

Newton Station Travel Plan

March 2019



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1 Executive Summary

This document sets out the Station Travel Plan for Newton, which is being delivered through ScotRail’s Station Travel Plans programme. The programme aims to improve station patronage, deliver enhancements to rail station facilities and onward connectivity and promote and facilitate the role of rail stations in driving forward economic development, supported by strong community involvement.

1.1 Key Issues and Opportunities

The Newton Station Travel Plan is underpinned by a comprehensive evidence base that has been developed based on a station/site audit, passenger travel surveys, stakeholder engagement and desktop research. From the evidence examined, the key issues and opportunities that the Station Travel Plan can help to address have been identified. These are detailed in **Chapter 7** and are split into: key issues that the Station Travel Plan can help to address, key opportunities for the Station Travel Plan, and quick wins, as summarised in **Figure 1**.

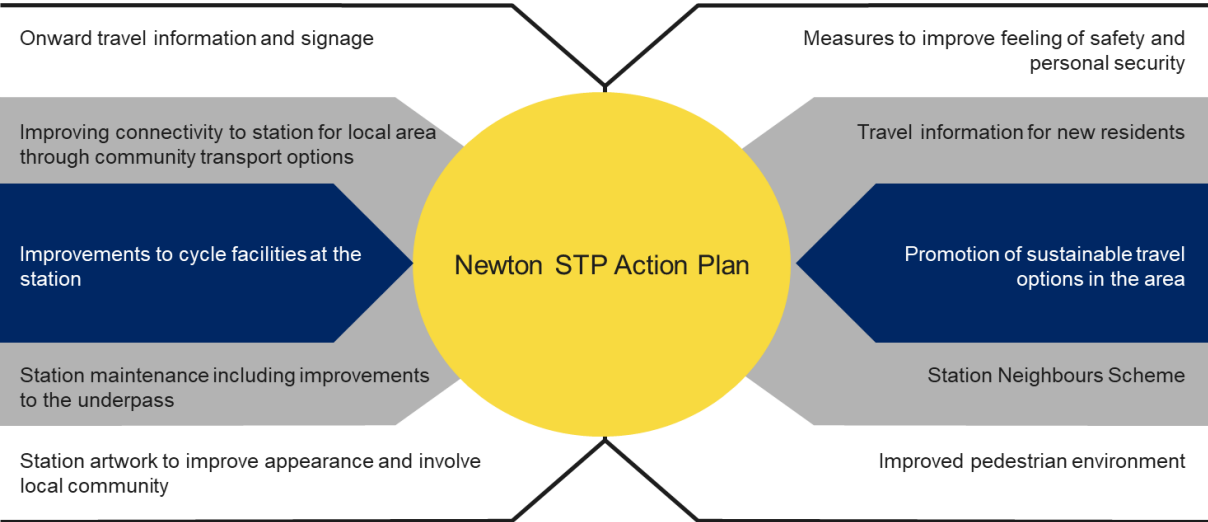
Figure 1: Top Issues, Opportunities and Quick Wins



1.2 Action Plan

A detailed Action Plan has been developed (detailed in **Chapter 8** and **Appendix H**), which sets out the measures that will be implemented through the Station Travel Plan to address the key issues and achieve its key objectives. An overview of some of the measures and key themes of the action plan are shown in **Figure 2**.

Figure 2: Action Plan Overview



For any Station Travel Plan to be effective, it is essential that a robust ongoing management and monitoring regime is put in place. The ScotRail Station Travel Plans programme places significant emphasis on stakeholder and wider community involvement and ownership, and it is intended that this document becomes a living plan that is implemented by a Newton Station Travel Plan Management Group (STPMG) that takes responsibility for monitoring and refreshing the objectives and measures annually.

2 Station Travel Plan Overview

2.1 What is a Station Travel Plan?

Station Travel Plans are a tool designed to improve connectivity to and from a rail station, setting out a package of behavioural, operational and infrastructure measures to promote and facilitate effective access, with a focus on sustainable modes such as walking, cycling and public transport. Importantly, they also perform a much wider role in recognising the importance of a rail station in driving forward sustainable economic and community development, particularly in areas where there is forecast growth in the residential, employment and visitor markets. More information can be found in **Appendix A**.

3 Strategic Objectives

A series of strategic objectives have been developed for the Newton Station Travel Plan, which provide a basis for identifying the proposed measures. These have been developed based on consideration of the strategic context of the station, the passenger markets it serves, wider development proposals in the area, and other initiatives where there are opportunities to add value and enhance the role that the Travel Plan will play in the ongoing development at Newton. The objectives were discussed, refined and agreed during the stakeholder workshop, as shown in **Figure 3**.

Figure 3: Station Travel Plan Objectives



4 Strategic Context

4.1 Introduction

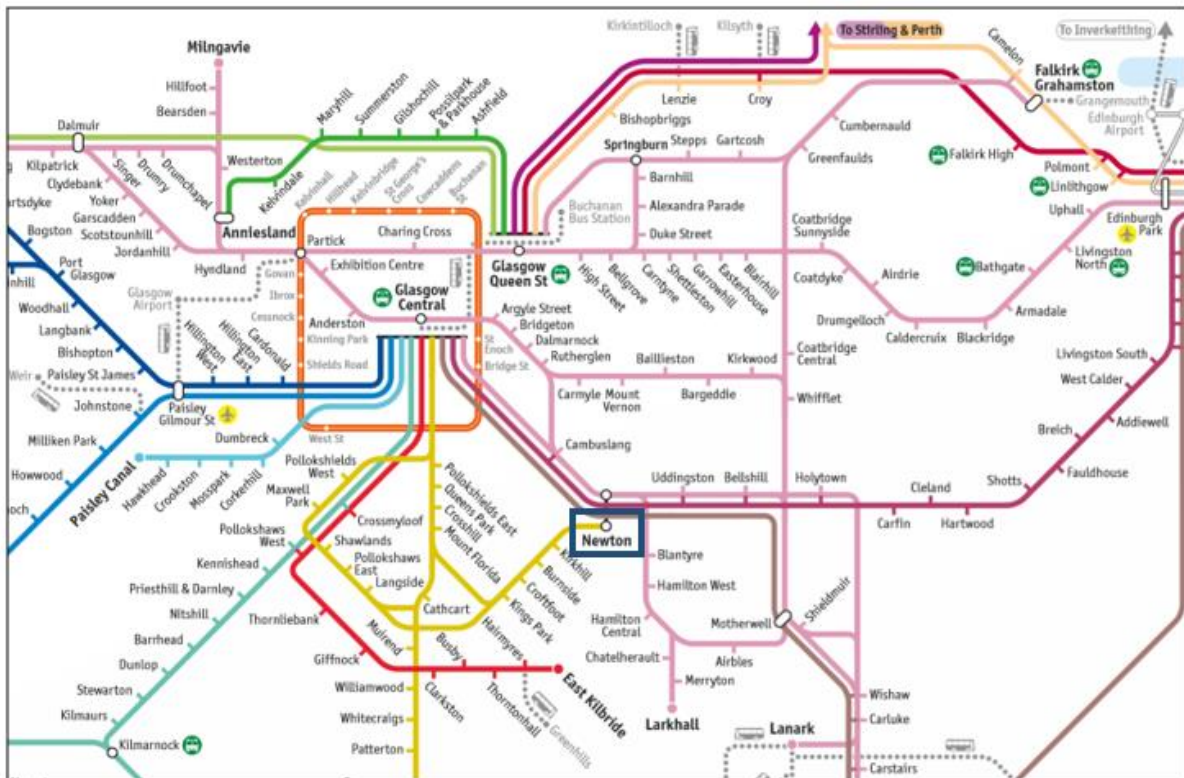
This chapter provides a brief overview of the local and strategic context of Newton station. Further information about the station location and services, patronage, local transport networks, station access and facilities, and the role of the station in the local area can be found in **Appendix B**.

