

Subject	East Airdrie Link Road – Active Travel Virtual Workshop	
Date	30 th July 2020	
Time	10.00am	
Location	Microsoft Teams	
Attendees	Alastair Corbett	- Glasgow & Clyde Valley Green Network Partnership (GCVGNP)
	Mike Batley	- Central Scotland Green Network Trust (CSGNT)
	Dave Keane	- Sustrans
	Derek York	- GoBike
	Allan Comrie	- SPT
	Paul Wright	- NHS
	Azhar Ali	- North Lanarkshire Council - Senior Engineer (Roads)
	Yvonne Baker	- North Lanarkshire Council - City Deal Senior Project Manager
	Kirsty Gray	- North Lanarkshire Council - City Deal Development Officer
	Gordon Laing	- North Lanarkshire Council – Planning Manager
	Ryan Hutchison	- AECOM – Project lead
	Martin Stewart	- AECOM – Lead Designer (roads)
	Katie Britton	- AECOM – Environmental Consultant
	Catriona McGeechan	- AECOM – Graduate Engineer
Prepared	30 th July 2020	
Prepared by	Catriona McGeechan	
Distribution	As above	

1 Introduction

- 1.1 The workshop was facilitated using a PowerPoint presentation which is attached as Appendix 1 to these notes. These notes aim to cover only the discussion from the workshop itself.
- 1.2 Safety Moment about Cycling Scotland's 'Give space to people cycling' campaign was presented by Catriona McGeechan.

2 Purpose of Workshop and Agenda

- 2.1 The presentation informed Stakeholders of work to date including project background and development which provoked discussion around proposed cross-section, crossings, online route options and associated opportunities.

3 Project Background

- 3.1 The East Airdrie Link Road (EALR) is a 9.5km two-way single carriageway between Newhouse and Stand/Riggend with an associated footway/cycleway.
- 3.2 The Overall Project Objectives were shared, and attention drawn to the two most relevant ones, i.e. Connectivity and Active Travel.
- 3.3 Stage 1 Assessment has been concluded. Stage 1 involved the development of long-listed options and confirmation of a short list. Stage 1 public exhibition boards are on the North Lanarkshire Council (NLC) website, [here](#). Currently undertaking Stage 2 development of short-listed options, in advance of appraisal and identification of the preferred option.

4 Active Travel Assessment and Review

- 4.1 Previous studies and current strategies have been reviewed during the process. An updated Walking and Cycling Strategy has recently been commissioned by NLC.
- 4.2 Active travel routes within the study area are the NCN75, North Calder Heritage Trail, Airdrie to Bartlett's and Airdrie to Longriggend.
- 4.3 To date there have been a number of stakeholder consultations to a variety of different stakeholder groups including the general public.
- 4.4 Feedback has generally been supportive and has been summarised in the presentation.
- 4.5 Main gaps in the active travel network can be summarised as:
 - no links between Airdrie and Cumbernauld, and
 - limited links east-west and into Airdrie town centre.
- 4.6 Previous studies and strategies have highlighted existing problems within the area particularly the lack of routes in North Airdrie, excessive speeds on rural roads making them unsafe for active travel users and lack of connections from Airdrie centre to the NCN75.
- 4.7 Previous strategies and studies have also identified opportunities within the area, with the most relevant being the East Airdrie Link Road project providing opportunities to reprioritise Airdrie Town Centre for more sustainable modes of transport, as identified in the Sustainable Transport Study.
- 4.8 The relevant design standards for active travel, were presented along with the desired minimum gradient, design speed and proposed speed limit (60mph) of the EALR.

5 Discussion – Proposed Cross-section

- 5.1 The proposed cross section was presented. The main comments received are summarised below:
 - It would be preferable if active travel provision was green active travel with a larger buffer, trees and hedgerows, between the carriageway and cycleway to create a visual barrier and minimise vehicle noise. It was noted that this would have maintenance implications for NLC.
 - Close proximity to HGVs travelling at 60mph is likely to make current proposals unattractive.
 - Shared facilities between pedestrians and cyclist travelling in both directions can often become confrontational and it would be better if routes were unidirectional and that there was some separation between walkers and cyclists, although this is dependent on the volume of pedestrians and cyclists using the route.
 - Cyclist are more likely to use a route if they are more remote from the road and there are visual variations along the route.
 - Providing active travel infrastructure on the western side of the road only, could be an issue as this could "cut off" Plains, which already has connectivity issues.
 - Ideally the target users should be established, i.e. skill level and trip purpose will have an impact on the type of route that should be provided.
 - If the route is provided remote from the carriageway there may be some safety concerns about using it during winter months and evenings.
 - Poorly designed active travel provision can sometimes be worse than no active travel provision.

6 Discussion – Crossings

- 6.1 The proposed crossing types were shown. Main comments are summarised below:
 - The Sustrans design principle for the National Cycle Network is that a sensible 12-year-old should be able to navigate the Network alone. Uncontrolled crossings are not suitable for an unaccompanied 12-year-old.
 - Design should not just be about applying the minimum standards, from Cycling by Design, and uncontrolled crossings at junctions. LTN (Local Transport Note) 1/20: Cycle Infrastructure Design should be referred to.
 - Toucan crossings can result in traffic backing up onto roundabouts; this is minimised if crossings are uncontrolled.

7 Discussion – Online Route Options

- 7.1 The proposed route options were shown. Main comments are summarised below:
 - Routes are remote from settlements so are likely to not be attractive to walkers.

- There is likely to be little interest in using the EALR for public transport for local journeys but looking at the whole Pan-Lanarkshire Corridor it could provide longer public transport routes.
- Routes A and B are better for motorised traffic, but Route C is better for active travel
- The project could be looked at as two separate but connected infrastructure projects: south of A89, remote route following Route C; north of A89, online active travel route.
- An on-line route north of the A89 is considered bleak and may not be attractive to users
- Route connections to train stations would allow better connectivity and options for users.
- There are complex precious habitats at the northern end of the route. A Corbett has details about these and AECOM to make contact to see if these details can be shared.
- All leisure routes currently run east west through the area including the Monkland Canal which is 10 miles from Airdrie town centre.
- There are currently approved developments at the northern end of the route including 500 houses which could significantly impact the number of users on northern section of EALR.

8 Discussion – Associated Opportunities

8.1 Ideas for associated opportunities were requested and main comments are summarised below:

- Using the A73 as an active travel route, noting current lack of space, need for redistribution of traffic and re-allocation of road space.
- All on-line route options appear isolated from existing active travel routes, but they could be connected as part of NLC's walking and cycling strategy.
- Whilst the route will have limited vehicle junctions this restriction is not going to be applied to active travel connections.
- PW has NHS staff active travel survey data from Sustrans that he will share with KG. The main barriers identified are lack of infrastructure, safety and weather.
- DY advised that there was a New Monklands Hospital Consultation page online, with documents and maps that may prove to be useful.

9 Workshop Summary

9.1 Thank you for everyone's comments and ideas. These will be considered as the options are further developed and assessed.

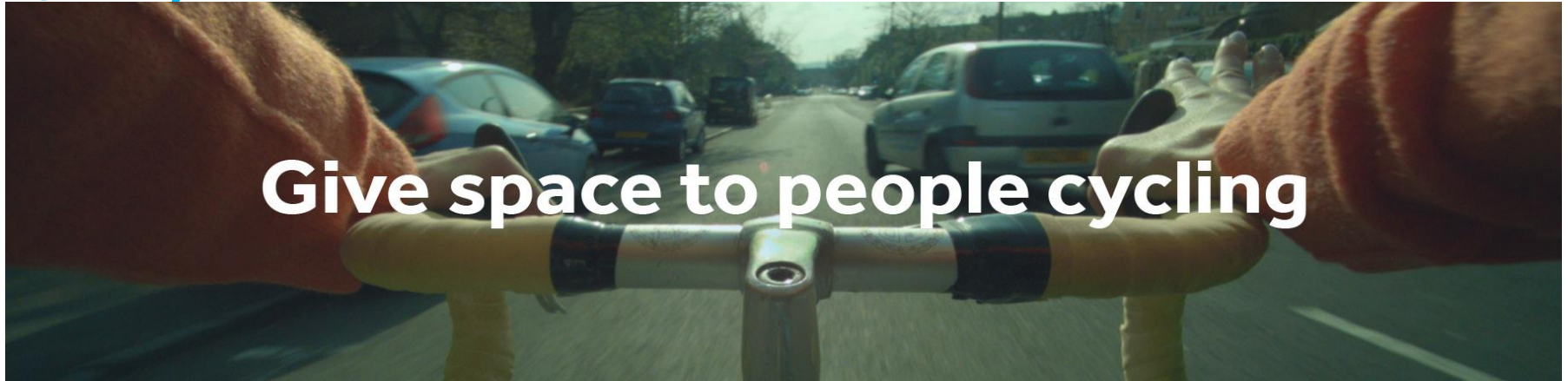
APPENDIX 1 – ACTIVE TRAVEL WORKSHOP PRESENTATION

East Airdrie Link Road Active Travel Workshop

30th July 2020

Introductions

Safety Moment



Cycling Scotland Campaign 2020

It's a careless driving offence to close-pass someone cycling and puts lives at risk. You can get three points on your driving licence and be fined £100, or receive a criminal conviction for more serious offences.

