Glespin

Sustainable Travel Action Plan

March 2019
We acknowledge the use of mapping and Imagery from the following sources:

- Mapping data ©2018 Google (other data providers are acknowledged within the images credits on each respective image/graphic).
- OS mapping - © Crown copyright and database rights 2018/19 Ordnance Survey 0100031673.
- Data Shine Scotland Commute accessed at various time during 2018
  Data Shine Scotland accessed at various time during 2018.

This document has been quality checked and amended as follows:

<table>
<thead>
<tr>
<th>Version</th>
<th>Date</th>
<th>Description</th>
<th>Created by</th>
<th>Verified by</th>
<th>Approved by</th>
</tr>
</thead>
<tbody>
<tr>
<td>V1</td>
<td>25/03/19</td>
<td>Final for Print</td>
<td>HH/SR/JC</td>
<td>HH</td>
<td>JC</td>
</tr>
<tr>
<td>V2</td>
<td>22/04/19</td>
<td>Appendices removed as requested by RDT</td>
<td>HH/SR/JC</td>
<td>HH</td>
<td>JC</td>
</tr>
</tbody>
</table>

March 2019
Contents

P6 Introduction + Vision
P8 Background
P10 Methodology
P12 Structuring Principles
P13 Summary of Findings + 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 Glespin 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 Glespin. 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 Glespin.

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 Glespin 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

Situated on the A70 about 6 km west of the M74 Glespin is a small hamlet with a population of just under 150 people (2011 census). The village has suffered a fall in population in recent years as a consequence of the closure of the Ramage Distribution works and a subsequent no letting and selected demolition policy of council owned properties by South Lanarkshire Council. It contains a former primary school, community hall, former garden centre and a number of small businesses in the former Ramage factory but there are no shops or other facilities within walking distance. The A70 is a public transport route providing bus services to Lanark and Hamilton.

There are walking routes into the countryside to both the south and north of Glespin although these are not clearly signposted.

The settlement is linear in form with all houses being located on the north side of a long straight stretch of the A70. Although the village is subject to a 30mph speed limit, with an advisory twenty’s plenty speed limit adjacent to the primary school, traffic speeds are generally high. Roadside footpaths are narrow and in poor condition. There is a safer off-road footpath route which runs behind the houses an Ayr Road to the north, but this is also in poor condition, not well lit and appears to be little used.

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.
Exposed bus stops

Off road footpath

Narrow footpaths. Parking issues

Exposed bus stops A70
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, and Douglas (and Glespin) 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 Glespin 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 Glespin 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.

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

COFFEE AFTERNOON
Between 13:00 - 15:00
Saturday 02 February 2019
Venue: Glespin Hall, Lanark ML11 0SF
Free coffee, tea and cakes

Community Drop in + Workshop - Glespin Community 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 Glespin were identified. Namely:

- 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, middle 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 to allow improved public transport interchange;
- Need for improved Public transport Infrastructure, including; widening paths/footways, maintaining paths, provision of bus shelters and real-time bus information; and
- Need to improve signage and paths in the recreational paths network allowing for increased use of long-distance rural paths and cycleways.

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 Design Plan which focuses on rebalancing the streets, paths network and parking to better meet current SG Designing Streets Policy Guidance, best design practice and, Equalities Act (Scotland) Compliance; and
- Brief for a detailed rural paths survey and landscape masterplan with budget cost estimates.

