Crawfordjohn

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>V1</td>
<td>25/03/19</td>
<td>Final for Print</td>
<td>HH/SR/JC</td>
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March 2019
Introduction

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

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 Crawfordjohn 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.
Background

Once located at a key junction for travellers the gradual introduction of a new road network in the latter half of the last century gradually turned Crawfordjohn into a quiet hamlet on a minor B road. It has a population of under 100 (2011 census) and contains a pub, village hall and a church which is now the home of Crawfordjohn Heritage Venture Visitor Centre. There are no other facilities within easy walking distance and there is no regular bus service.

The village centre has a very compact and attractive form in which the close juxtaposition of buildings creates its own form of traffic calming with shared surfaces replacing roads and pavements. In contrast, traffic speeds on the B740 which skirts the village core tend to be high despite a 30mph speed limit. There are no footways on this road.

The village is set within attractive rolling countryside and there is an aspirational core path designated to the north west. Crawfordjohn is also on the route of an indicative link to the Clyde Walkway.

Road dominated junction to the Western edge of the hamlet
Unclassified Manse Rd. at the edge of the hamlet to the south east.

Inn at the hamlet centre and narrowing Street enclosure.

B740 road as it cuts through the hamlet from the East.

Road dominated hamlet at west of Main Street.

Community Hall with road dominated access.

Typical drystone wall enclosure - forming part of a strong typical local place character element.
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), Crawfordjohn Hall Committee 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 Crawfordjohn 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 Crawfordjohn 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 GANDL, Duneaton Community Council and members of the Crawfordjohn Hall Trust Committee.

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.

Sustainable Travel Action Plan : CRAWFORDJOHN
Help to change rural travel in South Lanarkshire

Join us in Local Community-led Active Travel Planning

Between 13:30 - 15:30
Saturday 26 January 2019

Venue: Crawfordjohn Hall, Manse Rd, Crawfordjohn, Biggar ML12 6SR

CRAWFORDJOHN

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

11:30 > Check-in
11:50 > Presentation
- What’s it all about?
- The importance of Sustainable & Active Travel
- Data gathering
- How you can have a voice (instructions for activities below)
12:20 > Maps, Ariels & Sticky dots...
12:50 > Break (free snacks & drinks)
13:00 > Questionnaires (by the Students)
13:10 > Summary & Thanks

DRAFT DRAFT

Community Drop in + Workshop - Crawfordjohn Village Hall & 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 Crawfordjohn were identified. Namely:-

- The need for increased recognition with SLC and wider authorities and stakeholders, that Abington is a local transport Hub for Crawfordjohn (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 traffic speed on the B740; and
- The need to nurture the existing the Community Hall facility as a community asset.

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 business plan for a Hall Caretaker and/or Project worker to design, market and to co-ordinate events within the Village Hall and potentially including cycle support facilities (local and tourist related);
- A detailed plan for the provision of EV charge points and EV community transport provision;
- 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;
- Develop a 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 the B740 through the Village).
# 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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P1</strong></td>
<td><strong>Pedestrian + Cyclist Safety/ Amenity</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Options appraisal with budget costs for detailed measures to reduce traffic speeds/ improve pedestrian safety on B740.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/DCC/SUS/SLC/TS</td>
</tr>
<tr>
<td>b</td>
<td>Village wide detailed road and footpath audit and improvement proposals with budget costs to include consideration of the provision of additional pavements, road resurfacing and safer pedestrian crossing points on B740.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/DCC/SUS/GAN/SLC/TS</td>
</tr>
<tr>
<td><strong>P2</strong></td>
<td><strong>Walking + Cycling Routes</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>c</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/DCC/GAN/SLC/PFA + local councillors</td>
</tr>
<tr>
<td>d</td>
<td>Improved signage, interpretation + seating to recreational path network</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/SUS/PFA</td>
</tr>
<tr>
<td><strong>P3</strong></td>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e</td>
<td>Consideration to be given to the provision of EV charging points (cars, minibus + cycles) at key locations in the village.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>SLC/RDT/GAN/DCC</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
<th>Short Term 0-2 yrs</th>
<th>Medium Term 2-5 yrs</th>
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<tr>
<td></td>
<td><strong>Service Improvements</strong></td>
<td></td>
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</tr>
<tr>
<td>S1</td>
<td>Local Facilities</td>
<td></td>
<td></td>
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<tr>
<td>a</td>
<td>Engagement with local businesses and service providers to explore possibilities for improvements to local service provision and to help support existing assets.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/DCC/GAN/SLC</td>
</tr>
<tr>
<td>b</td>
<td>The development of a business plan for a paid Hall Caretaker and/or Project worker to design, market and to co-ordinate events within the Village Hall and potentially including cycle support facilities (local and tourist related).</td>
<td>x</td>
<td></td>
<td></td>
<td>RDT/DCC/GAN</td>
</tr>
<tr>
<td>S2</td>
<td>Bus + Train Services</td>
<td></td>
<td></td>
<td></td>
<td></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 Abington, Crawford and Coalburn (Leisure Centre).</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>TS/RDT/SPT + private service providers</td>
</tr>
<tr>
<td>d</td>
<td>Trial and test the viability of introducing/ extending/ promoting 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>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>f</td>
<td>Support for 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 and the coordination of train and bus services.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>TS/SPT/SLC/DCC/GAN + local councillors</td>
</tr>
<tr>
<td>S3</td>
<td>Other</td>
<td></td>
<td></td>
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<tr>
<td>g</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>
<td></td>
<td>RDT/DCC/GAN</td>
</tr>
<tr>
<td>h</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/BT</td>
</tr>
<tr>
<td></td>
<td><strong>Delivery Mechanisms</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<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>
</tr>
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BT - Openreach

March 2019
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**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 a 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 Crawfordjohn.

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

Urbantu Ltd.

helping by revealing the BIG Picture...”