Some key points to remember when passing people on bikes:

- Always give at least a car's width of space (1.5 metres) – this will usually mean crossing into the other lane.
- If you're travelling above 30 mph, give more than 1.5 metres space.
- Wait until you have space and visibility to pass safely.
- Don't overtake at blind corners or if there's oncoming traffic.
- In towns and in slow-moving traffic, consider if there is any benefit to passing, especially if there are lights ahead.
- Don't feel pressure from the person in the car behind to pass before it's safe

Introductions

Glasgow & Clyde Valley Green Network Partnership

Alastair Corbett Development Officer

Central Scotland Green Network Trust

Mike Batley Development Officer

Sustrans

Dave Keane Infrastructure Coordinator

GoBike

Derek York

SPT

Allan Comrie

NHS Lanarkshire Weight Management Service

Paul Wright Health Improvement Senior

North Lanarkshire Council

Joanne Glennie Assistant Business
Manager (Roads-Active
Travel Liaison)

Azhar Ali Senior Engineer
(Roads - Strategy & Safety)

Gordon Laing Planning Manager
(Strategy and Policy)

Yvonne Baker City Deal Senior Project
Manager

Kirsty Gray City Deal Development
Officer

AECOM

Ryan Hutchison Project Lead

Martin Stewart Lead Designer (Roads)

Catriona McGeechan Graduate Engineer

Katie Britton Environmental Consultant

Purpose of Active Travel Workshop

To inform Stakeholders of work to date

- Project background & development
- Current Project status
- Discussion
 - Proposed Cross-section
 - Crossings
 - Online route options
 - Associated Opportunities

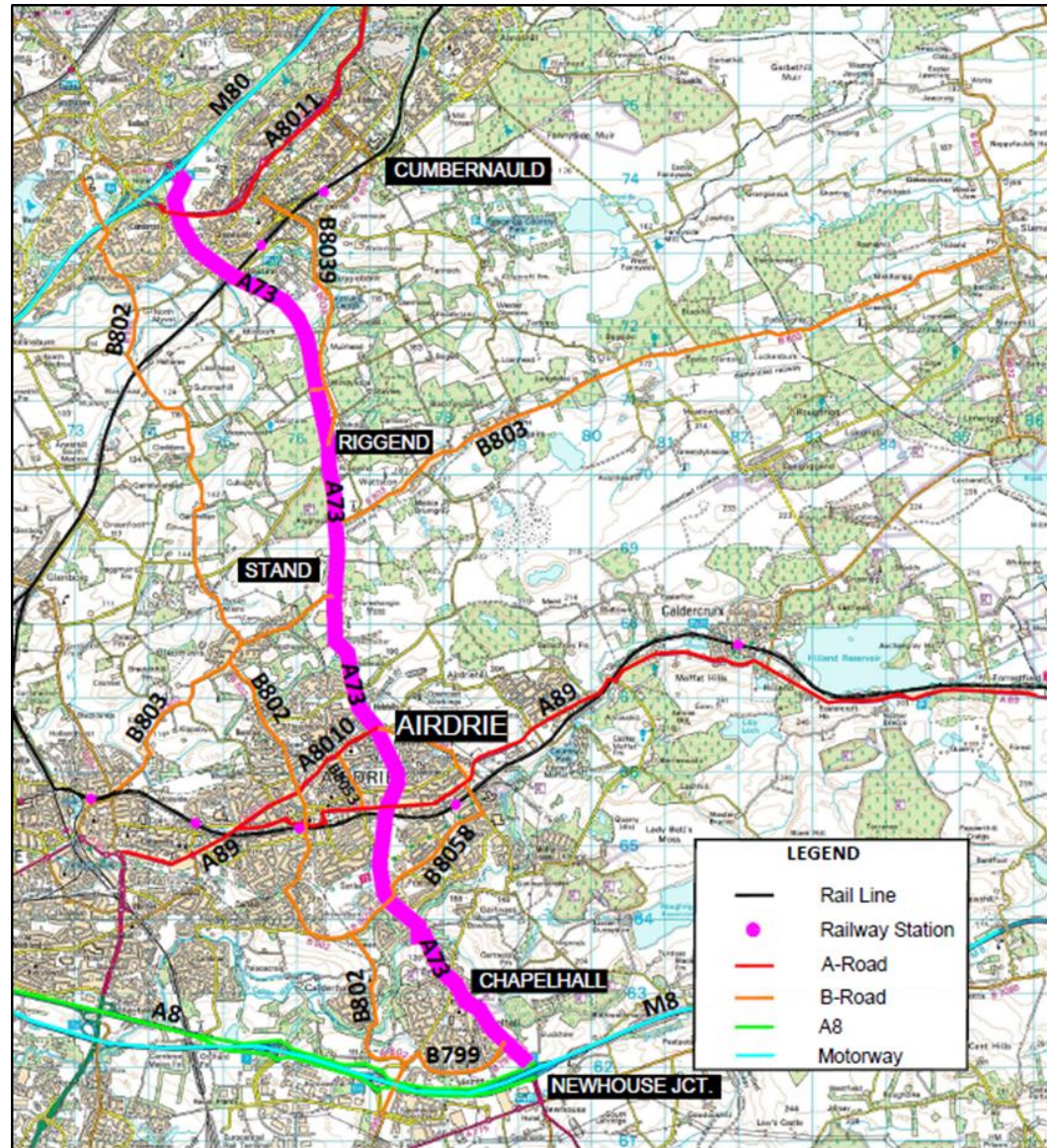
Workshop Agenda

- 10.00 Introduction
- 10.05 Project Background
- 10.15 Active Travel Assessment and Review
- Study Area, Existing facilities
 - Stakeholder Feedback
 - Gaps in Network
 - Draft Active Travel Opportunities
- 10.30 Workshop Discussion – Proposed Cross-section
- Workshop Discussion – Crossings
- Workshop Discussion – Online route options
- Workshop Discussion – Associated Opportunities
- 12.00 Workshop Summary
- 12.30 Close

Project Background

The Project Brief

- 9.5km two way single carriageway
- Newhouse to Stand/Riggend
- Associated active travel infrastructure incorporating footway and cycleway



Overall Project Objectives

To provide enhanced North/South infrastructure through North Lanarkshire to the north of the M8 by 2026, contributing to a co-ordinated and strategic approach to upgrade transport infrastructure and promote economic regeneration through the Pan-Lanarkshire Orbital Transport Corridor project.

Traffic – Improve journey times, reliability and resilience between Cumbernauld and M8.

Connectivity – Facilitate improved connectivity between residential areas and centres of economic activity, improving access to employment, education and training opportunities.

Public Transport – Facilitate improvements to public transport infrastructure and reliability, encouraging modal shift.

Active Travel – Provide active travel infrastructure linking to existing networks, encouraging modal shift.

Air Quality – Reduce levels of traffic-related air pollution within the Chapelhall AQMA.

Development – Support development opportunities for existing businesses and assist in unlocking stalled development sites.