4.2 Location, Services and the Role of the Station in the Wider Area

Newton is near Cambuslang in South Lanarkshire, and it lies approximately 10 kilometres south-east of Glasgow. Its location in the context of the rail network is shown in **Figure 4**. Both Newton station and the services stopping there are operated by ScotRail. Frequent trains are provided as follows:

- Services to Glasgow Central via Kirkhill, alternately running via Queens Park and Maxwell Park
- Services to Glasgow Central via the Argyle Line, also giving direct links to other stations beyond Glasgow Central, including Partick, Dalmuir and Milngavie
- Services to Larkhall, Motherwell and other destinations, including Cumbernauld

Figure 4: Newton Rail Station Location



Newton's population has grown significantly over the past few years, and is continuing to grow, due to rapid residential development in the area. This presents an opportunity for further increased rail patronage from Newton station.

Newton is a Community Growth Area with 2100 new houses to be constructed over the period of 2006 to 2026. The first phase of development began in 2006 at Newton Farm near to the train station and

was completed in 2015 with roughly 600 homes constructed. Newton Farm Phase 2 commenced in 2015 with a further 600 houses. Future development over the next 10 years will involve the construction of 900 houses and two local parks. A retail zone for the district is also planned close to the station; however as of 2019 there is no confirmation as to when this commercial area will be built.

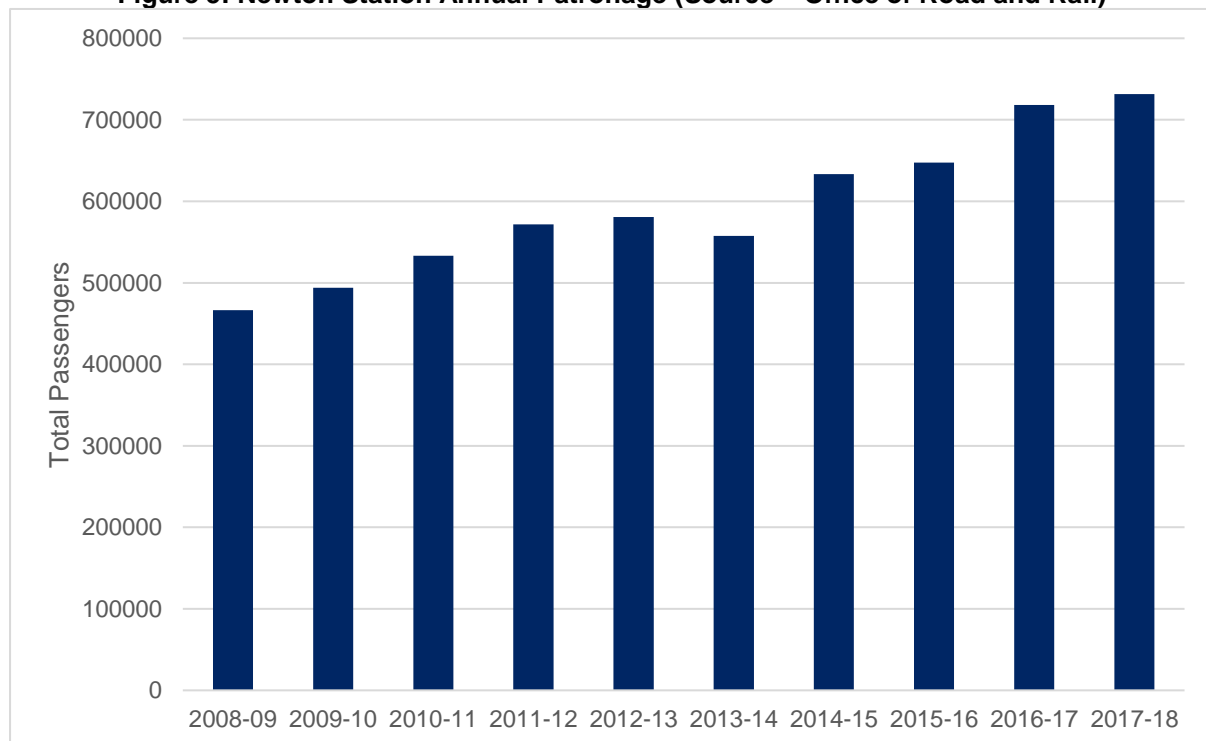
This Station Travel Plan therefore seeks to maximise the connections between the rail station and surrounding residential areas, in order to promote an uplift in rail travel from Newton, as well as encourage active travel to and from the station to combat over-reliance on cars.

There are aspirations to transform woodland to the east of the station into a heritage park. The project aims to involve local schools – such community involvement and engagement is one of the key aims of the Newton STP.

4.3 Patronage

Figure 5 shows the trend in patronage at Newton station from 2008 to 2018. The full data can be found in **Appendix B**. The data shows that the general trend at Newton has been a sustained increase in patronage over the 10-year period. From 2008 to 2018 patronage increased by 57%.

