate the impacts of traffic congestion and traffic growth; promoting accessibility and influencing public transport improvements; mitigate, adapt and manage the effects of climate change. The specific policies are outlined above.

3.11. This is the first dedicated strategy for Park and Ride and considers the existing progress to date with respect to Park and Ride projects and identifying future trends and growth. It then goes on to explore the future demands for travel in the area based on potential rail enhancements and projected development growth, in particular housing. In turn, it identifies options to address any imbalance between existing supply and future demand.

3.12. Existing policies and actions contained in the LTS have been identified and these have informed seven Park and Ride Strategy Objectives (PandRSO) as set out below:-

- ◆ P&RSO 1 - Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development;
- ◆ P&RSO 2 - Alleviate the impacts of traffic congestion and traffic growth throughout South Lanarkshire;
- ◆ P&RSO 3 - Promote accessibility to key services, job opportunities and community facilities through the development and influencing of public transport improvements;
- ◆ P&RSO 4 - Actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and rail;
- ◆ P&RSO 5 - Increase the proportion of trips undertaken by walking, cycling and public transport;
- ◆ P&RSO 6 - Improve safety and personal security on the transport system;
- ◆ P&RSO 7 - Support and encourage multi-modal journeys that allow the convenient interchange between rail, bus, car and bicycle.

3.13. The PRSCD and the above objectives provide a basis to assess the proposed options for enhancing park and ride provision at each of the stations and, in turn, prioritise them. The document has been made available in Members' area prior to Committee and the Executive Summary is set out in Appendix 3.

4. Developing the Strategy and delivery of Action Plan

4.1. The **first stage** in developing the PRSCD, and considering its delivery, was to consider the existing provision/supply. The existing supply has been reviewed in terms of the following factors:

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

4.2. The **second stage** assessment considered future cumulative demand and took into account:-

- ◆ The long term planning undertaken by Network Rail, which identifies a number of improvements to the rail network in South Lanarkshire, along with the projected level of passenger growth. Improvements include enhancing and electrifying the East Kilbride Line along with upgrades to Carstairs, Law and Uddingston junctions.
- ◆ The Local Development Plan has also been reviewed to identify development opportunities (e.g. housing, commercial and industrial) and areas of possible future demand. A specific focus has been on developments which are proposed to support economic growth.
- ◆ For a number of locations, local knowledge of parking pressures has been considered.

- 4.3. **Stage three** assessed the cumulative future demand against the current provision, and thereby identifying where demand will not be met by current supply.
- 4.4. **Stage four** then assessed the suitability, feasibility and acceptability of the options. Matters considered included land availability, indicative cost, planning constraints and access.
- 4.5. **Stage five** then assimilated the assessment and sought to prioritise where the action plan should focus on. The main prioritisation factor considered has been to address the shortfall in spaces/unmet demand where this is suitable, feasible and acceptable. This assessment and resulting draft Action Plan is summarised in Appendix 4 with an overview of key actions/issues and options required to progress matters.
- 4.6. Stations have subsequently been ranked into priorities of high, medium, low and no priority, largely based upon the overall number of shortfall in spaces. No priority, being where there is presently no reasonable solution to take forward and/or any current significant issues to resolve. The high priority locations represent the stations where we know there are issues being experienced on the ground and where there may be opportunity to increase supply.
- 4.7. In the short to medium term, the focus will be on the high priority locations, however, opportunities will be taken at other stations if the situation presents itself.

High Priority (1 to 5)	Hairmyres, Uddingston, Newton, Hamilton West, Rutherglen
Medium Priority (6 to 10)	Blantyre, Lanark, Cambuslang, Merryton, East Kilbride
Low Priority (11 to 14)	Larkhall Central, Carluke, Carstairs, Chatelherault
No Priority (15 to 19)	Thortonhall, Burnside, Croftfoot, Hamilton Central, Kirkhill

- 4.8. The PRSCD has assessed the potential future demands and options to be developed. Options that have been considered are generally the expansion of existing Park and Ride facilities where space permits, decked options where this would be permitted and new facilities on nearby available land. As the Action Plan progresses, more detailed assessment / design work will be required.
- 4.9. In developing the proposed action plan, consideration has been given to how the proposed actions support new residential and business developments, the economic and environmental benefits of reducing commuter traffic and congestion, as well as the issues arising from indiscriminate parking.
- 4.10. It has been identified that partnership working with Strathclyde Partnership for Transport, Network Rail and ScotRail Abellio will be necessary to deliver the strategy actions. These partners were consulted during the development of the strategy to establish their programmed works within South Lanarkshire and whether consideration should be given to aligning projects. The PRSCD will provide the basis for considering funding opportunities with partners.
- 4.11. Running in parallel to the Action Plan, it is proposed to engage with Corporate Communications to develop a promotional campaign to encourage more courteous/considerate parking around stations and to promote those locations where there is present capacity for commuters to park.

