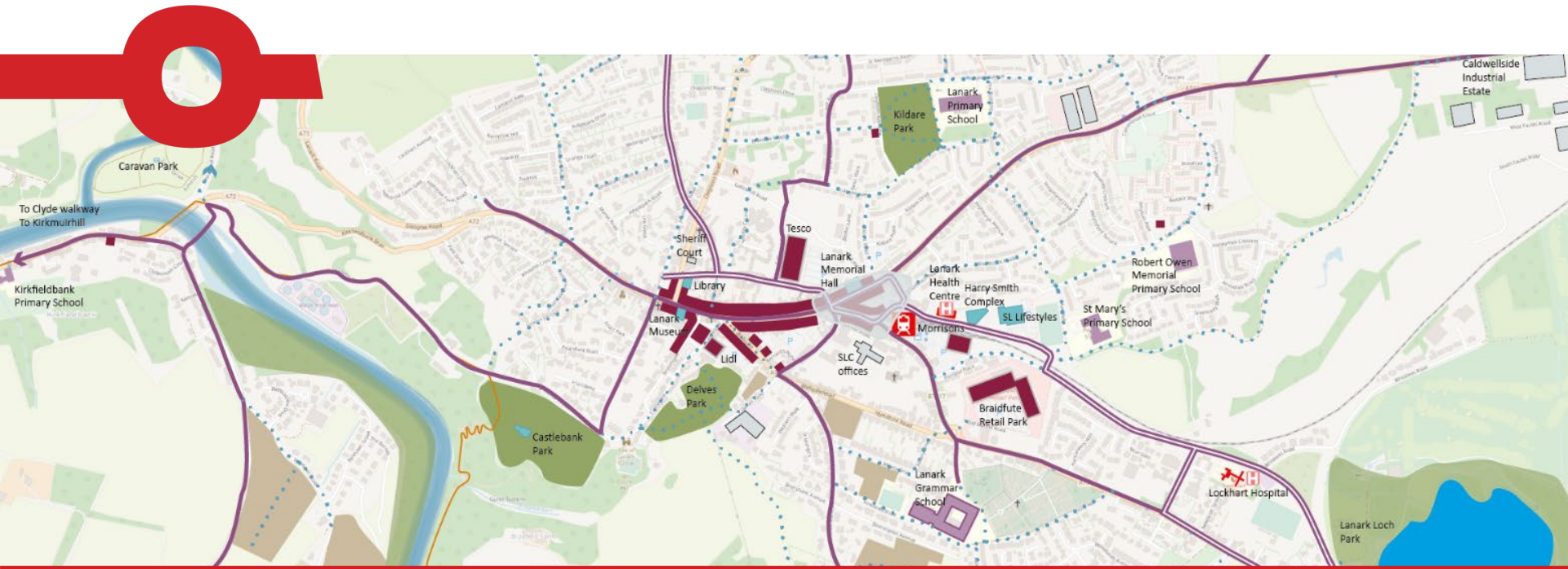


Lanark Active Travel Network Plan



Version 3.0 – Final for publication

Contents



1. Introduction
 - Aims of the study
 - Approach
 2. Context and current situation
 - Study area definition
 - Key destinations
 - Planned and future developments
 - Current network and use
 - Policy framework
 - Previous studies
 3. Initial engagement
 - Engagement activities
 - Online questionnaire survey
 - Placecheck online map
 - Stakeholders contribution (planned workshop replaced by online/email contributions)
 4. Proposed network and delivery phases
 - Principles of the proposed network
 - Proposed cycle network
 - Proposed delivery phases
 - Key delivery principles
 5. Feedback on proposals
- Appendix A: Large scale map of key destinations
- Appendix B: Respondents comments from the online questionnaire, Placecheck and workshop feedback
- 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



1. Introduction

Aims of the study

Objectives of the study

The aim of the study is to identify the actual and perceived barriers to all-ability cycling and walking for everyday journeys in and around Lanark, identify the network needed to enable modal shift to those modes and promote Lanark 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 Lanark would look like
- Identify early priorities and recommendations to make active travel a viable option for everyday journeys in and around Lanark

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

Approach

The approach adopted 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
- Review of previous studies
- Site visits were planned however they could not take place due to the progressing COVID-19 pandemic

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 and was replaced by online and email contributions.

Network development and recommendations

- Identification of a potential cycle network and
- Identify opportunities for early implementation

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 gather feedback from the general public



2. Context and current situation

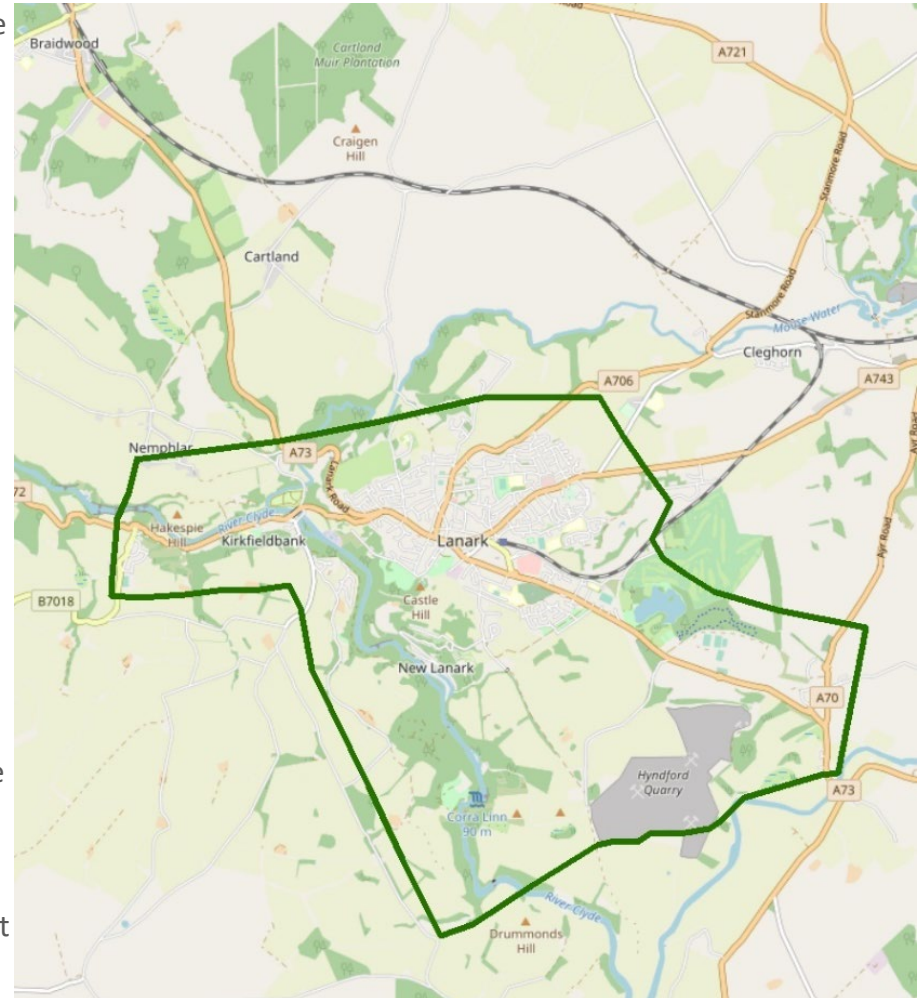
Study area definition

The study is focused on the Lanark area of South Lanarkshire. The adjacent map shows the extent of the area being considered. Settlements and destinations beyond this area are also considered, to create an integrated network.

Lanark is a historic market town within the Clydesdale area of South Lanarkshire and has a population of about 8,200. It is one of the three “strategic centres” identified in South Lanarkshire’s adopted Local Development Plan. The town (including New Lanark and Kirkfieldbank) is served by five primary schools and a secondary school.

The town lies north of the River Clyde and has a medieval layout centred around the High Street which forms the main shopping area.

A public transport interchange is immediately to the east of the High Street, combining a rail station and bus station. Bus services connect Lanark to the surrounding area and larger towns such as Motherwell, East Kilbride and Glasgow. The town's train station provides links to Glasgow via Motherwell and Cambuslang. Nearby to Lanark, and included in the study area, is the World Heritage Site of New Lanark, the Falls of Clyde, Corehouse Nature Reserve and Corehouse Estate. Although close, access to New Lanark and the Clyde is made difficult by steep gradient and lack of obvious route and means of access from the town centre or the rail and bus station other than the individual car. The adjacent village of Kirkfieldbank along the A72 is also part of the study area.



Study area definition

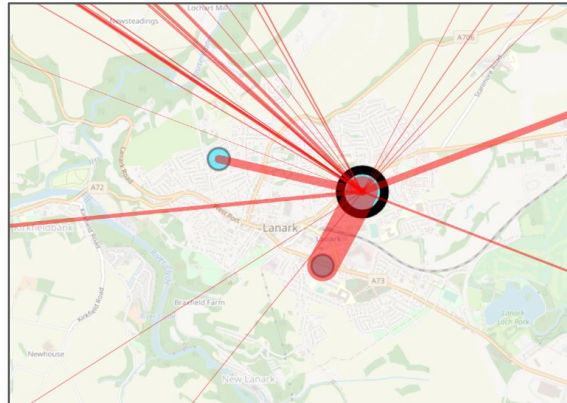
Commuting trips

The figures alongside are representations of commuting data from the last census (visualisation extracted from “DataShine Scotland Commute”). It shows significant numbers commuting within Lanark, all within walking or cycling distance.

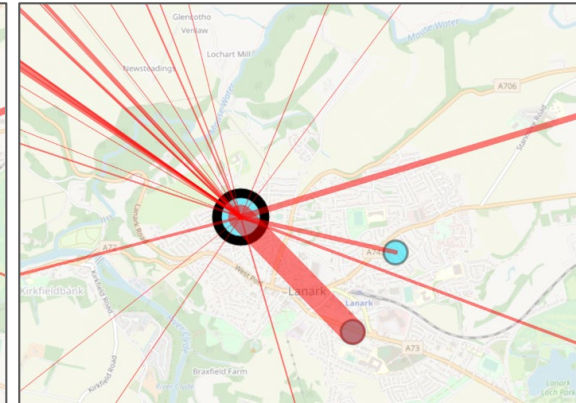
- 40% of the working population in Lanark North East commute within Lanark, another 11% mostly work from home.
- In Lanark North West, 35% commute locally, 13% mostly work from home.

Looking at inbound work journeys, the “Lanark South” area attracts most commuting trip (it includes the south area of Lanark, New Lanark and extends to the Caldwellside Industrial Estate). One third of commuters travelling there come from within Lanark. This, added to trips to schools and services add up to a significant volume of short trips within Lanark, some of which could be walked or cycled.

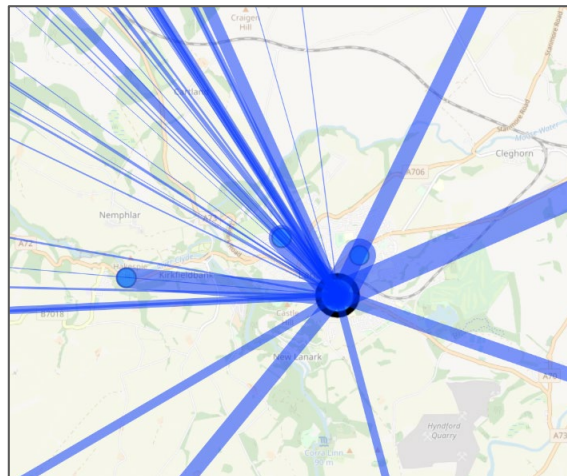
For those commuters working outside of Lanark, the potential lies in enabling and encouraging sustainable access to the rail and bus station. Enabling the use of sustainable modes of transport for those trips will mean providing good quality walking and cycling routes to rail and bus stations, focusing on making them the easiest way to access public transport.



Commuting from Lanark North-East mainly local to Lanark South (census 2011)



Commuting from Lanark North-West mainly local to Lanark South (census 2011)



Commuting to Lanark South, extends to new Lanark and includes Caldwellside Industrial Estate. (census 2011)

Key destinations

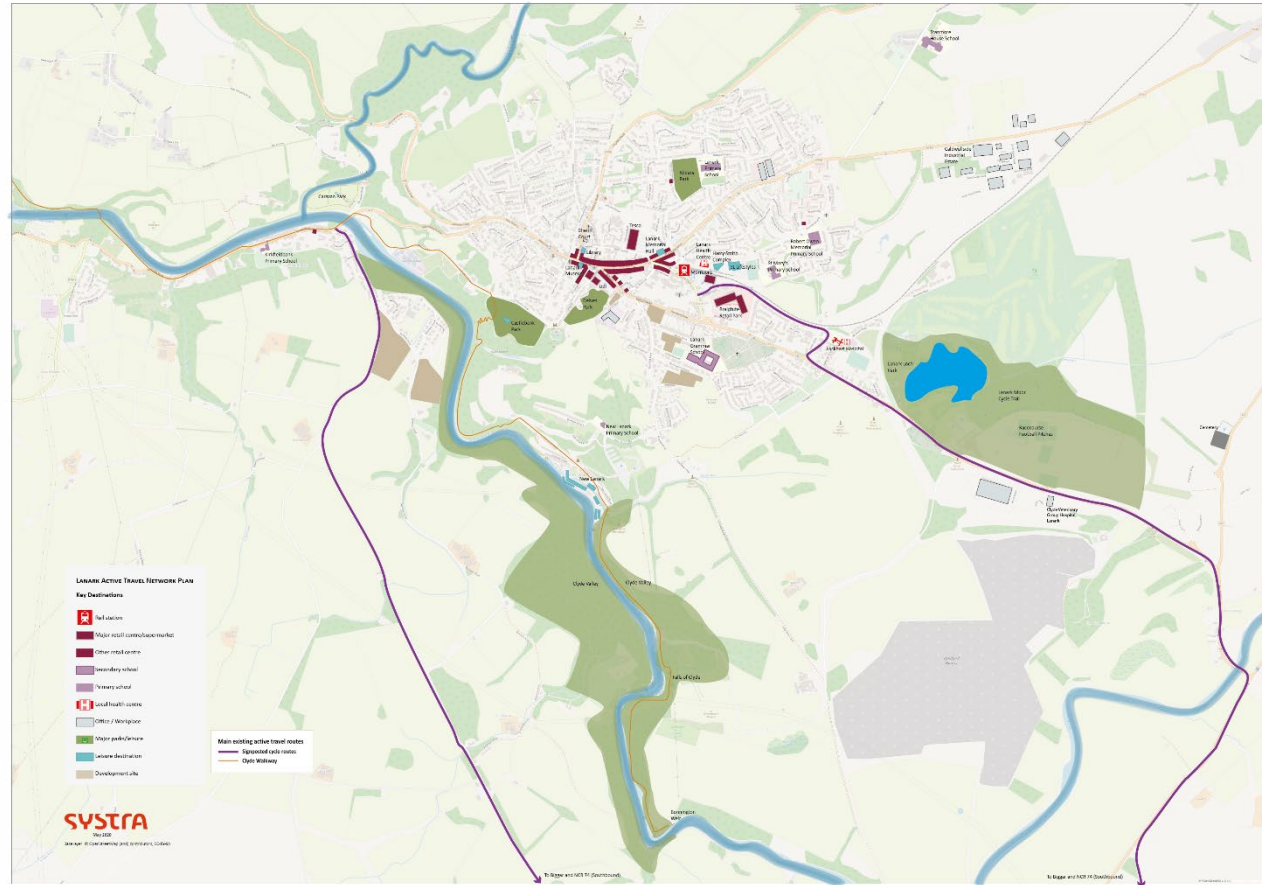
This map identifies all the significant local destinations which would need to be connected in a coherent active travel network, and have convenient and accessible routes within walking distance.

Development sites are also included as future trip generators and opportunities to incorporate active travel early in the planning and design stages.

Retail and services are concentrated along the High Street, from Hope Street (A706) to the area east of the rail station. An industrial estate is located on the edge of town to the north east.

Major visitor and leisure destinations are around Lanark Loch to the east and New Lanark and Clyde valley to the south, which although close by is disconnected from the town due to a steep gradient.

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 plan are listed below.

- **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, in Lanark they include areas to the south of Kirkfieldbank, the site of the old Lanark Grammar School and sites off Braxfield Street. Those sites are included on the “key destinations” map, in Appendix A.
- **Infrastructure and Community Projects:** the “Lanark Town Centre Circulatory System” road scheme is included in both the adopted Local Development Plan (LDP) and proposed Local Development Plan (LDP2). The scheme would see the introduction of a gyratory system along Bannatyne Street, St Leonard Street, Woodstock Road, and a new section of road linking the latter two roads.
- **Development priorities:** Both the adopted LDP and proposed LDP2 list the development priorities in Lanark as follows.

Develop a range of initiatives focusing on the following issues:

- *Role and function of centre*
- *Accessibility including improvements to transport hubs*
- *Identify opportunities and deficiencies*
- *Conduct regular health checks*
- **Vision for Lanark:** The New Lanark Trust, Discover Lanark (BID), and the Lanark Community Development Trust are working together to develop a shared “Vision for Lanark” currently under development.

Current network and use

Current cycle network

The Clyde Walkway is a walking and cycling trail of 65 km, running between Partick in Glasgow and New Lanark, it is open to all uses, but not accessible to cycling or wheeling on its entire length.

Through the “[Make your Way](#)” active travel promotion campaign, short walking and cycling routes within Lanark were identified and promoted, with a website and maps created. The route map is shown on the next slide.

Other routes mostly via quieter roads are promoted on sites such as Visit Lanarkshire, mainly for recreational purposes include:

- Lanark to Biggar
- Lanark, Tinto and Covington Cycle Route
- Lanark to Glenbuck Loch
- Lanark to Uddingston
- New Lanark – Carlisle
- New Lanark – Greenhead

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).

Looking at the town layout, it is at the junction of several A roads going through its centre, the A72, A73, A706 and A743, with a wide high street but pinch points at both east and west gateways. Beyond the central section of the High Street, the town centre is characterized by narrow or very narrow footways, sometimes missing altogether. This creates a generally unwelcoming environment to pedestrians.



Current network and use

Current active travel levels

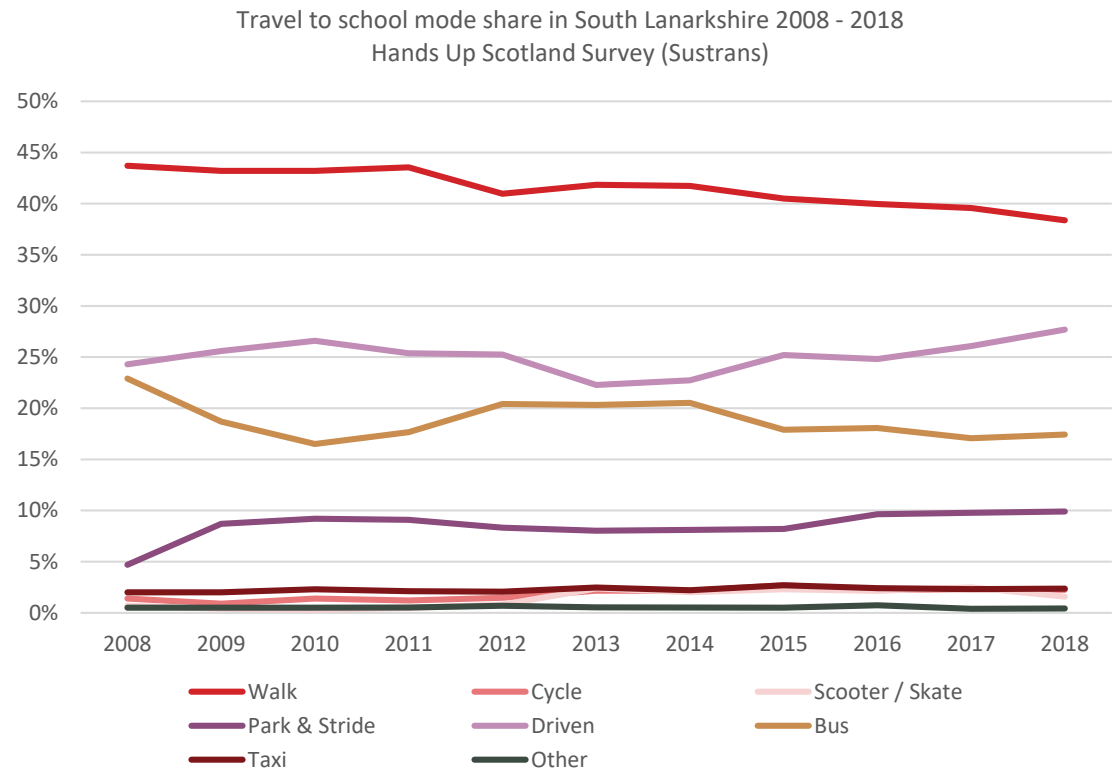
- In South Lanarkshire overall, 56% of journeys made by South Lanarkshire residents used a car/van as the main mode (in terms of distance) either as a driver or passenger, whereas 32% journeys were made by walking, cycling, bus or rail as the main mode/method of travel according to Census Data 2011.
- 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.

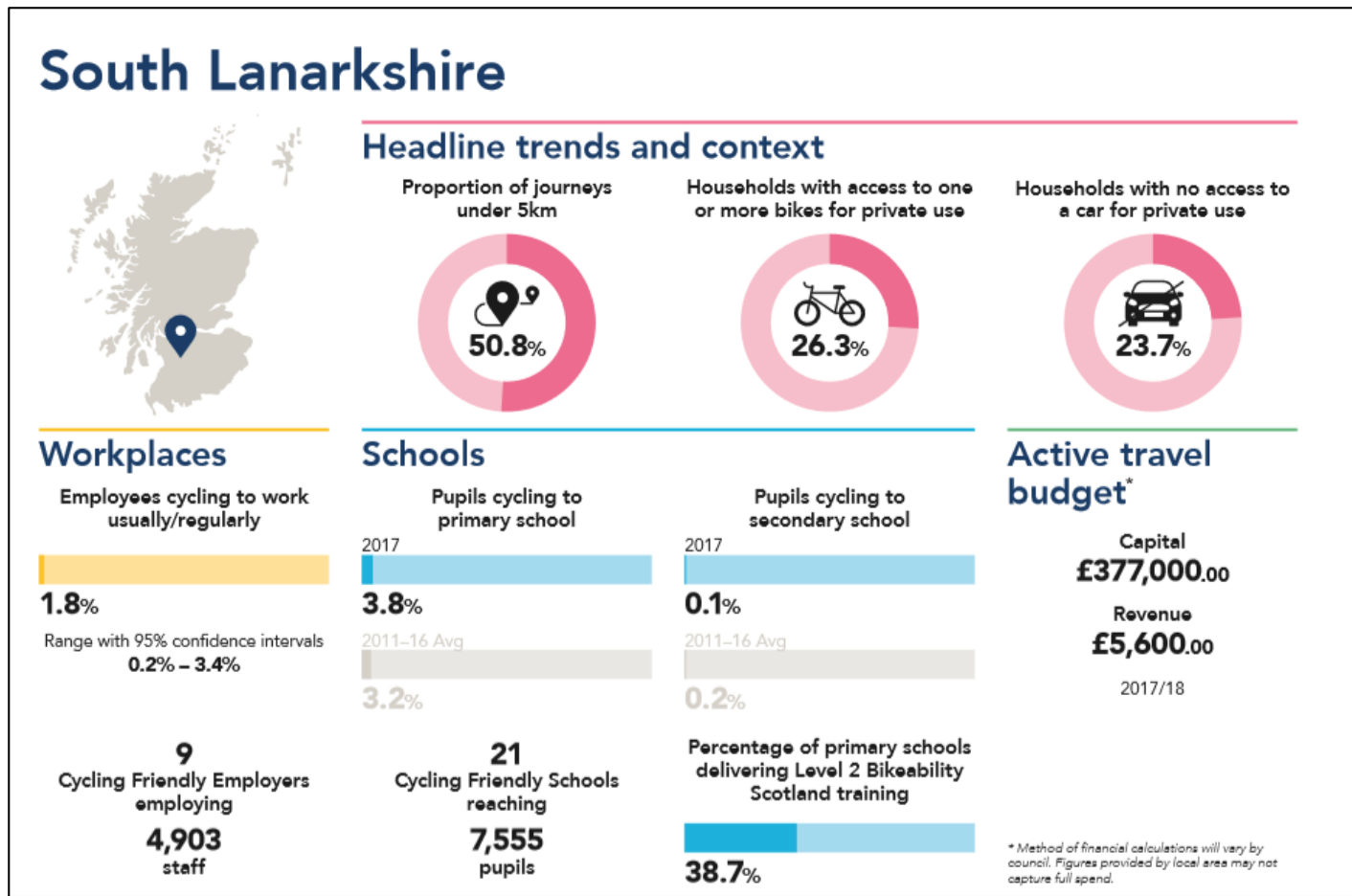
Current network and use

Current active travel levels

- 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.

