



# Proposed Tesco Store – Europa Services Site, Lesmahagow

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## Transportation Assessment – Accessibility Statement

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**Tesco Stores Limited**



**Goodson  
Cole  
Transportation**

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**Consulting Engineers**

**Proposed Tesco Store – Europa Services Site,  
Lesmahagow**

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**Transportation Assessment –  
Accessibility Statement**

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20408

October 2008



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<b>Document Reference:</b>	\\192.168.20.1\archdata\documentstore\20408\doc\report-r-ma-16092008 1.doc
<b>Version Number:</b>	01
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<b>Issue Date:</b>	<b>Distribution:</b>	<b>Copies:</b>	<b>Version:</b>
15/10/08	Phil Pritchett Callum Ford	Pritchett Planning Consultancy Tesco Stores Limited	4 paper 1 CD 1(email)
			<b>01</b>

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## 1 INTRODUCTION

### General

- 1.1 Goodson Cole Transportation (GCT) has been commissioned by Tesco Stores Ltd to prepare a Transportation Assessment (TA) in support of a planning application for a proposed new store development on land located to the west of Teiglum Road, and south of the M74 Motorway, Lesmahagow.
- 1.2 At present the site is currently occupied and trading as Europa Services which provides truck stop facilities – goods vehicle parking, bar, restaurant and accommodation – targeted towards, but not limited to, hauliers using the M74.

### Development Proposals

- 1.3 The proposed development comprises of 3,346 m<sup>2</sup> GFA of food retail development, associated car parking facilities (253 spaces, inclusive of disabled user spaces), store servicing and petrol filling station (PFS).
- 1.4 Appendix A indicates the site layout plan of the proposed development.

### Guidance and Standards

- 1.5 The TA has been undertaken in accordance with the Scottish Government's publication Scottish Planning Policy (SPP) 17: "Planning for Transport" (August 2005), Planning Advice Note (PAN) 75 "Planning for Transport" (August 2005) and Transport Assessment and Implementation: A Guide (TAIG) (August 2005).
- 1.6 The TA also takes due cognisance of the South Lanarkshire Local Plan (December 1999) and South Lanarkshire Local Transport Strategy (2006 – 2009). Reference has also been made to "Guidelines for Traffic Impact Assessment, (September 1994) published by the Institution of Highways & Transportation. Proposed infrastructure improvements have been designed in accordance with the standards provided in the Design Manual for Roads and Bridges (DMRB).
- 1.7 In accordance with existing policies and guidance, sustainable development principles have been adopted to ensure that the development provides a realistic choice of transport modes and in the hierarchy of priority for access to walking, cycling and public transport as well as access for private cars.

### Consultation

- 1.8 Consultation is currently underway with officers of South Lanarkshire Council's (SLC) Roads and Transportation Services and JMP Consulting, acting on behalf of Transport Scotland (TS).
- 1.9 The agreement of technical parameters and study methodology must be completed before a full TA can be submitted in support of this development. This work has been delayed by data collection requirements which have been affected by local mid-term school holidays and major roadworks on the M74 between Junction 10 Wellburn (Lesmahagow) and Junction 9 Poneil. In respect of the latter influencing factor, these works are expected to be complete by the end of November 2008.

- 1.10 It is envisaged that the detailed scoping exercise will be completed during December 2008, and the TA shortly thereafter.

**Report Format**

- 1.11 The following report consists of Part 1 of the TA and addresses the accessibility of the proposed development site under the terms of national and local government's integrated planning policy and sustainable objectives (described in greater detail in Chapter 2).
- 1.12 It has been informed by site visits undertaken by GCT, a desktop research exercise and initial community consultation undertaken by Tesco Stores Limited.

