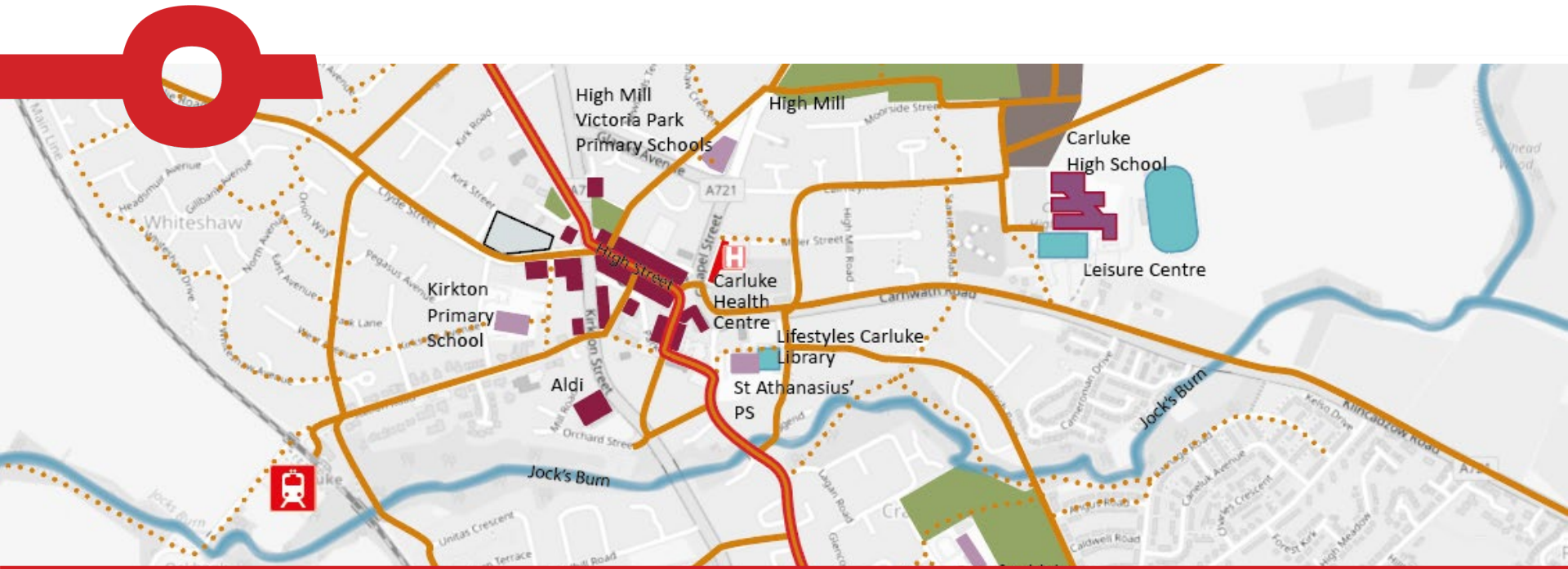


Carluke Active Travel Network Plan

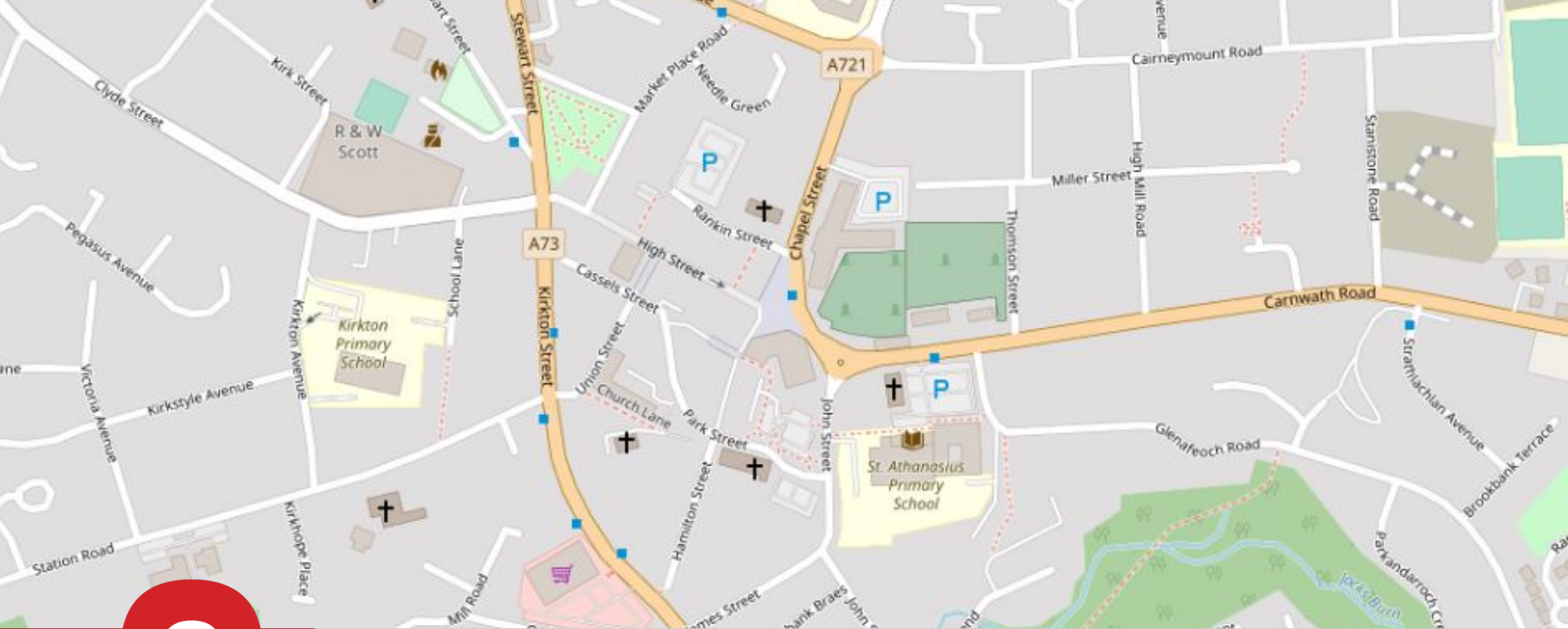


Version 3.0 – Final for publication

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1. Introduction

Aims of the study

Objectives of the study

The aim of the study is to identify the actual and perceived barriers to cycling, walking and wheeling¹ for everyday journeys in and around Carluke, identify the network needed to enable modal shift to those modes and promote Carluke as an Active Travel Friendly Town.

The Active Travel Network Plan will:

- Identify major destinations and how well they are currently connected on foot or by bicycle
- Create a schematic cycle network connecting those destinations, establishing what a complete cycle network in Carluke would look like
- Identify early priorities and recommendations to make active travel a viable option for everyday journeys in and around Carluke

Carluke is in the third wave, alongside Lanark and Hamilton, of a series of studies which will see active travel networks covering South Lanarkshire's main settlements.

¹In the context of this study, "wheeling" covers travel by wheelchair, scooter and buggy/pram

Approach

The approach followed in developing the network included the following steps.

Technical review

- Key destinations, existing and planned, to estimate level and distribution of demand
- Physical barriers
- Policy context and planned changes

Public and stakeholder engagement

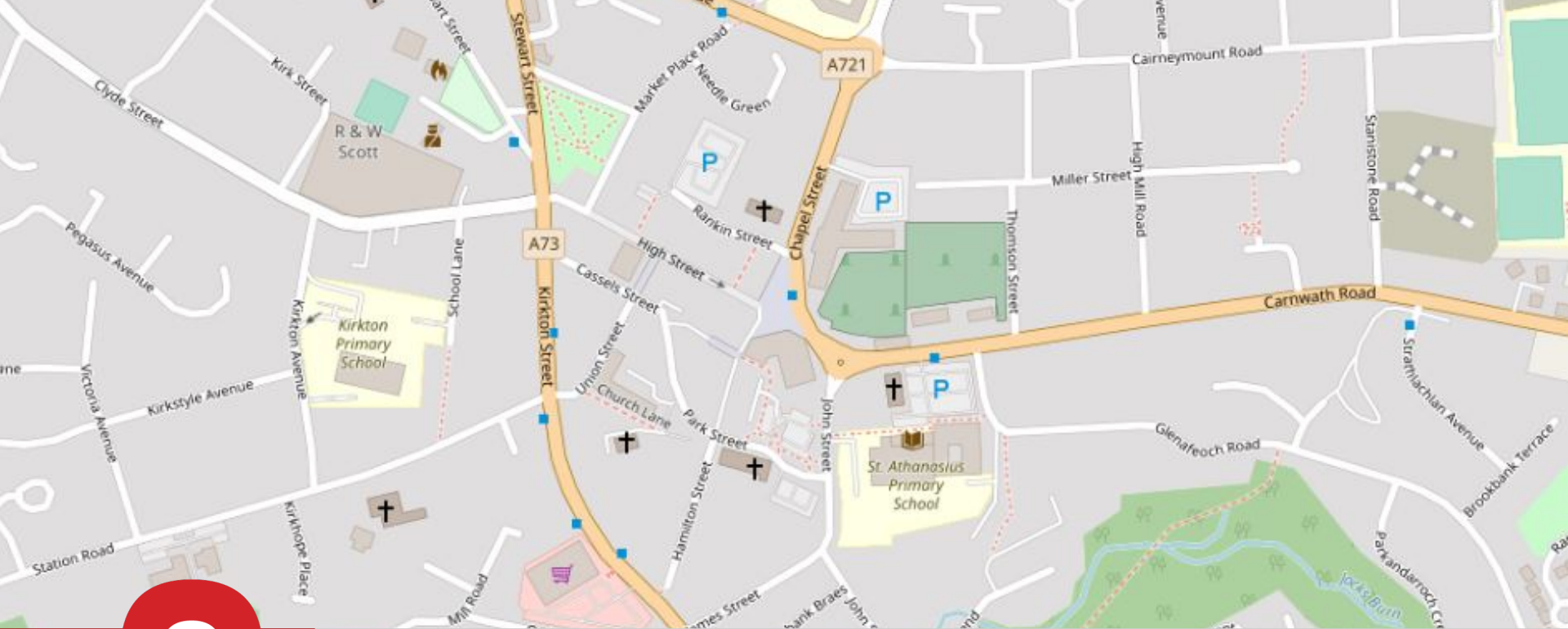
- Online survey to collate individuals' views
- Placecheck online platform to gather views on potential improvements
- Workshop planned with stakeholders – **Unfortunately, the event had to be cancelled due to the developing COVID-19 pandemic and associated travel and gathering restrictions. In an effort to maintain engagement with stakeholders in the circumstances, it was replaced by online and email contributions.**

Network development and recommendations

- Identification of a potential cycle network and
- Identify opportunities for early implementation and proposed phasing for the network development

Feedback from stakeholders and the public and proposed network and priorities

- A workshop was organised via MS Teams to discuss the draft proposals and gather feedback from stakeholders
- An online survey was also open throughout September 2020 to collate feedback from the general public



2. Context and current situation

Study area definition

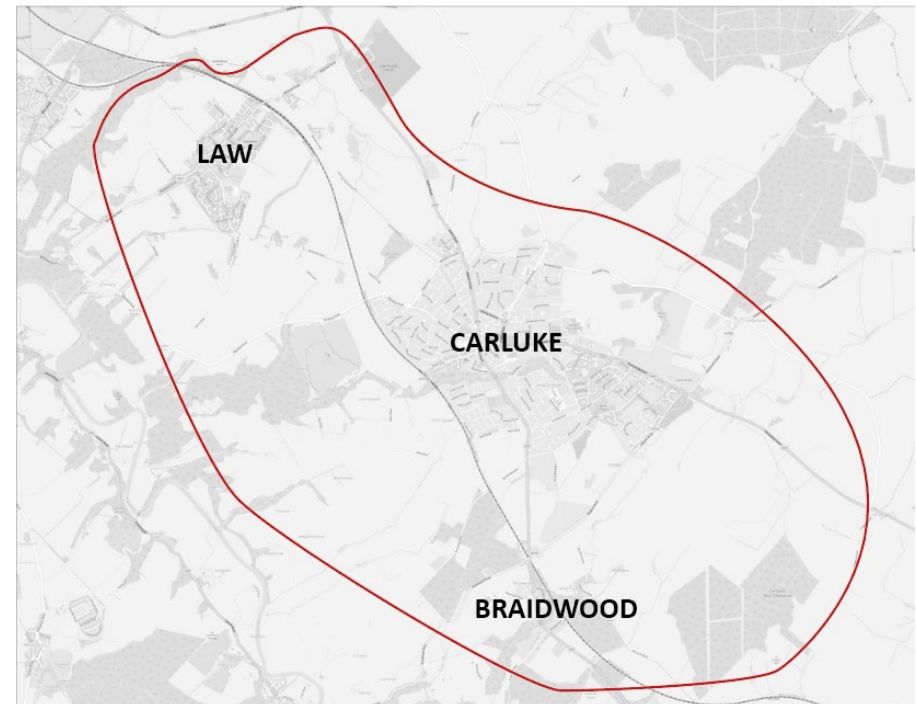
The study is focused on the Carluke area of South Lanarkshire, extending to the villages of Law in the north and Braidwood in the south. The adjacent map shows the extent of the area being considered. Connections to the wider area have been considered to create an integrated network.

Carluke sits on a high plateau overlooking the River Clyde and it is the largest town in the Clydesdale area of South Lanarkshire, with a population of around 13,300, served by five primary schools and a secondary school.

It has a small town centre with a range of high street names and local shops. It has a wide selection of cafes, restaurants, and it has a locally important shopping centre. The town centre was redesigned to create an attractive shopping environment and work finished in 2006.

The railway station provides frequent direct services to Lanark, Motherwell, Hamilton, Glasgow and Edinburgh. There is a circular town bus route that connects the town centre with several local housing schemes. There are also regular bus services to Lanark, Wishaw, Motherwell, Hamilton and Glasgow.

The town The surrounding villages of Braidwood, Forth, Kilncadzow, and Law are supported by the various shops and services available in Carluke.

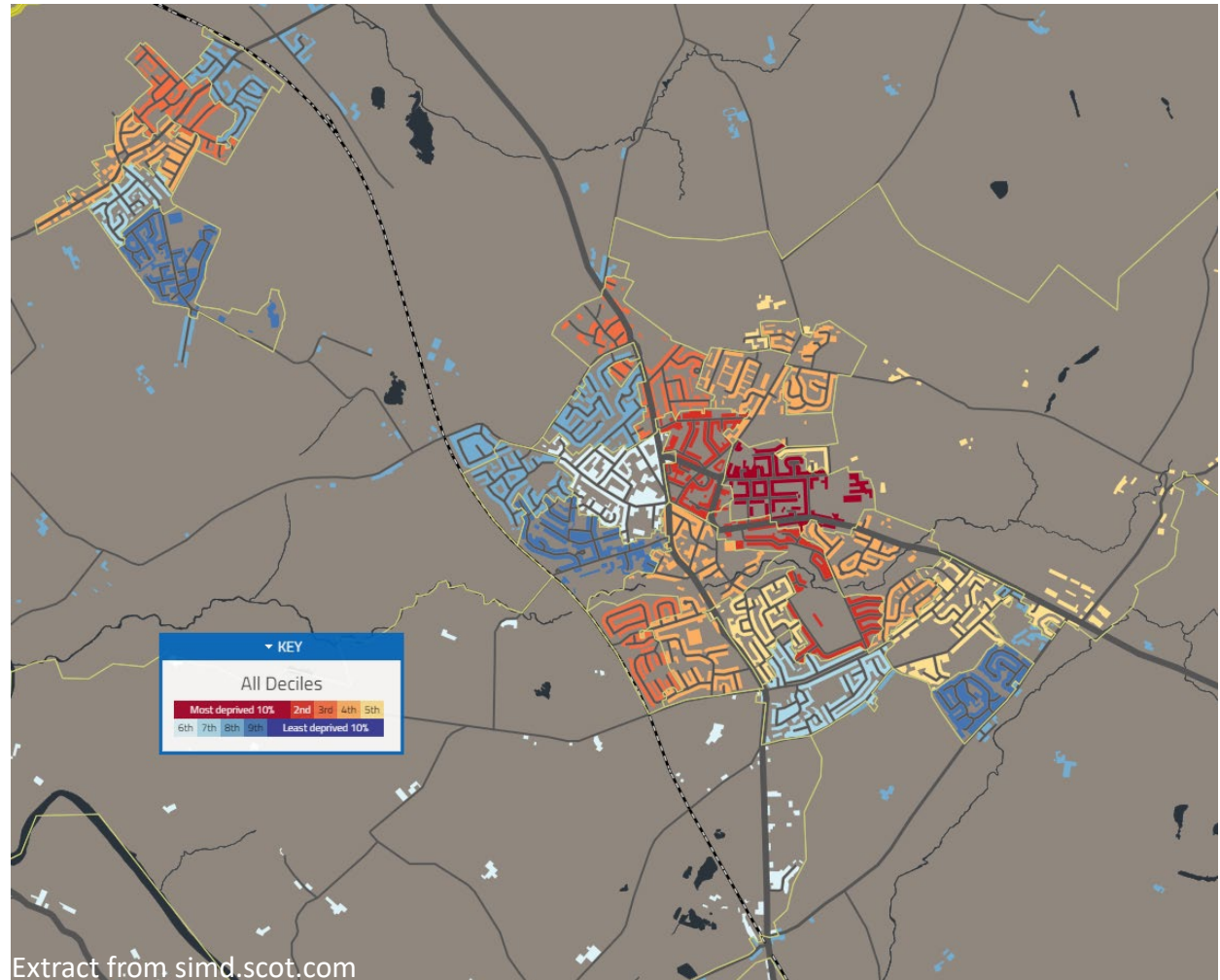


Study area definition

This map of the **Scottish Index of Multiple Deprivation (2020)** shows that one area, Carluke East, is part of the 10% most deprived in Scotland, while two areas immediately to the north and west of it are within the 20% most deprived areas. At the other end of the scale, the north-west and neighbourhoods to the far south-east are among the 20 or 30% least deprived in the country.

Law village does not have any area within the 20% most deprived areas, while one area to the south is within the 20% least deprived.

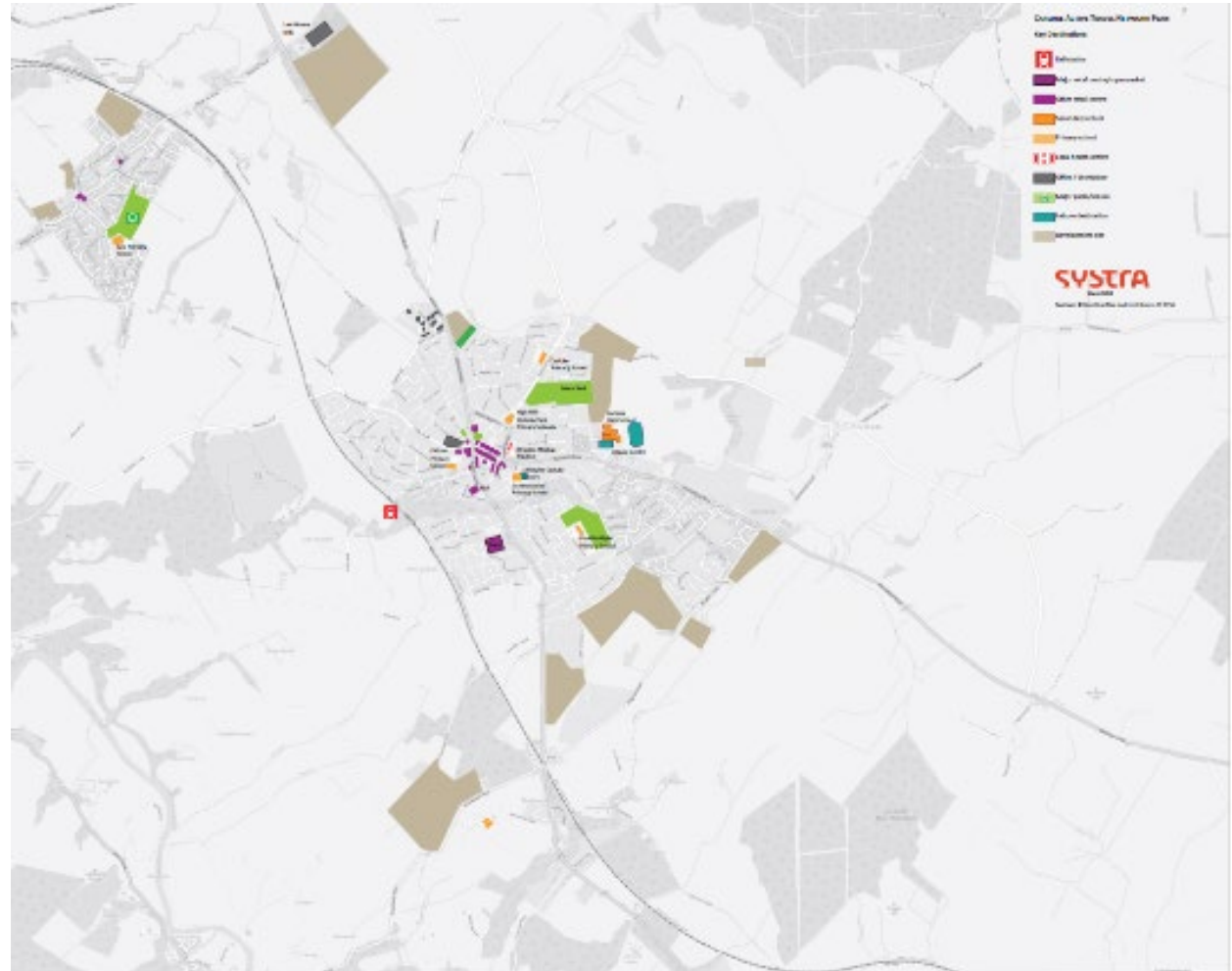
This will be an important consideration when estimating the benefits of investment in walking and cycling infrastructure in different parts of the town.



Key destinations

This map identifies all the significant local destinations which would need to be connected in a coherent active travel network, and have convenient and accessible routes within walking distance. Development sites are also included as future trip generators and opportunities to incorporate active travel early in the planning and design stages.

A larger version of this map is included in Appendix A.



Planned and future developments

The development sites and infrastructure projects most relevant to the town active travel network plan are listed below.

- **New cycle route** is being developed by South Lanarkshire Council from Carluke (at Stonedyke Road) to Carstairs and Forth. The proposed routes will be mostly along quiet rural roads with localised improvements where needed, such as busier sections of roads and crossing points. The route will be fully signposted.
- **Community Growth Areas (CGA):** The adopted Local Development Plan identifies Carluke as a one of South Lanarkshire’s “community Growth Areas”. Specifically, South East and Carluke Moor Park are specifically identified as CGA sites.
- **Residential Development Sites:** Between 2017 and 2024 there is a programmed output of 7,270 housing units and a post 2024 output of 10,328. South Lanarkshire Council has identified land supply to meet its projected housing requirements. Those are shown on the “key destinations” map in Appendix A.
- **Development Framework and Residential Masterplan Sites:** to the north of Carluke, the Law Hospital site is the only development framework site in the Carluke area, identified in the Local Development Plan for residential and employment generating uses. To the south of Carluke, Upper and Lower Braidwood have been identified as Residential Masterplan Sites.
- **Infrastructure and Community Projects:** no major infrastructure project within the Carluke study area have been identified however, a part of the Motherwell re-signalling enhancements scheme involves bi-directional signalling capability between Carluke and Law. This should enhance the attractiveness of rail travel, and emphasises the importance of good active travel access to the rail station.

Current network and use

Current cycle network

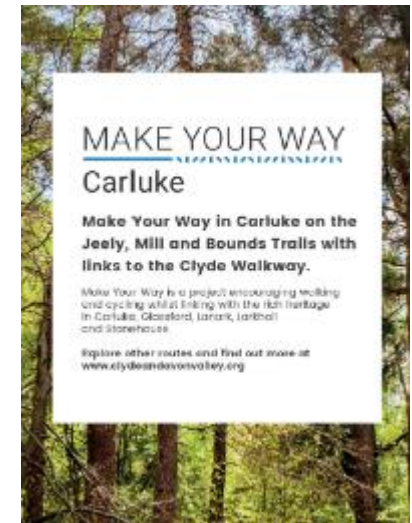
There is no formal, signposted cycle routes in Carluke. The closest national cycle route is the NCR 74, running parallel to the M74 which can be joined at Larkhall, 10km from Carluke. A regional route, and paths along the Clyde Valley can be accessed at Crossford, 6km from Carluke.

Through the “[Make your Way](#)” active travel promotion campaign, walking and cycling routes were identified and promoted, with a website and maps created.

A range of routes are also promoted through websites such as Visit Lanarkshire, mostly along path or quieter roads. Those include:

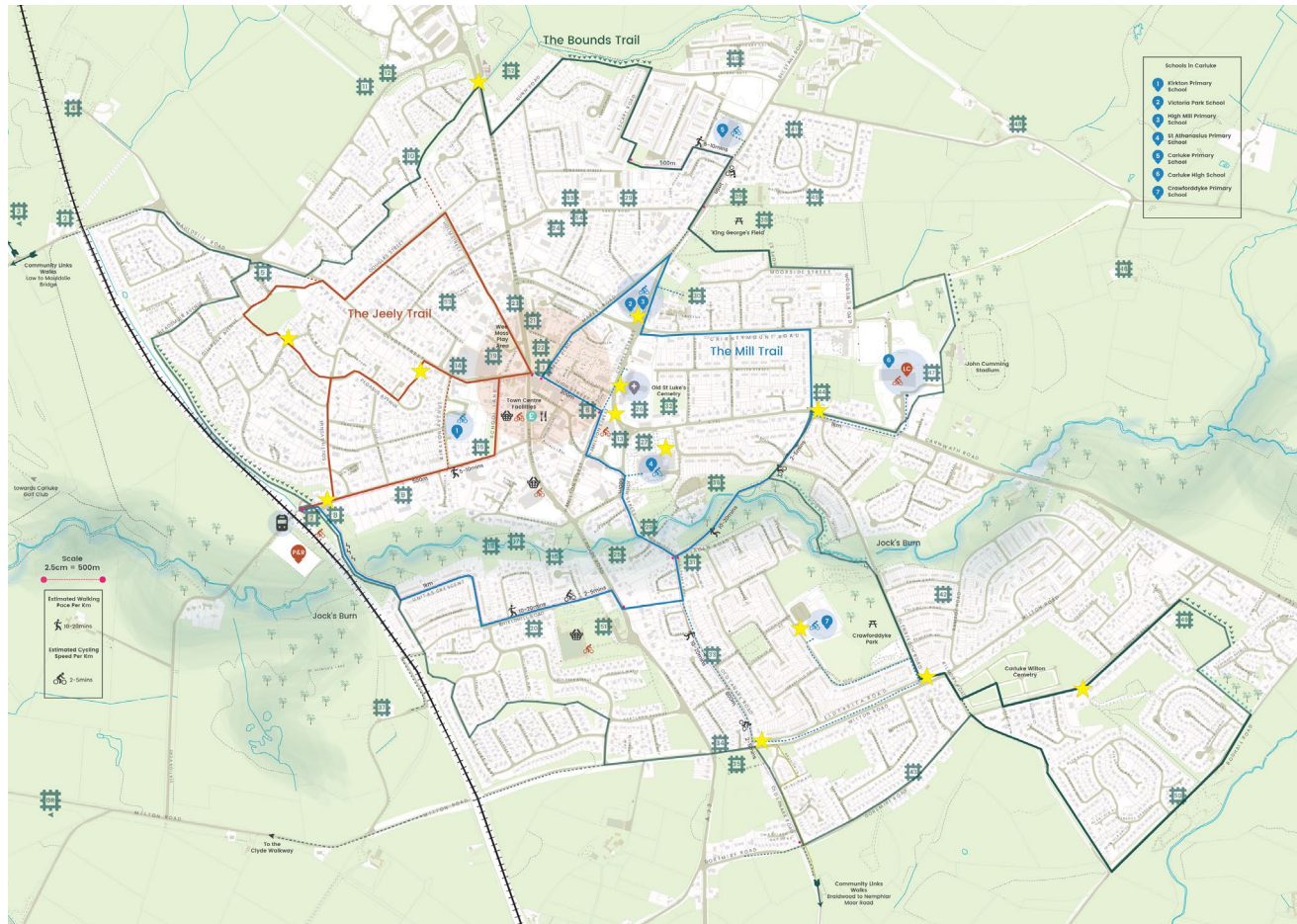
- **Carluke to Shotts**; This cycle route stretches from Carluke to Shotts on a 30km circular route with long flat stretches.
- **Carluke to Airdrie & Coatbridge**; This route connects Carluke to the Sustrans National Cycle Network Route 75 in Petersburn, mainly using minor roads. The route takes in the countryside to the east of Wishaw and Airdrie, and passes close to the landmark Kirk o'Shotts church and Black Hill transmitter mast. From Petersburn the Sustrans route gives access to Airdrie and Coatbridge.
- **Carluke, Yieldshields and Braidwood** Cycle Route, a circular route around Carluke’s surrounding villages via quieter roads.

As there is no formal network, the study will also look at data recorded by fitness apps where users can record their walking and cycling routes, whilst bearing in mind the limitations of those datasets (mainly leisure journeys, by a subset unrepresentative of the general population, etc). These will be included in the final report.



