

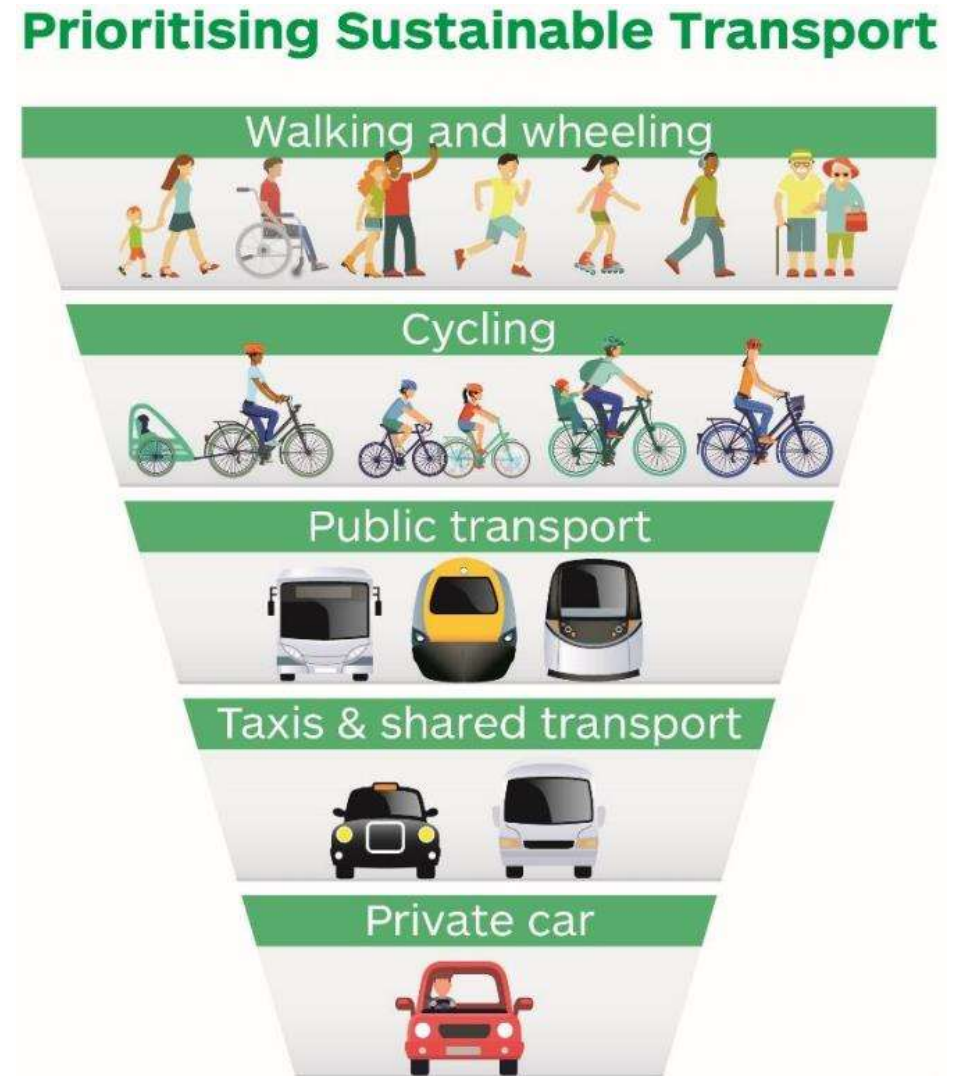
# Bothwell, Blantyre and Uddingston Active Travel Feasibility Study Key Stakeholder Workshop

