



Make Your Way Key Links - Leadhills and Wanlockhead

23.02.21, 10:30am

Google meet: <https://zoom.us/j/91494966204>

Attendees:

- Emma Connolly (EC), Leadhills Toddler Group
- Amanda Davis (AD), Leadhills Development Officer
- Anne French (AF), Leadhills Primary School
- Stuart Lang (SL), Leadhills Golf Club
- Robert McCafferty (RM), Wanlockhead Visions CIC, Wanlockhead and Leadhills Railway
- Sarah O’Sullivan (SOS), Project Officer - Active Travel, Community Action Lanarkshire
- John Ralph (JR), Leadhills Community Company
- Vicky Reed (VR), Leadhills Parent Teacher Council
- Lincoln Richford (LR), Wanlockhead Community Council
- Androulla Richford (AR), Wanlockhead Community Council (Secretary)
- Colin Pettigrew (CP), Leadhills General Store
- Lorna Diplacito (LD), Community Action Lanarkshire (Minute taker)

Apologies:

- Rab Campbell (RC), Leadhills Community Company and Hopetoun Arms Hotel

Subject	Action
1. Introductions - Meeting well attended with individual introductions from SG members.	
2. History of project	
<ul style="list-style-type: none"> • SO: 8 x rural Clydesdale Sustainable Travel Action Plans 2019. Priorities for Leadhills: • Options appraisal with budget costs for measures to promote active travel patterns / reduce traffic speeds on B797 • Costed design proposals for the creation of more attractive / pedestrian friendly village centre public spaces; particularly in front of the Hopetoun Arms and the Village Hall. 	
SO: CAL application to Sustrans Places for Everyone 2020 (Abington, Douglas, Leadhills, Wanlockhead) aim: <ul style="list-style-type: none"> • To create safer, more attractive, healthier places by increasing the number of everyday journeys made by walking, cycling and wheeling. 	
SO: Places for Everyone Design Principles include: <ul style="list-style-type: none"> • community collaboration • facilitating walking for everyone including an unaccompanied 12 year old • prioritization of enjoyment, comfort and protection • access for all and equality of opportunity • context specific and evidence-led • prioritization of people walking, cycling and wheeling over motorized vehicles. 	
SO: Ironside Farrar contracted July 2020 to undertake RIBA design stages 1-2: Concept Designs. Traffic management in the village will be included in consultation if the project progresses to Stage 3 in the summer.	
SO: If Stage 2 report accepted by Sustrans, we can apply to go to Stages 3&4 (detailed and technical design) July 2021 – July 2022.	



<p>SO: Stages 0-4 are fully funded by Sustrans, but stage 5 construction can only be funded 70% so we are exploring sources for 30% match.</p> <p>CAL are currently exploring sources with South Lanarkshire Council funding team. It is possible that separate funding will be required for the different local authority areas of the path.</p>	SO
<p>3. Community Engagement</p>	
<p>SO: Community Consultation Nov – Dec 2020: Thank you to the SG members who helped promote and to LH shop for acting as a pick-up / drop off point</p> <p>49 returns - a proportionally good return.</p>	
<p>SO: Results:</p> <ul style="list-style-type: none"> • The consultation confirmed community support for utilizing and upgrading the existing waymarked route between Leadhills and Wanlockhead as a safe off-road route, which will be explored further in the Stage 2 Concept Design. • Feedback also indicated a desire for traffic calming through the villages • Top 3 priorities: Be the shortest most direct route, have as few road crossings as possible, be child / family friendly • Occasionally followed by weekly use of route indicated if constructed • Barriers to walking, cycling and wheeling: speed of traffic on the B797, road feels too dangerous, narrow / no pavements within / outwith villages, existing paths too steep / rocky • Existing routes to link to: Mennock Valley, Southern Upland Way, Crawford / Elvanfoot, Glen Franka dam, Radar Road (where is this?) Road leading up to Golf Ball on summit of Lowther Hill. • Potential traffic calming locations: throughout villages and at the village entrances, Church Street (WLH), Church Lane – Meadowfoot (WLH), outside the Primary School, outside the hotel and shop (LH), • Potential traffic calming forms: Visual / tactile paving, 20mph speed reduction, digital speed signs (previously had?) SG confirmed they previously had speed signs in place, additional signage. Concern that interventions should be carefully considered to accommodate the historic character of the villages. Differences in opinion over speed bumps and note that snow ploughs / weather had detrimental effect on existing rumble strips • Local features to be taken into consideration: the built and environmental heritage of the villages, leadmining, railway, unique local habitat including birds of prey. 	
<p>SO: Ongoing stakeholder / landowner discussions / notifications:</p> <ul style="list-style-type: none"> • Hopetoun Estates: expressed preference for upgrading the existing route next to the Railway • Individual landowner - Old Road into WLH: supportive of project • Buccleuch Estates: Supportive of the project and pointed CAL in direction of the WLH Community Trust • SLC Access / Roads: supportive of the preferred landowner route • D&GC Environment, Economy & Resources and Roads have all been made aware of the project – SO to update on Concept Designs • All relevant MSPs / MPs and Councillors have been made aware. Aileen Campbell provided quote and photo for November press release. Claudia Beamish providing quote and photo for March press release. Cllrs Colin 	SO