5. Conclusions and Next Steps

- 5.1. In summary, it is apparent that the projected level of demand cannot be accommodated at the majority of stations and there is a clear need to consider options to expand provision to accord with the aims of the LTS, and the draft PRSCD.
- 5.2. Opportunities to expand have been considered. While there is scope at some stations to expand into neighbouring land, it is clear that there is limited land availability within the ownership of the Council at other stations. This brings added costs of either acquiring land and/or constructing elevated decked car parks on existing sites which brings its own issues.
- 5.3. Committee approval of the PRSCD will be the first step in agreeing a future park and ride investment strategy and provide a framework for continued progress in developing park and ride priorities/infrastructure to manage the existing and emerging demands at these stations. As part of this, it is proposed to consult on the strategy as set out in section 9.0.

6. Employee Implications

- 6.1. There are no employee implications arising directly from the strategy. The actions will be delivered utilising existing staff resources.

7. Financial Implications

- 7.1. There are no direct financial implications associated with the consultation. Indicative concept layouts have been developed for most of the stations, specifically where land is potentially available. These layouts form part of the PRSCD and provide a high level indication of construction costs and the potential numbers of spaces.
- 7.2. It is anticipated that, in the first instance, necessary funding for detailed design, development or delivery of projects will be sought through bids to, and grants from, external partners such as Strathclyde Partnership for Transport or by working with Rail partners such as Abellio who we understand have available funding for such priorities.
- 7.3. At this stage there is no commitment to undertake any particular project in any fixed timescales. The level of costs of any proposed works can only be confirmed when the project costs are finalised and the result of any bids made received. Following the consultation financial modelling of any proposed works will be carried out with Finance Services including sourcing funding from SPT or other partners before presentation to committee for approval.

8. Other Implications

- 8.1. The Council has a statutory duty to undertake a Strategic Environmental Assessment (SEA) on any proposals set out within a new strategy. However, the content of the draft Park and Ride Strategy, aligns closely with the Local Transport Strategy which has been subject to SEA.
- 8.2. Given the statutory timescales for conducting SEA, it is proposed that we proceed directly to the scoping exercise to confirm the need or otherwise for a new SEA.
- 8.3. There are no implications for risk in terms of the information contained within this report.

8.4. The provision of further Park and Ride facilities will support and encourage multi modal journeys that will allow convenient interchange between rail and car.

9. Equality Impact Assessment and Consultation Arrangements

9.1. Subject to Committee approval, it is proposed to consult with key partners (e.g. Network Rail, SPT) and community councils allowing 8 weeks for comments.

9.2. The PRSCD will be made available on the Council's website and comments can be made online using Roads and Transportation's email address. This will be publicised in the local press as well as the Council's website and social media.

9.3. On completion of the consultation, a report will be prepared for a future Community and Enterprise Resources Committee.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

20 February 2017

Link(s) to Council Values/Objectives/Ambitions

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve the road network, influence improvements in public transport and encourage active travel
- ◆ Support the local economy by providing the right conditions for inclusive growth
- ◆ Make communities safer, stronger and sustainable

Previous References

- ◆ Enterprise Services Committee of 19 March 2013 (Paragraph 12)

List of Background Papers

- ◆ Climate Change (Scotland) Act 2009
- ◆ National Planning Framework 2014
- ◆ National Transport Strategy 2006
- ◆ Regional Transport Strategy for the West of Scotland "A Catalyst for Change"
- ◆ Glasgow and Clyde Valley Strategic Development Plan
- ◆ South Lanarkshire Local Transport Strategy 2013 to 2023
- ◆ South Lanarkshire Local Development Plan
- ◆ Carbon Management Plan 2016
- ◆ Connect South Lanarkshire Council Plan 2012 – 2017
- ◆ Network Rail Scotland Route Study 2016
- ◆ Network Rail Control Period 5 2015 to 2019
- ◆ Network Rail Control Period 6 2019 to 2024

Contact for Further Information

If you would like to inspect the background papers or want further information, please

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