The next 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.

The map for Lanark on the right 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 next slide). For example, Whitelees Road, signposted for cyclists to the rail station, is more lightly used than the main road - Hyndford Road (A73) – parallel to it.



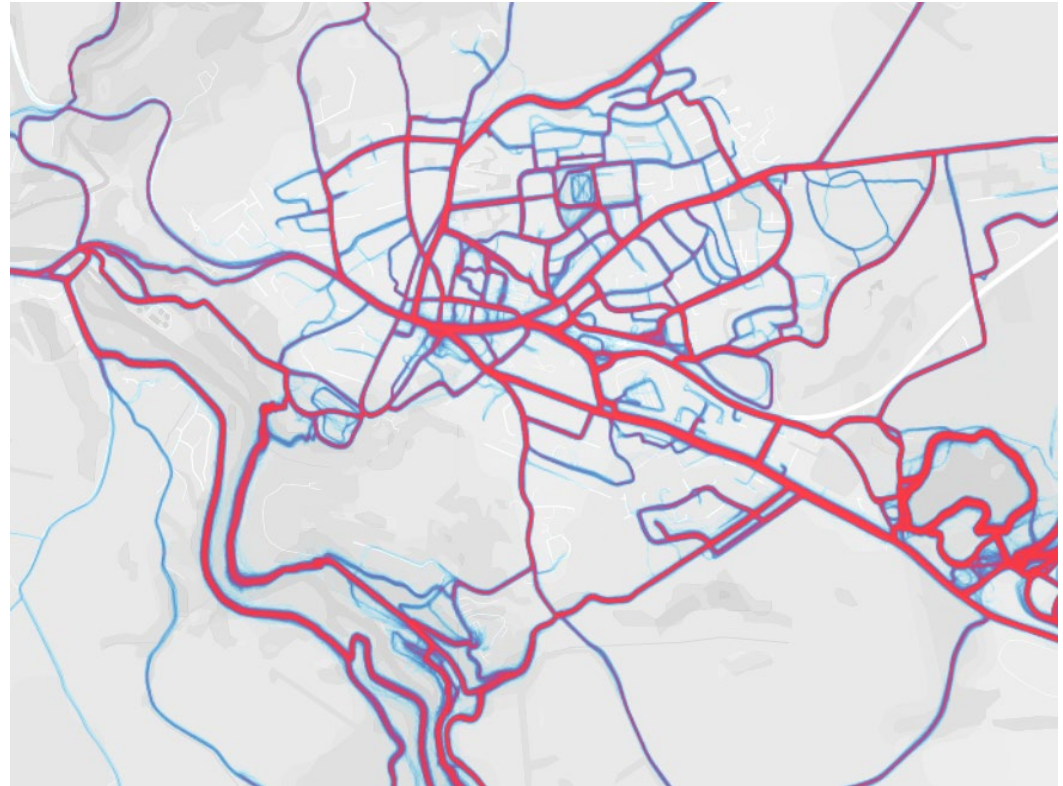
Extract from Strava heatmap showing cycling activity on the main map, and running activity on the inset map – accessed May 2020

Current cycle network and use

Where do people currently walk (or run)?

Comparing the running heatmap on the right with the cycling map of the previous slide, it shows the significant extent of the road and paths network available to pedestrians. It highlights leisure routes, along the River Clyde around Lanark Loch, which appear as major trip attractors in their own right.

As a running fitness app, it does not reflect every day walking journeys to local destinations, nor does it reflect the experience of those not able to run or walk. For example it will not indicate which route wheelchair users or anyone pushing a pram will avoid because of steps/kerb or narrow/no footway, which particularly prevalent in Lanark.



Extract from Strava heatmap showing running activity on the main map, and running activity on the inset map – accessed May 2020

Policy framework

The Lanark 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.

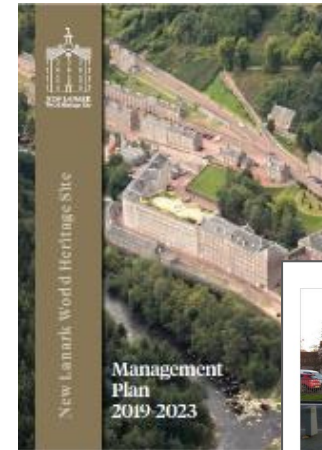


Policy framework

New Lanark World Heritage Site, Management Plan (2019-2023): The New Lanark World Heritage Site Management Plan provides a framework for the safeguarding, enhancement and promotion of New Lanark World Heritage Site and its Outstanding Universal Value (OUV). It does so by setting out a shared purpose, values and strategic objectives to guide those that are involved in making decisions affecting the management of the Site.

Air Quality Action Plan, 2019: Lanark is one of South Lanarkshire's three Air Quality Management Areas (AQMA), declared in 2012. Exceedances in pollutants are concentrated in the town centre, particularly along the High Street and Bannatyne Street, however, the Lanark AQMA extends to the entire town for actions to be developed and implemented at an appropriate scale. An Air Quality Action Plan was produced in 2019.

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.



Air Quality Action Plan South Lanarkshire Council
East Kilbride, Lanark and Rutherglen Air Quality
South Lanarkshire Council

SLCED-0204 | Issue Number 5 | Date 08/03/2019

Previous studies - Cycling Potential Tool

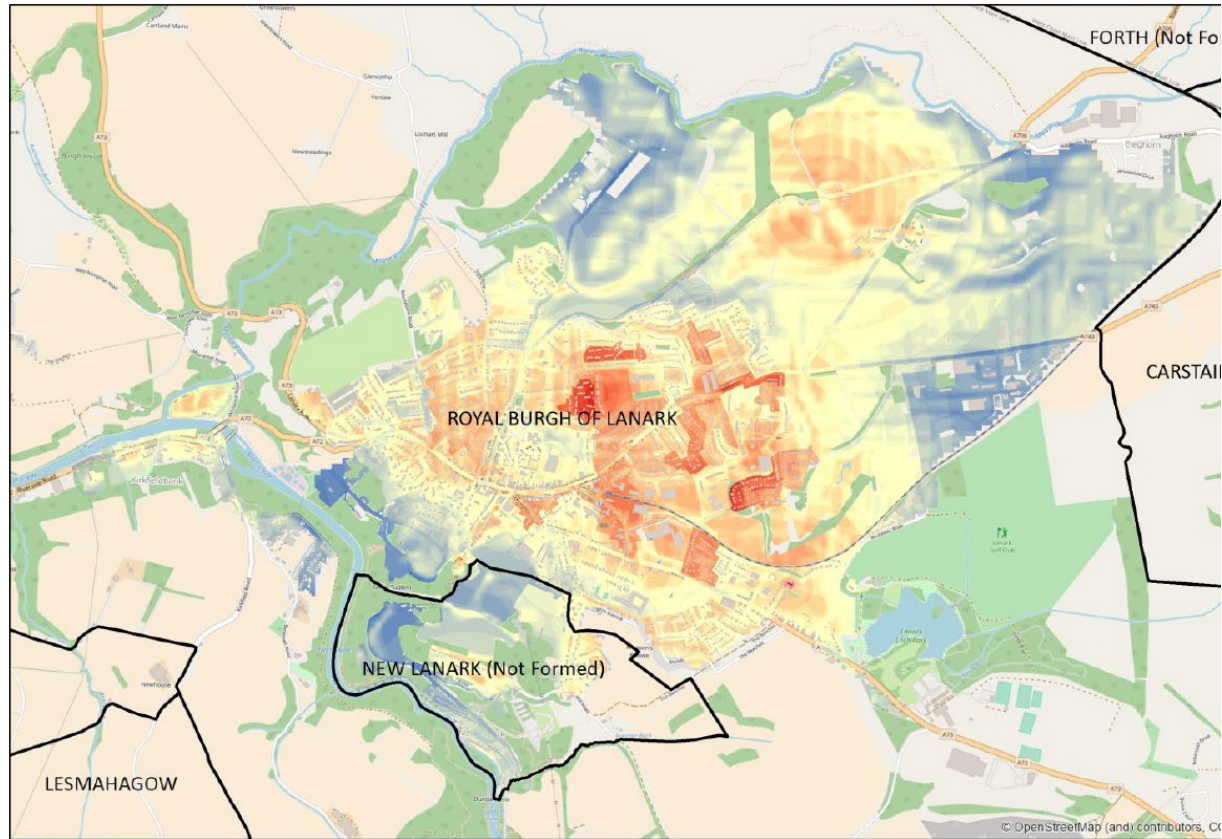
Cycling Potential Tool

In 2018, Cycling Scotland investigated the cycling potential of six settlements in South Lanarkshire including Lanark, using the Cycling Potential Tool (CPT) they developed. This map shows the result of the CPT applied to Lanark.

The CPT provides an evidence base to inform decision-making about which areas throughout Scotland may gain the largest impact from investment in cycling at a local level. The model solely considers the environmental conditions in the area to suggest those with the highest potential for cycling demand. The results are based on the following factors:

- Slope/hilliness
- Road speed
- Physical barriers
- Access to services
- Existing cycling mode share
- Average distance travelled to school
- Average distance travelled to work
- Population density

Areas which are marked red represent higher levels of cycling potential while areas marked blue represent lower levels of cycling potential within the area of interest.



Extract from “Analysis of South Lanarkshire with the Cycling Potential Tool-Areas of Interest and Base Environment”, Cycling Scotland, June 2018

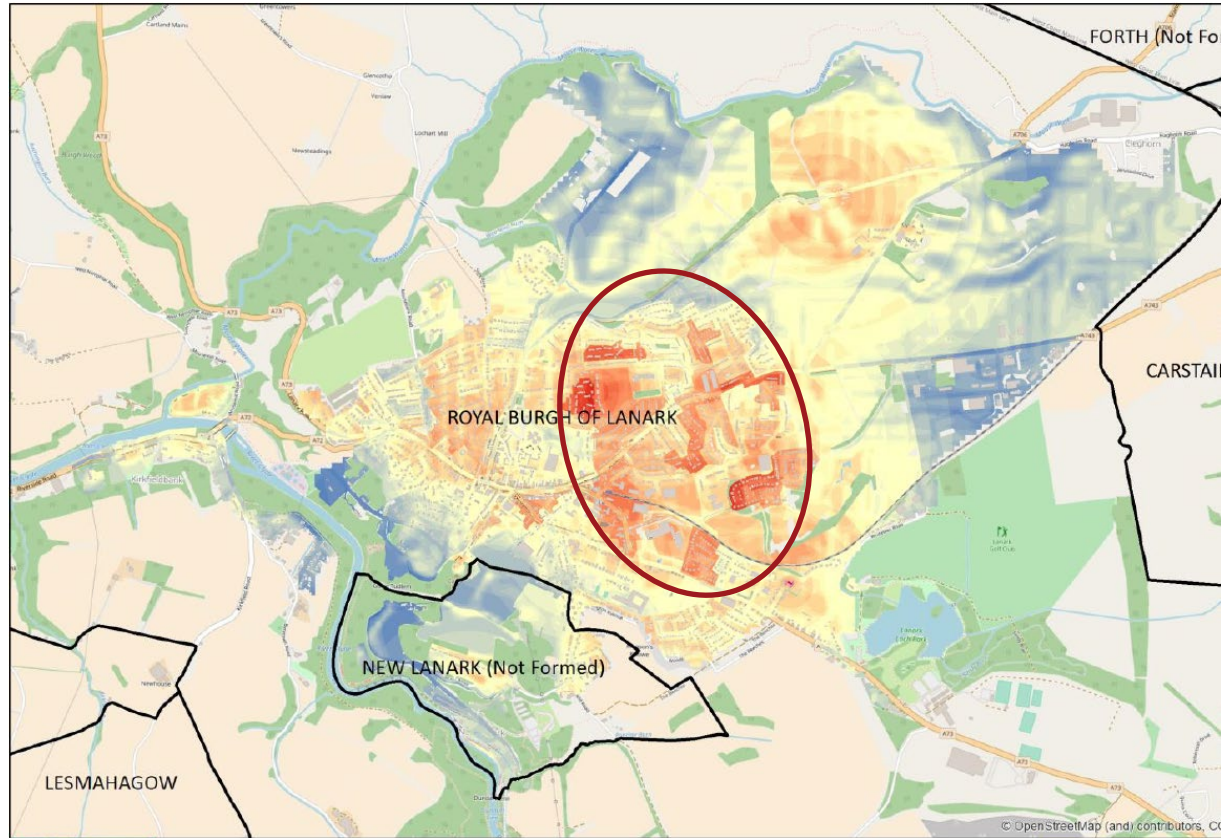
Previous studies - Cycling Potential Tool

The model output suggests that the highest cycling potential scores in Lanark can be found just to the west of Kildare Park, as the area scored well under the distance to work, distance to school, and nearby services categories.

At the opposite end, the New Lanark areas were found to have the least potential, mainly due to topography.

The report also highlighted the impact of the A73/A743 (through the “road speed” criteria) on the cycling potential in the area, as a major barrier for cycling uptake.

At this stage, the CPT analysis does not look at the influence of the existing cycle network or the impact of building or upgrading cycling infrastructure, and removing physical barriers on the potential for cycling. This is particularly relevant where lower scores are related to physical barriers or high road speeds, which could be overcome with the development of a good quality cycle network, whilst hilliness or lack of nearby services would not.



Extract from “Analysis of South Lanarkshire with the Cycling Potential Tool-Areas of Interest and Base Environment”, June 2018



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 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 Lanark?
 - 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 public health situation developing, 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 priorities.

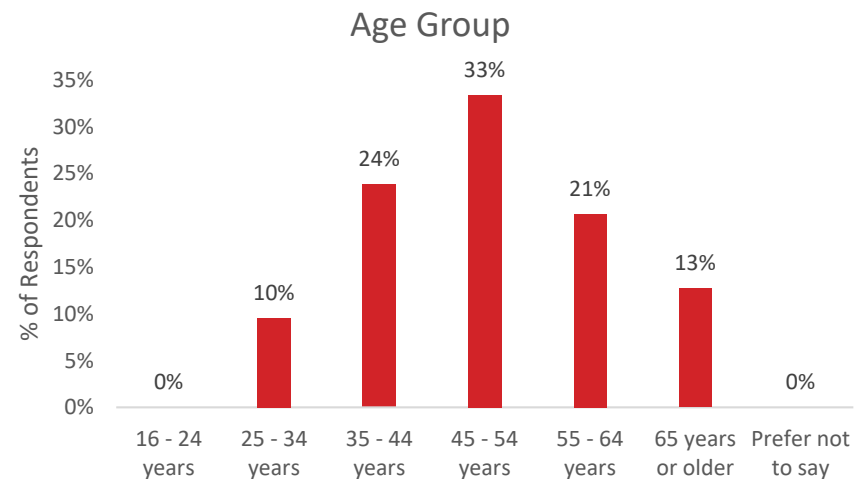
Findings from each activity are summarised in the remainder of this section.

Online questionnaire survey

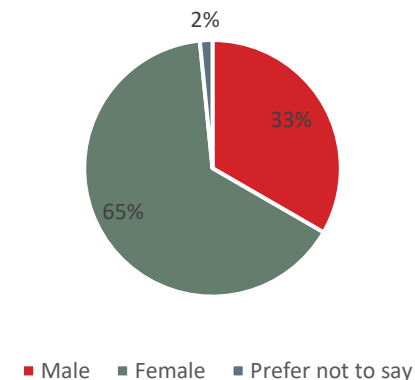
The survey provides useful information, however **with 65 respondents, this is a very small sample and care should be taken when drawing any conclusion.** The findings are nonetheless in line with those of the same survey undertaken for previous South Lanarkshire studies in East Kilbride, where over 400 responses were gathered, and a further 104 in the Rutherglen and Cambuslang study. Results in Lanark are also consistent with results from the same survey in Carluke, collected at the same time, albeit with relatively small samples (37 responses). Full survey results are available in appendix B1.

Respondents profile

- 77% of respondents have ML11 7 and ML11 9 home postcodes, travelling to destinations in Lanark area. Although the two postcodes cover relatively large areas beyond the town of Lanark itself.
- 65% of respondents are women.



Respondents Gender



Online questionnaire survey

Where do respondents travel in Lanark?

Top destinations were as expected as follows:

- Supermarkets
- Lanark High Street
- Lanark Loch
- Train Station (unspecified)
- New Lanark

How do respondents travel to their destinations?

Top 5 transport modes to the three top destinations:

- Car as lone driver (38% of responses)
- Walking (28%)
- Car as driver with passenger(s) (28%)
- Cycling (5% people)
- Car as a passenger (3%)

For what purposes?

Top 3 reasons for traveling to all destinations quoted:

- Shopping/personal business (cited by 64 respondents of the sample)
- Leisure purpose (cited by 61 respondents of the sample)
- Commute to work (cited by 22 respondents of the sample)

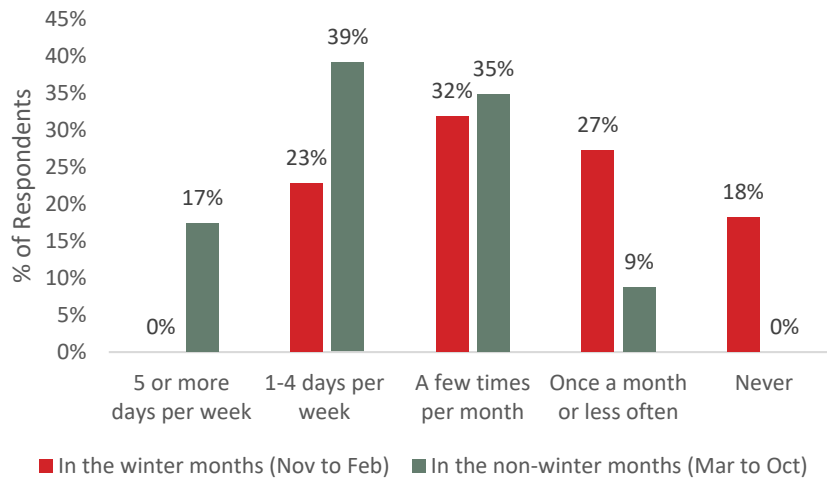
Key point: *Commuter to work is only the third main purpose for travelling to top destinations in the town. This is consistent with Lanark being mainly a commuter town. It suggests that in town like Lanark, it may be more effective to concentrate on enabling and encouraging active travel for those personal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

Online questionnaire survey

When do people cycle?

- 25 respondents (38%) had no access to a bike
- Of those who have a bike, 58% of people had cycled over the past year

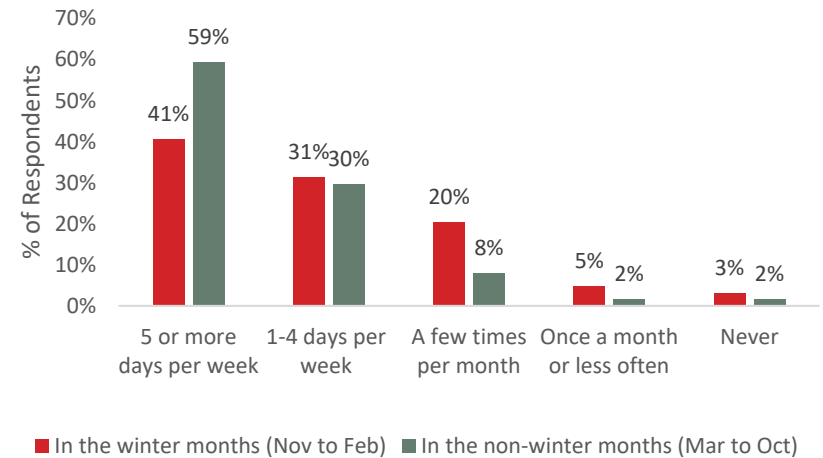
Cycling seasonal patterns



And when do people walk?

- Overall, although there is a drop in the walking frequency between seasons, there is still a substantial proportion walking in the winter months.

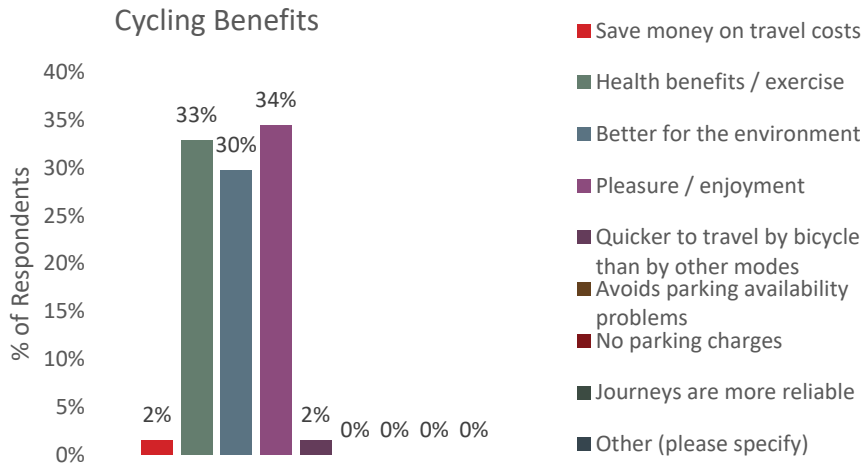
Walking seasonal patterns



Online questionnaire survey

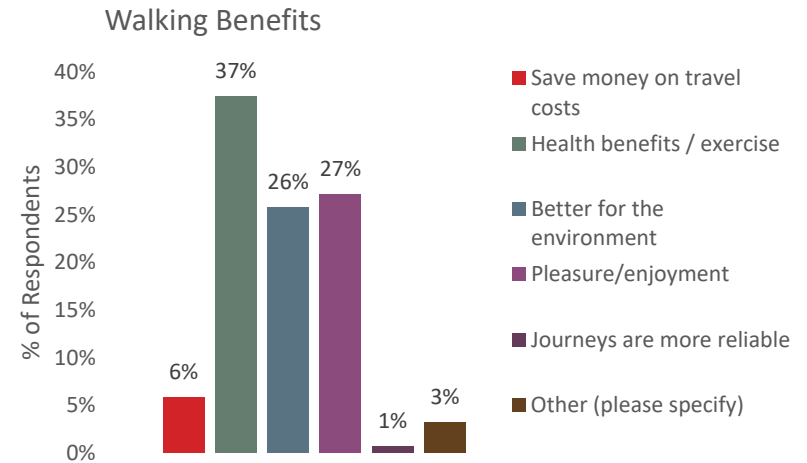
What are the benefits of cycling?

Each respondent could select up to three answers



What are the benefits of walking?