<p>McGavigan and Mark Horsham participated in community drop-in and have expressed support for the route</p> <ul style="list-style-type: none"> • Additional consultation has taken place with Healthy Valleys, Leadhills Community Company, Primary School, Lowthers Railway Society 	
<p>SO: In order to demonstrate community support, CAL would like to set up meetings with the following – can anyone put SO in touch with them, please?</p> <ul style="list-style-type: none"> • Leadhills CC – SO to contact Rab Campbell • WLH Community Trust - setting up individual meeting • Leadhills Heritage Trust • Leadhills Miners Library • Museum of leadmining 	
<p>SO: CAL is recording the wider implications of the project in terms of recreation and the economy in community conversations. However, it is the everyday active travel nature of the route that Sustrans will fund. Key user groups identified to date are as follows – are there any missing?:</p> <ul style="list-style-type: none"> • Children / families from WLH – PS • School pupils able to strengthen community connections, especially in WLH ie at the museum • Individuals accessing the LH shop from WLH • Individuals accessing onward bus travel <p>SG: Points to consider:</p> <ul style="list-style-type: none"> • People move between villages to access buses – expensive – most people have a car • Active travel route – make it easier/appealing to access buses • GP – LH (satellite surgery twice a week), prescriptions can be picked up in LH shop and Moffat surgery. WLH travel to Moffat. Rely heavily on cars. WLH travel to Lockerbie for vaccines even although surgery in Lanark. 	
<p>SG confirmed that the following bus services serve the communities:</p> <ul style="list-style-type: none"> • 30 / 30(A)/ 31 / 31(A), Stuart’s, Lanark – WLH • 221, Brownrigg / Stagecoach, Thornhill – WLH – Sanquhar – Kirkconnell 	
<p>4. Design and Construction</p>	
<p>SOS shared screen to view routes (five drawings) with SG</p>	
<p>SO: Concept design put together for a route which will start from the centre of WLH, head up the Old Road, cross near the cattle grid and upgrade the existing track alongside the railway, before heading into the centre of LH</p> <ul style="list-style-type: none"> • It’s thought that this would be the highest active travel route in the UK! • Traffic management proposals to be included in the development of the next Stage – Detailed Design, in close collaboration with SLC / D&GC / Sustrans, from summertime • Route would follow existing track alignment and dimensions up Old Road, where a gateway feature would be created – drystone walling / tree planting? • Traffic calming before Old Road meets B797, where users would have to cross • Another gateway feature in the form of a shelter is proposed for rest / bike repair station where the path leaves the car park. The weather has 	