## 2 POLICY CONTEXT

### Scottish Planning Policy

- 2.1 The Scottish Government's publication, Scottish Planning Policy (SPP) 17, 'Planning for Transport,' promotes an integrated approach to land use and transport planning in order that new development can support sustainable travel patterns. In particular paragraph 7 outlines the objectives for integrated transport and land use planning by supporting a pattern of development and redevelopment that:
- Reduces the need to travel;
  - Enables people to access local facilities over local networks by short walking and cycling trips, in turn contributing to social inclusion;
  - Provides high quality public transport access, in order to encourage modal shift away from car use to more sustainable forms of transport, and to fully support those without access to a car; and
  - Effectively manages motorised travel, within the context of sustainable transport objectives.
- 2.2 In relation to new development, access to sustainable transport is highlighted in paragraphs 38 to 42 and is summarised below:
- A new development should make adequate provision for pedestrians, both internally and externally;
  - Cyclist's interests should be addressed in proposals for development, which should include the creation or enhancement of a comprehensive cycle network; and
  - New development areas should be served or be proposed to be served by public transport accessing a range of destinations. All sites should seek to enable pedestrian movement from the public transport facility to the development without conflicting with cars.
- 2.3 Paragraph 51 of SPP17 states that 'Planning permission should not be granted for significant travel generating uses in locations:
- where immediate links to walking and cycling networks are not available or cannot be made available;
  - where access to public transport networks is further than 400m by walking;
  - which would encourage reliance on the private car;
  - which would be likely to have a detrimental effect on the capacity of the strategic road and /or rail network; or
  - where a Transport Assessment does not include any satisfactory mechanism for meeting sustainable transport requirements.
- 2.4 Planning Advice Note 75 (PAN 75) further reinforces the objectives of SPP 17. Paragraph 7 states that 'new development is to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full

potential and people can move easily between different modes’.

### **South Lanarkshire Local Plan**

- 2.5 The Finalised South Lanarkshire Local Plan sets out the Council’s detailed development strategy. Section 8 sets out its transport policies.
- 2.6 Policy TRA 1 seeks to promote land uses and transport planning principles that encourage and support the use of land in highly accessible locations for predominantly people-based development and ensure account is taken of the need to provide proper provision for walking, cycling and public transport.
- 2.7 Policy TRA 2 states that, ‘development proposals adjacent to or on the line of a (walking, cycling or riding) route will require to take account of the route and where appropriate, developer contributions will be sought..... to the provision of upgrading of the route.’
- 2.8 Policy TRA 4 states that, ‘ the Council will seek to ensure that developers of major developments will work with Strathclyde Partnership for Transport and bus operators to extend bus services and improve bus infrastructure at or in the vicinity of the site.’
- 2.9 Policy TRA 8 states that, ‘for major new developments that act as trip destinations, maximum parking standards will be identified to help limit demand for individual journeys by car. Parking for the disabled will be included in the standards as minimum.....to ensure that access.....is of the highest standard.’

### **South Lanarkshire Local Transport Strategy 2006 – 2009**

- 2.10 The South Lanarkshire Council Local Transport Strategy (LTS) sets out the integrated transport strategy for the Council area with the aim of working towards economic, environmental and social sustainability through the provision of an accessible and integrated transport network. It seeks to achieve the main objectives set out by the Scottish Executive.
- 2.11 The Council, through its policies, seeks to direct major new development to sites accessible by public transport, and requires that the transport implications of such developments must be set out in a Transport Assessment.
- 2.12 Its LTS seeks to ensure that travel by bus is convenient, rapid and reliable. The Council will seek to improve bus services by enhancing infrastructure and priority initiatives where appropriate. It will also ensure that an appropriate level of public transport serves new development and, where improvements are required to services, it will insist that developers work with the Strathclyde Partnership for Transport and bus operators to extend services.
- 2.13 Local Transport Policy (LPT) 19 states that, ‘ the council will ensure that all new major developments will provide adequate facilities and publicity for walking and cycling and link to existing networks’. Through Policy LTP 17 the Council seeks to encourage and endeavours to increase the proportion of journeys made on foot and by cycle, by improving the quality of these journeys.

### **Transport Assessment and Implementation: A Guide**

- 2.14 This document accompanies SPP17 and PAN 75 and is intended to provide a

good practice guide for the transport assessment of new development and redevelopment. The document provides a general guide to transport assessments and some detailed information on criteria that should be considered. The completed TA report will take cognisance of this guidance and an assessment of the trips likely to be generated by the proposed development will be undertaken and broken down by mode of travel (i.e. 'person' trips).