Each respondent could select up to three answers

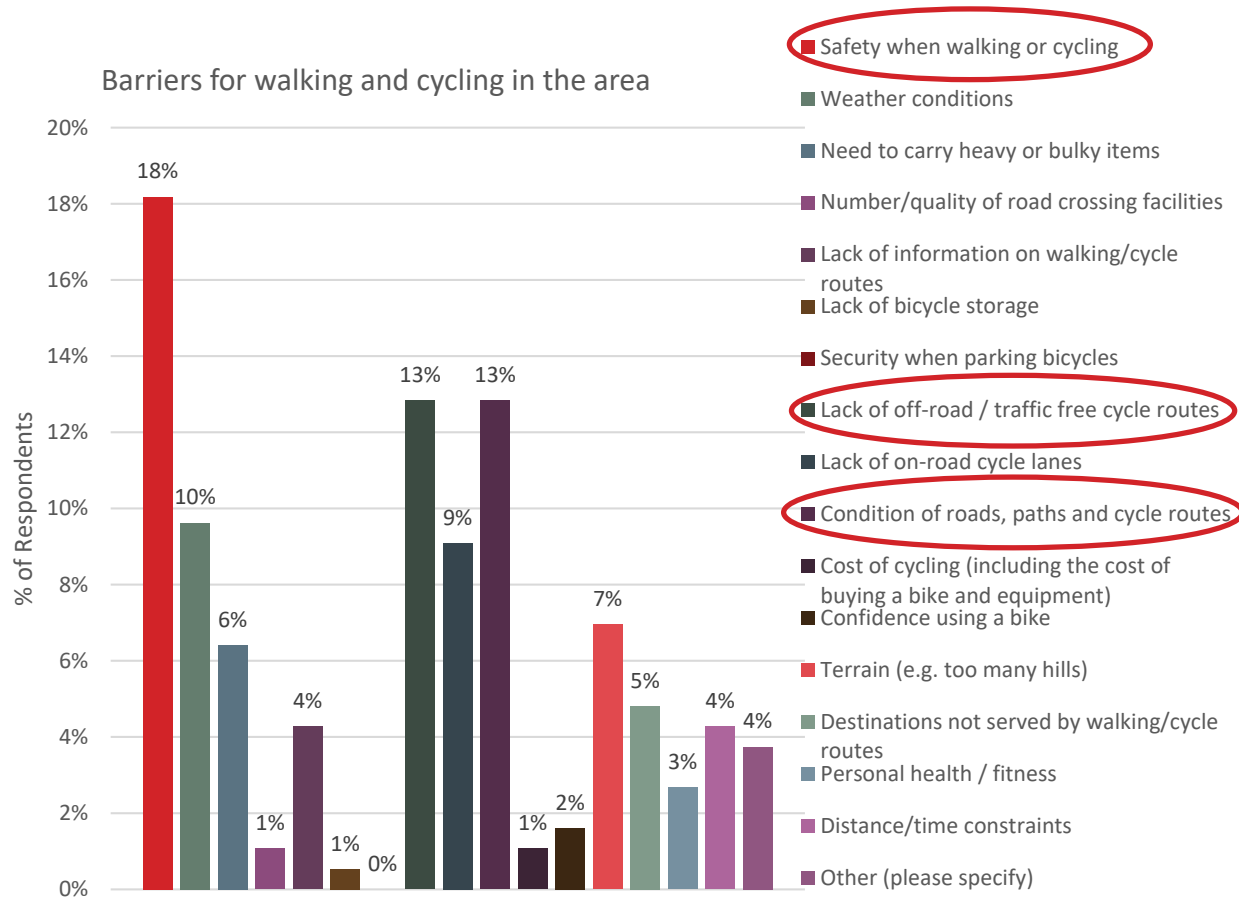


Key point: As in other towns, the main benefits stated for both walking and cycling are health, the environment and pleasure. Those are important benefits and should remain important considerations when delivering an active travel network, particularly when considering connections to New Lanark and the River Clyde path 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 Lanark 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



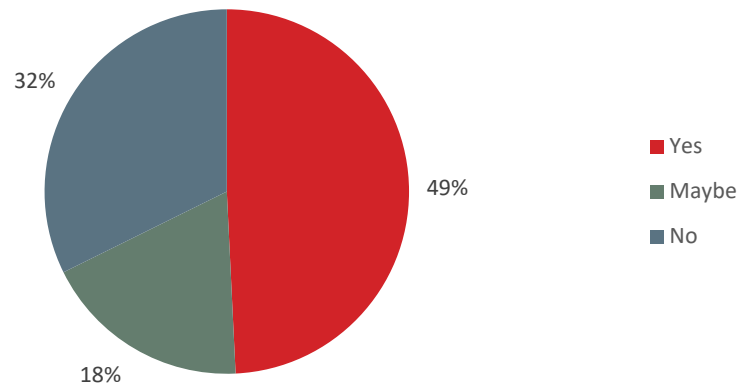
Key point: The top barrier cited by respondents is “safety”, followed closely by “lack of off-road/ traffic free cycle routes”, and “conditions of roads, paths and cycle routes”. That suggests that to make walking and cycling attractive modes of transport, infrastructure that is and feels safe is a necessity.

These have been the top three barriers quoted in other towns where the survey was conducted in South Lanarkshire (East Kilbride, Rutherglen and Cambuslang, and Carlisle), although Hamilton is the exception.

Online questionnaire survey

Would respondents like to cycle more/take up cycling?

Respondents interest in cycling (65 responses)



What would convince respondents to cycle more often?

Asked only to those who answered “yes” or “maybe” to the previous question (44 respondents)

Each respondent could select up to three answers

Top 3 responses:

- More dedicated off-road/traffic-free cycle routes. It was selected by 91% of respondents (n=40)
- More on-road cycle lanes. Selected by 59% of respondents (n=26)
- Reduce the number or speed of cars. Selected by 25% of respondents (n=11)

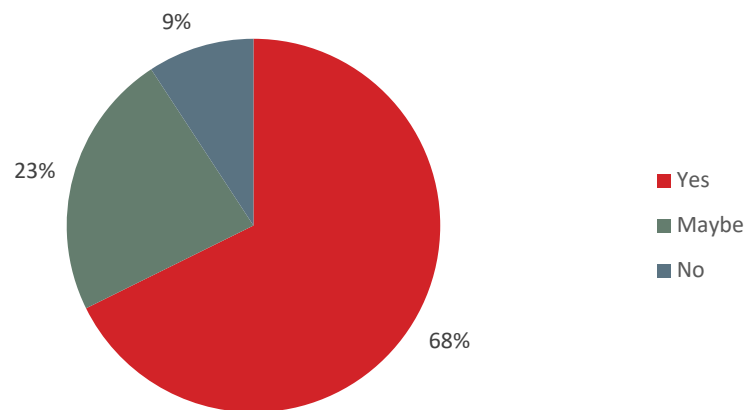
The 21 respondents who were not interested in taking up cycling or cycling more were asked why. 7 mentioned traffic (speed, volume, courtesy) in their response, 4 didn't like cycling, and another 4 mentioned health issues.

Key point: A large majority of respondents would consider cycling more or taking up cycling, almost all those interested (91%) want more dedicated off-road / traffic free infrastructure to convince them.

Online questionnaire survey

Would respondents like to walk more?

Respondents interest in walking (65 responses)



What would convince them to walk more?

Asked only to those who answered “yes” or “maybe” to the previous question (59 respondents)

Each respondent could select up to three answers

Top 3 responses:

- Better lighting of roads/walking routes. It was selected by 53% of respondents (n=31)
- Better information on walking routes. It was selected by 53% of respondents (n=31)
- Better pedestrian crossing facilities. Selected by 41% of respondents (n=24)

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

Online questionnaire survey

Additional comments

Respondents contributed 50 free text comments about walking and cycling in the area. They cover the following topics:

- Desire to take up/increase walking or cycling, but put off by barriers (8 people) including:
 - Concerns about personal **safety on paths**, isolated and/or poorly lit. (2 people)
 - Concerns about HGV's using Lanark as a through-route (3 people)
 - Lack of pedestrian crossings (3 people)
- General observation on the inadequacy and unattractiveness of the walking and cycling infrastructure (7 people)
- General observation on the **lack of cycling routes** outside of the town centre (7 people)
- Location-specific issue with **the condition of the cycle lane** at Hyndford Road (6 people)
- Lack of signage and information on walking and cycling route throughout Lanark (4 people)
- Need to maintain the condition of paths (4 people)
- Location-specific issue with **lack of cycling route** from Symington to Biggar (3 people)
- General observation on the air pollution in Lanark (3 people)

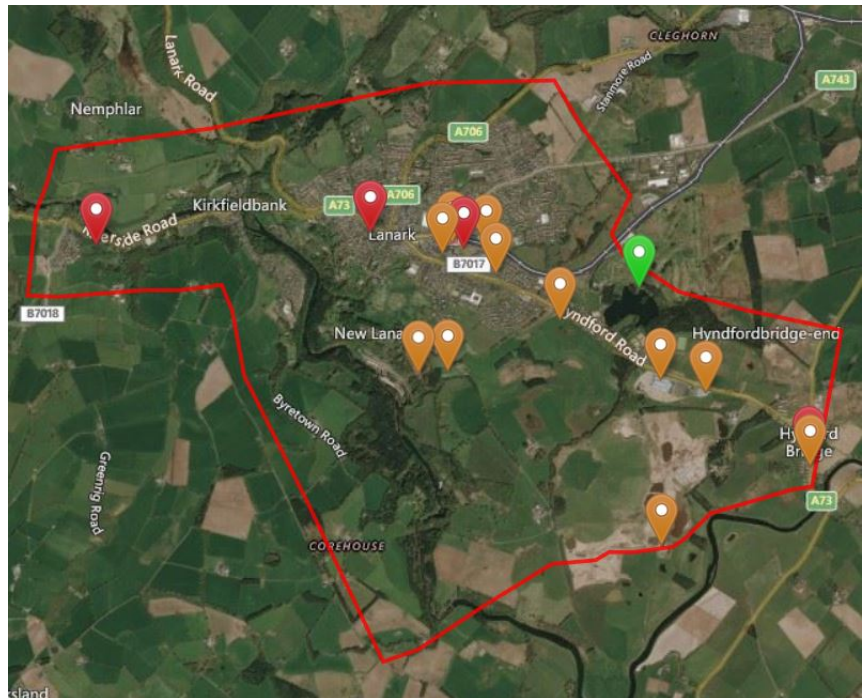
Placecheck online map

Placecheck online map

16 unique comments from 5 contributors were left on the map. The comments referred to:

- The lack of cycle parking at key facilities (council offices, rail/bus station, retail park, public buildings on Thomas Taylor Avenue)
- The inadequacy of on-road cycle lanes on Hyndford Road
- Good walking/cycling facilities around Lanark Loch was highlighted. An improved or new active travel routes to New Lanark from Lanark Loch was suggested along the Hyndford Road and the Beeches.
- A route through Hyndford Quarry was also suggested, between Hyndford Bridge and the Clyde Walkway at the Falls of Clyde.
- There were requests by one contributor for more car parking at New Lanark and the rail station, increased speed limit on Hyndford Road, and shorter green man time at pedestrian crossing to reduce delay to drivers in the town centre.
- Finally, a bend on the A72 (just east of the B7018) was raised as possibly unsafe.

The full list of comments and locations is available in Appendix B2.



Stakeholders contribution

A workshop was planned to take place on 17th March 2020, to gather the views and ideas of stakeholders. 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 B3.

The key points we took away are:

- Poor connections between Lanark and New Lanark, hard to find New Lanark from the town and vice versa, meaning Lanark town centre does not benefit from the presence of a large visitor attraction 2km away. Steep gradient and a single narrow road limit possibilities of improvement.
- Signposting is of poor quality and outdated, both to New Lanark and within the town centre
- The High Street / Bannatyne Street see high volumes of motorised traffic, creating an unpleasant environment for pedestrians, unattractive to visitors, and a major barrier to cycling.
- Street layout in the town centre prioritises motorised traffic

movement over other road users (pedestrians, cyclists) and functions of the streets (shopping, services).

- Focus should be on local journeys within the town (to school, shops, services, etc.) rather than longer distance.
- Lanark benefits from a co-located bus and rail stations however it does not function as well as it should as a gateway to the town and wider area. Good access to (cycle routes, wider footways, crossings...) and facilities (cycle parking, information) at this interchange are important to encourage sustainable access to public transport and the town.
- Gateways to the town do not operate well, with limited information on onward travel for visitors at the rail/bus station, and unclear routes to local destinations.
- Need for better integration into the National Cycling Network and large network of paths and walking routes along the Clyde and surrounding countryside.
- The increase in walking and cycling observed over the past few weeks associated with the COVID-19 lockdown was raised as an opportunity to promote and enable active travel.
- Vision for Lanark under development – it will be important to coordinate implementation of this and the active travel network.
- Electric shuttle bus planned to link Lanark to New Lanark.



4. Proposed network and delivery phases

Principles of the proposed network

Based on 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 Lanark 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;
- are aligned with best practice in designing people-friendly streets and spaces;
- Are most likely to be supported by local residents and businesses;
- 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 Lanark as there are few 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 project, and indeed of any transport project.

More generally, the network proposed here is primarily aimed at everyday journeys to local destinations rather than longer distance and leisure journeys, however where there is an overlap, both are considered, for example to Lanark Loch or the Clyde Walkway and nearby path network.

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 considered in addition to the route itself.
- Stakeholder and public consultation will also take place at every stage of the development process.

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

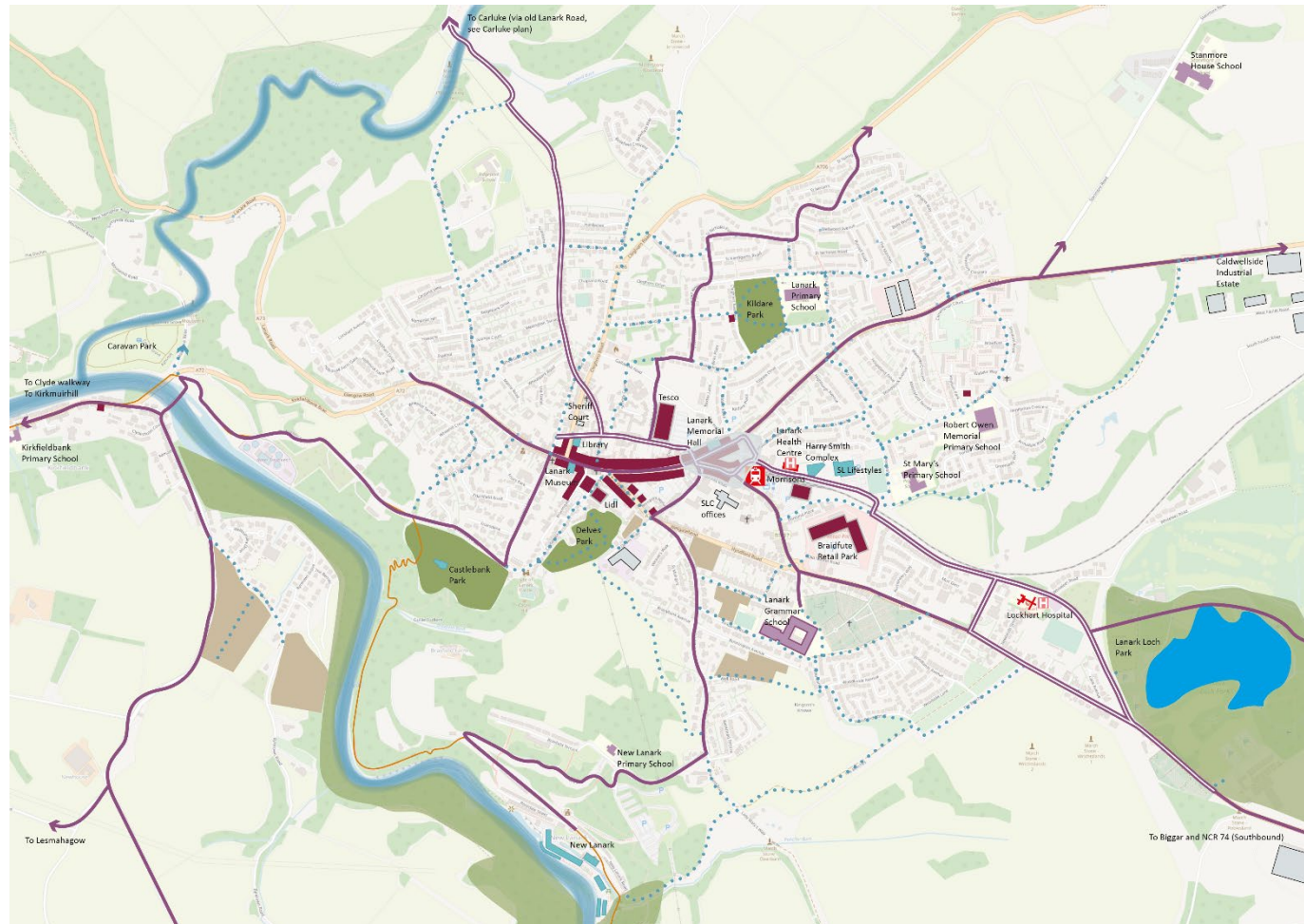
Key destinations and connections

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

Lanark is a small and compact town, most destinations are within easy walking or cycling distance. Destinations are largely concentrated along the High Street/St Leonard Street, and at and north of the rail station. The active travel network will therefore primarily seek to link all areas of the town to the High Street and rail station. Major out of town destinations to be connected are New Lanark and River Clyde area, and Lanark Loch area, both mainly leisure/tourism destinations.

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

A larger version of the network map is included in Appendix C



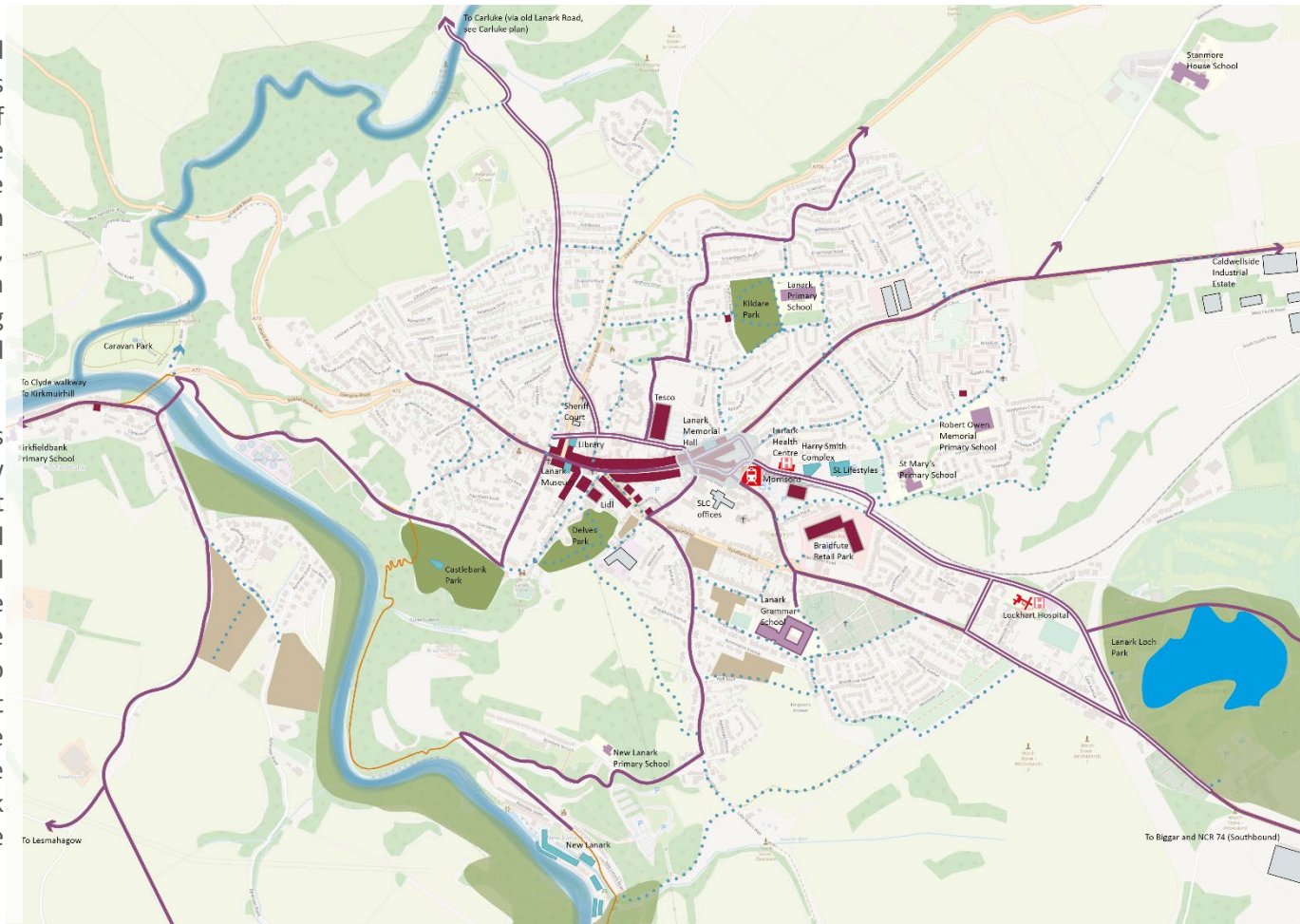
Proposed cycle network

Building the network

In Lanark, a core route was identified which enables cross-town journeys and access to the largest numbers of destinations. Starting from this, the following slides illustrate how the 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. In the short term, not all routes will be feasible and generate enough support to be deliverable, however a full network will help identify and take advantage of opportunities arising.

A larger version of the network map is included in Appendix C



Proposed delivery phases

Core cross-town route

The route on the map is proposed as a core route to develop first as it serves the most destinations in the town centre: High Street stores and services, Tesco, rail station, health centre, community centre/SL Lifestyles, Lockhart Hospital, and Lanark Loch.

It also allows cross-town trips, linking to the proposed route to Carluke (see Carluke active travel network plan), and to the existing signposted route to Biggar/NCR74 in the south.

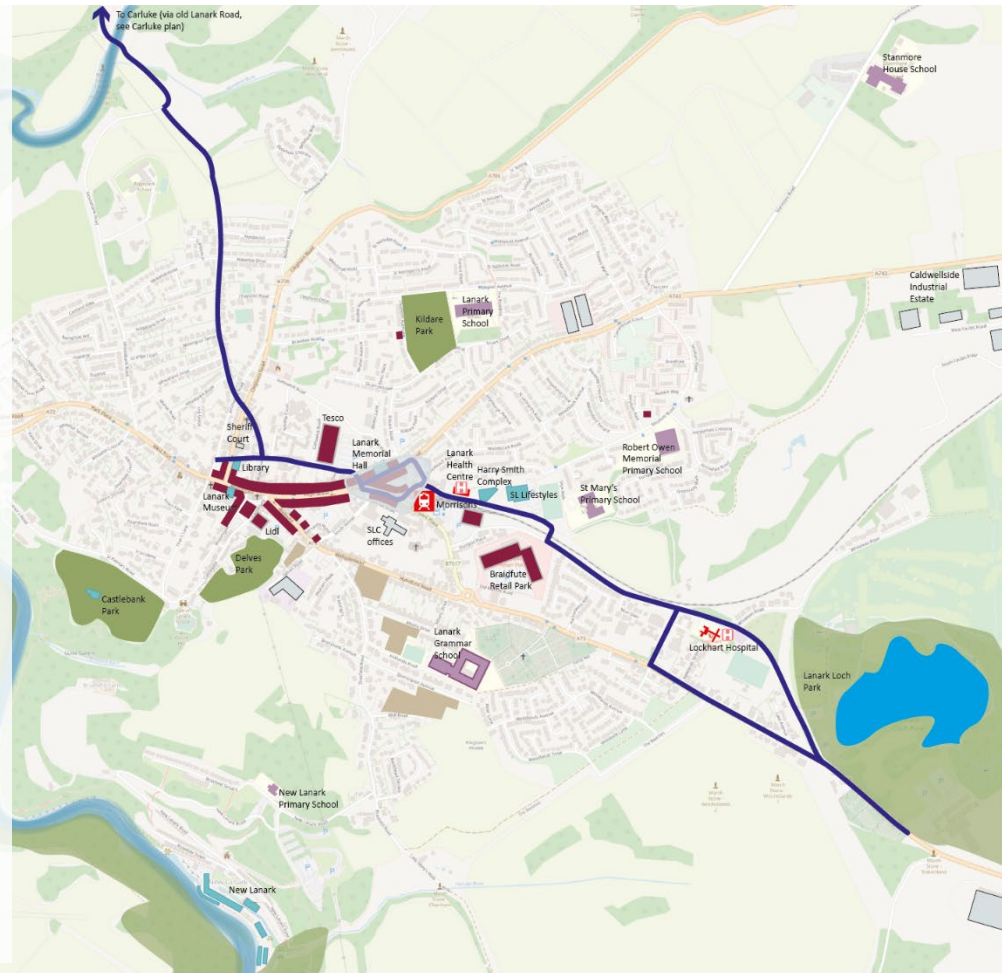
The route would have limited exposure to main roads, yet remains direct. The proposed route would not require redesign of the High Street, although it would need a crossing from North Vennel to Bannatyne Street/St Leonard junction.

The layout of that junction was described by stakeholders as too dominated by motorised traffic, and the area in general as an unwelcoming gateway to the High Street shops. Options to redesign this junction, and the wider Bannatyne Street/St Leonard/Woodstock Road area could be explored with local stakeholders and assessed in the wider context of improving air quality and congestion issues in the town centre. For these reasons, the map alongside does not identify a single proposed route.

To the north, Stey Brae is the most direct route, however the steep gradient will require careful consideration.

The Route also includes a new path east of the Harry Smith Complex and along a section of disused railway. No site visit or land ownership research was undertaken, so feasibility is unclear. An alternative is possible along the Home Street and Hyndford Road as currently signposted.