Current network and use

“Make your Way “- Carluke route map



Current network and use

Current use

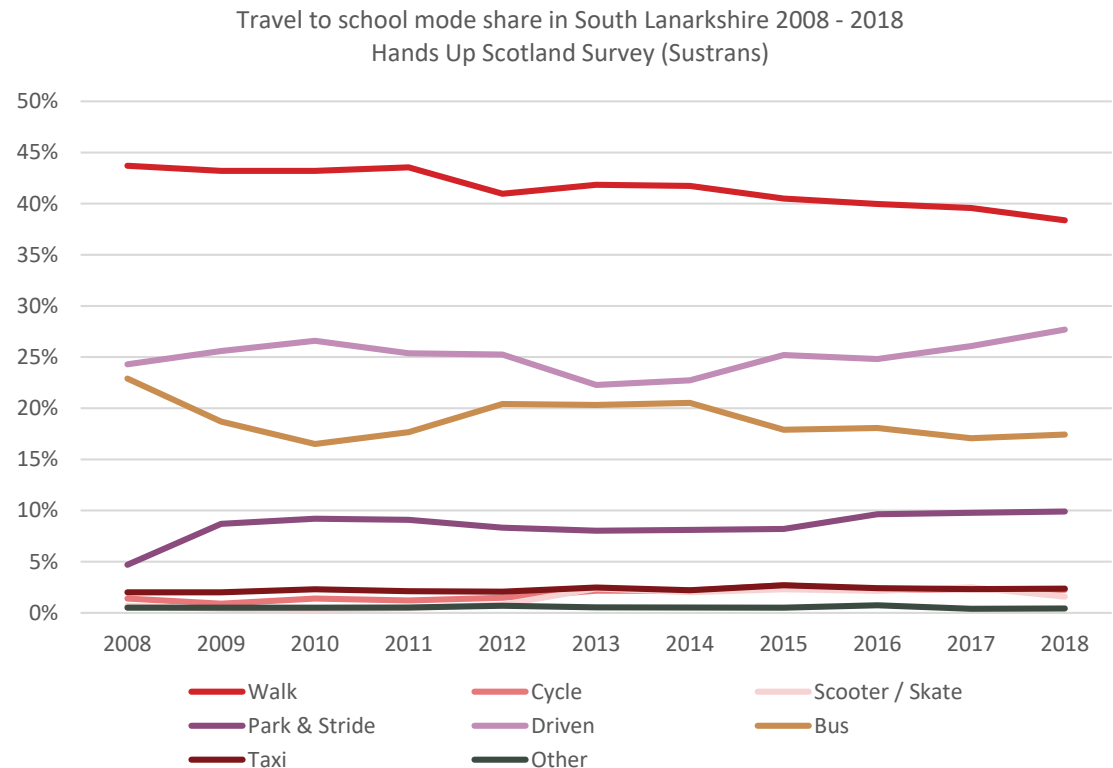
- In South Lanarkshire overall, 56% of journeys made by South Lanarkshire residents used a car/van as the main mode (in terms of distance) either as a driver or passenger, whereas 32% journeys were made by walking, cycling, bus, rail, Subway or tram as the main mode/method of travel according to Census Data 2011.
- Cycling mode share remains very low across most of Scotland with cycling being the main mode of travel for 1.5% in 2017. A small increase was achieved in 2017 compared to 2016 where the percentage was 1.2.
- Across the Council area, the percentage of employees cycling to work “usually” has shown an increase from 0.6% in 2010-2015 to 1.8% in 2018-2019 but again remains very low.
- It should also be noted that the percentage of primary schools delivering level 2 Bikeability training has been increased from 29.7% in 2017 to 38.7% in 2018.
- In addition to walking as a main mode of transport, walking is an essential access mode to public transport (from bus stops to rail stations and transport interchanges), and as the beginning and end of every single journey, including those by car.

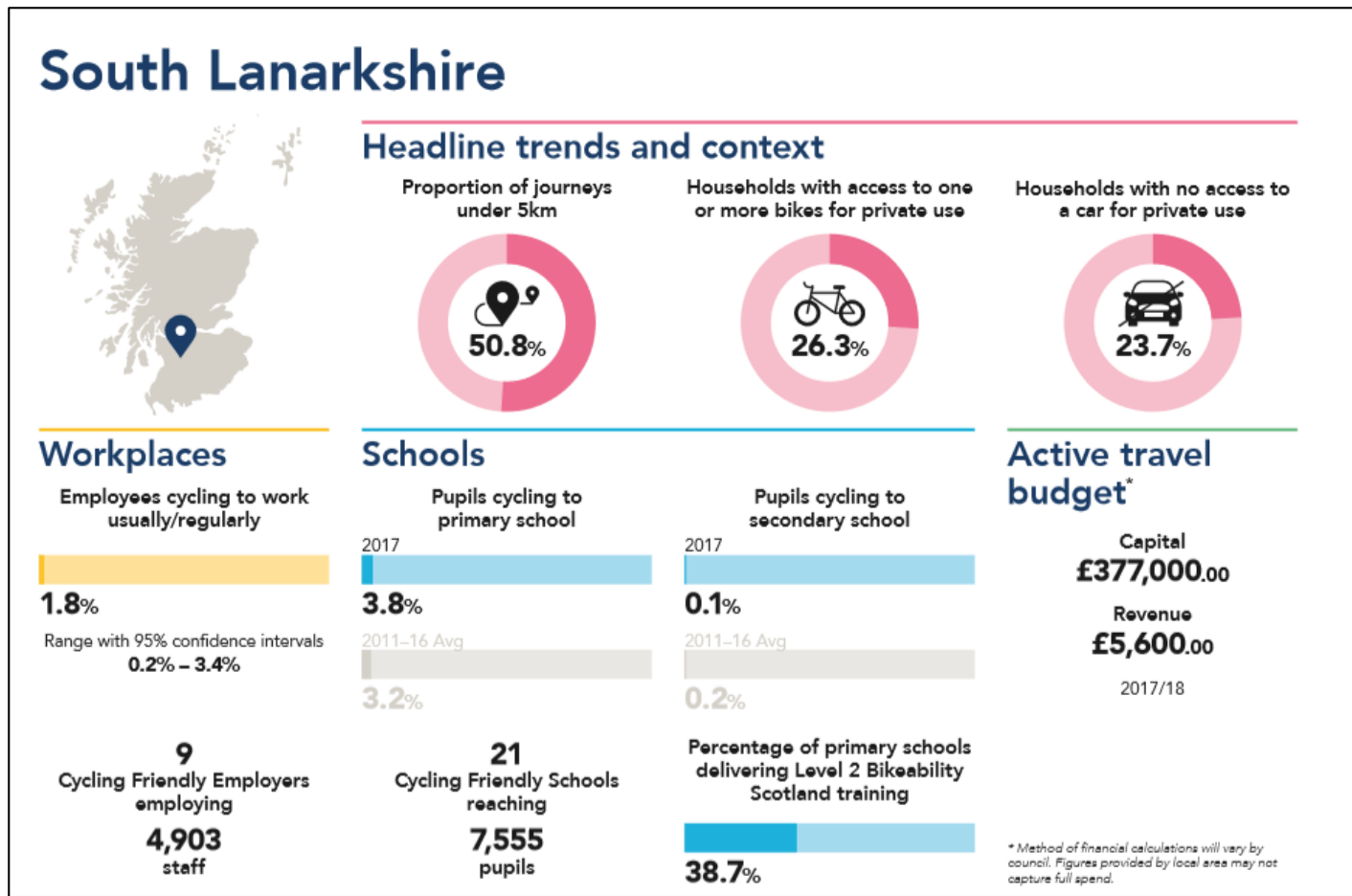
Current network and use

Current use

- In schools, Sustrans' annual Hands Up Scotland survey on travel to school shows a downward trend for active travel, from 46% travelling to school actively (walking, cycling, scooter/skate) in 2008 across South Lanarkshire, to 42% in 2018. In parallel, the percentage of pupils driven to schools increased from 30% on 2008 to 39% in 2018.
- Finally, **20% of households in Carluke did not have access to a car** at the date of the last census in 2011. This is below the national average, however constitutes a significant part of the local population who's journeys also need to be supported.

The following slide shows key statistics for cycling in South Lanarkshire, extracted from Cycling Scotland's 2019 Annual Cycling Monitoring Report.





Source: Annual Cycling Monitoring Report -2019, Cycling Scotland (note most of the data is from 2017)

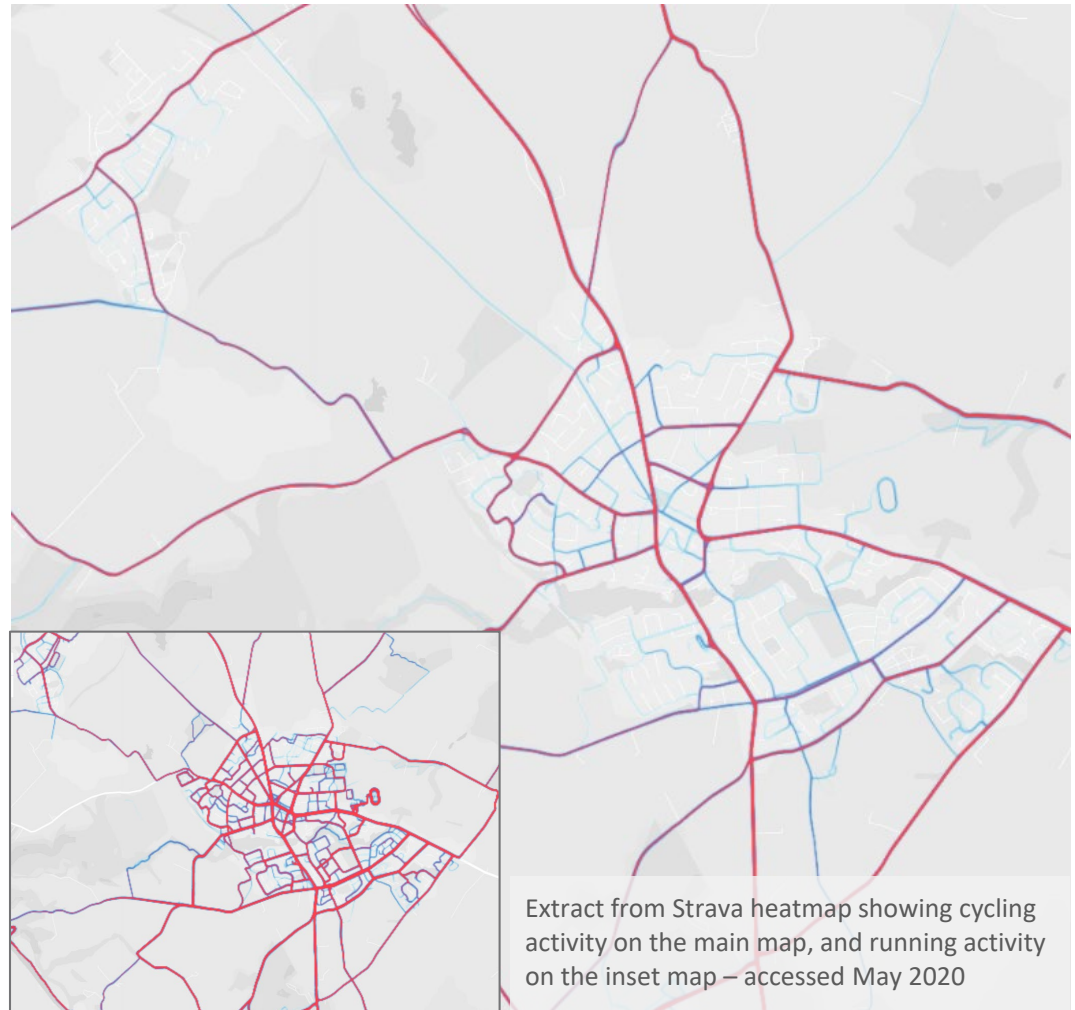
Current network and use

Where do people currently cycle?

There is limited data available at the moment to establish which routes current cyclists use. As an alternative, this map is an extract from **Strava Heatmap**, showing tracks recorded by cyclists using the Strava training app over the past two years. As a fitness app, it provides information from a specific subset of people, those currently cycling, regardless, or in spite, of road conditions, for sports purposes, and only along currently available routes. However the app is increasingly used during commutes, and it can provide some insight into preferred routes which more people may choose to use if infrastructure were upgraded.

In Carluke, it shows the use of a limited number of largely main roads as cycle routes, especially compared to the much more widely spread running routes (see inset map). In particular, the Old Wishaw Road /Old Lanark Road is clearly used by runners but hardly by cyclists.

More detailed analysis of the data would provide further insight in different types of users' route choices for different journey purposes and times.



Policy framework

The Carluke Active Travel Network plan will support the delivery of policy and strategy objectives at all levels of government, including policy areas relating to health and air quality. Key policy documents at national, regional, and local levels are presented on this and the next two slides.

National Policy and Strategy

The **Active Travel Framework**, published in February 2020 by Transport Scotland in collaboration with delivery partners and Regional Transport Partnerships is described by Transport Scotland as “bring[ing] together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel.”

In 2013, the Scottish Government published its **Cycling Action Plan for Scotland**. Its vision is that: “By 2020, 10% of everyday journeys taken in Scotland will be by bike.” It was last updated in 2017, maintaining the same vision. It sets out 19 actions to achieve this, under priority headings of: leadership and partnership; infrastructure, integration and road safety; promotion and behavioural change; resourcing; and monitoring and reporting.”

Let’s Get Scotland Walking: The National Walking Strategy (2014) set out clear ambitions for increasing the proportion of short journeys completed by walking, including trips to/from school.

The plan is also informed by the objectives set out in the **National Transport Strategy 2 (NTS2)** adopted in February 2020 and the **National Planning Framework 3 (NPF3)**. NPF3 highlights the importance of place, and identifies where the national priorities for investment should take place to support the core aim in the Government’s Economic Strategy for sustainable economic growth. An updated Strategic Transport Project Review is under development, with the “Case for Change” reports published. They summarise transport-related problems and opportunities, including walking and cycling. South Lanarkshire is included in the [“Glasgow City Region”](#) report.



Policy framework

Regional Policy and strategy

Clydeplan Strategic Development Plan 2 (SDP2), produced by the Glasgow and the Clyde Valley Strategic Planning Authority, was approved in 2017 and provides the strategic context for development in the wider Glasgow city-region. SDP2 aims to support economic competitiveness and social cohesion, and acknowledging as the need to adopt a sustainable environmental approach.



The **City Region Economic Strategy** aims to promote sustained and inclusive economic growth across the Glasgow City Region. This builds on the projects already identified through the City Deal initiative.



In **A Catalyst for Change (2008)**, Strathclyde Partnership for Transport sets as a strategic priority to “encourage modal shift to sustainable modes” and “promote ‘smarter choices’, travel planning and active travel” (SPT Catalyst for Change, 2008). SPT is currently developing a new regional transport strategy.



Policy framework

Local Policy and strategy

South Lanarkshire Cycling Strategy, 2015-2020 forms part of the Local Transport Strategy 2013-23. The strategy aims to increase the opportunities for people to live more active lifestyles through the provision of cycling and walking facilities and their promotion. It also aims to improve local air quality by reducing emissions and pollution.

Park & Ride Strategy, South Lanarkshire Council (2018-2027) sets out the Council's strategic, rail based Park & Ride objectives. The strategy aims to enable increasing levels of multi modal journeys and in doing so reducing private car mileage.

Local Transport Strategy 2013-2023, South Lanarkshire sets out the Council's policies and actions in relation to roads and transportation in the area for the next 10 years. The aim of the strategy is to provide an accessible and integrated transport network.

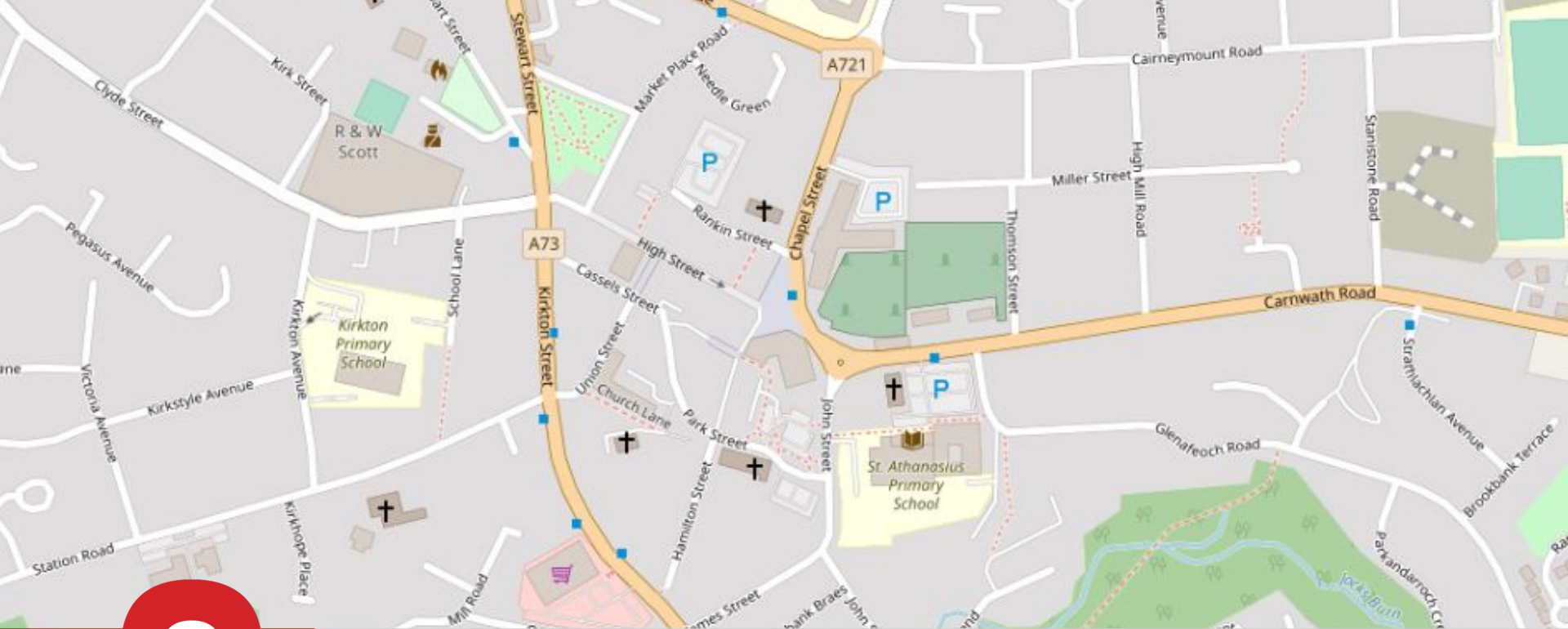
Local Housing Strategy 2017-2022 sets out important housing requirements for the next five years, such as how many new homes are needed and priorities for improving housing quality and energy efficiency, supporting people to live independently and addressing homelessness.

South Lanarkshire Local Development Plan (2015): Sets out a framework for pursuing the continued growth and regeneration of South Lanarkshire by seeking sustainable development in an improved urban and rural development. A proposed LDP2 was approved by committee in July 2018 however is not yet formally adopted.

Promoting growth and prosperity, an Economic Strategy for South Lanarkshire (2013-2023): The vision for the next 10 years for South Lanarkshire is to have one of the strongest and most dynamic economies in Scotland, where businesses, communities and residents achieve their full potential and prosper.

Sustainable development and climate change strategy (2017-2022): The strategy sets out how South Lanarkshire Council aim to achieve sustainable development and tackle climate change, including through enabling and promoting low carbon transport.





3. Initial Engagement

Engagement activities

This section presents the findings from the first phase of engagement with stakeholders and the wider public which took place in March and April 2020. A second phase of engagement is planned in September 2020 to discuss the proposals included in this report.

The aim of this first phase was to gather views on the physical barriers to active travel, information on relevant on-going projects and activities, and ideas on local assets and opportunity to improve the walking, cycling and wheeling network.

The engagement programme included:

- an **online questionnaire survey**, to collate information on people's travel habits and gather ideas;
- an **online map** for location-based comments and ideas (Placecheck); and
- a **workshop** organised for key stakeholders focusing on the following questions:
 - What do you think are the key barriers to cycling, walking, wheeling in Carlisle?
 - What assets could we build upon to make the town more walkable/cycling/accessible?
 - Are there any planned changes or interventions your organisation is involved in/knows about to take into account?
 - What ideas do you have for specific improvements in the town which would make the most difference to walking, cycling, or wheeling?

Engagement activities took place in spite of the developing COVID-19 pandemic and associated travel and gathering restrictions, however the workshop planned in mid-March 2020 had to be replaced by online contributions, and despite an extension to respond to the survey samples are relatively small. Nonetheless, information and ideas gathered were very useful to develop the network and proposed phasing.

Findings from each activity are summarised in the remainder of this section.

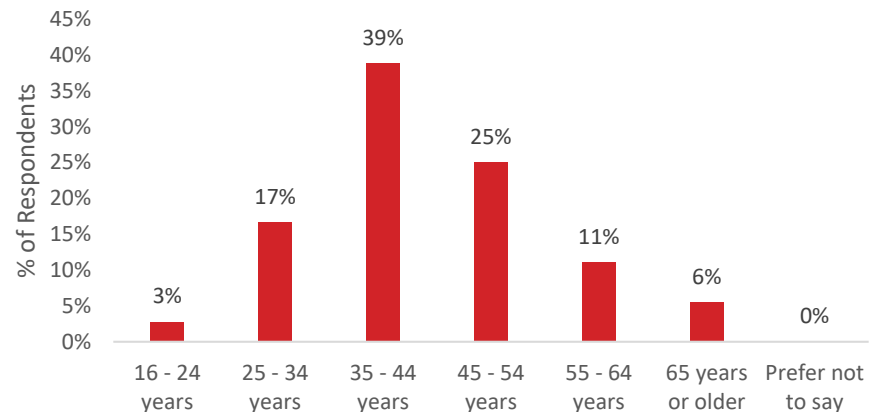
Online questionnaire survey

This survey provides useful information, however **with 37 respondents, this is a very small sample and care should be taken when drawing any conclusion.** The findings are nonetheless in line with those of the same questionnaire survey undertaken for previous South Lanarkshire studies in East Kilbride, where over 400 responses were gathered, and a further 104 in the Rutherglen and Cambuslang study. Results in Carluke are also consistent with results from the same survey in Hamilton and in Lanark, collected at the same time, albeit with relatively small samples too (117 and 65 respectively). The full survey results are in appendix B.

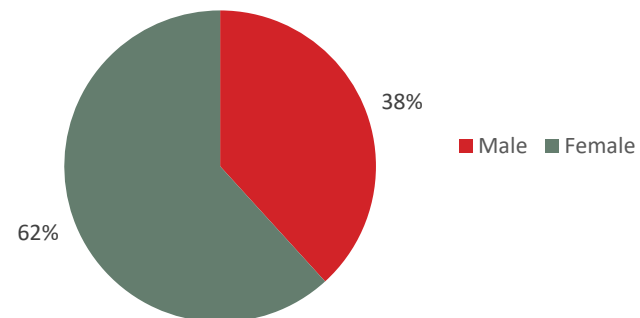
Respondents profile

- 95% of respondents have ML8 4 and ML8 5 home postcodes, travelling to destinations in Carluke area, typically within an easy cycling or walking distance.
- 62% of respondents are women, providing information from a traditionally underrepresented group in cycling, and in transport planning while typically undertaking a disproportionate share of short local journeys (school run, shopping, caring, etc.).

Age Group



Respondent Gender



Online questionnaire survey

Where do respondents travel in Carluke?

Top destinations were as expected as follows:

- Supermarkets
- Carluke Train Station
- Law
- Carluke High Street

How do respondents travel to their destinations?

Each respondent could select a mode for each of their top 3 destinations.

Top 5 transport modes to their top destinations:

- Car as lone driver (38% of responses)
- Walking (20%)
- Car as driver with passenger(s) (19%)
- Cycling (9%)
- Car as a passenger (6%)

For what purposes?

Each respondent could select a purpose for each of their top 3 destinations.

Top 3 reasons for traveling to all destinations quoted:

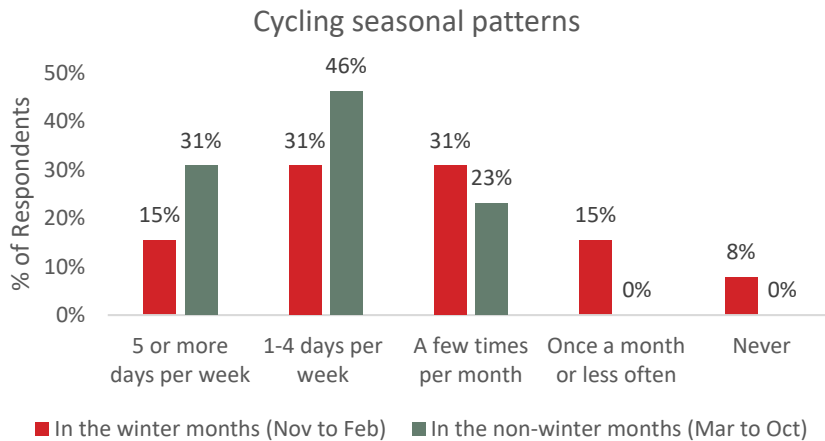
- Shopping/personal business (cited by 34 respondents of the sample)
- Leisure purpose (cited by 26 respondents of the sample)
- Commute to work (cited by 13 of the sample)

Key point: *Commuter to work is only the third main purpose for travelling to top destinations in the town. This is consistent with Carluke being mainly a commuter town. It suggests that in places like Carluke, it may be more effective to concentrate on enabling and encouraging active travel for those personal business, shopping, school and leisure trips than the commuting trips usually focused on.*

Online questionnaire survey

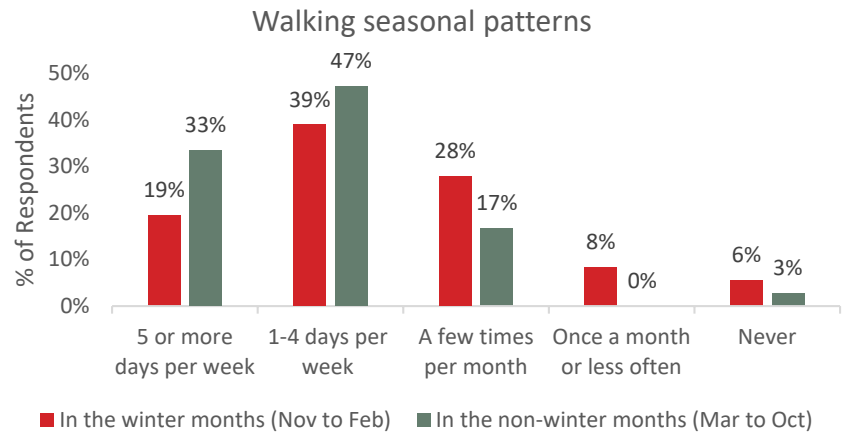
Cycling frequency?

- 16 respondents had no access to a bike
- Of those who have a bike, 67% of people had cycled over the past year



And when do people walk?

- Overall, there were only 13 respondents to these two questions, which does not allow any interpretation of the result. It is however broadly in line with the findings of the same survey in other South Lanarkshire towns (East Kilbride, Rutherglen and Cambuslang, and Hamilton), showing a limited drop in people walking in the winter months.

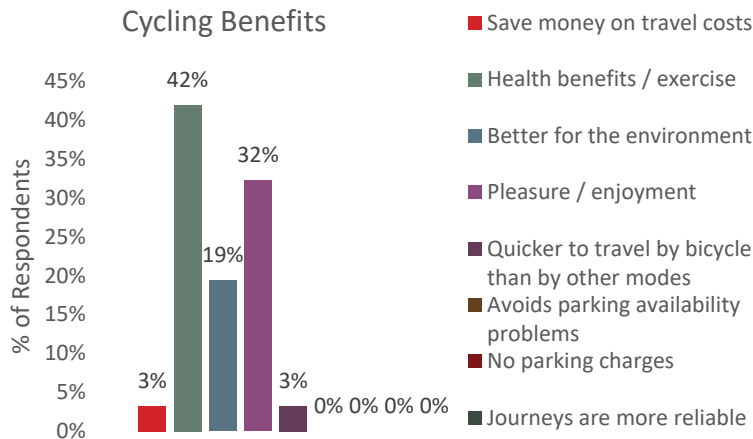


Key point: People walk almost as much in the winter months as in the summer months, emphasising the importance of winter maintenance of footways and paths.

Online questionnaire survey

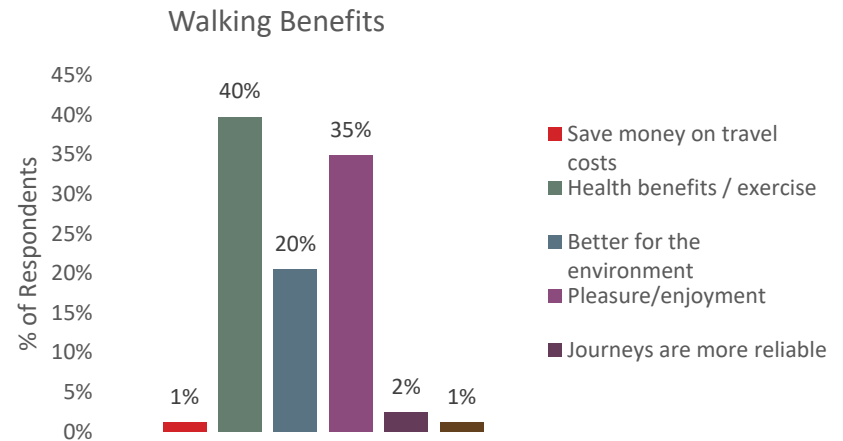
What are the benefits of cycling?

Each respondent could select up to three answers.



What are the benefits of walking?

Each respondent could select up to three answers.