### **3 EXISTING TRANSPORT LINKS**

#### **The Site**

- 3.1 At present the development site is currently occupied and trading as Europa Services, providing the following truck stop facilities: goods vehicle parking, bar, restaurant, toilets and sleeping accommodation.
- 3.2 The site is bounded to the south by an undeveloped site, to the east by Teiglum Road and to the north M74 Motorway. The proposed site is located on the north western edge of Lesmahagow.

#### **Walking Access**

- 3.3 Currently local journeys by foot are easily achievable with well maintained pedestrian footways linking the development site to the main residential and commercial areas of Lesmahagow to the south. Footways are provided on Teiglum Road, Strathaven Road and the B7078 Carlisle Road. The existing footways are of high quality and are well lit.
- 3.4 The existing footways provided along Teiglum Road are minimum of 2 metres wide and link to footways on Strathaven Road to the south and the B7078 Carlisle Road to the north. The existing footways afford access to bus stops located on Strathaven Road to the west of its junction with Teiglum Road. There is no footway on the north side of Teiglum Road between the existing access to the site and the bell mouth junction providing access to the undeveloped site lying adjacent. A 30mph speed limit applies on Teiglum Road at its entry from the M74 Slip Roads / B7078 dumb-bell roundabout junction. The existing footways along Teiglum Road are illustrated by Photographs 1 and 2.
- 3.5 The existing footways on Strathaven Road provide access to/from local bus stops, Lesmahagow Town Centre and surrounding residential developments. The existing footways along Strathaven Road are illustrated by Photograph 3.
- 3.6 A 1.5m wide remote footway also runs along the eastern boundary of the B7078 Carlisle Road. The footway can be accessed from Teiglum Road via crossing areas provided on the deflection islands for the M74 Slip Roads / B7078 dumb-bell roundabout junction. The existing footway along B7078 Carlisle Road is illustrated by Photograph 4.
- 3.7 Pedestrian footways are also present on both sides of the B7078 Carlisle Road Bridge over the M74 motorway.



**Photograph 1: Existing Footways along Teiglum Road looking south of Site Access**



**Photograph 2: Existing Footways along Teiglum Road looking north of Site Access**



**Photograph 3: Footways on Strathaven Road west of Teiglum Road junction**



**Photograph 4: Footway along B7078 Carlisle Road**

### **Cycling**

- 3.8 At present there are no formal cycle facilities adjacent to the proposed development site and therefore cycle access is provided from the local road network.

### Public Transport - Bus Services

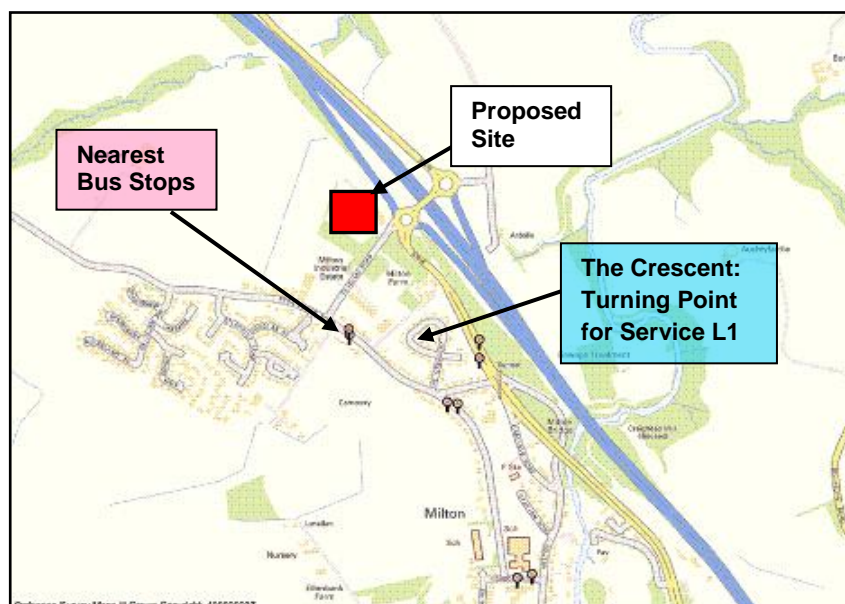
- 3.9 The existing bus stops adjacent to the proposed site are located on Strathaven Road to south of the site. The existing bus stops are within 400 metres walking distance from the proposed site. Summarised in Table 3-1 below are the details of the route and frequency of existing bus services within Lesmahagow. The locations of bus stops in relation to the proposed development site are illustrated by Figure 3-1 and the quality of the bus stops by Photograph 6. .