A larger version of the network map is included in Appendix C



Proposed delivery phases

Core cross-town route – Local Links

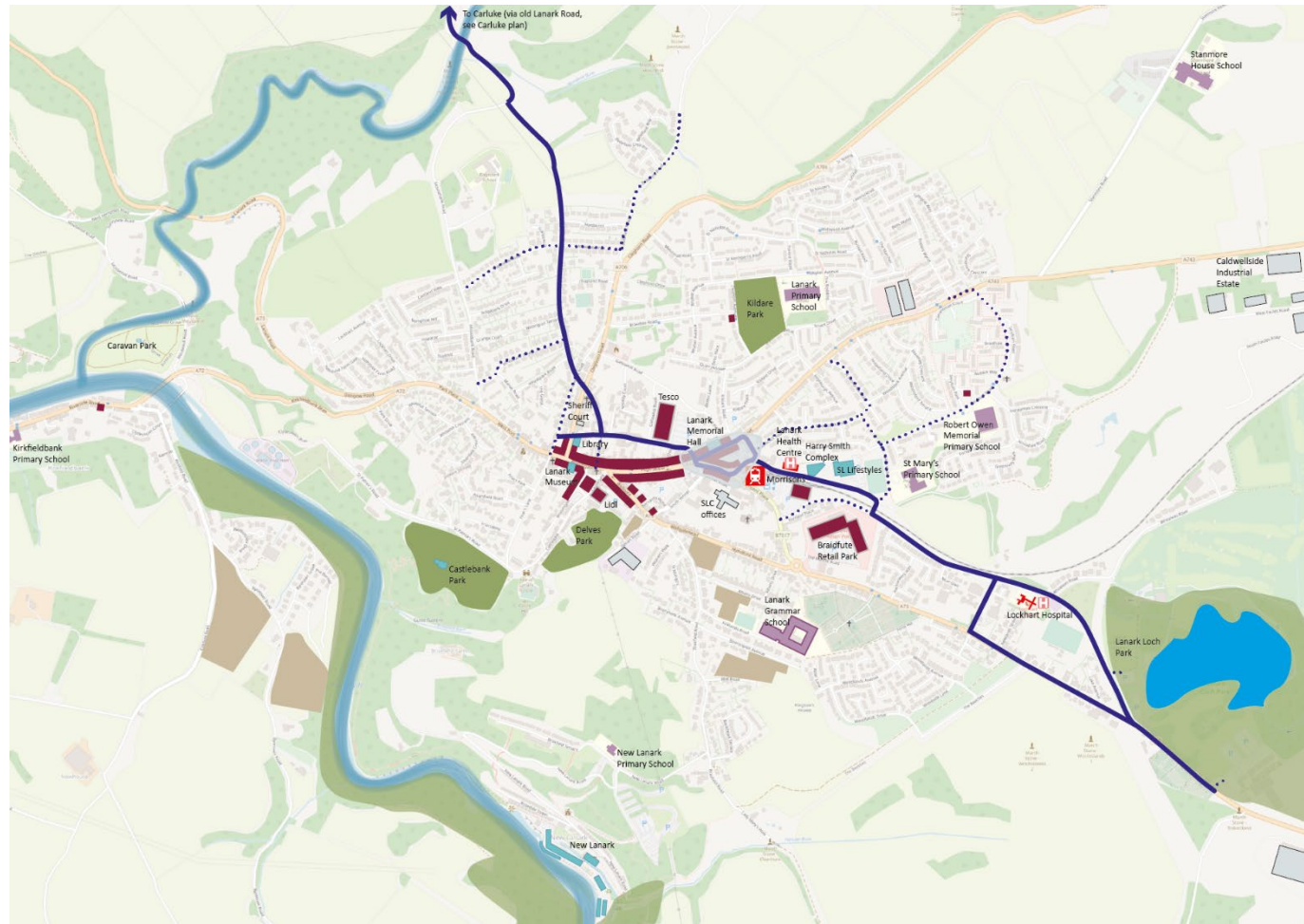
Local link routes would extend the reach of the core route within neighbourhoods, mostly along residential or quieter roads.

It would provide access to retail, services and the transport interchange, as well as passing in front of two primary schools (St Mary's and Robert Owen).

The areas to the east and north of the town centre was also suggested as the ones with higher potential for cycling by the Cycling Potential Tool model (p23).

Jerviswood Road is shown here as a link route but could be an alternative to Greenside Lane to access North Vennel.

A larger version of the network map is included in Appendix C



Proposed delivery phases

Connecting New Lanark and Lanark Grammar School

Improving access, particularly sustainable access, to **New Lanark** from the town centre is a shared concern amongst stakeholders; for New Lanark to grow as a visitor attraction, and for the town and its businesses to benefit more fully from those visitors whilst mitigating the negative impact of motorised traffic through the town.

There are limited options to connect New Lanark to the rail station and town centre. South Vennel-Braxfield Road is the only option considered as other routes involve either significant detours or gradient.

Considering the current conditions along Braxfield Road as the only road access to New Lanark with very narrow footways, delivering an attractive walking and cycling link there would depend on reducing, or removing, motorised traffic access to New Lanark.

Ownership, condition, gradient and overall suitability of the land to the south west of Braxfield Street is unclear, but the feasibility of a route there to Delves Park could be investigated as an alternative.

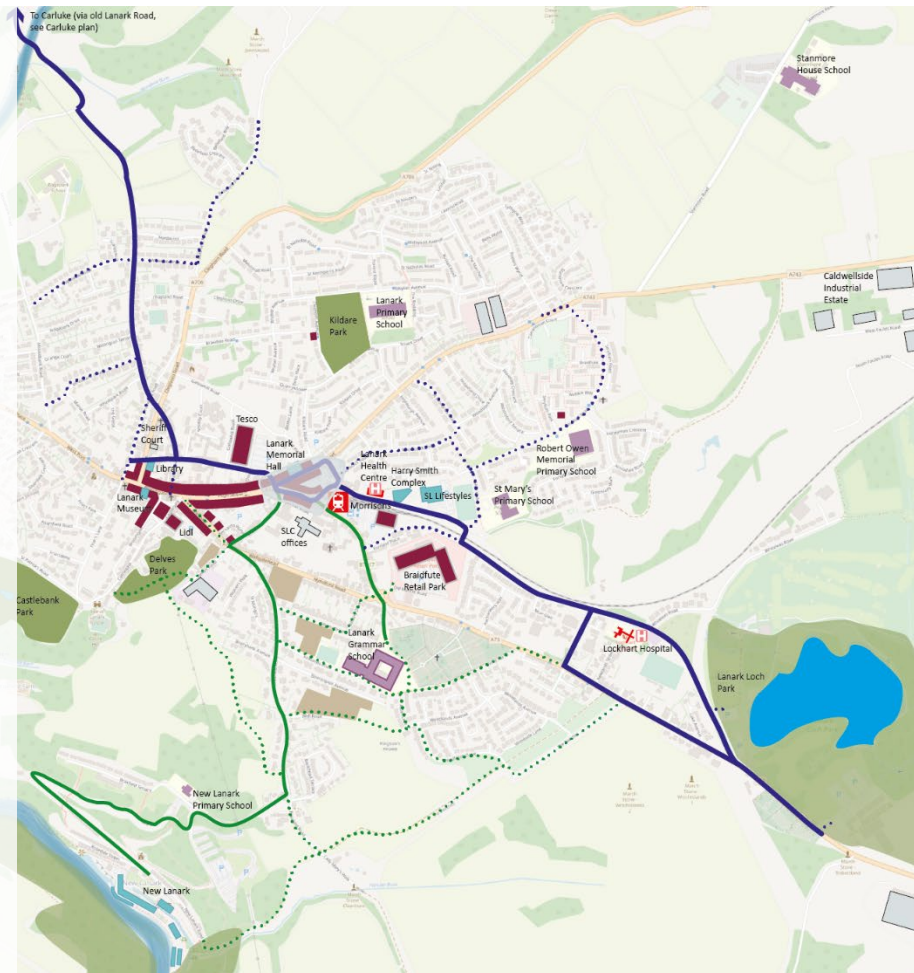
A route along the Beeches could provide an attractive leisure link between the River Clyde paths, New Lanark and Lanark Loch, but it is considered too much of a detour, and possibly too steep as a route to the town centre.

All options should be considered in close coordination between stakeholders, especially the Lanark Vision being developed in common by Lanark BID, the Community Development Trust and the New Lanark Trust.

Access to the **Lanark Grammar School** from the rail and bus station is either from Braxfield Road, or from St Vincent Place/ladyacre Road. The latter option would also provide access to Braidfute retail park.

A path connecting Hyndford Road roundabout to Woodlands Avenue via the Grammar School path would significantly reduce walking (and cycling) distance to the town centre from these recently built houses.

A larger version of the network map is included in Appendix C



Proposed delivery phases

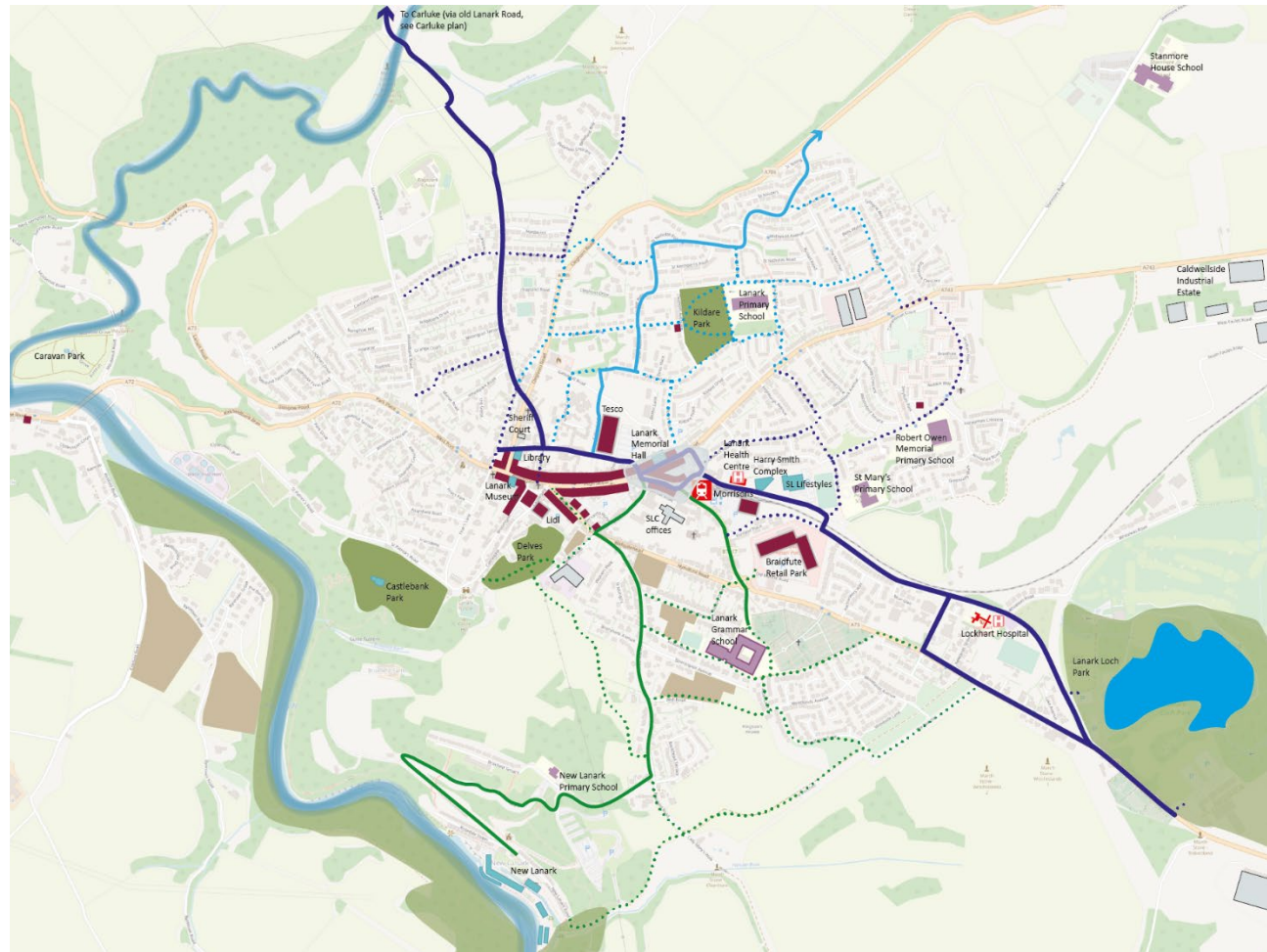
Lanark North-East

As a residential area, with one primary school and shop centrally located, a number of routes could be identified as a “main” route. The one highlighted here has the advantage of connecting the area to the town centre (via North Vennel) while avoiding the steepest parts of the area.

North-south links across St Leonard Street would provide access to the rail station, health centre, Harry Smith Complex, and a link to the railway bridge for destinations to the south.

This is a dense network of routes, some being alternatives, however they are largely residential streets and most are unlikely to require significant investment. Separate infrastructure may be required along the busier roads, especially where they are through-routes for motorised traffic. Modal filtering could be considered as a way of reducing volume and speed of traffic where it is a concern. Pedestrian provision should be reviewed along all those routes as they provide access to Lanark Primary.

A larger version of the network map is included in Appendix C



Proposed delivery phases

Lanark West and Kirkfieldbank

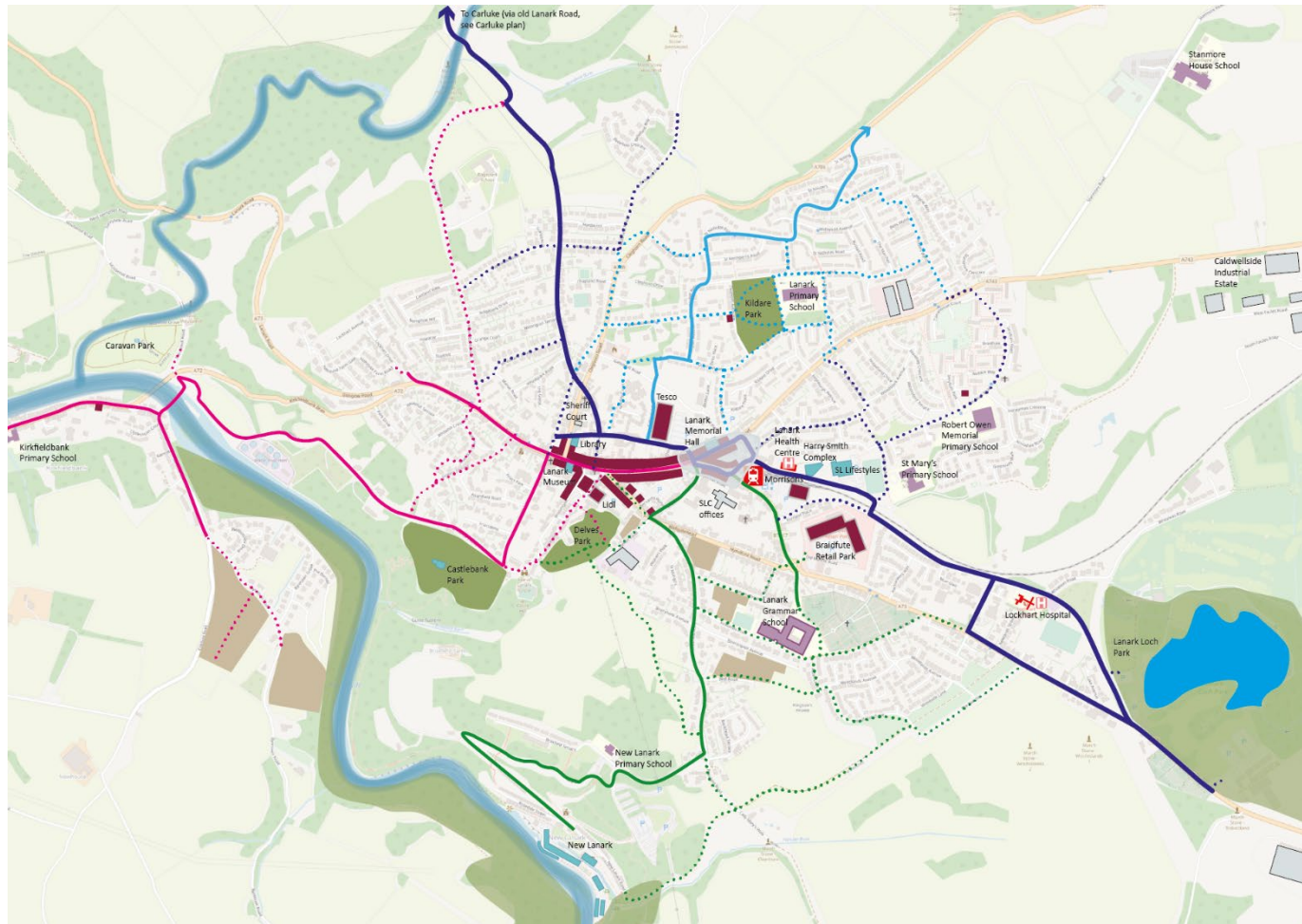
In Kirkfieldbank, the only route is along A72, which has a 20mph limit in the centre of the village near the school, but also has sections with narrow or no footway at all, where improvements should be considered. From there, the most coherent route to the town centre would leave the A72 from Kirkfield Road Bridge and along the Old Bridgend right of way to St Patrick's Road. This assumes the upgrade of the path is possible.

Once at Castlebank Park there are several options:

- Friars Lane: a direct connection across the A73 to the North Vennel;
- Castlegate: a direct access to the High Street; or
- Delves Park, Delves Road and South Vennel: access to the rail station if there is no High Street route.

The A73 is the only suitable option identified to link Lanark West to the town centre. Extending it along the High Street would provide direct access to shops and services, where addressing sections of narrow footways is recommended.

A larger version of the network map is included in Appendix C



Proposed delivery phases


Complete network

All the proposed routes combined would provide walking or cycling access to all local destinations identified. Adding direct connections out of town, as shown on this last map, would connect Lanark to the wider regional and national network. This proposed network is a starting point, establishing connections and design principles. The detailed alignments will evolve as discussions and investigations into each route progress.

A larger version of the network map is included in Appendix C



Key delivery principles



For people in Lanark 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

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 and next steps

Feedback on proposals

A draft version of this report was published in September 2020 South Lanarkshire Council's website, with an online survey and a workshop organised during this period to gather feedback.

The **workshop** took place on 1st October 2020; invitations were sent to 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 raised are included below.

- Current cycling conditions along the proposed routes feel unsafe.
- Make sure conditions are improved for pedestrians too as walking is an important mode of transport within the town.
- There is a need to attract visitors to Lanark, and strengthen the links between the town centre and New Lanark. This could be supported by improved provision at the rail/bus station, as a gateway to the town, and a generally upgraded environment, making the town and its shops attractive for visitors to spend time in. Opportunities around Lanark as a cycle-touring stage/destinations was also mentioned.
- Proposals should make sure Lanark remains accessible from its rural hinterland and continues to function as a market town.
- The terrain around Lanark, with steep gradients down to the Clyde and the Mouse Water, was highlighted as a challenge to develop attractive routes in Lanark, particularly to create an attractive link with New Lanark.

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

Forty responses were collected, with a small majority (53%) supporting the principle of the proposals and 36% opposed it.

Just over half supported the proposed core route (see page 42), with 36% opposed. Some expressed scepticism about the suitability of Stey brae for cycling given its gradient.

Other routes suggested for prioritisations in the survey were along main roads out/into Lanark or areas outwith Lanark, for leisure purposes. The need for pedestrian space/urban realm improvements in the town centre was also suggested as a priority.

Comments were left by a wheelchair user and a new parent on the narrow and inadequate footways in the town centre, making them hard to navigate with a wheelchair or if pushing a pram.

A majority of the sample (56%) was supportive of making roads more pleasant for pedestrians and cyclists, even if it means taking space away from cars. However, 35% were strongly opposed.

These results are informative, but suggest the survey attracted those with the strongest views. 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 view on this topics but are typically the majority.

Next steps

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

The network plan was produced early in the spring 2020 lockdown period, too early for emerging behaviours to reliably inform the development of the network plan. However the indirect impacts 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 were:

- More people are walking and cycling around, observed in Lanark [as in Scotland](#) overall. From our September 2020 survey, 60% of respondent reported walking more since the beginning of the pandemic, of those, 88% said they were likely or very likely to continue to do so. Although numbers seem to have reduced 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 has was the case at the height of the lockdown when motorised traffic was hugely reduced.
- It has given a taste for walking and cycling to a lot of people who would not have considered it previously, with a lot of

anecdotal evidence of people “dusting off” a bike and exploring their 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 larger towns and 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 were 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 public spaces 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 and develop people-friendly attractive routes and spaces in Lanark serving the local population, businesses and visitors alike.





Lanark 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

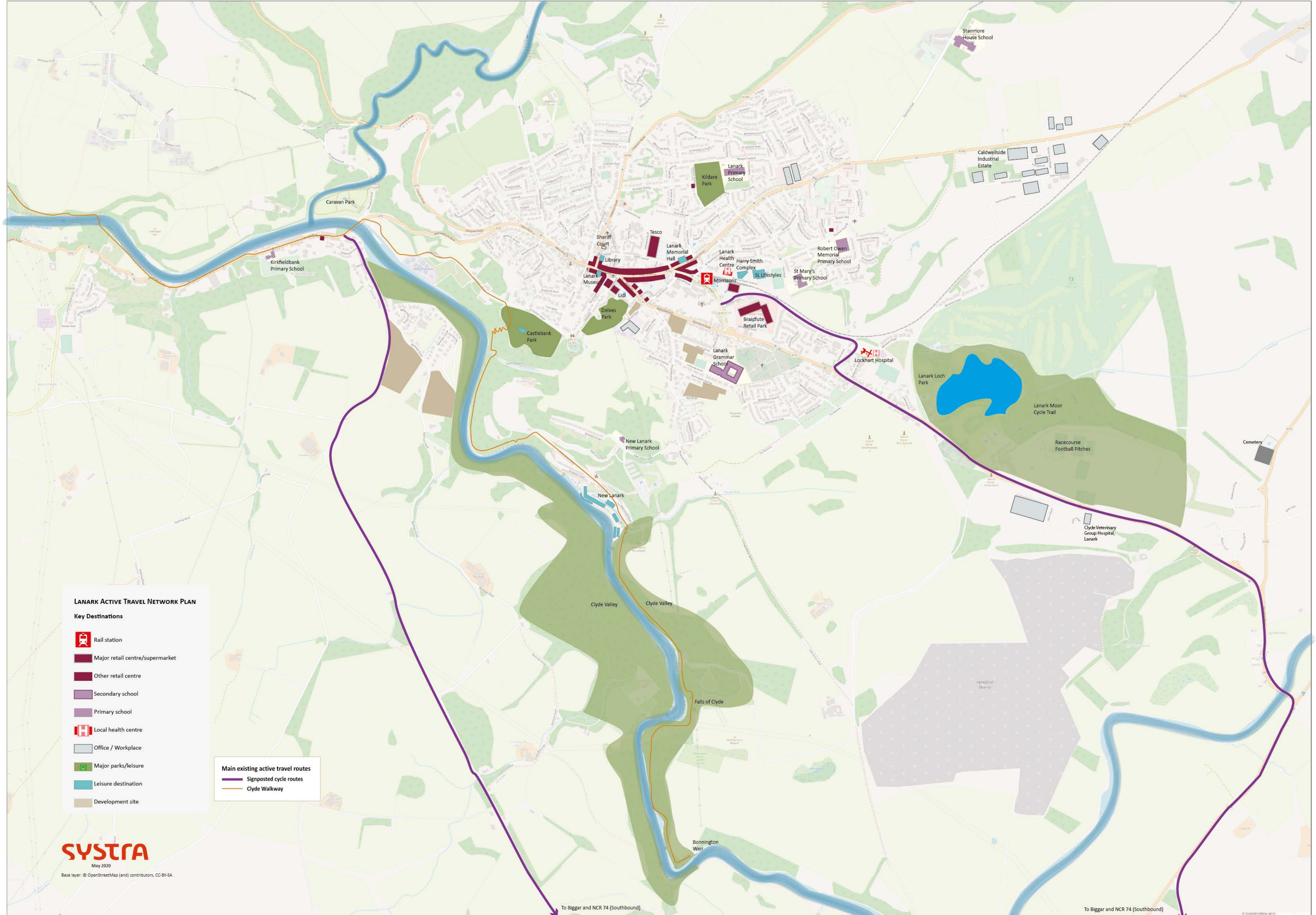
Appendix D1: Workshop notes

Appendix D2: Online survey results

Appendix E: Equality Impact Assessment



Appendix A: Large scale map of key destinations





LANARK 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

Main existing active travel routes

-  Signposted cycle routes
-  Clyde Walkway

SYSTRA

May 2020

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

To Biggar and NCR 74 (Southbound)

To Biggar and NCR 74 (Southbound)

© OpenStreetMap (and)



Appendix B: Comments from engagement activities

Appendix B1: Online questionnaire survey

Appendix B2: Placecheck map comments

Appendix B3: Stakeholders contributions

APPENDIX B1 - LANARK ACTIVE TRAVEL NETWORK PLAN SURVEY RESULTS



SYSTRA

TABLE OF CONTENTS

1.	POPULAR DESTINATIONS	3
2.	ACTIVE TRAVEL MODES	5
3.	LOCATION SPECIFIC COMMENTS	11
4.	SAMPLE PROFILE	13

LIST OF FIGURES

Figure 1.	Q2: Please specify the main reasons for your travel to this location.	3
Figure 2.	Q3: What is the main mode of travel to these locations?	4
Figure 3.	Q4: Do you own a bicycle?	5
Figure 4.	Q5: Have you cycled at all in the past year?	5
Figure 5.	Q6 & 7 Cycling Patterns	6
Figure 6.	Q8 & 9 Walking Patterns	6
Figure 7.	Q10: If you cycle what do you consider the main benefits of cycling to be?	7
Figure 8.	Q12: If you walk, what do you consider the main benefits of walking to be?	7
Figure 9.	Q11a: Are you interested in cycling more often than you do now, or taking up cycling?	8
Figure 10.	Q11b: Measures to encourage people to cycle more often	8
Figure 11.	Q12a: Are you interested in walking more often?	9
Figure 12.	Q12b: Measures to encourage walking	9
Figure 13.	Q13: Main walking and cycling barriers across Lanark	10
Figure 14.	Q23: What do you think of the following walking/cycling facilities and infrastructure in Lanark?	10
Figure 15.	Q16: Respondent Gender	13
Figure 16.	Q17: Respondent Age Profile	13
Figure 17.	Q18: Participant Employment Status	14

65 people took part in the survey that ran 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 Lanark and to specify what are the main reasons for their travel.