<p>been noted for its harsh and unique character. Quads have also been noted as an issue, so any gateway would be designed with this in mind</p> <ul style="list-style-type: none"> • The existing track from the cattle grid to where it meets the railway would be regraded and improved, including habitat restoration and improvement • The dip here is the steepest part of the path and could include a slight rerouting to improve this • A straightforward and industrial barrier, in keeping with the heritage of the railway is proposed and subject to consultation • Cycle By Design standards dictate that the route should be 3m wide, with 1m verges on either side and tarred / hard-bound surface. However, the upgrading of existing paths will not include path widening unless identified as necessity, due to the historic nature of the area, Scheduled Monument and SSSI status. However, IF do not anticipate this being an issue due to the rural nature and low levels of use where the chances of width being an issue is minimal • Another shelter is proposed just after the narrowest section of path • The rest of the route follows the existing track alignment and dimensions, resurfaced to allow for active travel, with proposed seating towards where the track meets Station Road • Another gateway feature is proposed here, including a pedestrian / cycle friendly gate which would discourage quad bike access. It has been noted that Estate Vehicles and the bin lorry require access at this point • The route follows the road down into LH, including Gateway signage at Station Road / Main Street and beyond Ramsay Road • Traffic calming proposals will be developed as part of the detailed design process, beginning July 2021 <p>Feedback on viewing maps:</p> <ul style="list-style-type: none"> • JR: Area where campers park, problem with litter, add recycling bins? • Small layby - in winter turning point for gritters. No impact on physical space, signage installed, shelter on either side • Routes officially picked through consultation with Nov and Dec results plus landowner discussions, however there is still room for manoeuvre as these drawings are still at concept stage • SO: Dip in route close to railway section is subject to flooding, steep gradient – path would zig zag so gradient easier, habitat restoration considered <p>SO welcomed any further comments from the SG via email / phone.</p>	
<p>SO: Is there appetite for the active travel route to 'loop round' Ramsay Road, taking in the Village Square?</p> <ul style="list-style-type: none"> • Consensus that the Ramsay Road route was good for getting down but not up due to gradient • Details of traffic calming proposals would take place as part of next stage detailed designs and may include temporary trials so that the impact of different measures may be measured • SO confirmed that traffic must be slowed to 20mph for the route to be eligible for the funding • Discussion of Ramsay Road route missing out school – the SG asked if a loop would be considered which included Ramsay Road and Main Street? SO to confirm 	<p>SO</p>



<ul style="list-style-type: none"> Concerns are speeding traffic, especially north of the proposed starting point of the route on the Main Street, heavy trucks and increased traffic due to deliveries 	
<p>SO: Is there appetite to extend the route beside the B797 heading north towards LH from WLH after the cattlegrid? This would:</p> <ul style="list-style-type: none"> Miss out the narrowest parts of the existing track, before rejoining it at the ruins <p>RM: Has contamination of the land been factored? Special areas not allowed to be excavated or infilled – Railway Society submitted comments on this previously. This option would solve the gradient issue and proximity to railway. The old water pipeline under the path was noted as an issue where excavation could be dangerous. IF have since confirmed that any contaminated land would be sealed by the path and that a ‘no dig’ construction would be proposed where any excavation was deemed unfeasible. These decisions will take place as part of the next stage – detailed design process.</p> <p>SO: Confirmed that an initial meeting had taken place with HES and there were no concerns at this time re. The upgrading of the path. SO seeking feedback on the Concept Drawings from Hopetoun Estates and HES .</p> <p>SG: There was an overall consensus that the proposed extension, cutting out the dip and most narrow part of path close to railway would be a safer option.</p> <p>SG: Discussion of path materials due to use of heavy vehicles. IF have since confirmed that where appropriate, the path specs would be closer to a road paving, to accommodate use by heavy machinery. This has been noted in conversations with the Railway, Estate and local residents, and again will be subject to detailed design as part of the next stage.</p>	
<p>SO: Are there any contacts with expertise on habitat and biodiversity who could provide information as part of the Preliminary Options Appraisal? Please ask anyone who would like to be part of the process to email project contractors Ironside Farrar ain.morrison@ironsidefarrar.com</p>	All
<p>5. Communications</p>	
<p>SO: The press release launching the consultation included a supporting quote and photo from MSP Aileen Campbell. It was printed in the Lanark Gazette and sent to the Hamilton Advertiser. It was shared on the CAL website and social media accounts as well as all local Facebook pages – thank to everyone for sharing. Please continue!</p>	
<p>SO: A press release detailing the results and next steps for the project will be sent to local press in March, with associated social media activity social media. Please share where you can! Lanark Gazette, Galloway Gazette, Dumfries and Galloway Advertiser</p>	
<p>6. Behaviour Change</p>	
<p>SO: If the project is successful, a % of funds will be allocated to Behaviour Change initiatives.</p> <ul style="list-style-type: none"> What activities / events / initiatives would you like to see implemented to support people walking / cycling? 	



