

Executive Summary

Appendix 2

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

This is the first dedicated strategy for Park and Ride in South Lanarkshire. It is intended to be a supporting document to the Local Transport Strategy alongside wider national and regional policy documents. **Chapter 2** outlines the policy context and identifies the specific policies and actions relating to Park and Ride.

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

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

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

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

- Rail Industry Improvements: The long term planning undertaken by Network Rail, which identifies a number of improvements to the rail network in South Lanarkshire;
- Housing Land Availability: The Local Development Plan has been reviewed to identify development opportunities (e.g. Community Growth Areas, commercial and industrial) which may impact possible future demand; and
- Rail Patronage: Rail patronage figures for each station were obtained from the Office of Rail and Road. Trends in patronage growth were analysed and extrapolated upon to obtain an understanding of the potential future demand at each station in the area.

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

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

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

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

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

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

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

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

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

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

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

There are three appendices to this document.

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

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

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