The top five location responses given were:

- Supermarkets (31 people)
- Lanark High Street (19 people)
- Lanark Loch (14 people)
- Train Station (unspecified) (11 people)
- New Lanark (11 people)

The main reasons cited for travelling to these locations were:

- Shopping/personal business (pointed by 33% of the sample)
- Leisure purpose (pointed by 31% of the sample)
- Commute to work (pointed by 11% of the sample)

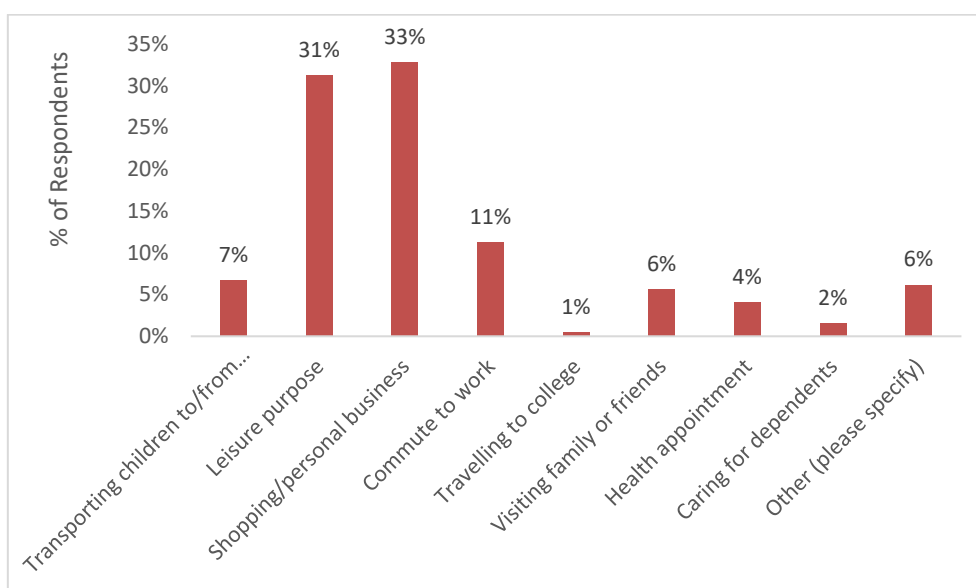


Figure 1. Q2: Please specify the main reasons for your travel to this location.

In terms of main travel mode used to these locations in first place the respondents placed car as a lone driver (35%), followed by car as driver with passengers and walking (each with 28%) and in third cycling (5%).

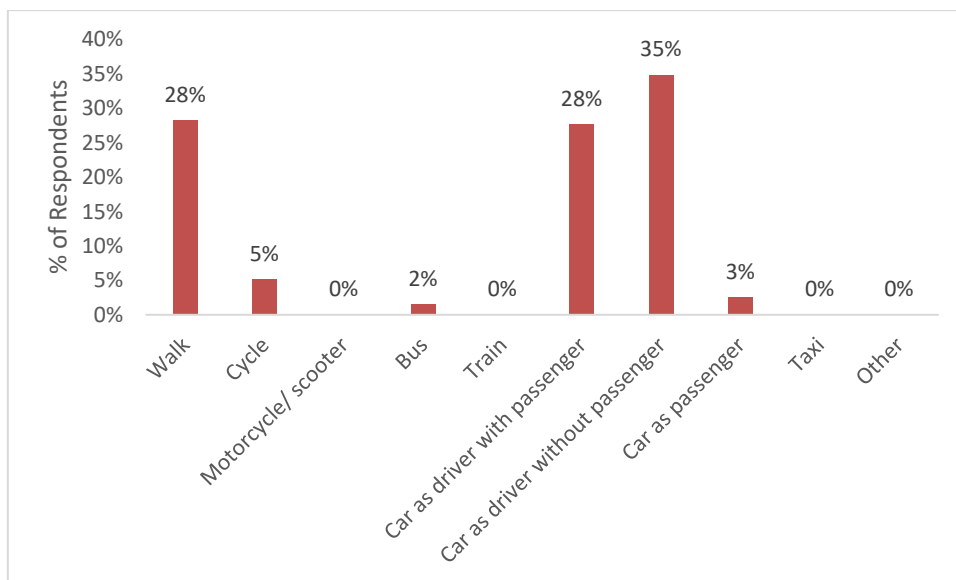


Figure 2. Q3: What is the main mode of travel to these locations?

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 (60%) pointed that have a bike and over two thirds (58%) of the participants stated that have cycled in the past year.

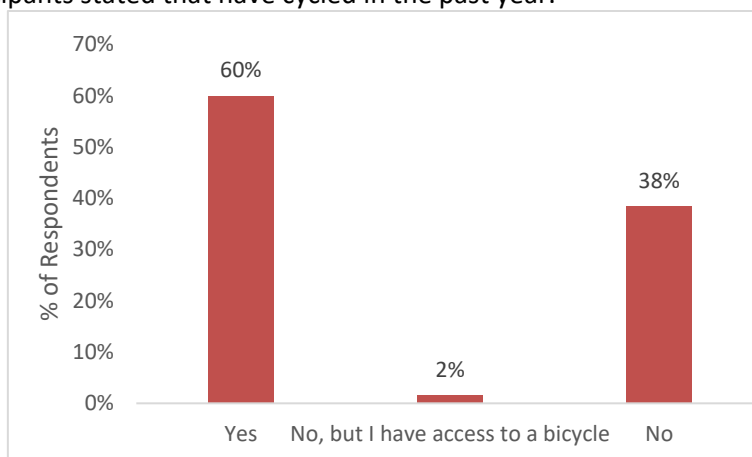


Figure 3. Q4: Do you own a bicycle?

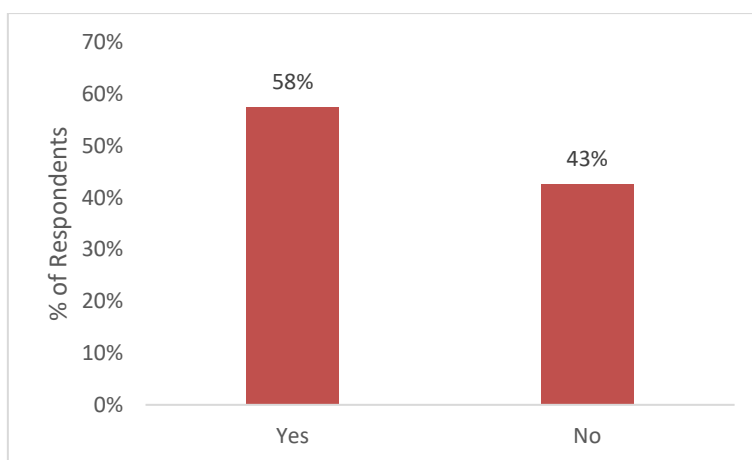


Figure 4. Q5: Have you cycled at all in the past year?

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, 17% of the sample reported to cycle five or more times a week in the period March to October compared to 0% of the respondents who said that cycle the same amount during the winter period.



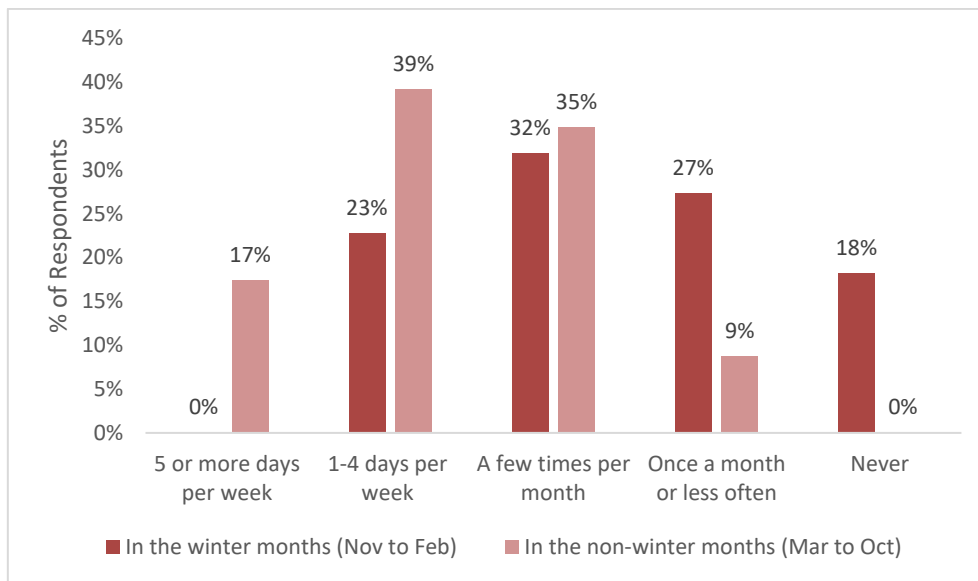


Figure 5. Q6 & 7 Cycling Patterns

When asked the same question regarding their walking behaviour the respondents gave similar answers, although the gap between winter and summer walking appears smaller. Evidence is shown in **Figure 6** - with 18% of the people saying that they walk five or more days per week more in spring/summer than in the winter time.

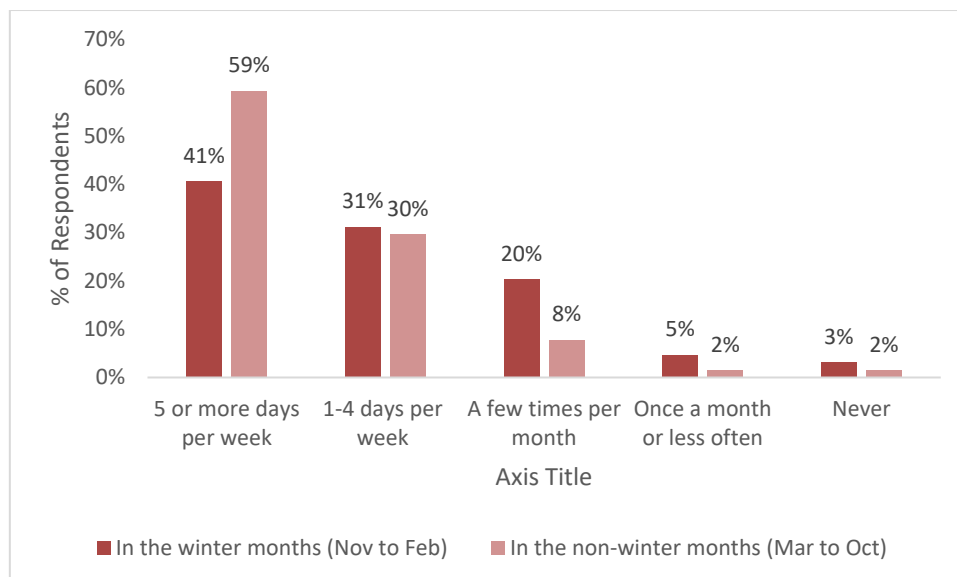


Figure 6. Q8 & 9 Walking Patterns

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.

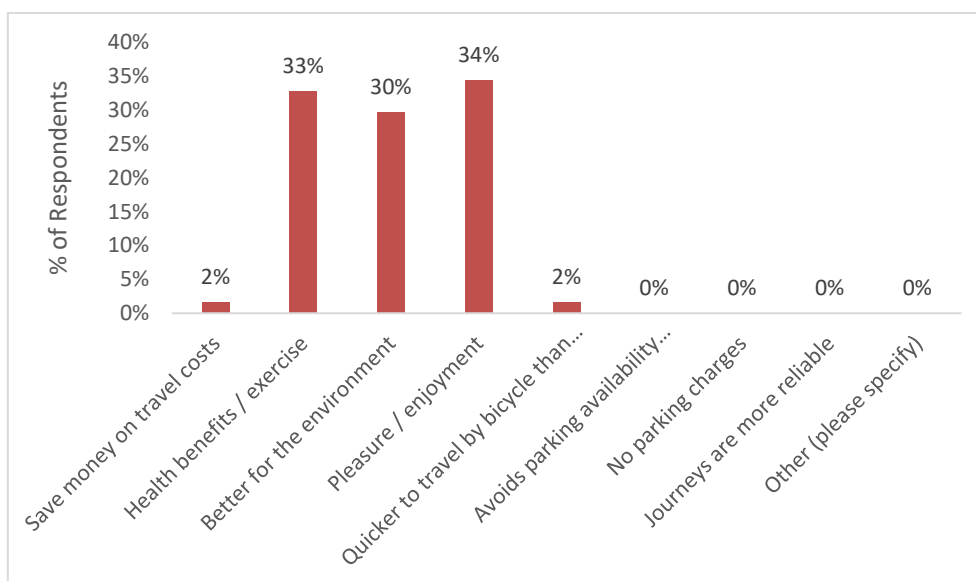


Figure 7. Q10: If you cycle what do you consider the main benefits of cycling to be?

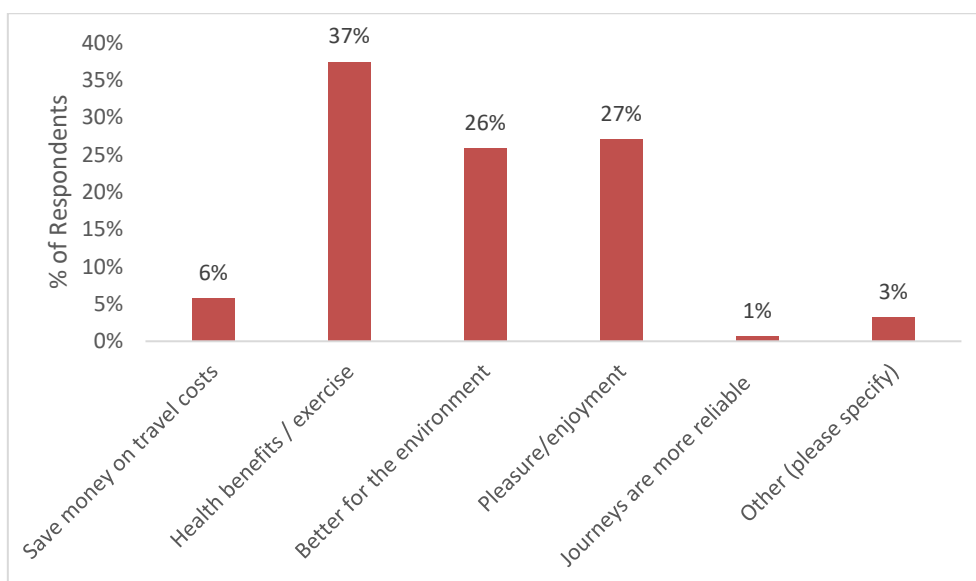


Figure 8. Q12: If you walk, what do you consider the main benefits of walking to be?

Almost half of the participants (49%) said that they are interested in increasing or taking up 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;
- Age and health conditions not allowing people to cycle;
- The gradient of the terrain is too steep;
- Simply don't like cycling;

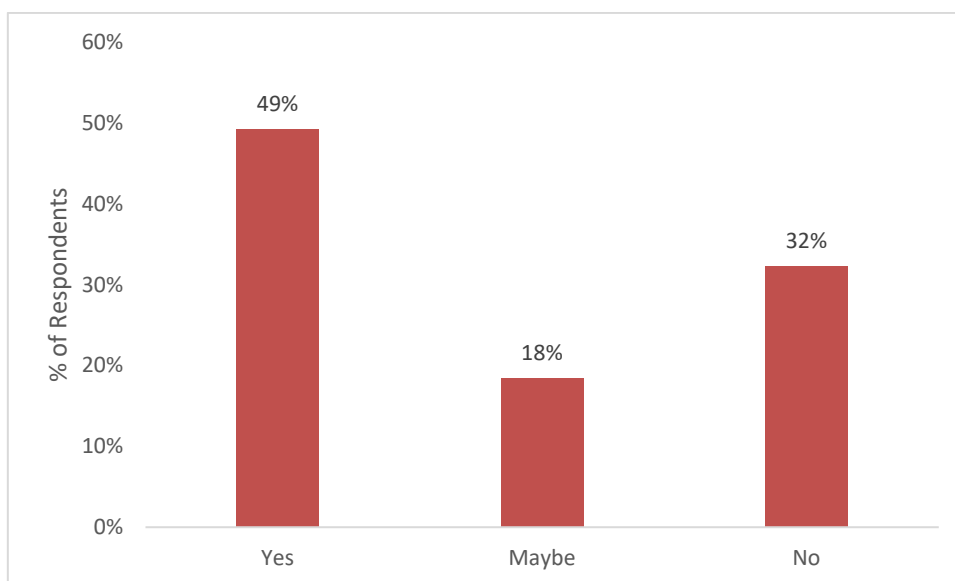


Figure 9. Q11a: Are you interested in cycling more often than you do now, or taking up cycling?

Respondents were asked to select the three measures most likely to encourage them to cycle more or take up cycling. The following three were selected most often – more dedicated off-road/traffic free cycle routes (33% of responses), more on-road cycle lanes (21% of responses) and reduce number/ speed of cars (9% of responses).

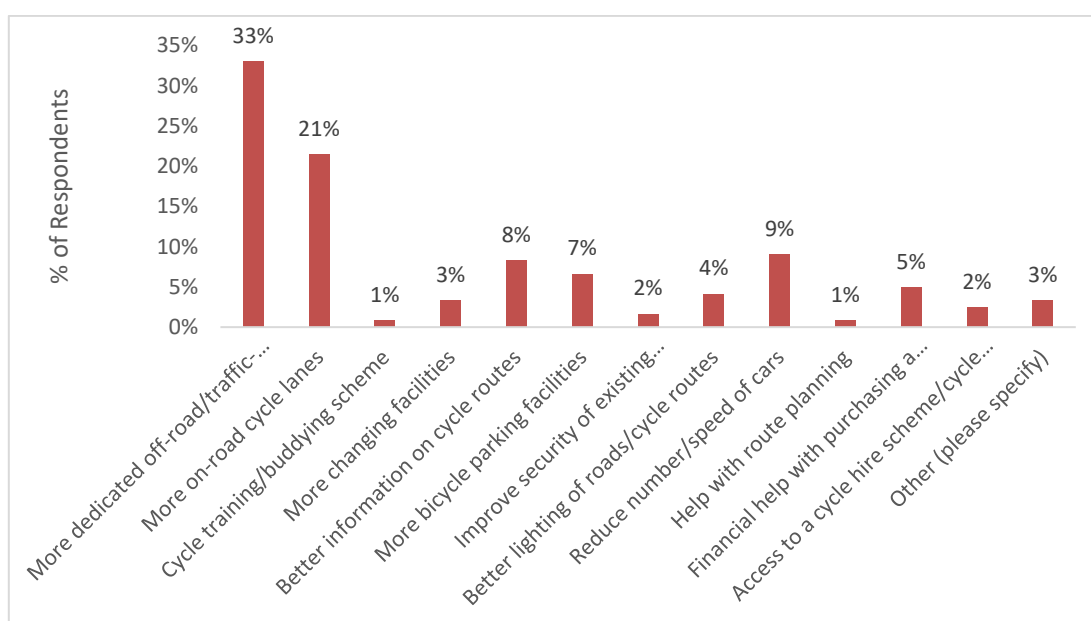


Figure 10. Q11b: Measures to encourage people to cycle more often

Looking at walking now, over two thirds of the sample (68%) 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 already walk enough.

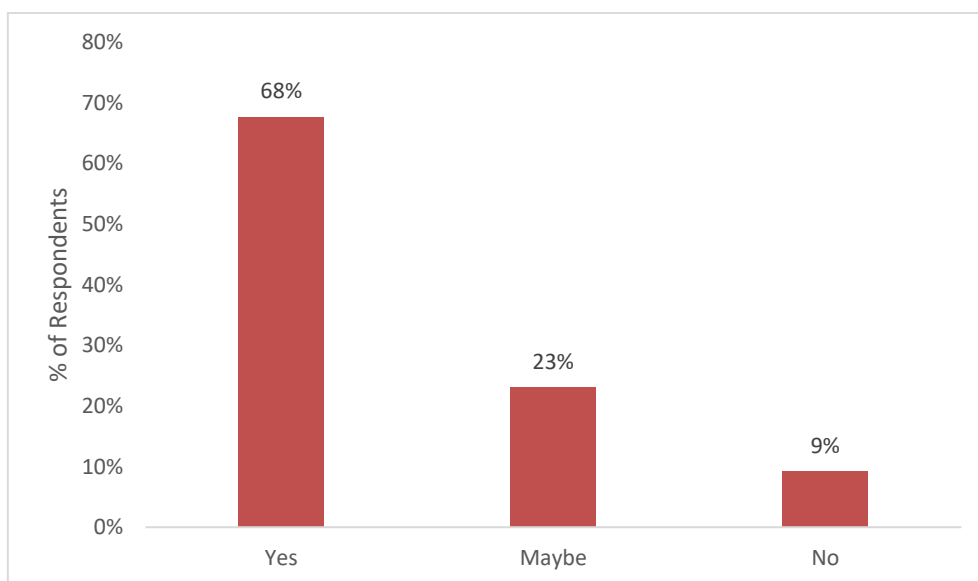


Figure 11. Q12a: Are you interested in walking more often?

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

- Better lighting of roads/walking routes (27%)
- Better information on walking routes (27%)
- Better pedestrian crossing facilities (21%)

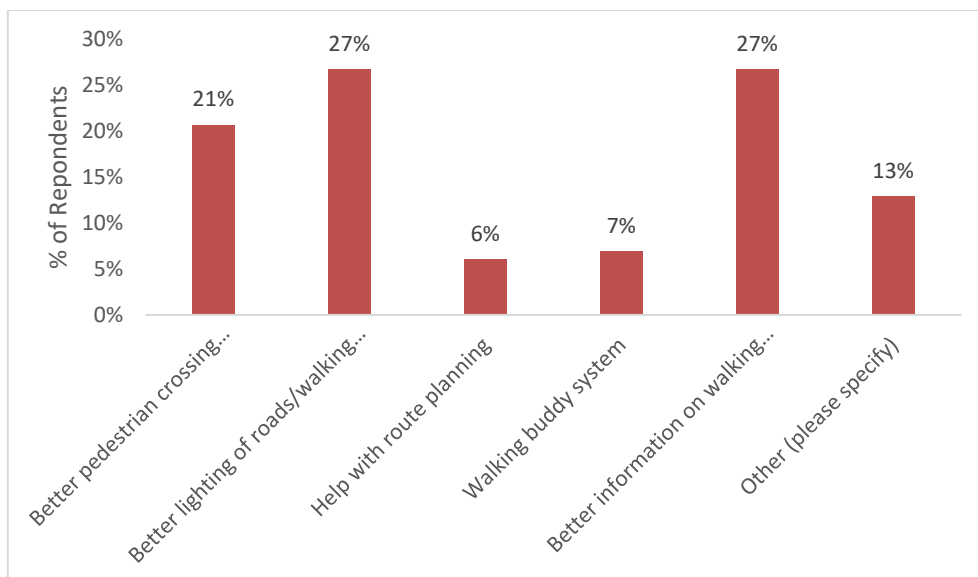


Figure 12. Q12b: Measures to encourage walking

When asked what were the main barriers stopping them to walk/cycle in Lanark respondents pointed out safety when walking or cycling (18%), followed by condition of roads, paths and cycle routes and the lack of off-road/traffic free cycle routes (both 13%).