Figure 5: Newton Station Annual Patronage (Source – Office of Road and Rail)



4.4 Local Transport Network

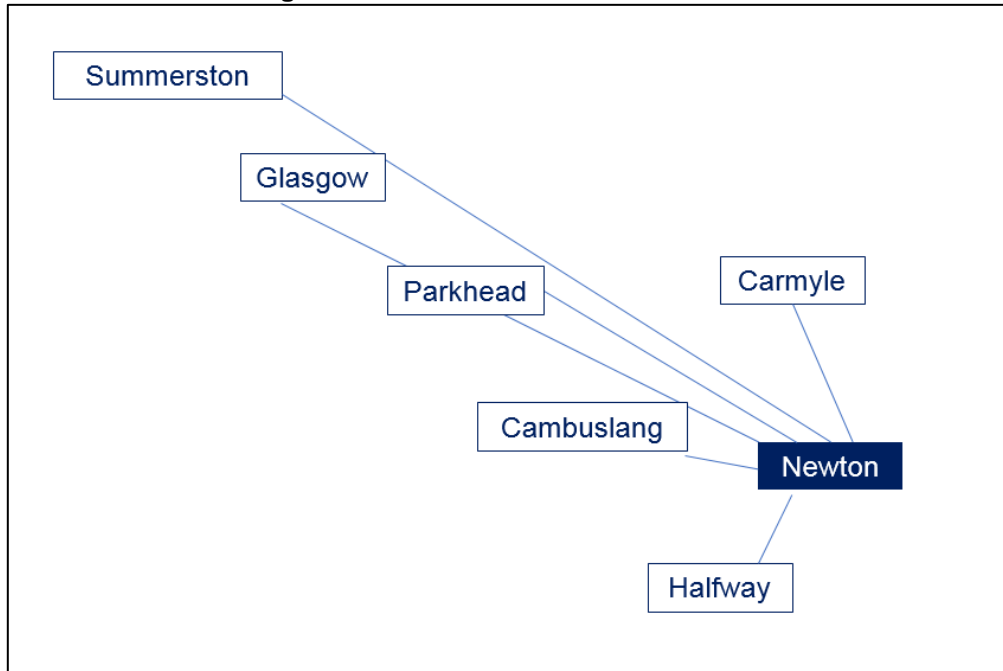
4.4.1 Walking and Cycling

Newton station is located next to the National Cycle Network Route 75 (NCN75) which runs between Edinburgh and Gourock via Glasgow, as well as connecting with various local cycleways. However, there is currently no cycle route between the NCN75 and the station itself. Site visits and feedback from stakeholders and the public indicate that the environment around the station is not pedestrian-friendly and can feel intimidating due to fast moving vehicles and narrow footways. Further figures are included in **Appendix B**.

4.4.2 Bus

The nearest connection to bus routes is located on Newton Station Road, south of the station. Further bus services can be found along Westburn Road and Wheatsheaf Drive. Most local buses are running to / from Glasgow rather than predominantly serving local travel markets around Newton itself. **Figure 6** shows key destinations reachable by bus from Newton. Further information on the services in Newton are provided in **Appendix B**.

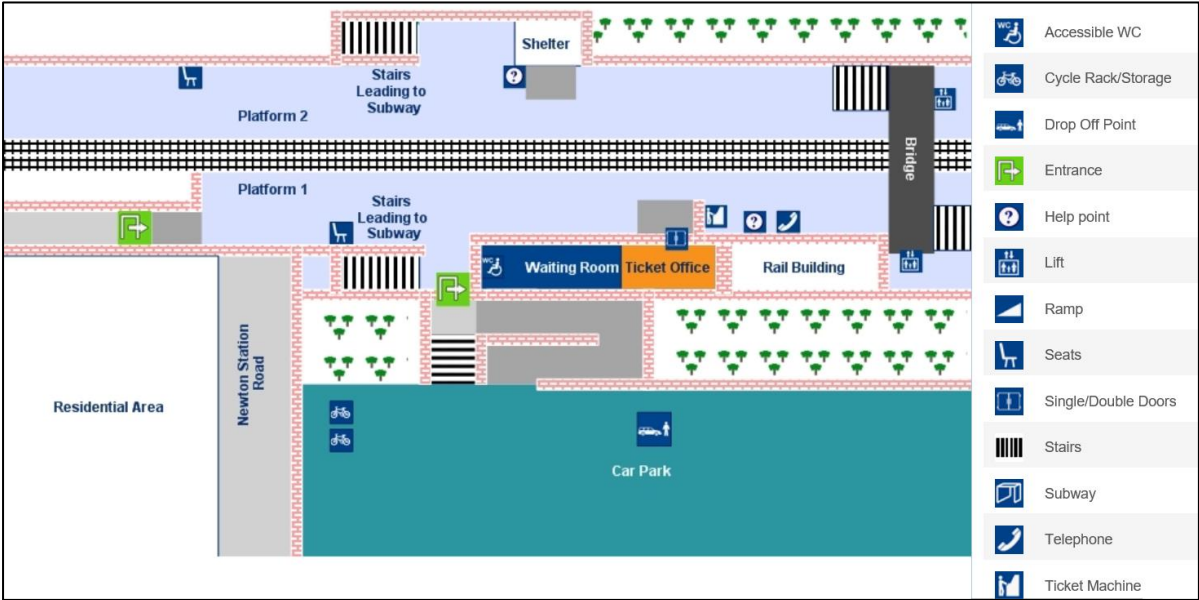
Figure 6: Bus Connections from Newton



4.5 Station Access and Facilities

A review of access and station facilities is provided in the station audit report (**Appendix C**). **Figure 7** shows a layout of basic station facilities at Newton station.

Figure 7: Newton Station Layout Plan (National Rail, 2019)



Newton station has a large car park adjacent to Platform 1. The facilities provided are shown in **Table 1**. Parking at the station is free, and although it is a Park & Ride for the station, the car park is operated by South Lanarkshire Council.

Table 1: Parking Facilities at Newton Station

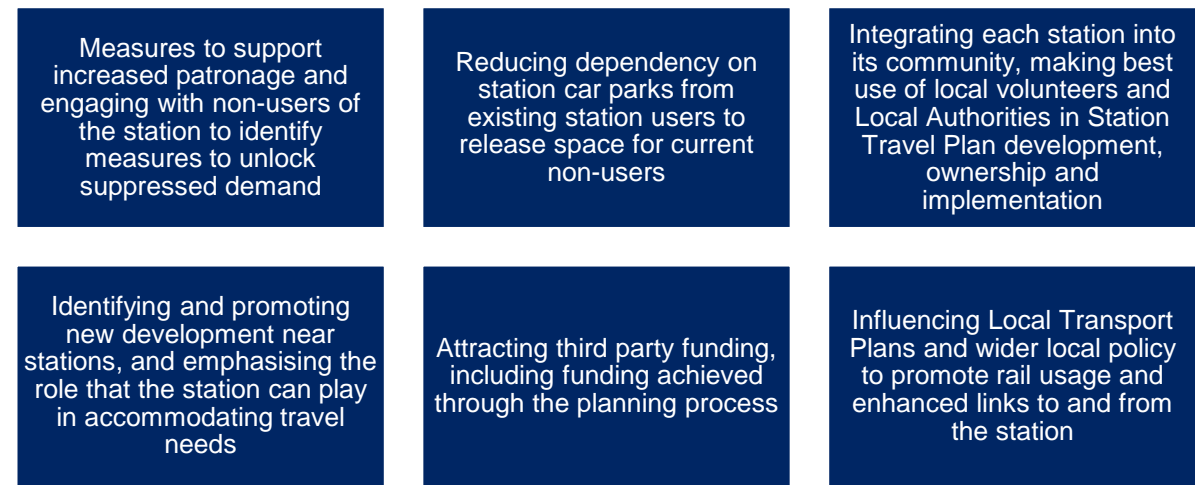
Parking Facility	Car Spaces	Accessible Spaces	Electric Vehicle Spaces	Bicycle Parking
Station Car Park	245	8	4	16

