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CENTRAL SCOTLAND TRANSPORT CORRIDOR STUDIES

DECISIONS

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CENTRAL SCOTLAND TRANSPORT CORRIDOR STUDIES – DECISIONS

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CENTRAL SCOTLAND TRANSPORT CORRIDOR STUDIES – DECISIONS

PART A - PREAMBLE

INTRODUCTION

1.1 The studies' reports detailing the consultants' recommendations for the corridor plans to 2010 for each of the trunk road corridors for the A8, A80 and M74 have been carefully considered alongside the comments received from Steering Group members and the wider public. This document outlines the key decisions which have now been taken following this consideration.

BACKGROUND

2.1 The Scottish Strategic Roads Review was announced to the Westminster Parliament on 19 June 1997 and the paper reporting the conclusions of that review was published by the Scottish Executive in November 1999.

2.2 The Scheme Decisions which accompanied the publication of the Strategic Roads Review announced that the A8 and A80 upgrading should be considered alongside other potential transport solutions in a multimodal corridor study. This was in order to consider ways in which a higher proportion of commuters could make such journeys by public transport.

2.3 In addition the M74 Completion Scheme was referred back to Glasgow City Council, South Lanarkshire Council and Renfrewshire Council for further consideration. The councils submitted a report to the Executive in September 2000. The Minister for Transport, in a Statement to Parliament on 28th September 2000, announced that the principle of the need for a strategic road link in this corridor was accepted. As a consequence the M74 Completion Scheme was included in the Central Scotland Transport Corridor Studies as a committed scheme.

2.4 A consortium of consultants led by MVA was appointed by the Scottish Executive in December 2000 to undertake multi-modal corridor studies for the A8, A80 and M74.

AIMS OF THE STUDIES

3.1 The overall aims of the studies were established as:-

- To recommend Plans of specific interventions for the A8 and the A80 to resolve or ameliorate the transport problems within each corridor;
- To recommend a set of measures which would complement the M74 Completion Scheme and ameliorate any remaining transport problems in the corridor;
- To provide practical, deliverable and prioritised solutions to problems on all modes of transport;
- To develop programmes of actions for the three corridors in the short-term (up to 2005), medium term (up to 2010) and the longer term (up to 2020); and
- To meet the Government's five objectives for the environment, economy, safety, integration and accessibility.

STUDY APPROACH

- 4.1 The development of the Plans of Specific Interventions to address the transport problems in each of the three corridors has broadly followed the guidance contained in Scottish Transport Appraisal Guidance (STAG). This has required a detailed analysis of the problems and the identification of the cause of such problems.
- 4.2 The study has explored a wide range of possible scenarios of background factors which may influence to some degree the demand for travel.
- 4.3 This understanding has allowed the consultants to consider and develop potential solutions through detailed transport modelling work, forecasting and the appraisal of potential solutions.
- 4.4 All of this work has been undertaken against a background of consultation with the general public, the Steering Group and the Consultative Forum.

STUDY REPORTS

- 5.1 At the end of May 2002 the consultants submitted to the Scottish Executive the Final

Reports outlining their recommendations for the corridor plans for each of the corridors to 2010. Plans for 2020 will be developed on the basis of the 2010 decisions.

- 5.2 The study reports were made publicly available through the CSTCS website at www.cstcs.co.uk on 13th June 2002.
- 5.3 Public Exhibitions of the studies findings were held at various locations within each of the corridors during September and comments on the plans were invited up until the end of October 2002.
- 5.3 Having given careful consideration to all of the issues raised by these important studies and the views which have been expressed during the development of the reports and in the six months following their publication, the key decisions which flow from this process are outlined within this report.

STEERING GROUP MEMBERS

- 6.1 The following is a list of organisations represented on the corridor studies' Steering Group which guided the progress of the consultants' work:-
 - Confederation of British Industry
 - Confederation of Passenger Transport
 - The Freight Transport Association
 - Friends of the Earth
 - Glasgow City Council
 - Glasgow and Clyde Valley Structure Plan Joint Committee
 - North Lanarkshire Council
 - Renfrewshire Council
 - Scottish Enterprise
 - Scottish Environment Protection Agency
 - Scottish Natural Heritage
 - Strategic Rail Authority
 - South Lanarkshire Council
 - South East Scotland Transport Partnership (SESTRAN)
 - Strathclyde Passenger Transport
 - Strathclyde Police
 - Transform Scotland

- West of Scotland Transport Partnership (WESTRANS).

CONCURRENT STUDIES

- 7.1 Other transport related studies are being undertaken which have the potential to impact upon the decisions which need to be taken following the completion of the corridor studies.
- 7.2 These studies include the Rail Links to Edinburgh and Glasgow Airports Study and The Scottish Strategic Rail Study which are both due to be published early in 2003.
- 7.3 As far as possible the initial findings from these concurrent studies have been taken into consideration prior to making the decisions which flow from the corridor studies. Nevertheless, in taking forward these decisions it will be necessary to take account of the findings of any future transport related studies which may impact on the outcome of these decisions.

VALUE FOR MONEY

- 8.1 The transport plan to 2010, which is the outcome of these studies, is an integrated package of measures which provides practical, deliverable and prioritised proposals on all modes of transport. The package gives full consideration to the role and contribution that each mode can play in addressing the transport problems along these three corridors.
- 8.2 The consultants have assessed the various options they have considered against the Government's criteria for environment, economy, safety, integration and accessibility. This also included an assessment of value for money on the basis of the cost estimates and benefits which could be quantified within the scope of the study.
- 8.3 The economic benefits generated by the corridor plans are largely due to user benefits generated by savings in personal travel time with some economic benefits gained in freight travel time. Economic benefits also include the revenues which would accrue to public transport operators.
- 8.4 The estimates provided by the consultants and quoted within this document are based on 2001 price levels and exclude VAT.

- 8.5 At each stage in the delivery process, as the cost estimates and the evaluation of benefits become better defined, it will be necessary to ensure that the value for money criterion is maintained for each project.

SCHEME PRIORITY

- 9.1 The corridor studies have been undertaken on the principle of multi-modal studies that interventions across all modes of transport should have equal priority.
- 9.2 However, it is recognised that investment in the public transport sector has, in past years, often lagged behind investment in the road network. It is also recognised that there is an inherent reluctance for people to move from private car usage to public transport once that preferred mode has been established.
- 9.3 Consequently, it is important that the public transport elements of the decisions which have been taken are delivered at least in parallel with the road based interventions but preferably in advance to provide real choice during the inevitable disruption which is likely to occur with such an ambitious programme.

DELIVERY

- 10.1 Delivery of the commitments is the next focus of attention and mechanisms will be put in place which are necessary to ensure that the full range of interventions can be delivered.
- 10.2 The Executive has an excellent track record in delivering road improvements once a commitment to proceed has been established. The statutory procedures for this process are well documented and understood and the delivery mechanism tends to be within the total control of the Executive and its agents.
- 10.3 The delivery of the public transport elements of the plans is potentially more problematic since this can often involve several key stakeholders, who require to act in concert, and regulatory procedures which can be more time consuming and difficult to progress.
- 10.4 For this reason the Executive proposes to set up a Delivery Implementation Group, drawing on the Steering Group membership and other stakeholders to ensure a momentum on delivery is maintained.