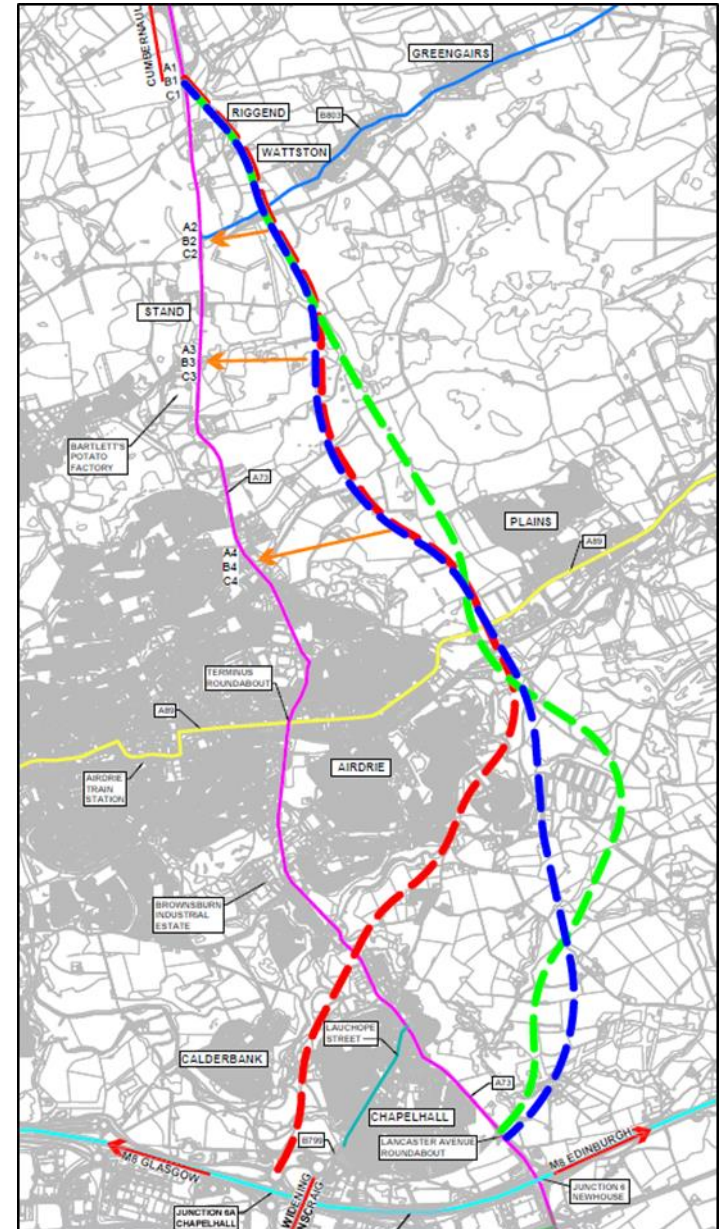
Project Status

STAGE 1:

- Development of Long-Listed Options
- Confirm Short-List

STAGE 2:

- Development of Short-Listed Options
- Appraisal of Short-Listed Options
- Identify Preferred Option





*Active Travel
Assessment and Review*

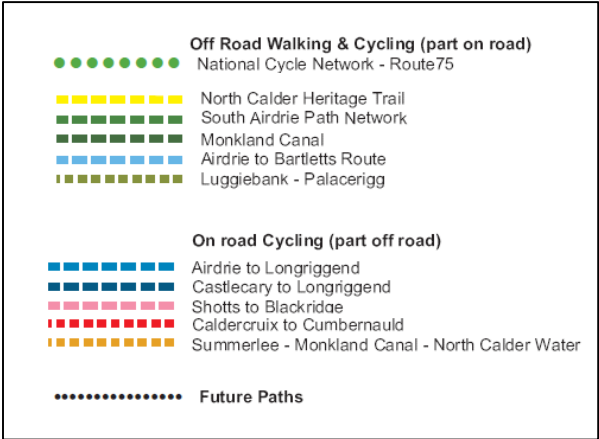
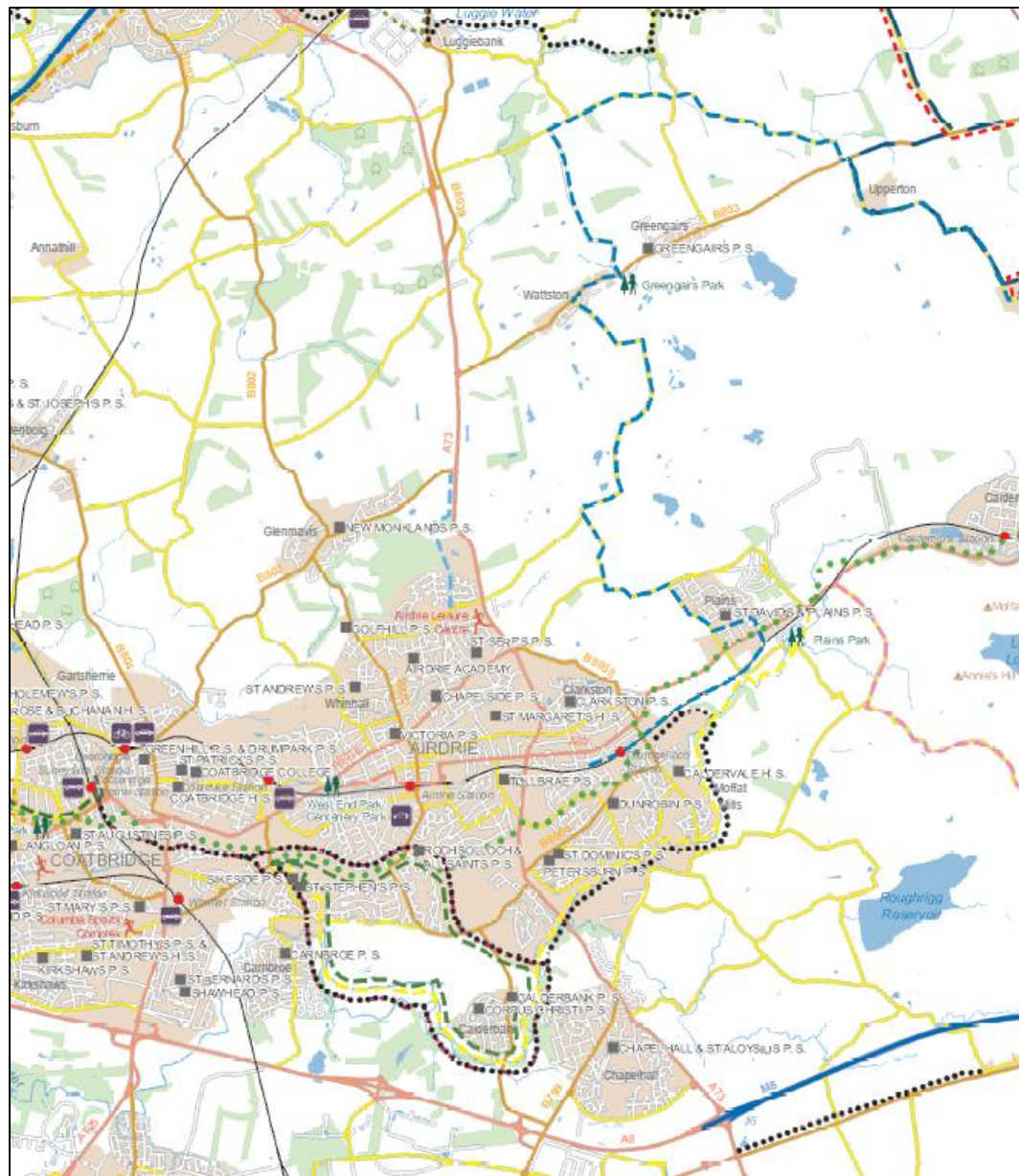
Existing Strategies and Studies

- Airdrie and Coatbridge Sustainable Transport Study 2018
- M8 Strategic Investment Sites Cycle Access Study 2013
- Local Transport Strategy 2010
- Public Access Strategy 2000
- North Lanarkshire Council Walking & Cycling Strategy

North Lanarkshire Council Walking & Cycling Strategy Objectives

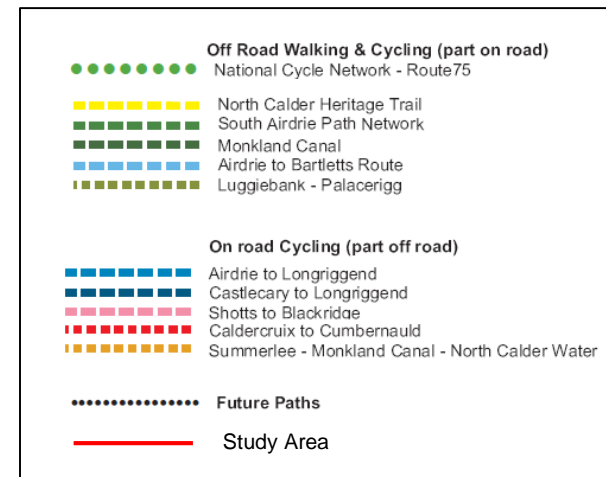
- To increase the role of walking and cycling as a transport mode, particularly for short trips within town centres and around urban fringes.
- To encourage and facilitate walking and cycling as a leisure and tourist activity in order to realise the benefits gained to health, environment and the local economy.
- To develop a safe, convenient, efficient and attractive transport infrastructure, which encourages and facilitates the use of walking, cycling and public transport.
- To ensure that policy to increase walking and cycling meets the communities' needs and are fully integrated into the Structure Plan, Local Plan and Local Transport Strategy.

