Abington

Sustainable Travel Action Plan

March 2019
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- Data Shine Scotland Commute accessed at various time during 2018
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This document has been quality checked and amended as follows:

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<th>Date</th>
<th>Description</th>
<th>Created by</th>
<th>Verified by</th>
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<td>26/03/19</td>
<td>Final for Print</td>
<td>HH/SR/JC</td>
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March 2019
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March 2019
Introduction

The following Sustainable Travel Action Plan (STAP) has been developed to assist the communities of Abington to assess, evaluate and plan action(s) to increase active and sustainable travel; essentially encouraging people to walk, cycle and use public transport more and use private cars less. The benefits of such change include:

- Improved health;
- Fostering social inclusivity;
- Reduced inequality;
- Reductions in CO2; and
- Wider sustainability by increasing the economic, social and environmental resilience of local rural communities in South Lanarkshire.

The STAP was commissioned by The Rural Development Trust and was undertaken by urban design consultants Urbantu and transport consultants ARUP in collaboration with stakeholder agencies and the residents of Abington. It forms part of Make Your Way, a project supported by South Lanarkshire Council, Paths for All Smarter Choices Smarter Places fund and supported by staff from the Rural Development Trust’s Community Action Lanarkshire project.

This STAP is also intended to provide evidence to help support funding applications and provide clarity on pragmatic actions which are required to help achieve prudently targeted, locally responsive improvements to sustainable and active travel in the broadest sense, in and around Abington.

This project forms part of a wider study across South Lanarkshire including the communities of; Rigside, Douglas, Glespin, Crawfordjohn, Lamington, Abington, Crawford, Elvanfoot and Leadhills. It is noted that each community has relationships with neighbouring, often dispersed, rural communities as well as regional urban centres such as Glasgow and Edinburgh. A summary report outlining the findings for all nine communities is also available.

Climate change is among the top Global political concerns with legally binding international agreements setting the policy agenda to support national legislation and local actions which decarbonise our economies and help build a sustainable future. Community Action Lanarkshire is responding, in part, through this project and working with the South Lanarkshire communities highlighted above to produce STAPs.

Vision

The Vision for Abington is to identify and immediately begin to implement actions, within a range of scales, which will help support local people achieve a healthier, fairer and more sustainable future for their whole community.
Sustainable Travel Action Plan: ABINGTON

March 2019
Background

The attractive village of Abington has a history that dates back to Roman times. It is situated on the A702, close to the River Clyde. It has a population of around 200 (2011 census) and contains a primary school, village hall, currently vacant hotel and a busy local shop/cafe. The village is subject to a 30mph speed limit with an advisory twenty’s plenty speed limit adjacent to the primary school.

The village was bypassed in the 1960s by the M74 which runs immediately to the west and is accessed by the A702 via a main interchange to the north which also contains a motorway service station. The main west coast trainline runs immediately to east of the village but the station at Abington was closed in the mid 60s. The A702 is a public transport route providing bus services to Edinburgh, Dumfries, Lanark and Wanlockhead. There is also an informal dial-a-bus SPT ‘MyBus’ service available.

National Cycle Network (NCN) Route 74 runs through the village on the line of the A702/ Edinburgh Road. There are core paths to the north and south of the village connecting to Crawford and Lamington.

Footpaths in the village are generally quite narrow with a lack of drop kerbs. There are no controlled crossing points across the A702 or Carlisle Road and the junction between these two roads in the centre of the village is characterised by extensive areas of tarmac which are not conducive to pedestrian safety or the creation of a more positive sense of place.
Road dominated village centre

Village shop and cafe

Narrow roadside footpaths

Abington Primary School

March 2019
Methodology

The STAP was developed through a process of:-

- Desktop review - to review and evaluate relevant policy documentation;
- Written communication and face to face meetings with stakeholders - including South Lanarkshire Council, Sustrans, GANDL and Duneaton Community Council.
- Visual site survey - visiting both communities on a number of occasions;
- Publicity - through stakeholder groups, posters and word of mouth;
- Questionnaire - both in web based (Survey Monkey) and hard copy format;
- Community Drop In - held in Abington Village Hall to give local residents an opportunity to meet with the consultants and discuss issues; and
- Regular progress meetings with the Rural Development Trust project coordinator.

More specifically we sought to work flexibly with the Abington community to better understand local lived experience and to achieve a representative cross section of local knowledge. Our methodology considered the need to meet with local people, in their local circumstances. Younger people at High School were identified as a ‘harder to reach’ cohort and a workshop was therefore facilitated which included Lanark Grammar School and Biggar High School students. Combining local expert knowledge with objective specialist expert skills and knowledge has formed the heart of this planning process.