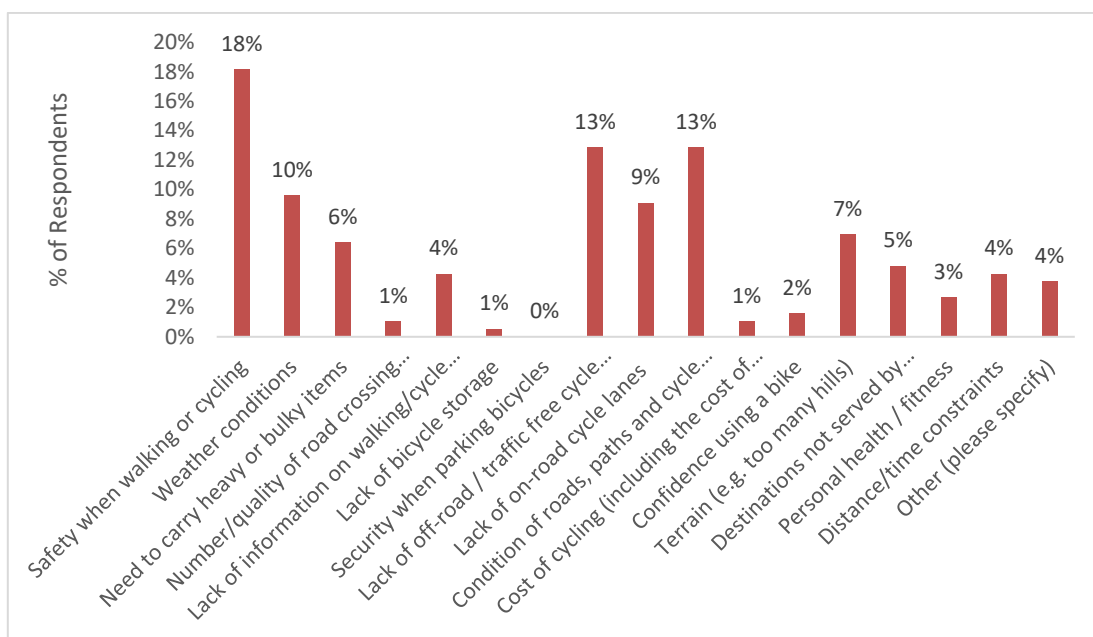


Figure 13. Q13: Main walking and cycling barriers across Lanark

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 Lanark.

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 ability to take bicycles on trains where the majority of the respondents had no opinion on these questions.

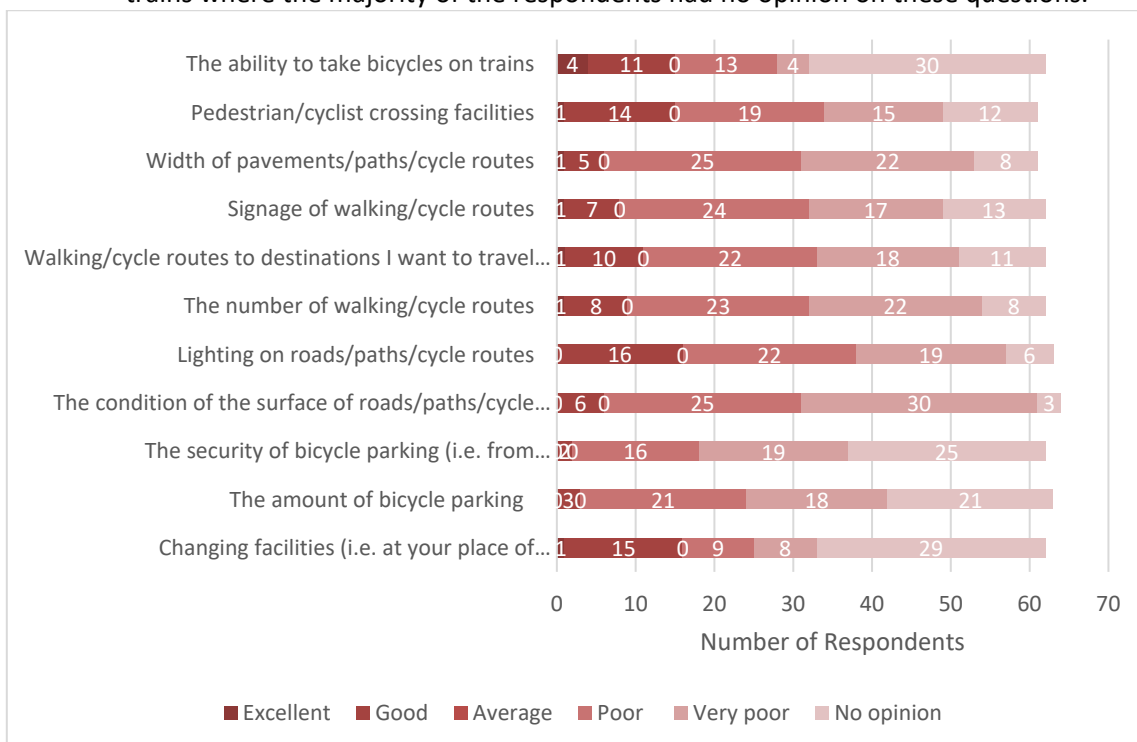


Figure 14. Q23: What do you think of the following walking/cycling facilities and infrastructure in Lanark?

3. LOCATION SPECIFIC COMMENTS

Throughout the survey participants were also provided with the opportunity to leave any free-text comments, the table below provides a summary of the location-specific comments grouped in themes that emerged during the analysis

THEME	LOCATION	PARTICIPANTS QUOTE
Cycling infrastructure	Hyndford Road	The cycle lane at Hyndford Road is a disgrace.
	Kirkfieldbank	Fast traffic, few cycle lanes makes cycling very dangerous
	Lanark town centre	Shocking lack of cycle routes from the main town centre to a number of the local parks, primary schools and play areas. Completely unsafe for children to cycle around the town.
		Road surface conditions are dangerous with potholes and debris, even in the dedicated cycle lane around Lanark.
	Thankerton/ Symington/ Biggar	Lanark has better facilities than all of the surrounding area. What about concentrating on enhancing these for the rural areas.
Signage (cycling)	Lanark Train Station	Train station could do with better signage and better cycling facilities
		Could do with better signage and a more welcoming entrance.
	Lanark	Signs of public routes would be helpful
Road safety when cycling	Hyndford Road	The cycle lanes are far too narrow, and are usually full of debris and potholes. The condition of the roads does not promote cycling as a functional mode of transport.
Walking infrastructure	Lanark Loch	It is unfortunate that the most used path round the car park end is

THEME	LOCATION	PARTICIPANTS QUOTE
		uneven. The rest of the pathway is excellent.
	Stey Brae	The condition presently is really dangerous to walk along.
Crossing facilities	Cemex facility	Being able to cross the road on a bicycle here is next to impossible.
	Gallowhill	Another concern is the lack of a pedestrian crossing on reaching Gallowhill at the foot of the slope.
	Lanark town centre	Too much traffic in town making it hard to cross the road.
Conditions of walking paths	Lanark/ Carluke/ Biggar	I walk extensively around the minor roads in the areas, the amount of rubbish is appalling. If you can offer any advice on how I could maybe volunteer to help clean up these routes, I would appreciate that.
	Quarry Knowe	There are several steep paths from Quarry Knowe leading to the Tesco Store. These are well used but are dangerous because of the slope and because the surface is bare soil.
Air Pollution	Town Centre	Too much traffic in town making lots of noise pollution
		A barrier to walking and cycling in Lanark itself is air pollution.
		The general level of traffic in and around the town increases air pollution and noise.
		Concerned about Lanark being an Air Quality Management Area both from a walking and cycling perspective since air pollution is a major killer in the UK.

4. SAMPLE PROFILE

The sample was not equality distributed in terms of gender, 65% of the respondents were females.

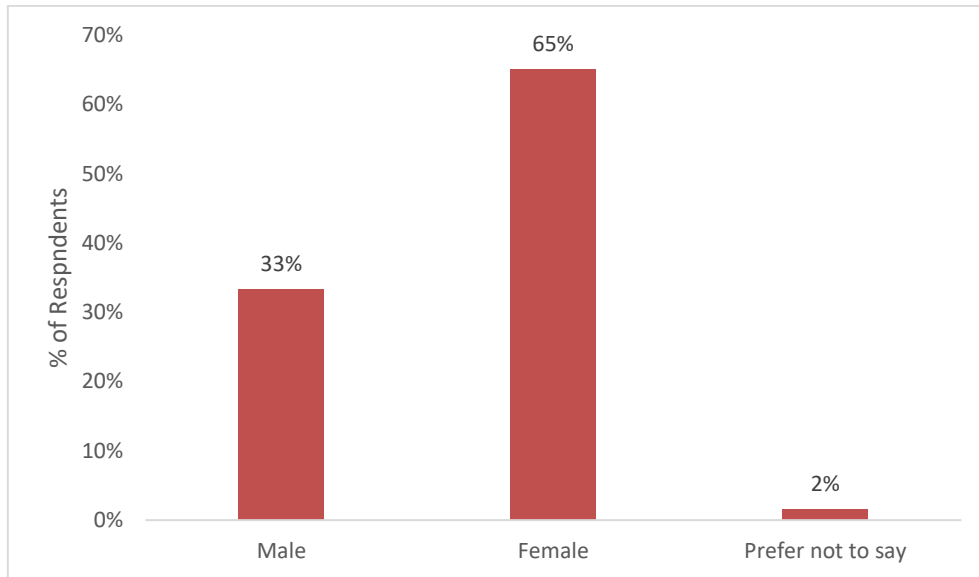


Figure 15. Q16: Respondent Gender

The largest proportion of respondents were aged between 45 and 54 years old (33%) as shown in **Figure 16**.

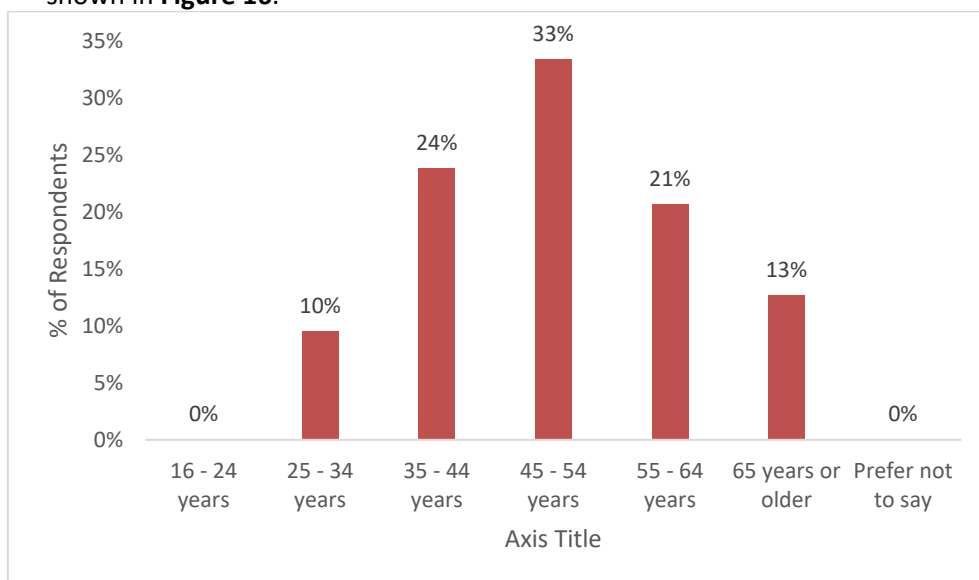


Figure 16. Q17: Respondent Age Profile

In terms of employment status, the majority of the people reported to work full-time (46%) followed by 22% who were working part-time.

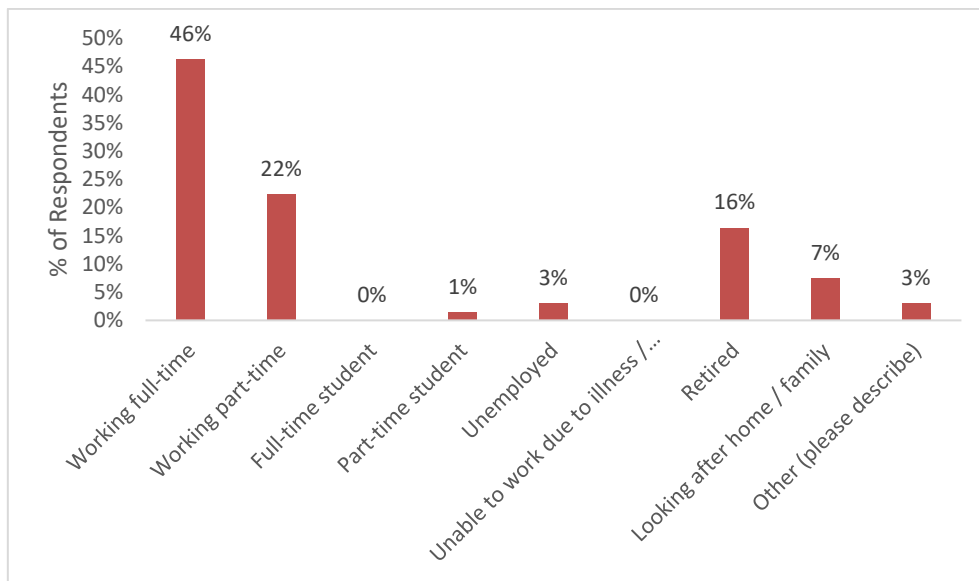


Figure 17. Q18: Participant Employment Status

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Latin America:

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North America:

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The SYSTRA logo is displayed in a bold, red, sans-serif font. The letters are thick and closely spaced, with a modern, geometric feel. The 'S' and 'Y' are particularly prominent due to their size and shape.

Appendix B2 - Lanark Active Travel Network Plan – Online Placecheck Map comments

Members of the public were asked to leave as many comments and ideas as they liked on the online map within the Lanark area. The following prompting questions were included in the introduction text:

Tell us what you would like to see done to improve conditions for walking and cycling:

- What do you like about the area?
- What do you not like?
- What would you like to improve?
- What is there already that should stay?

Think about what issues you experience and where there are problems that you would like to see sorted to make it easier for pedestrians and cyclists (and for buggy, scooter and wheelchair users) to get around.

Issues could include:

- areas where you don't feel safe
- places where it's difficult to cross the road
- places where it's difficult to push a wheelchair, or walk with children

Suggestions could include:

- new or improved road crossings
- wider footways
- routes (on- and off-road) that you would like to walk/cycle
- lighting
- cycle parking

The table below reproduces all the comments left on the map over March and early April 2020.

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things I don't like	pedestrian crossings cause delays	shorten green man time	43929	55.6744,- 3.78404
Things I don't like	Needs much more parking		43929	55.6732,- 3.77205
Things I don't like	Remove cycle lanes	Dangerous to road users, causes delays and waste of money!	43929	55.658,- 3.72776
Things I don't like	Bend in road, where there is parking on one side and vehicles are often forced into the middle of the road which is not safe and has led to me having to take evasive action on more than one occasion.	I drive this route daily and am concerned that there will be an accident one day. It is worse just now because of the building of two new houses, however the problem remains that the parking on the side with the houses inevitable leads to drivers having go round a bend in the middle of the road.	43903	55.6735,- 3.81935
Things I like	Lanark Loch	Great facilities for walking and cycling around Lanark Loch!	43902	55.6704,- 3.7496

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things we need to work on	Hyndford Rd between Lanark Loch and Beeches	A segregated bike path from park, past weird t-junction at Beeches, could make a scenic route to/from New Lanark.	43931	55.6681,- 3.75965
Things we need to work on	Track to New Lanark	Narrow and rough – maybe okay for mountain bikers but could it be improved so it's accessible to more people?	43931	55.6643,- 3.77415
Things we need to work on	increase speed limit		43929	55.6637,- 3.74677
Things we need to work on	More parking	Especially on busy days - deters visitors / tourists / local visits as you can often not get a space in the summer	43929	55.6642,-3.778
Things we need to work on	Retail park	Needs bike parking – maybe near Halfords. Could it have bike path round edge of car park/road (or to gate on Whitelees Rd)?	43923	55.6714,- 3.76801
Things we need to work on	Buildings on Thomas Taylor Ave	Public buildings need bike parking	43923	55.6734,- 3.76917

TYPE	TITLE	CONTENT	ADDED BY	POSITION
Things we need to work on	Provide off road cycle provision along Hyndford Road. Current on-carriageway cycle lane provision is inadequate	Route is well used and could do with upgrading. Plenty of space along racecourse section to make this off-road	43906	55.6628,- 3.74102
Things we need to work on	Improve cycle parking provision at rail / bus interchange		43906	55.6736,- 3.77361
Things we need to work on	Create access link through Hyndford Quarry site to create link between Hyndford Bridge and Clyde Walkway at the Falls of Clyde		43906	55.6517,- 3.74668
Things we need to work on	No cycle parking at council offices	There is no cycle parking facilities at council offices, so discourages people from cycling from other areas of Lanark to council offices for appointments or meetings.	43902	55.6728,- 3.77488
Things we need to work on	Cycle Lanes	The cycle lanes are usually full of debris, with areas of the road surface breaking up. The cycle lanes are also quite narrow and so not great when big lorries regularly use this road.	43902	55.6574,- 3.72762

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



SYSTRA

TABLE OF CONTENTS

1.	MAIN BARRIERS	3
1.2	SPT	3
1.3	DISCOVER LANARK (BID MANAGER)	3
1.4	DISCOVER LANARK (BID CHAIR)	4
1.5	LANARK COMMUNITY DEVELOPMENT TRUST	4
1.6	NEW LANARK TRUST	4
2.	ASSETS	5
2.2	DISCOVER LANARK (BID MANAGER)	5
2.3	LANARK COMMUNITY DEVELOPMENT TRUST	5
2.4	DISCOVER LANARK (BID CHAIR)	5
2.5	NEW LANARK TRUST	6
3.	KNOWN/PLANNED CHANGES	6
3.2	DISCOVER LANARK (BID MANAGER)	6
3.3	NEW LANARK TRUST	6
3.4	LANARK COMMUNITY DEVELOPMENT TRUST	6
4.	IDEAS/SUGGESTED IMPROVEMENTS	7
4.2	SPT	7
4.3	DISCOVER LANARK (BID MANAGER)	7
4.4	DISCOVER LANARK (BID CHAIR)	7
4.5	LANARK COMMUNITY DEVELOPMENT TRUST	7
4.6	NEW LANARK TRUST	7
5.	FURTHER COMMENTS	8
5.2	LANARK COMMUNITY DEVELOPMENT TRUST	8
5.3	NEW LANARK TRUST	8
6.	OTHER CONTRIBUTIONS	8
6.2	SCOTRAIL	ERROR! BOOKMARK NOT DEFINED.
6.3	COUNCILLOR RICHARD LOCKHART PROVIDED THE FOLLOWING REPLY	9
6.4	MSP CLAUDIA BEAMISH	10

A workshop was planned to take place on 17th March 2020, to gather the views and ideas of stakeholders on active travel in Hamilton. 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, Lanark Community Councils, Lanark Community Development Trust, South Lanarkshire Disability Access Panel, SPT, South Lanarkshire Cycle Partnership members, NHS Lanarkshire Bike User Group, ScotRail, Policy Scotland, relevant South Lanarkshire Council departments, Lanark Grammar School, Cycling Scotland, Happy n’ Healthy Community Development Trust, Community Action Lanarkshire, Go Bike, and Sustrans.

Contributions were received in early April 2020 from SPT, ScotRail, Discover Lanark (Business Improvement District), Lanark Community Development Trust, New Lanark Trust, Richard Lockhart, councillor for Clydesdale North, and Claudia Beamish, MSP for South Scotland region.

The comments received are reproduced below by theme. A map showing location-based comments is included at the end of the report.

1. MAIN BARRIERS

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

1.2 SPT

1.2.1 It is acknowledged that there are no formal active travel routes in the Lanark study area – perhaps predictably given the proliferation of local side roads, farm roads and quieter routes which can, and are, used to provide an ad hoc network.

1.2.2 Lanark is an historic town but is not a large settlement – there might be some trip generation from its status as the County Town but the primary trip generation is probably more locally based for the local populace as regards employment, health services, shopping, education and local courts. The main generator of more distant trips to/from the area will be New Lanark Industrial Village which is approximately 1.5 miles from the centre of Lanark (bus/rail stations) but on a steep gradient down to the village from Lanark itself – a gradient which might deter many wheelers, walkers and cyclists.

1.2.3 In addition the local “A” class roads (A72, A73 and A743 etc.) are subject to bends, widths and gradients and a level and speed of traffic which would make them unattractive to cyclists and walkers/wheelers.

1.3 Discover Lanark (BID Manager)

1.3.1 In terms of the town centre and walking /wheeling:

- narrowness of pavements in key areas e.g. Bannatyne Street, Broomgate
- difficulty of navigating the area around St Nicholas Church
- poor road crossing facilities at the western end of High Street
- difficulty of crossing at the High Street/St Leonard Street/Bannatyne Street/South Vennel junction where the emphasis is too much on the car
- poor / out of date signposting for visitors e.g. as you come out of the railway station there is a wholly inadequate map and out of date fingerposts - the visitor arrives and then is virtually abandoned
- poor pavements linking High Street to Castlebank Park via Castlegate
- poor pedestrian links from town centre to New Lanark discourages visitors from walking between the two sites

1.3.2 In terms of the town centre and cycling:

- volume of traffic on High Street and pinch point at St Nicholas Church
- could do with cycle link from town centre to Castlebank Park
- absence of actual cycleways; again the car is always given predominance

1.4 Discover Lanark (BID Chair)

1.4.1 Cycling to work or school – main barriers are weather, busy roads especially during commuting times, few cycle lanes, steep hill to be negotiated if travelling from Clyde Valley or New Lanark to Lanark. No designated off road cycling routes around New Lanark – could be a missed opportunity

1.4.2 Lanark has more than its fair share of interesting walks, however signage is very poor or non-existent

1.5 Lanark Community Development Trust

1.5.1 The Lanark transport interchange does not perform adequately as a Hub for local community needs or for visitors to the town. It should cater for the needs of those who depend on Lanark as the service centre for the Upper Clyde Valley and those who visit as tourists and recreational visitors, most obviously to visit New Lanark WHS or to walk a section of the Clyde Walkway beside the Falls of Clyde, but also to have the benefit of diversifying their day out with enjoyment of what the town itself has to offer. The Hub should have full facilities for effective modal transfer, including cyclists and walkers. It should have excellent information on services and on interpretation of the local area.

1.6 New Lanark Trust

- Cycling- lack of cycle facilities and cycle lanes. No 'cycle to work schemes / lack of awareness of these schemes.
- Traffic congestion in town centre- feeling unsafe on such congested roads.
- Walking- far too much traffic on the roads. People parking in ridiculous places to try and get as close as possible to their destination rather than using one of the car parks just off the town centre and blocking the pavements for walkers.
- Lack of pedestrianised areas- business owners think these would reduce footfall but could encourage people to walk and spend time in the area without the noise and pollution of cars and HUGE lorries in the town centre.
- For New Lanark, our biggest issue is a lack of non-road signage pointing from the train station / bus stance / town centre to the village. It is really only a 20 / 30-

minute walk through a picturesque area but visitors don't know this OR, they have come by car in the first place as it is so difficult to get to New Lanark with public transport.

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 Discover Lanark (BID Manager)

- widening / realigning pavements in key areas e.g. Bannatyne Street/Hyndford Place
- improving cycling / pedestrian links to Castlebank Park via Castlegate which is already a very attractive route architecturally
- think about realigning Hyndford Place as the 'heart' of the town centre rather than a rat run
- improve wayfinding signage, etc
- create an improved transport hub in Bannatyne Street with vastly improved visitor facilities

2.3 Lanark Community Development Trust

2.3.1 A strategic network of paths and cycleways should be well signposted from the Hub. This should be designed to take full cognisance of the Interpretative Strategy being prepared for the area by the three local development organisations and address a clear thematic approach.