Existing Walking and Cycling Facilities

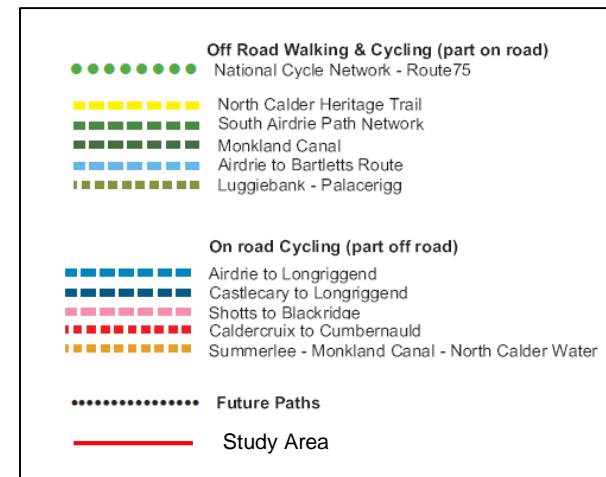
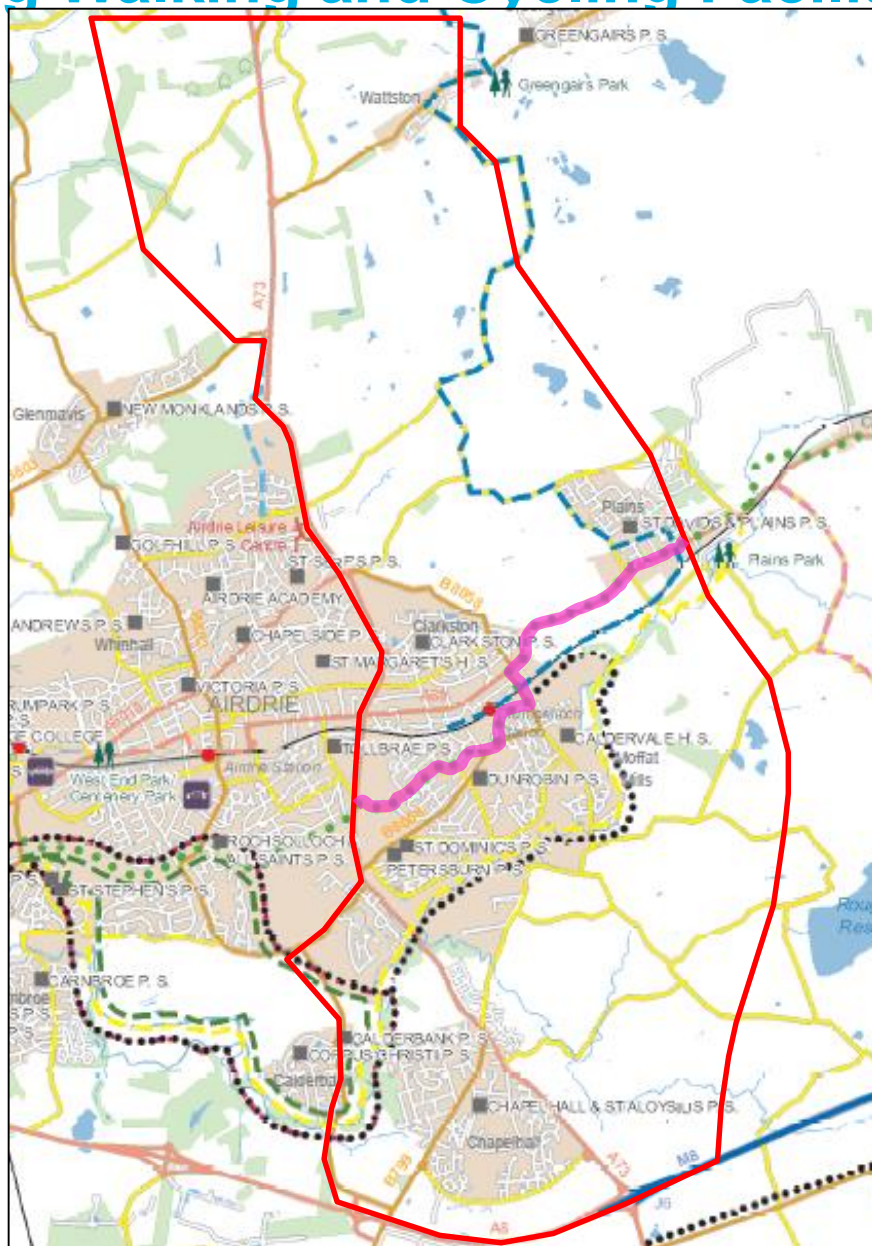


Extract from NLC
Smartways 2013

Existing Walking and Cycling Facilities

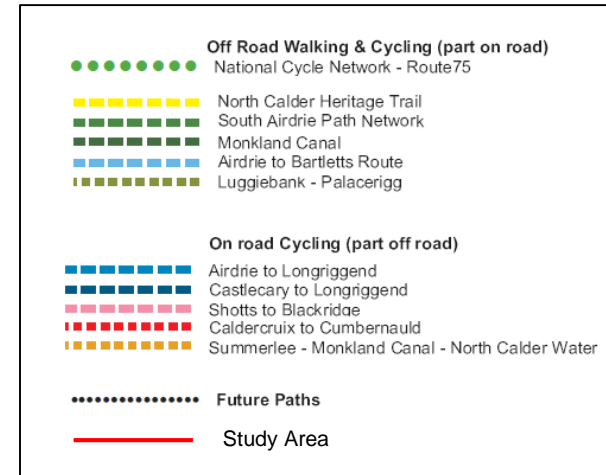
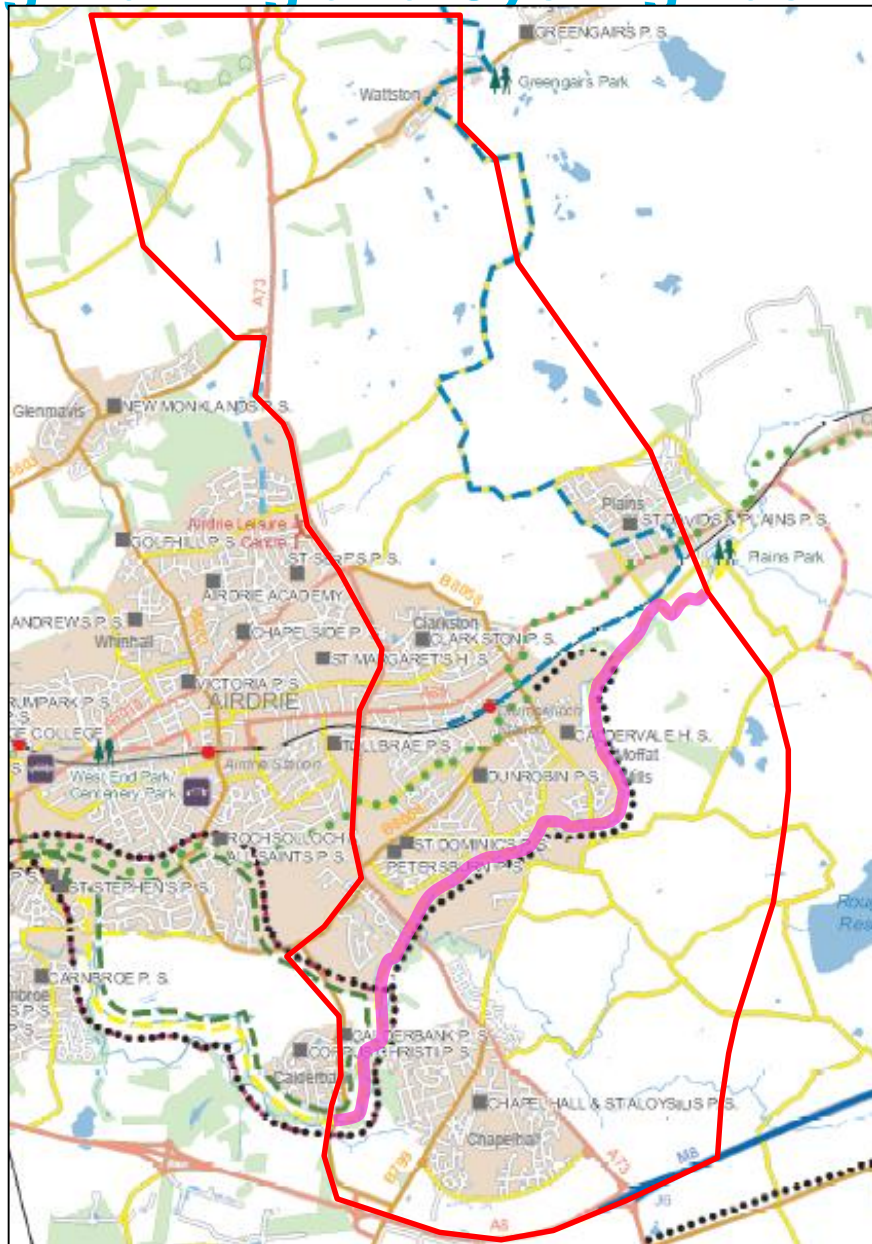