CENTRAL SCOTLAND TRANSPORT CORRIDOR STUDIES – DECISIONS

PART B - DECISIONS

1 AIRDRIE TO BATHGATE RAIL LINE

Consultants' Recommendation

The consultants recommend the introduction of rail services along a route from Helensburgh/Balloch to Edinburgh via Glasgow, Easterhouse, Airdrie, Livingston, Bathgate and Edinburgh Park, involving the re-opening of the Airdrie to Bathgate rail line.

Description

The aim is to provide a 15-minute service between Edinburgh and Glasgow via Airdrie and Bathgate. This would require the reopening and electrification of the rail line between Airdrie (Drumgelloch) and Bathgate. Services along the route would run from Helensburgh/Balloch in the west to Edinburgh in the east with intermediate stops at suburban centres such as Easterhouse and key employment areas such as Livingston and Edinburgh Park.

The reopening will need to be to full double track standards throughout, which in the case of the route east of Bathgate includes reconfiguring the current 2 single track lines. Electrification will be required between Drumgelloch and Haymarket East junction to allow existing electric trains to run through to Edinburgh while restoration of parallel working through Newbridge Junction will also be required. The plan does not include additional stations but more detailed work could consider alternative patterns of stops (including skip stops for all trains, giving 30 minute frequencies at some stations).

Justification

This scheme will significantly improve public transport opportunities for the large population residing in the suburbs of the major cities and outlying towns along the route to reach employment locations away from the centres of Glasgow and Edinburgh. By reducing the current need to change modes during journeys it will increase the attractiveness of public transport to less mobile groups and to car users alike. This service will attract some patronage from alternative public transport services, such as competing bus and parallel train services, by virtue of the direct suburb to suburb links it provides. The higher frequency train services will alleviate overcrowding problems at the east end of the route and will provide a more attractive alternative to the

private car for many journeys in the A8 corridor. Journey times by public transport for these journeys will be considerably shorter than at present.

The consultants estimate that the introduction of this proposal will offer good value for money with a Benefit/Cost Ratio of 2.5.

Financial Implications

The consultants have estimated that the Airdrie - Bathgate rail line re-opening and associated electrification costs will be in the order of £104 million. The additional operating costs are estimated to amount to £4 million per annum. However, additional revenues generated are estimated to exceed the additional operating costs by about 75%. This operating surplus could then go towards reducing payments to the Scottish passenger rail franchise.

Discussion

The Executive has recently announced an ITF grant of £500,000 towards further development of this scheme through an engineering study of the proposal to re-instate the double track rail line between Airdrie (Drumgelloch) and Bathgate. It is recognised that this proposal significantly improves public transport provision along a transport corridor which is currently lacking in such facilities. This further development work will feed into, and take account of, concurrent work being undertaken on the Scottish Strategic Rail Study.

Overall, and subject to providing value for money, this scheme will provide a positive impact on the objectives established for the A8 corridor.

EXECUTIVE DECISION 1

The Executive supports and will provide funding for development of the Airdrie to Bathgate rail line as a double-track line with frequent through services from west of Glasgow through to Edinburgh.

2 GLASGOW TO WHIFFLET RAIL SERVICE

Consultants' Recommendation

The consultants recommend the re-routing and enhancement of the existing rail service between Glasgow and Whifflet.

Description

The current half-hourly service between Whifflet and Glasgow Central (high level) should be diverted through the Argyle Line via Glasgow Central (low level) to Partick. This will improve the service at Rutherglen and Dalmarnock stations and give additional links to stations in the centre of Glasgow from the A8 and M74 corridors. This would require electrification of the section of line between Rutherglen East junction and Whifflet North junction so that electric trains can be used through the Argyle Line tunnels.

Justification

The ability of passengers to make a direct through journey from Whifflet to both the eastern and western sides of the Glasgow conurbation will improve the service quality provided by rail. The electrification of the Whifflet line and diversion via Glasgow Central (low level) is already an SPT aspiration, as this would contribute towards freeing up capacity at Glasgow Central (high level) for a Glasgow Airport service.

The diversion and enhancement of the Glasgow to Whifflet rail service will also provide value for money with an estimated Benefit/Cost Ratio of 1.5.

Financial Implications

The consultants estimate that the diversion and enhancement of the Glasgow to Whifflet rail service would cost £16 million. This cost covers the necessary electrification between Rutherglen East junction and Whifflet North junction. The additional operating costs are estimated at £1.3 million per annum. There would only be limited additional revenues and therefore there would need to be an increased annual subsidy to cover much of this increased operating cost, at least in the early years.

Discussion

The Executive recognises that this proposal will significantly improve public transport service provision along both the A8 and M74 corridors and is already an aspiration of SPT. Overall, and

subject to providing value for money, it will provide a positive impact on the objectives established for the corridor studies.

EXECUTIVE DECISION 2

The Executive supports and will provide funding where appropriate for the diversion and enhancement of the Glasgow to Whifflet rail service.

3 A8 BETWEEN BAILLIESTON AND NEWHOUSE

Consultants' Recommendation

The consultants recommend that:

- the A8 between Baillieston and Newhouse should be upgraded to a dual three-lane motorway designed to rural standards and with all existing junctions improved;
- further more detailed design and appraisal should be undertaken to develop a preferred alignment and junction strategy; and
- inclusion of 'ramp metering' to control the use made of the new road and to 'lock in' the benefits.

The consultants also recommend the following measures to complement the new motorway:

- electronic variable speed limit signs mounted on gantries to control traffic speeds on the new section of motorway;
- noise barriers along the new A8 adjacent to properties;
- pedestrian bridges where there is a significant demand to cross the new motorway; and
- service station and lorry stop facilities, possibly on the M73 in order to attract lorries off the A73 route via Newhouse.

Description

The upgrading of the A8 between Baillieston and Newhouse will comprise a dual three-lane equivalent motorway designed to appropriate standards with all existing major road junctions retained. Further detailed design and appraisal will be required to develop a preferred alignment and junction strategy.

In accordance with the second key principle agreed with the Steering Group, the new motorway scheme should, in principle, include ramp metering. 'Ramp metering' involves managing traffic on the entry slip roads to motorways so as to give priority to certain vehicle types and to control the rate at which other traffic enters the main line to avoid disrupting the trunk road carriageway flow. This, and other integral demand management measures such as mainline metering and priority vehicle lanes, requires more detailed design considerations before the application of such measures can be initiated. Such additional considerations are currently in hand.

Electronic variable speed limit signs mounted on gantries above the carriageway can control traffic speeds on the new section of motorway and improve the efficiency and safety of the road. Noise barriers along the new A8 adjacent to properties will alleviate some of the environmental impacts.

It is also recognised that, irrespective of the longer term proposals, there is a need to address immediate problems on this corridor by expediting measures to relieve congestion at the Shawhead junction and to provide pedestrian and cycle bridges where there is a significant demand to cross the road.

