Crawford

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>
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<td>26/03/19</td>
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March 2019
Contents

P6  Introduction + Vision
P8  Background
P10 Methodology
P12 Structuring Principles + Summary of Findings
P13 Recommendations
P17 Deliverability + Next Steps
P19 Appendix A - Research Results
P29 Appendix B - Baseline Sustainable Active Travel Assessment
Introduction

The following Sustainable Travel Action Plan (STAP) has been developed to assist the community of Crawford 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 Crawford. 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 Crawford.

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 Crawford 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 : CRAWFORD
Background

Crawford is located on the A702 and close to the River Clyde. It has a population of around 350 people (2011 census) and contains a primary school, community hall, hotels, village shop and Post office. The village is subject to a 30mph speed limit within the village with an advisory twenty’s plenty speed limit adjacent to the primary school. The A702 is a public transport route providing bus services to Lanark and Edinburgh.

The village was bypassed in the 1960s by the M74 which runs immediately to the west and is accessed from the A702 via a roundabout to the west and a priority junction to the east. The main west coast trainline runs immediately to east of the village but the station at Crawford was closed in the mid 60s.

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 Abington and Elvanfoot.

Footpaths in the village are very narrow in places and in need of repair. The village is very long and linear in form with sporadic development running at intervals along both sides of the A702 for some 1.5km, as a consequence of which it lacks a central focus.
Newly built Primary School in Village centre

Carlisle Rd. looking North towards Village Hall

View South along Carlisle Rd. from North of the Village

Newly built Primary School in Village centre

View North along Carlisle Rd. from South of the Village

Doctor Surgery in Village centre

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, Glencaple & Lowther Development Group (GANDL) and Crawford and Elvanfoot 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 Crawford Community 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 Crawford 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 Crawford and Elvanfoot Community Council.

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.
Help to change rural travel in South Lanarkshire

Join us in Local Community-led Active Travel Planning

Between 10:30am - 12:30 pm
Tuesday 22 January 2019
Venue: Crawford Hall
100 Carlisle Road, Crawford, ML12 6TW
Crawford & Elvanfoot

Free coffee, tea and cakes

Make Your Way, Have Your Say

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

FREE WORKSHOP
Focused Group S1 - S6
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

11:00 > Check-in
11:30 > Presentation
- Make it all about... ?
- The importance of Sustainable & Active Travel
- Data gathering
- How can you have a voice (instructions for activities below)
12:00 > Maps, Ariels & Sticky dots...
12:30 > Break (free snacks & drinks)
13:00 > Questionnaires (by the Students)
13:10 > Summary & Thanks

DRAFT

Community Drop in + Workshop - St Brides Centre & Biggar High School

March 2019
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 Crawford were identified. Namely:-

Sustainable Travel Action Plan : CRAWFORD
• The need for a Public transport timetabling review to meet the needs of travels outwith School times i.e. evening and weekends;
• The need for increased recognition with SLC and wider authorities and stakeholders, that Abington is a local transport interchange Hub for Crawford (and surrounding communities) and improvements to/from here are critical to the aims of local sustainable transport and travel;
• The need for improved street safety within the curtilage of the Village particularly along the length of Carlisle Rd.;
• The need for improved maintenance and upgrading of footways along Carlisle Rd. and connecting to/from the surrounding rural paths network to meet current Design and access Standards; and
• A need to better support working from home as a key economic development strategy.