2.3.2 One key element for the improvement of the walking network would be the extension of the Clyde Walkway at least from Bonnington dam to the Drove Road connecting with Robiesland. However, the Council's draft plan for extension of the Walkway further up the Clyde Valley should also be considered sooner than later, with Lanark as a prime start or finish point.

2.3.3 Lanark should be integrated better into the National Cycling Network, with a plan for the improvement and marketing of services to cyclists using the network.

2.3.4 Suggested themes for strategic walking routes are shown on the attached diagram [not included to this report as it is not yet a published document].

2.4 Discover Lanark (BID Chair)

2.4.1 The 8 mile loop (New Lanark – Bonnington Linn – Corehouse Estate – Kirkfieldbank – Castlebank – New Lanark) must be one of the best and most interesting 'easy' walks in Scotland.

2.4.2 The walk is not particularly well advertised or signposted and many of its fantastic views are becoming overgrown. A welcome addition would be a wooden bridge spanning the Clyde using the islands at New Lanark. This new 4 mile walk would allow more casual walkers to enjoy the beauty of the Corehouse Estate / Falls of Clyde and add to the tourist draw at New Lanark

2.5 New Lanark Trust

- Raise awareness of existing routes for walking and cycling
- Continue to promote joined up thinking between all partners regarding routes / paths / maps / tours
- Sculpture trail on key parts of Clyde Walkway / beyond

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 Discover Lanark (BID Manager)

3.2.1 Discover Lanark Business Improvement District has commissioned Stallan-Brand to deliver a masterplan - Designing Lanark - for the town centre and key gateways by autumn 2020. This will cover a range of areas including gateways, public realm, wayfinding, interpretation/ public information, lighting, greening, creation of event space, public art, decorating the town and proposals for key vacant units.

3.2.2 It seems to me that this links very clearly to the work you are doing and a meeting in the near future - potentially via zoom given the current restrictions - to discuss how the two pieces of work dovetail would be a good idea.

3.2.3 We are also hoping to purchase a 3D town centre model via ZMapping which may be useful for planning / consultation purposes if you do not already use such a tool.

3.2.4 This is part of a wider Vision for Lanark (encompassing the town centre, New Lanark and the Falls of Clyde) which is being worked on by a combined project group of Discover Lanark, Lanark Community Development Trust and New Lanark Trust. I am sure that the LCDT will contact you separately regarding this but it is all about how the three link together.

3.2.5 We are involved in the development of the Vision for Lanark Document and think this will be imperative to helping to shape Lanark's travel

3.3 New Lanark Trust

3.3.1 We have funding for two electric buses- we can't move ahead with production of the buses as neither contractor is currently in production. When we can go ahead with this (we have a grant extension), the plan is that the buses will run between New Lanark, the New Lanark Car Park and Lanark (not a scheme bus)- opposite the Tollbooth and the Transport Hub. The New Lanark Car Park has parking for up to 700 cars and for people travelling from further afield who can't access public transport, we will encourage them to use this and get the bus into New Lanark and Lanark (a few minutes each way) and then walk or cycle to explore further.

3.4 Lanark Community Development Trust

3.4.1 *Extracts from a strategy documents under preparation was provided by CDT, but not included to this report as it is not yet a published document*

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 SPT

4.2.1 Local access to/from schools and potentially shops and other amenities should perhaps take precedence in Lanark than seeking to deal with longer distance walk/cycle etc. aspirations.

4.2.2 In seeking to provide the best possible options for Active Travel, priority should be given to safe segregated off or on-road routes particularly serving the areas of highest or potentially guaranteed demand – schools, retail, jobs and public transport connections at Lanark Bus/Rail Interchange.

4.3 Discover Lanark (BID Manager)

4.3.1 Ideas will clearly come out of the Vision Lanark and Designing Lanark plans - again, it would be good to have an early discussion.

4.4 Discover Lanark (BID Chair)

4.4.1 Interpretative signage for walkway between Castlebank and New Lanark

4.4.2 Cleghorn Gorge Walk – non-existent signage, some parts need upgrading, as sheer drops are off-putting to cautious walkers or families with young children/dogs.

4.4.3 Formation of pathway to view Cartland Bridge – It is unbelievable that such a local treasure cannot be viewed properly from the ground! Could be a major tourist attraction.

4.5 Lanark Community Development Trust

4.5.1 Catering for local cycle circulation in a mediaeval town centre street layout is difficult. This will limit the encouragement of cycling for local trips. However, there are many underused buildings and small areas of land which could be used for the provision of dedicated cycle parking, rental stances and other facilities. This could integrate with the closes improvements which have been carried out in the recent past, for the benefit of walkers in the town centre.

4.5.2 Larger employers should be encouraged to adopt green travel plans with concomitant facilities for staff, perhaps with grant aid. The Council should lead.

4.6 New Lanark Trust

- Integrated green transport options to bring walkers and cyclists to the town
 - Better rail links from Edinburgh
 - The electric bus scheme outlined above (which would collect visitors from the railway station)

- A new transport hub with a bright, accessible point of information highlighting where to go and what to see
- Better way-marking of existing walks, especially those linking Lanark and New Lanark via Castlebank Park etc.
- An app or similar setting out these routes (paper maps less so)
- Bike parking at key points
- A 'hub' at the New Lanark Car Park, for maps, refreshments, starting points for guided walks / tours etc. This is a long term project in our Management Plan.
- Extension of the Clyde Walkway to form a complete circuitous route along all the key historic features
- A bridge over the Clyde just upstream from New Lanark
- Promotion of Cycle to work scheme by large local employers

5. FURTHER COMMENTS

5.1.1 *Do you have any other comments?*

5.2 Lanark Community Development Trust

5.2.1 Planning for specific modes of sustainable transport should not be done in isolation from the comprehensive perspective on all aspects of transport.

5.2.2 The case for the return of an Edinburgh train service can be enhanced by better modal interchange facilities at Lanark's Hub.

5.3 New Lanark Trust

5.3.1 It is imperative that the active travel survey is considered in the wider context of the developments happening in Lanark and New Lanark with the WHS Management Plan, Vision for Lanark and Discover Lanark BID, as well as green transport generally.

5.3.2 Lanark is unique in Scotland as a Historic Royal Burgh with a World Heritage Site (one of only 6 in Scotland and the only one run independently) on its doorstep. We must make it as easy as possible for people to be able to explore this unique heritage, especially in light of the current Coronavirus crisis.

6. OTHER CONTRIBUTIONS

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

6.2 ScotRail

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

6.2.2 Thanks for the opportunity to feed back. We are not a local business or community organisation based in any of the three towns, so we've kept our feedback a bit more generic, and haven't marked up the documents or answered each individual questionnaire. The below applies to all 3 towns, except where stated:

- 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
- 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

6.3 Councillor Richard Lockhart provided the following reply

6.3.1 *Richard Lockhart, councillor for Clydesdale North sent the following reply.*

6.3.2 Lanark is about one mile from New Lanark which has over 300,000 visitors per year apparently. The Problem is that Lanark might as well be 100 miles away in terms of the ability to make use of this huge number of visitors, as communications to Lanark from half the country (The East) are feeble and the same applies to the communications between Lanark and New Lanark.

6.3.3 The physical connections (one very narrow road (Can't even be used by larger tourist busses) – poorly signed access from Lanark to New Lanark – and a car Park that still leaves people some way to go down a steep hill means that these connections are very poor and totally unsuitable for older people or those with younger families. The car Park is only half way down and the pedestrian path to the Mill thereafter is steep and dangerous in anything but dry weather.

6.3.4 The signage from New Lanark to Lanark is very poor in terms of information and then – if you can find your way to Lanark town - there is the problem of having to deal with Lanark's appalling traffic jam in the High Street and then find any available parking. The car Parks in Lanark are almost all free all day which means that they ALL fill up from 8 in the morning with shop employees, leaving little or no space for Tourists. They should all be maximum 3 hours stay. The signing in Lanark is also dire, out of date and poor / lacking in useful information.

6.3.5 The Traffic jam in the High street is terrible – happens EVERY day – a lot of the day - and is one of the prime causes why locals never visit Lanark or try and drive through it. The proposed Gyratory system promised from 10 or more years ago has been shelved regularly - and to my mind provides the only sensible solution to trying to get the traffic moving in Lanark (by removing the Traffic Lights at the top of the High Street , so that people will actually want to come there to visit or shop. At the moment the combination

of a permanent traffic jam and no-where to park is a self-fulfilling suicide note for the town. Until this nettle is grasped the town is going nowhere – EVER

- 6.3.6 Another self-inflicted wound is the High Street Parking itself. The Council widened the Pavements to accommodate shoppers, and then allowed the Building of Tescos in the town centre and also Morrisons – which resulted in all the shoppers going there (thus not needing these wide pavements, which in turn cause their own disruption to traffic flow as cars parking are a constant blockage, but – have also ripped the heart out of the High Street, as these two big stores (and Lidl) now offer everything at lower cost thus stealing almost all the trade.
- 6.3.7 The other nail in Lanark’s coffin was the closure of the Branch spur Line to Edinburgh back in the 1960’s– thus cutting off half of Scotland’s population and half of Scotland’s tourists from the town. Without good road connections to Edinburgh, and the current infrequent Bus services from there, the town is limping along with one arm tied behind its back unless the station can be reopened (with a good bus connection to New Lanark)
- 6.3.8 The Current half way house proposal to develop Carstairs Junction (and hopefully) provide a linked Bus service to Lanark is a feeble alternative that is really just an excuse to save money. Lanark needs its own station.
- 6.3.9 In addition the Bus Services from the East side are feeble , infrequent and on poor roads – particularly in the winter . Lanark must get back its train service if it is to begin to prosper . This will not only increase tourist trade but also encourage people back to live in the area to the benefit of the town and trade.
- 6.3.10 I think that – whilst it is a feel good proposition to encourage Cycling – The distances between rural villages and the hilly nature of the topography, the dreadful weather for at least six months of the year – and finally the narrowness (and hence danger to cyclists) of many of the roads – preclude much take up of improved cycle tracks/ roads / paths/ connections.
- 6.3.11 Finally – in regard to walking and footpaths – this area is actually very well served by paths around Lanark and the various River walks. I do not see this as a priority over any of the above.

6.4 MSP Claudia Beamish

- 6.4.1 *Claudia Beamish, MSP for South Scotland region provided the following reply.*
- 6.4.2 As a regional MSP and co-convenor of the Cross Party Group for Walking, Cycling and Buses and a cyclist myself, I have a very keen interest in the future of our sustainable transport systems.
- 6.4.3 There is a hub in Lanark already of course, which is ideally placed to be developed further for really integrated public transport and active travel options.
- 6.4.4 Cycling action –
 - Well located, at the bus and train stations, there also needs to be the possibility of taking a bike on both buses and trains as well as more bike parking at the hub.

- Access to public transport with a bike is, of course, a wider issue than for Lanark and the surrounding area alone , but I am clear that robust advocating for this would be valuable.
- Buses and trains should have adequate space for bikes ad companies should be expected to support this.
- Further development of the cycle routes would also be valuable.
- Opportunities for safe cycling to school for children and for those going to work within the town and from nearby should be analysed. It seems it is reasonably safe for pedestrians but this is not the case for cyclists. Can there be any on-road segregated cycle routes developed.
- I suggest that The Community Links Awards with match funding between Sustrans and Councils should be looked into.

6.4.5 Walking –

- Possibly one of the very few upsides of the lockdown and daily exercise is that this could be built on with a possible campaign to encourage residents to walk to and from work and to encourage children to walk to school within the town.
- Cars around schools have been proven to produce air pollution which is bad from children's lungs.

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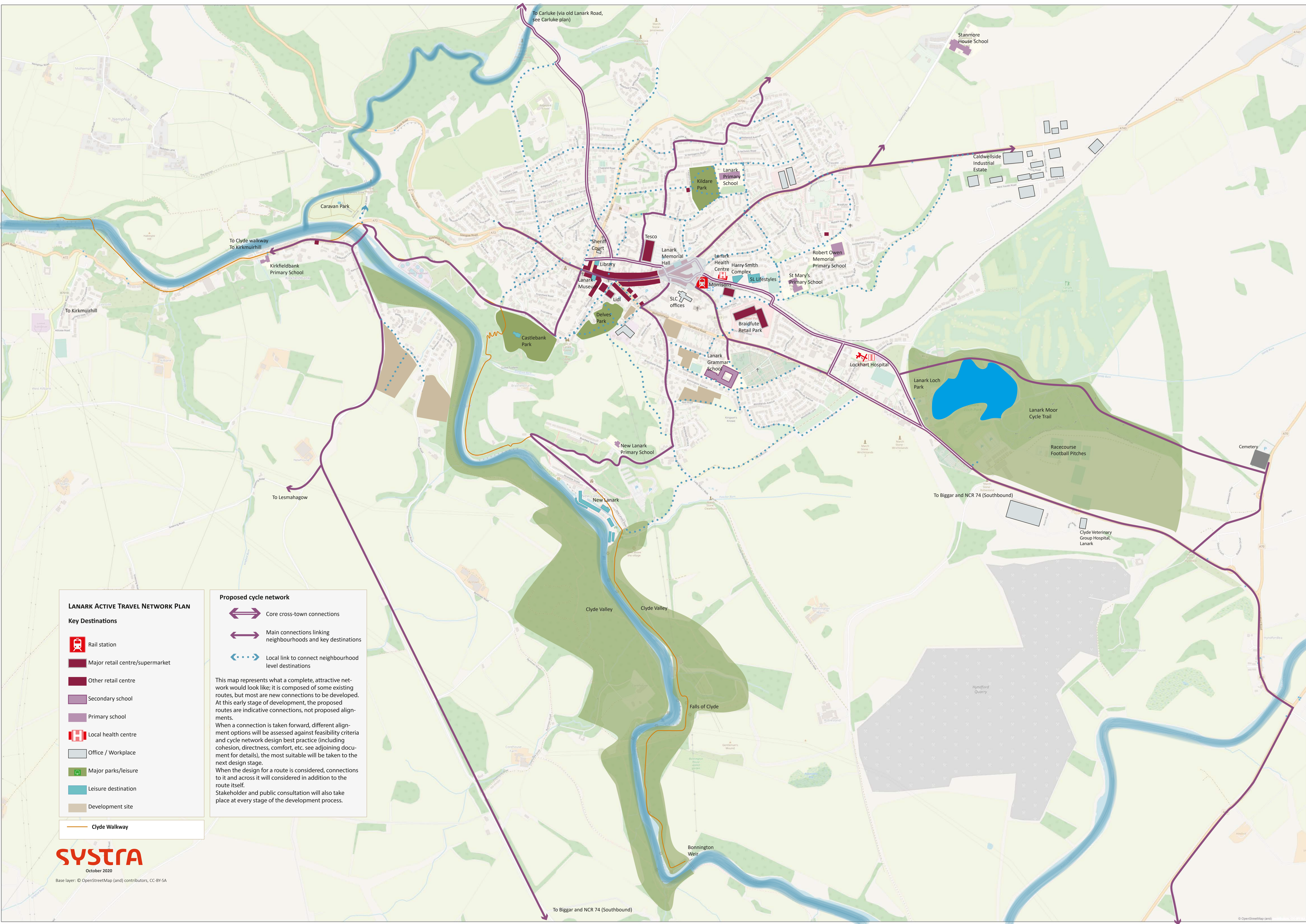
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Washington

The SYSTRA logo is displayed in a bold, red, sans-serif font. The letters are thick and closely spaced, with a modern, geometric feel. The 'S' and 'Y' are particularly prominent due to their size and shape.







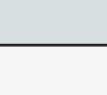





Appendix C: Large scale map of proposed cycle network




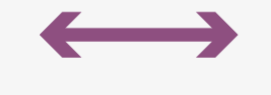

LANARK ACTIVE TRAVEL NETWORK PLAN

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

 Clyde Walkway

Proposed cycle network

-  Core cross-town connections
-  Main connections linking neighbourhoods and key destinations
-  Local link to connect neighbourhood level destinations

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.



October 2020
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: Lanark Active Network Plan

Stakeholder workshop held on Thursday 1 October 2020 2pm-4pm

Venue: Microsoft TEAMS

Project Number: 109624

Attendees

Stuart Laird, Traffic and Transportation Engineer, South Lanarkshire Council

Councillor Peter Craig, Chair of the Cycling Partnership

Councillor Richard Lockhart

Councillor Julia Marrs

Councillor Catherine McClymont

Graham U'ren, Director of the Community Development Trust

Melissa

Jane Masters

Derek York, NHS Lanarkshire Bike User Group

Patricia

Peter Magnus

Veronika Desova

Sandy Carle, South Lanarkshire Council

Aurelia Ciclaire, SYSTRA, Principal Consultant

Lynda Haughney, SYSTRA, Senior Consultant

A workshop was held on Thursday 1 October 2020 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 proposed principles are set out below:

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



- Comfort; and
- Attractiveness

These principles were unanimously accepted by the workshop participants.

Graham U'ren made the point that there was a complex series of factors in play when considering active travel: that traditionally and still today, Lanark is a market town, where trade is encouraged; there is a huge amount of traffic in the town centre; and the town faces a relatively high level of deprivation. Ideally an active travel network should enhance the town as a heritage destination, promote its connectivity within the local area, and promote regeneration.

Councillor Lockhart agreed that it was an interesting and informative report, but also noted that the proposals seemed slightly 'Utopian'. He also said that what was missing from the plan was a strategic plan to get more people coming in to Lanark, and that it was important to continue improving junction links.

Councillor Craig said that it was a thorough and considered study. He agreed with Councillor Lockhart that it's important the network should bring people in to Lanark, and make it more attractive as a place. He noted that the Clyde walkway was a fabulous tourist asset, and that the town's narrow streets should be seen as an asset, not a constraint, as they make it less appealing for cars.

Stuart Laird noted that the Clydedale STAG was looking at possible transport interventions to reduce traffic and meet the wider objectives for the area, and that the Network Plan will integrate with the outcomes of the Clydesdale STAG; that the focus of the ATNP was on active travel, and on creating walking and cycling links that served local trip desire lines and also fit into a wider network. He also pointed out that there will be a 10 – 20 mile corridor where the Lanark and Carluke networks can eventually join up.

A couple times in the discussion, the hilliness of the area, and the steepness of some of the routes were mooted. However, it was also noted that e-bikes and e-scooters are rapid increasing in popularity.

Stuart Laird noted that the traffic model for Lanark shows that a very high proportion of journeys are short local trips, that could potentially be made on foot or by bike. There is also a lot of traffic associated with the school run.

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?*

Workshop attendees agreed that the lockdown had seen an upswing in walking and cycling in Lanark. Patricia said that she and her family had massively increased the amount they cycled during the pandemic, including longer trips; though as lockdown had lifted they now cycled less, and differently. She noted that there were some tricky junctions which made cycling more difficult for her son.

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?*

Graham U'ren said that at a high level the proposed network was sound, but that the details would need to be considerably refined. He suggested there could be more emphasis on walking, and raised the issue of shared use of the Clyde Walkway. SL said this would likely be a matter of education.

Councillor Marrs stated that it was a really good study, incorporating a wide variety of routes; however she expressed some concern about the lack of clarity about the land ownership of some of the proposed routes. SL said that it was often possible to reach an agreement with landowners, but that a compulsory purchase order was always an option as a last resort.

Councillor Marr underlined the importance of feeling safe and confident when actively travelling, and said that she would not like to walk some of the routes in the plan with young children or in heavy traffic. Some of them even made her feel fearful, she said, and cited Kirkhill Bank Brae as a problem street. SL said that under the Cycling by Design standards, paths were designed to be manageable for a competent 12 year old child cycling unaccompanied.

Derek York noted that the introduction of a cycle path, especially a segregated one, automatically made the environment more pleasant for walkers, as they were then at a further remove from the noise and pollution of traffic.

Several of the participants raised the subject of a connection between Beeches Road and the racecourse, saying it would be a very welcome addition. Graham U'ren suggested widening the path to give greater separation between cars and vehicles. DY asked about a connection between the racecourse and the town centre, and also suggested switching the cycleway and the footpath around.

Councillor McClymont asked whether any consideration had been given to a bike hire scheme, e.g. in each of the big towns. SL replied that SLC had done a study in East Kilbride, Cambuslang and Rutherglen, and found that there's generally not sufficient uptake.

Patricia noted that the Vennel between Costa and Tesco was a good alternative to High Street. She also noted that some of the cycle paths already in place had surfaces which were 'downright dangerous' – any additions to the network should include a maintenance plan. Patricia also noted there was a need for more bike racks to be provided across the town. SL said that SLC are looking at cycle parking as part of the re-development of the bus station area.

SL also said that any introduction of a cycle path will include consideration of feeder links to nearby destinations.

Graham U'ren said that a major multi-modal 'welcome hub' would be a very positive addition to Lanark – with facilities for travellers, information and an all-modal interchange.

It was noted that Lanark was hilly, and in particular the road to New Lanark was steep, which makes it challenging to travel by bike.

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.

SL noted that routes around the town centre would be prioritised. The delivery of the network would follow Sustrans' 7 point plan, and through that route it would likely take two years before any infrastructure would appear on the ground.

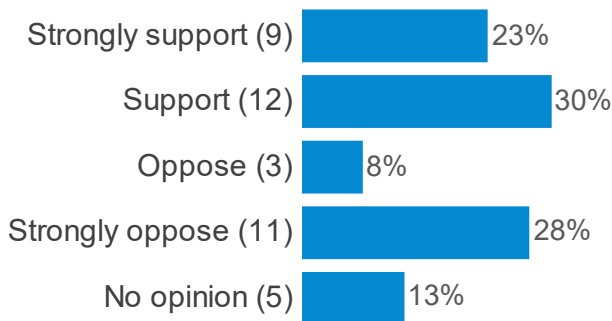
Lanark Active Travel 2020 - Part 2

This report was generated on 05/10/20. Overall 40 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

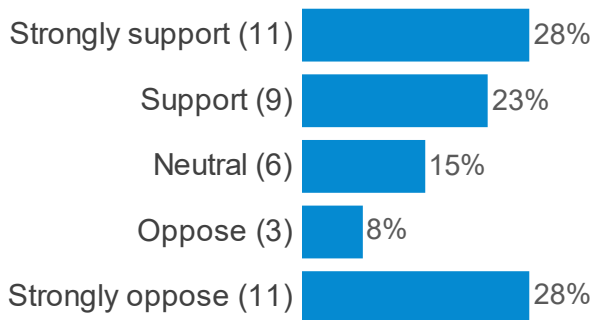
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Having looked at the map of the proposed network, to what extent do you support or oppose the proposals?



In the proposed delivery phases (page 41 of the report), the first stage is an active travel route from Lanark Loch to Stey Brae via the rail station and town centre. To what extent do you support or oppose the proposal?



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

Areas outwith Lanark

Hyndford Bridge cycle access with dedicated cycle priority via lights, and wider cycle lanes on the uphill section thereafter.

main routes out of Lanark should be given priority, Hyndford Road, Cleghorn Road, Glasgow Road & St Leonard Street. Very few people would wish to cycle down the Stey Brae (definitely not given the current state of this path)

Lanark 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 think it's needed.

This route does nothing. Get some meaningful routes sorted that go between proper destinations

None

The current provision for pedestrians is adequate. Cyclists need to be kept off pavements before there is an accident!

I strongly support pedestrian routes but I am opposed to bike routes which are just for a very tiny number of people.

The proposed route using the Stey Brae would include gradients that are not appropriate for active travel. A cycle route should have a maximum gradient of 5% in accordance with design guidelines (Cycling by Design) - the Stey Brae (which incidentally is not named in the report) is significantly steeper than this. Quite bizarrely, the proposed route is possibly on the steepest route out of the town. The Stey bae has a maximum gradient of around 15%, which is not appropriate. The continuation of the route towards Carluke would also involve a very steep hill after crossing the River Mouse. A far more viable route would be via an improved footpath on the Cartland Braes then via Rothesbank towards Carluke. This would have a more appropriate gradient and would be a far more appealing route for NMU traffic. From a brief read through the report, there are a number of drafting errors. A particular example is on page 46 where reference is made to "Castlegate Park", when the accompanying figure notes the correct name "Castlebank Park". Whilst it is noted that site visits were not possible due to COVID, there are number of tools available that could identify the suitability of a route for active. The report contains a number of a figures taken from Strava, the route planner in Strava could clearly identify excessive gradients which would assist in the selection of routes.

Total waste of money. Improve the town centre first

none

Money can be spend on other things, surely?