Justification

If nothing is done, traffic congestion on the A8 corridor will increase with inter-peak flows in 2010 tending towards the peak hour levels experienced in 2000. With significant delays throughout the day, journey reliability will be poor and traffic will use alternative local routes to avoid the A8. The congestion will be seen as detrimental to those situated in the corridor as well as those passing along the corridor.

The proposed A8 upgrade will reduce these problems of congestion. Furthermore, there will be slightly more people and properties benefiting from reductions in noise and vehicle emissions than adversely affected by increases – that is, there will be a small net gain as a result of the Plan. However, there would be a number of adverse environmental impacts: the impacts on landscape would be major and they would be moderate on water quality, biodiversity and visual amenity for some residents and properties. With the improved standard of the new road and the pedestrian crossing facilities, there will be a slight improvement, amounting to a saving of 8 personal injury accidents over 30 years, to the accident benefits. However, this is expected to be small as future accident rates for dual carriageways are

expected to reduce as a result of existing Government policies. This saving does not include any reduction in accidents which can be expected from the provision of pedestrian bridges where the demand to cross the road is significant.

The consultants estimate that the A8 upgrade will be good value for money with a Benefit/Cost Ratio (bcr) of 2.9 assuming the A8 on-line upgrade. However these calculations do not reflect the impacts of the integral demand management measures that are included within the recommendations. With the level of detail to which these options have been appraised in these studies it has not been possible to choose between the options and more detailed investigation and appraisal are required during the development of the delivery brief.

Financial Implications

The consultants estimate of the capital cost for the upgrading of the A8 on the line of the existing road is in the order of £105 million and £123 million if partly built off-line. These costs include an allowance for the cost of any land required. However, the actual costs will be refined during the development of the delivery brief depending on the extent to which the adopted scheme may vary from that recommended by the consultants on the basis of their preliminary assessments.

Discussion

A need to upgrade the A8 to motorway has been clearly identified by these studies and the proposed scheme is probably suitable for delivery on the basis of a DBFO contract or by conventional design and build. The recommendation to retain all existing junctions may require, as indicated by the consultants, provision of partial collector-distributor roads along the motorway. There is a need for the further investigation of integral demand management measures, and their potential merits, including whether adoption on only this limited length of trunk road or also on the M8 is worthwhile or reasonable. This recommendation should not be viewed in isolation. It is important that this scheme is recognised as part of an integrated multi-modal package of measures, including public transport, and that they will be delivered together as a package. During the course of these studies it has been identified that an improvement on this section of the A8 will impact on the current problems experienced at Raith interchange. Although this is outside the scope of the corridor studies it has been recognised in one of the following recommendations.

EXECUTIVE DECISION 3

The A8 between Baillieston and Newhouse will be upgraded to dual three-lane equivalent motorway standard, with preparatory work to start immediately for the scheme to be operational prior to 2010.

4 INTEGRATED LOCAL AND EXPRESS BUS SERVICES ALONG A8 CORRIDOR

Consultants' Recommendation

The consultants recommend integration between an enhanced limited stop express coach service along the A8/M8 and local bus services linking Airdrie, Coatbridge, Whifflet, Motherwell and Ravenscraig/Wishaw to Eurocentral and other key employment areas in the A8 corridor.

Description

The intention is that there should be a network of local services linking Airdrie, Coatbridge, Whifflet, Motherwell and Ravenscraig/Wishaw to Eurocentral and other key employment areas in the A8 corridor. These services should be co-ordinated with both rail services and express buses so as to provide high quality connections. The most likely way in which this recommendation could be implemented is through a Quality Bus Partnership. Also, a substantially enhanced and integrated express coach service is required along the M8/A8 Corridor starting from central Edinburgh and serving Edinburgh Park, Livingston, sites along the A8 Corridor and Baillieston before using substantial bus priority measures along Edinburgh Road (A8) into Glasgow (city centre and west end). A key feature will be the establishment of a number of interchanges to allow convenient local bus connections and also the potential for developing more personalised feeder services (e.g. shared taxi) into the trunk network. This will include new high quality bus services linking housing, development sites and rail stations on both sides of the trunk road corridor.

Justification

It is envisaged that improvements to the A8, coupled with enhanced priority into and within Glasgow will allow an improvement in the longer distance journeys especially for the car user. It is important that non-car owners are not further

disadvantaged and so improved bus services need to be implemented to provide an efficient alternative mode of transport to the car. It may be necessary to manage the use of the available road capacity for the benefit of bus users and it is essential to achieve integration between local bus services and the express services along the upgraded stretch of the A8.

Financial Implications

The consultants' estimate that the cost of enhanced bus services in the A8 corridor will be in the order of £1 million for any necessary infrastructure works. In addition, these additional bus services are estimated to cost about an extra £2 million per annum to operate. It is considered likely that the enhanced bus services recommended would require to be promoted through a Quality Partnership or Contract with annual revenue support in the early stages.

Discussion

Although there are already commercial express bus services between Edinburgh and Glasgow along the M8/A8, these do not provide a service to intermediate points. Development sites along the A8 between Baillieston and Newhouse are also poorly served by public transport. An integrated system of local bus services linking with stopping services along the M8/A8 will provide the links between residential areas and employment locations throughout the corridor and will provide an alternative to the use of the private car for commuting.

EXECUTIVE DECISION 4

The Executive will provide support and pump priming funding, where appropriate, to the local authorities and SPT for the introduction of a Quality Partnership or Contract to improve bus services serving points along the M8/A8 between Edinburgh, Livingston and Glasgow, with improved interchanges and local bus services throughout the route.

5 GLASGOW TO CUMBERNAULD RAIL SERVICE

Consultants' Recommendation

The consultants recommend rail service improvements on the Cumbernauld line and the provision of a park & ride site at a new station at Castlecary.

Description

The rail service from Glasgow to Cumbernauld, via Gartcosh and Stepps, should be extended beyond Cumbernauld to Castlecary and Falkirk and doubled in frequency to four trains per hour. To help achieve this a new chord should be constructed at Garngad to allow trains to run into and through Queen Street Low Level station. The line from Garngad to Falkirk should be electrified to avoid the use of diesel trains in the tunnels. Services from the west of Glasgow that currently terminate at Bellgrove and Springburn should be diverted to Castlecary and Falkirk. Along with the rail service improvements, a new rail station should be constructed at Castlecary on the Cumbernauld Line with a 1000 space park & ride car park with a direct access from the A80/M80, provided as part of but in advance of the A80 upgrade. The services stopping at the new station should use the Garngad Chord and the electrification between Garngad and Falkirk proposed above in order to serve Glasgow city centre and beyond.

Justification

The improved rail service will provide a step change for current users of rail between the A80 corridor and Glasgow, with increased frequency and capacity. Direct links to five stations in Glasgow, instead of one, will result in rail becoming more attractive for these journeys by reducing walking and/or interchange times. Castlecary park & ride will also attract longer distance car journeys from the M80/A80 corridor. The enhanced services will also greatly improve access to the areas to the north and east of the corridor and will provide a genuine alternative to the car for travel to and through Central Glasgow. This will be supported by an enhanced bus feeder network and complementary enhancements to the Cumbernauld – Glasgow bus service.

