Douglas

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>Description</th>
<th>Created by</th>
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<td>22/03/19</td>
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<td>HH/SR/JC</td>
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Introduction

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

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 Douglas 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 : DOUGLAS
Background

Situated on the A70 approximately 3km to the west of the M74 Douglas is a town that serves several surrounding settlements due to its larger size. It has a population of just over 1,600 people (2011 census) and contains a primary school, cottage hospital, church, community centre, shops, garage, bank and cafes. The A70 is a public transport route providing bus services to Lanark and Hamilton.

There are numerous walking routes in the rolling hills and moorland around Douglas and a core path passes through the town via Main Street and the A70/Ayr Road.

Douglas has a rich and varied history dating back around 1,000 years and retains many listed buildings in a large and attractive conservation area. Many of the streets in the conservation area have no pavements and rely on the tight juxtaposition of buildings to slow traffic down and enable safe pedestrian movement. Pavements along the busy A70 are narrow and in places non-existent and there are a number of main junctions at which pedestrian sight lines are poor and there are no safe crossing points.

A Coalburn, Douglas and Glespin Community Action Plan was produced by Coalburn Miners Welfare Charitable Society and the Douglas St Bride’s Community Group in 2016, the findings of which were used as a starting point for the present study.
Main Street - Potential accessibility audit and parking strategy

Main Street, looking east - very narrow pavements.

Strengthen connections with surrounding countryside

Strengthen and add to rural paths signage

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, Douglas (and Glespin) Community Council and Douglaston Recreation Environment Access & Leisure Group (REAL Group).
- 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 St Brides Centre 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 Douglas 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 Douglas (and Glespin) Community Council and REAL 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.
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 6AD

11:30 > Check-in
11:50 > Presentation
*a Brief Introduction to Sustainable & Active Travel*
*a Data gathering*
*a time for you to lead a small Focus Group (if you wish!)*
12:30 > 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 - 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 Douglas were identified. Namely:-

Sustainable Travel Action Plan : DOUGLAS
• Need for local public transport provision timetabling to be revised to allow for more needs-based response to local travel patterns i.e. buses provision to allow commuters to get to/from work at the beginning and end of the working day and recreational provision later in the evening – particularly at weekends;
• Need for a better connection to the M74 corridor and the X74 Bus with appropriate timetabling/driver education to allow improved public transport interchange;
• Need to increase the safety and provision of paths within the town centre, particularly along the A70;
• Need to better manage town centre parking to reduce pavement parking; and
• Need to collaborate with surrounding landowners in order to reduce barriers to the rural paths network.

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:

• 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 local users and potential users;
• Develop a detailed plan, in partnership with local providers, to trial a new bus route/service connecting Douglas and Glespin along A70 corridor to Lesmahagow as a key transport hub, employment and services centre (incl. Coalburn Leisure Centre and Swimming Pool) as well as connecting Rigside & Douglas Water to the M74 corridor;
• Detailed Village Centre Urban Design plan and budget cost estimate which focuses on rebalancing the street and paths network to meet current SG Designing Streets Policy Guidance and, Equalities Act (Scotland) Compliance;
• Brief for a detailed rural paths survey and landscape masterplan with budget cost estimates, including cycle path provision connecting Douglas with both the NCN route 74 and the former Quarry restoration and New Mains; 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>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Pedestrian + Cyclist Safety/ Amenity</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Costed action plan for measures to reduce traffic speeds + improve pedestrian safety on main roads; particularly A70/Ayr Road, including the provision of wider footpaths + safer pedestrian crossing points etc</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>SLC/RDT/SUS/TS/DCC/REAL + local councillors</td>
</tr>
<tr>
<td>b</td>
<td>Creation of safer pedestrian crossing points to Douglas Primary School</td>
<td>x</td>
<td></td>
<td></td>
<td>SLC/RDT/SUS/LPS</td>
</tr>
<tr>
<td>c</td>
<td>Provision of town centre parking improvements strategy to reduce pavement parking.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>SLC/RDT/SUS/DCC</td>
</tr>
<tr>
<td>d</td>
<td>Audit and planned provision of additional seating within town centre area. And, similar audit and provision of cycle racks at key locations across the whole Village.</td>
<td>x</td>
<td></td>
<td></td>
<td>SLC/RDT/DCC/REAL</td>
</tr>
<tr>
<td>e</td>
<td>Provision of bus shelters where required and real time information at bus stops on A70/Ayr 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>
</tr>
<tr>
<td>f</td>
<td>Costed design proposals for the creation of more attractive/pedestrian friendly town centre public spaces; particularly at the junction of the A70/Ayr Road and Main Street.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>SLC/RDT/DCC/REAL + local councillors</td>
</tr>
<tr>
<td>P2</td>
<td>Walking + Cycling Routes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g</td>
<td>Engagement with local landowners to produce a masterplan/ options appraisal with budget costs for improved path connections with the surrounding recreational walking/cycling/equestrian route network including possible additional footbridge crossing of Douglas Water.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>PFA/SUS/RDT/SLC/DCC/REAL + local landowners</td>
</tr>
<tr>
<td>h</td>
<td>Audit + costed action plan for improvements to existing paths including surfacing + drainage.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>PFA/SUS/RDT/SLC/DCC/REAL</td>
</tr>
<tr>
<td>i</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>P3</td>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>j</td>
<td>Costed masterplan for improvements to Douglas Estate ponds to including benches, picnic tables + interpretative, information boards.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>REAL/RDT/PFA/DCC/REAL/LPS</td>
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<tr>
<td>k</td>
<td>Consideration to be given to the provision of EV charging points (cars + cycles) at key locations in the village.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>SLC/RDT/REAL/DCC</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/SLC</td>
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**SLC** - South Lanarkshire Council  
**DCC** - Douglas Community Council  
**SPT** - Strathclyde Partnership for Transport  
**REAL** - Douglasdale Recreation, Environment, Access & Leisure Group  
**TS** - Transport Scotland  
**LPS** - Local Primary + Nursery School  
**RDT** - The Rural Development Trust  
**SUS** - Sustrans  
**PFA** - Paths for All

Sustainable Travel Action Plan : DOUGLAS
## Action Plan Table - Service Improvements + Delivery Mechanisms

### Service Improvements

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<th>Ref</th>
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<tr>
<td>S1</td>
<td>Bus + Train Services</td>
<td></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/DCC/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 Lesmahagow, Coalburn (Leisure Centre), Glespin and Rigside.</td>
<td></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/ promoting Community/Demand Responsive Transport [Bus] services (as an alternative to the above S1a)</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/TS/SPT + private service providers</td>
</tr>
<tr>
<td>d</td>
<td>Detailed, market research and needs based feasibility study to promote improved connection to the M74 corridor and the X74 Bus with appropriate timetabling to allow improved regional access to Glasgow, Hamilton and Dumfries</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>TS/RDT/SPT + private service providers</td>
</tr>
</tbody>
</table>

### Other

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<tr>
<th>Ref</th>
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<th>Short Term 0-2 yrs</th>
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<td>S3</td>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>e</td>
<td>Consideration to be given to the possible provision of e.car sharing scheme and/or community taxi service</td>
<td>x</td>
<td></td>
<td></td>
<td>SLC/ SUS/DCC</td>
</tr>
<tr>
<td>f</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/ BT</td>
</tr>
<tr>
<td>g</td>
<td>Promotion of and engagement in Primary School Anti Pavement Parking Campaign</td>
<td>x</td>
<td></td>
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<td>h</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>
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<td></td>
<td>RDT/SPT/TS/SLC + local councillors/ private service providers</td>
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<tr>
<td>i</td>
<td>Facilitated meeting with Local Landowners to negotiate improved land access provision.</td>
<td>x</td>
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<td>RDT/DCC/SLC + REAL/private land owners</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/DCC/SLC + local councillors</td>
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PFA - Paths for All  
DCC - Douglas Community Council  
REAL - Douglasdale Recreation, Environment, Access & Leisure Group  
LPS - Local Primary + Nursery School  
BT - Openreach

March 2019
Aerial map showing indicative actions for physical improvement

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Sustainable Travel Action Plan : DOUGLAS
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 possible via the Douglas 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 Douglas.

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...”