**Table 3-1: Existing Bus Services**

Route	Service	Frequency			
		AM Peak	Inter-peak	PM Peak	Evening
Hamilton – Larkhall – Blackwood – Lesmahagow (via Strathaven Road at Industrial Estate – Coalburn	253	30 minutes	30 minutes	30 minutes	30 minutes
Lesmahagow, The Crescent/Milton Park Sq, - Strathaven Road, At Nethan Vale Terrace - Hillcrest/Boughden Way	L1	-	30 minutes	-	-
Lesmahagow – Kirkmuirhill – Lanark Bus Stance	8	60 minutes		60 minutes	-

- 3.10 Service L1, operated by Muir Travel through the Rural Development Trust<sup>1</sup>, is primarily town circular service offering links to various residential/commercial areas within Lesmahagow. Currently the limit of the L1 route extends as far as “The Crescent,” approximately 800 metres to the south of the development site. The current route of Service L1 is illustrated in Appendix B.

**Figure 3- 1: Location of Bus Stops adjacent to the Site**



Source: [www.transportdirect.info](http://www.transportdirect.info)

<sup>1</sup><http://www.ruraldevelopmenttrust.co.uk/>



**Photograph 6: Existing Bus Stop on Strathaven Road to the south of site**

### **Road Network**

- 3.11 The existing access to the Europa Services site is by way of a simple priority junction from Teiglum Road. It is intended to utilise the existing access taken from Teiglum Road which will be improved to meet the requirements of the development.
- 3.12 Teiglum Road is a 6.0 metre wide single carriageway road connecting to Strathaven Road to the south via a simple priority junction. In the north western direction Teiglum Road affords access to the M74 Junction 10 and the B7078 Carlisle Road via two dumbbell roundabout junctions. A 30mph speed restriction applies on Teiglum Road.
- 3.13 Strathaven Road runs north-south between School Road to the south and Lesmahagow Road to the South. Strathaven Road within Lesmahagow settlement boundary has a speed restriction of 30mph. However, the national speed limit applies beyond the settlement boundary which is currently defined by Wellburn Avenue. Strathaven Road affords access to some residential and commercial areas north of Lesmahagow Town Centre.
- 3.14 The B7078 Carlisle Road is a dual carriageway local distributor road which runs parallel to the M74 providing links to the A70 Ayr Road and also affording access to the M74 Motorway at Junctions 10, 11 and 12.