5 Station Travel Plan Drivers

5.1 ScotRail’s Commitment to Station Travel Plans

As part of the ScotRail franchise awarded to Abellio in 2015, Abellio committed to the delivery of 20 Station Travel Plans over the period to March 2019. The Newton Station Travel Plan is being brought forward in 2018 as part of a package of ten Station Travel Plans in accordance with a framework and toolkit developed through the preparation of pilot plans for Motherwell and Johnstone stations in 2016, and eight Stations Travel Plans delivered throughout 2017. Rather than simply adopting a traditional Station Travel Plan approach which focuses on encouraging and facilitating sustainable travel to and from the station, the Abellio programme has a much wider focus on the role that a Station Travel Plan can play in supporting growth and development, and in helping local communities to take ownership of that development in a sustainable way.

Figure 8: Station Travel Plans Programme Drivers



5.2 Policy Drivers

It is vital that measures developed as part of the action plan for the Station Travel Plan adhere to transport and land use policy, in order to leverage funding and co-ordinate schemes. A review of the national, regional and local policy documents relevant to the Station Travel Plan has therefore been undertaken, and is summarised in **Appendix D**.

5.3 Local External Drivers

Figure 9 illustrates the local drivers for the Newton Station Travel Plan.

Figure 9: Local Station Travel Plan Drivers



6 Research and Emerging Themes

6.1 Overview

The evidence base for Newton Station Travel Plan has been developed based on the following key activities:

- Desktop research, comprising policy review, identification of wider development proposals and schemes and research into station patronage data
- A station site and area audit undertaken on 16th October 2018;
- Online public surveys published throughout February 2019;
- Stakeholder interviews undertaken over the period November 2018 to February 2019; and
- A stakeholder workshop undertaken on 26th February 2019.

The full methodology and results of each of the data collection activities can be found in accompanying appendices. All data collected feeds into the Action Plan (**Figure 10**).

Figure 10: Data Collection Process



6.2 Station Audit

6.2.1 Purpose

The purpose of the station audit was to assess access to and from the station and last mile routes to identify gaps and barriers to access for people with mobility issues, and also taking into account other social, physical and psychological factors.

6.2.2 Audit Scope

The audit focused on the station area and key 'last mile' routes. **Figure 11** shows the routes assessed as part of the audit for Newton station.

Figure 11: Audit Routes



6.2.3 Audit Findings

Figure 12 and **Figure 13** summarise some of the key observations from the audit for the station area and the last mile and key routes. The full audit report can be found in **Appendix C**. These key findings have helped form the focus of some of the measures developed as part of the action plan for the stations, particularly looking at quality of station appearance and upkeep, cycle facilities, and

psychological factors associated with the poorly lit and maintained underpass at Newton station. The audit also highlighted issues with the pedestrian environment in the wider area, including the lack of pedestrian crossings along key routes to and from the station, and narrow pavements.

Figure 12: Audit Observations - Station Areas



Figure 13: Audit Observations – Last Mile and Key Routes



6.3 Public Surveys

6.3.1 Purpose

The purpose of the surveys was to gather data from users and non-users of the stations about the reasons behind their travel choices, what could influence them to change their travel choices, and what improvements could be made to Newton station.

In 2016, a feasibility study was carried out by AECOM¹ to find out the demand for a new car park at the station and, as part of the study, passenger surveys were undertaken. A total of 267 interviews with passengers were carried out on eastbound and westbound platforms. These results have also been used to inform the Station Travel Plan.

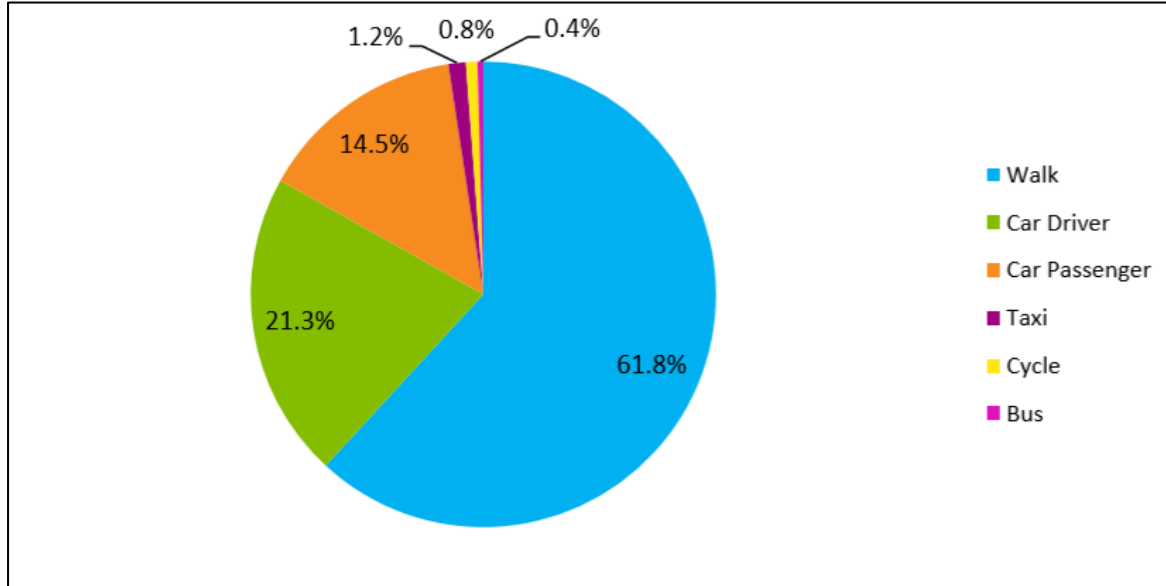
In addition, as part of the development of this Station Travel Plan, a further survey was published online and shared via various stakeholders' social media channels through February 2019. In total, 387 responses were generated. This additional survey did not replicate any questions in the AECOM survey, and instead, included questions on further topics outside of the AECOM survey.