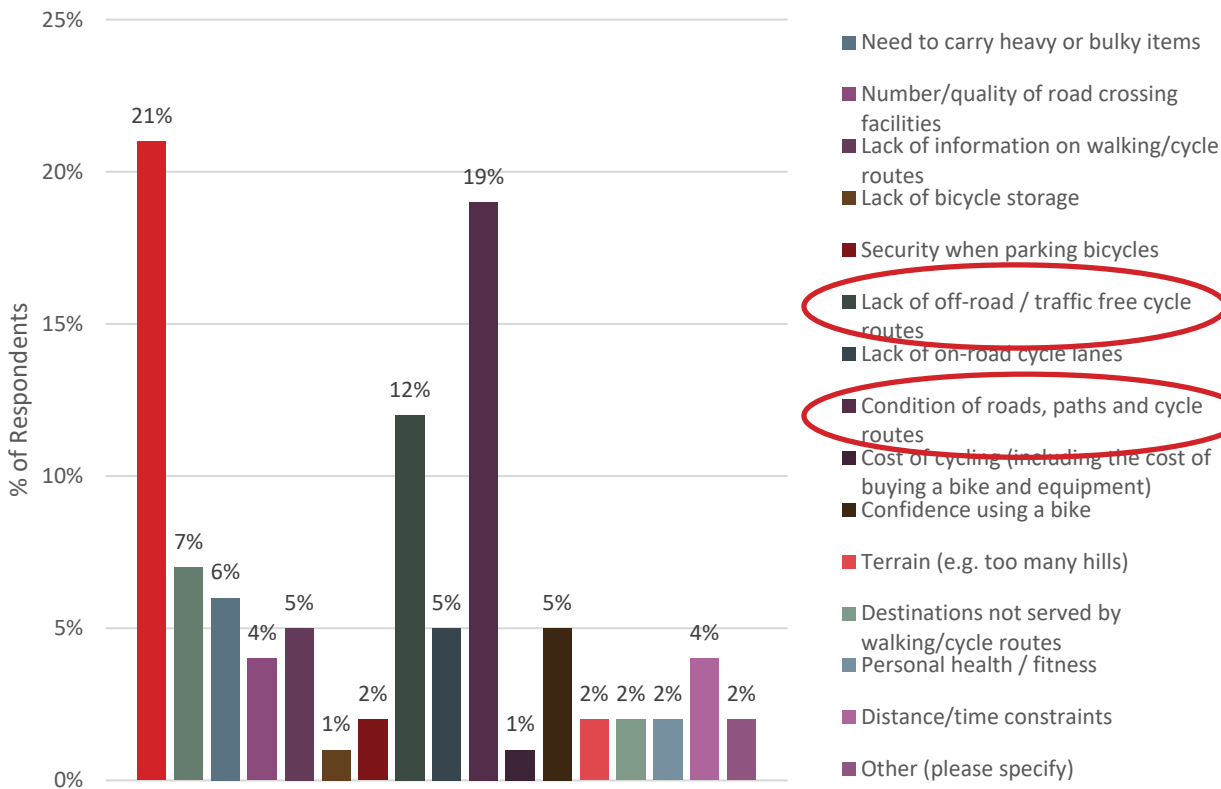
Key point: As in other towns, the main benefits stated for both walking and cycling are health, the environment and pleasure. Those are important benefits and should remain important considerations when delivering an active travel network. To broaden the appeal of active travel to the wider population, and significantly increase walking and cycling transport mode share, a core aim of improving walking and cycling conditions in Hamilton will be to add “it is convenient/reliable” or “it is the quickest way” as top benefits of cycling or walking.

Online questionnaire survey

What are the main barriers to walking and cycling?

Each respondent could select up to three answers

Barriers for walking and cycling in the area



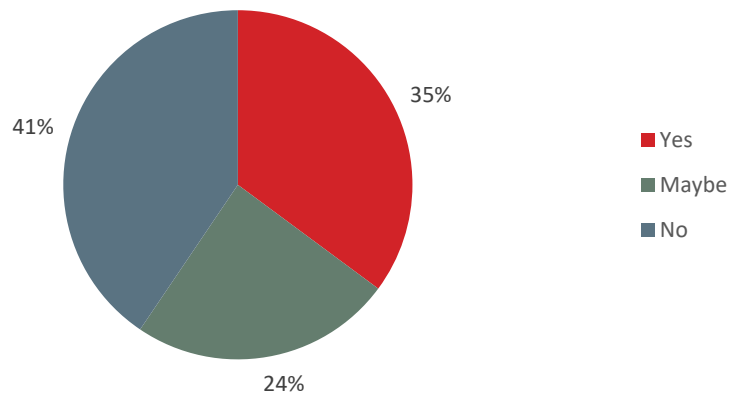
Key point: The top barrier cited by respondents is “safety”, followed closely by “lack of off-road/ traffic free cycle routes”, and the third top barrier being “conditions of roads, paths and cycle routes”. This suggests that to make walking and cycling attractive modes of transport, infrastructure that is and feels safe is a requirement.

These have been the top three barriers quoted in other towns the survey was conducted in South Lanarkshire (East Kilbride, Rutherglen and Cambuslang and Lanark).

Online questionnaire survey

Would respondents like to cycle more/take up cycling?

Respondents interested in cycling (37 responses)



What would convince respondents to cycle more often?

Each respondent could select up to three answers

Top 3 responses:

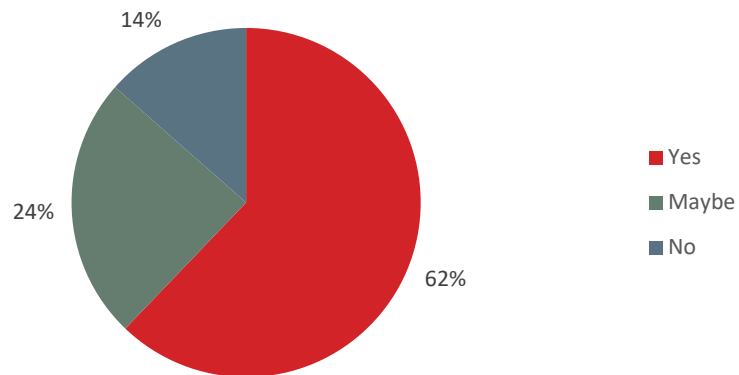
- More dedicated off-road/traffic-free cycle routes (23% of people)
- More on-road cycle lanes (21% of people)
- Better lighting of roads/cycle routes (11% of people)
- Reduce the number or speed of cars (11% of people)

Key point: A large majority of respondents would consider cycling more or taking up cycling, with dedicated cycling infrastructure (cycle tracks or lanes) the most quoted element to improve to convince them to do so, followed by better lighting and reducing the speed of cars.

Online questionnaire survey

Would respondents like to walk more?

Respondents interested in walking (37 responses)



What would convince them to walk more?

Each respondent could select up to three answers

Top 3 responses:

- Better lighting of roads/walking routes (31% of people)
- Better information on walking routes (27% of people)
- Better pedestrian crossing facilities (22% people)

Key point: A large majority of respondents would like or would consider walking more, with better lighting the most quoted element to improve to convince them, followed by better information on walking routes.

Online questionnaire survey

Additional comments

Respondents contributed 31 free text comments about walking and cycling in the area. They cover the following topics:

- Need to maintain the condition of paths (9 people)
- Concerns about personal **safety on paths**, isolated and/or poorly lit. (8 people)
- Cycling on some roads such as A73 is dangerous (volume and speed of motorised traffic, close pass, etc.) (6 people)
- General observation on the inadequacy and unattractiveness of the walking and cycling infrastructure (6 people)
- Location-specific issue with **lack of cycling and walking infrastructure** at Law Village (3 people)
- Location-specific issue with the condemned bridge needing replaced at Old Wishaw Road (3 people)
- General observation on the **speed of motorised traffic** in Carluke (3 people)
- Location-specific issue with **lack of pavements to bus stops** at Boghall Road (2 people)
- Desire to take up/increase walking or cycling, but put off by barriers (2 people)
- Lack of signage and information on walking and cycling route throughout Carluke (2 people)
- Need to integrate cycling routes in the town centre (2 people)
- Lack of interchange points with public transport (2 people)

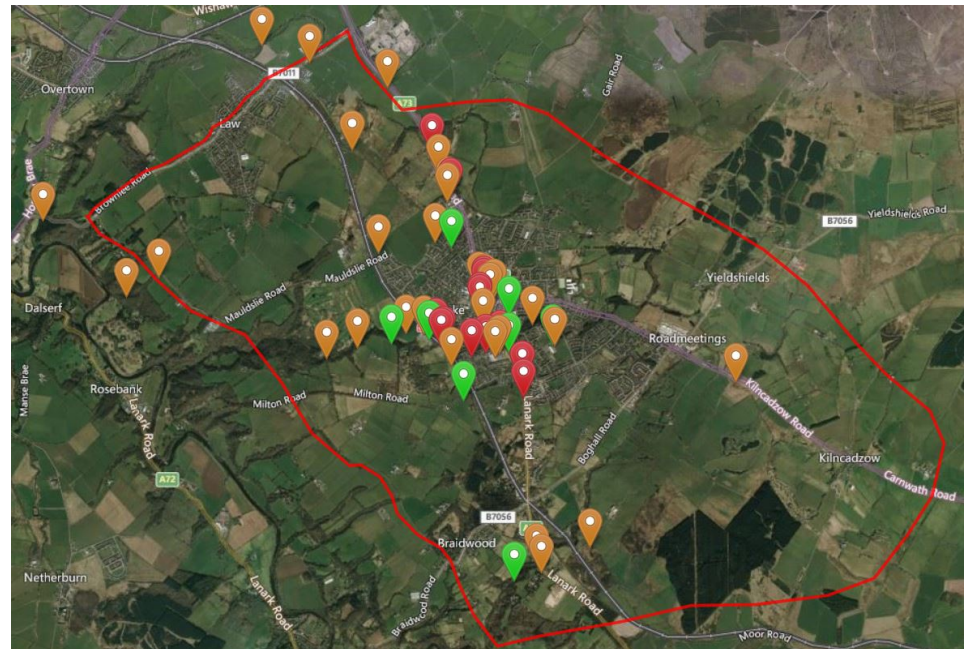
Placecheck online map

Placecheck online map

52 unique comments from 7 contributors were added to the map. The full list of comments and locations is available in Appendix B

Some key words on issues were:

- Narrow
- Interrupted
- Disjointed
- Uneven
- Overgrown
- No/inadequate crossing
- Signage/drop kerbs
- Unsafe/vehicles high speed
- Poor maintenance
- Poor visibility
- Lack of cycle lanes/facilities
- Not accessible for wheelchairs/ pushchairs

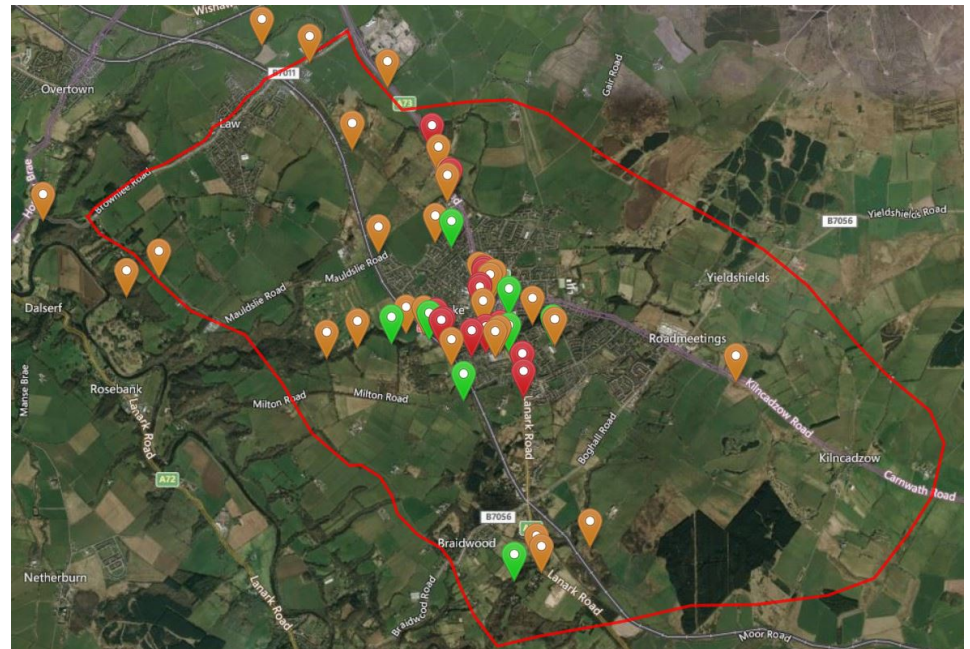


Placecheck online map

Placecheck

Some positives

- Off-road cycle path
- Path around woodland park
- Mountain bike tracks
- Cycle parking at library/ school
- Quiet road



Stakeholders input

A workshop was planned to take place on 17th March 2020, to gather the views and ideas of stakeholders on active travel in Carluke. Discussions during the workshop were anticipated to help us understand what are the physical barriers to walking cycling and wheeling more, what assets and opportunities we could build on, and gather ideas and relevant ongoing projects. The workshop had to be cancelled as the COVID-19 pandemic progressed and was replaced with email contributions, supported by a document outlining the work undertaken to date, sent to all stakeholders. Detailed contributions received are included in **Appendix B**.

The key points we took away are:

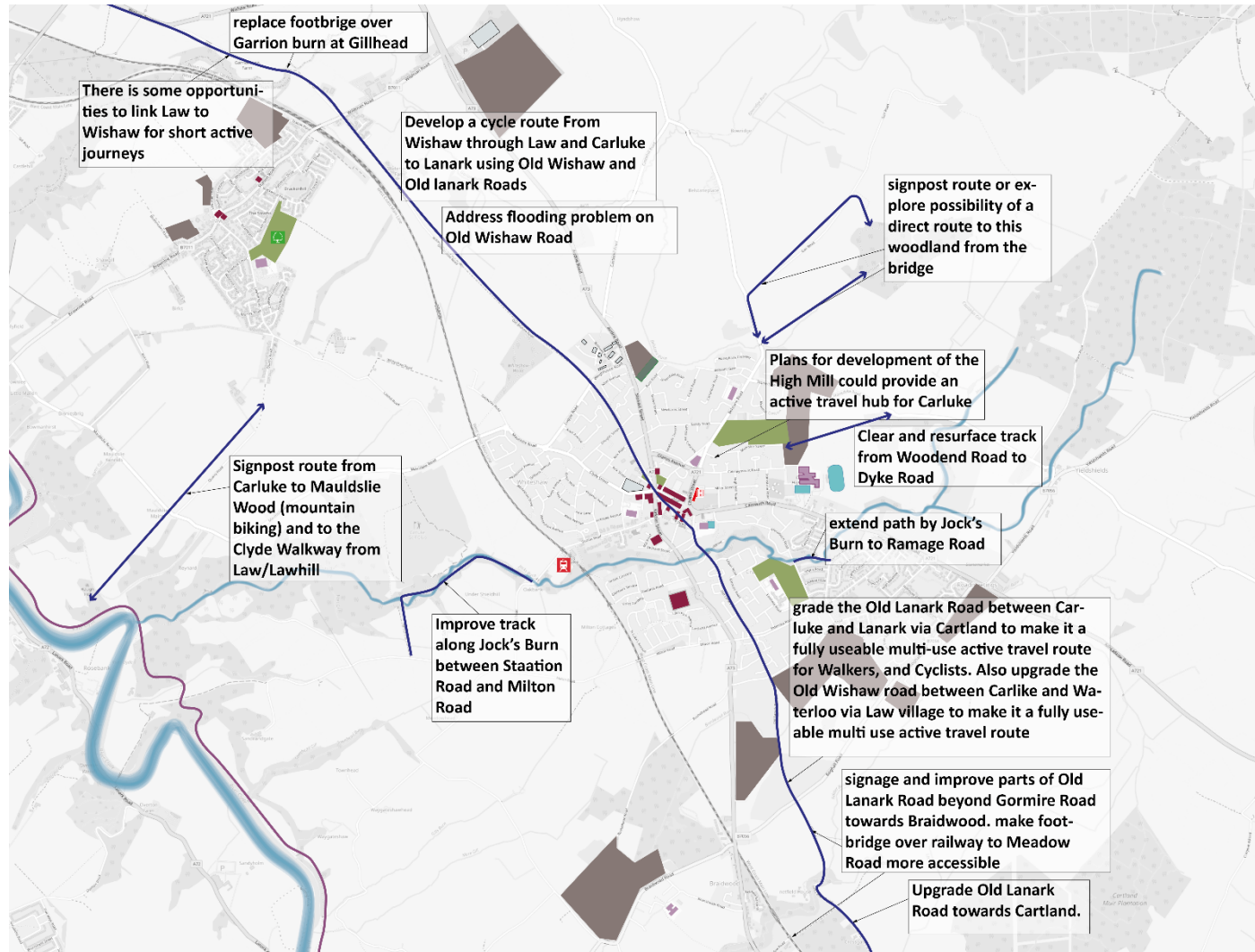
- Opportunities along the Old Lanark Road and Old Wishaw as a local route and a link between towns
- The importance of active travel access routes to the rail station and public transport in general to maximise the use of sustainable modes overall. Active travel hubs/facilities at transport interchanges should be considered.
- Walking and cycling to be built-in the design of housing development from the outset, there are some missed

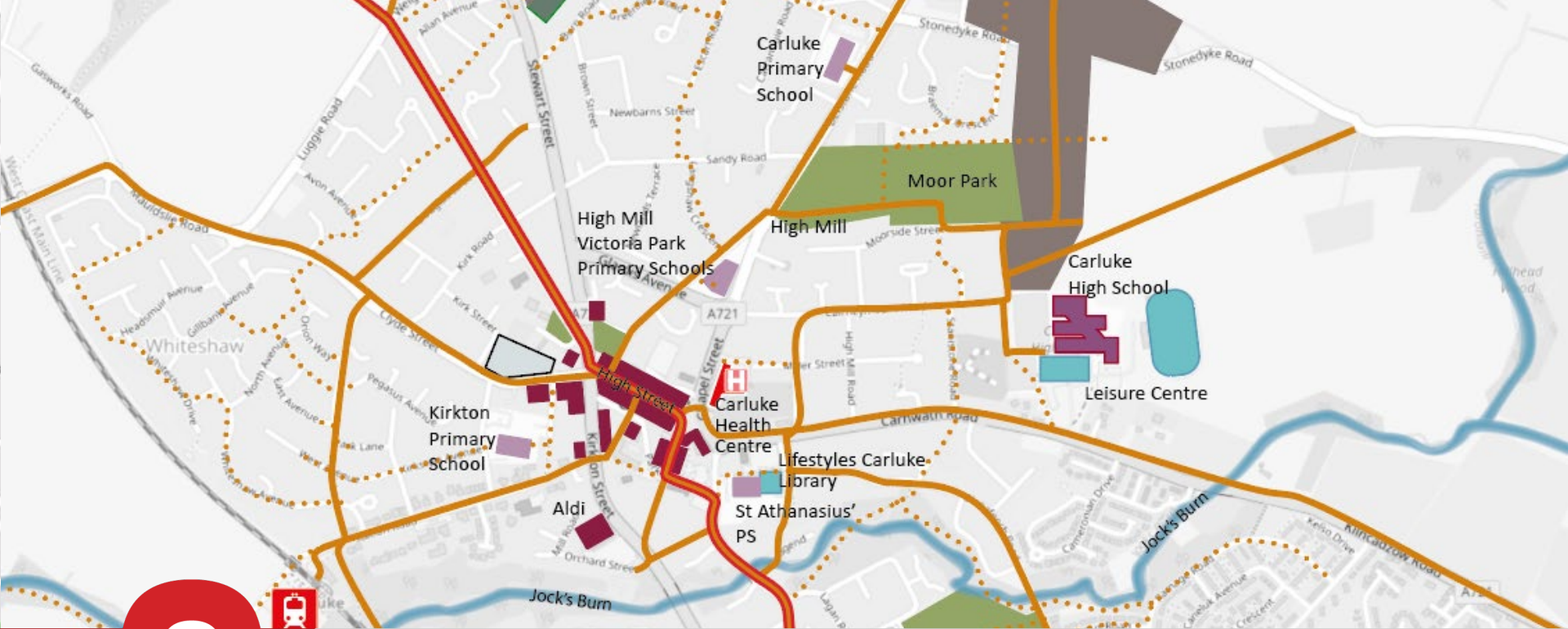
opportunities around recent developments in Carluke with limited provision for active travel.

- Issues with speed and lack of walking and cycling infrastructure along country roads on the edges of the town.
- Priority should be to deliver safe routes segregated from motorised traffic.
- Taking advantage of natural assets in and around Carluke to enable and encourage leisure uses (Clyde walkways, woods, Jock's Burn, etc) by upgrading existing paths and joining them up to create longer routes and loops.
- Carluke Community Development Trust shared "The Carluke Conversation" report part 1 and 2 – two questionnaire surveys with over 500 responses each and workshop sessions which took place in 2017/18. Of most relevance to the active travel network plan, it suggests a desire to see the town centre as a more welcoming and relaxing place to visit and support for the development of walking and cycling routes across the town.

Stakeholders input

This map shows the location-specific ideas shared by stakeholders.





4. Proposed network and phased delivery

Principles of the proposed network

Resulting from the previous work, data review and engagement described up to this point, a complete network of walking and cycling routes was developed. **It demonstrates what a coherent, direct and attractive active travel network in Carluke would look like.** It is composed of some existing paths to be upgraded, but most are new connections to be developed.

The aim was to develop a plan and identify opportunities which:

- address the concerns raised, enabling walking and cycling as a convenient choice for functional trips and leisure;
- Support local businesses and economy
- are aligned with best practice in designing people-friendly streets and spaces;
- are in line with policy objectives at all levels of government, and
- are likely to attract funding and/or takes advantage of planned changes.

The focus has been on developing a cycle network for Carluke as there are no formal cycle route in the town, however it will also serve to connect up sections of footpaths to create an extended walking network and a large number of the issues and barriers, as well as cycling infrastructure design principles

(presented on the next page), are applicable to both cycling and walking. The needs of those walking and wheeling is to be considered as an integral part of any cycling, or other transport project.

A few additional points:

- At this early stage of development, the proposed routes are indicative connections, not proposed alignments.
- When a connection is taken forward, different alignment options will be assessed against feasibility criteria and cycle network design principles (including cohesion, directness, comfort, etc.), the most suitable alignment will be taken to the next design stage.
- When the design for a route is considered, connections to it and across it will be considered in addition to the route itself.
- Stakeholder and public consultation will also take place at every stage of the development process.
- The outcome of the Carluke Development Trust “conversation” work presented earlier in this report suggests a desire to improve the look and feel of the town centre, mainly the High Street and surrounding streets. The development of the active travel network should contribute to this, through improving access to shops and facilities cycling, walking and wheeling, and by considering public realm improvements where relevant.

Principles of the proposed network

Design principles for a good cycle network mirror issues raised during the consultation. They have been developed for and are typically applied to cycle networks, but also fully apply to pedestrian infrastructure. They are:

Cohesion

- Interconnections between routes (250-500m density)
- Interconnections between modes
- Connections to the wider network (regional and national)

Directness

- Time (delays, stop & start)
- Distance

Safety

- Road safety
- Personal safety
- Health

Comfort

- Easy to navigate/wayfinding
- No/limited nuisance (air and noise pollution)
- Reasonable gradient
- Smooth surface

Attractiveness

- Varied, busy environment
- Personal safety

Cohesion and **Directness** are the two principles most relevant at the early stage of developing an overall network. The other three principles would be key criteria later in the process, at feasibility and detail design stages.

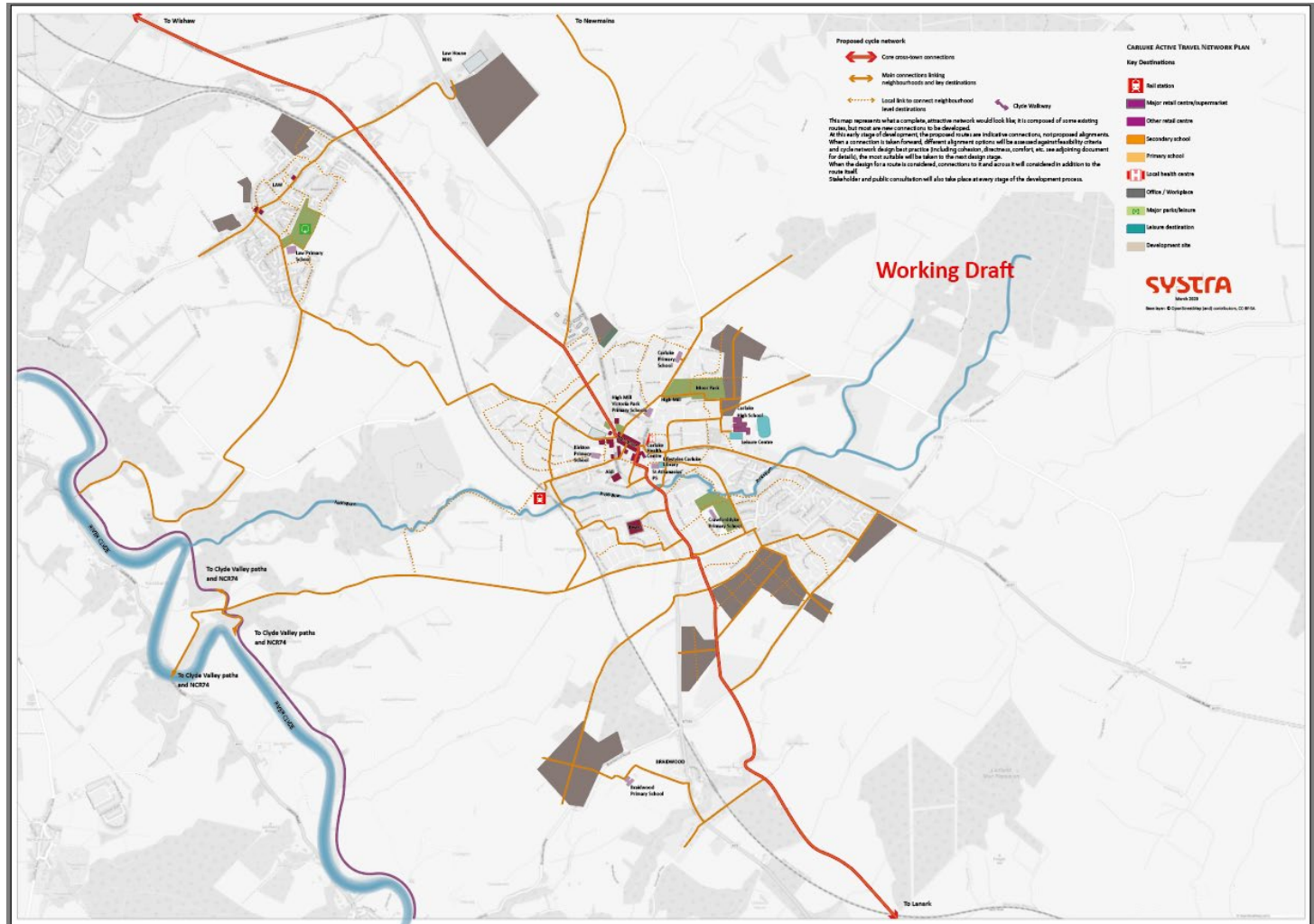
Cutting across those principles, additional elements should be included, and prominent, in any design brief:

- **Adaptability/future proofing** to take into account potential growth in walking and cycling and expansion of the network; and
- **Accessibility**, to consider and cater for the needs of all types of users, including those with a range of disabilities.

Proposed cycle network – Key destinations and connections

This map shows what a comprehensive and coherent cycle network would look like in Carlisle. It connects all key destinations and neighbourhoods to each other along direct interconnected routes.

A larger version of the map is included in Appendix C



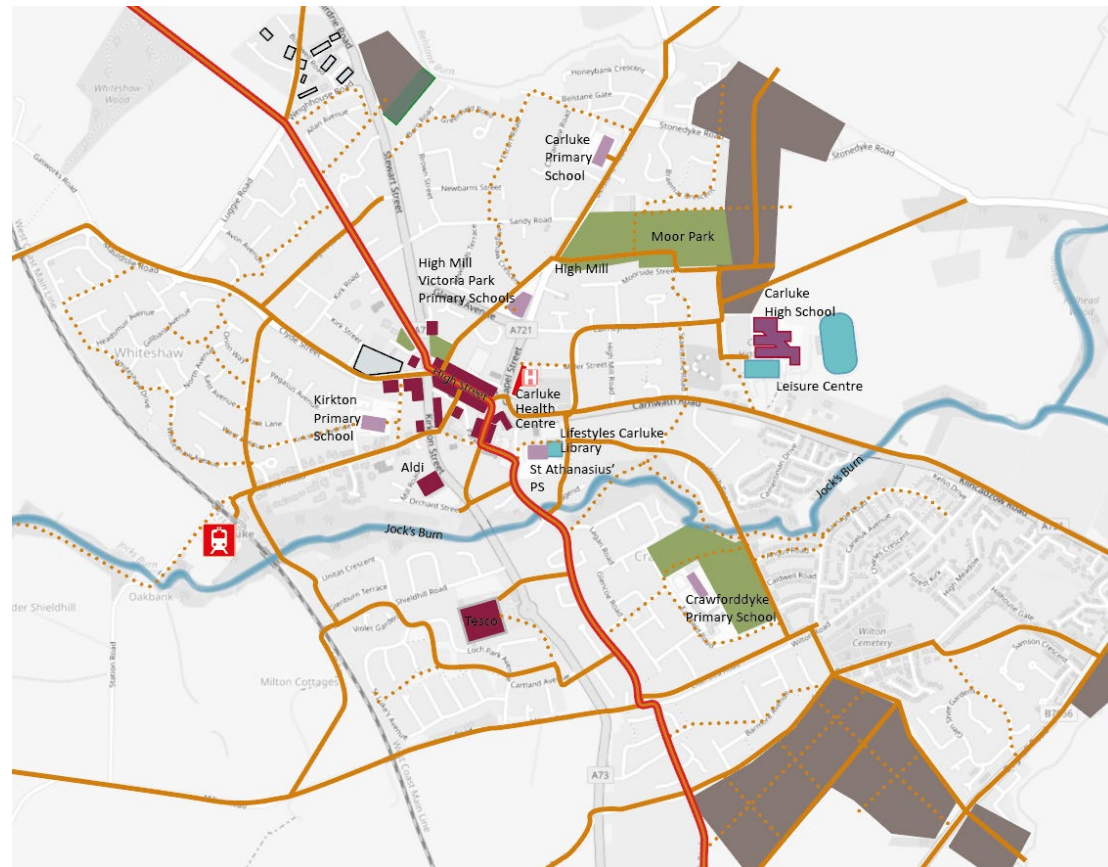
Proposed cycle network – Delivery phases

To start developing the network in a coherent and efficient way, key routes and areas have been identified as priority for implementation.