## 4 MEASURES TO SUPPORT PROPOSED DEVELOPMENT

### Walking

- 4.1 A guide on the acceptable walking distances for some common facilities is provided in Table 3.2 "Suggested Acceptable Walking Distance" of Guidelines for Providing for Journeys on Foot" published by the Institution of Highways & Transportation (IHT) publication. The document identifies the desirable, acceptable and preferred maximum walking distances relating to walking for "other purposes" as 400m, 800m and 1200m respectively.
- 4.2 As an indication of the potential walking catchment of the proposed development, Appendix C of this report illustrates 400m, 800m and 1200m walking isochrones, representing walking times of 5, 11 and 16 minutes, measured along identified pedestrian friendly routes from the centroid of the site.
- 4.3 The walking isochrones indicates that approximately 18% of the population in Lesmahagow, using 2001 Census Data, is within the maximum walking distance of 1200m from the development.
- 4.4 As intimated in Section 3 of this report, the existing site is well located in relation to pedestrian footway connections to surrounding residential developments. The existing network of footways within the vicinity of the development site is considered adequate to accommodate any additional pedestrian trips likely to be generated by the development.
- 4.5 It is envisaged that majority of the pedestrian trips will come from the south along Strathaven Road onto Teiglum Road and therefore will require a formal pedestrian crossing point on Teiglum Road to access the development.
- 4.6 To cater for these pedestrian trips, footways with associated street lighting will be provided within the development to link existing footways on Teiglum Road which also provide access to nearby bus stops and surrounding residential developments. The internal layout and access design plan illustrated by Appendix D of this report showing the connections between the internal footways with existing external footways.
- 4.7 In addition the missing link in the footway to the north of Teiglum Road will be completed. A traffic signal controlled 'Puffin' crossing is to be provided to the south of the development access to afford a more conducive and safe pedestrian crossing point on Teiglum Road.

### Cycling

- 4.8 At present there are no dedicated cycle routes within close proximity of the development site.
- 4.9 However, to cater for cycling trips to the site, cycle racks designed to appropriate standards and previously utilised at existing Tesco Store developments will be provided and located close to the entrance of the store. Cycle parking will be provided in accordance with the Scottish Government's document 'Cycling by Design' which recommends a minimum provision of 1 space per 1000m<sup>2</sup> GFA.
- 4.10 In addition, the development's internal layout and access will be designed to

provide a safe and conducive environment for accommodating both pedestrian and cyclists.

### **Public Transport**

- 4.11 Section 3 of this report indicates that whilst the nearest bus stops are within 400m walking distance from the site, there are only 2 services per hour serving these bus stops. In order to improve bus accessibility, it is proposed to provide bus turning facility within the development to allow existing bus services to directly serve the store. Tesco Stores Ltd intends to hold discussions with SLC and the local bus operators regarding the potential extension of existing bus services into the development. At present the L1, “Lesmahagow Town Circular” service which terminates at “The Crescent” south of the site, has the potential of being extended further north to serve the proposed store.
- 4.12 To further encourage the use of public transport to the site, bus information will be provided on both employee and customer notice boards, and at the on-site bus stop at the proposed store.
- 4.13 Notwithstanding the above, the emerging Travel Plan for the site will also be used as a mechanism to provide additional measures that will be implemented to promote and encourage travel by public transport to the development.

### **Development Site Access and Servicing**

- 4.14 All access to the store, including service vehicles and fuel tankers, will be via the existing priority junction from Teiglum Road which will be improved by incorporating a right turn lane. The access junction has been designed to accommodate the swept paths of these vehicles.

### **Parking**

- 4.15 Parking for the development has been maximised at 239 standard and ‘Parent & Toddler’ spaces plus 14 disabled parking spaces. This provision is in accordance with SLC requirements and the SPP 17 maximum parking standard, at a rate of 1 space per 14m<sup>2</sup>.

## 5 TRAVEL PLAN FRAMEWORK

### Introduction

- 5.1 Once in operation it will be important to ensure that the site is accessible by a choice of travel modes. The principal aim of a Travel Plan for the proposed store will be to help reduce car usage and increase the use of walking, cycling and public transport.
- 5.2 As an employer Tesco aims to assist the Government's Transport policy by focussing on initiatives to encourage staff to make more sustainable travel choices.
- 5.3 The following Travel Plan Framework sets out measures which will be adopted by Tesco, in consultation with South Lanarkshire Council, to ensure that sustainable travel choices are available to staff and customers accessing the Annan store.