Existing Walking and Cycling Facilities



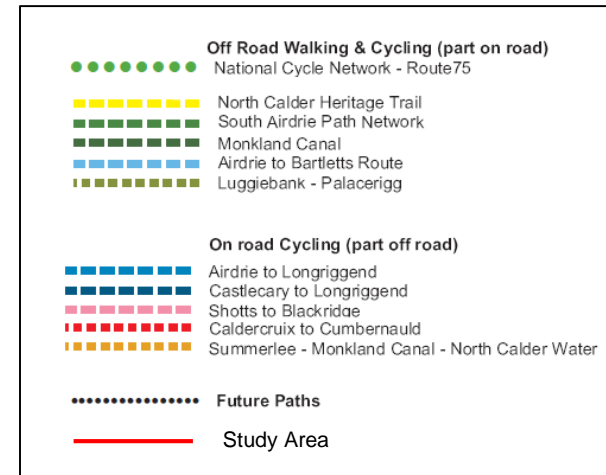
NCN75

Existing Walking and Cycling Facilities



North Calder
Heritage Trail

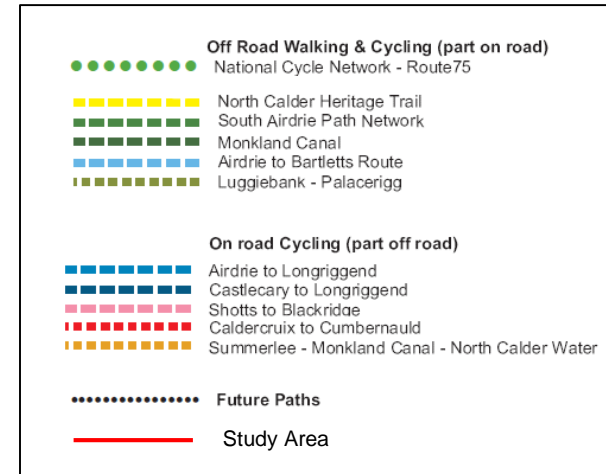
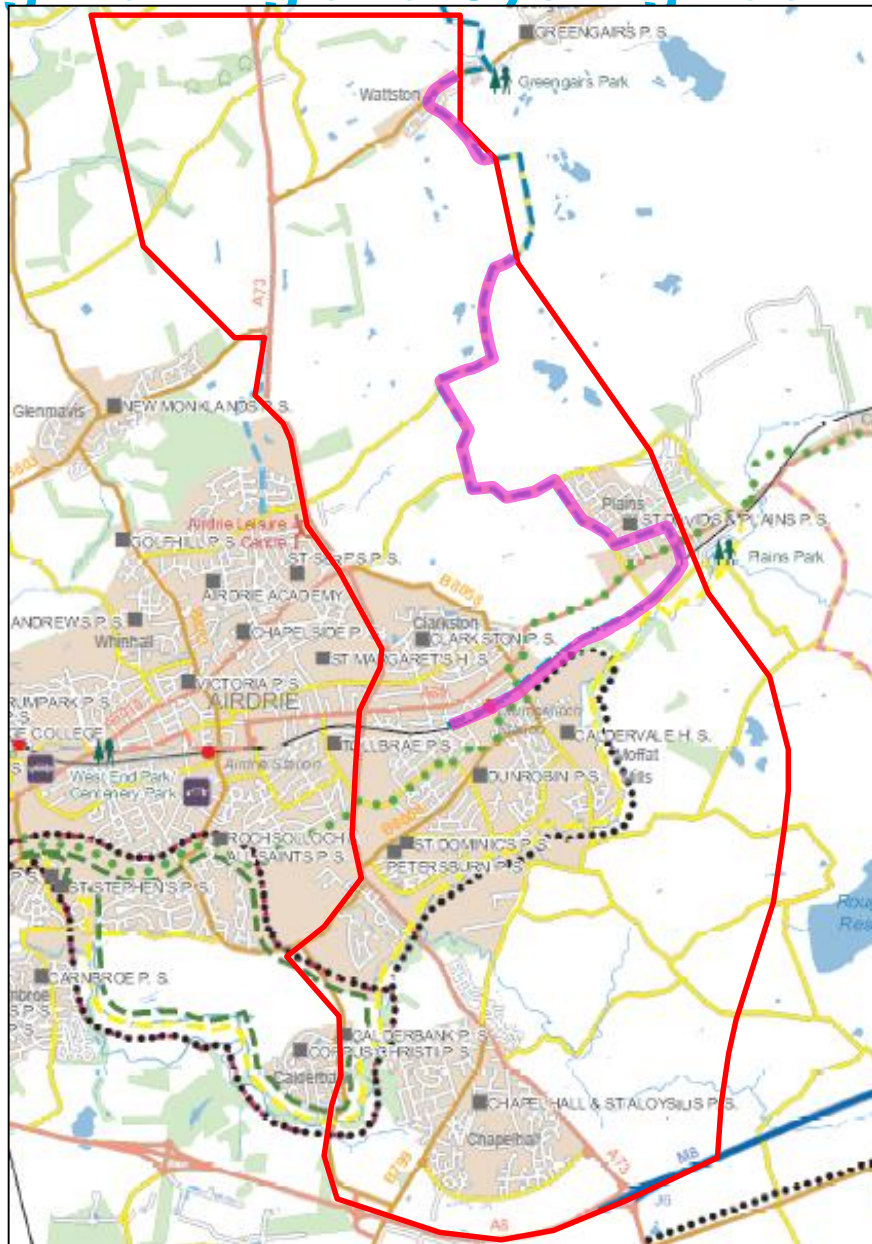
Existing Walking and Cycling Facilities