Our team of active travel engineers carried out advance desk study and site reconnaissance during autumn 2018 investigating policy context and wider regional strategic infrastructure such as; the emerging Core and Long-distance paths networks respectively (see technical appendix). A baseline of technical knowledge assisted us to better engage with the local community in a way which maximised the quality of the place specific research design method. A combination of local knowledge, professional place reconnaissance and policy context knowledge has therefore been developed to evidence the proposals herein.

Publicity and engagement methods were discussed at an early stage and agreed with key community local leaders including Duneaton Community Council, GANDL and the Abington Action Group.

Our process aimed to gather quality rather than quantity of information by using targeted workshops as well as digital questionnaires. Plans and aerial photographs allowed for structured conversations, giving people the opportunity to record their views using numbered sticky dots and Post it notes. Hard copy questionnaires were left with community leaders to distribute and were gathered within two-weeks of the workshop(s) being held.
Make Your Way, Have Your Say

Help to change rural travel in South Lanarkshire
Join us in Local Community-led Active Travel Planning

DROP-IN
Anytime between 10:00 - 12:00
Saturday 02 February 2019

Venue: Abington Hall Carlisle Road, Abington, ML12 6SD

Free coffee, tea and cakes

Help to change rural travel in South Lanarkshire
Make your voice and ideas heard

Community Workshop
Local Community-led Active Travel Planning
Wednesday 06 February 2019
11:30 - 13:10

At
Biggar High School
Market Road
Biggar
ML12 6AG

Help to change rural travel in South Lanarkshire
Make your voice and ideas heard

11:30 > Check-in
11:50 > Presentation
- What’s it all about?
- The importance of Sustainable & Active Travel
- Data gathering
- Here you can have a go! (see instructions below)
12:00 > Map Sketching
12:15 > Break (free snacks & drinks)
13:00 > Questionnaires (by the Students)
13:10 > Summary & Thanks

DRAFT
DRAFT
Structuring Principles

The following principles have been developed, through the research process, to provide structure to the STAP;

**Principle 1.**
Identify, understand and build on the strengths that each community already has.

**Principle 2.**
Understand and strengthen the existing networks of Communities as ‘whole-systems’.

**Principle 3.**
Reduce the need to travel using motorised transport in the first instance by strengthening local facilities, services, shops and digital communications.

**Principle 4.**
Rebalance towards sustainable and active travel by removing barriers – both physical and non-physical and through a programme of education, communication and publicity.

**Principle 5.**
Signpost projects which local people can take ownership of and help them to drive forward with technical support as necessary. i.e. build local capacity with appropriate business planning and technical support.

**Principle 6.**
Feedback information to the local community on the process beyond the initial plan preparation stage. Managing delivery period expectations, so that local enthusiasm and human capital can be built and maintained in the long term. i.e. prioritising ‘quick wins’ which demonstrate the value in the project process first.

The above structuring principles are a combination of common themes which relate to all of the Communities in the wider area. They have been developed in response to the issues raised by the Communities through; the STAPs research process, current best practice methodologies and the experience and professional judgements of the consultants’ project team.

Summary of Findings

The core actions proposed in this report are summarised in the STAP tables and aerial mapping within this document. This matrix sets out both physical improvements and non-physical improvements under clear category headings.

The actions represent a direct response to the survey and consultation findings through which the main sustainable travel related issues for Abington were identified. Namely:-
• Need for public transport interchanges to have timetabling which allows respective service provision (often from different providers) to connect better via timetabling revisions and/or bus driver education/awareness;

• Need to provide long term carparking at Abington services which is in effect, acting as a strategic transport Hub, particularly to meet the known demand for Bus services along the M74 corridor;

• Very high local demand for rail services provision to be made via the reopening of the Abington Station and with connecting sustainable transport provision such as EV charge point, free parking and connecting local bus services;

• Cycle and path connection to/from Abington Village and the Abington services along the A702 and NCN route 75 with street lighting as necessary;

• Need for local public transport provision timetabling to be revised to allow for more needs-based response to local travel patterns e.g. buses provision to allow commuters to get to/from work at the beginning, middle and end of the working day.

Actions are set against short, medium, and long-term criterion, allowing projects to be prioritised by local and wider stakeholders according to local capacity, need and available funding streams. It should be noted that some actions will comprise a number of different stages, beginning perhaps with more detailed audit and feasibility studies, progressing to funding applications and detail design and ending with implementation as a consequence of which they have been shown as extending through all three short, medium and long term periods.