In Carluke, one route, the Old Lanark Road / Old Wishaw Road alignment, emerged as a significant opportunity for early investment.

Starting from this, the following slides illustrate how a comprehensive walking, cycling and wheeling network could be built in phases, with a rationale showing how each step, including the earliest ones, delivers a coherent connection enabling everyday walking, cycling and wheeling journeys.

These are not set proposals at this stage, rather a demonstration of how a network of routes could be built over time, to inform discussions and decision making. The feasibility and acceptability of each route or package of routes and phases will need to be explored further and are likely to evolve in the process.



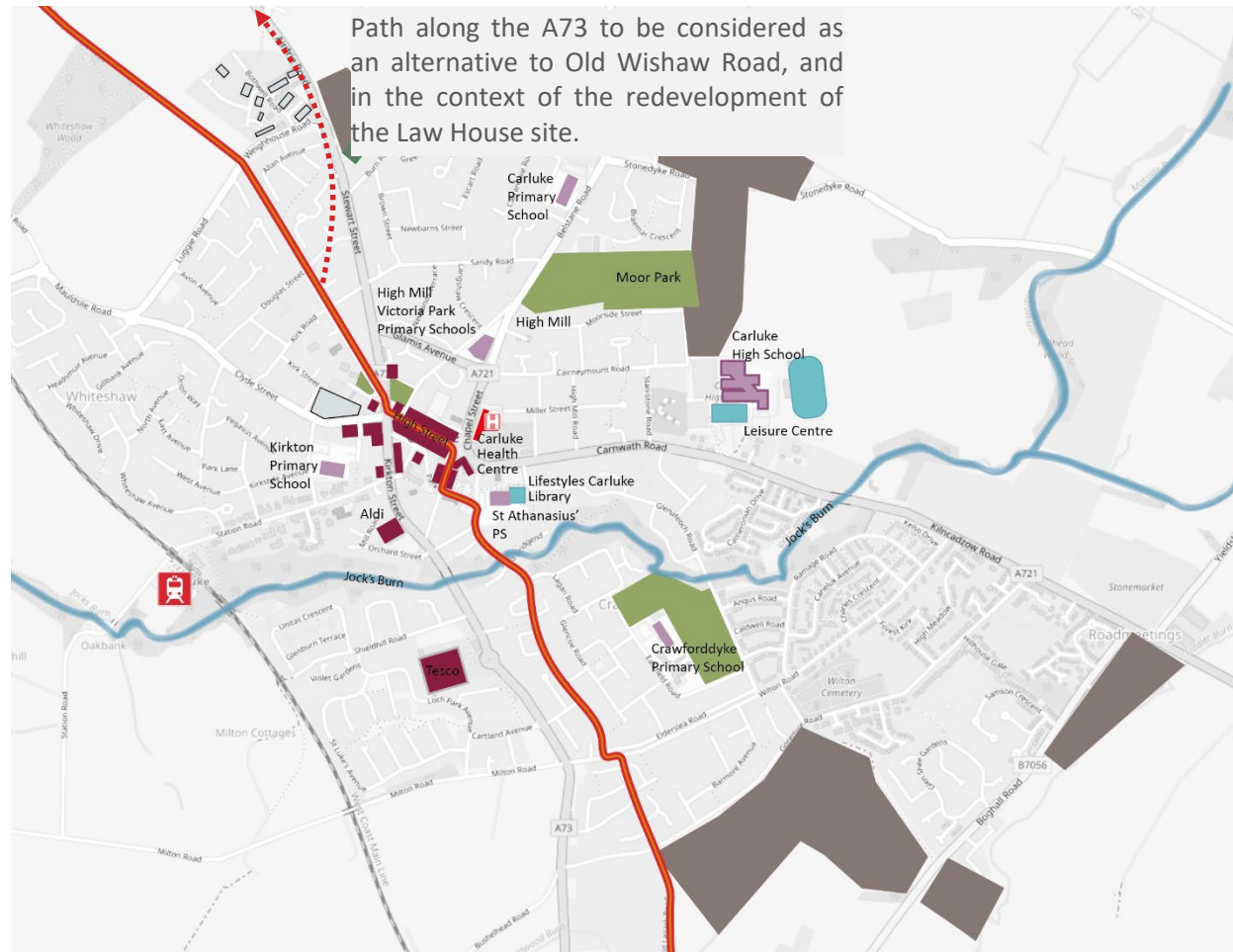
Proposed cycle network – Delivery phases

Core north-south route on Old Wishaw Road and Old Lanark Road. It is a cross-town route which connects neighbourhoods directly to key destinations: town centre shops, health centre, library, Lifestyles Carluke, and St Athanasius' Primary School.

Along an existing alignment broadly parallel to the A73, it would deliver a high quality direct route with limited exposure to and impact on the A73.

It would also connect Carluke with Lanark and Wishaw when complete, establishing a key route in a regional cycle network.

Developing the section through the town centre would be the opportunity to consider wider improvements to the town centre's urban realm, particularly its gateways at the A73/High Street/Mount Stewart Street junction and along or across John Street.



Proposed cycle network – Delivery phases

Core north-south route on Old Wishaw Road and Old Lanark Road - short links

With a few short links added, neighbourhoods to the east and west of the route would have direct convenient access to the route and destinations along it, and other key destinations would be served, including Tesco, Aldi, and Crawforddyke primary school.



Proposed cycle network – Delivery phases

Moor Park/Carluk High School

These routes would then connect the high school to the town centre and from there, access all destinations along, and off the core north/south route.

This would enable active travel to the high school from a large part of Carluk.

It would connect an area of high deprivation, where car ownership is typically lower, to the town centre and other local destinations.

Finally, it would connect a development area, enabling those moving there to adopt active travel for short journeys from the start.

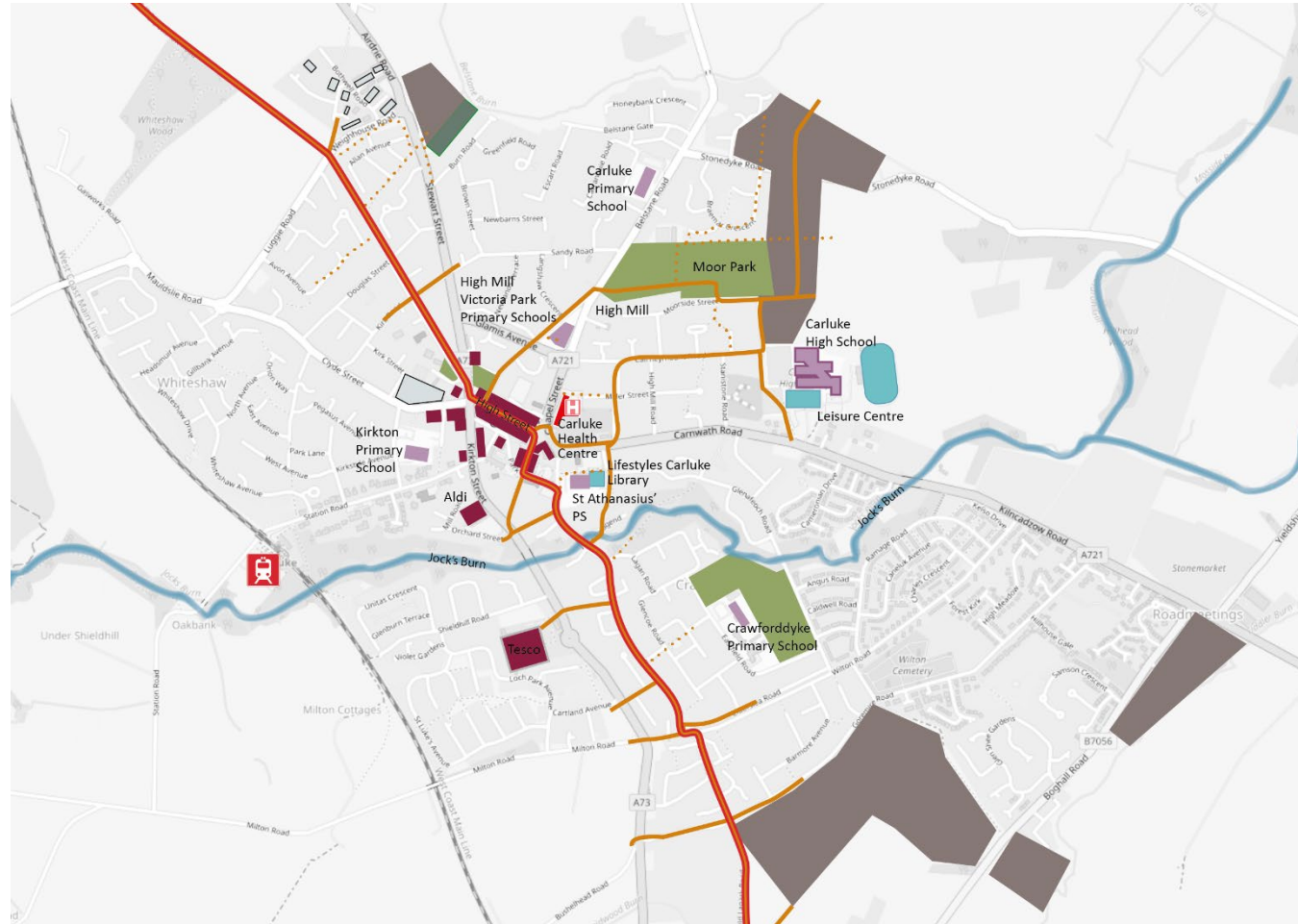
A route along Chapel Street could be considered as a more direct alternative to the town centre (dashed orange line).



Proposed cycle network – Delivery phases

Moor Park / Carluke High School – links

Those short links would extend the reach of the main routes through the neighbourhood, and ideally would be considered as part of the main route(s) development.



Proposed cycle network – Delivery phases

Connecting the rail station

At this stage, the rail station would be the last of the key destinations to be connected to the network.

Each new route from the station would link back to the core route, so that all previously developed routes provide an access to and from the rail station. And when arriving at the rail station, all key destinations across town are accessible cycling.

All three main routes from the station and short links are shown here on the same phase for brevity, but could be developed in separate phases and still deliver significant benefits, as long as they are connected to the core route.



Proposed cycle network – Delivery phases

Carlisle North

These route would connect Carlisle primary school, and Carlisle North to the wider network and all other destinations.

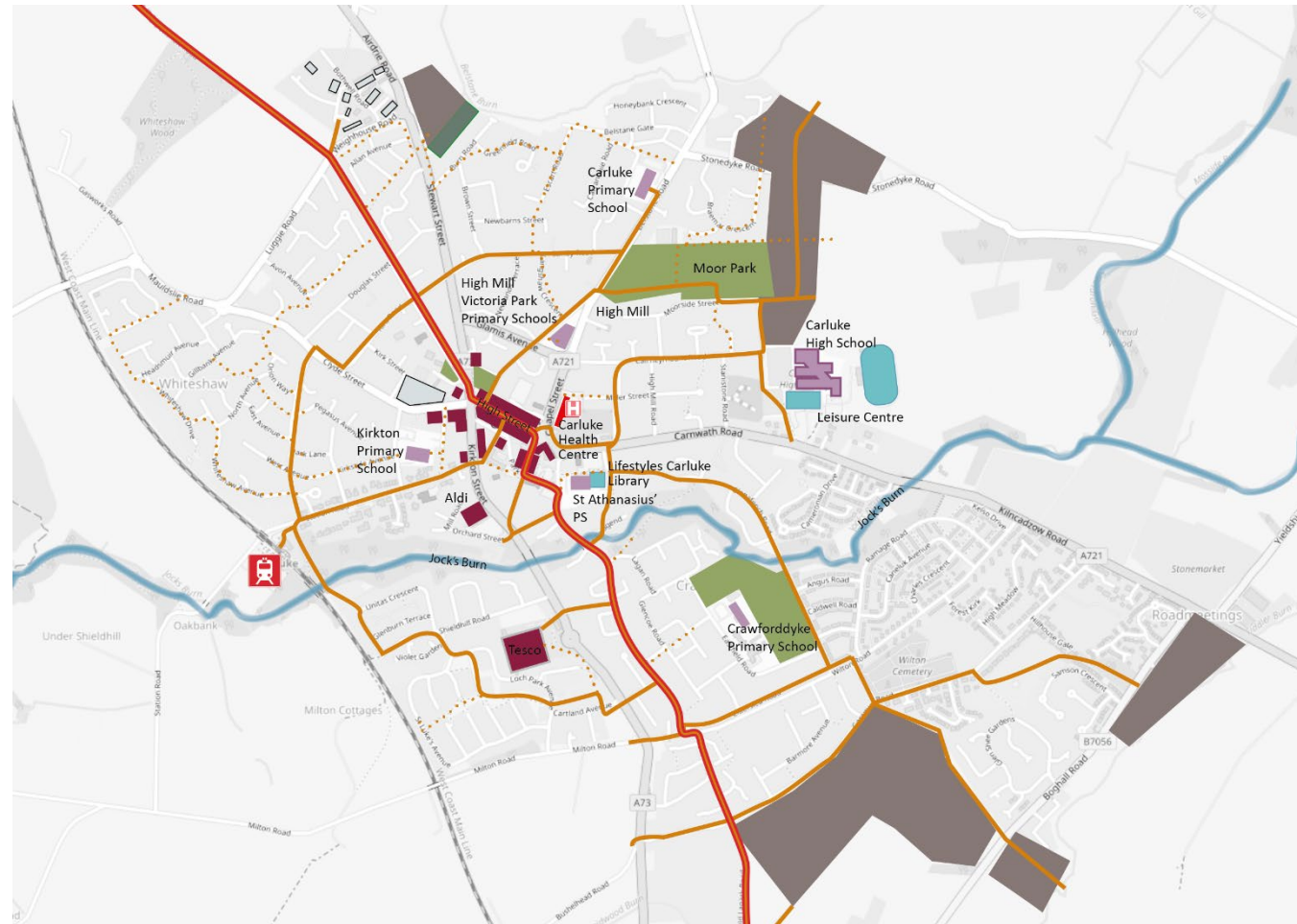


Proposed cycle network – Delivery phases

Crawforddyke main routes

Two main routes would connect the neighbourhood to the town centre and key destinations:

- North/south along Glenafeoch Road then south across Wilton Street (with a link west to the core route) then along Kilmory Road and integrated in the layout of the planned development area at the southern edge of town.
- East/west along Goremire Road, through the green space and Samson Crescent to Boghall Road. Again, integration to development sites layout will be essential.



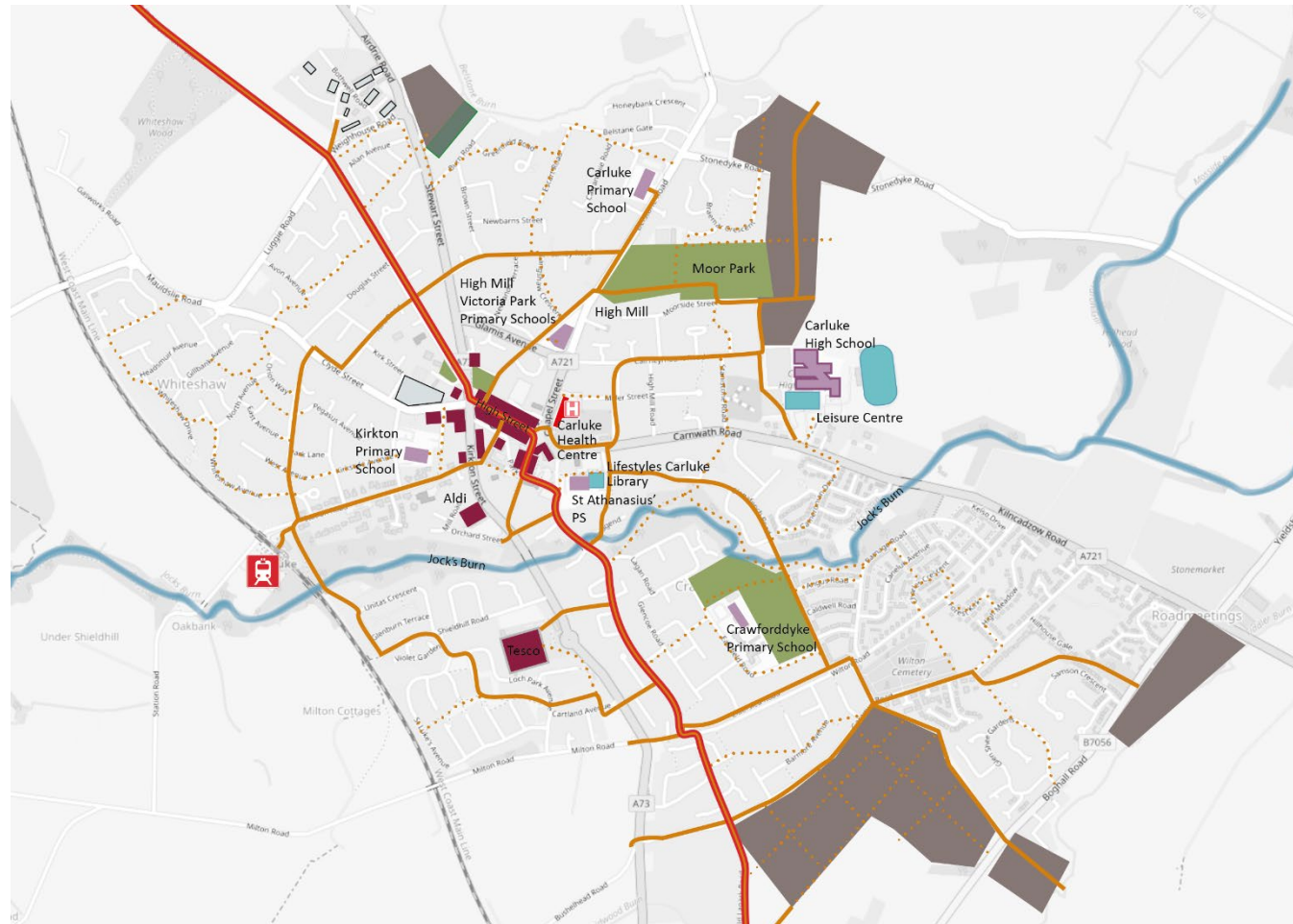
Proposed cycle network – Delivery phases

Crawforddyke neighbourhood links

These routes through Crawforddyke are less direct routes to key destinations.

They are linked to the main routes through the neighbourhood but in the main do not depend on those main routes to be built to form coherent links as part of the network, as long as they are connected to the core or another main route. They could therefore be developed independently from, or before, the main routes through Crawforddyke.

Again, the layout of development sites to the south should incorporate direct and attractive cycling and walking links as standard infrastructure.



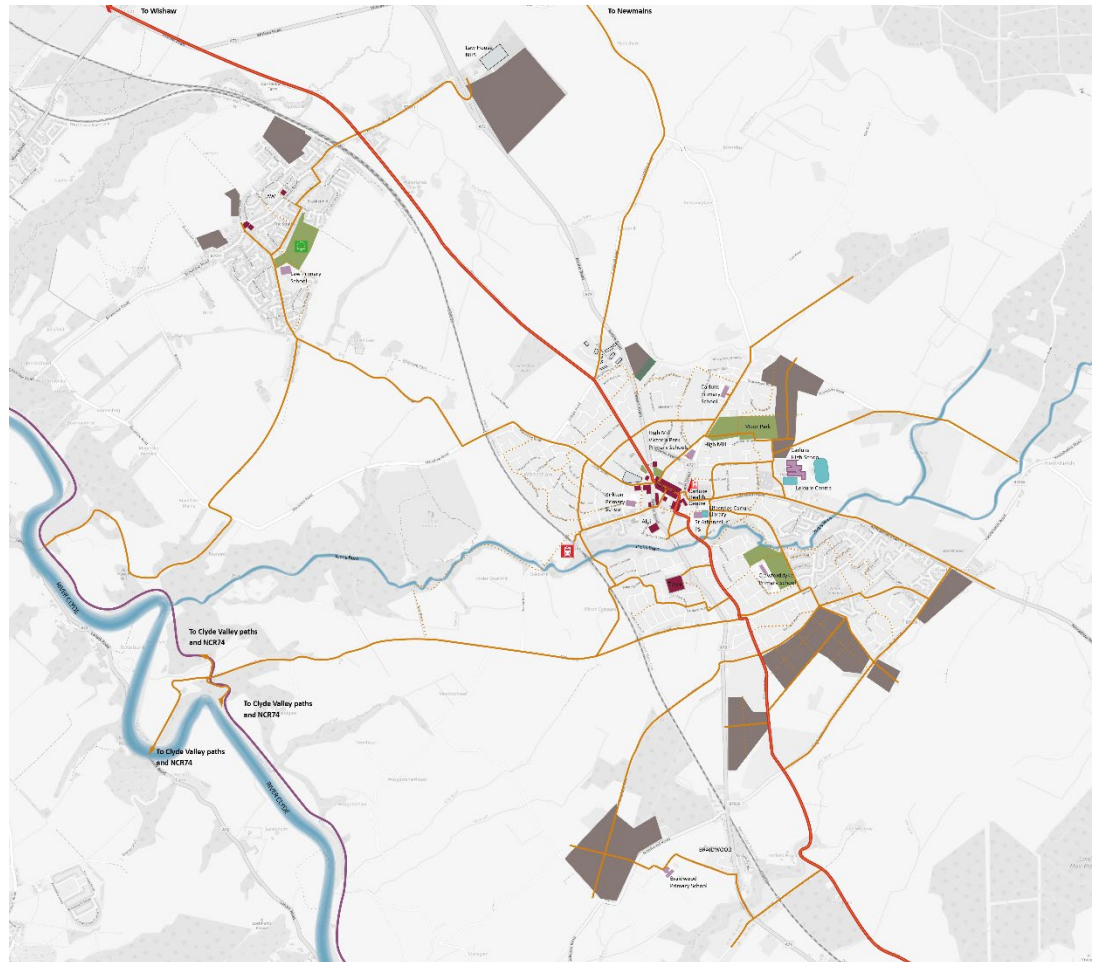
Proposed cycle network – Delivery phases

Connections to villages and leisure routes


The same process would be applied to developing routes to the countryside and other towns and villages. Those routes would:

- provide access to Carluke and its facilities from surrounding villages. From Law, either through a connection to the Old Wishaw Road route, or (and) along Lawhill Road. In Braidwood, initially with a link to Old Lanark Road, then possibly with a route along Bushelhead Road as the area is developed. From Kilncadzow, a route along the A721 is the only direct option.
- Provide access to leisure routes and destinations, with a route to the Clyde Walkway. Milton road would be the most direct, but a route via Jock's Burn path would deliver a leisure route and a direct link from the rail station.

When connected to the Old Lanark/Old Wishaw Road core route, itself extended in both directions, a coherent local and regional active travel network emerges.



Key delivery principles



For people in Carlisle to see active travel as a natural choice for short every day journeys, the network of routes needs to be coherent and direct. Routes also need to be (and feel) safe, comfortable, and attractive, as defined earlier in the design principles. The development of the network should also incorporate the following principles and considerations:

People-focused design

Design proposals must seek to deliver benefits to all users in a balanced way. In the context of a motorised traffic dominated town, this will mean prioritising the needs of people on foot and on bicycle. The design should aim to support the needs of all categories of users, across age groups, abilities, or journey purposes.

Neighbourhood permeability

Very local, intra neighbourhood journeys, such as trips to schools, parks or local shops, are often away from the core commuter routes traditionally focused on. Yet, they represent a significant potential for active travel, given their short distance and the fact they are still too often driven, the school run being a prime example. Walking, wheeling or cycling through a neighbourhood should be easier, more direct and convenient than driving through it (if through traffic is at all allowed.).

Multimodality

The network and its design should facilitate and pay particular attention to interchange points with public transport, as well as considering the impact of any proposed changes on bus provision and journey times.

Key delivery principles



Information, promotion, and behaviour change activities

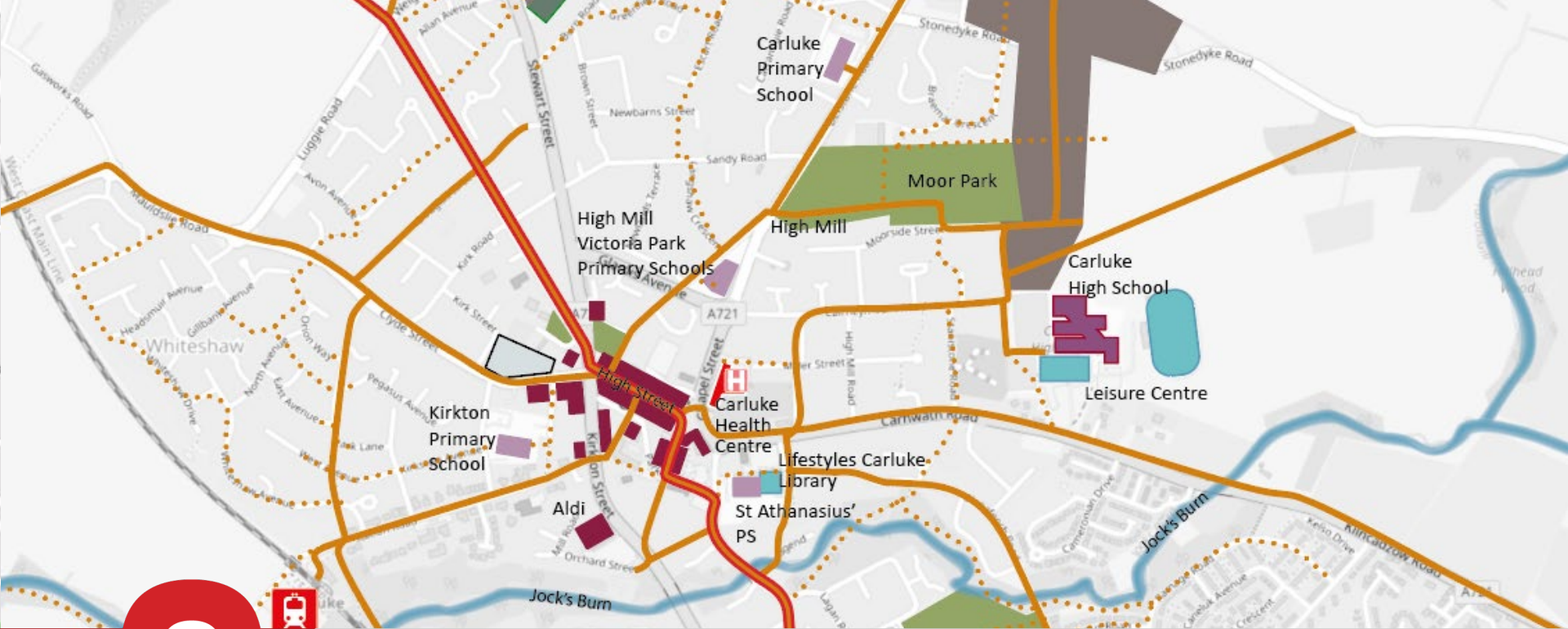
The lack of information or reliable signposting to and along existing walking and cycling routes has been highlighted by stakeholders as an issue in Carlisle.

To maximise its use and benefits, any infrastructure project must be accompanied from the start by a communication strategy, from engagement events during the design process, to mapped information and signposting of the built route, and ongoing promotion and behaviour change campaigns to sustain growth in use.

Maintenance and enforcement

The lack of maintenance in the existing walking and cycling routes has also been one of the issues highlighted through the survey and stakeholder input. Cycle lanes and walking paths should continue to meet good quality standards after its initial construction for people to continue to use it, including surface smoothness, cleanness, lighting, tree roots, drop kerbs, etc.

Encroachment by motorised traffic on dedicated infrastructure ideally should be prevented through design features and layout (street furniture, bollards, kerbs, etc.) to prevent obstructions to cycle traffic. Where that is not possible, ongoing enforcement requirement should be considered at design stage.



5. Feedback on proposals

Feedback on proposals

A draft version of this report was published in September 2020 on South Lanarkshire Council's website. An online survey and a workshop took place during this period to gather feedback.

The **workshop** took place on 29th September 2020 to which were invited stakeholder organisations and respondents to the initial survey who wished to be kept updated. The list of attendees and notes from the session are available in Appendix D, with some key points included below.