### The Travel Plan

- 5.4 A workplace travel plan is a management tool produced by employers to encourage staff to reduce single occupancy car travel and consider alternative methods of travel to, from and during work.
- 5.5 A Travel Plan provides the basis upon which a sustainable mode share may be achieved. Typically a Travel Plan sets out a series of measures to be introduced that aim to provide access to a site by sustainable modes of transport and to encourage the use of alternatives to the car and promote car sharing.
- 5.6 Travel Plans contain measures to provide or enhance some or all of the following where appropriate:
  - Public transport: comprehensive travel information, improved services, discounted ticketing, marketing and publicity.
  - Walking: providing safe and direct routes, signing, maps and route information.
  - Cycling: providing safe and direct routes, secure and covered parking, changing facilities, staff loans to purchase bicycles and equipment.
  - Car sharing: databases of potential car sharers, preferential parking, guaranteed ride home.
  - Car parking: car parking management systems.
- 5.7 A Travel Plan is an evolving document which responds to changes in travel behaviour.

### The benefits of a travel plan

- 5.8 The Government's (2004) White Paper 'The Future of Transport' observes that workplace travel plans have helped prompt people to consider alternatives to the routine use of their own car, especially for journeys at peak hours. It states that research has shown that workplace travel plans can reduce commuter car driving by between 10 and 30 per cent.
- 5.9 Travel plans can offer benefits not only to an organisation and its employees, but

also the surrounding community:

- Reduced pressure on local parking
- Reduced congestion
- Supporting the use of local public transport, cycling and walking will help improve facilities for all
- Healthier, more attractive environment in which to live and work
- Increased travel choices
- Improved health; reduced stress
- Travel cost savings e.g. through car-sharing
- Promotes equal opportunities by supporting those staff who, out of either choice or necessity, do not use a car

### **Approach and Objectives**

5.10 The emerging Travel Plan for the Tesco store will be undertaken in two phases; firstly it will take account of the existing transport conditions relevant to the store and the surrounding environment, and secondly to propose a number of measures designed to increase travel awareness and highlight sustainable travel opportunities available to staff of the store.

5.11 The strategic objectives of the Travel Plan will be as follows:

- To ensure that the Tesco store is accessible to staff and customers by modes of transport other than the car;
- To deliver a long term commitment to reducing single occupancy car trips to and from the Tesco Store;
- To offer every encouragement to those travelling/wishing to travel to and from the Tesco Store by non-car modes;
- To assist in the promotion of a healthier lifestyle for staff, customers by encouraging walking and cycling; and
- To allow the Tesco to play its part in achieving the sustainable travel goals and targets promoted by national and local policy.

### **General Measures**

5.12 Key Travel Plan measures are outlined below:

- The development of a marketing programme including the provision of travel information for the Development in both electronic and paper-based formats, including a paper based “Green Travel” Booklet detailing all relevant transport information;
- Encouraging pedestrian and cycle access to/from the surrounding residential areas;
- Improve public transport accessibility, encourage and promote public transport use;

- The implementation of a car sharing scheme; and
- The provision of targets relating to a reduction in single car occupancy in combination with the above measures.

### **Travel Plan Coordinator and Associated Support**

- 5.13 The Travel Plan will be implemented by the store under the control of a Travel Plan Co-ordinator (TPC) who will work in conjunction with the local planning authority, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will be appointed by the Store Manager once the Travel Plan is formally agreed by the Local Authority.
- 5.14 The role of the TPC will be as follows:
- To promote and encourage the use of travel modes other than the car;
  - To provide a point of contact and travel information for staff;
  - To ensure that all relevant information is provided to all new members of staff and that up to date information is clearly displayed on the Travel Plan notice boards;
  - To arrange for travel surveys to be undertaken where necessary; and
  - To provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.
- 5.15 The TPC will be supported at national level by a corporate Travel Plan Steering Group who is responsible for the development of Tesco national policy with respect to Travel Plan.

### **Monitoring of the Travel Plan**

- 5.16 The intent of the Travel Plan is for an ongoing improvement process including independent annual monitoring, where necessary. Monitoring will take the form of distribution of questionnaires to staff. The whole Travel Plan will then be reviewed on an annual basis in consultation with South Lanarkshire Council and a summary report produced.
- 5.17 The TPC will form a contact point for communication with the South Lanarkshire Council. Findings from authority discussions and reviews will be communicated to staff via the notice board and communication sessions. Monitoring and review of the progress of Travel Plans, both at store level and the more holistic company level, will be undertaken on a national basis via the Tesco Corporate Steering Group. The findings of this review process will be communicated to the Store TPC.