The consultants' analyses indicate that the improved rail services for the A80 corridor should provide value for money with an estimated Benefit/Cost Ratio of 0.96. This includes the improved rail services from Falkirk and

Cumbernauld to Glasgow, including a park & ride site at a new Castlecary station, as well as the improved Motherwell to Cumbernauld rail services (see Executive Decision 6).

Financial Implications

The consultants' estimate that the cost of improved rail services from Falkirk and Cumbernauld to Glasgow, including a park & ride site at a new Castlecary station, will be in the order of £82 million. This figure does not include any costs associated with improving the intersection on the A80, which are included in the A80 upgrade costs.

The additional operating costs for these services are estimated to amount to £5 million per annum. There would also be some additional revenues but there would need to be an increased annual subsidy to cover part of this increased operating cost, at least in the early years.

Discussion

The Executive, and SPT, share concerns about the details of this proposal which necessitate closure of Springburn and Barnhill stations, especially as Springburn lies within an SIP area. However there are clear, broader operational benefits of this proposal by reducing the demand for services into Queen Street (high level).

The case for electrification compared with diesel service operation, with possibly some services continuing into Queen Street (high level) while others serve Queen Street (low level) and beyond, requires further detailed consideration before specific proposals can be taken forward.

The Scottish Strategic Rail Study (SSRS) has assessed different service patterns for the Cumbernauld line which could possibly be achieved for a substantially lower capital cost. They have also developed alternative service patterns that can continue to serve Springburn station. Overall, therefore, it is accepted that the concept should be pursued although the operational details and associated capital and operating costs need to be carefully reviewed.

EXECUTIVE DECISION 5

The Executive supports and will provide funding for development of improved rail services on the Cumbernauld line to Glasgow, including a park & ride site at a new Castlecary station. The Executive has already provided an ITF award for the provision of additional parking at Croy station, with the Phase 1 expansion due for completion by summer 2003 and further expansion planned.

6 MOTHERWELL TO CUMBERNAULD RAIL SERVICE

Consultants' Recommendation

The consultants recommend that the current hourly rail service between Cumbernauld and Motherwell should be extended northwards to Castlecary and Stirling with a doubling of frequency to half-hourly.

Description

No physical infrastructure improvements will be necessary in order to provide a half-hourly rail service between Motherwell and Stirling via Cumbernauld. However, there will be the need for additional trains, and staff, to operate the more frequent service.

Justification

Substantial investment in the road network improves accessibility for all people who have a car available. As a direct consequence those without access to a car will be relatively worse off, unless there are changes to the public transport system of a similar order. The consultants' analyses have demonstrated the scale of improvement to public transport required to retain this balance and to ensure that all groups have comparable access to opportunities.

Analysis of the road traffic flows through the A80 Corridor highlighted the high proportion of long distance car commuting journeys which head south down the M73. This route is currently served poorly by rail (an hourly service from Cumbernauld to Motherwell). It is therefore proposed to significantly improve this service to provide improved accessibility for the non-car owner and increase modal choice for the car owner. A half hourly link from Motherwell (Intercity

connections and access to the Ravenscraig redevelopment) through Cumbernauld and Castlecary to Stirling is proposed.

Financial Implications

The improved rail services between Motherwell and Stirling via Cumbernauld can be introduced for little or no additional capital cost since no infrastructure improvements are required. The consultants estimate that the additional operating costs for this service would amount to £3.6 million per annum, which includes the rental cost of any new trains required. Additional revenues would also be generated although the amount has not been quantified by the consultants, but given that the Edinburgh – Glasgow via Falkirk High service is the only profit making service currently on the network, such revenues are unlikely to cover operating costs. That would mean that the cost of the service would have to be subsidised through payments to the Scottish passenger rail franchise. However, it may be possible for the operator to apply to the SRA for funding, under the Rail Passenger Partnership Fund once the service is operational. This could help reduce the requirement for subsidy in the first 3 years.

EXECUTIVE DECISION 6

The Executive supports and will address during preparation of the service specification for the new rail franchise the provision of improved rail services between Motherwell and Stirling via Cumbernauld.

7 A80 BETWEEN STEPPS AND HAGGS

Consultants' Recommendation

The consultants recommend that the A80 should be upgraded to full motorway standard, as follows:-

- From Hornshill Junction on the M80, the new road should be of dual two-lane motorway standard (land and structures could allow for future widening) that would bypass Muirhead and Moodiesburn and join the existing alignment with a new interchange at Mollinsburn. This interchange would also connect with M73 and local distributor roads.
- From Mollinsburn to Low Wood junction, the new road should be a dual four-lane motorway to deal with the higher traffic volumes and the greater weaving traffic between junctions. Low

Wood junction would provide the main western connections to Cumbernauld and would not require major realignment. Auchenkilns junction should be substantially improved to be a grade-separated diamond interchange.

- From Auchenkilns to Hags, the road should be upgraded to dual three-lane motorway standard. Old Inns junction should be reconstructed as a diamond interchange. The arches of the Castlecary Viaduct are a constraint and the road would divide into four and pass through the arches to an upgraded interchange at Hags. A limited junction (north facing slips only) at Castlecary should be provided to access the proposed park & ride site.
- From Hags, the alignment should move off line with a four-lane section to connect with the existing M80 and M876.
- Along the route all of the existing structures would need to be replaced.

Because of concerns about the possibility of continuing high traffic growth in the corridor, the consultants also recommend that the new motorway scheme should include integral demand management measures such as mainline metering 'ramp metering' and priority vehicle lanes, to manage the use made of the new road and to 'lock in' the benefits. 'Ramp metering' involves holding traffic on the entry slip roads to motorways so as to give priority to certain vehicle types and to control the rate at which other traffic enters the main carriageway flow. These measures require more detailed design considerations before their application can be initiated and this work is in hand.

The consultants further recommend extending the coverage of NADICS (National Driver Information and Control System), including variable message signs. This is in line with ongoing development of the Scottish Executive driver information strategy across the network.

Justification

Without any physical improvements to the A80, levels of traffic congestion on the corridor are predicted to increase throughout the day with between peak flows tending towards current peak flows and further traffic dispersed onto the local road network. The construction of the motorway upgrade will improve operating conditions in the corridor for road users.

There will be slightly more people and properties

benefiting from reductions in noise and vehicle emissions than adversely affected by increases – that is, there will be a small net gain - and care will be needed to ensure that noise reduction measures are incorporated into any road improvement scheme. However, there will also be a number of adverse environmental impacts: across the wider network greenhouse gas emissions would increase slightly; the impacts on cultural heritage and visual amenity could be major and the impacts on landscape and biodiversity would be moderate. Furthermore several residential properties will require to be demolished. The improved standard of the new road is forecast to result in between 2 and 2½ fewer personal injury accidents, on average, each year as a result of road safety gains on the A/M80 being eroded by accidents arising from the greater travel opportunities across the network. The consultants also considered and appraised a limited upgrade option alongside the full upgrade solution recommended. The limited option consisted of improvements to junctions along the route and the provision of a hard shoulder. Both upgrade options would produce accident savings although, because of the extra travel throughout the network, these will be smaller under the full motorway upgrade. In either case the accident benefits are predicted to be small because future accident rates for dual carriageways are expected to reduce as a result of existing Government policies.