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 facilitated meeting and detailed action plan between local politicians, local representatives and the various Bus operators to agree a way to publicise and adapt existing service provision to better meet the needs of local users and potential users;
• Local mechanism to help collaborate and support the Abington STAP’s aims and objectives;
• A Village wide detailed street and rural paths access audit and masterplan with budget cost estimates (to include a focus on Carlisle Rd. through the Village);
• An economic strategy to help grow the existing local economy with improved facilitation for home working and shared meeting/office space/HUB with high speed fibre broadband;
• Develop a rural paths network landscape masterplan with budget cost estimates to enhance the condition and connectivity of the surrounding long and short distance recreational paths network; and
• A brief for a ‘whole’ Village Local Place Framework/Plan to steer and co-ordinate detailed village plans and priorities.
## 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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<tr>
<td></td>
<td><strong>Physical Improvements</strong></td>
<td></td>
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<tr>
<td>P1</td>
<td>Pedestrian + Cyclist Safety/ Amenity</td>
<td></td>
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</tr>
<tr>
<td>a</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, village hall and future community hub.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/CCC/SUS/SLC</td>
</tr>
<tr>
<td>b</td>
<td>Provision of covered cycleracks in key locations including village hall/future community hub with e.Bike charge points.</td>
<td>x</td>
<td></td>
<td></td>
<td>RDT/CCC/SUS/SLC</td>
</tr>
<tr>
<td>c</td>
<td>Consideration to be given to the provision of additional bus stops at north end of Carlisle Road in consultation with bus providers and SLC.</td>
<td></td>
<td>x</td>
<td>x</td>
<td>SLC/RDT/CCC + local councillors</td>
</tr>
<tr>
<td></td>
<td><strong>Walking + Cycling Routes</strong></td>
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<tr>
<td>d</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>RDT/CCC/SLC + local councillors</td>
</tr>
<tr>
<td>e</td>
<td>Options appraisal with budget costs for the provision of improved footpath and cycle links with Abington Services via A702/ NCN route 74</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/CCC/SLC + local councillors</td>
</tr>
<tr>
<td>f</td>
<td>Options appraisal with budget costs for the provision of improved footpath and cycle links to Abington + Elvanfoot including repair of pedestrian suspension bridge.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/CCC/SLC + local councillors</td>
</tr>
<tr>
<td>g</td>
<td>Improved signage, interpretation + seating to recreational path network.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/CCC/SUS/PFA</td>
</tr>
<tr>
<td></td>
<td><strong>Other</strong></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>h</td>
<td>Provision of real time information at bus stops on Carlisle Road 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>i</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/GAN CCC + Welcome Break</td>
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<tr>
<td>j</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/CCC/GAN/SLC</td>
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</table>

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**SPT** - Strathclyde Partnership for Transport  
**TS** - Transport Scotland  
**RDT** - The Rural Development Trust  
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<td><strong>S1 Local Facilities</strong></td>
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<tr>
<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/CCC/GAN/SLC</td>
</tr>
<tr>
<td>b</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 and Moffat.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>TS/RDT/SPT + private service providers</td>
</tr>
<tr>
<td>c</td>
<td>Trial and test the viability of introducing/extending Community/Demand Responsive Transport [Bus] services (as an alternative to the above S2b)</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/TS/ SPT + private service providers</td>
</tr>
<tr>
<td>d</td>
<td>Support for detailed, market research and needs based feasibility study to develop Abington Services as a sustainable regional public transport interchange for surrounding villages 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>e</td>
<td>Support for a targeted campaign group 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/CCC GAN + local councillors</td>
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<tr>
<td></td>
<td><strong>S3 Other</strong></td>
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<td>f</td>
<td>Consideration to be given to the provision of a e.car sharing scheme and/or community taxi service.</td>
<td>x</td>
<td>x</td>
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<td>RDT/CCC/GAN</td>
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<td>g</td>
<td>Consideration to be given to Improved broadband to aid home working etc.</td>
<td>x</td>
<td>x</td>
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<td>SLC/CCC/GAN/BT</td>
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<td>h</td>
<td>Promotion of and engagement in Primary School Anti Pavement Parking Campaign</td>
<td>x</td>
<td></td>
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<td>RDT/CCC/LPS</td>
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<td><strong>Delivery Mechanisms</strong></td>
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<tr>
<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>
<td>x</td>
<td></td>
<td></td>
<td>RDT/SPT/TS/SLC+ local councillors/ private service providers</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>
<td>x</td>
<td>RDT/CCC/GAN SLC + local councillors</td>
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LPS - Local Primary + Nursery School  
BT - Openreach

March 2019
Aerial map showing indicative actions for physical improvement

Annotation Key:

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Sustainable Travel Action Plan: CRAWFORD
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 Crawford and Elvanfoot 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 Crawford.

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 the 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...”