Airdrie to
Bartlett's



Existing Walking and Cycling Facilities



Airdrie to Longriggend

Stakeholder Engagement

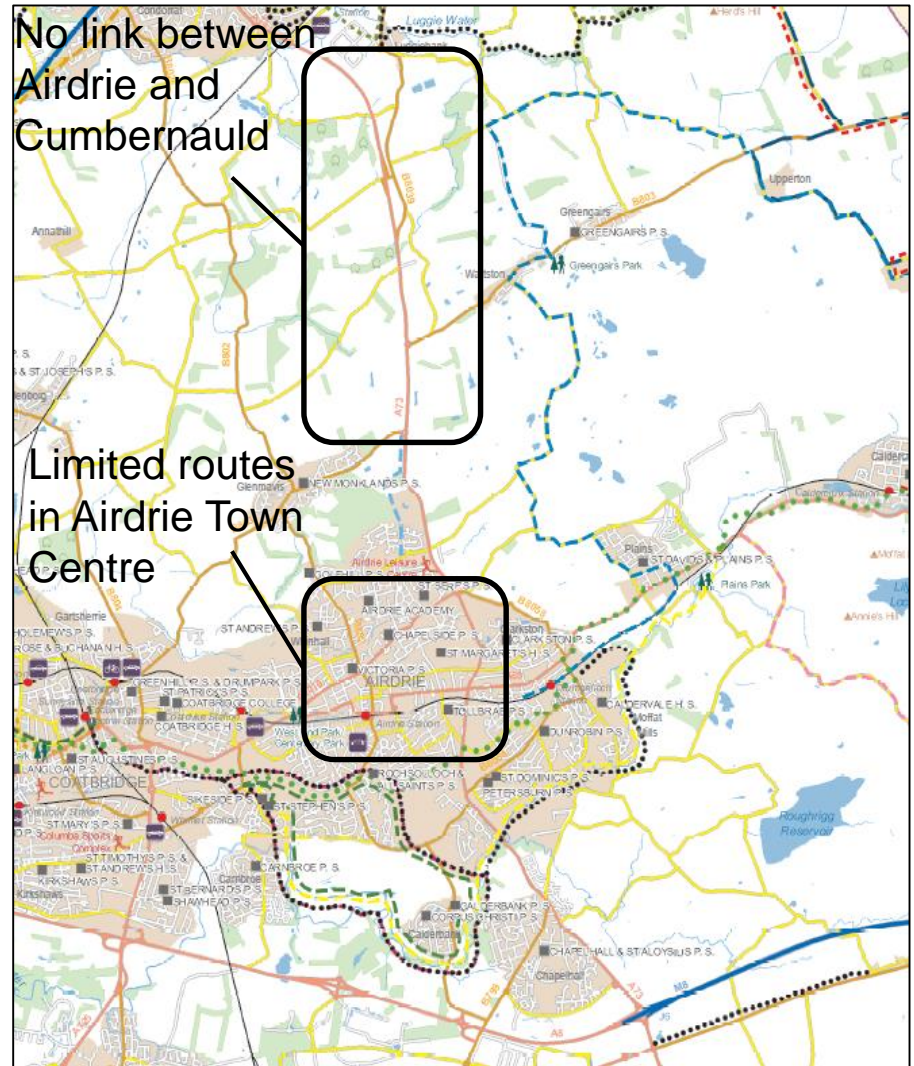
Stakeholder Consultations to date		
Project Inception Workshop	NLC Stakeholders	Oct 2019
Stage 1 Workshop	NLC Stakeholders	Feb 2020
Stage 1 Public Exhibitions	General Public	Mar 2020
Stage 2 Consultation letter	Stakeholders	May/Jun 2020
Stage 2 Active Travel Workshop	Active Travel Stakeholders	Jul 2020

Stakeholder – feedback

- Most welcome East Airdrie Link Road
- Safety concerns
- Connectivity between villages and towns
- How active travel will be incorporated into the design
- Environmental impact of the road
- Would like this project to help deliver an active travel route from Airdrie to Cumbernauld
- Active travel enhancements must deal with how everyday journeys can be supported, and not just those journeys along the EALR.

Gaps in Network

- No link between Airdrie and Cumbernauld
- Limited east-west links, only NCN 75
- Limited routes into Airdrie Town Centre



Existing Problems

The following existing problems have been identified through previous work:

- **NLC Walking & Cycling Strategy**
 - A lack of routes in some parts of North Lanarkshire (e.g. North Airdrie)
 - Excessive vehicle speeds on rural roads prejudicing the safety of walkers, cyclists, and horse riders
- **Airdrie and Coatbridge Sustainable Transport Study**
 - Lack of connections from Airdrie town centre to NCN75
- **NLC Commission 2020**
 - NLC commission of study to identify connectivity issues around town centres

Opportunities

The following opportunities have been identified through previous work:

- NLC Walking & Cycling Strategy
 - Scope for broadening the range of routes available and providing a more coherent network.
- Airdrie and Coatbridge Sustainable Transport Study
 - A73: East Airdrie link road project (as part of GCV City Region Deal) provides opportunities to reprioritise Airdrie town centre for more sustainable modes of transport.
- Local Transport Strategy
 - Improvements in provision for cyclists, such as expansion of the off-road cycle network and on-road cycle lanes which will increase their safety and in turn encourage a greater number of people to consider cycling as a regular mode of transport.

Active Travel Options – Design Standards

Routes developed in accordance with design standards set out in:

- Roads for All – Good Practice Guide for Roads (TS)
- Cycling by Design (TS)
- Sustrans Design Manual

Gradients

- desirable maximum = 1 in 20 (5%)

EALR

- National Speed limit 60mph
- Design Speed 100kph

Anticipated traffic flows two way – 9000

Discussion
- Proposed Cross-section

Proposed Cross-section - Online

Design Standards

Cycling By Design 2010

Table 6.1: Cyclist and pedestrian flow density

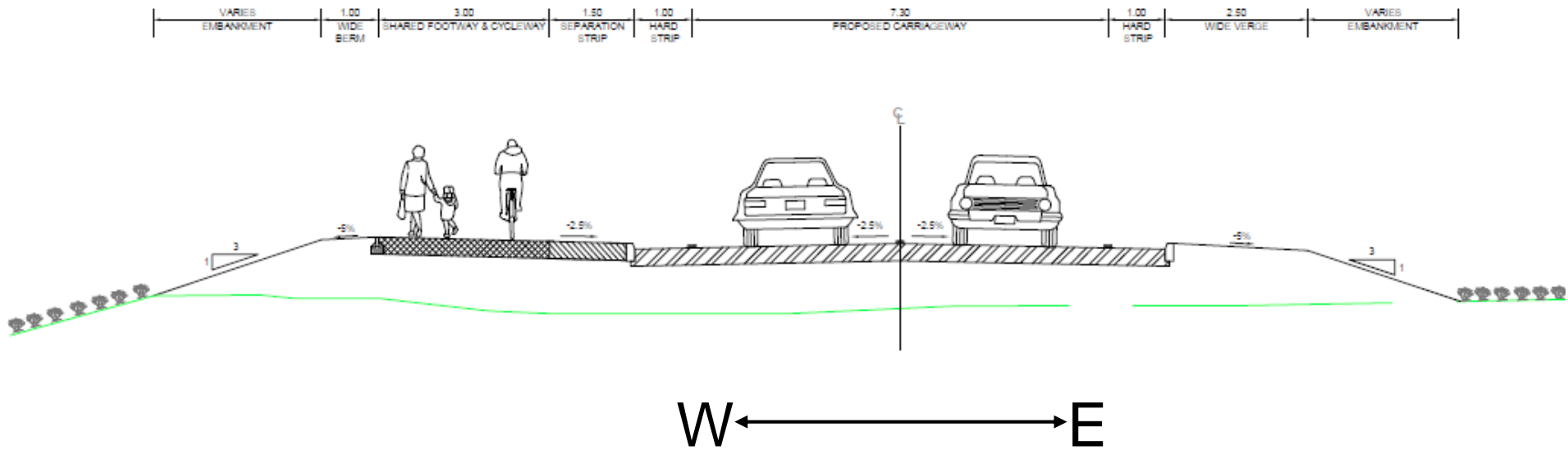
Combined density (users/hr/m)*	Recommended arrangement
< 100	Shared use is usually appropriate (cycles give way).
101 – 199	Segregation may be considered.
> 200	Segregation should be considered.

* Combined density per hour: the number of pedestrians and cyclists per hour per metre width.

Table 6.2: Off-carriageway facility widths

Facility		Width (m)		Comments
Segregated cycleway or cyclepath	One way cycles only	Desirable Minimum	2.0	Operates satisfactorily for one-way flows of up to 150 cycles per hour with minimal overtaking anticipated.
		Absolute Minimum	1.5	The running width required that is free from obstructions such as debris, gullies, line markings and street furniture.
	Two way cycles only	Desirable Minimum	3.0	Operates satisfactorily for two-way flows up to 300 cycles per hour.
		Absolute Minimum	2.0*	Operates satisfactorily for two-way flows of up to 200 cycles per hour free from obstructions such as debris, surface gullies, line markings and street furniture.
	Pedestrian only space	Desirable Minimum	2.0	The minimum width in normal circumstances to permit unobstructed passage by opposing wheelchairs.
		Absolute Minimum	1.5	Acceptable over short distances in specifically constrained environments, such as at bus stops or where obstacles are unavoidable (Transport Scotland 2009).
Shared cycleway or cyclepath	Pedestrian and cycle space	Desirable Minimum	3.0	Typically regarded as the minimum acceptable for combined flows of up to 300 per hour.
		Absolute Minimum	2.0**	Can operate for combined flows of up to 200 per hour but will require cycles and pedestrians to frequently take evasive action to pass each other.