- There was support for the suggested core/priority route along the Old Wishaw Road and Old Lanark Road alignment. A path along the A73 was suggested as an alternative worth exploring, should a path not be feasible along Old Wishaw Road given the flooding challenges, or in the context of the future redevelopment of the Law House site.
- Coordination is needed with other strategies and ongoing work where they overlap, have shared objectives or could complement each other. Those mentioned during the workshop included:
 - South Lanarkshire town centres audits.
 - The audit of green and open spaces, which identified potential for a local nature reserve just west of Carluke.
 - Ongoing work by One Carluke (Carluke Development Trust) with Cycling Scotland and Sustrans looking at two cycle routes between the High Mill and Carluke primary,

and between Crawforddyke and the High Street.

- The need to combine larger scale projects with small scale interventions which could make Carluke more walkable and cyclable in the short term was raised at the workshop and through the online survey (see below). Examples cited were mowing grass verges along rural roads without footway, cutting back hedges where they obstruct footways, and building or improving dropped kerbs where they are missing or inadequate for full access.

The **online survey** was live for four weeks in September and advertised through South Lanarkshire social media accounts and shared by stakeholder groups. Findings from the survey are included in Appendix D.

With 26 responses it is a very small sample, with strong, mixed views. The majority either “strongly supported” or “strongly opposed” the proposals. Of those who left comments, supportive ones referred to the need for providing safe routes for walking and cycling. Unsupportive comments mostly took the view that investing in active travel was not a priority for Carluke, preferring supporting businesses for example.

Future engagement activities will be needed and should seek to reach a larger sample, more representative of the town's population who perhaps don't hold the strongest views on this topic but are typically the majority.

Next steps in the context of COVID-19

What will be the likely impact of the ongoing COVID-19 pandemic on the case for investing in active travel and delivery of the network plan?

The network plan was produced early during the spring 2020 lockdown period, too early for emerging behaviours to reliably inform the development of the network plan. However the indirect impact of the pandemic on behaviours and on the case for investment in active travel was discussed throughout the study, particularly during the second workshop and online survey. Key observations reported were:

- More people are walking and cycling around Carlisle, [as in Scotland](#) overall. Although numbers have reduced slightly since the easing of traveling restrictions, they remain higher than before the start of the pandemic, suggesting a stable higher demand. It seems to confirm past observations that there is an unmet demand for more walking and cycling, with people interested, but only where the conditions are attractive, usually on separate infrastructure, or on quieter roads as was the case at the height of the lockdown when motorised traffic volumes reduced drastically.
- It has given a taste for walking and cycling to a lot of people who would not have considered it previously, with anecdotal evidence of people “dusting off” a bike and exploring their local area. This is supported by reports of

[significant increase in bike sales](#), new and second-hand, as well as [e-bikes](#).

- With people travelling less and spending more time working from home, they are more likely to use local shops and services. Town centres are also less affected by the reduction in commuting than cities. UK-wide successive [surveys](#), the latest in [September](#) have identified a desire to continue to spend less time in the office in the future; this could be an opportunity for businesses in town centres to attract these new customers. Investing in well designed streets which are attractive and well connected to the surrounding residential areas where those new home workers are, could help make town centre shops attractive.

These emerging or accelerating trends strengthen the case for investing in better streets and roads for people walking and cycling. In parallel, the broader case has not fundamentally changed: Challenges posed by climate change, our inactive lifestyles, or air and noise pollution are still present.

The network proposed in this document is a step towards addressing those challenges, and will support discussions with stakeholders organisations and the public to refine proposals which are supported and deliver people-friendly attractive routes and spaces in Carlisle, and form the basis of future funding applications.





Carlisle Active Travel Network Plan - Appendices

Appendix A: Large scale map of key destinations

Appendix B: Comments from engagement activities

Appendix B1: Online questionnaire survey

Appendix B2: Placecheck map comments

Appendix B3: Stakeholders contributions

Appendix C: Large scale map of proposed cycle network

Appendix D: Engagement stage 2 – workshop notes and online survey results





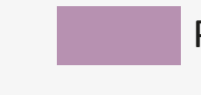





Appendix E: Equality Impact Assessment



Appendix A: Large scale map of key destinations

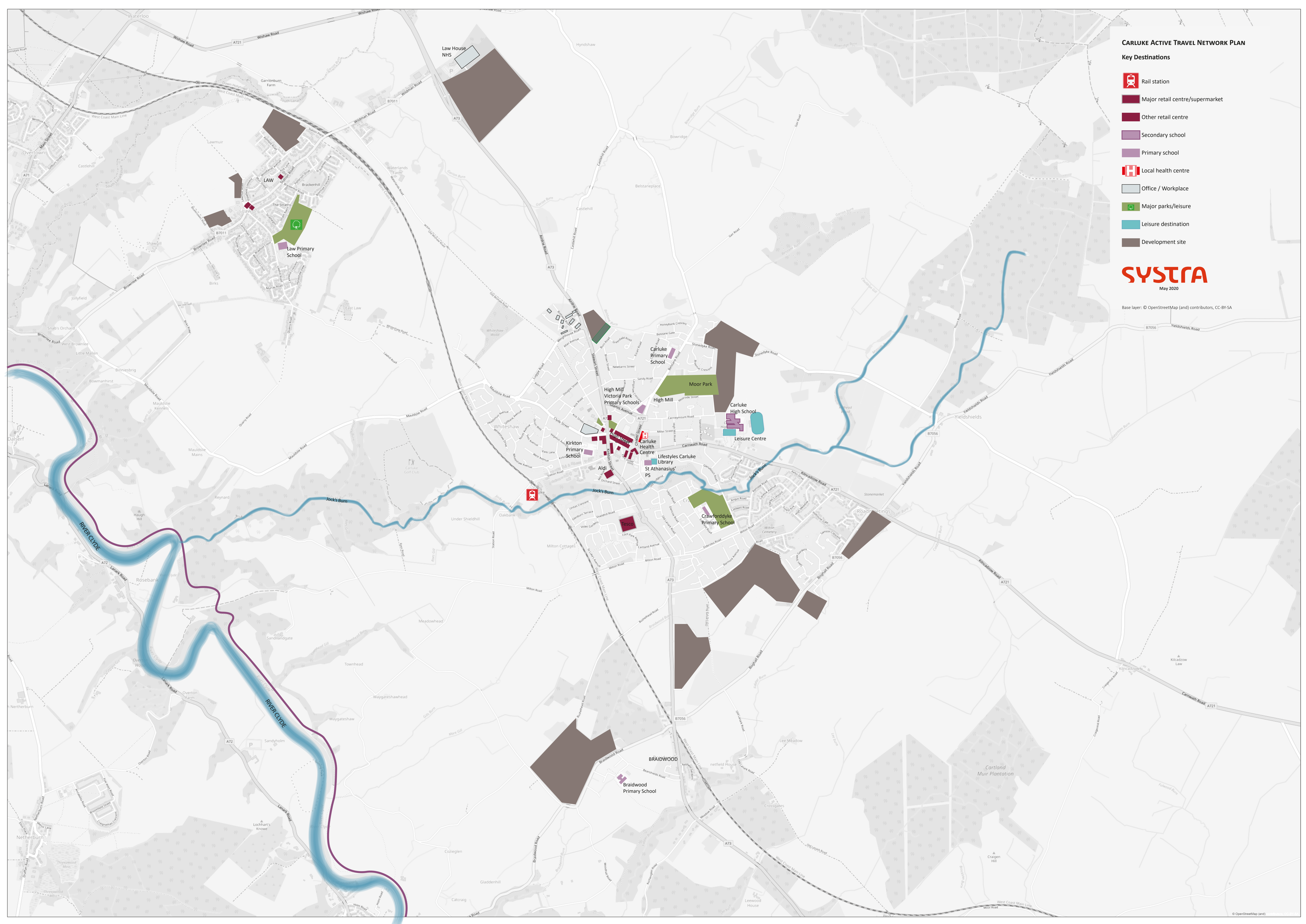
CARLUKE ACTIVE TRAVEL NETWORK PLAN

Key Destinations

-  Rail station
-  Major retail centre/supermarket
-  Other retail centre
-  Secondary school
-  Primary school
-  Local health centre
-  Office / Workplace
-  Major parks/leisure
-  Leisure destination
-  Development site



Base layer: © OpenStreetMap (and) contributors, CC-BY-SA





Appendix B: Comments from engagement activities

Appendix B1: Online questionnaire survey

Appendix B2: Placecheck map comments

Appendix B3: Stakeholders contributions

APPENDIX B1 - CARLUKE ACTIVE TRAVEL NETWORK PLAN SURVEY RESULTS



SYSTRA

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37 people took part in the survey which was online for four weeks from 9 March 2020 to 10 April 2020. The questionnaire was prepared in January 2020, before the Covid-19-related lockdown measures were put in place, therefore no questions relating to the current situation, about people's changed habits for examples, were included.

The relatively low number of responses is likely to have been affected by the current events, which we tried to mitigate by extending the deadline to respond by two weeks.

Key findings from the survey are presented below. The detailed results, including all free-text comments are appended to this summary report.

1. POPULAR DESTINATIONS

The first part of the questionnaire asked respondents to list the top three locations that travel most to in Carlisle and to specify what are the main reasons for their travel.

The top five location responses given were:

- Supermarkets (20 people)
- Carlisle Train Station (13 people)
- Law (7 people)
- Carlisle High Street (6 people)
- Carlisle Health Centre (5 people)

The main reasons cited for travelling to these locations were:

- Shopping/personal business (pointed by 31% of the sample)
- Leisure purpose (pointed by 24% of the sample)
- Commute to work (pointed by 12% of the sample)

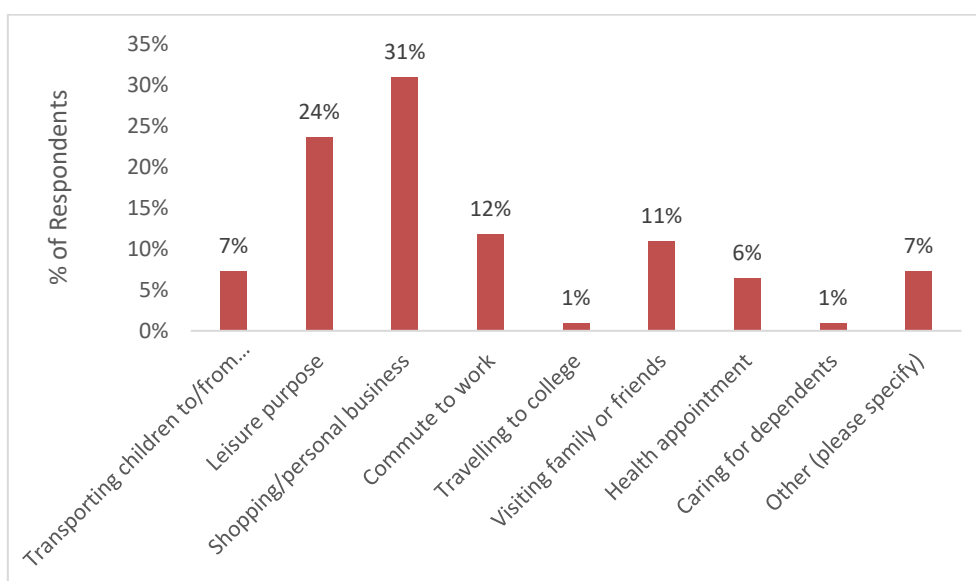


Figure 1. Q2: Please specify the main reasons for your travel to this location.

In terms of main travel mode used to these locations, in first place the respondents placed car as a lone driver (38%), followed by walking (20%) and in third by car as driver with passengers (19%).

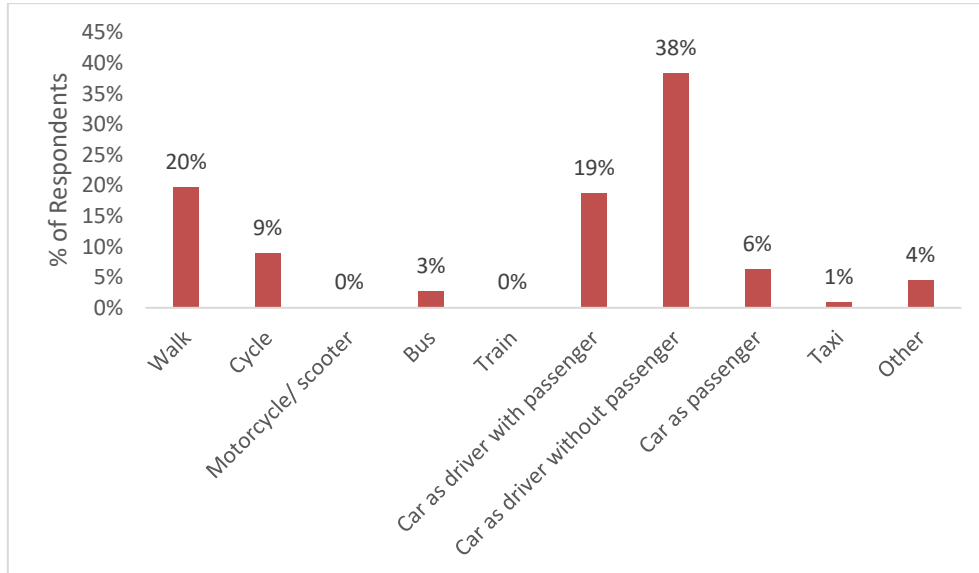


Figure 2. Q3: What is the main mode of travel to these locations?

2. ACTIVE TRAVEL MODES

In the next part of the survey the respondents were asked about their walking and cycling behaviour.

Over half of the sample (57%) pointed that they have a bike and over two thirds (67%) of the participants stated that have cycled in the past year.

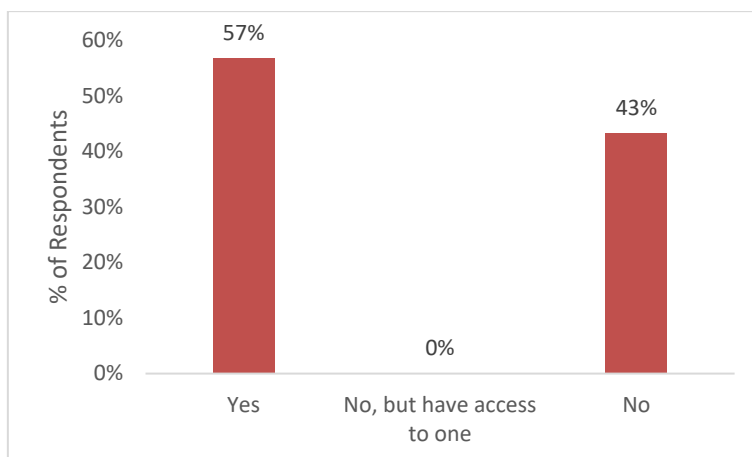


Figure 3. Q4: Do you own a bicycle?

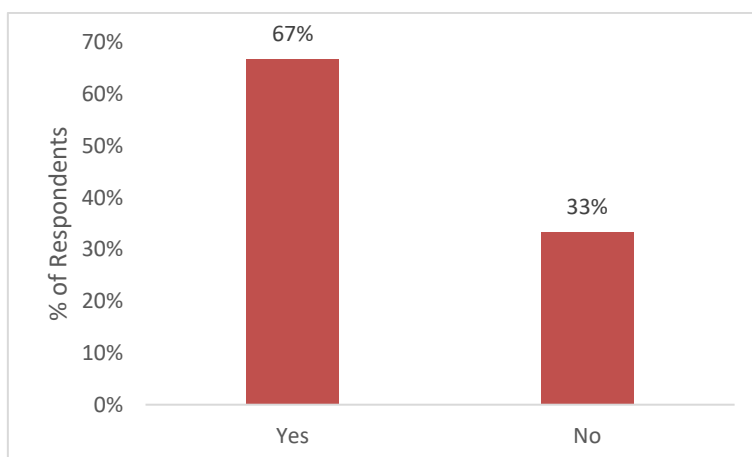


Figure 4. Q5: Have you cycled at all in the past year?

Frequency of cycling and walking through the year

Figure 5 gives evidence how the weather conditions affect people’s cycling levels through the year. It can be observed that there is a significant change in the proportion of people cycling regularly in the spring/summer months compared to the winter time. For instance, 31% of the sample reported to cycle five or more times a week in the period March to October compared to 15% of the respondents who said that cycle the same amount during the winter period.

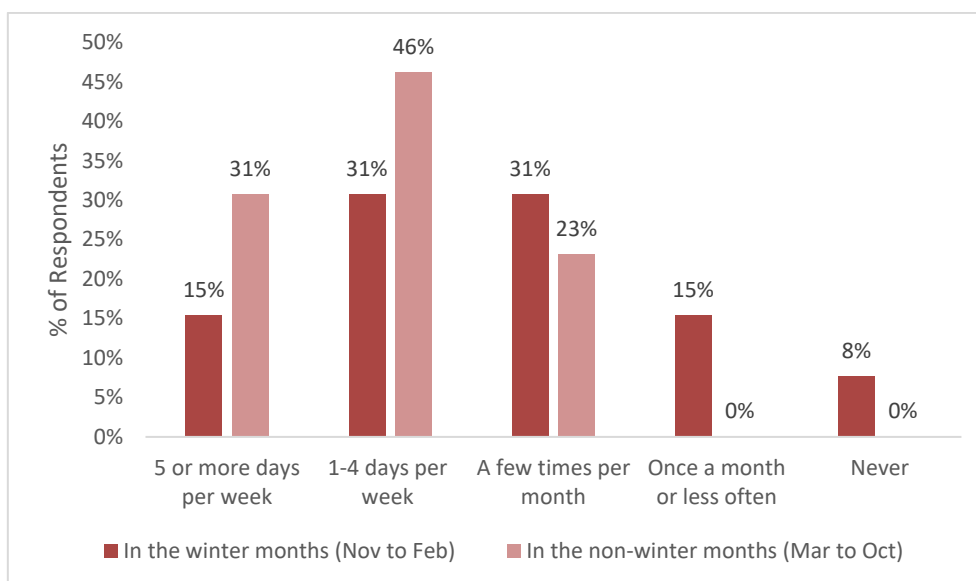


Figure 5. Q6 & 7 Cycling Patterns

When asked the same question regarding their walking behaviour the respondents gave similar answers, although the gap between winter and summer walking seems appear smaller. Evidence is shown in **Figure 6** - with 14% of the people saying that they walk five or more days per week more in spring/summer than in the winter time.

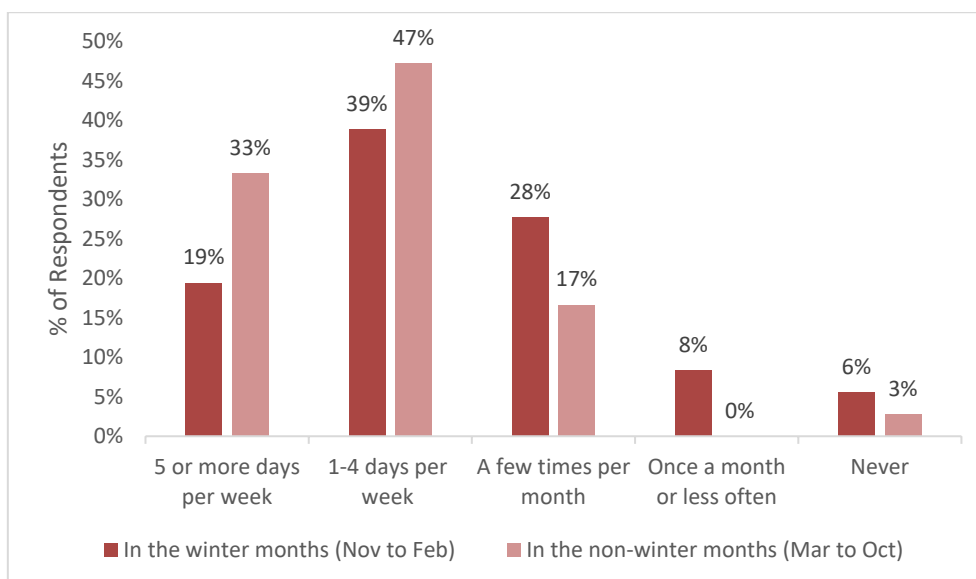


Figure 6. Q8 & 9 Walking Patterns

Further, the sample was asked to list the main benefits of active travel - walking and cycling. As evident from **Figure 7** and **Figure 8**, in first place people placed health benefits and exercise, followed by pleasure and enjoyment and that is better for the environment.

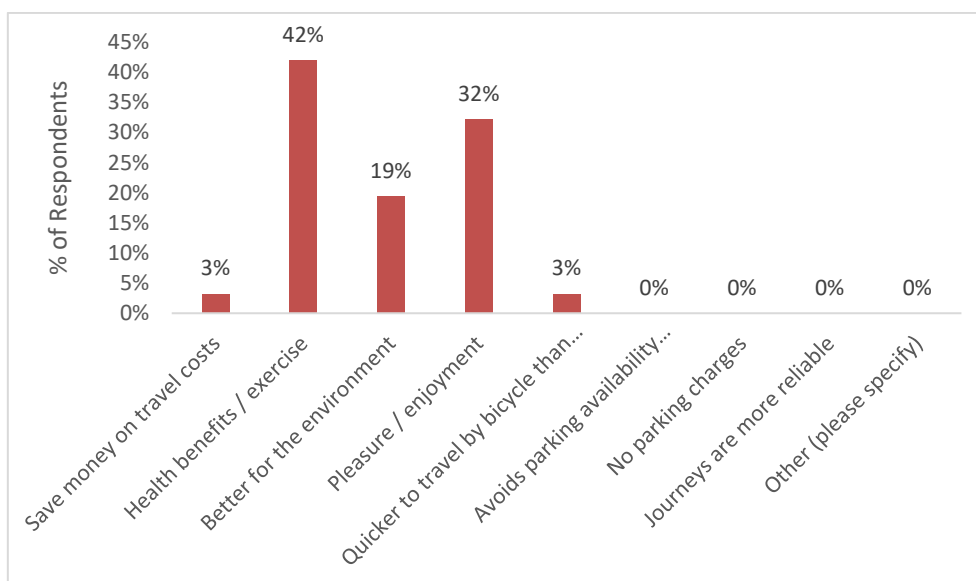


Figure 7. Q10: If you cycle what do you consider the main benefits of cycling to be?

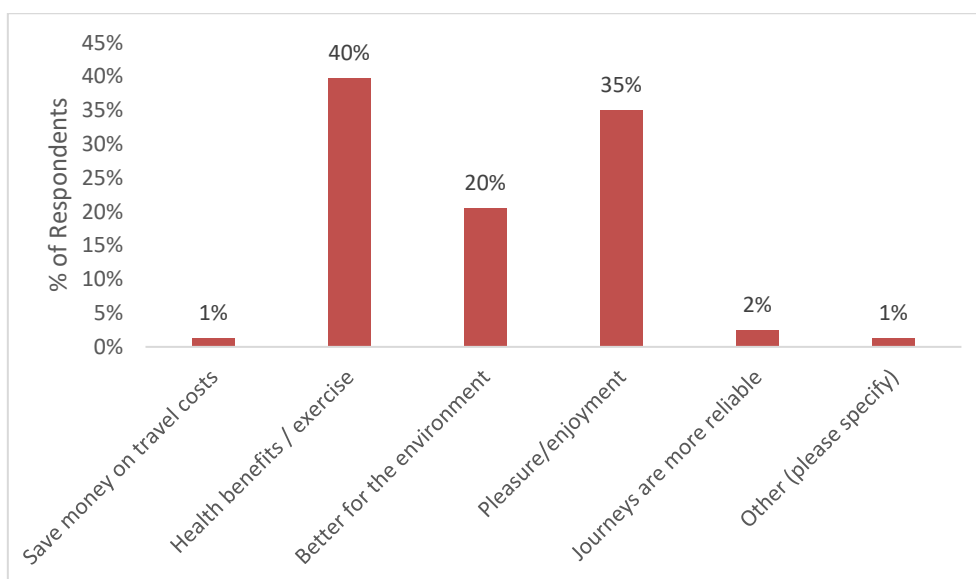


Figure 8. Q12: If you walk, what do you consider the main benefits of walking to be?

Some of the participants (35%) said that they are interested in increasing their cycling, some (24%) said that they are maybe interested in increasing their cycling and the remaining (41%) said they are not interested in increasing their cycling. When asked to specify why they do not want to cycle the following themes emerged:

- Road safety – not feeling confident to cycle on busy roads;
- Distance makes cycling not feasible;
- Simply don't like cycling;
- Can't ride a bicycle;

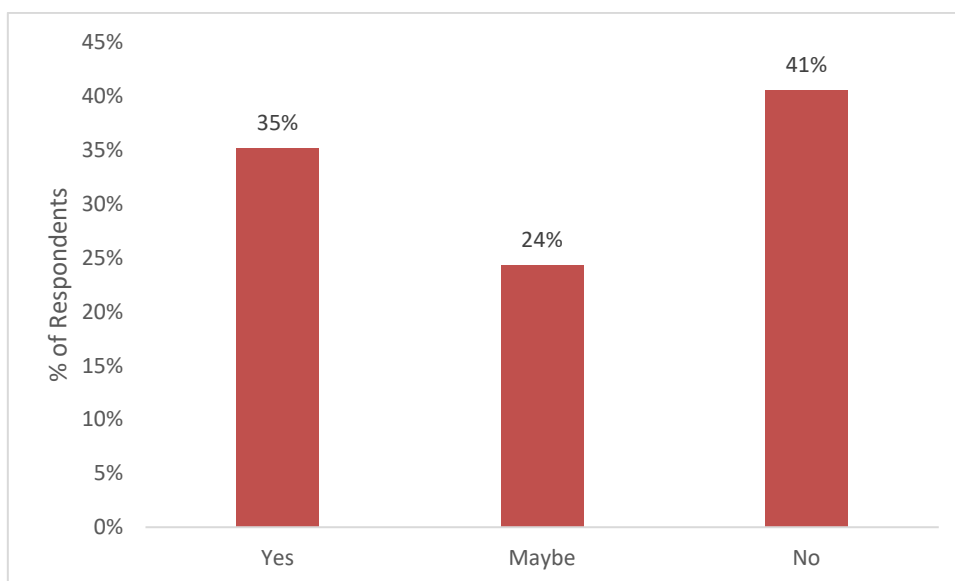


Figure 9. Q11a: Are you interested in cycling more often than you do now, or taking up cycling?

In terms of measures that would increase the number of people cycling the following three were identified – more dedicated off-road/traffic free cycle routes (pointed to by 23% of the people), more on-road cycle lanes (pointed to by 21% of the sample) and better lighting of roads/ cycle routes and reduce number/ speed of cars (both pointed to by 11% of the sample).

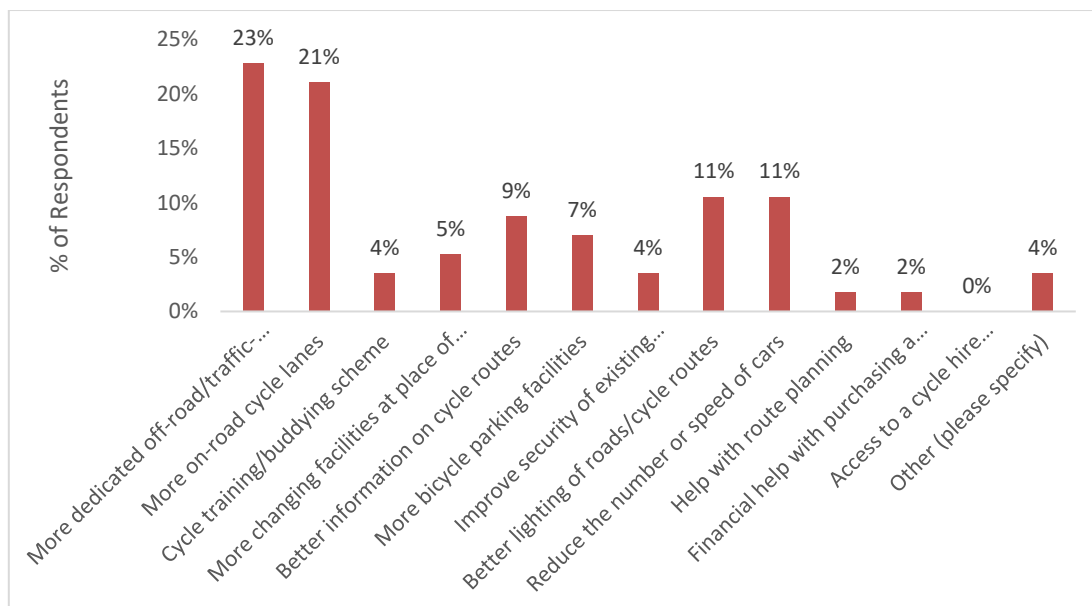


Figure 10. Q11b: Measures to encourage people to cycle more often

Almost two thirds of the sample (62%) said that would like to walk more. The main reason given by the people who stated that did not want to walk more was the perception that they have already walk enough.