Some of the key results from both the AECOM survey and the survey undertaken as part of the development of this Station Travel Plan are discussed in this section. The full survey reports including results from each question can be found in **Appendix E**.

¹ Newton Railway Station Park and Ride Feasibility Study, AECOM, September 2016

Figure 14 shows the mode share of respondents to Newton station. The results show that walking is the dominant mode of choice for travel to the station, followed by car driver. Of note, less than 2% of respondents travelled to the station by bike or bus, which may be a symptom of the lack of cycling infrastructure in the surrounding area and lack of integration of public transport with rail services.

Figure 14: Mode Share to Newton Station (AECOM Study)



As part of the Newton STP surveys, passengers were asked to identify any suggested improvements for the station and wider area. The responses are shown in **Figure 15**

Aside from improved train services, the most popular improvements included improved public transport access and improvements to lighting and security around the station. **Figure 16** shows the location of respondents who suggested that improvements to public transport access were needed. It shows that these respondents generally live nearby to the station, which suggests a localised service, such as demand responsive transport, might be appropriate. Another key improvement area is around cycle access at the station and in the surrounding area, as well as improvements to cycle information and wayfinding. Measures in the action plan have been focussed on addressing these issues.



Case study: Getting the message across on cycling

In the past local cycling organisations have worked in partnership with ScotRail to improve information about cycling to and from the station. The example shown is a poster created for Linlithgow station. SPOKES, the local cycling organisation, arranged for the content to be created and checked, while ScotRail arranged for printing and display. They provide valuable information for both leisure and commuting cyclists, as well as ideas and reassurance for those who are just starting to think about changing modes for their journey to the station. They are also a good example of local action, with local stakeholders taking the lead on changing behaviour for journeys.

Figure 15: Suggested Improvements (Arcadis Survey)

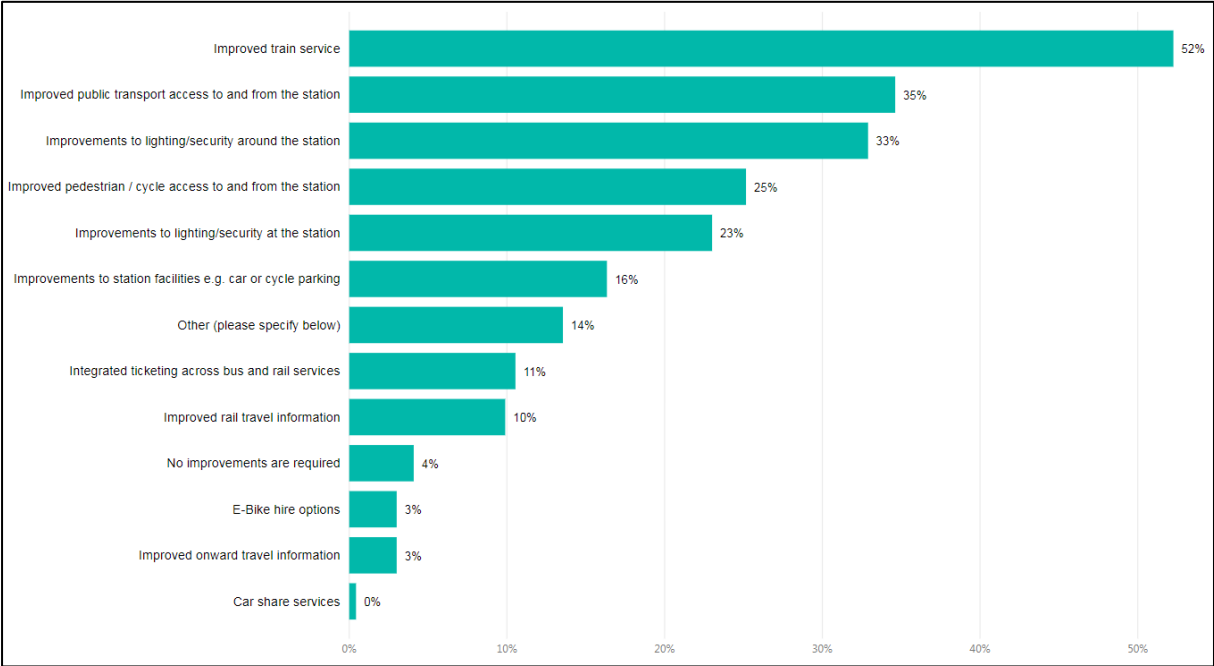
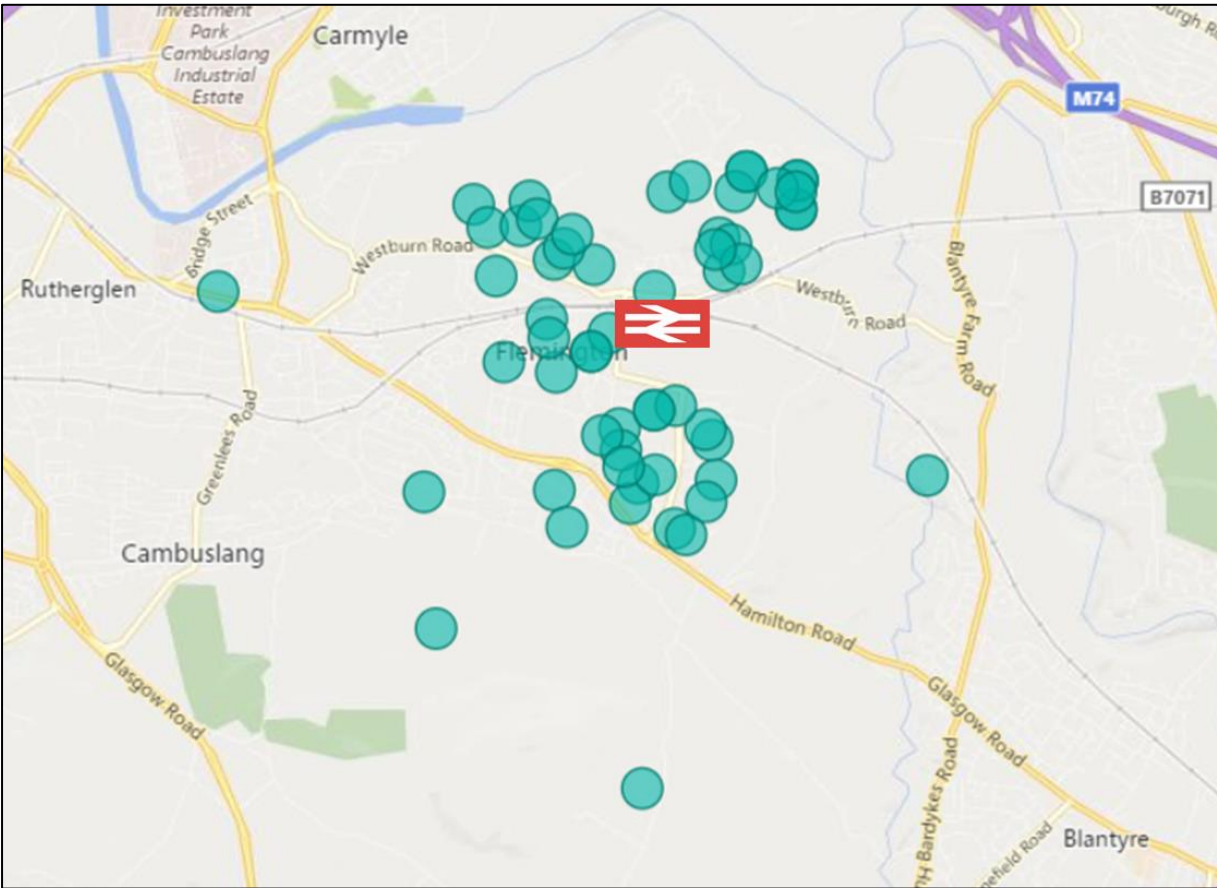