March 2019
## 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>Physical Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P1</td>
<td>Pedestrian + Cyclist Safety/ Amenity</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Options appraisal with budget costs for measures to reduce traffic speeds on A70.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>SLC/RDT/SUS/DCC/REAL/TS</td>
</tr>
<tr>
<td>b</td>
<td>Creation of a safe pedestrian/ cyclist crossing point(s) on the A70 in accordance with the above.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>SLC/RDT/SUS/DCC</td>
</tr>
<tr>
<td>c</td>
<td>Repair and improvement to roadside footpaths on A70 including resurfacing, pavement widening, drop kerbs, tactile paving and safe crossing points.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>SLC/RDT/SUS/DCC/PFA</td>
</tr>
<tr>
<td>d</td>
<td>Repair and improvement of off road footpath connecting with Hillview Crescent including re-surfacing, lighting improvements and the possible creation of step free access at the eastern end of the path.</td>
<td></td>
<td></td>
<td>x</td>
<td>SLC/RDT/SUS/DCC/REAL/PFA</td>
</tr>
<tr>
<td>e</td>
<td>Provision of bus shelters where required and real time information at bus stops on A70 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>Public space improvements to enhance amenity, strengthen sense of place and overcome sense of dereliction resulting from residential demolitions.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>SLC/DCC/REAL/RDT/LPS + local councillors</td>
</tr>
<tr>
<td><strong>P2 Walking + Cycling Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</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 to the south of the village.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>DCC/REAL/RDT/SUS/PFA + local councillors</td>
</tr>
<tr>
<td>h</td>
<td>Improved signage, interpretation + seating to recreational path network.</td>
<td></td>
<td></td>
<td>x</td>
<td>DCC/REAL/RDT/SLC + local councillors</td>
</tr>
<tr>
<td><strong>P3 Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i</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</td>
</tr>
</tbody>
</table>

**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**
# Action Plan Table - Service Improvements + Delivery Mechanisms

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
<th>Potential Supporting Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Service Improvements</strong></td>
<td>0-2 yrs</td>
<td>2-5 yrs</td>
<td>5-10 yrs</td>
<td></td>
</tr>
<tr>
<td>S1</td>
<td>Local Facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Engagement with local businesses + service providers to explore possibilities for the provision of additional local services.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RDT/DCC/REAL/SLC</td>
</tr>
<tr>
<td>S2</td>
<td>Bus + Train Services</td>
<td></td>
<td></td>
<td></td>
<td></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), Douglas and Rigside.</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/promoting 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>Detailed market research and needs based feasibility study to promote improved regional connections to the M74 corridor and the X74 bus with appropriate timetabling to allow improved 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>
<tr>
<td></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 provision and organisation of e.car sharing scheme and/or community taxi service</td>
<td>x</td>
<td></td>
<td></td>
<td>SLC/ SUS/DCC/REAL</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></td>
<td><strong>Delivery Mechanisms</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g</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>
</tbody>
</table>

**Notes:**
- SLC - South Lanarkshire Council
- SPT – Strathclyde Partnership for Transport
- TS – Transport Scotland
- RDT - The Rural Development Trust
- SUS - Sustrans
- 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

Annotation Key:

<table>
<thead>
<tr>
<th>Ref</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td><strong>Physical Improvements</strong></td>
</tr>
<tr>
<td></td>
<td>a Options appraisal with budget costs for measures to reduce traffic speeds on A70.</td>
</tr>
<tr>
<td></td>
<td>b Creation of a safe pedestrian/ cyclist crossing point(s) on the A70 in accordance with the above.</td>
</tr>
<tr>
<td></td>
<td>c Repair and improvement to roadside footpaths on A70 including resurfacing, pavement widening, drop kerbs, tactile paving and safe crossing points.</td>
</tr>
<tr>
<td></td>
<td>d Repair and improvement of off-road footpath connecting with Hillview Crescent including re-surfacing, lighting improvements and the possible creation of step free access at the eastern end of the path.</td>
</tr>
<tr>
<td></td>
<td>e Provision of bus shelters where required and real time information at bus stops on A70 developed in consultation with bus providers and SLC.</td>
</tr>
<tr>
<td></td>
<td>f Public space improvements to enhance amenity, strengthen sense of place and overcome sense of dereliction resulting from residential demolitions.</td>
</tr>
<tr>
<td></td>
<td>g Masterplan/ options appraisal with budget costs for improved path connections with the surrounding recreational walking/ cycling/ equestrian route network to the south of the village.</td>
</tr>
<tr>
<td></td>
<td>h Improved signage, interpretation + seating to recreational path network.</td>
</tr>
<tr>
<td></td>
<td>i Consideration to be given to the provision of EV charging points (cars + cycles) at key locations in the village.</td>
</tr>
</tbody>
</table>

Sustainable Travel Action Plan : GLESPIN
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 Douglas (and Glespin) 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 Glespin.

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...”