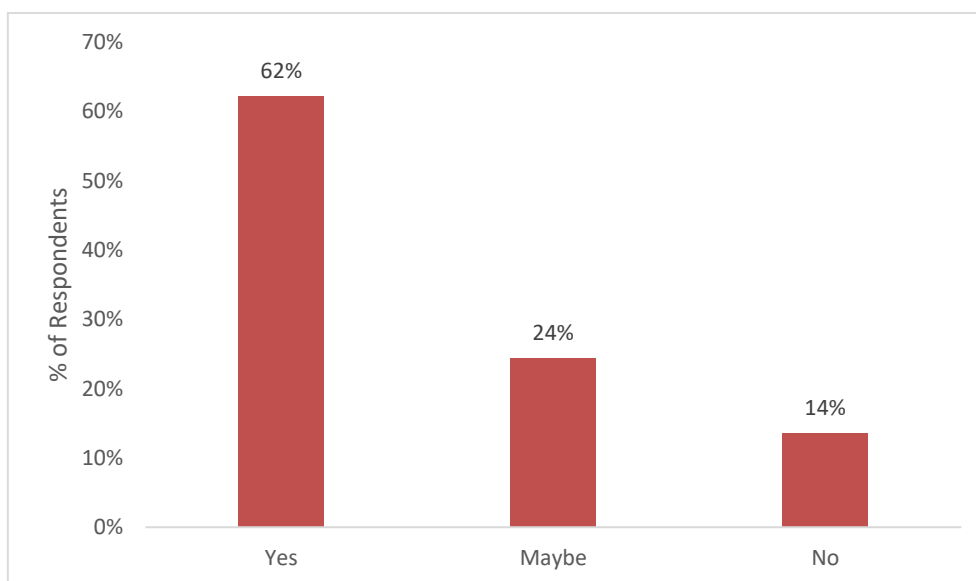


Figure 11. Q12a: Are you interested in walking more often?

In terms of measures that would encourage them to walk more, participants listed the following:

- Better lighting of roads/walking routes (31%)
- Better information on walking routes (27%)
- Better pedestrian crossing facilities (22%)

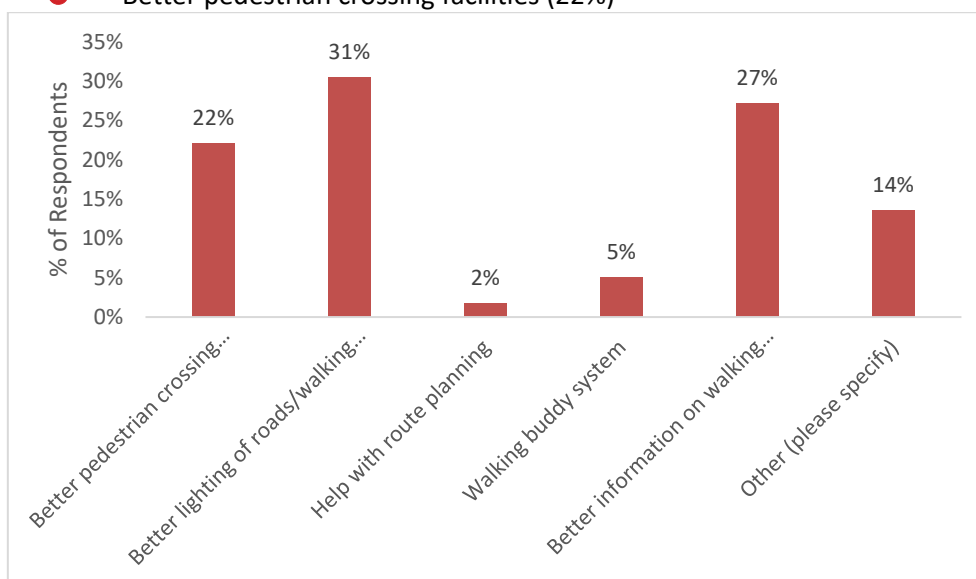


Figure 12. Q12b: Measures to encourage walking

When asked what were the main barriers stopping them to walk/cycle in Carluke the respondents pointed out safety when walking or cycling (21%), followed by condition of roads, paths (19%) and then by cycle routes and the lack of off-road/traffic free cycle routes (12%).

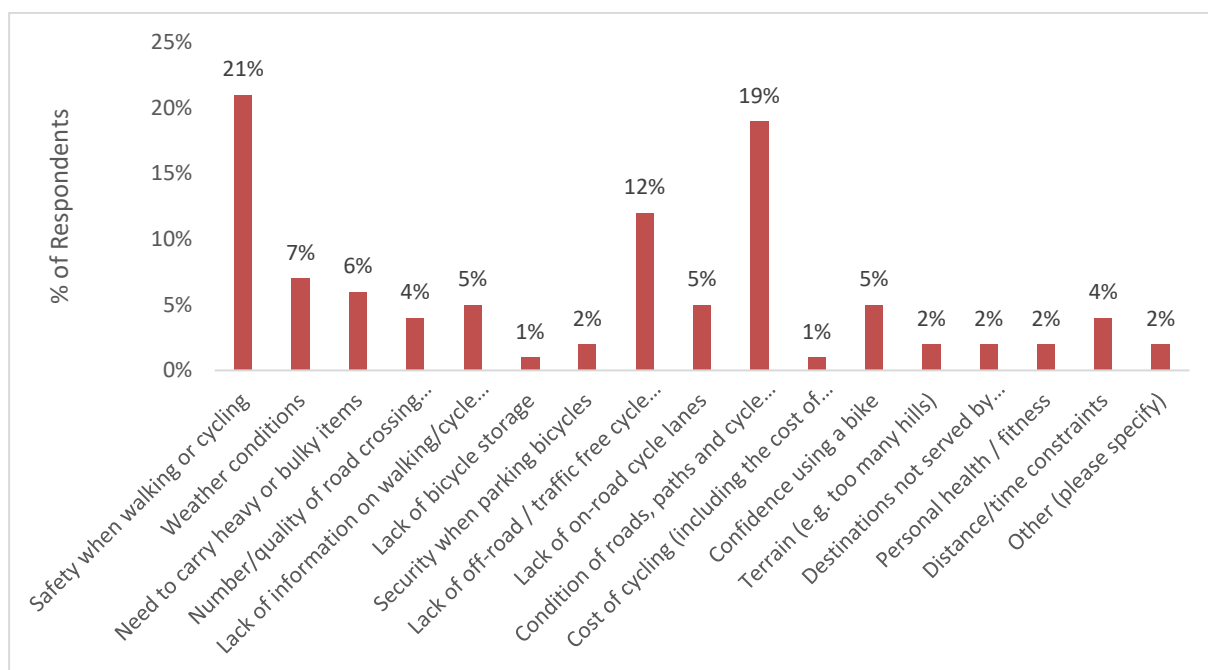


Figure 13. Q13: Main walking and cycling barriers across Carlisle

The sample was also asked to rate their satisfaction/ to say how satisfied they are in terms of the available walking and cycling facilities and infrastructure in Carlisle.

The majority of the sample rated the listed categories as poor or very poor except for the availability of changing facilities (i.e. at work/study place), the amount of bicycle parking and the security of bicycle parking where the majority of the respondents had no opinion on these questions.

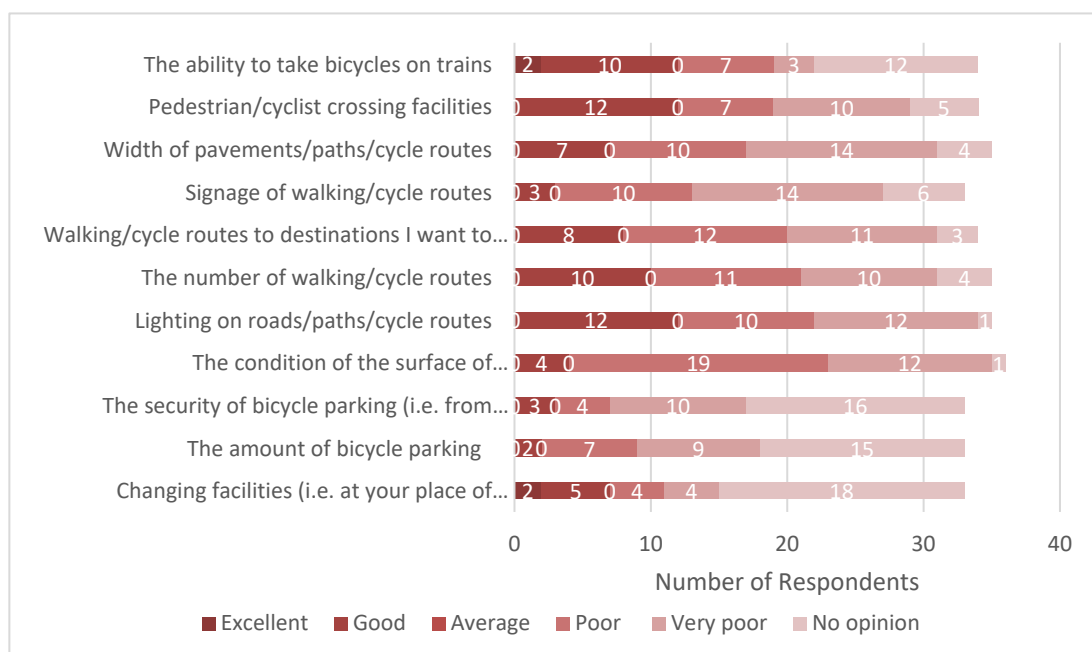


Figure 14. Q23: What do you think of the following walking/cycling facilities and infrastructure in Carlisle?

3. LOCATION SPECIFIC COMMENTS

Through the survey participants were also provided with the opportunity to leave any location specific comments, the table below provides a summary of the themes that emerged during the analysis.

THEME	LOCATION	PARTICIPANTS QUOTE
Cycling infrastructure	Carluke	Few cycle lanes that do exist full of detritus. General lack of dedicated cycle routes.
		Surrounding roads away from the main road through Carluke are narrow and winding. Drivers are driving at speed - this is so dangerous being a driver, never mind a cyclist!
		If there were cycle lanes this would definitely give people the confidence that they will be safer. I know I would cycle more if this was the case.
	Law Village	I think it is shocking the lack of safe cycling paths and most definitely the lack of safe routes cycling from Law Village to access any places .
Signage	Carluke	There are cycling and walking routes in the local area, however, there is no advertising or signposting of these within Carluke itself.
		No maps of routes available even though I know there is several around me there is no signs to direct me into the paths.
		There are cycling and walking routes in the local area, however, there is no advertising or signposting of these within Carluke itself
Road safety when cycling	A73	I work in Lanark, and would love to cycle to Lanark for work. However, I feel the main road (A73) is FAR too dangerous to do this, especially the bends after the Lee Woods heading towards Cartland Bridge.

THEME	LOCATION	PARTICIPANTS QUOTE
	Carluke	I regularly cycle as part of my commute and find cycling around Carluke much riskier than cycling around Glasgow city centre, mainly because drivers around Carluke seem poorer prepared for traffic.
Walking infrastructure	Boghall Road	The roads to the bus stops are dangerous as there are no pavements. Unless you drive it is a nightmare to walk anywhere or get to public transport.
		Need a pavement the whole way along Boghall Road meaning the walk could be continued to Braidwood.
	Carluke	Bit of a Scottish problem lack of footpaths that are not linked up. Often start & finish on a road hard to access on foot.
		Pavements not treated in the winter time. Generally in poor condition and unsafe for walking on.
		There's a significant problem in many areas of Carluke with cars parking on curbs partially blocking pavements for pedestrians.
		The roads are full of potholes and many pavements are uneven and a trip hazard. There are no dedicated walkways
	Law Village	In Law Village we are surrounded by inaccessible fields.
Bridge Infrastructure	Old Wishaw Road	The bridge on the old Wishaw Road from law village to Waterloo, Wishaw is closed and needs replaced.
	North/South Lanarkshire	Bridge in disrepair between north/south Lanarkshire at end of Law would provide a good cycle/walk route that would stop the need to

THEME	LOCATION	PARTICIPANTS QUOTE
		walk/cycle on busy dual carriageway which has no pavement
Conditions of walking paths	Carlake	<p>I've noticed there is more and more litter and illegal dumping on our country roads, why does the council rely on residents to report this?</p> <hr/> <p>Please cut the hedges more regularly and clear the pavements of thorns.</p> <hr/> <p>Seriously dog mess is my biggest issue with walking around Carlake. It is a real shame folk don't mind letting their dogs go on their own streets. It is a real problem that means you really have to be looking down all the time and we have nice views etc to enjoy.</p>

4. SAMPLE PROFILE

The sample was not equality distributed in terms of gender, 62% of the respondents were females.

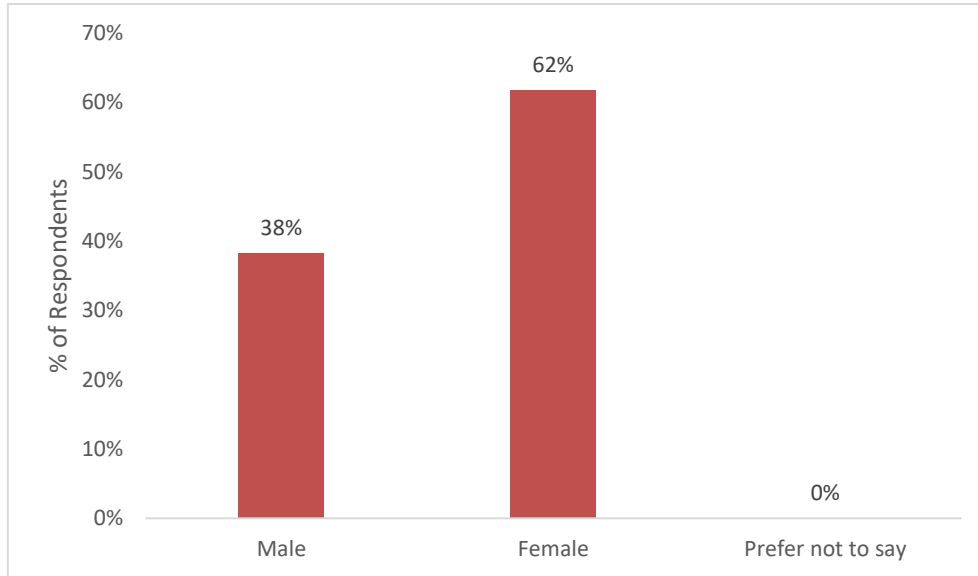


Figure 15. Q16: Respondent Gender

The largest proportion of respondents were aged between 35 and 44 years old (39%) as shown in **Figure 16**.

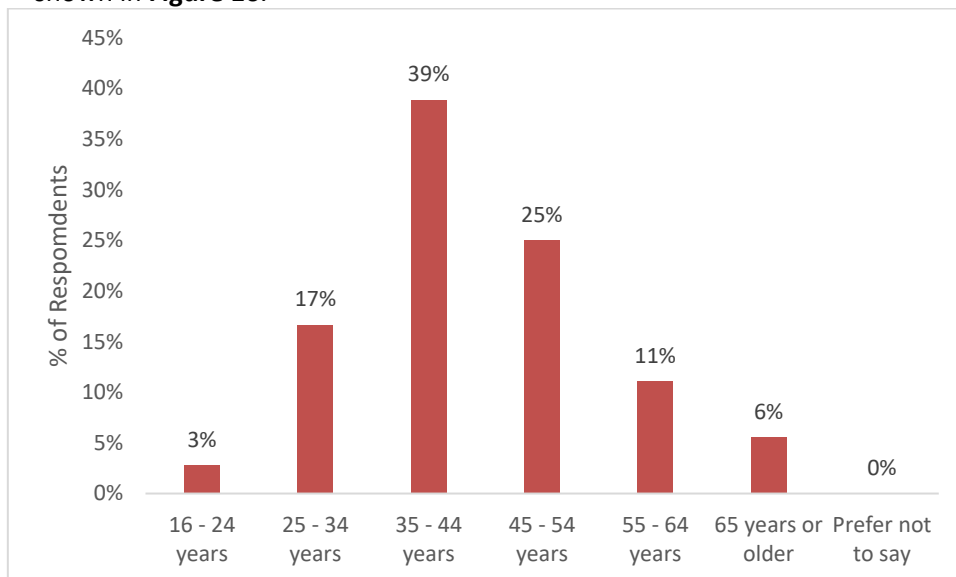


Figure 16. Q26: Respondent Age Profile

In terms of employment status, more than half of the people reported to work full-time (57%) followed by 22% who were working part-time.

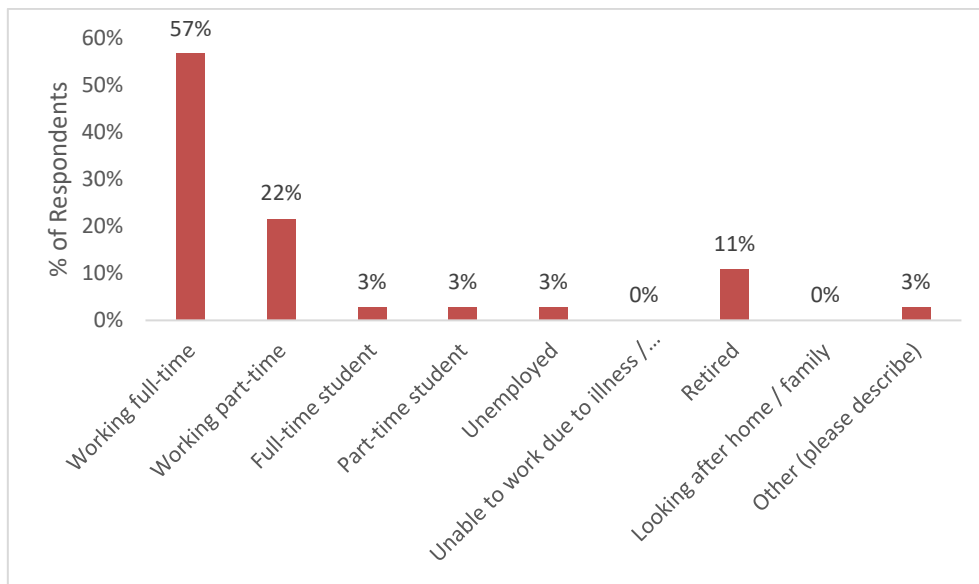


Figure 17. Q27: Participant Employment Status

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The SYSTRA logo is rendered in a bold, red, sans-serif typeface. The letters are thick and closely spaced, with a distinctive design where the 'S' and 'Y' are connected at the top, and the 'T' has a unique, slightly curved top bar. The overall appearance is modern and professional.

Appendix B2 Carluke Active Travel Network Plan – Online Placecheck Map comments

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I don't like	Kirkton St at Station Rd	Cyclist was knocked down here and died in hospital (https://www.bbc.co.uk/news/uk-scotland-glasgow-west-42852658). I've not taken bike to work as much since then.	43931	55.7333,- 3.84023
Things I don't like	Poorly maintain and narrow path	Path needs upgrading, widening.	43931	55.7311,- 3.84768
Things I don't like	Steps to station need ramp to push bikes/buggies	Make it easier to push bikes/buggies up steps to station	43931	55.7301,- 3.8468
Things I don't like	Back way to station	Back way to station is crucial but needs regular maintenance e.g. from getting overgrown and the lighting. It does not feel safe after dark.	43930	55.7303,- 3.84642
Things I don't like	Pavement overgrown	Would use this pavement to access businesses like Piazza, if it was less overgrown and if traffic respected the 30 limit. As it is, it's scary to use as a pedestrian.	43930	55.7253,- 3.83277
Things I don't like	Litter	Shieldhill road is one of the worst for dog mess.	43930	55.7295,- 3.83929
Things I don't like	No pavement	No pavement down this side of the road but from wear on grass you can see people walk here. The other option is to cross the busy main road.	43930	55.7269,- 3.83311

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I don't like	Pedestrian crossing of side road	This is a scary place to cross as a pedestrian. The crossing has no markings and is just in from the main road where cars go too fast. Many cars take this corner at speed not taking account of pedestrians. It is hard to judge when is safe to cross.	43930	55.7299,- 3.8368
Things I don't like	Busy crossroads	This is a busy junction, lots of cars use this as a back way in to the estate up the hill and go quite fast making it hard to cross as a pedestrian. I think a mini roundabout might be safer than current nothing.	43930	55.7291,- 3.84161
Things I don't like	Pedestrian crossing takes too long	shorten amount of time for pedestrian crossing	43929	55.7335,- 3.84017
Things I don't like	Bikes often delay cars	Ban cyclists from this road, make them use country roads nearby	43929	55.7444,- 3.84526
Things I don't like	Need more parking		43929	55.7348,- 3.83952
Things I don't like	Bad parking on both sides of street	Once had to help a driver by folding in a wide door mirror on a badly parked van so he could squeeze past. This bit is treated like a car park for Main Street.	43920	55.735,- 3.83953
Things I don't like	No drop kerbs at bus depot	Kerb on southern side is quite high. Have to stop to get bike up it. Must be annoying for anyone with pram, etc.	43902	55.7487,- 3.84835
Things I like	Offline road cycle / footpath	Useful link for cyclists and pedestrians.	43931	55.7296,- 3.8353

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I like	Footpath	Nice footpath through wood	43931	55.7078,- 3.83446
Things I like	Dirty track for bmx	Dirt track for bmx/cycling	43931	55.7304,- 3.82783
Things I like	Cycle parking at library /school	Cycle parking near(-ish) to library/school entrance	43931	55.7331,- 3.83529
Things I like	Nice woodland walk	Nice path through woods for walking	43931	55.7304,- 3.85519
Things I like	Quiet road	Lots of folk walk dogs down this road it has great views and most traffic is local and aware to be slow.	43930	55.725,- 3.84303
Things I like	Walking/cycling path on Old Wishaw Road	Nice quiet path with no traffic to worry about. Useful link on way between station and A73.	43920	55.7396,-3.845
Things I like	Ramp and bike parking	Step free access - better than many stations (but ramp is quite steep). Not sure how many people realise it's there as it's a bit hidden at back.	43902	55.7308,- 3.84876
Things we need to work on	Rankin St	Built out pavement seems about the width needed for a segregated bike lane. That could create quieter, more appealing walk/cycle route between Chapel St (including Health Centre), past High St to park and housing to west.	43931	55.7347,- 3.83779
Things we need to work on	East side of park at Market Pl	Adding build-outs/bollards on Market Pl would prevent parking at end of path and improve visibility for crossing to Rankin St.	43931	55.7352,- 3.83946
Things we need to work on	Clyde walk way	Poor signage on this part of clydewalk way - unclear where to walk	43931	55.7421,- 3.91414
Things we need to work on	service road junction	Could have zebra crossing - give pedestrains right of way	43931	55.7294,- 3.83697

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things we need to work on	Skatepark	In need of maintenance (signage/map?) but good for encouraging active transport by bike / skateboarding.	43931	55.7302,- 3.82757
Things we need to work on	Path along Jock's Burn	Path could be upgraded/widened for better cycle / wheelchair / buggy access	43931	55.73,-3.86099
Things we need to work on	Footpath from Jock's Burn through Golf course	Poorly maintained / marked footpaths to walk from Jock's Burn through Golf Course.	43931	55.7289,- 3.86616
Things we need to work on	Old footpath marked on maps	Old path across these fields could join to station and NW Carluke.	43931	55.7314,- 3.85277
Things we need to work on	Old railway line / footpath	Could improve access for cycling.	43931	55.739,- 3.85734
Things we need to work on	Mountain bike trails	Potential for mountain biking centre like Carron Valley etc - could improved access/parking/signage?	43931	55.7348,- 3.90023
Things we need to work on	Access to mountain bike trails down to clyde / clyde walkway	Improve with signage for cyclists	43931	55.7367,- 3.89471
Things we need to work on	Move cycle parking closer to front door	Having cycle parking far from front entrance makes cycling inconvenient	43931	55.729,- 3.83772
Things we need to work on	No cycle parking at Aldi	Don't think there's any cycle parking at Aldi - makes it hard to shop here if using bike	43931	55.7319,- 3.83966
Things we need to work on	more cycle parking on main street	Make it easy to shop if bike parking next to shop (rather than at end of street).	43931	55.7345,- 3.8386
Things we need to work on	Add cycle lanes	Lack of cycle lanes - but potential space for them	43931	55.7401,- 3.84775
Things we need to work on	Useful path out of Carluke but poorly maintained	Path is often water logged. But could be good for cycling and walking	43931	55.7283,-3.845

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things we need to work on	Speed limit increase	Speed limit should be increased to 50mph	43929	55.7085,- 3.82981
Things we need to work on	Extend dual carriageway to town	Reduces delays, gives overtaking opportunity, improves journey time	43929	55.7547,- 3.85586
Things we need to work on	Busy road can take ages to cross	Often has fast traffic both ways with no gaps. Zebra/bike crossing would really help.	43920	55.7445,- 3.84551
Things we need to work on	Lane without drop kerb	Cycling through industrial estate cuts out a section of Airdrie Rd/A73 where cars are often going faster than 30mph. No drop kerb means bumping up kerb onto lane. Often has issue with dog fouling/debris.	43920	55.7439,- 3.84579
Things we need to work on	Crossings would help link to Mt Stewart St	Zebra/bike crossings across Mount Stewart St (at end of 1-way section) and Stewart St would link to west entrance to park. Part of island could be opened up inbetween. Would make a more pleasant walking/cycling route into town centre.	43920	55.7354,- 3.84035
Things we need to work on	No cycle lanes	For consideration of cycle lanes	43914	55.7095,- 3.83067
Things we need to work on	No cycle lanes	For consideration of cycle lanes	43914	55.7267,- 3.79685
Things we need to work on	Poor pavement management	Please can the hedges be cut regularly along Wildman road and the road to Bogside and up to Carluke. then cleared of the thorns/branches. They are bad for your trainers. Had thorns through them when running.	43914	55.7572,- 3.86899

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things we need to work on	Upgrading of Jocks Burn access network which runs through the centre of Carluke and is an important component of the green network infrastructure is required		43906	55.7322,- 3.83129
Things we need to work on	Old Lanark Road. Requires significant upgrading to make it a fully functioning non-motorised access link for pedestrians, cyclists and equestrians between Carluke, Braidwood and Lanark		43906	55.711,- 3.82155
Things we need to work on	Old Wishaw Road is an important non-motoised access link between Law and Carluke. It needs upgrading to make it a fully functioning multi-use access link between the two communities		43906	55.7489,- 3.86187
Things we need to work on	replace footbridge on this important access link	This is an essential cross boundary access link between North and South Lanarkshire Council areas and although outside the boundary of the study has been identified as a high priority by the Carluke and Law communities.	43906	55.7588,- 3.87712
Things we need to work on	Water runs across ramp and freezes	Poor drainage so water streams down side of ramp then across it down Station Rd. Freezes in cold weather. Once, when turning from road to cycle up to station, I couldn't stop bike in time - fell on ice and hurt shoulder.	43902	55.7313,- 3.84966

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things we need to work on	Airdrie Road pavement overgrown with moss/grass	Pavement often ends up very narrow all along A73 as moss and grass has grown over it. If scraped back it would be much wider. At some bits it puts you closer to traffic and can feel unsafe when trucks/buses go past. Also annoying when trying to pass people with headphones in and grass is wet/muddy.		

APPENDIX B3 - CARLUKE ACTIVE TRAVEL NETWORK PLAN – STAKEHOLDER INPUT REPORT



SYSTRA

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A workshop was planned to take place on 17th March 2020, to gather the views and ideas of stakeholders on active travel in Carlisle. Discussions during the workshop were anticipated to help us understand what are the physical barriers to walking cycling and wheeling more, what assets and opportunities we could build on, and gather ideas and relevant ongoing projects.

The workshop had to be cancelled as the COVID-19 pandemic progressed and was replaced with email contributions, supported by a document outlining the study to date, sent to all stakeholders.

The invitation to contribute and documentation was sent to: local councillors and MSPs, Carlisle BID, Carlisle Community Council, Carlisle Community Development Trust, South Lanarkshire Disability Access Panel, SPT, Brighter Bothwell Group, NHS Lanarkshire Bike User Group, ScotRail, South Lanarkshire community liaison officer, South Lanarkshire Council Sustainable Development Officer, Policy Scotland, Cycling Scotland, Happy n Healthy Community Development Trust, Go Bike, SLC roads and transportation team, Enterprise Resources, SLC Landscape and Access Development team, Strathaven Cycling Group, Sustrans, Carlisle High School, and the Rural Development Trust.

Contributions were received in early April 2020 from Cycling UK, SPT, ScotRail, NHS Lanarkshire, Carlisle Community Development Trust, and South Lanarkshire Access team. The comments received are reproduced below by theme.

1. MAIN BARRIERS

1.1.1 *What do you think are the main barriers to more cycling, walking, wheeling in Carlisle? These can be physical barriers in general terms or location-specific ones.*

1.2 Cycling UK

- Lack of well-maintained and clearly signed routes both for cycling and walking. Many existing paths and tracks are run-down, neglected or impassable
- Heavy traffic all over the town and especially through traffic on the main road is a deterrent
- Hilly terrain around Carlisle makes it difficult especially for new cyclists; also the low numbers of cyclists to be seen in the area
- For walkers and cyclists alike the culture of car dependence can be a dis-incentive

1.3 Carlisle BID

1.3.1 Carlisle has already many housing developments which follow B roads and which were considered country roads. These are now being used by greatly increased traffic. There is often no pavement, no room for a cycle track. The edge of these roads are dangerous for cyclists. The road surface has been built up through years of repair work leaving traps for wheels. The ditches have not been cleared and water/ice damage at the edges adds to the dangers. An example seen last week is the road from Belstone Road to Yieldshields. The road surface is so bad that one huge pothole has a cone in the middle of it! This is four feet from the edge of the already narrow road and this road passes one of the proposed major housing developments.

1.4 Carluke community development Trust

1.4.1 Carluke as a dormitory town has seen a high degree of housing development over the past few years with little or no accompanying walking/cycling infrastructure. As a number of new private/social housing developments have been built on areas on the edge of the town and therefore within a more rural setting, the road infrastructure leading to these developments could at best be described as country roads with little or no safe pavements never mind cycling infrastructure.

1.4.2 In addition, it is difficult to develop safe walking and cycling routes from the outlying areas into Carluke Town centre, due to the state of the paths, roads and walkways. There seems to have been a number of projects to establish new walking and cycling routes from Carluke to Law (although there are barriers, both physical and financial in completing this route all the way. There has also been the SLC Adopt-A-Path programme, which whilst a good programme seem not have stuttered to a stop.