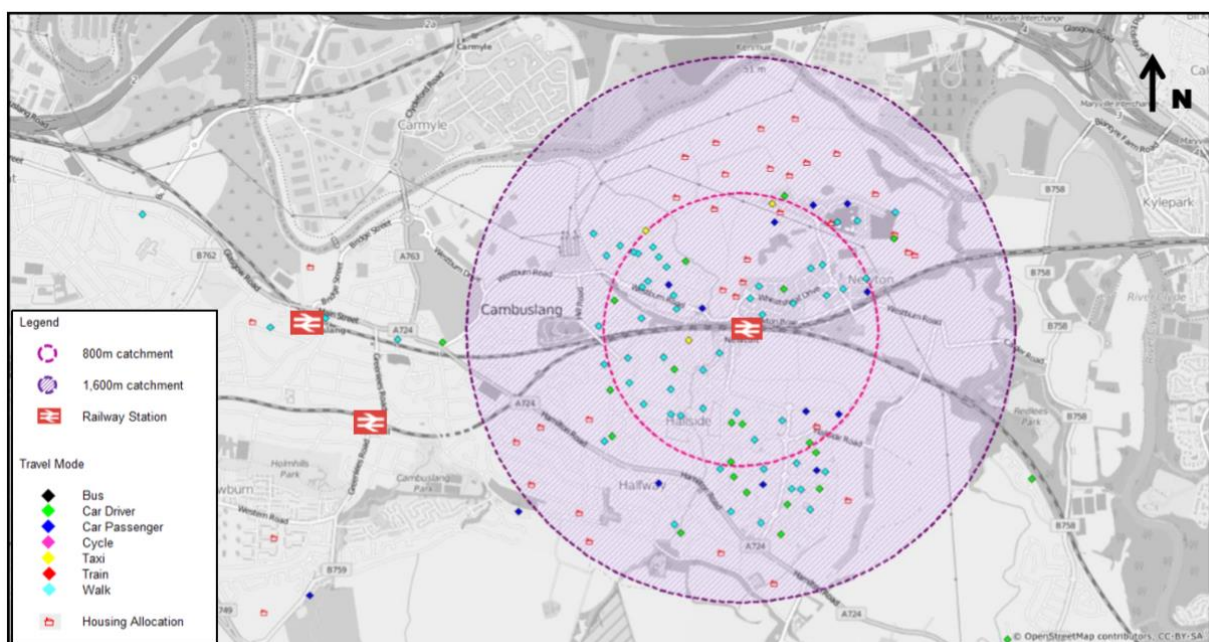
Figure 16: Location of Respondents Suggesting Improved Public Transport Connections



Respondents were asked for their general perceptions of the station and for further comments on how it could be improved. Among the core themes of responses were improvements to station facilities, such as an additional ticket machine, and improvements to security at and around the station and maintenance of the underpass between the two platforms.

Figure 17 maps the home location of respondents to the Aecom study and their mode of travel taken to/from Newton station. The passengers furthest from the station (over 800m from the station) tend to travel to the station by train or car, and the passengers closest to the station (within 800m catchment) tend to walk, although some do drive. This indicates that areas closest to the station, within walking distance, could benefit from improved walking/cycling routes. Feedback from the stakeholder workshop suggested that the residential road network for the new housing developments at Newton Farm are not suitably signposted to make users aware that they are shared spaces, in line with Scottish Government's Designing Streets guidance for residential streets. This could be among the reasons why some residents do not feel safe walking to the station from these areas. Better signage and education on these shared spaces could be a potentially effective measure.

Figure 17: Passenger Postcode and Travel Method (Aecom Study)



Case study: Signposting to more active travel

Getting more people to walk means making sure there is information on the right routes to take; but it is also about ensuring the physical infrastructure is fit for purpose, attractive, well-lit and secure.

Appropriate wayfinding is an important part of this and can send a powerful message that walking is a normal and valued travel mode in the local area.

These wayfinding signs in Glasgow provide information on directions, but also on travel time by walking or cycle – offering inspiration to those who normally drive, and perhaps some reassurance that the journey time on foot is less than they think!

6.4 Stakeholder Engagement Summary

6.4.1 Purpose

Stakeholders played a key role in identification of existing issues and opportunities at each station and will also be a vital part of the implementation and monitoring phase of the STP process. A wide variety of stakeholders were targeted as part of the engagement exercise, via telephone interviews, face to face meetings and emails, in order to gain vital knowledge and appreciation of the issues facing different user groups.

6.4.2 Stakeholders Engaged

Key individuals and organisations were engaged throughout the STP process, starting with the inception meeting on 11th September 2018, with more stakeholders engaged through subsequent interviews and at the stakeholder workshop. **Figure 18** shows the organisations that were involved in the engagement process.

Details of the engagement process and organisations consulted can be found in **Appendix F**.

Figure 18: Stakeholders Engaged



6.4.3 Key Feedback

The key feedback from the stakeholder engagement is summarised in **Table 2**.