The network mileage resulting from the use of the fully upgraded A80 in 2010 would show a substantial increase (35%) over the network mileage expected if nothing is done. Furthermore this amounts to an increase in traffic volumes of 87% compared to the year 2000. In contrast, for the limited upgrade the corresponding traffic volume forecasts for 2010 is 16% greater than if nothing is done, equivalent to an increase in traffic volumes of 61% compared to the year 2000. This substantial increase in traffic, particularly in the case of the full upgrade, sits uncomfortably with the vision in "Scotland's Transport - Delivering Improvements".

The full motorway upgrade would be good value for money in that the benefits would substantially exceed the costs and the Benefit/Cost Ratio would be 2.7. Alternatively, the limited motorway upgrade would also be value for money in that the benefits would still exceed the costs and the Benefit/Cost Ratio would be 1.9. However these calculations do not reflect the impacts of the Integral Demand Management measures that are included within the consultants' recommendations for the full motorway upgrade.

Financial Implications

The consultants estimate that the capital cost of the full motorway upgrade would amount to £200 million which would need to be funded by the Executive. In contrast the limited upgrade is estimated to cost £150 million. In each case these figures include the committed cost for the upgrade of Auchenkilns junction.

Discussion

There are serious concerns about the most appropriate design standard for the upgraded A80. There are also strongly held local views on this issue. The full upgrade, as recommended by the consultants, appears primarily to provide for a substantial, and unsustainable, increase in the current number of single occupant car commuters travelling from Falkirk, Stirling and beyond, partly at the expense of those residing closer to Glasgow. It was a key principle agreed by the Steering Group that any proposed increase in road capacity should be accompanied by ways of controlling traffic demand for the extra capacity to secure the benefits to be gained. Therefore, the consultants have argued that the extra lane should be provided only for the purposes of integral demand management.

From the consultation responses, the view has also been expressed that no further improvements are needed once the Auchenkilns interchange has been upgraded, as currently planned. Giving further consideration to this view it has been recognised that there is possibly a case for a more minimal solution.

A minimal solution could comprise the construction of Auchenkilns grade separation (which is already committed), a two lane motorway by pass of Moodiesburn, a dual 3-lane motorway between the M73 and Auchenkilns followed by refurbishment of the existing road between Auchenkilns and Haggs to provide a motorway with the introduction of hard shoulders where possible using the existing highway alignment. Such a solution is estimated to cost £120m and would provide a healthy benefit/cost ratio.

It is estimated that the provision of the level of capacity offered by this solution when combined with integral demand management measures could significantly constrain growth in traffic within central Scotland.

Therefore, the issue of restraining further growth in unsustainable long distance commuter traffic is particularly critical on this corridor where there appears to be a high demand for commuter travel but a real choice of transport modes. The most

appropriate solution will inevitably depend on how much traffic restraint can be achieved, and by what means and when.

In these circumstances, it has been concluded that a minimal motorway upgrade is more appropriate in this corridor given the target for traffic stabilisation by 2021. However, it is essential that the forthcoming delivery stage gives detailed consideration to the specification of the scheme and explores vigorously the role which integral demand management measures could play in alleviating the existing problems of the A80 without creating undesirable growth in traffic levels on the upgraded road.

EXECUTIVE DECISION 7

The A80 between Haggs and the Stepps Bypass will be upgraded to motorway standard providing a new two lane bypass of Moodiesburn; widening the section between Mollinsburn and Auchenkilns to 3 lanes and upgrading the existing two lane A80 between Auchnkilns and Haggs including the provision of hard shoulders. Preparatory work will start immediately for the scheme to be operational prior to 2010. The Executive has already committed to the provision of a grade-separated interchange at Auchenkilns and has invited tenderers to bid for the construction of this project.

8 IMPROVED BUS SERVICES WITHIN CUMBERNAULD AND TO GLASGOW

Consultants' Recommendation

The consultants recommend enhancements to Cumbernauld bus station improved local bus stops and enhanced bus services within Cumbernauld. This would provide improved access to rail stations and greater integration between rail and bus services as well as enhanced bus services between Cumbernauld and Glasgow.

Description

Improvements to the bus services in the A80 Corridor would include:

- enhancements to Cumbernauld bus station and local bus stops, with high quality interchanges between local and express services to and from Glasgow;

- enhanced services within Cumbernauld to provide better access to the rail stations allowing greater integration between rail and bus services; and
- enhanced bus services between Cumbernauld and Glasgow offered by the proposed improvements to the A80 and making use of bus priorities in Glasgow proposed by the City Council.

Justification

It is envisaged that improvements to the A80, coupled with enhanced priority into and within Glasgow will allow an improvement in the longer distance journeys especially for the car user. It is important that non-car owners are not further disadvantaged and so improved bus services need to be implemented to provide an efficient alternative mode of transport to the car. It may be necessary to manage the use of the available road capacity for the benefit of bus users and it is essential to achieve integration between local bus and rail services.

Financial Implications

The consultants estimate that the cost of enhanced bus services in the A80 corridor will be in the order of £5 million for upgrading the bus service infrastructure within Cumbernauld and between Cumbernauld and Glasgow. In addition, these additional bus services are estimated to cost about an extra £2 million per annum to operate. It is considered likely that the enhanced bus services recommended would require to be promoted with annual revenue support in the early stages.

Discussion

It is acknowledged that there is a need for an improved bus station facility in Cumbernauld. One is planned to be provided as part of the town centre re-development. It is also clear that bus services to rail stations are poorly integrated. Some improvements are proposed in association with the increased parking at Croy station but more general improvements are warranted, including improved integration with rail services at stations on the Cumbernauld rail line, especially once the rail services have been improved.

EXECUTIVE DECISION 8

The Executive will provide support and pump priming funding where appropriate to the local authorities and SPT for the introduction of improved bus services within Cumbernauld and

between Cumbernauld and Glasgow, with improved bus stops and interchanges with rail stations throughout the route.

9 GLASGOW TO CARFIN/HOLYTOWN RAIL SERVICE

Consultants' Recommendation

The consultants recommend the diversion of an enhanced rail service between Carfin/Holytown and Glasgow Central onto the Argyle Line to Partick.

Description

Rail services between Carfin/Holytown and Glasgow will be improved to provide a 30-minute frequency service from Holytown to Partick through the Argyle Line via Rutherglen and Glasgow Central (low level). This proposal would also give the opportunity for a new through service from Wishaw/ Ravenscraig to Glasgow. However, which services should be diverted requires a more detailed study that should also consider how best to serve a proposed new station at Ravenscraig. If the current service from Edinburgh was also to be integrated into the Argyle Line network, the Shotts Line from Holytown Junction to Midcalder Junction would need to be electrified.

Justification

A key finding of the corridor studies is that a high frequency rail service from Cambuslang, Rutherglen and Dalmarnock is the only significant public transport improvement that can be made in the heart of the M74 Completion corridor. This requires diversion of trains to use the Argyle Line. The consultants' recommendation therefore aims to maintain a half hourly service from Carfin to Partick via the Argyle Line. There may also be a case for a new rail station to serve Ravenscraig but this was outside the scope of the corridor studies.