While lead agencies have been suggested to help take responsibility to move the proposed actions forward, it is recognised that a multi-agency delivery approach is required. This list is therefore not definitive, forms community guidance only, and is expected to be added to and adjusted over the timescale as highlighted in the matrix.

Key recommended STAP priorities which emerged through the process:

• A brief for a ‘whole’ Village Local Place Framework/Plan to steer and co-ordinate detailed village plans and priorities;

• Detailed feasibility study with a budget costed sketch design for cycle and path provision to/from Abington Services and the Village centre (as far as Station Rd.);

• Detailed feasibility study for free or discounted local residents long-term parking provision at the Abington Services Public Transport Interchange in collaboration with the Welcome Break Services owners and South Lanarkshire Council;

• Feasibility study for the reopening of the Abington west coast Rail line Station and support for a dedicated Local Campaign Group.; and

• Facilitated meeting and detailed action plan between local politicians, local representatives and the various Bus operators to agree a way to adapt existing service provision to better meet the needs of existing local users and potential users.
### Action Plan Table - Physical Improvements

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
<th>Short Term 0-2 yrs</th>
<th>Medium Term 2-5 yrs</th>
<th>Long Term 5-10 yrs</th>
<th>Potential Supporting Agencies</th>
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<tbody>
<tr>
<td>P1</td>
<td>Pedestrian + Cyclist Safety/ Amenity</td>
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<tr>
<td>a</td>
<td>Options appraisal with budget costs for measures to reduce traffic speeds on A702.</td>
<td>x</td>
<td>x</td>
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<td>SLC/RDT/SUS/TS/</td>
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<tr>
<td>b</td>
<td>Village wide detailed road and footpath repair and improvements audit including; pavement widening, resurfacing and safer pedestrian crossing points, particularly in relation to primary school and village shop.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/SUS/SLC/DCC/ACG</td>
</tr>
<tr>
<td>c</td>
<td>Provision of improved long stay car and cycle parking at Abington Services to strengthen role as a sustainable public transport interchange.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/SLC/TS + Welcome Break Services</td>
</tr>
<tr>
<td>d</td>
<td>Provision of cycleracks in key locations including village shop and hotel.</td>
<td>x</td>
<td></td>
<td></td>
<td>RDT/ACG/GAN/DCC</td>
</tr>
<tr>
<td>e</td>
<td>Provision of real time information at bus stops on A702 developed in consultation with bus providers and SLC</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/SLC/SPT + private service providers</td>
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<tr>
<td>f</td>
<td>Costed design proposals for the creation of a more attractive /pedestrian friendly central public space/village core at junction of A702 and Carlisle Road</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>SLC/RDT/DCC/ACG + local councillors</td>
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<tr>
<td>P2</td>
<td>Walking + Cycling Routes</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>g</td>
<td>Masterplan/ options appraisal with budget costs for improved path connections with the surrounding recreational walking/ cycling/ equestrian route network</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>DCC/ACG/RDT/SLC + local councillors</td>
</tr>
<tr>
<td>h</td>
<td>Options appraisal with budget costs for the provision of improved footpath and cycle links with Abington Services via A702/ NCN route 75</td>
<td>x</td>
<td>x</td>
<td></td>
<td>DCC/ACG/RDT/SLC + local councillors</td>
</tr>
<tr>
<td>i</td>
<td>Options appraisal with budget costs for the provision of improved footpath and cycle links to Crawford + Elvanfoot including repair of pedestrian suspension bridge.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>DCC/ACG/RDT/SLC + local councillors</td>
</tr>
<tr>
<td>j</td>
<td>Improved signage, interpretation + seating to recreational path network</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/ACG/DCC/SUS PFA/LPS</td>
</tr>
<tr>
<td>P3</td>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>k</td>
<td>Consideration to be given to the provision of EV charging points (cars + cycles) at key locations in the village, Abington Services and train station (if reopened).</td>
<td>x</td>
<td>x</td>
<td></td>
<td>SLC/RDT/ACG/GAN DCC + Welcome GAN Break</td>
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<tr>
<td>l</td>
<td>Provision of ‘whole village’ Local Place Framework/ Plan to steer and coordinate individual improvement initiatives.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/DCC/GAN/SLC</td>
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</tbody>
</table>