Table 2: Summary of Stakeholder Interviews

Station Appearance
The station is unwelcoming upon arrival.
The underpass between the two platforms has insufficient lighting and is poorly maintained.
Personal Safety/ Security
Due to its location, the station and surrounding area are very quiet during the early morning and evening when the ticket office is closed. Some people can feel a lack of personal security during these times.
The underpass at Newton can be very intimidating in the dark.
The off-road footpaths and cycleways in the surrounding area are very secluded and lack sufficient lighting at night.
The station entrance on Newton Station Road is considered dangerous because it opens out onto a busy road which has a very narrow pavement and no pedestrian crossings.
People sometimes congregate near the station entrance under the railway bridge on Newton Station Road, which can be intimidating, especially at night.
Parking
There is free on-site parking, with no vehicle height restrictions.
When the station car park is full, cars park on pavements including those outside the local school, which means that school children may have to walk on the road.
Cycle Infrastructure/ Cycle Facilities
Cycle parking facilities are not overlooked by CCTV and some of the cycle parking is unsheltered.
There are no cycle hire facilities at Newton station.
Accessibility
Accessibility throughout the station is generally very good. It has step-free access throughout, including new lifts connecting to the footbridge so that passengers can easily cross between platforms.
The station includes disabled parking spaces, tactile paving on the platform edge, an accessible toilet, audible announcements, a height adjustable ticket counter, and an induction loop.
There is no pedestrian walkway through the car park.
Station Facilities
Facilities include a waiting area, ticket office, ticket machine and toilets.
Platform 2 does not include a ticket machine so passengers must cross platforms to purchase a ticket.
The toilets are often out of order.
There are no shops or cafes at the station.

6.5 Stakeholder Workshop

6.5.1 Purpose

The purpose of the stakeholder workshop was to offer a chance for the STP evidence gathering process to be presented to key stakeholders to seek feedback over the main issues and opportunities identified to date. The intended outcome of the workshop was to identify 'quick wins' that the STP can deliver through the action plan and to facilitate collaboration between stakeholders to be carried over to the implementation phase of the action plan.

6.5.2 Key Outcomes

The stakeholder workshop for Newton station was held on Tuesday 26th February at Westburn Hall. Following a presentation on the issues and opportunities identified in the evidence gathering process, the following quick wins were identified (**Figure 19**).

Figure 19: Stakeholder Workshop Quick Wins

Station Appearance

- Clean up the underpass and put up nets to stop birds from nesting in there.
- Implement station artwork through appropriate ScotRail/Sustrans funding schemes and local volunteers (e.g. schools).

Safety

- Provide additional lighting in the underpass and above the entrance under the bridge on Newton Station Road.

Access

- Repaint markings on disabled spaces and stairs.

Local Map

- Provide a map and leaflets in the station showing nearby points of interest such as schools and leisure facilities.
- Provide a travel map specific to Newton area, showing walking/cycling routes and links to the station.

Station Facilities

- Minor improvements to station facilities, such as a tea/coffee machine and an additional ticket machine.

Signage

- Implement signage to inform the presence and purpose of shared spaces in the new development sites (i.e. to enforce the modal hierarchy with pedestrians/cyclists top, cars bottom, and to give pedestrians and cyclists more confidence in using the shared spaces)

Cycling

- Make use of the wide stairs from the underpass to platforms to provide a cycle gutter to make it easier for cyclists to access platforms.
- Rail safety and bikeability sessions with local schools
- Cycle symbol sign on the NCN75 route running past the station

Station Friends

- Approach Newton Arms pub as a "Station Friend".

7 Key Issues and Opportunities

7.1 SWOT Analysis

The key issues and opportunities identified through the research methods detailed above, were collated into a SWOT (Strengths, Weaknesses, Opportunities, Threats) table for the station and interchange facilities, and for the last mile and key routes to and from the station. See **Appendix G**.

7.2 Research Summary

Following the development of the SWOT analysis, and feedback at the stakeholder workshop, the top issues, opportunities and quick wins were determined. These are shown in **Figure 20** to **Figure 22**

Figure 20: Top Issues



Figure 21: Top Opportunities



Figure 22: Top Quick Wins



8 Action Plan

8.1 Overview

An Action Plan has been developed on the basis of the key issues, opportunities and emerging themes identified during the evidence collection and research phase.

The full Action Plan is provided in **Appendix H**, and a summary version is provided in **Table 3**.

The Action Plan is a starting point and forms the basis for turning the Station Travel Plan into a living document. It is envisaged that stakeholders will, through the STPMG, wish to further assess and refine the actions and turn them into fully SMART objectives (specific, measurable, attainable, relevant and time-based).

Funding for a number of these measures could come from, where applicable, developer contributions through Section 75 agreements, Station Improvement Fund, Network Rail funding programmes such as Access for All, local Council funding as part of active travel strategy, community volunteer work and through Sustrans Community Links funding and other grant applications.

Table 3: Action Plan Overview

No.	Name	Detailed Intervention	Lead Stakeholder(s)
1	Strategic Communications	Building on the stakeholder workshop, ensure strategic communications between travel plan stakeholders and the development of strong partnerships to drive efficiency and collaboration across all proposed improvements.	All Station Travel Plan Stakeholders, led by ScotRail
2	Cycle Parking Facilities	Consider options to improve cycle parking facilities at Newton station, including additional shelter and CCTV coverage of cycle storage.	ScotRail/ Sustrans/South Lanarkshire Council
3	Cycle Infrastructure	Consider options to improve cycle infrastructure in the surrounding area, particularly in terms of connecting the station with the National Cycle Network. Also make use of the wide stairs down to the underpass and provide a cycle gutter to make it easier for cyclists to access the platforms.	ScotRail/ Sustrans/ South Lanarkshire Council
4	Cycle Hire/Electric Bikes	Consider providing cycle/ electric bike hire facilities at the station to encourage active travel.	ScotRail/ Sustrans/ South Lanarkshire Council
5	Improvements to Underpass	Improve the appearance and cleanliness of the underpass by upgrading existing fixtures and fittings, undertaking a deep clean, putting up nets to stop birds from nesting, and putting up wall art.	ScotRail

No.	Name	Detailed Intervention	Lead Stakeholder(s)
6	Onward Travel Information	Provide a travel map specific to Newton area at the station, showing walking/cycling routes and links to the station.	ScotRail/ Camglen Biketown
7	Local Information	Provide a map and leaflets in the station showing nearby points of interest such as schools and leisure facilities.	ScotRail/ South Lanarkshire Council
8	Residential Travel Plans	Ensure residential travel plans are created for new housing developments, showing rail services and connections	South Lanarkshire Council/Housing Developers
9	Station Artwork	Implement station artwork through appropriate ScotRail/Sustrans funding schemes and local volunteers (e.g. schools).	ScotRail/ Sustrans/ Halfway Community Council/ Rail 74 Community Rail Partnership
10	Refreshments	Consider options to provide refreshments at the station, for example, a hot drinks machine or café.	ScotRail/ South Lanarkshire Council / Local businesses
11	Customer Toilets Maintenance	Carry out regular checks and maintenance of the customer toilets to ensure that they are always in working order.	ScotRail
12	Improved Security	Improve security in and around the station by providing additional lighting throughout the station and surrounding area, especially in the station underpass and on secluded footpaths/cycle ways. Also provide CCTV coverage of the station entrance on Newton Station Road and in the underpass to deter anti-social behaviour.	ScotRail/ South Lanarkshire Council/ Rail 74 Community Rail Partnership
13	Residential Travel Packs	Develop travel packs to provide to new residents living in the local housing developments.	ScotRail/ Halfway Community Council/ Rail 74 Community Rail Partnership/ Housing Developers
14	Paintwork	Repaint markings on disabled spaces and the stairs which go down to the underpass.	ScotRail