In addition to the Larkhall service and the diverted Whifflet service this would give 10 trains per hour over the Argyle Line, which may be too many for the capacity of the network north of the Clyde to absorb.

In these circumstances, it is proposed to commission a rail planning study for the network south and east of Glasgow, looking at all the accessibility issues and maximising the benefits from existing capacity. This study will be

commissioned jointly with SPT and the relevant local authorities to cover the full range of inter-related rail issues, including:

- access by rail to Ravenscraig - a key to demand levels and perhaps the appropriate terminal in Glasgow;
- the best use of the train paths into Glasgow from the west - the current plans for Larkhall involve the service making every conceivable conflicting move on its approach to Glasgow;
- the various aspirations for the Shotts Line;
- regeneration and non car access in the M74 Completion corridor.

Financial Implications

The recommended rail service enhancements between Carfin/Holytown and Glasgow can be introduced for little or no additional capital cost since no infrastructure improvements are required. The consultants estimate that the additional operating costs for this service would amount to £4 million per annum and recognise that there would only be limited additional revenues generated. Therefore, an increased annual subsidy to cover much of this increased operating cost would be needed, at least in the short term.

Discussion

Beyond Holytown, the rail lines from Glasgow split. The Shotts line continues to Carfin and beyond, eventually reaching Edinburgh. The other line, which is already electrified but currently only used by freight trains, then passes the Ravenscraig development site before reaching Wishaw. There is a case for a new rail station to serve Ravenscraig. If this were to go ahead, then rail services could start at Wishaw and then serve Ravenscraig and Holytown rather than starting from Holytown. Alternatively improvements could involve starting services into Glasgow from Carfin, the easternmost station within the conurbation. Alternatively a new station on the line through Ravenscraig may provide a better means of enhancing services from Carfin.

EXECUTIVE DECISION 9

The Executive will commission a study with the co-operation and support of SPT into the overall costs and benefits of an improved frequency of rail services from Carfin/Holytown to Glasgow and of diversion via the Argyle line through Glasgow Central (low level) to Partick.

10 PARK & RIDE AT GLASGOW AIRPORT AND NEWTON

Consultants' Recommendation

The consultants recommend that consideration be given to the development of park & ride sites at Glasgow Airport if the Airport Rail Link goes ahead and at Newton if impacts on the local access roads can be satisfactorily managed.

Description

The consultants' analyses indicate that strategic park & ride sites at Newton and adjacent to Glasgow Airport would be well used and would help to relieve traffic in the busiest parts of the city. This would be particularly evident if improved rail services were provided at each site. However, there remain further local issues to be considered in more detail before a definitive decision to develop these sites can be made, including the availability of sufficient land with suitable road access. The consultants therefore proposed that more detailed local analyses should be undertaken, in association with the local authorities and SPT, so that both sites, if confirmed to be worthwhile, could be introduced prior to opening of the M74 Completion Scheme.

Justification

Strategic park & ride schemes offer people the opportunity to avoid using their cars on the busiest parts of the trunk road network. There are two possibilities in the M74 corridor:

- a park & ride site at Newton in order to relieve the local and trunk road system of some commuter traffic, provided that the impacts on the local roads in the vicinity can be managed satisfactorily; and
- in conjunction with an Airport Rail Link, a park & ride site near Glasgow Airport with the aim of relieving the M8 of some traffic, provided that an Airport Rail Link can be justified.

Key points to note from the consultants' analyses are:

- a substantial proportion of the use of park & ride is by people who would otherwise use public transport throughout their journey (or at least from much closer to home);
- a site at Glasgow Airport is particularly attractive in this respect because the roads

leading to it from its catchment area are relatively uncongested, and therefore fast;

- re-assignment of journeys results in the benefits accruing on local roads rather than the trunk road.

Analysis of a strategic park & ride site at Newton shows that the site is attractive to car users from a wide area and would be well used, particularly if the rail service is expanded. However:

- the local access arrangements to the site require considerable attention;
- access from the strategic routes (particularly M74) is indirect and lengthy;
- many of those attracted to the site would otherwise use public transport for a larger proportion of the journey – they are attracted to drive further by the better level of service at Newton;
- as a consequence traffic levels on some roads increase.

Financial Implications

The consultants estimate that the capital cost for these two park & ride sites would be about £5 million.

Discussion

The Executive has serious concerns whether suitably located land could be made available for cheap parking for park & ride into central Glasgow when there is high demand for airport parking, for which relatively high charges can be levied. It is also understood that current plans for an airport rail link would involve only one intermediate stop at Paisley and thus there would be little opportunity for park & ride elsewhere on this proposed service. However, the general concept of trying to relieve traffic on the M8 west of Glasgow by the provision of park & ride sites is supported.

The Executive has recently announced PTF funding for a small-scale park & ride site at Newton. Use of this site will be monitored and consideration will be given to future expansion if warranted.

Following further consideration within the Executive it has been concluded that both of these sites have only a limited probability of success and that further study at this stage does not seem warranted. In the circumstances it is proposed that this recommendation is not considered further by the Executive. However, if the local authorities or

SPT wish to pursue the proposals, they remain at liberty to do so.

There are no financial implications as a result of this decision.

EXECUTIVE DECISION 10

The Executive has concluded that the consultants' recommendation for the provision of a strategic park & ride site at Glasgow Airport should not be taken forward. The Executive is already supporting, through a recent PTF award, the development of a local park & ride site at Newton.

11 COMPLEMENTARY LOCAL MEASURES TO THE M74 COMPLETION SCHEME

Consultants' Recommendation

The consultants have recommended:

- bus priorities on Cambuslang Road and better operating conditions for buses on Stonelaw Road;
- the reallocation of road space on the A74 London Road;
- junction modifications on Cambuslang Road.

Description

The consultants' proposals involve the management of traffic on Mill Street, Stonelaw Road and Cambuslang Road by creating a bus corridor along Stonelaw Road. This will allow the other two roads to act as the main routes for general traffic. A bus lane on the A724 Cambuslang Road approach to its junction with Rutherglen Main Street will also be provided.

Road space on the A74 London Road will be reallocated by converting the existing dual carriageway to a single carriageway road, with the southern carriageway being used for general traffic and the northern carriageway being reserved for buses and access traffic only.

The junctions on the A724 Cambuslang Road with Rutherglen Main Street and Farmloan Road will be redesigned to improve traffic flow and reflect the changing patterns of travel demand which are expected when the M74 Completion Scheme opens.

The consultants also support:

- the development of a local network of recommended routes for heavy goods vehicles in order to reduce conflicts between these vehicles and pedestrians;
- the use of localised traffic management measures to reinforce the road hierarchy in the corridor; and
- improvements to footpaths and streetscape to make pedestrian routes to rail stations and bus stops more attractive.

Justification

Bus services complement the rail system but often get caught up in congestion. In order to insulate buses from general traffic in the M74 Corridor, eight Quality Bus Corridors are currently being progressed towards implementation by Glasgow City Council, several of which will improve conditions for buses in the M74 Corridor. The above recommendations will also complement these developments.