### **Marketing**

- 5.18 The Travel Plan will be launched on the opening of the store and will be continually marketed through the provision and updating of travel information, leaflets and internal communication sessions.
- 5.19 In addition to the initiatives already outlined with the Travel Plan, there will be an ongoing marketing and communication of information following on from the launch.

## **6 SUMMARY AND CONCLUSION**

### **Summary**

- 6.1 Goodson Cole Transportation (GCT) has been commissioned by Tesco Store Ltd to prepare a Transportation Assessment (TA) in support of a planning application for the proposed retail development with associated parking on the existing Europa Services Site off Teiglum Road, Lesmahagow adjacent to the M74 Junction 10.
- 6.2 A number of measures are proposed to accommodate the pedestrian trips likely to be generated by development and encourage further walking trips. These include: good standard pedestrian footways provided within the site to link with the existing footways on Teiglum Road and the provision of a 'Puffin' controlled crossing adjacent to the entrance to the site.
- 6.3 To promote cycling to the site, secured sheltered cycle parking facilities will be provided within the development and positioned close to the store entrance.
- 6.4 The nearest bus stops adjacent to the site are currently located on Strathaven Road and are within the recommended 400m maximum walking distance from the site. The existing bus stops are served by services to/from areas within Lesmahagow and nearby towns of Blackwood and Kirkmuirhill, Coalburn, Hamilton and Lanark.
- 6.5 As part of the development, it is proposed to provide a bus stop within the site which will afford direct bus services to the development. The developer intends to hold discussions with the Council and bus operators regarding extending bus services into the site.
- 6.6 It is proposed that vehicular access to the development will be provided from Teiglum Road by upgrading the existing site access to include a new ghost island layout.
- 6.7 The development would be supported by a Travel Plan in accordance with current policy which will be used as the main mechanism to ensure that measures and initiatives are put in place to promote and encourage sustainable transport patterns and reduce reliance on the private car by staff and customers.

### **Conclusion**

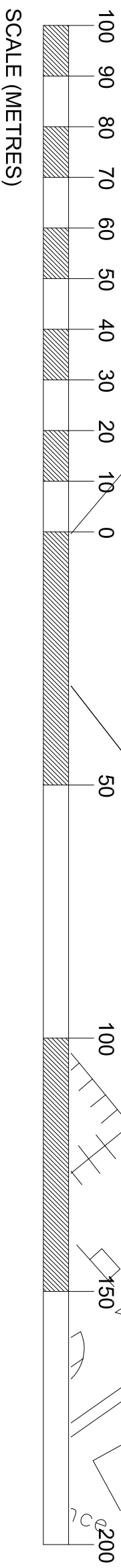
- 6.8 This report demonstrates the existing transport links incorporating measures proposed to support the development should provide a realistic choice of transport to the development in particular travel by sustainable transport modes.

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# **Appendix A**

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## **Site Layout Plan**



**KEY PLAN**

177.75 PROPOSED LEVELS  
 178.49 EXISTING LEVELS

**REVISIONS:**

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**Client:** **TESCO**  
**Project:** PROPOSED TESCO STORE  
 LES944AC0W

**Drawing Title:** PROPOSED SITE LAYOUT

**Date:** OCT 2008 **Scale:** 1:500 @ A1 **Drawn:** JB  
**Issue Status:** PLANNING

**Drawing No.:** 1528 (P) 003

**Edinburgh Office:** Edinburgh Office  
 10 Salisbury Road  
 Edinburgh EH4 3BE  
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 E: info@tesco.co.uk

All dimensions and levels to be checked on site and the Architect is not responsible for any discrepancies. The Architect is not responsible for any errors or omissions in the drawings. The Architect is not responsible for any errors or omissions in the drawings. The Architect is not responsible for any errors or omissions in the drawings.