No.	Name	Detailed Intervention	Lead Stakeholder(s)
15	Promotion of Active Travel	Carry out a local initiative to promote walking and cycling as attractive options for travelling to and from the station. For example, host bikeability sessions at local schools to encourage children to cycle.	Halfway Community Council/ Rail 74 Community Rail Partnership/ Sustrans
16	Station Neighbours	Approach local businesses to act as Station Neighbours, particularly Newton Arms pub due to the fact that they already offer support services to customers.	ScotRail/ Local businesses
17	Dial a Ride Service	Scope out interest in operating a 'dial a ride' shuttle service for local passengers to and from the station, during the early morning and late evening. This may include sourcing volunteers and brokering use of community transport provision.	Halfway Community Council/ Rail 74 Community Rail Partnership
18	Pedestrian Environment	Provide additional pedestrian crossings to improve pedestrian safety, especially on Newton Station Road outside the station entrance, and on Westburn Road near the primary school. Also implement signage to inform the presence and purpose of shared spaces in the new development sites to enforce the modal hierarchy of pedestrians and cyclists being at the top.	South Lanarkshire Council/ Sustrans

8.2 Monitoring & Management

It is essential that the Station Travel Plan is implemented effectively and is continually managed and monitored to ensure it maintains its effectiveness and achieves the objectives set. One of the key challenges with any Travel Plan is to embed legacy into the process, to ensure that the Travel Plan continues to remain relevant and effective over the longer term.

To that effect, it is proposed that a Newton Station Travel Plan Management Group (STPMG) is created which is responsible for the implementation, development and monitoring of the Travel Plan is set up. This should include key representatives from stakeholder groups including ScotRail, South Lanarkshire Council, Halfway Community Council, Rail 74 Community Rail Partnership, and Camglen Biketown, supported by transport organisations such as Sustrans.

Local community groups in particular have a key role to play in ensuring that the Station Travel Plan remains current and responsive to the needs of the local community, helping to lobby for funding and undertaking future audit work.

As well as using the Station Travel Plan as one of the inputs to the wider station and area master-planning process, the STPMG should actively identify and capture opportunities to add value to wider travel planning activity. For example, holding joint initiatives, campaigns and events with local public and private sector partners. Such coordinated working will not only help each partner to achieve their own objectives, but also to achieve wider transport, economic and social objectives in Newton, to support sustainable development.

Table 4 illustrates the main stakeholders or 'owners' of the Station Travel Plan, who have responsibilities for its continued development, implementation and management. It shows the level of involvement and responsibility held by each owner, based on the actions set out in the Action Plan.

Table 4: Station Travel Plan 'Owners'

Stakeholder	Strategic/Local	Owner/Consultee	Role Comments
ScotRail	Strategic	Owner	As commissioner of the STP and operator of the station, will be actively involved in measures which directly impact upon the station
South Lanarkshire Council	Local	Owner	Will have a key role in progressing many of the measures.
Halfway Community Council	Local	Owner	Will work with the Community Rail Partnership to co-ordinate new community groups, promote bikeability and rail safety, and take an active role in implementation of some of the measures in the action plan.
Rail 74 Community Rail Partnership	Local	Owner	Will work with the Community Council to co-ordinate new community groups, promote bikeability and rail safety, and take an active role in implementation of some of the measures in the action plan.
Camglen Biketown	Local	Owner	Lead on the production of a travel map specific to the Newton area.
Sustrans	Strategic	Consultee	Already actively involved in promoting, designing and funding active travel schemes and promotion of National Cycle Network and links to rail.
Strathclyde Partnership for Transport	Strategic	Consultee	As the Regional Transport Partnership, will play a strategic role in identifying potential funding streams and providing advice on proposed schemes and policy matters
Network Rail	Strategic	Consultee	Will require consultation/co-operation for any measures that require access to or alterations to NR controlled land or building or operational matters.

The progress of each measure, as identified in the Action Plan, will be monitored and assessed against predicted timescales, costs, key measurable outputs and impacts. Where appropriate, measures should be refined and amended in line with new sources of information and funding, and also reflect the ongoing changes in Newton, such as new residential development and the heritage park proposed adjacent to the station.

Effective monitoring and management of the Newton Station Travel Plan will help achieve a legacy arising from the implementation of the proposed measures and set a precedent for the development and implementation of similar Travel Plan schemes.

8.3 Indicators

Table 5 sets out the ten main indicators against which the implementation of the Newton Station Travel Plan will be monitored. These indicators are standard across each of the ten Station Travel Plans being prepared during the current phase of ScotRail's Station Travel Plan programme and have been developed to capture each of the main aims and objectives of the programme.

It is recognised that the focus of each Station Travel Plan will differ; for example, for some stations the main issues and opportunities identified may focus on the station itself and associated facilities, whereas for others the focus may be on the last mile and supporting links to and from the station. Each Station Travel Plan will contribute to all ten indicators in some way; and a rating system has been developed to indicate where the focus areas lie. The rating system is as follows:

- Green – highest priority area
- Amber – medium priority area
- Grey – low priority area (however, the Station Travel Plan will still support the indicator to some extent)

The priorities have been derived based on the evidence collected on the key issues and opportunities and the actions set out in the Action Plan.

Table 5: Newton Station Travel Plan Indicators

1.	Mode Shift	Green
2.	Peak Spreading / Re-Timing Journeys	Grey
3.	Overall Passenger Experience	Green
4.	Interchange Experience	Amber
5.	Improving Patronage	Green
6.	Local Station Usage	Amber
7.	The Last Mile	Green
8.	Active Travel	Green
9.	Economic Growth & Development	Amber
10.	Access for All	Amber

8.4 Legacy

The Station Travel Plan document should serve as a means of providing a robust evidence base to pursue funding opportunities to implement each of the proposed measures. A simple way to progress this is through a funding matrix, identifying possible funding requirements and sources which will help drive an appropriate application process and identify the need for any further evidence gathering and analysis.

The continued involvement of stakeholders identified in **Table 4** is essential in maintaining momentum in the STP process and maximising the chances that measures will be implemented, to ensure that the legacy of the STP is a positive one, which leads to genuine improvements in the station and a positive impact upon sustainable travel options in the area.