Ross McNeill and Elliot Bayley

Monday 10th May 2021

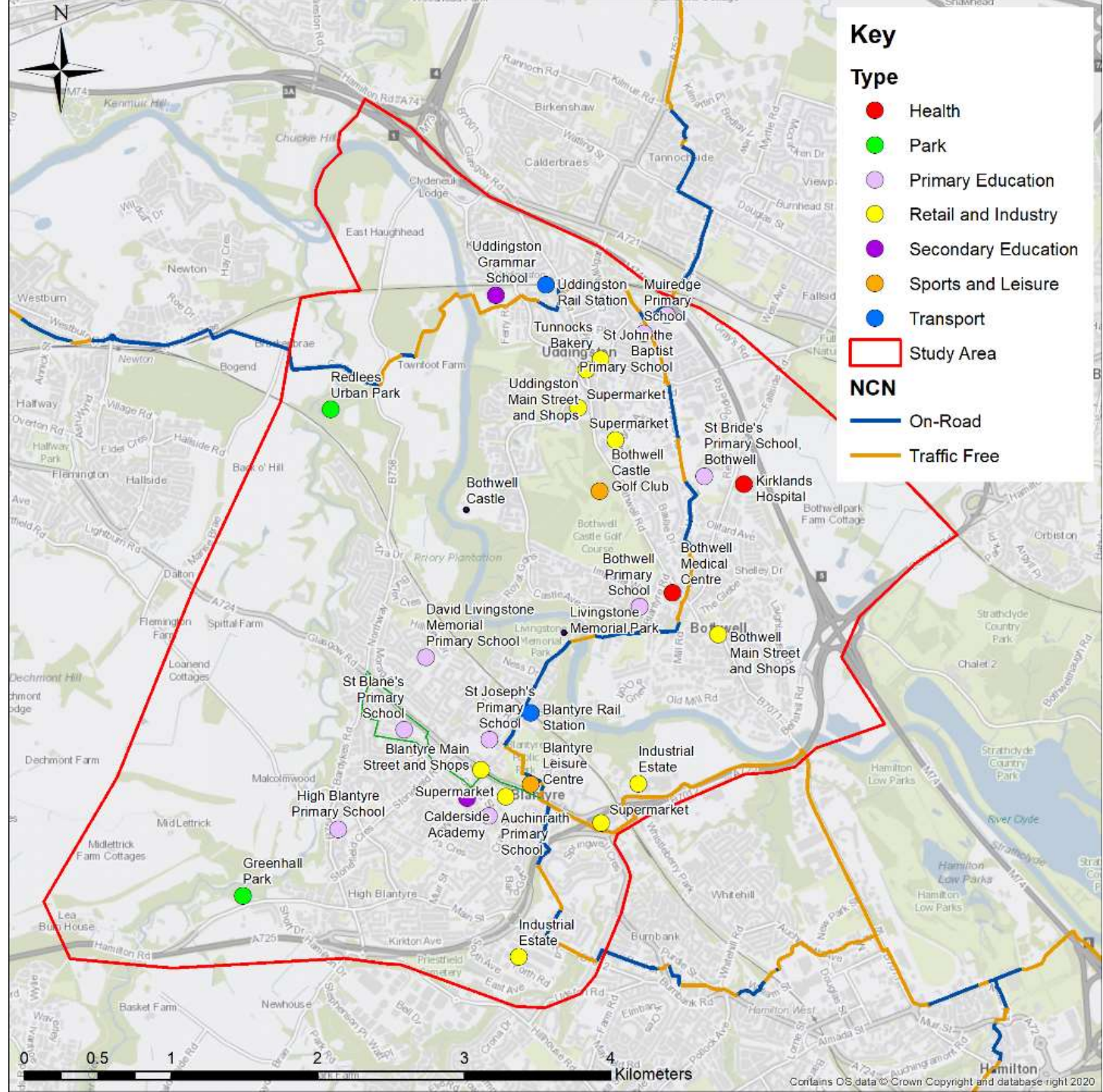
# Workshop Agenda

1. Introductions
2. AECOM Project Summary
3. Engagement and Consultation Summary
4. Future Network Priorities and Proposals
5. Workshop Sessions / Discussions