Proposed Cross-section - Online



Discussion
- Crossings

Crossing Types

Table 7.1 Crossing types		
85 th percentile speed	Traffic flow (two way daily)	Type of crossing
< 30 mph	< 2,000	Cyclists have priority at side road - raised crossing
< 30 mph	< 4,000	Cyclists have priority mid-link-raised crossing
< 50 mph	< 6,000	Cyclists give way to road traffic (no refuge)
< 35 mph	< 8,000	Parallel pedestrian/cycle crossing or Zebra crossing shared with cyclists
< 50 mph	< 8,000	Cyclists give way to road traffic plus central refuge - urban
< 60 mph	< 10,000	Cyclists give way to road traffic plus central stage refuge - rural
< 50 mph	> 8,000	Signal controlled, including Toucans and parallel pedestrian/cycle signals
> 50 mph	> 8,000	Grade separated crossing - urban
> 60 mph	> 10,000	Grade separated crossing - rural

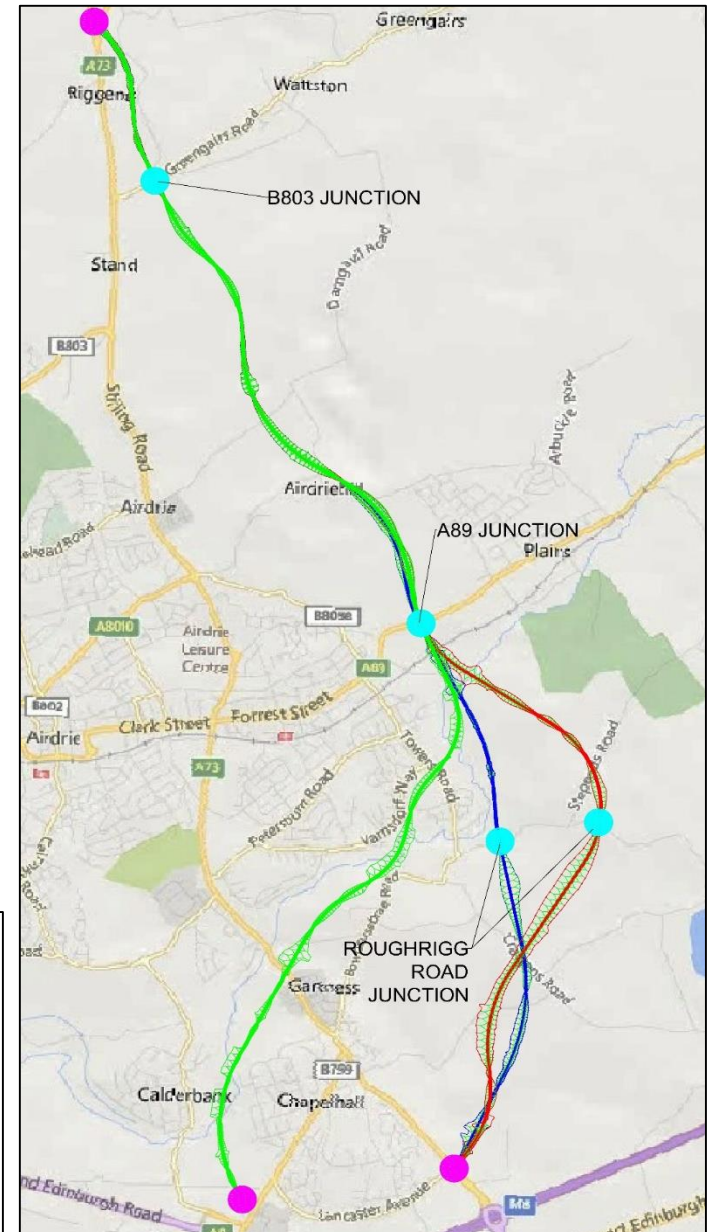
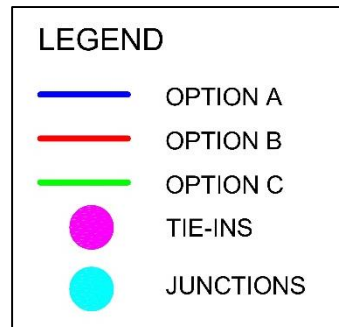
Sustrans Design Manual Chapter 7 2015

Proposed Crossing Locations

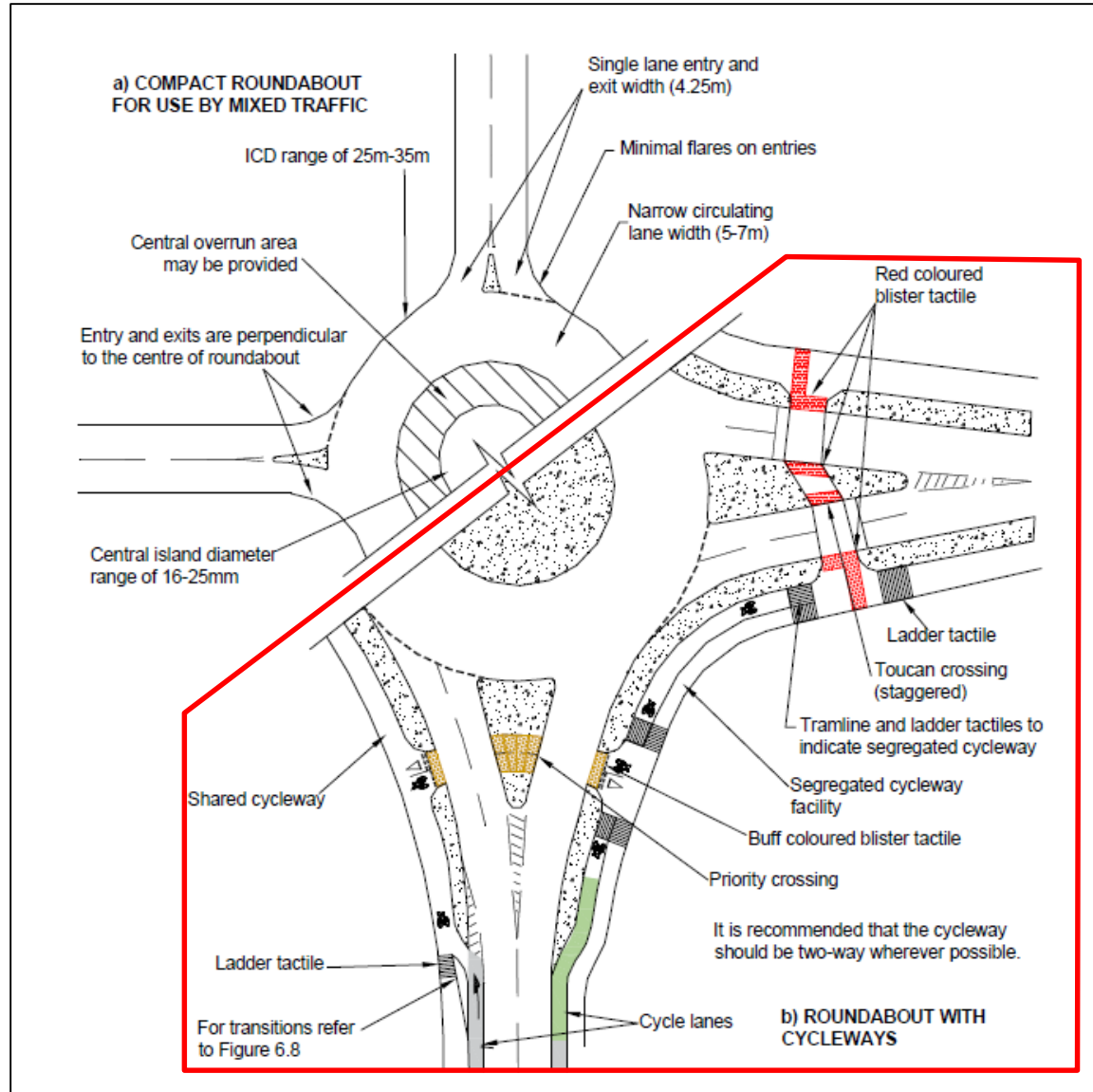
- Crossing parallel to EALR (side roads)
- Crossing perpendicular to EALR (EALR)