1.4.3 There continues to a lack of coordination with various projects being developed and delivered with little or no community engagement and/or involvement in either the development, delivery or ongoing maintenance/monitoring of the projects. Carluke and the Parish of Carluke would definitely benefit from a more coordinated and collaborative approach to future developments.

2. ASSETS

2.1.1 *What assets could we build upon to make the town more walkable/cycling/accessible? These could be existing attractive routes, or path/alignments with potential for upgrade, attractive parks, etc.*

2.2 Cycling UK

- Closeness to Clyde Valley, including Mauldslee & Brownlie Woods and the Clyde Walkway
- Closeness to Blacklaw Windfarm and the very large accessible area there
- Jock's Burn and the walkways beside it
- Smaller sections of woodland, including ancient woodland (Whiteshaw Woodland, Daer woodland, tree-lined areas beside Old Wishaw Rd and beside track going from Woodend Rd to Dyke Rd; areas beside Jock's Burn) – these are special outdoor spaces close to the town
- Railway Station can provide integrated travel; safer access to Station is needed
- Plans for development of High Mill could provide a hub for recreational walking/cycling

2.3 Carluke Community Development Trust

2.3.1 The Parish of Carluke has some excellent walkways, that with a little bit of development could create a joint walking/cycling route(s) that would allow the circling and linking of the various areas of the Parish of Carluke to the Town Centre and the various leisure, heritage and cultural amenities it has (Carluke High Mill, Lifestyles and Leisure Centre, Moorpark etc).

2.3.2 The Parish also has several walks that encompass the Jock's Burn route, some work has been done on these routes recently, however they would benefit from an upgrade to allow joint walking and cycling to take place.

3. KNOWN/PLANNED CHANGES

3.1.1 *Are there any planned changes or interventions your organisation is involved in/knows about to take into account? These could be things which would help or may become a constraint or challenge to encouraging walking and cycling.*

3.2 Cycling UK

- The only thing I can think of is the Big Bike Revival project run by Cycling UK Scotland; this offers help to local groups who are trying to get more people to enjoy the benefits of cycling

3.3 Carluke community development Trust

3.3.1 CDT has supported the establishment of a Carluke Walking group and is in the early development of a two joint walking/cycling routes from Crawforddyke to the Town centre and to the Leisure Centre, enabling residents to safely access these.

4. IDEAS/SUGGESTED IMPROVEMENTS

4.1.1 *What ideas do you have for specific improvements to the town which would make the most difference to walking and cycling? These could be large scale (eg: a new route connecting two key destinations) or small intervention (dropped kerbs, signage, etc). Can you tell us why you think this/those interventions would make the most difference?*

4.2 Cycling UK

- Develop a cycle route that goes all the way from Wishaw, through Law and Carluke, to Lanark; it would be mostly off-road using Old Wishaw Road and Old Lanark Road; it would entail a signed route through Carluke town to connect these two roads.
- To help with above: resolve the problem of the Old Wishaw Rd and its flooded area (a path along the embankment beside the flooded track may be a simple solution); it would provide a safe off-road route between Law and Carluke
- To further facilitate above: replace the footbridge over the Garrion burn at Gillhead, to restore an important connection for walking and cycling between Law and Wishaw
- Put signage on and improve parts of Old Lanark Road route beyond Goremire Rd going towards Braidwood; improve sections of this route; make more accessible (for cyclists) the footbridge over the railway line that leads to Meadow Road and Braidwood and the network of paths round there
- Explore feasibility of upgrading Old Lanark Rd track from Meadow Rd to Cartland
- Create a hub at High Mill centre that would highlight walking and cycling opportunities within the town and to destinations out of town in various directions; and encourage use of these

- Place signage for an off-road route from Law/Lawhill to Mauldslie Wood (Mountain biking area) and to the Clyde Walkway
- Clear and resurface the track from Woodend Rd to Dyke Rd
- Place signage at Belstane Rd/Gair Rd junction to the woodland off Gair Rd; explore a potential route to this woodland from the bridge over Belstane burn (near Carluke Primary) which would traverse farmland
- Improve the track by Jock's Burn that goes from Station Rd to Milton Rd, especially section leading to Milton Rd
- Extend the accessible path by Jock's Burn beyond Glenafeoch Rd to Ramage Rd (at present it goes from Laggan Rd as far as Glenafeoch Rd)

4.3 SLC Access team

- Upgrade the Old Lanark Road between Carluke and Lanark via Cartland to make it a fully useable multi-use active travel route for Walkers, and Cyclists. Also upgrade the Old Wishaw road between Carlike and Waterloo via Law village to make it a fully useable multi use active travel route.

4.4 Carluke BID

- Does infrastructure also include sewage systems, parking for the town centre and education? The schools are full, the sewage system has not been updated since when? and the parking for the town is inadequate.
- Most housing developments are at least one mile from the town and schools. The developers should be required by law to include, or contribute to, safe and sustainable routes to the town facilities.
- Use could be made of the many old and forgotten roads and rights-of-way.

4.5 Carluke Community development Trust

4.5.1 The Carluke Town centre is a natural epicentre to a number of existing walks and could provide a central link and information point for walkers and cyclist alike. The High Street would benefit from a greater level of cyclist friendly elements including access to bike racks, potentially a local bike hire service using e-bikes. The Town centre would also provide greater levels of information to walkers and cyclist on the areas of interest within the various walks and cycle routes. This information could be provided electronically both on digital signposts and a locally developed app that would provide update information to walkers as they move through the routes.

5. FURTHER COMMENTS

5.1.1 *Do you have any other comments?*

5.2 Cycling UK

- Carluke is in a beautiful setting and has the potential to be a clean and healthy town, with reduced traffic and more active travel. At various points just outside the town there are excellent views in all direction. Carluke people need to be encouraged to take pride in their town and take greater ownership of it. Involvement of local

people and groups will help promote an increase in active travel. However, there is a real need for investment in upgrading existing routes or creating new ones.

6. OTHER CONTRIBUTIONS

6.1.1 SPT, ScotRail and the Carluke BID sent the following responses which do not quite fit within the themes used above.

6.2 SPT

6.2.1 It is acknowledged that there are no formal active travel routes in the fairly wide Carluke study area – again predictably given the number of local side roads, farm roads and quieter routes which can, and apparently are, used to provide an ad hoc network.

6.2.2 Carluke is actually quite a large settlement by the standards of the other towns in Clydesdale and has associated Community Growth Areas appended to the current built up area – this should be an opportunity to build-in walking, wheeling and cycling routes into these new residential areas. It is noticeable that Carluke has a very central centre point to the settlements with distances from more outlying areas being relatively short and being – for the main part along residential roads – although the A73 and the A721 do run through the town. Aspirations to link to national and more local regional cycle routes are noted although there is quite a distance to Airdrie from Carluke although the local routes might be attractive if well-constructed and realistically (relatively) gradient free.

6.2.3 Given the location of the train station (at the western edge of the town) with adjacent large park and ride car park there are opportunities for a cycle and ride facility to be established to encourage active travel to/from the station. Similarly, there are a number of primary and secondary educational establishments which could also further encourage pupils – and staff – to actively travel again the distances are not considerable nor the gradients particularly challenging.

6.2.4 As regards Law there are some opportunities to actively link the settlement to Wishaw for economic, educational and travel needs – although the best route via the A73 might not be seen as attractive.

6.2.5 As stated previously, it should be emphasised that in seeking to provide the best possible options for Active Travel, priority should be given to safe segregated off or on-road routes specifically serving the areas of highest or potentially guaranteed demand – schools, retail, jobs and public transport connections at Carluke and potentially also Wishaw Rail stations.

6.3 Scotrail

6.3.1 *ScotRail provided a single response for the three town studies, with comments applying to all unless otherwise stated.*

6.3.2 We welcome any focus on active travel infrastructure in Lanark, Carluke, and Hamilton, and it is important that any investment puts links to transport hubs such as rail stations at the heart of the approach. This will be key to incentivising alternatives to single occupancy car trips to the station, and to reducing congestion and pollution at and around rail stations at peak travel times.

- Both Lanark and Hamilton benefit from co-located bus and rail hubs. We'd hope that the concentration of trips this creates will help to build an even stronger case for improved active travel links than if they were in separate locations
- For Hamilton especially, as well as commuting there is significant actual and potential inbound traffic by rail – for example for the town centre itself but also the new University of West of Scotland campus, which is not ideally located for the rail network. High quality active travel links from Hamilton Interchange to the campus and to other nearby trip generators would be welcome, and for some this may tip the balance away from making the entire journey by car
- Consideration could be given to creation of active travel hubs and cycle hire facilities (similar to the ones at Falkirk or Stirling), particularly at Hamilton Interchange where there is a large number of bus and rail passengers
- New housing development is referred to across South Lanarkshire, plus other initiatives such as Hamilton Green Masterplan. It is essential that the design of these new developments does not inadvertently encourage car use as with some other developments across Scotland, and that good quality routes to transport hubs for walking and cycling are built in from the outset
- There are no significant train service developments planned for the short and medium term in Hamilton, Carluke and Lanark. However, as you might be aware our new class 385 electric trains are deployed on many trains serving Carluke and Lanark, bringing improved on board facilities and extra capacity on some trains.

6.4 Carluke BID

6.4.1 *The following email was received. Suggestions on how to send further information were sent as requested, but we received no further reply. Comments included in the pdf documents are also included below.*

6.4.2 I appreciate your need for a closing date but one important point should be considered. In these days of lockdown, more and more people are walking and cycling in and around Carluke. They are thus becoming much more familiar with the paths and routes on which you are seeking feedback. Should this important consultation not be put on hold until a public meeting can be held? With the best will in the world, consultation by the internet will not give as full feedback as is achieved by round table discussion when ideas can be sparked off by others in attendance. Those who are using the paths at the present time will now be in a much more knowledgeable position to give feedback when the lockdown ceases.

6.4.3 I have however attached the document you sent with some notes attached to some of the pages. However, I found when I typed into the last pages that my typing disappeared in a long line to the left and I could not see it no matter what I did! Suggestions on what to do would be welcome as I have many others points to make eg The Adopt-a Path Scheme; a previous example of SLC's attitude to the Old Lanark Road being cut off by a multi-national developer at Mayfield Brickworks (This was a vital and ancient right-of-way.) ; the urgent need for a safe walking and cycling link which is traffic free between Lanark, Carluke, Law, Wishaw and Newmains.

6.4.4 Could you also remind me who this consultation is for? The importance of providing long term planning for walking and cycling routes cannot be over-emphasised especially when we are all wishing to help to cut down carbon emissions.

6.4.5 Carluke's unending expansion which began in the 1970s needs very careful consideration.

6.4.6 I hope this vital consultation will not be rushed,

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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Seoul, Shanghai, Singapore, Shenzhen, Taipei

Africa:

Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

Latin America:

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

North America:

Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

SYSTRA



Appendix C: Large scale map of proposed cycle network

Proposed cycle network

- Core cross-town core route
- Main neighbourhood routes
- Local links within neighbourhoods
- Clyde Walkway

This map represents what a complete, attractive network would look like; it is composed of some existing routes, but most are new connections to be developed. At this early stage of development, the proposed routes are indicative connections, not proposed alignments. When a connection is taken forward, different alignment options will be assessed against feasibility criteria and cycle network design best practice (including cohesion, directness, comfort, etc. see adjoining document for details), the most suitable will be taken to the next design stage. When the design for a route is considered, connections to it and across it will be considered in addition to the route itself. Stakeholder and public consultation will also take place at every stage of the development process.

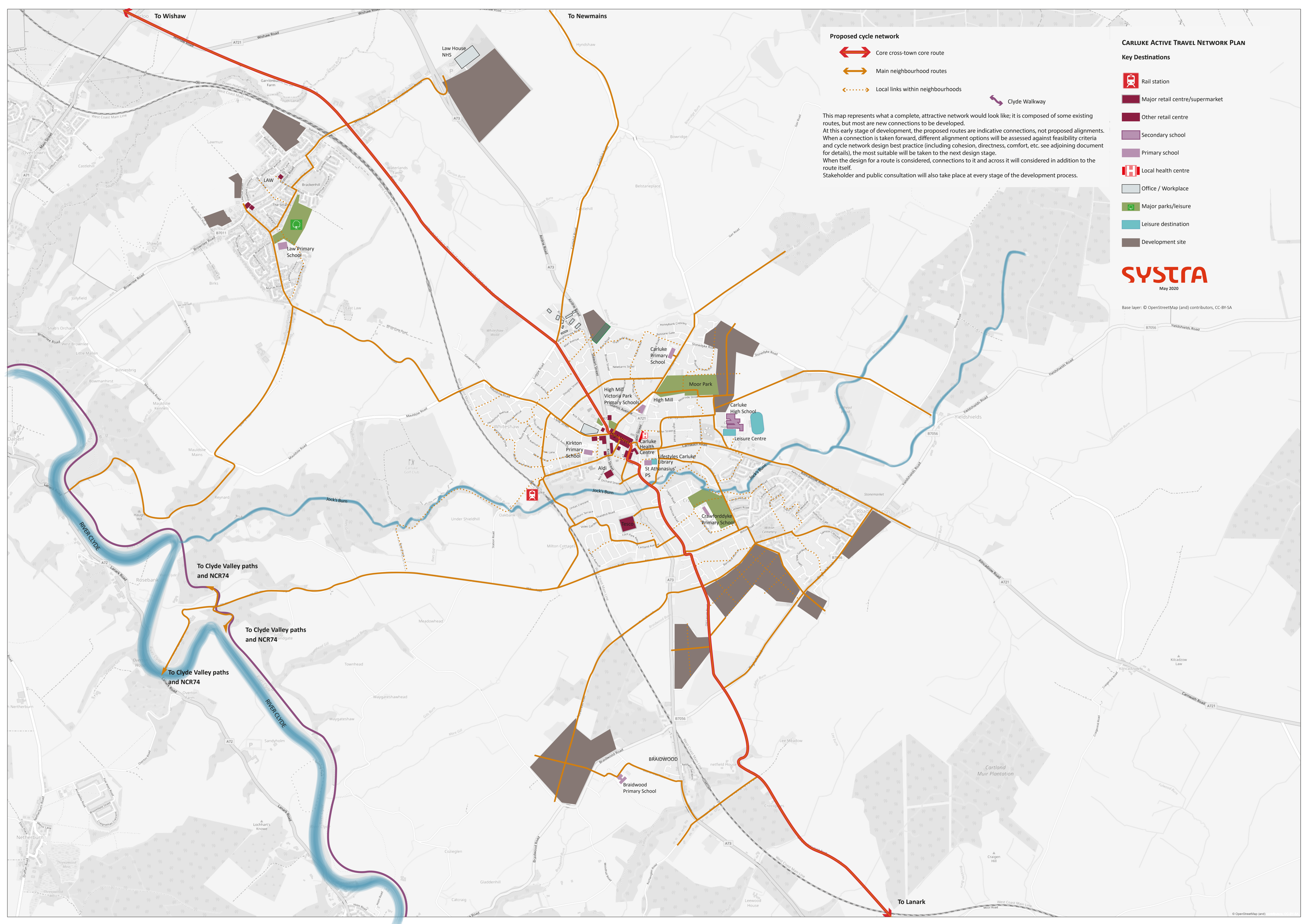
CARLUKE ACTIVE TRAVEL NETWORK PLAN

Key Destinations

- Rail station
- Major retail centre/supermarket
- Other retail centre
- Secondary school
- Primary school
- Local health centre
- Office / Workplace
- Major parks/leisure
- Leisure destination
- Development site



Base layer: © OpenStreetMap (and) contributors, CC-BY-SA





Appendix D: Engagement stage 2
Appendix D1: Workshop notes
Appendix D2: Online survey results

Workshop 2



Project Name: Carluke Active Network Plan

Stakeholder workshop held on Tuesday 29 September 2020 2pm-4pm

Venue: Microsoft TEAMS

Project Number: 109624

Attendees

Stuart Laird, Traffic and Transportation Engineer, South Lanarkshire Council

Sandy Carle, South Lanarkshire Council

Councillor Peter Craig, Chair of the Cycling Partnership

John Foster

John ?, Member of public

Simon Pilpel, Landscape and Access Development Manager, South Lanarkshire Council

Tom Sneddon, Carluke Development Trust, One Carluke

Derek York, NHS Lanarkshire Bike User Group

Aurelia Ciclaire, SYSTRA, Principal Consultant

Lynda Haughney, SYSTRA, Senior Consultant

A workshop was held on Tuesday 29 September to discuss the draft report, circulated beforehand. The workshop took the format of a presentation by Aurelia Ciclaire (AC), and then a discussion conducted around the following topics, chaired by Stuart Laird (SL). For ease of reference, the comments arising from the discussion have been set out below under the relevant headings, instead of sequentially.

Overall principles

As part of the presentation, Aurelia Ciclaire (AC) set out the design principles for a good cycle network, which mirrored the issues raised during the consultation. They have been developed for and are typically applied to cycle networks, but also fully apply to pedestrian infrastructure. The principles set out below were accepted in the discussion that followed.

- Cohesion – strong network connectivity and interconnectivity between routes and modes;
- Directness;
- Safety – real and perceived;
- Comfort; and
- Attractiveness



With regard to cohesion, Councillor Craig asked whether there were any tie-ups with the concept of the 20 Minute Neighbourhood, and the Town Centre Audits, also being developed by SLC at present. SL responded that there was no tie-up at this stage, but that the initiatives would begin to knit together as they each progressed. Councillor Craig said he considered that it was a robust set of principles, and the network plan had been carefully developed and well thought out.

SL noted that the Network Plan will become part of the planning process, and part of the policy development process in future.

Simon Pilpel advised that the Planning service was undertaking an audit of all the open spaces and green spaces across Lanarkshire, involving a qualitative assessment; and that this might identify some opportunities for the attractiveness of the active travel network. As an example, the former works site beyond the railway station had been identified as a possible local nature reserve (though the site has no designation in the land register). AC and SL said that this piece of work would converge with the active travel network plan in due course.

Changes over the past few months: Considering the wide ranging impacts of COVID-19 on our lives, including where and how we travel, what have been your experience and observations of walking/cycling/life in Carluke over the past few months? How should it inform the development of the network plan?

Since the onset of the pandemic, South Lanarkshire Council has been monitoring the level of car usage, and the pedestrian and cycle counters. SL and Tom Sneddon noted that there had been a large surge in people on foot or on bike during absolute lockdown; and also that there had been a large increase in walking in the peripheral routes, possibly as a means of their daily exercise.

TS noted that with traffic picking up again, some of the connector roads feel less safe than they did during lockdown.

Simon Pilpel asked whether it would be possible for the report to include an Appendix detailing the increased use of outdoor spaces since March; and said that SLC should aim to lock in the rise of active travel that Covid-19 are created by improving the infrastructure of the 'desire lines' that emerged during lockdown. SL said that there was a possibility to add more leisure type loops into the plan.

Simon Pilpel also passed on feedback that he had received that keeping the grass verges more neatly mowed (or mowed at all) would make them easier to walk on, when people were walking roadside routes where there were no pavements.

Derek York noted that while there had indeed been a surge in walking and cycling in Carluke since the onset of Covid-19, it was not as high as some other places had seen, e.g. Glasgow.

Proposed network. Looking at the suggested routes and the places they connect, are there any missing links to local destinations? Do you have any alternative proposals?

Tom Sneddon referenced the two Carluke Conversation reports <https://www.onecarluke.org.uk/groups/carluke-conversation/> and noted that the Carluke Development Trust had begun to engage with Cycling Scotland and Sustrans on two routes:

- The Carluke primary (?) school to Rankin Gait, via High Mill

○ The link between Crawforddyke and the High Street

TS suggested that the High Mill to Rankin Gait link would be a good addition to the plan, as would a link between High Street and Glenafeoch Road, *via the Jock's Burn Community Orchard* [?]

There was some discussion around using the Old Wishaw Rd and Old Lanark Rd as main corridors. Tom Sneddon explained the attempts made to upgrade the Old Wishaw Rd to Law village and beyond as a walking and cycling route. The point was made that there was not full clarity as to who owned all the land along the proposed corridor, and this had help up progression of proposals. TS suggested that insurance could be taken out on the land ownership issues, and SL said that the Land Registry and SLC's legal team could look into this further. TS and SL proposed to communicate further on this.

Derek York was very supportive of the proposed Old Wishaw Road route, and expressed the view that this would be a very good, direct route to go ahead, despite the legal and drainage issues. SL agreed, but said that if the drainage, and legal costs, etc, proved prohibitive, then SLC could look at creating a link along the A73. Derek York further said that his preference would be for the Old Wishaw Road, but that the underpass near Law House would need some work, because there are problems with broken glass and unsightly graffiti, etc.

Simon Pilpel raised the subject of the old Law Hospital site, and whether there was any possibility of a link from there back into Carluke town centre.

SL stated that he and Sandy Carle had met with Sustrans last year to discuss a possible link between the primary school and Carluke town centre.

SL also suggested linking the railway station to the wider network. Derek York noted that the route out of the station, going north, was quite steep, but that there could possibly be scope for a route linking the station to Clyde Street.

It was noted during discussion of the Covid-related surge in active travel that parts of the network do not feel safe to users. SL noted that SLC are looking at the areas surrounding all schools to identify ways of reducing vehicle speeds, using a mixture of 20mph speed limits, engineering measures, and changing visual cues. SL also advised that SLC are looking at 20mph cordons around towns and villages.

Delivery

Are the proposed phases for network delivery appropriate? Would you change/remove/add any? Are there challenges or opportunities not covered in the proposals? How could you/your organisation participate or contribute to shaping and delivering the network plan?

Simon Pilpel raised the issue of the ownership and liability of the footbridge over the Garrion Burn, which forms part of the boundary between North Lanarkshire and South Lanarkshire. SL advised that NLC and SLC share out ownership of boundary structures, and that the bridge was an NLC structure, and that he had been liaising with NLC about this. Simon Pilpl, however, thought that SLC roads engineers had been carrying out a cost assessment to replace the footbridge – it was agreed to have a further conversation about this later.

SL explained that the traffic and transportation team would lead the process of delivery, and outlined the process of using the high level concepts as a leveraging match funding from Sustrans or SPT, which could be used to draw up detailed designs for the proposed network developments; and that it could take 18 months to 2 years from aspiration to on-the-ground infrastructure. Funding would be applied for on an annual basis to take forward projects as and when there was both buy-in and funding available.

SL noted that there was also an opportunity to receive funding from local developments; and Tom Sneddon also suggested Paths for All as a possible channel for monies.

Tom Sneddon raised the issue of maintenance, post-delivery. He noted that maintenance of the network is crucial to its attractiveness and safety, and that this should be built into the cost proposals.

Next steps

It was noted that the consultation was still ongoing, but would conclude soon, and a finalised version of the report would be available by the end of October.

Tom Sneddon suggested that the next Carluke Conversation could be an opportunity to publicise aspects of the report to a wider local audience. He suggested that One Carluke could assist with communication and engagement, and mooted a meeting between SLC and the One Carluke Active Travel Group.

Actions:

- Stuart Laird and Simon Pilpel to discuss, check and confirm understanding of the ownership and liability of the footbridge over the Garrion Burn.
- Stuart Laird and Tom Sneddon to share info and discuss ownership and legal issues, etc, surrounding the Old Wishaw Road.
- Consider adding an appendix to the report detailing the increasing use of outdoor spaces during the pandemic.

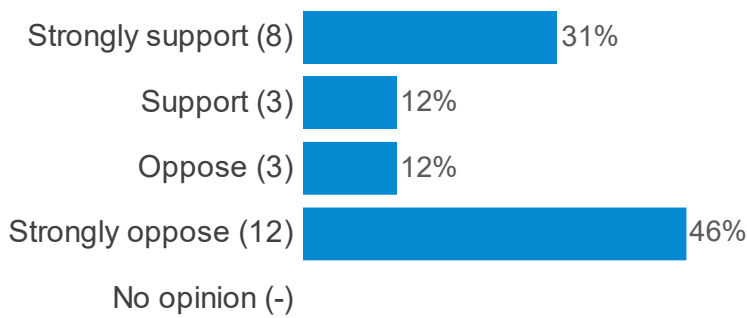
Carlisle Active Travel 2020 - Part 2

This report was generated on 05/10/20. Overall 26 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

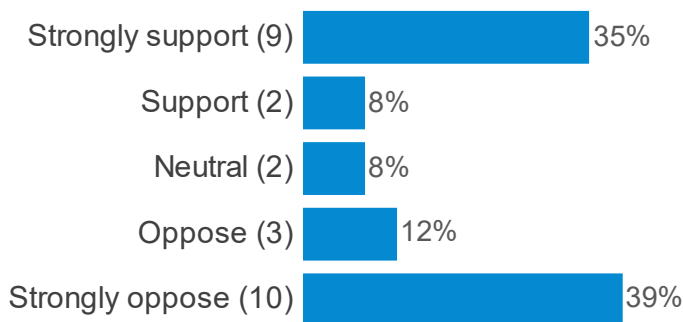
Please provide the first 4 digits of your home postcode (e.g. ML8 5)

ML8 5	MI8 5	ML8 5	ml118	ml81	ML 5	ml57
MI8 4	ML8 5	ML3 7	ml85	ml84	ml118	ML8 5
MI84	ml85	ml53	ml82	ML8 4	ml3 7	ml85
ml85	ML8 5					

Having looked at the map of the proposed network, to what extent do you support or oppose the proposals?



In the proposed delivery phases (page 39 of the report), the first stage is an active travel route through Carlisle along the Old Wishaw Road and Old Lanark Road alignments via the town centre. To what extent do you support or oppose the proposal?

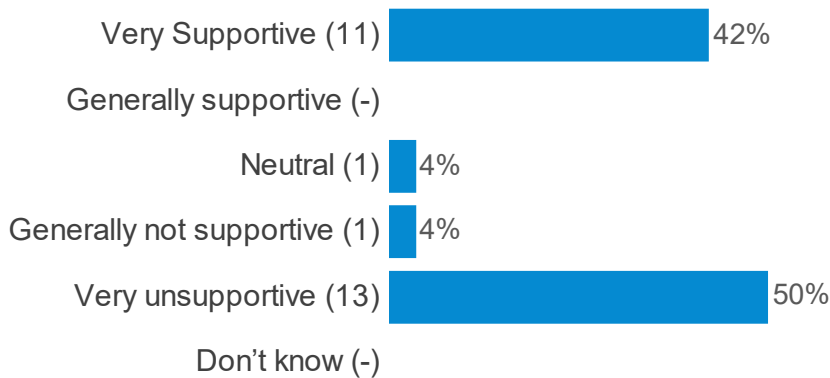


Carlisle Active Travel 2020 - Part 2

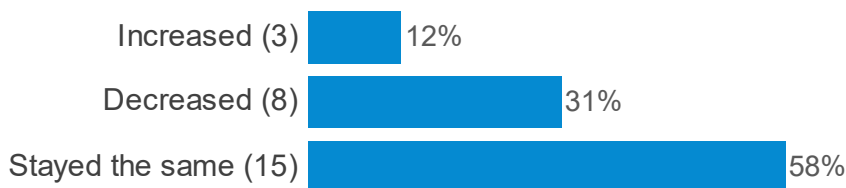
Which other route or area do you think should be the first to see improvements for pedestrians and cyclists?

- I don't have a fixed opinion however how will access be safe for cyclists crossing over Boghall Road when motorised vehicles are using this road and will have right of way - will cyclists stop or chance it?
- none
- not needed.
- None. It's fine as is
- None is needed.
- Im not sure its needed. People wont want to cycle and carlisle has other needs
- Other priorities shoudl come first like how to attract more jobs and businesses to the town.
- The main improvement would be some bike stands in the high street
- nicer green space and parks would be good for pedestrians
- Some nicer leisure routes for walking around the fields/countryside near the town
- no comment
- around the station
- Leisure routes around back end of town could use some work to be joined up
- I don't think any route is needed. Carlisle is already well served by other transport modes
- It's not needed. Money should be spend on more useful things - like supporting struggling town centre businesses

In general, to what extent do you support the principle of making roads and street more welcoming to walking and cycling in Carlisle, even when this would mean less room for other traffic?



Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Carlisle by the following means increased, decreased, or stayed the same? (Car)

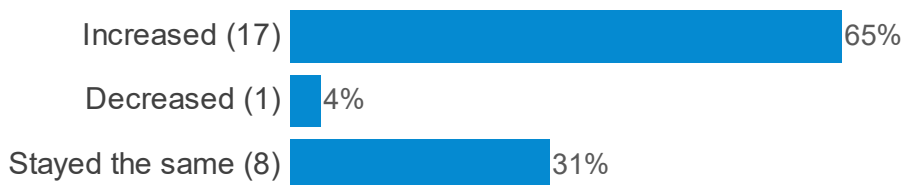


Carlisle Active Travel 2020 - Part 2

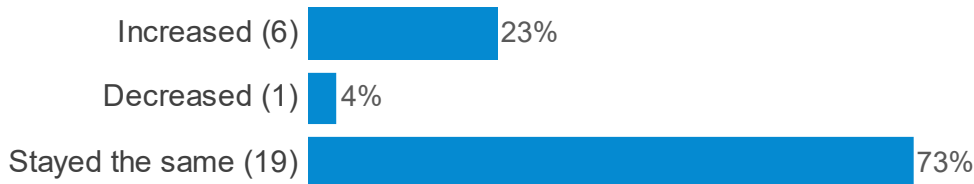
Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Carlisle by the following means increased, decreased, or stayed the same? (Public transport)



Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Carlisle by the following means increased, decreased, or stayed the same? (Walking)



Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Carlisle by the following means increased, decreased, or stayed the same? (Cycling)

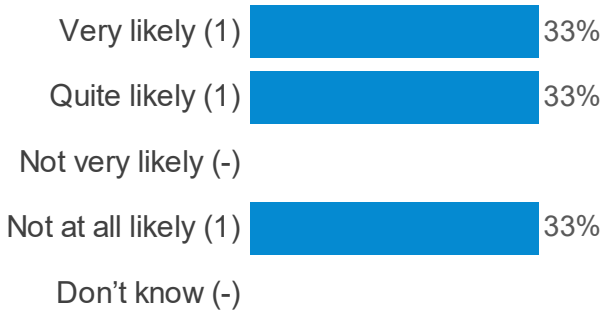


As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? ()

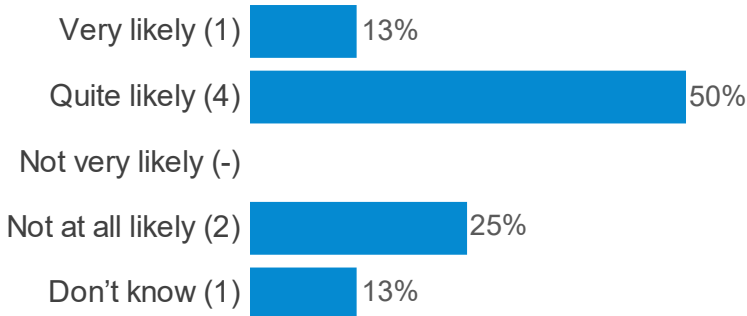
- Very likely (-)
- Quite likely (-)
- Not very likely (-)
- Not at all likely (-)
- Don't know (-)

Carlisle Active Travel 2020 - Part 2

As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased Car use.)



As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased car use)

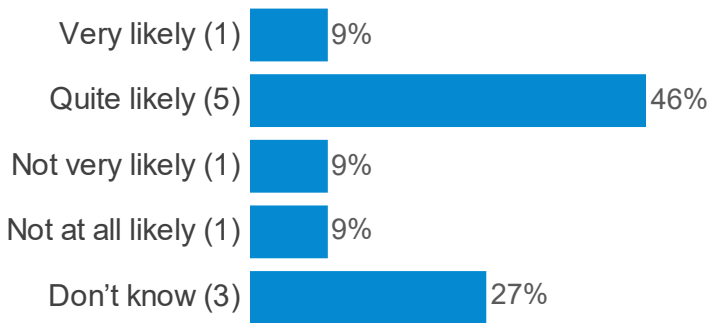


As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased public transport)

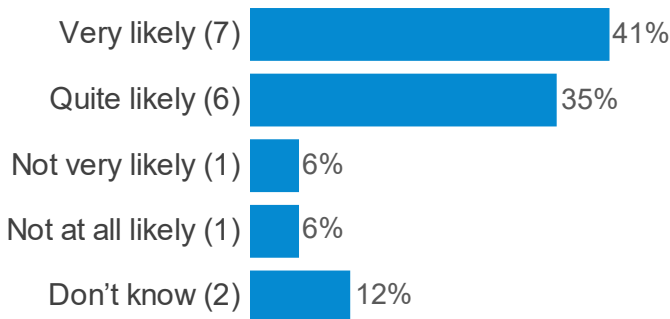
- Very likely (-)
- Quite likely (-)
- Not very likely (-)
- Not at all likely (-)
- Don't know (-)

Carlisle Active Travel 2020 - Part 2

As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased public transport)



As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased walking)

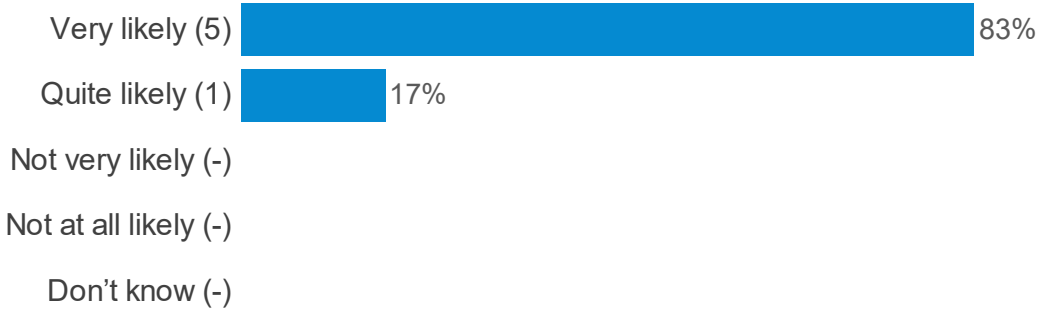


As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased walking)



Carlisle Active Travel 2020 - Part 2

As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased cycling)

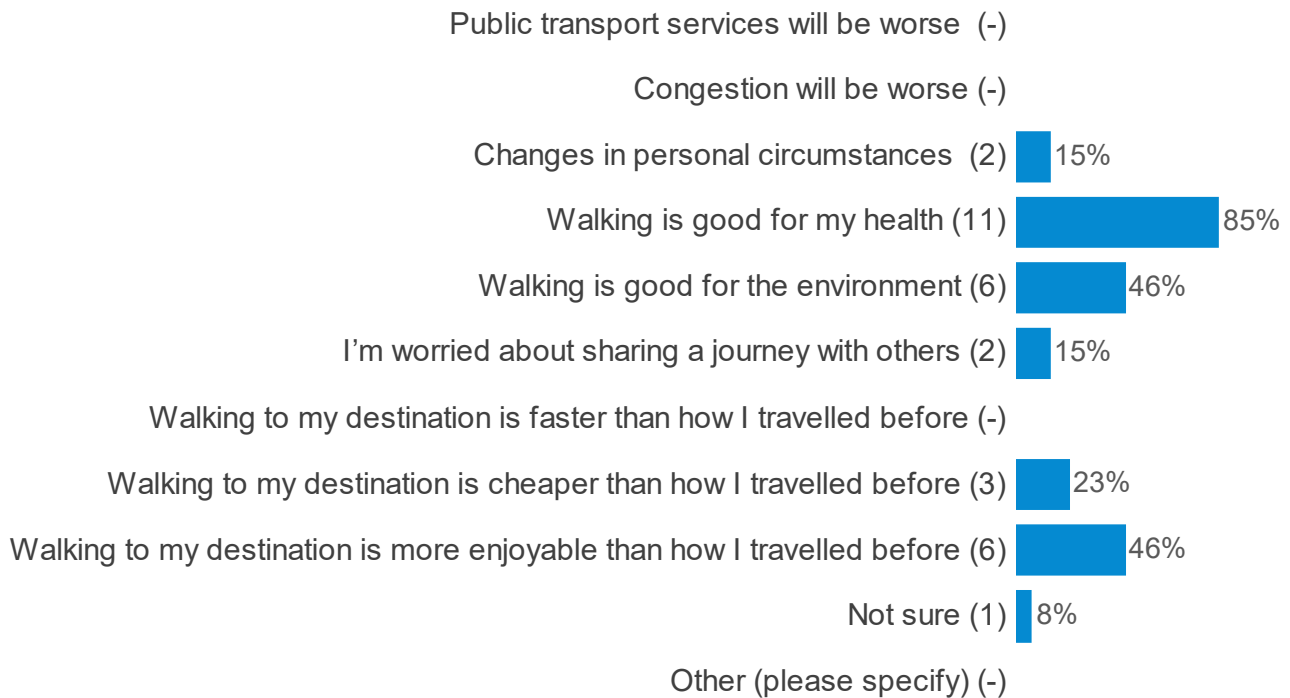


As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased cycling)



Carluke Active Travel 2020 - Part 2

For what reasons do you think you will continue to walk more in and around Carluke after travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.

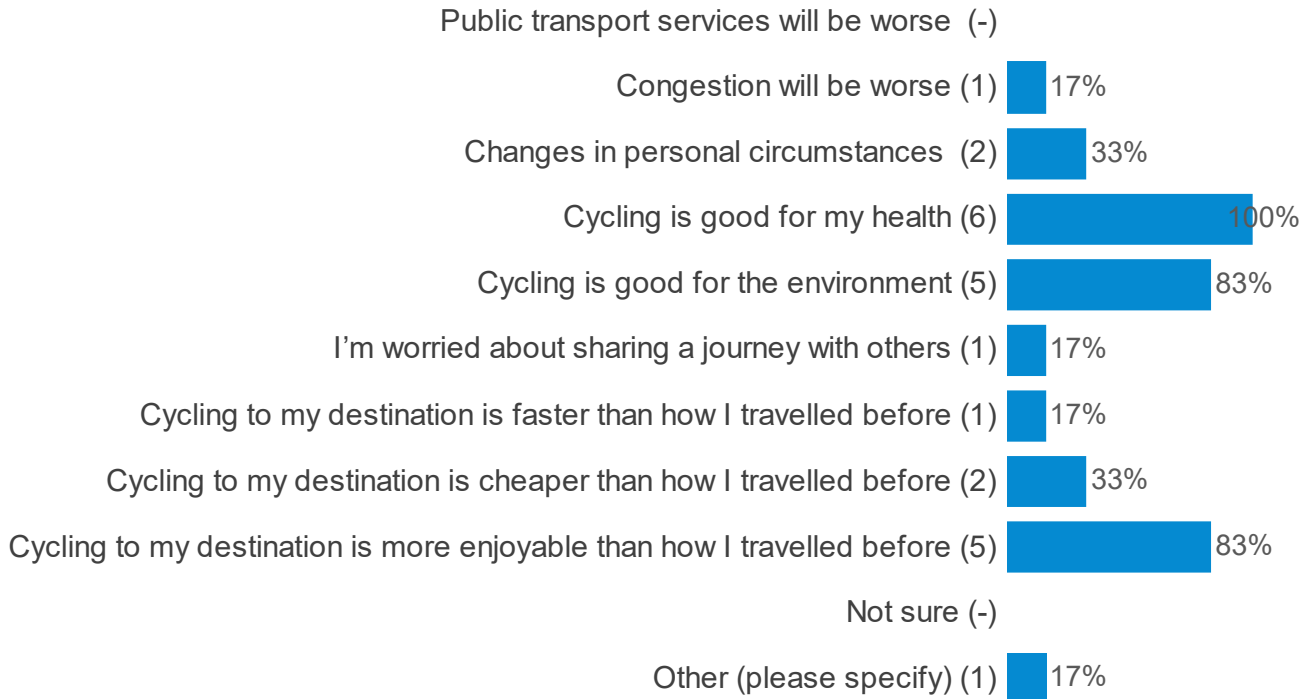


For what reasons do you think you will walk less in and around Carluke once travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.

- I will be working / learning from home more (-)
- I won't be working/lost job (-)
- I will access goods and services online more (-)
- I will take part in more social activities online (-)
- I've found another way to make my journeys (-)
- Changes in personal circumstances (-)
- I'm worried about getting ill (-)
- Roads will be busier/less safe (-)
- Not sure (-)
- Other (please specify) (-)

Carlisle Active Travel 2020 - Part 2

For what reasons do you think you will continue to cycle more in and around Carlisle once travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.



For what other reasons do you think you will continue to cycle more in and around Carlisle after travel restrictions are fully lifted, compared to before Covid-19 travel restrictions?

New bike!

Carluk Active Travel 2020 - Part 2

For what reasons do you think you will cycle less in and around Carluk once travel restrictions are fully lifted, compared to before Covid-19 travel restrictions? Please select all that apply.

I will be working / learning from home more (-)

I won't be working/lost job (-)

I will access goods and services online more (-)

I will take part in more social activities online (-)

I've found another way to make my journeys (-)

Changes in personal circumstances (-)

I'm worried about getting ill (-)

Roads will be busier/less safe (-)

Not sure (-)

Other (please specify) (-)

If you have any other comments about the proposals for walking and cycling in Carluk, please let us know in the box below.

Small towns need clear and safe walking and cycling paths.

Roads are busy with fast cars, puts me off cycling on roads, quieter routes set up for cyclists would be ideal. I work at wishaw general, a route to hospital would be great allowing cycle to work.

One of the proposed routes will go down back of our house - will it use the public footpath or would a new path be built? During lockdown the footpath was used a lot by people out on daily walk which was fine but I don't know regarding space for bikes and pedestrians and the noise from the bikes etc. would increase.

What you propose, with cycle routes to Wishaw and Lanark, is EXACTLY the right thing to do. Carluk is blessed with plenty of quiet roads round about the area for walking and cycling but trying to get to another town is a different matter. A decent surface on the Old Wishaw Road and a new bridge would help immensely. Lanark is a different issue - one problem with designated cycle routes is that in an effort to avoid busy roads, routes with steep hills are often chosen. Upgrading the Old Lanark Road is still a great idea, but the stretch from Cartland to Lanark involves some tough climbs (and I suspect the farmer at Cartland may have an opinion...) Another thing that could be done is to put a better surface between the end of the tarmac at the Thorn Road, Yieldshields, to Black Law wind farm. That would let cycling families access miles of traffic-free forest track.

What are the physical changes required to main active travel routes proposed to make them safe for walking and cycling. What are the timescales involved in delivering the initial routes? I know One Carluk group have ideas, will you be consulting with them?

We would walk more if cars speeds could be reduced, perhaps speed bumps could be introduced on Kirk Road, Clyde Street, Staton Road & Whiteshaw estate. Cars travel too fast. Dog fouling on all these routes are a disgrace, as well as very poor surfaces. For older people a walk is a constant focus on where you place your feet, not enjoyable. The Green way along the railway has paths which could be a proper path with decent surface for walkers... not dog toilet areas.

All the studies show that the more people who walk and cycle in town centres the busier the local shops are, which must surely suit everyone.

Carlisle Active Travel 2020 - Part 2

If you have any other comments about the proposals for walking and cycling in Carlisle, please let us know in the box below.

Great idea

The proposals would definitely help the many cyclists in Carlisle taking them off busy and polluted roads. I normally try to plan my route avoiding main roads but with so many back roads having no pavements you face many walkers now as well as traffic. There is also an increase in delivery vans on the quieter roads.

Consider small interventions like drop kerbs around main routes. For example: at paths between Station Rd and Clyde St (Whiteshaw Ave) or at Stuart's bus depot entrance on A73. Also, maintenance of footways where moss/grass encroaches, narrowing path – for example: Brownlee Rd, Law or on A73 footway.



Appendix E: Equality Impact Assessment

APPENDIX E - CARLUKE ACTIVE TRAVEL NETWORK PLAN – EQUALITY IMPACT ASSESSMENT



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1. PROJECT DETAILS

1.1	<i>Scheme name:</i>	<i>Carluke Active Travel Network Plan</i>
1.2	<i>Revision number:</i>	<i>1</i>
1.3	<i>Officers involved in the EqIA</i>	<i>Name: Aurelia Ciclaire Job Title: Principal Consultant, SYSTRA Ltd</i>
1.4	<i>Lead Officer carrying out the EqIA</i>	<i>Stuart Laird, South Lanarkshire Council</i>
1.5	<i>Date EqIA started</i>	<i>12th October 2020</i>
1.6	<i>Date EqIA completed</i>	<i>2nd December 2020</i>
1.7	<i>What is the purpose and aims of the Scheme/proposal</i>	<i>To produce an active travel network plan for the town of Carluke, Law and other surrounding villages.</i>
1.8	<i>Who does the scheme impact?</i>	<i>The scheme positively impacts individuals within each of the protected characteristics: Age; Disability; Ethnicity; Sex; Pregnancy & Maternity; Other marginalised groups. No significant impacts have been identified for any other protected group.</i>
1.9	<i>Are there any aspects which explicitly address discrimination, victimisation or harassment? Please detail</i>	<i>No</i>
1.10	<i>Are there any aspects which explicitly promote equal opportunities? Please detail</i>	<i>Yes. The scheme is intended to provide better access by active travel modes for everyone, including people of a wide range of ages, with a range of disabilities or limited access to other modes of transport, and for a range of journey types, purposes and destinations, thereby supporting wider access to employment, shops and services to all.</i>
1.12	<i>Are there any aspects which explicitly foster good relations? Please detail</i>	<i>No</i>

2. EVIDENCE

Please outline <i>what is known currently</i> about the experiences of people under each characteristic		Source
2.1	Age <ul style="list-style-type: none"> • Many parents/carers perceive a conflict between active travel and road safety (believing that children are safer when they are driven, but concerned by the threat of traffic levels); • Many younger children want to walk, scoot or cycle more but parental influence over travel decisions is strong. There are particular opportunities to promote the benefits of independent travel for older children; • There is a drop-off in use of active travel modes (particularly cycling) between primary and secondary school, particularly in females; • 17% of the population of Carluke is under 15; those aged 65 and over comprise 16% of the local population. Combined, they comprise around one-third of Carluke's population; • Physical activity declines with age – across Scotland, only 53% of those aged 65 – 74 years and 20% of those aged 75 and over meet physical activity recommendations; this will be higher in more deprived areas; • Car ownership nationally amongst young people is falling, so there needs to be alternative services/infrastructure for active and sustainable modes to support changes in car use; • Health impacts fall disproportionately on the most disadvantaged communities, affecting the youngest, the oldest, those with pre-existing health conditions, and those from minority ethnic groups, the most. • Walking as a means of transport decreases with age. 30% of people aged 20-29 walked as a means of transport on 6-7 days in the last week in 2016, compared to 15% of those 80 and over. 	<p>SYSTRA experience of engaging with schools;</p> <p>Scottish Health Survey 2018;</p> <p>Young People's Travel: What's Changed and Why, DfT;</p> <p>Tackling the School Run, Scottish Government (SYSTRA);</p> <p>Swap the School Run for a School Walk, Living Streets;</p> <p>Scottish Census 2011</p>

2.2	Disability	<ul style="list-style-type: none"> • People with disabilities and mobility conditions are commonly excluded from using active travel routes because of issues with accessibility (lack of suitable crossings, dropped kerbs, etc). • Individuals with long term illness may benefit from being more active but may lack confidence or ability to do so; • Health impacts fall disproportionately on the most disadvantaged communities, affecting the youngest, the oldest, those with pre-existing health conditions, and those from minority ethnic groups, the most. • 21% of the population of Carluke consider that they have a long-term health condition or disability that limits their activities. 	<p>Experience of engaging with disabled people’s representatives on active travel issues;</p> <p>Engagement feedback;</p> <p>Scottish Census 2011</p>
2.3	Ethnicity	<ul style="list-style-type: none"> • In some ethnic groups, social norms tend to discourage active travel choices so use of these modes is low; • 2.4% of the population in Carluke identify from a non-white ethnic background; 0.6% state that they do not speak English well or at all; • Ethnic minority groups are less likely to hold a driving licence (48% compared to 66% for white groups across Scotland); • Some ethnic minority groups are more likely to have access to a car than others; • Indian, Bangladeshi and Pakistani people are more likely than other ethnicities to visit urban greenspace for exercise; • Across Scotland, white Polish (82%), and Other White (not Scottish, British or Polish) (83%) people had walked most frequently as a means of transport in the previous week. Least likely to walk were White Scottish people (67%). • Other White people were most likely to have cycled (12%), compared to just 5% for White Scottish and Asian, Asian Scottish or Asian British people. • Concern about safety affects use of local greenspace, this varies by ethnicity, e.g. 53% of Bangladeshi people reported feeling safe using their local green space compared with 75% of white people. 	<p>The position of Scotland’s Equality Groups Revisiting resilience in 2011;</p> <p>Scottish Government Equality Outcomes: Ethnicity Evidence Review 2013;</p> <p>Community Green: Using local spaces to tackle inequality and improve health – CAFE Space, 2017;</p> <p>What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?, DfT 2011;</p> <p>Scottish Census 2011;</p> <p>Transport and Travel in Scotland 2018.</p>

2.4	Sex	<ul style="list-style-type: none"> • Women have lower rates of physical activity and active travel than men; • Women are more likely than men to be travelling with prams/buggies/other young children and/or shopping, and this can affect transport choices; • Women are more likely to be concerned with personal security issues (walking alone, at night, etc) which impacts on desire to travel actively; • Women make up 52% of the population of Carlisle; • Men are more likely to cycle to work than women. In 2018, 4% of men cycle to work compare to 1% of women; • Women are more likely to walk to work. 13% of women walk to work compared to 10% of men. 	<p>Scottish Health Survey 2018; Scottish Census 2011; Are We Nearly There Yet: Exploring Gender and Active Travel, Sustrans 2018; Scottish Census 2011; Transport and Travel in Scotland 2018</p>
2.5	Gender Reassignment	No research has been identified	
2.6	Marriage and Civil Partnership	No research has been identified	
2.7	Pregnancy / Maternity	<ul style="list-style-type: none"> • Women are more likely than men to be travelling with prams/buggies/other young children, and this can affect transport choices. 	<p>Are We Nearly There Yet: Exploring Gender and Active Travel, Sustrans 2018.</p>

2.8	<i>Religion / Belief</i>	<i>No research has been identified</i>	
2.9	<i>Sexual Orientation</i>	<i>No research has been identified</i>	
2.10	<i>Other marginalised groups</i> <i>Including but not exclusive to the experiences of unpaid carers, homeless people, current and ex-offenders, people with addictions, care experienced people, people living in rural areas.</i>	<i>No research has been identified</i>	
2.11	<i>Have people who identify with any of the characteristics been involved in the development of the scheme?</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	

2.12	<i>Please outline any involvement or consultation which has been carried out or is planned.</i>	<i>Details</i>	<i>Date</i>	<i>Summary of Findings</i>
		<p><i>- Two online surveys aimed at the local population, in March 2020 and September 2020</i></p> <p><i>- an online map to place location-specific comments</i></p> <p><i>- two online workshops, in March and September 2020 (planned to be in person in Carluke but had to be moved online due to travel and meeting restrictions associated with the COVID-19 pandemic).</i></p> <p><i>For all activities, a wide range of stakeholders were contacted including local community organisations, Community Councils, elected members, schools, and South Lanarkshire Disability Access Panel.</i></p> <p><i>Refer to Carluke Active Travel Network Plan – dated October 2020 for full details of community engagement activities undertaken.</i></p>	<p><i>March - October 2020</i></p>	<p><i>Although the level of responses was relatively low for the surveys (63 in total) , respondents included a majority of women as well as retired individuals. Given the number of responses, results were not disaggregated.</i></p> <p><i>We invited the South Lanarkshire Disability Access Panel to all events and advertised the surveys, but received no response.</i></p> <p><i>Future engagement will continue to include these groups in the delivery of the network plan and particularly seek to broaden engagement with individuals or representatives from disabled groups, children and young people.</i></p>

3. IMPACT

<i>Based on what is known in Section 2, please outline the impact you expect the scheme to have</i>		<i>Possible positive (+) impact</i>	<i>Possible adverse (-) impact</i>	<i>Neutral impact likely (✓)</i>
3.1	<p><i>Age</i></p> <p><i>Including impact relating young people (age 18 and over) and older people.</i></p>	<ul style="list-style-type: none"> • Both older people and young people will experience a positive impact from using the improved infrastructure and greenspace in the immediate surrounding and of better access to it; with benefits for physical activity, mental wellbeing, community involvement and social interaction, for two groups likely to spend more time in their local area; • Access to greenspace will provide opportunities for recreational use, learning opportunities and improved quality of life; • Provision of improved infrastructure will make it easier and safer for young and older people to get around, with benefits for promoting independent travel. 		

<p>3.2</p>	<p><i>Disability</i></p> <p><i>Including impact relating to long term limiting health conditions.</i></p>	<p>The proposals will provide easier access to and use of active travel routes, supporting independent travel. Specific benefits will be identified as the network plan is delivered, but are likely to include the following improvements:</p> <ul style="list-style-type: none"> • Widened footways/footpaths benefiting wheelchair users and people with mobility problems, giving them greater space to travel and reducing conflict with other path users; • Well maintained and even surfaces ensuring that people with mobility problems find the area to be more accessible and inclusive; • Improved road crossings making crossing easier and safer; • Dropped kerbs with tactile paving improving road crossing experience for blind and visually impaired people. 		
<p>3.3</p>	<p><i>Ethnicity</i></p> <p><i>Including impact relating to skin colour, nationality, language spoken and country of origin. People identifying as Gypsy / Travellers are protected by this characteristic.</i></p>			<p><i>There is no evidence that, in isolation, people of different ethnicities, will be affected differently by the proposals.</i></p>

3.4	Sex	<ul style="list-style-type: none"> • There is likely to be a positive impact on those walking or cycling alone, as the improved streetscape will provide an enhanced feeling of safety; • By delivering safe walking and cycling infrastructure, the proposals is likely to encourage more women to cycle more for everyday journeys; recreational/family walks and rides. • Men are also likely to experience a positive impact from enhanced opportunities to access greenspace for physical activity. 		
3.5	Gender Reassignment			<p><i>There is no evidence that, in isolation, people whose gender has been reassigned, will be affected differently by the proposals.</i></p>
3.6	<p><i>Marriage / Civil Partnership</i></p> <p><i>This characteristic is only applicable in contexts where the scheme relates to employment / employees. An employee or job applicant must not receive unfavourable treatment because they are married or in a civil partnership.</i></p>			<p><i>There is no evidence to suggest that people who are married, or in a civil partnership, in isolation, will be affected differently to the proposals</i></p>

3.7	<p><i>Pregnancy / Maternity</i></p> <p><i>This covers women as soon as they become pregnant. In the workplace this includes pregnancy-related illness.</i></p> <p><i>When a woman gives birth or is breastfeeding, this characteristic protects them for 26 weeks.</i></p>	<p>There is likely to be a positive impact on pregnant women and those who have recently given birth/are breastfeeding as infrastructure improvements will make it easier to get around, particularly when travelling with a baby/young child in a carrier/pram/buggy. Improved cycling facilities may give women on maternity increased confidence to cycle with a young child/ren.</p>		
3.8	<p><i>Religion / Belief</i></p> <p><i>Including the experiences of people with no religion or belief.</i></p>			<p><i>There is no evidence that, in isolation, people of different religions or beliefs, will be affected differently by the proposals.</i></p>
3.9	<p><i>Sexual orientation</i></p>			<p><i>There is no evidence that, in isolation, people of different sexual orientation, will be affected differently by the proposals</i></p>

3.10	<p><i>Other marginalised groups</i></p> <p><i>Including but not exclusive to the experiences of unpaid carers, homeless people, current and ex-offenders, people with addictions, care experienced people, people living in rural areas.</i></p>	<ul style="list-style-type: none"> • The proposals will provide opportunities to travel by healthier, more inclusive travel options; • One area, Carlisle East, is part of the 10% most deprived in Scotland, while two areas immediately to the north and west of it are within the 20% most deprived areas. In these areas people are most likely to benefit from investment in modes of transport alternative to the private car and improved public realm. 		
3.11	<p><i>Cross Cutting</i></p> <p><i>Where two or more characteristics overlap and the scheme affects those people in a specific way</i></p>			N/A

4. ASSESSMENT

4.1	Select the assessment result, 1-4, which applies and give a brief justification	1. No major change <input checked="" type="checkbox"/>	<p>Justification: As the proposals are intended to enable more people to make use of healthy, low-cost and socially-inclusive travel choices for both functional and recreational journeys, a range of benefits are expected to arise, and no significant impacts are expected to arise on any protected group.</p> <p>If this is selected you must demonstrate that all opportunities to promote equality have already been taken.</p>
		2. Continue the scheme <input type="checkbox"/>	<p>Justification:</p> <p>If this is selected you must set out the justifications for continuing with the scheme in terms of proportionality and relevance.</p>
		3. Adjust the scheme <input type="checkbox"/>	<p>Justification:</p> <p>If this is selected you must set out the reasons why an adjusted scheme is required. For example to remove unjustifiable barriers or address opportunities that cannot be missed on the balance of proportionality and relevance.</p>
		4. Stop and remove the scheme <input type="checkbox"/>	<p>Justification:</p> <p>If this is selected you must set out the reasons for halting the scheme or significantly changing it to avoid unlawful discrimination.</p>

5. ACTIONS

5.1	Please outline how you will monitor the impact of the scheme	<i>The inputs, outputs and outcomes of the scheme will be assessed in line with monitoring and evaluation plans provided as part of the development of specific routes.</i>		
5.2	Please outline action to be taken in order to: <ul style="list-style-type: none"> • <i>Mitigate possible adverse negative impact (listed under Section 3);</i> • <i>Promote possible positive impacts and;</i> • <i>Gather further information or evidence</i> 	Action	Lead	Timescale
		<i>Going forward, as part of feasibility work and design, detailed discussions will take place with the relevant local groups representing disabled people to seek confirmation that the designs meet their needs, particularly around crossing points, kerbing, materials to be used, placement of additional infrastructure, etc</i> <i>Similarly, the next stages should seek to involve children and young people in the design of routes, especially when it is expected to serve schools.</i>	SLC	Post 2021
		<i>Through follow-up qualitative surveys, gather information on the benefits noted by individuals as a result of the scheme (e.g. improved access, health and wellbeing, cost saving, etc)</i>	SLC	Post 2021
		<i>Promote the positive impacts of scheme, through good news stories, case studies, quotes, etc, from a broad range of individuals in the community, to be published in local print and social media</i>	SLC	Post 2021

5.3	<i>When is the scheme/proposal due to be reviewed?</i>	<i>The Network Plan is now complete, and this EqIA is not expected to be updated. However, it is expected to be the starting point for future engagement activities when routes identified in the document progress through the development and design process.</i>
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6. APPROVAL

6.1	<i>Senior Officer who this scheme will be reported by</i>	<i>Name: Stuart Laird Job Title: Traffic and Transportation Engineer</i>
6.2	<i>Signature</i>	<i>Stuart Laird</i>
6.3	<i>Date</i>	<i>2nd December 2020</i>

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