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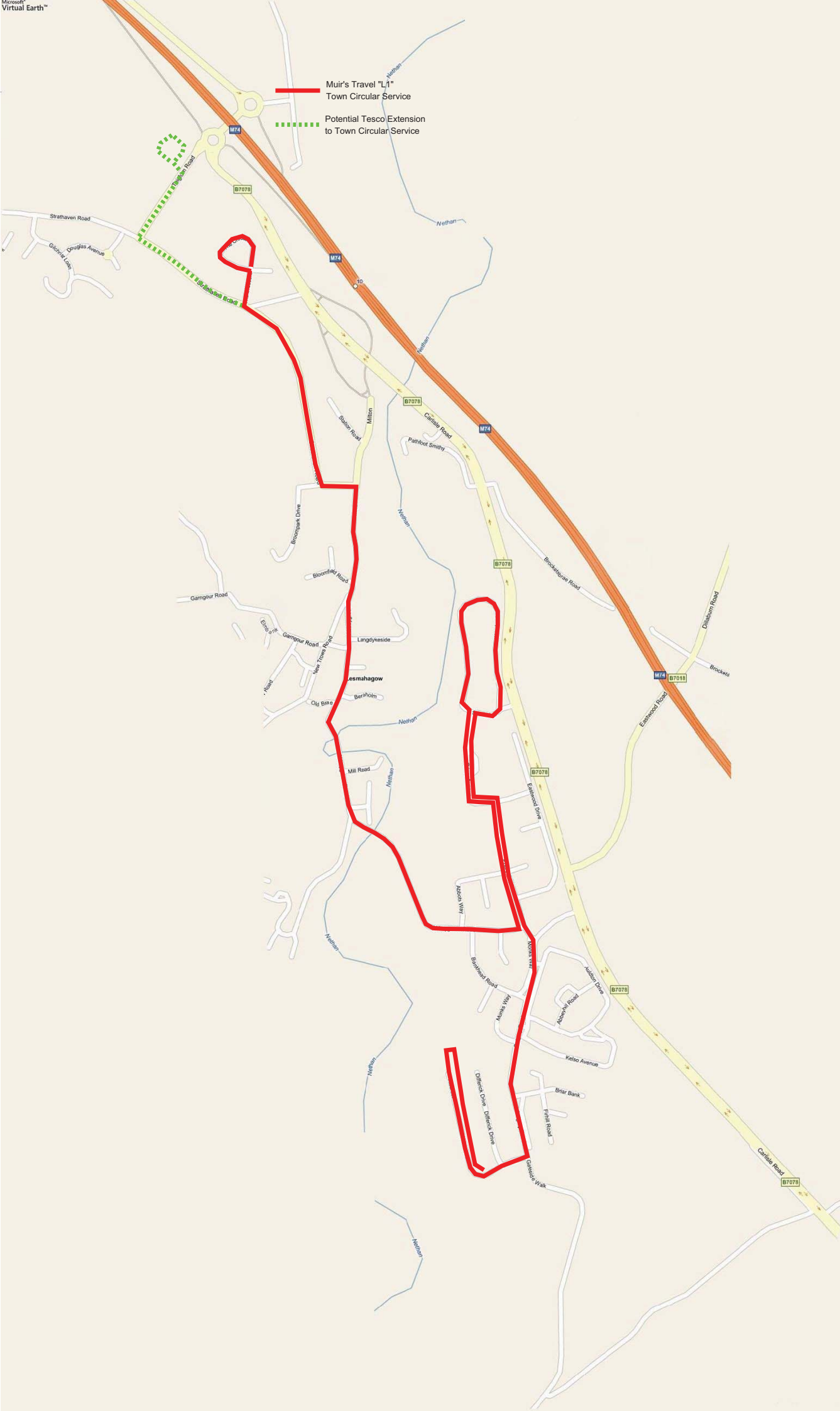
# **Appendix B**

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**Service L1 Bus Route**

Muir's Travel "L1"  
Town Circular Service

Potential Tesco Extension  
to Town Circular Service



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# **Appendix C**

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## **Walking Isochrones**