<ul style="list-style-type: none"> Which existing organisations might be able to help take them forward? Please feedback to SO <p>Pump track suggested, but don't think it would be eligible through Places for Everyone funding. Perhaps it is a project that the community could take forward.? LD to send recommended pump track business details to SO.</p>	LD
<p>SO: Examples include:</p> <ul style="list-style-type: none"> Bikeability in schools - SOS to send AD more details Community cycle training and support Bike maintenance classes and tool kits - keen to do Updated Make Your Way active travel maps Step Challenges Cycle events Establishment of walking / cycle groups A winter programme of talks / films A winter walking and cycling challenge Step challenges active travel / journey planning workshops <p>Other Feedback on examples:</p> <ul style="list-style-type: none"> Mobility opps – rent e-bikes, acquire a few, enjoy cycle path up steep areas. Take this on as a community, Energy saving Trust – application available, find local organisation to take on AD to ask Jeff Frew (Cycling UK) to supply couple of e-bikes for residents to try, as part of 'Try it out day'. They can potentially bring bikes into the village, try to get funding decision June SO move forward with ideas she has with some Events on hold due to Covid Toddlers – Toddle/waddle sponsored walk – could work towards along the path (original date postponed due to Covid). 	SO AD SOS EC
<p>SO: This year's Make Your Way active travel mapping project was due to include a led cycle and Bikeability sessions at the Primary School. Due to current circumstances, covid secure alternatives are due to be confirmed soon and will include a focus on digital support for individual and family cyclists. Please sign up and share when you can.</p>	ALL
<p>7. Monitoring and Evaluation</p>	
<p>SO: A M&E plan is being drafted to capture the following project outcomes:</p> <ul style="list-style-type: none"> There will be more everyday journeys made by walking, cycling or wheeling Communities will be involved in planning strategic active travel routes Communities will have a better understanding of active travel People will be more confident using multi-modal transport 	
<p>SO: Tools may include:</p> <ul style="list-style-type: none"> Manual user counts along existing routes – is there existing data on this? <ul style="list-style-type: none"> Existing data available, community trust or the Railway. Railway monitor every year. How is this recorded – not open last year due to covid Ski club – 300 members lot of usage there Lots of clubs would link in, mountain bikes, ski activities Trust – see what this year bring, need major fundraising SOS to set up separate meeting with LR to ask direct questions 	SO/LR



<ul style="list-style-type: none"> • Cycle parking counts – is there cycle parking in LH and WLH? <ul style="list-style-type: none"> ○ Cycle parking in LH & WLH only at school (2 mobile racks at school) ○ Appetite for further cycle racks – suggestion community hall? • On-street surveys / anecdotal reporting – CAL / volunteer led - opportunity to do off street survey • GP referrals / green prescriptions - connect with GP's - referrals & prescriptions, SOS to contact Moffat GP and LH satellite • Bus company data (increased usage?) • Meeting minutes • Data on any behaviour change initiatives that take place <p>EC: Could funding be made available for families on low incomes for eg bike locks and helmets? Possible purchasing of bikes, pot of money or funding available. Lighter weight bikes suggested. SO to look into funding possibilities.</p> <p>Feel free to contact SO at any time. Working on Stage 2 application – progress come July. Stage 2 report submitted April.</p>	<p>SO</p> <p>SO</p>
<p>8. Next meeting - Fri 7 May, 10:30am via Zoom</p>	<p>ALL</p>
<p>9. Any other business – n/a</p>	