Crossings required at roundabout junctions:

- Roughrigg Road
- A89 & NCN75
- Greengairs Road



Crossings

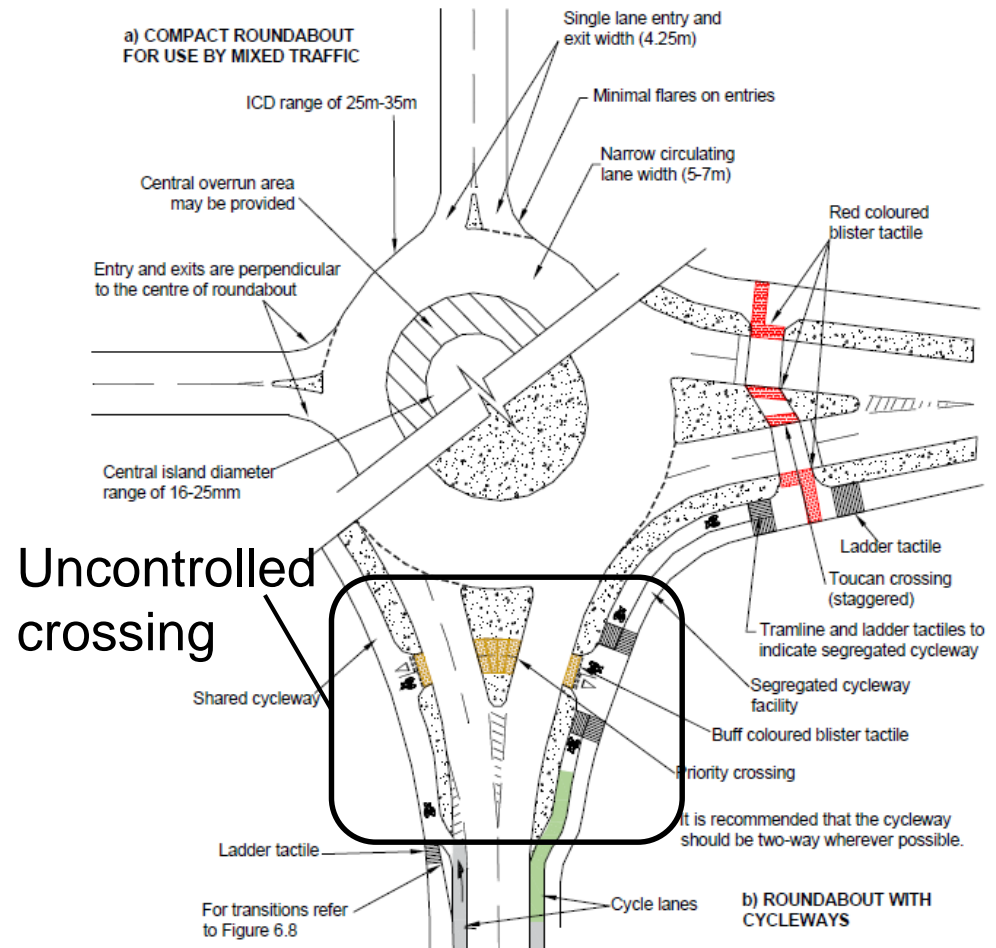


Cycling By Design 2010 Figure 7.13

Crossings

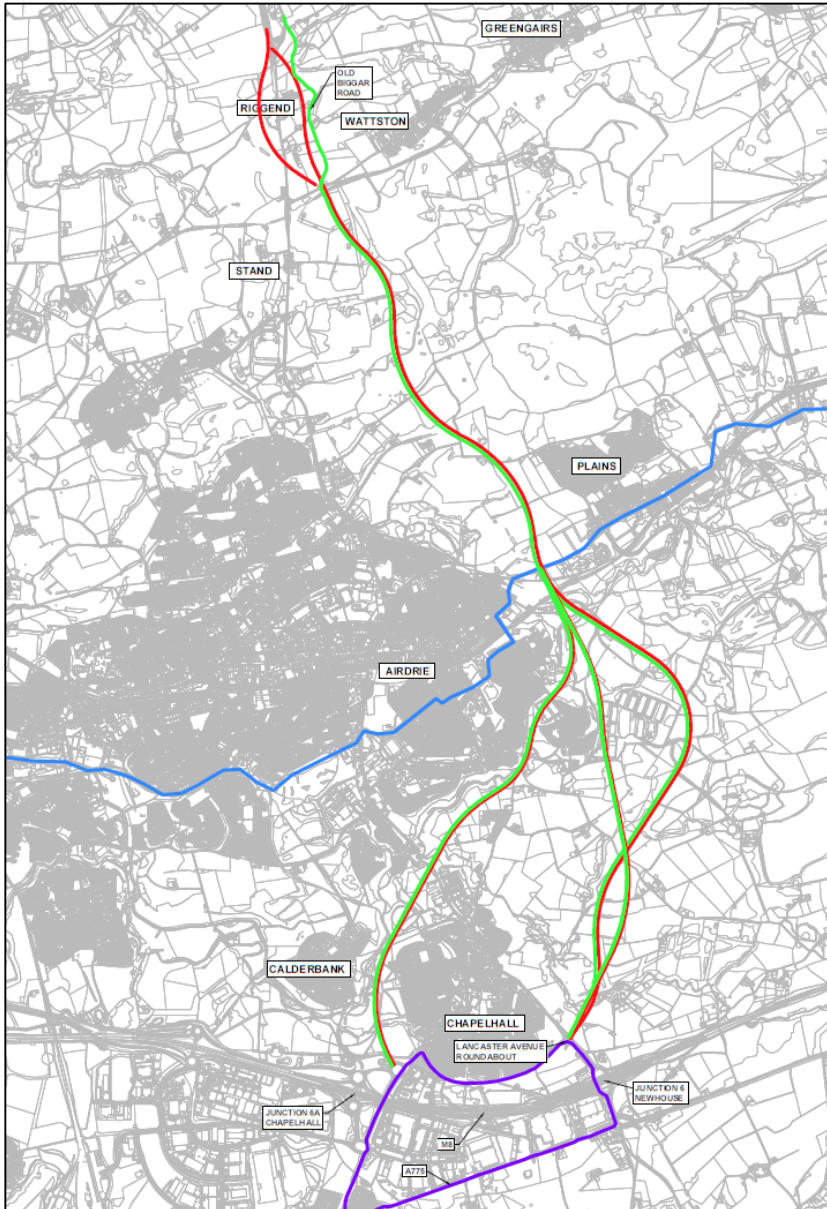
- All crossings controlled
- All crossings uncontrolled
- Side roads uncontrolled, main road controlled
- Tiger crossing
- Toucan crossing

Current proposal all crossings uncontrolled



Discussion
- Online Route Options

Online Active Travel



KEY

- POSSIBLE ALIGNMENT
- ACTIVE TRAVEL ROUTE
- M8 CYCLE ACCESS STUDY ROUTE
- NCN 75

Enhancements of separate active travel route north of Greengairs junction is not within the EALR budget.

Discussion
- Associated Opportunities

Associated Opportunities

- EALR – positive sustainable route (north/south)
- Opportunities for associated offline enhancement opportunities will be explored through other strategies (Alternative funding would be required)
- Ideas welcome for associated offline enhancements:
Contact: GlennieJ@northlan.gov.uk

Workshop Summary

Summary

Recap Active Travel Options to be taken forward for further development

Recap any Workshop actions

Programme going forward

- Conclude Stage 2 appraisal identifying the Preferred Route option – October 2020
- Stage 2 Public Exhibitions – November 2020
- Appoint consultant to undertake Stage 3/Design Work – Winter 2020/2021
- Outline Business Case for City Deal funding – Winter 2021/2022
- Planning Application – Spring 2022
- Construction commencement – Summer/Autumn 2024
- Complete Construction – Autumn 2026

Thank You

AECOM