**SLC - South Lanarkshire Council**  
**SPT - Strathclyde Partnership for Transport**  
**TS - Transport Scotland**  
**RDT - The Rural Development Trust**  
**SUS - Sustrans**  
**PFA - Paths for All**  
**ACG - Abington Community Group**  
**GAN - Glencaple & Lowther Development Group (GANDL)**  
**DCC - Duneaton Community Council**  
**LPS - Local Primary + Nursery School**
## Action Plan Table - Service Improvements + Delivery Mechanisms

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<th>Action</th>
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<th>Long Term 5-10 yrs</th>
<th>Potential Supporting Agencies</th>
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<td>a</td>
<td>Engagement with local businesses and service providers to help develop a strategy for improvements to shopping and other local services and to help support existing assets.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/DCC/SLC</td>
</tr>
<tr>
<td>S2</td>
<td>Bus + Train Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>b</td>
<td>Detailed, market research and needs based feasibility study to develop Abington Services as a sustainable regional public transport interchange with improved park and ride facilities, EV charging points and timetabling of X74 and other bus services.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>TS/RDT/SPT/_private service providers</td>
</tr>
<tr>
<td>c</td>
<td>Detailed, market research and needs based feasibility study to promote improved, sustainable local public transport service connections with surrounding towns and villages including Biggar, Sanquhar and Coalburn (Leisure Centre).</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>TS/RDT/SPT/_private service providers</td>
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<tr>
<td>d</td>
<td>Trial and test the viability of introducing/ extending Community/Demand Responsive Transport [Bus] services (as an alternative to the above S2c)</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/TS/SPT/private service providers</td>
</tr>
<tr>
<td>e</td>
<td>Targeted campaign for the reintroduction of a train stop at Abington on main west coast rail line, reopening of Abington station to incorporate park + ride facilities, EV charging points etc and the coordination of train and bus services.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>TS/SPT/SLC/GAN + local councillors</td>
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<tr>
<td>S3</td>
<td>Other</td>
<td></td>
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<tr>
<td>f</td>
<td>Consideration to be given to the provision of a e.car sharing scheme and/or community e.taxi service.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/DCC/GAN/ACG</td>
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<tr>
<td>g</td>
<td>Consideration to be given to Improved broadband to aid home working etc.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>SLC/DCC/GAN/ACG/AG/BT</td>
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<td>h</td>
<td>Promotion of and engagement in Primary School Anti Pavement Parking Campaign.</td>
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<td>i</td>
<td>Facilitated meeting and detailed action plan involving local politicians, local representatives and bus operators to agree a way to adapt existing service provision to better meet the needs of existing and potential local users</td>
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<tr>
<td>j</td>
<td>Assess the potential for a not for profit Development Trust as a vehicle for community capacity building, project coordination + funding applications</td>
<td>x</td>
<td>x</td>
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BT - Openreach

March 2019
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Sustainable Travel Action Plan : ABINGTON
Deliverability & Next Steps

Ownership, together with partnership working, is central to the success of this STAP. One of the key recommended actions within this plan is the need for democratic accountability via the Duneaton Community Council. The ability to not only raise funds, but also to administer funds may, in addition, require a Community Development Trust or similar not-for-private-profit organisation to help move actions forward. The Rural Development Trust may form that vehicle, but this will require the local community to fully understand the nature of the organisation and be supportive of the skills, knowledge and benefits this organisation can bring to Abington.

The development of detailed surveys and budget costed plans will be necessary as the next stage in safely and prudently moving several of the physical proposals within this report forward. It should also be noted however that behaviour change through promotions, communications and education, as actions, can significantly help achieve the aims of this STAP. The efficacy of local campaigns to raise awareness of issues negatively impacting on a communities’ ability to achieve many of the outcomes highlighted in this action plan should not be underestimated. These can be amongst the most prudent use of resources available.

Constraints

All projects are subject to constraints including budget and timescale as well as the season for carrying out the study works and community engagement. This STAP has been carried out over a five month period during winter 2018-19. To address these project limitations, we have endeavoured to build our research evidence and proposed actions, not only on our own locally tailored engagement methodology, but on the work of other previous engagements and studies. A level therefore of Professional judgement has been employed from our interdisciplinary team of Placemaking consultants which includes; Landscape Architects, Planners, Urban Designers, Architects and Active Transport and Travel Engineers.

For Further information please see;

1. Technical Appendicies A & B in full version of this report;
2. ARUP Baseline Active Transport Assessment, 2018; and
3. Urbantu Ltd. Rural Communities - Sustainable Travel Action Planning, Project Overview Report, March 2019

March 2019
“If you ask an abstract question, you’ll get an abstract answer.

Urbantu Ltd.

helping by revealing the BIG Picture...”