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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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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
P27    Appendix B - Baseline Sustainable Active Travel Assessment

March 2019
Introduction

The following Sustainable Travel Action Plan (STAP) has been developed to assist the communities of Rigside and Douglas Water 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 Rigside and Douglas Water. 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 Rigside and Douglas Water.

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

Drawn from the Rigside & Douglas Water Community Action Plan 2018-23, the Vision for Rigside and Douglas Water 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

Rigside and Douglas Water both have a long history as Borders mining communities. In the second half of the 20th century they expanded considerably with the introduction of large amounts of mainly council housing. With the closure of the mines in more recent years both communities have been in decline, suffering from relatively high levels of social deprivation and population loss. Many of the council houses in Douglas Water are currently being demolished. The current combined population for both communities stand at around 850.

The A70 skirts the west side of Rigside, separating it from Douglas Water. It is a derestricted road carrying a significant amount of fast moving traffic. It is also a public transport route to surrounding towns and villages.

The communities sit within a highly attractive natural landscape, including a Nature Reserve at Loudon Pond, all of which offers considerable recreational opportunities.

A Rigside and Douglas Water Community Action Plan 2018 - 2023 was produced in 2018 as part of the Coalfields Community Futures programme being delivered by The Coalfields Regeneration Trust, the findings of which were used as a starting point for the present study.
Loudon Pond Nature Reserve

Council housing in Rigside

Poorly defined path to Douglas Water

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, and Rigside Residents and Tenants Association;
- 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 Rigside 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 Rigside & Doulas Water 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 Rigside Tenants and Residents Association.

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 6AG

11:30 > Check-in
11:50 > Presentation
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 - 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 results 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 Rigside and Douglas Water were identified. Namely:-

- The need to reduce traffic speeds on the A70;
- The need to provide safe crossing points on the A70;
- The need to improve public transport links to Hamilton, Lesmahagow and East Kilbride; and
- The need for better path connections out of the village including to Douglas Water and Loudon Pond.

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:**

- Develop a detailed plan, in partnership with local providers, to trial a new bus route/service connecting Rigside & Douglas Water along A70 corridor to Lesmahagow as a key transport hub, employment and services centre (incl.Coalburn Leisure Centre and Swimming Pool) as well as Douglas and Glespin;
- Brief for a detailed active travel street design, with costed options appraisal, for measures to reduce traffic speeds and improve safer crossings on A70 through the Village environs;
- Brief for a landscape masterplan with budget cost estimates for Improved linkages between Rigside, Douglas Water and the surrounding recreational walking/ cycling/ equestrian route network including; signage/drainage and access-for-all gates and linkages to/from the B7055; and
- A brief for a ‘whole’ Village Local Place Framework/Plan to steer and co-ordinate detailed village plans and priorities.

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></td>
<td><strong>Physical Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P1</td>
<td>Pedestrian + Cyclist Safety/ Amenity</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Options appraisal with budget costs for measures to promote active travel patterns/ reduce traffic speeds on A70.</td>
<td>x</td>
<td></td>
<td></td>
<td>SLC/RDT/SUS/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></td>
<td></td>
<td>RDT/SUS/SLC/TS</td>
</tr>
<tr>
<td>c</td>
<td>Village wide road and footpath repair and improvements audit including; width, condition, drainage, handrails, lighting, drop kerbs and tactile paving.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>PFA/ RDT/SUS/SLC/RRTA</td>
</tr>
<tr>
<td>d</td>
<td>Provision of bus shelters + real time service information at bus stops on A70 developed in consultation with bus providers and the SLC.</td>
<td>x</td>
<td>x</td>
<td></td>
<td>RDT/SLC/ SPT + private service providers</td>
</tr>
<tr>
<td>e</td>
<td>Audit and planned provision of additional seating on path network.</td>
<td></td>
<td>x</td>
<td></td>
<td>LPS/RDT</td>
</tr>
<tr>
<td>f</td>
<td>Provision of covered cycleracks in key locations such as outside the School, local shops and Health centre.</td>
<td></td>
<td></td>
<td>x</td>
<td>SUS/SLC</td>
</tr>
<tr>
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<td><strong>Walking + Cycling Routes</strong></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 east of the village and linkages to/from the B7055.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>RRTA/SLC + local councillors</td>
</tr>
<tr>
<td>h</td>
<td>Options appraisal with budget costs for Improved footpath connection between Rigside and Douglas Water/Loudon pond Nature Reserve.</td>
<td></td>
<td></td>
<td>x</td>
<td>RRTA/SLC + local councillors</td>
</tr>
<tr>
<td></td>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i</td>
<td>Promotion of a wildlife, ecology and landscape management masterplan for the Rigside and Douglas Water Nature Reserve at Loudon Pond.</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>SLC/PFA/LPS</td>
</tr>
<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>RRTA/SLC/RDT</td>
</tr>
</tbody>
</table>

SLC - South Lanarkshire Council  
RRTA - Rigside Residents +Tenants Association  
SPT – Strathclyde Partnership for Transport  
TS – Transport Scotland  
RDT - The Rural Development Trust  
SUS - Sustrans  
LPA - Loudon Park Association  
RPG - Rigside Parks Group  
PFA - Paths for All  
LPS - Local Primary + Nursery School  
Sustainable Travel Action Plan : RIGSIDE + DOUGLAS WATER
### 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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<th>Potential Supporting Agencies</th>
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<td>S1</td>
<td>Local Facilities</td>
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<tr>
<td>a</td>
<td>Engagement with local shop owners to help develop a strategy for improvements to local shopping facilities and to help support existing assets.</td>
<td>x</td>
<td></td>
<td>x</td>
<td>RDT/ RRTA/ SLC</td>
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<tr>
<td>b</td>
<td>Audit and detailed action plan to assess the potential need for improvements to play + recreational facilities within the village.</td>
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<td>RPG/ RRTA</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 public transport service connections with surrounding towns and villages including Lesmahagow, Coalburn (Leisure Centre), Douglas and Glespin.</td>
<td>x</td>
<td></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></td>
<td>x</td>
<td>RDT/TS/ SPT + private service providers</td>
</tr>
<tr>
<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 provision of organisation of car sharing scheme</td>
<td>x</td>
<td></td>
<td></td>
<td>SLC/ SUS</td>
</tr>
<tr>
<td>f</td>
<td>Consideration to be given to introduction of EV charging points at key locations such as the Village Hall or Primary School</td>
<td>x</td>
<td></td>
<td>x</td>
<td>RRTA/ RDT/ SUS</td>
</tr>
<tr>
<td>g</td>
<td>Consideration to be given to Improved broadband to aid home working etc.</td>
<td></td>
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<td></td>
<td>SLC/ RRTA/ BT</td>
</tr>
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<td></td>
<td><strong>Delivery Mechanisms</strong></td>
<td></td>
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</tr>
<tr>
<td>h</td>
<td>Assess the potential for a Community Council and/or not for profit Development Trust (strengthening the RRTA) as a vehicle for community capacity building, project coordination + funding applications</td>
<td>x</td>
<td>x</td>
<td>z</td>
<td>SLC + local councillors</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
- RRTA - Rigsride Residents + Tenants Association
- LPA - Loudon Pond Association
- RPG - Rigsride Playpark Group
- 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: RIGSIDE + DOUGLAS WATER
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 establishment of a 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 Rigside and Douglas Water.

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 constraint, 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
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Urbantu Ltd.

helping by revealing the BIG Picture...”