Leisure routes around new lanark would be nice

some routes around new lanark and the clyde valley

Lanark is already gridlocked year round and taking road space away for cyclists will make the town a nightmare for locals and less attractive for tourists. Cannot support this at all.

nicer town centre environment, better station waiting area, etc

New Lanark area - paths etc could use upgraded

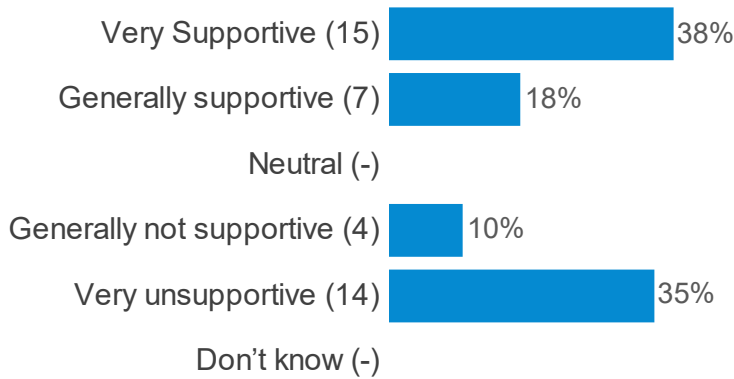
I don't know of any routes. I believe some improvements around New Lanark would be welcome and attract more tourists / visitors

new lanark area

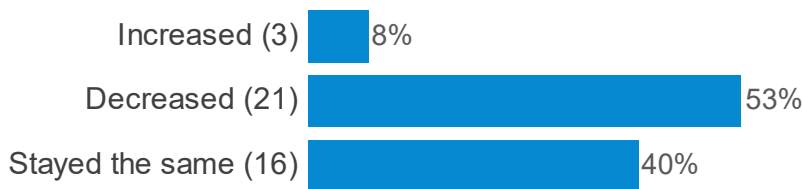
Routes that are useful for leisure use - e.g. around new lanark could be redeveloped with a second bridge over the clyde to allow for circular walks/cycles

Lanark Active Travel 2020 - Part 2

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



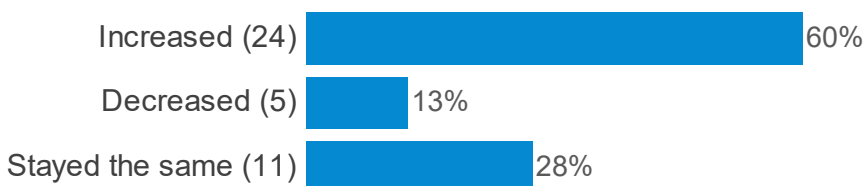
Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Lanark by the following means increased, decreased, or stayed the same? (Car)



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

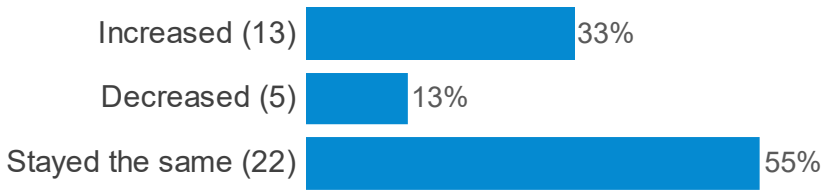


Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Lanark by the following means increased, decreased, or stayed the same? (Walking)



Lanark Active Travel 2020 - Part 2

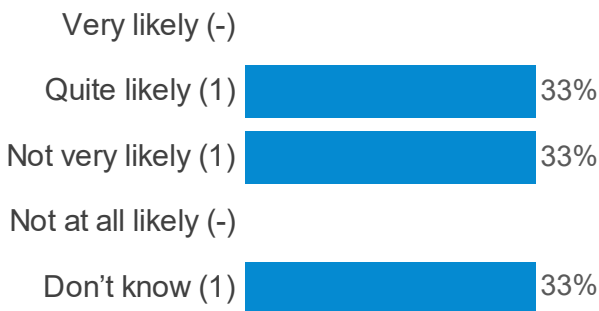
Please think about your average travel per week. During the Covid-19 travel restrictions, has the frequency of your travel in and around Lanark by the following means increased, decreased, or stayed the same? (Cycling)



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

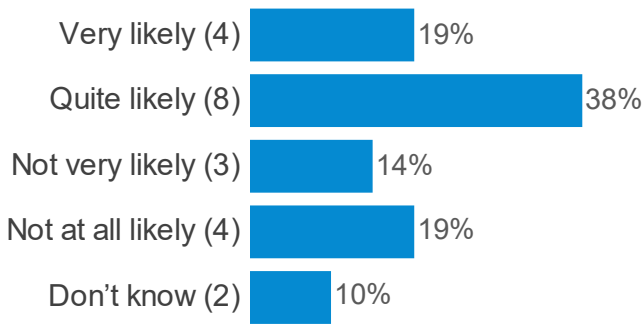
- Very likely (-)
- Quite likely (-)
- Not very likely (-)
- Not at all likely (-)
- Don't know (-)

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



Lanark Active Travel 2020 - Part 2

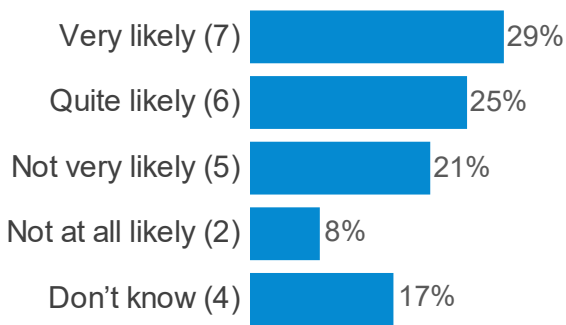
As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Decreased car use)



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

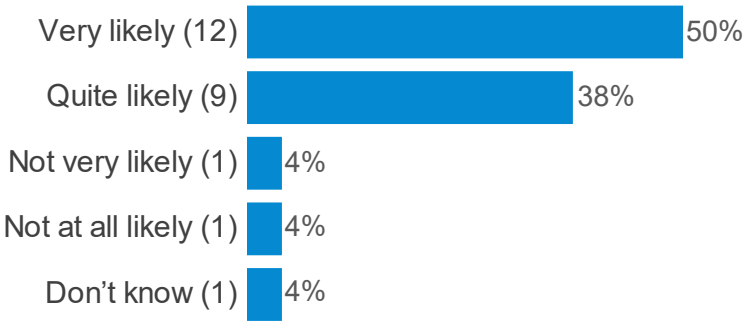
- Very likely (-)
- Quite likely (-)
- Not very likely (-)
- Not at all likely (-)
- Don't know (-)

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

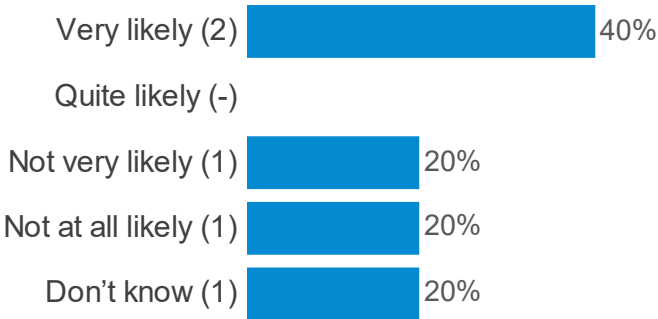


Lanark Active Travel 2020 - Part 2

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



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

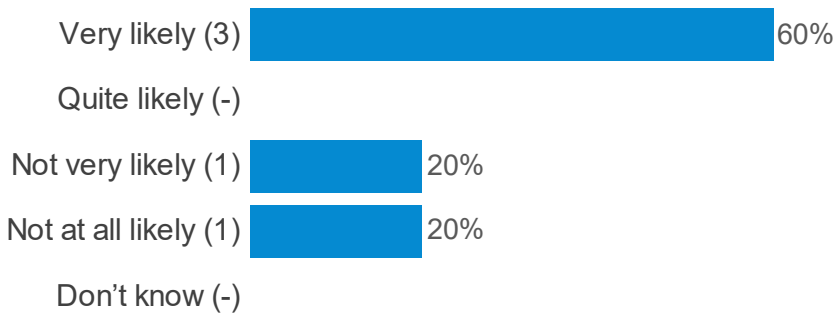


As COVID-19 restrictions are progressively lifted, how likely are you to continue the following change in the long term? (Increased cycling)

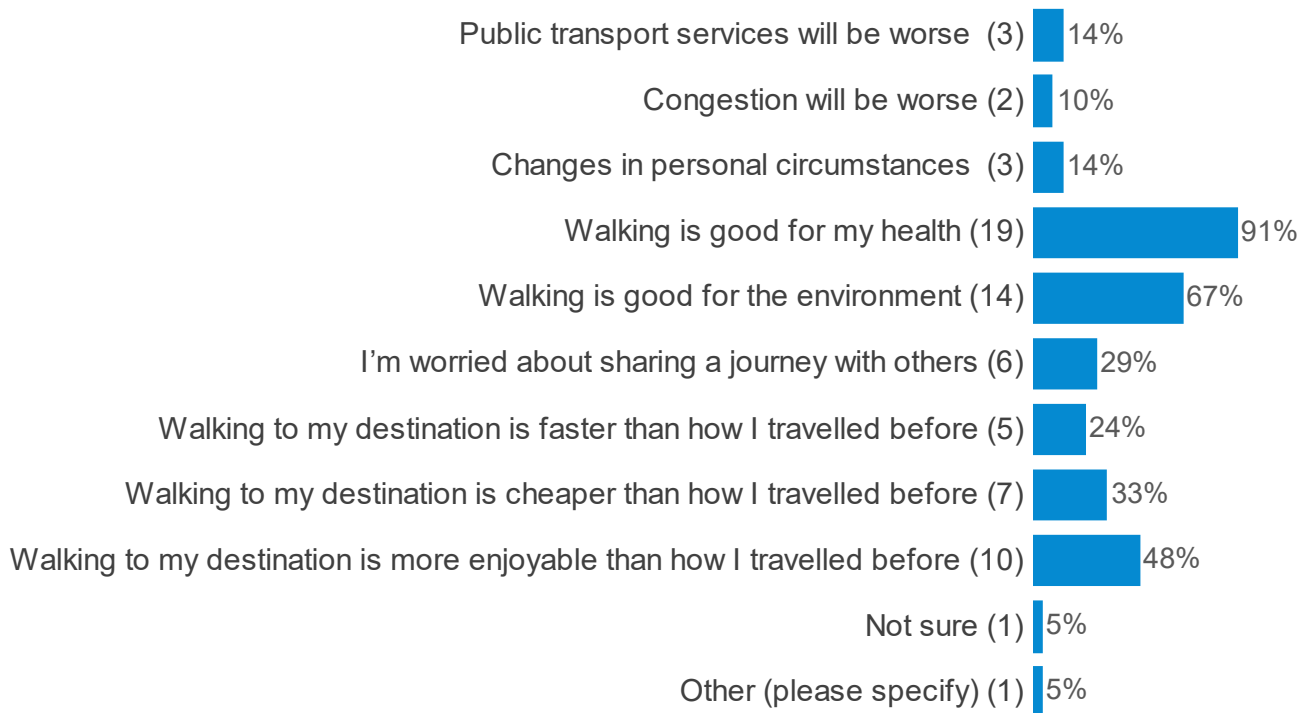


Lanark Active Travel 2020 - Part 2

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



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

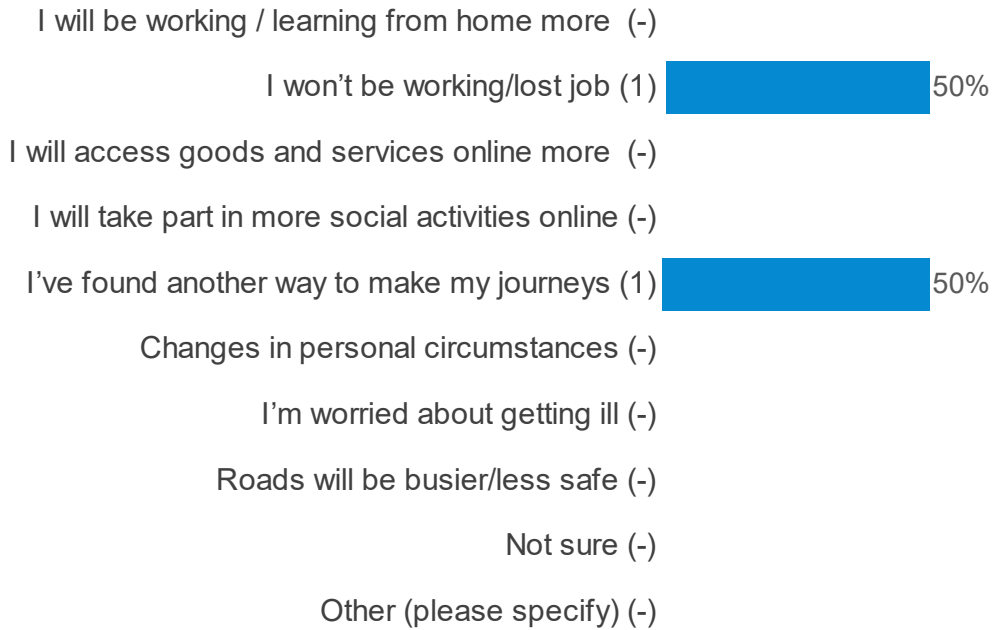


For what other reasons do you think you will continue to walk more in and around Lanark after travel restrictions are fully lifted, compared to before Covid-19 travel restrictions?

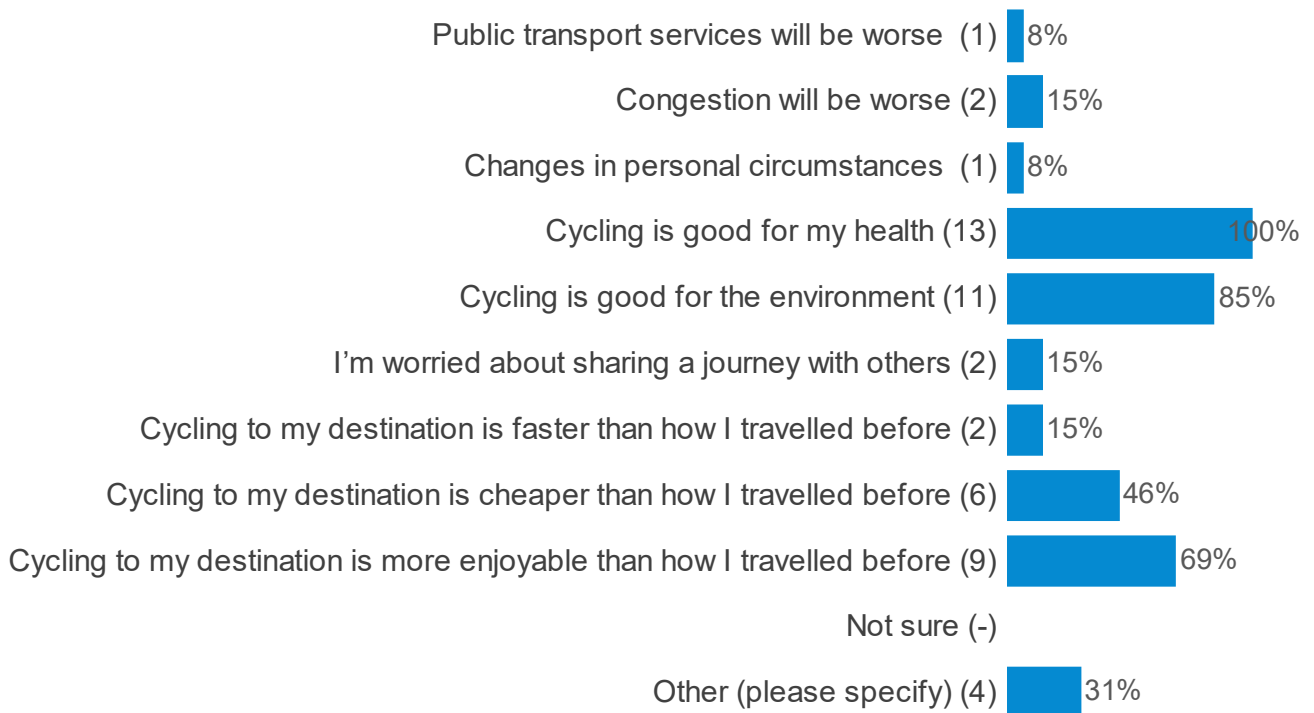
More working from home, less need to travel for business. My son is now walking himself to and from school, I don't need to accompany him. The traffic in Lanark has returned to pre-lockdown levels.

Lanark Active Travel 2020 - Part 2

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



Lanark Active Travel 2020 - Part 2

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

I enjoy it and want to make it a regular activity

Have found new routes for cycling

Once improved inter town cycle lanes are created then I will feel safer commuting to Wishaw and back, but will need fully streetlit to make safe to use in winter

Encourage my children to be more active


For what reasons do you think you will cycle less in and around Lanark 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 (1)  33%

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 (1)  33%

Changes in personal circumstances (-)

I'm worried about getting ill (-)

Roads will be busier/less safe (1)  33%

Not sure (-)

Other (please specify) (-)

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

The main problems in Lanark with cycling aren't in the town, where it's not so bad for average commuters, but on the main roads in which are narrow, 60mph, often uphill and where drivers force past cyclists on bridges, round blind corners and on the straights. Hyndford Bridge is the only route over the Clyde and is so steep that drivers almost stall there. The route between Carstairs and Lanark is blind, fast hilly and to be avoided on a bike at all costs. Wider pavements with cycle use rather than painted lines in the road which are ignored, would be a great help.

The current cycle lane on Hyndford Road is a disgrace and not fit for purpose. This stretch of road urgently needs attention, repair and widened (parts are narrower than the width of a MTB handle bar)

Cycle paths would be great. Especially ones not on the main road. Towards biggar would be better. Innerleithen to pebbles is a fantastic example

Not sure if the intention is to resurface the stey brae, but at the moment it's steepness and conditions make it quite tricky in the wet and winter conditions. Waterloo Drive always has a lot of parked cars and the entrance to it has no pavement on one side. There are lots of hills on this route. Where are people going to after the stey brae?

Lanark Active Travel 2020 - Part 2

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

Make the routes meaningful. Don't simply pick ones that are easy to deliver. Make yourself target of ensuring each village is joined to at least one other by such a route and where a village is say less than 3 miles from a town make sure there is a walk/cycle route. Totally unfair that some villages have no pavement joining them to anywhere

Walking and cycling in Lanark is currently adequate - no need for change with could affect traffic congestion

I'm a wheelchair user and find a number of the pavements and footpaths in poor condition with no drop kerbs and apart from the High Street, many are very narrow meaning people struggle to pass me and stay on the path. Navigating from the bus to the High Street is particularly problematic. Are provisions going to be made to ensure the upgrades to paths are suitable to wheelchair users?

Since having my baby I have noticed how bad the pavements are around Lanark. I live near the Wellgate so ideal for walking to parks and the centre with the baby but the pavements to all of these places apart from the high street itself are awful. Prior to having a baby I used the car a lot so was never aware of it and even walking it wasn't something I thought about. It must be dreadful for wheelchair and walking stick users never mind dangerous for young children and older adults who may not be as steady on their feet. I think this should be sorted ASAP as some older people may not drive and walk to buy essentials in the town. I also would like to see another road to New Lanark seen as a priority. Huge lorries and bus loads of tourists and hotel guests are turning that tight corner on a daily basis. The road is already far too busy and alternatives need to be explored such as the beaches. Personally I love Delves Park so would not like to see this as an actual road but a footpath would be lovely. Lastly I think play parks could play a huge part in this. Encouraging families to cycle or walk to the parks. Investing in more play equipment around Lanark and maintaining it would have huge benefits for health and encourage families to get out more. Lockdown for many families has encouraged people to get out more locally walking to local parks rather than driving further a field

With the increased car traffic on Lanark roads following easing of covid restrictions I have found drivers increasingly inconsiderate to cyclists. Particularly on hyndford road where the dangerous and useless cycle lane is. It needs removed or changed before someone gets hurt.

One way routes would greatly help as some areas are narrow. Also where possible signage and lanes for walkers and cyclists as walkers don't often hear cyclists or are forced out of the way by cyclists.

Fully support these proposals

Basically I do not cycle and I think that walking is the way forward in a town and your survey tends to support that view. Recreation biking is fine but I see very little evidence that people in deprived areas would be keen on it. The upsurge in biking is with Middle Class people keen on fitness. Also elderly people depend on their cars to get around and it must be noted that over 50% of the people in Lanark are now over 50 and would like to see improvements in walking routes rather than bike routes. Finally the Council does not have resources to clean the bike routes.

Whilst I am in full support of improving cycling and walking facilities in Lanark, I find it very disappointing that a study such as this would be published without carrying out site visits. The proposed route towards Carlisle via the Stey Brae fails to identify that there would be excessive gradients, which I hope would be very apparent from a site visit.

The routes must be maintained as not done at moment, and stop using coloured topcoats as this crumbles and makes surface rougher than the road surface. Remember not all bikes use fat mountain bike type tyres (road bikes use average 25mm tyres). More barriers between road and cycle paths. And make cycle paths wide enough as some are narrower than my handlebars so very dangerous when cars think they can pass beside you as in designated lanes. More labelling for cars to see when cycle lanes are there to stop them driving in them.

Cycling during lockdown was so enjoyable with so little motor traffic and no exhaust fumes. If motor traffic could be permanently reduced so many more people would be able to enjoy walking and cycling in the town.

themmmmm

Lanark Active Travel 2020 - Part 2

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

I would like to see improved crossings and pavements on hope street / cleghorn road / A706 - more children would walk to school if there was crossings in place. Cars speed along the road.

The road from Carstairs outside Lanark has a 50mph speed limit. It is suggested to make it safer for pedestrians and cyclists it should be reduced to 30mph from the Beechrove Care Home to Lanark.



Appendix E: Equality Impact Assessment

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



TABLE OF CONTENTS

1.	PROJECT DETAILS	3
2.	EVIDENCE	4
3.	IMPACT	10
4.	ASSESSMENT	15
5.	ACTIONS	16
6.	APPROVAL	17

1. PROJECT DETAILS

1.1	<i>Scheme name:</i>	<i>Lanark 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 Lanark and 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 what is known currently 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; • 16% of the population of Lanark is under 15; those aged 65 and over comprise 21% of the local population. Combined, they comprise 37% of Lanark's population. Lanark has a slightly older population than the national average, where both age groups representing 17% of the 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.

2.2	Disability	<ul style="list-style-type: none"> • <i>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).</i> • <i>Individuals with long term illness may benefit from being more active but may lack confidence or ability to do so;</i> • <i>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.</i> • <i>21% of the population of Lanark consider that they have a long-term health condition or disability that limits their activities, this is just above the average across Scotland (20%).</i> 	<p><i>Experience of engaging with disabled people’s representatives on active travel issues;</i></p> <p><i>Engagement feedback;</i></p> <p><i>Scottish Census 2011</i></p>
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2.3	Ethnicity	<ul style="list-style-type: none"> • <i>In some ethnic groups, social norms tend to discourage active travel choices so use of these modes is low;</i> • <i>1.1% of the population in Lanark identify from a non-white ethnic background; 1.1% state that they do not speak English well or at all;</i> • <i>Ethnic minority groups are less likely to hold a driving licence (48% compared to 66% for white groups across Scotland);</i> • <i>Some ethnic minority groups are more likely to have access to a car than others;</i> • <i>Indian, Bangladeshi and Pakistani people are more likely than other ethnicities to visit urban greenspace for exercise;</i> • <i>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%).</i> • <i>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.</i> • <i>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.</i> 	<p><i>The position of Scotland's Equality Groups Revisiting resilience in 2011;</i></p> <p><i>Scottish Government Equality Outcomes: Ethnicity Evidence Review 2013;</i></p> <p><i>Community Green: Using local spaces to tackle inequality and improve health – CABE Space, 2017;</i></p> <p><i>What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?, DfT 2011;</i></p> <p><i>Scottish Census 2011;</i></p> <p><i>Transport and Travel in Scotland 2018.</i></p>
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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 Lanark; • 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 Lanark 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 Lanark 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>65 responses were collected for the first survey, almost two-thirds (65%) of which were from women. 13% were 65 or older, however none were under 25. 18 % were retired. Given the number of responses, results were not disaggregated.</i></p> <p><i>A further 40 responses were collected for the follow-up survey in September 2020, however, socio-economic data was not collected.</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>			
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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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 particularly prominent and stylized.