Traffic on the local road network in south Glasgow is expected to reduce when the M74 Completion Scheme is opened. The above measures will 'lock in' these reductions and prevent subsequent erosion by future traffic growth.

London Road is currently the main access from the M74 into central Glasgow. It is a dual carriageway and runs between housing (predominantly on the northern side) and industrial uses. With the opening of the M74 Completion Scheme, London Road will lose some of its importance. The objective of this intervention is to prevent new traffic being attracted into the area and to create a better environment for the local residents.

In order to provide better demarcation between the main roads for private cars and the main bus routes, it is proposed that Stonelaw Road will become primarily a bus route, with the parallel A730 and A724 roads being the main route for other traffic. The choice of Stonelaw Road for this purpose has been developed after discussions with South Lanarkshire Council, in order to best fit in with their long term strategies.

Following the opening of the M74 Completion Scheme, junction modifications and the introduction of bus priorities on Cambuslang Road are also proposed to adjust two key junctions to the revised road hierarchy. These complement the

proposed improvements to Rutherglen Main Street by South Lanarkshire Council.

Financial Implications

The estimated capital cost of the specific improvements is £1.3 million. The other measures will have only limited financial implications.

Discussion

There have been discussions with the relevant local authorities on these proposals. However, it is unclear whether these outline proposals are the most appropriate from a local perspective and it is considered that the M74 Completion Scheme 'Surface Streets Strategy' is the best forum in which to develop the details of these outline proposals. It is therefore recommended that the intent of the recommendation should be retained but developed in more detail as part of the Surface Streets Strategy for the M74 Completion Scheme.

EXECUTIVE DECISION 11

The Executive will support and provide funding where appropriate for bus and pedestrian priority and road safety and traffic management measures that are complementary to the M74 Completion Scheme. These could include, in particular, the consultants' recommendations:

- (a) the introduction of bus priorities on Cambuslang Road to provide better operating conditions for buses on Stonelaw Road;**
- (b) the reallocation of road space on the A74 London Road;**
- (c) junction modifications on Cambuslang Road;**
- (d) the development of a local network of recommended routes for heavy goods vehicles;**
- (e) the use of localised traffic management measures to reinforce the road hierarchy in the Corridor; and**
- (f) improvements to footpaths and streetscape on pedestrian routes to rail stations and bus stops.**

12 IMPROVED INTEGRATION AND FACILITIES FOR PUBLIC TRANSPORT

Consultants' Recommendation

The consultants recommend that the Executive discusses the following initiatives with the relevant authorities:

- better integration of public transport fares across the network;
- better information about public transport services;
- better facilities for interchange between public transport services; and
- better access to rail by cycle and on foot.

Justification

The studies found that existing bus services in the corridors suffer from poor reliability. There are also significant gaps in the service pattern, particularly between the area of Coatbridge and Airdrie and the areas of Livingston and Edinburgh. Bus services within Cumbernauld are also considered to be unreliable. There are also few services that link between neighbouring towns, and generally poor interchange facilities. Bus services are poorly co-ordinated, both between different bus operators and with rail services. People also consider that fares are high and that the existing services offer poor value.

The studies also found that rail services are overcrowded at peak times and are prone to disruption. Local rail services are available from Glasgow to Airdrie and Drumgelloch, and from Whifflet to Glasgow Central (high level) stations. Further south, the Shotts Line links Edinburgh with Glasgow through Holytown, Bellshill and Uddingston where access to rail stations is also a problem. Access to stations on the Cumbernauld rail line is also inadequate, especially by bus.

There are a wide variety of general public transport issues to be addressed in terms of:

- rail service frequencies, reliability and capacity;
- bus service coverage and reliability;
- identification of new routes for rail and bus;
- rail and bus marketing issues; and
- public transport integration.

It is expected that local authority policies to give buses priority in urban areas will continue and it is

assumed that bus operators will adjust services accordingly. However, issues of ticketing and information have been identified as a major source of problems with existing public transport services.

There is considerable evidence that a high proportion of car users never consider alternative travel modes. Thus, there is a danger that new and improved services will not be recognised as attractive and will be ignored. Of particular importance will be marketing to those preparing to make a major life choice, such as house purchase, change of job or starting a family. There is evidence that, at this point, people are receptive to information about alternative modes of transport which are available.

Complementary measures to provide a level of integration between bus and rail beyond that currently evident are required, including:

- the missing attributes of an integrated network – fares and information integration to complement the enhanced services and improved infrastructure; and
- some changes in institutional arrangements to ensure that the measures can be implemented comprehensively, with the correct incentives in place to encourage service integration instead of competition, and to allow some cross subsidy between the various elements of the network, reducing overall funding requirements.

Financial Implications

No direct financial implications for the Executive are anticipated. However, it is likely that local authorities and/or SPT will seek funding for improvements, either through their LTSs or alternatively, money could be earmarked for such measures through the allocation of the Integrated Transport Fund.

Discussion

Deliverability is a key issue and it is important that the Executive works closely with local authorities and SPT to ensure that we can deliver improved integration and facilities for public transport.

EXECUTIVE DECISION 12

The Executive will actively support the following initiatives with the relevant authorities:-

- (a) better integration of public transport ticketing across the network;**

- (b) better information about public transport services;**
 - (c) better facilities for interchange between public transport services; and**
 - (d) better access to rail stations for pedestrians and cyclists with cycle parking at stations.**
-

13 CONTROL OVER THE FORM OF DEVELOPMENT NEAR TRUNK ROAD JUNCTIONS

Consultants' Recommendation

The consultants recommend continued and increased control over the form of further development near trunk road junctions to avoid trunk road capacity being used by car commuters at the expense of traffic which is more important to the economy.

Justification

There is a close relationship between the effects of transport infrastructure in constraining development and in providing opportunities for new development. In effect development constraints are identified where there is known demand but the transport system is unable to support the additional trip generation created. In contrast, opportunities arise when improvements to the network will improve accessibility and, as a result, increase the demand for development in these locations.

The consultants' work on general demand management measures concluded that the form of development close to the trunk roads should be controlled.

Financial Implications

There are no costs associated with this recommendation.

Discussion

The consultants provided a detailed description of their recommendation including a number of guidelines and thresholds to determine which types of development should be regarded as inappropriate in key locations adjacent to trunk road junctions. However, this conflicts with the Executive's current policy to avoid thresholds as far as possible. The Executive considers that development control policy will be sufficient for this purpose once the planned new Guidance is

issued in early 2003. Current guidance already contains provision which is considered appropriate, as long as it is followed correctly by local authorities. Furthermore, the Executive does not have any powers to encourage particular types of development, only to discourage developments which have an adverse impact on traffic movements and safety on the trunk road network.

There are no financial implications as a result of this decision.

EXECUTIVE DECISION 13

The Executive will proceed with the issue of a Planning Advice Note and a Guide to Transport Assessment in early 2003 which will address the issue of ensuring that development adjacent to trunk road junctions is appropriate to the location.

14 COMPLEMENTARY FREIGHT MEASURES

Consultants' Recommendation

The consultants recommend:

- encouragement of warehousing with the potential for rail sidings; and
- encouragement of better use of road freight vehicles through reduced empty running and more inter-urban travel at night.

Justification

Because current ways of reducing traffic or improving public transport are unlikely to have much effect on traffic levels and congestion, some new road capacity is required on the A8 and A80 corridors. Nevertheless, a number of complementary measures to assist the freight industry are also recommended, including:

- discussions with freight operators to facilitate greater load utilisation and night time trunking; and
- encourage more rail-connected warehousing and development of sites (that will generate significant HGV movements) with good trunk road access.

These complementary measures, on their own, will not significantly alleviate problems within the corridor. Consequently, the emphasis of the

recommendations is on ways of ensuring that road freight can move efficiently, especially to and from the relevant railheads. However, many of the interventions are capable of having beneficial localised impacts and therefore should still be pursued. Clearly, in order to maximise the transfers to rail, road access to rail terminals needs to be improved for HGV movements.

Financial Implications

No direct financial implications are currently anticipated, although there may be an increased demand for Freight Facilities Grant awards.

Discussion

The Executive is already proposing to commission research into means to improve the efficiency of freight movement that will support this recommendation.

The Executive is also willing to support Freight Quality Partnerships (FQPs) but these are still in their infancy and their effectiveness has yet to be determined.

The recent Sustainable Freight Study has identified some sites for rail-connected development. Use of these sites for suitable development might be encouraged through the award of discretionary Freight Facilities Grants.

EXECUTIVE DECISION 14

The Executive will undertake research into means to improve the efficiency of freight movement through reduced empty running and more inter-urban travel at night and will continue to support, and fund through FFG as appropriate, suitable development at sites with the potential for connection to the rail network.

15 “HEARTS & MINDS” INITIATIVES

Consultants’ Recommendation

The consultants recommend that the Executive discusses with the relevant authorities the promotion of 'soft' measures, such as land-use policies to increase development densities and mix, travel plans, flexible and staggered hours, promotion of telecommunications as a substitute for travel, parking controls, and other measures to reduce car dependency, such as TravelWise.

Description

This recommendation covers a range of issues that apply to all three corridors, and indeed more widely throughout Scotland. Some of these are already beginning to be implemented in the UK but enhanced promotion would benefit each of the corridors. This will also help in achieving the vision in “Scotland’s Transport - Delivering Improvements” that states “We will therefore strive to stabilise road traffic at 2001 levels by 2021 ...”

The Executive will actively promote and implement the following initiatives with the relevant authorities:

- land-use policies designed to concentrate developments in locations accessible by public transport and to increase the mix of developments so that the facilities that people need are available nearer to where they live;
- travel plans through which employers encourage their employees to travel by means other than in their own car, and also including school travel plans;
- flexible or staggered hours for work, shopping and education;
- promotion of telecommunications as a substitute for travel;
- parking controls, which include maximum parking standards in new developments; and
- measures to reduce car dependency and to promote walking, cycling and the use of public transport, through such initiatives as TravelWise.

Justification

It should be borne in mind that while the effects of some of these measures may be felt in the short term, others could take longer to yield noticeable effects. It is also recognised that their effects on traffic levels on the trunk roads are likely to be quite limited, in spite of having potentially marked beneficial effects on some local roads. For their effects to accumulate to noticeable levels, many organisations over a wide area would need to be involved and act in concert.

Many of these measures lack permanence and could easily fall into disuse if not maintained and enforced over time. It could be very difficult to enforce some of the measures to ensure that their intended effects actually occur. There is a view that if the measures are successful in reducing traffic, there would be a tendency for any road

space released to be taken up, to some extent, by induced traffic.

Nevertheless, it is considered that these measures should be adopted by local authorities and employers because, if actively promoted, they will contribute to some extent to a general reduction in traffic levels and congestion.

Financial Implications

There are no direct financial implications, although local authorities are likely to expect the Executive to increase their funding to expedite further implementation of these measures than they are currently able to achieve within their current resources. There may also be a need to fund campaigns such as 'Learn to Let Go' to get the message across that 'Do a little – Change a lot' equally applies to transport as it does to the environment.

Discussion

There is a strong view held by transport professionals and many community and environmental groups that policies of this type make good sense on many grounds, not simply for transport. Thus, although the transport impacts may be limited, there are good reasons to actively pursue these policies, which can be done quite cheaply. Successful implementation throughout Scotland would support a range of apparently disparate policies. These include many of those set out in "Working together for Scotland – a Programme for Government".

The Executive already has plans to issue a document on National Planning Guidance or Scottish Planning Policy on this subject early in 2003.

EXECUTIVE DECISION 15

The Executive fully supports and will continue to actively pursue those "Hearts & Minds" initiatives that could contribute to changes in travel patterns that support established transport policies and objectives.

16 A725 BELLSHILL BYPASS AND RAITH INTERCHANGE

Consultants' Recommendation

The consultants made no recommendation concerning this issue.

Discussion

One of the outcomes from the corridor studies was to identify that the scale of improvements to the A8 between Baillieston and Newhouse is constrained by the existing capacity of the Bellshill bypass and, in particular, Raith interchange. Since Raith interchange is already considered to be operating at capacity, this issue has generated concern from the local councils, and others – particularly the constraint which these negative impacts will have on the development potential within the area.

It has been noted that the forecast increase in traffic heading for the A725/M74 Raith Junction, as identified in the corridor studies, increases the volume of traffic on the A725 south of the A8 to Raith and this needs to be addressed. However, this was outwith the scope of the current studies but, having identified this impact on other parts of the network, it is appropriate that this issue is investigated and addressed as part of the A8 upgrade.

Both North Lanarkshire Council and South Lanarkshire Council have expressed their serious concerns regarding the constraint on development opportunities caused by the level of traffic forecast for the A725 Bellshill Bypass. The Executive recognises that Raith Interchange is also of particular concern since the forecast increase in traffic levels on the A725 will significantly impact on this already congested junction.

Although previous studies have looked into the existing traffic problems at Raith interchange, no significant improvements have yet been committed. Long-term solutions for both Shawhead and Raith are inevitably inter-dependent but these key interchanges form only part of an orbital corridor to the south and east of Glasgow. A comprehensive investigation is therefore necessary to consider all the options and to recommend a consistent and sustainable long-term solution in response to the concerns of the local authorities and the affected communities.

It is therefore proposed that a separate investigation be undertaken to seek to ensure compatibility between the needs of longer distance strategic traffic and the development opportunities within

and adjacent to the A8 and A725 corridors. It will be undertaken as part of the delivery phase for upgrading of the A8 in order that any identified and affordable options can be implemented either as part of the delivery of the A8 upgrading or as an immediate subsequent phase.

Financial Implications

The cost to carry out the proposed investigation is expected to be in the range of £300,000 - £500,000 and will be undertaken during the financial years

2003/04 and 2004/05. The cost of the works themselves could be of the order of £25m.

EXECUTIVE DECISION 16

An investigation into ways of improving the performance of the trunk road network at Shawhead Interchange on the A8, along the A725 Bellshill Bypass, and including Raith Interchange on the M74 will be undertaken as part of the delivery phase for the upgrading of the A8 between Baillieston and Newhouse.