*National Transport Strategy 2 (2020):  
Sustainable Transport Hierarchy*

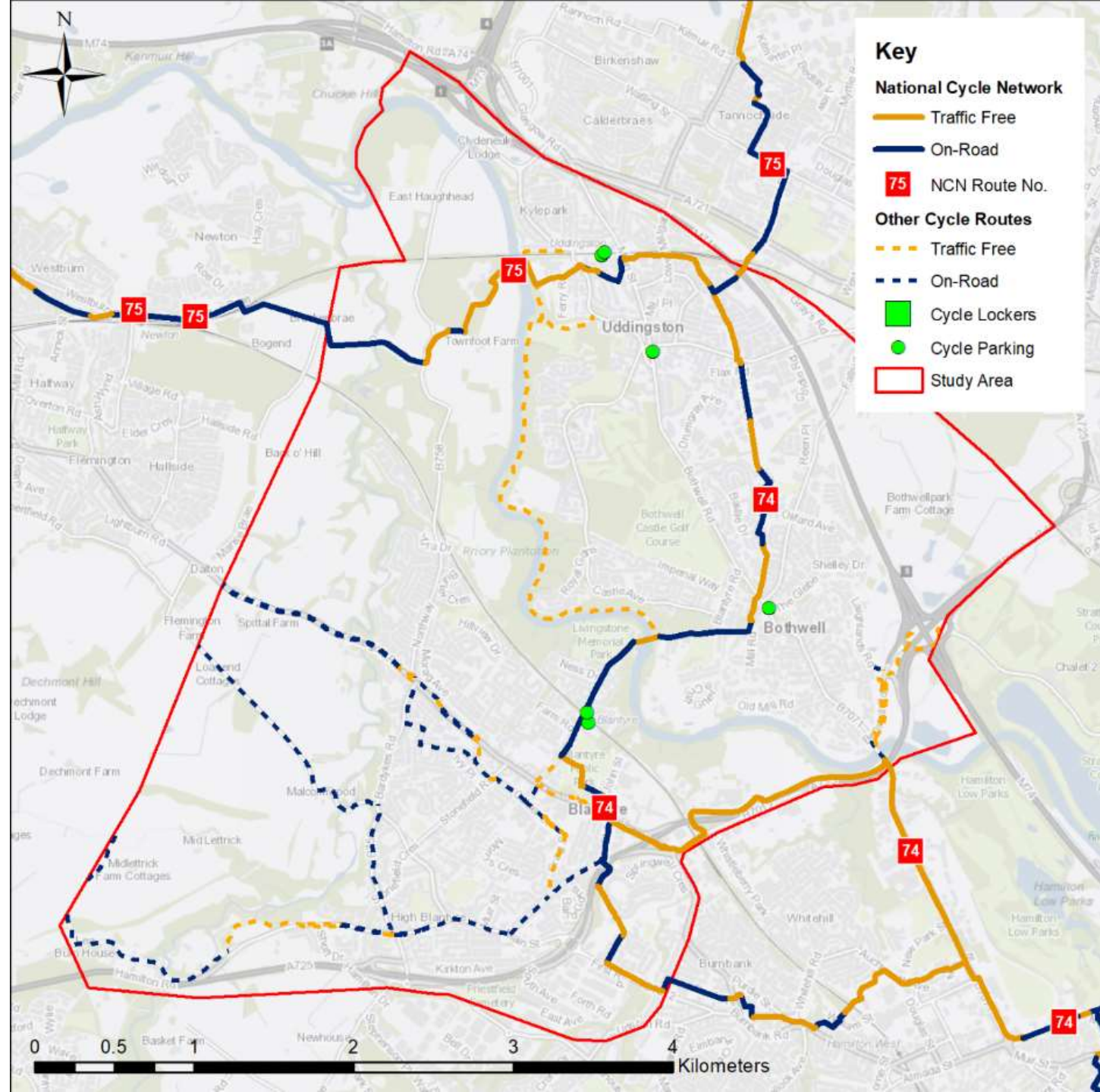
# Study Area



# Existing Cycle Network:

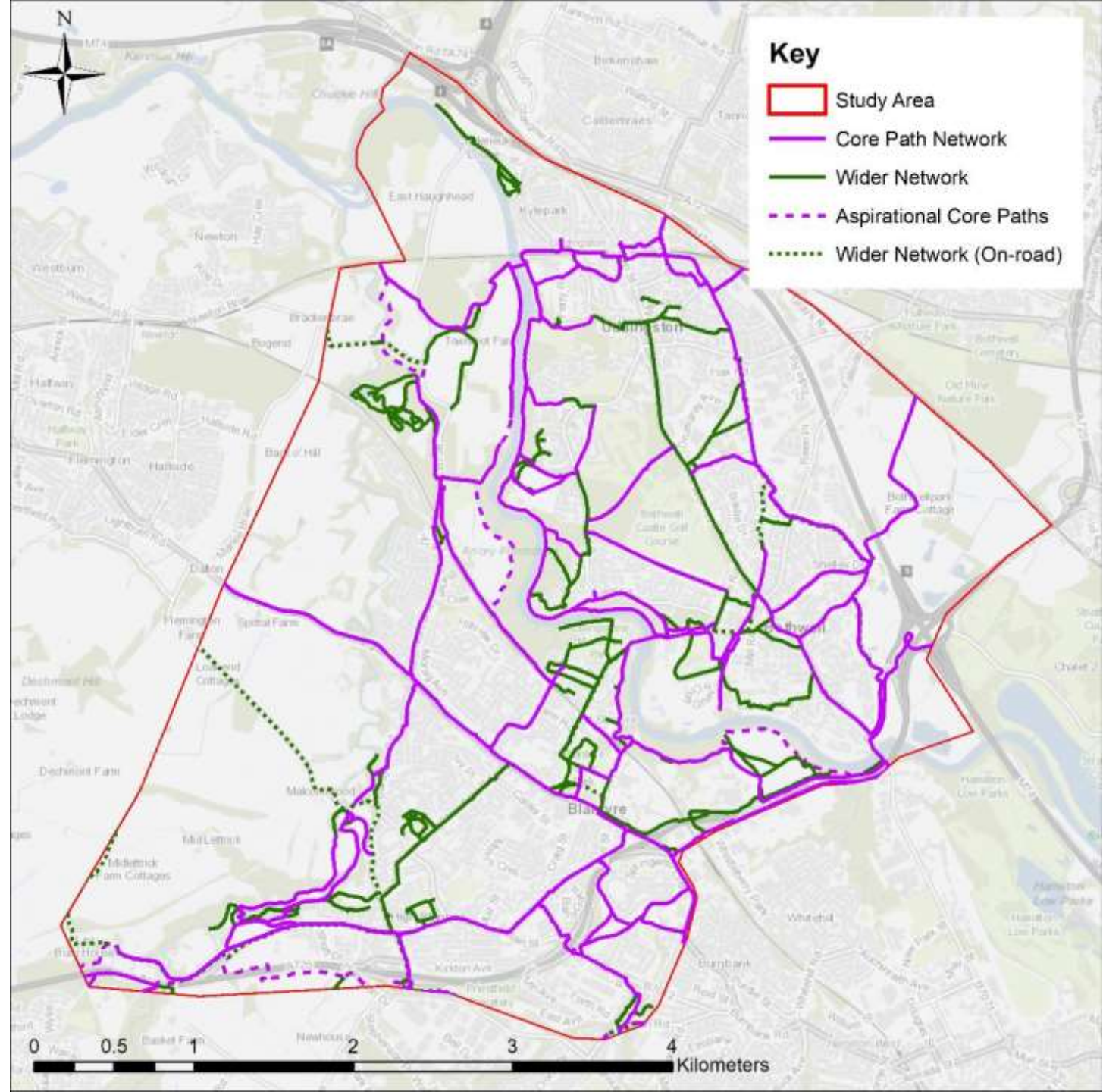
Majority of existing routes are on-road signed cycle routes and off-road shared use paths including:

- NCN 74 (Uddingston, Bothwell, Blantyre to Hamilton)
- NCN 75 (Tannochside through Uddingston to Newton)
- Clyde Walkway
- On-road signed routes through Blantyre and beyond
- Glasgow Rd advisory cycle lanes between Blantyre and Hallside



# Existing Network: Core Path Network

- Wide ranging network of core paths
- B7071 Bothwell Road designated part of wider network
- Aspirational Core Paths along riverside



# Project Aims and Approach

## Project Aims:

1. Identify actual and perceived barriers to active travel locally
2. Identify programme of recommendations
3. Undertake engagement and consultation
4. Identification of future proposals

## Project Approach:

- Technical Review
- Public and Stakeholder Engagement
- Network Development and Recommendation:
- Feedback from Stakeholders and the Public and Proposed Network and Priorities

# AECOM Project Update

## Background Review:

- Study Area
- SIMD and Transport Poverty
- Commuting Data
- Key Trip Attractors
- Planned and Future Developments
- Policy Framework
- Current Active Travel Network
- Current Network Use

## Project Deliverables:

- Public Life Survey
- Stakeholder and Public Engagement
- Identification of Future Network Proposals
- Draft Feasibility Report
- Finalised Feasibility Report

# Stakeholder and Community Engagement

The engagement programme included:

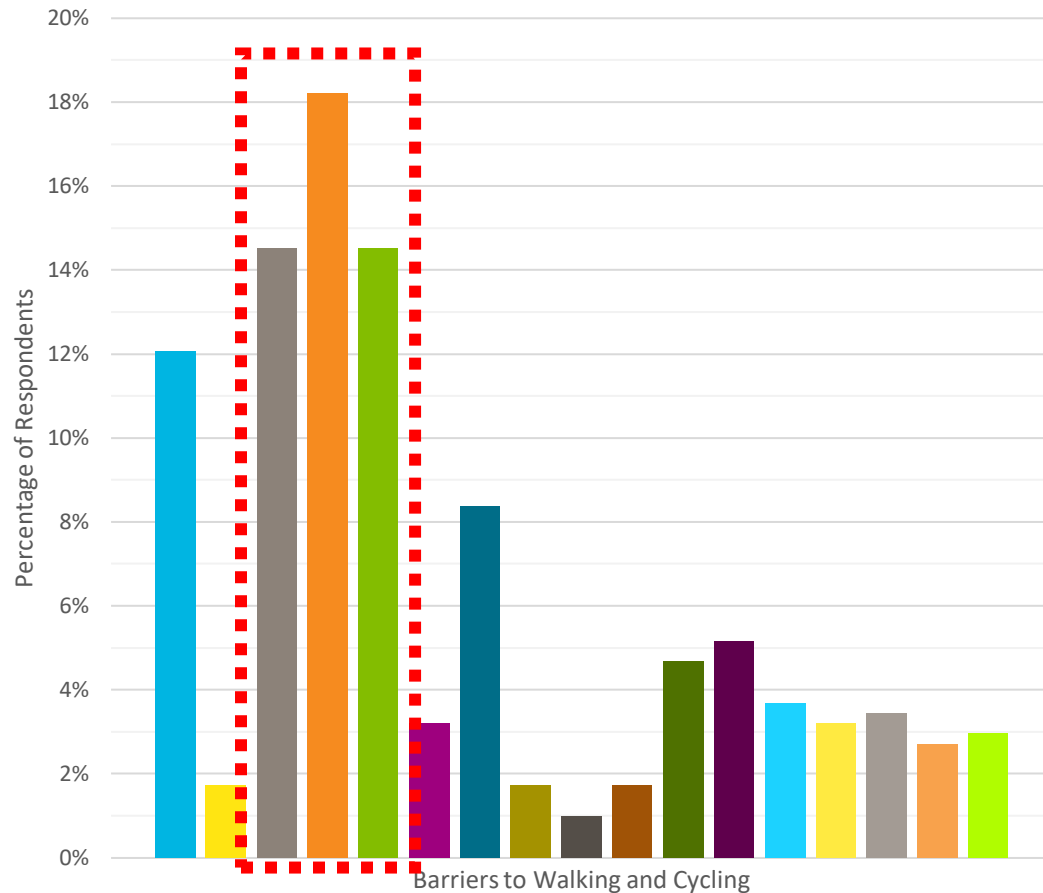
1. An online questionnaire survey, to collate information on local travel (147 responses);
2. An online Placecheck map for location-based comments and ideas (132 responses);
3. Key Stakeholder Workshop and Communications; and
4. Follow-up online consultation on Initial Draft Feasibility Studies (ongoing).

## Top Local Destinations

1. Uddingston (9.69%)
2. Bothwell (9.20%)
3. ASDA Blantyre (5.57%)
4. Bothwell Castle (5.33%)
5. Blantyre (5.08%)
6. Lidl and M&S Uddingston (4.12%)
7. Uddingston Rail Station (3.87%)
8. Tesco Uddingston (3.15%)
9. Uddingston Grammar School (2.18%)
10. Blantyre Rail Station (1.69%)



# Perceived barriers to walking and cycling in Uddingston Bothwell and Blantyre



- Weather
- Confidence using a bike
- Safety when cycling
- Condition of roads, paths and cycle routes (including surfaces, lighting and overhanging vegetation)
- Lack of off-road/ traffic free cycle routes
- Need to carry heavy or bulky items
- Lack of on-road cycle lanes
- Security when parking bicycles
- Lack of bicycle storage
- Cost of cycling (including the cost of buying a bike and equipment)
- Destinations not served by walking/ cycle routes
- Distance/ time constraints
- Number/ quality of road crossing facilities
- Other (please specify)
- Lack of information on walking/ cycling routes (including signs and maps)
- Personal health/ fitness
- Terrain (e.g. too many hills)

# Extract from Additional Online Survey Comments

- *“Cars and vans parked on pavements often means you have to step onto road.”*
- *“Please just dont lump pedestrians and cyclists into the same small route since that can sometimes just cause conflict between pedestrians and cyclists.”*
- *“Negotiating traffic is the main barrier to cycling. There is no safe way to walk or cycle from Blantyre to either Uddingston or East Kilbride.”*
- *“Cycle lanes within Blantyre are very narrow and they are not regularly swept of debris buy the local council.”*
- *“The main issue is the excessive volume of cars and in particular commercial vehicles on local roads making cycling and walking extremely hazardous.”*
- *“I would like to feel safer cycling with more cycle lanes to encourage more cycling”*
- *“traffic calming, ideally speed cameras, in Bothwell & Uddingston villages to reduce speed to max. 20mph to allow safer cycling”*
- *“More traffic calming measures and traffic free streets, particularly around schools and ‘through roads’ of the villages. Shared spaces/road surfaces might be good, or tables to slow traffic down”*
- *“Please maintain cycle lanes”*
- *“teach cyclists how to cycle responsibly”*

# Placecheck Map Comments

Entries could include:

1. *Things I like;*
2. *Things I don't like; and*
3. *Things we need to work on*



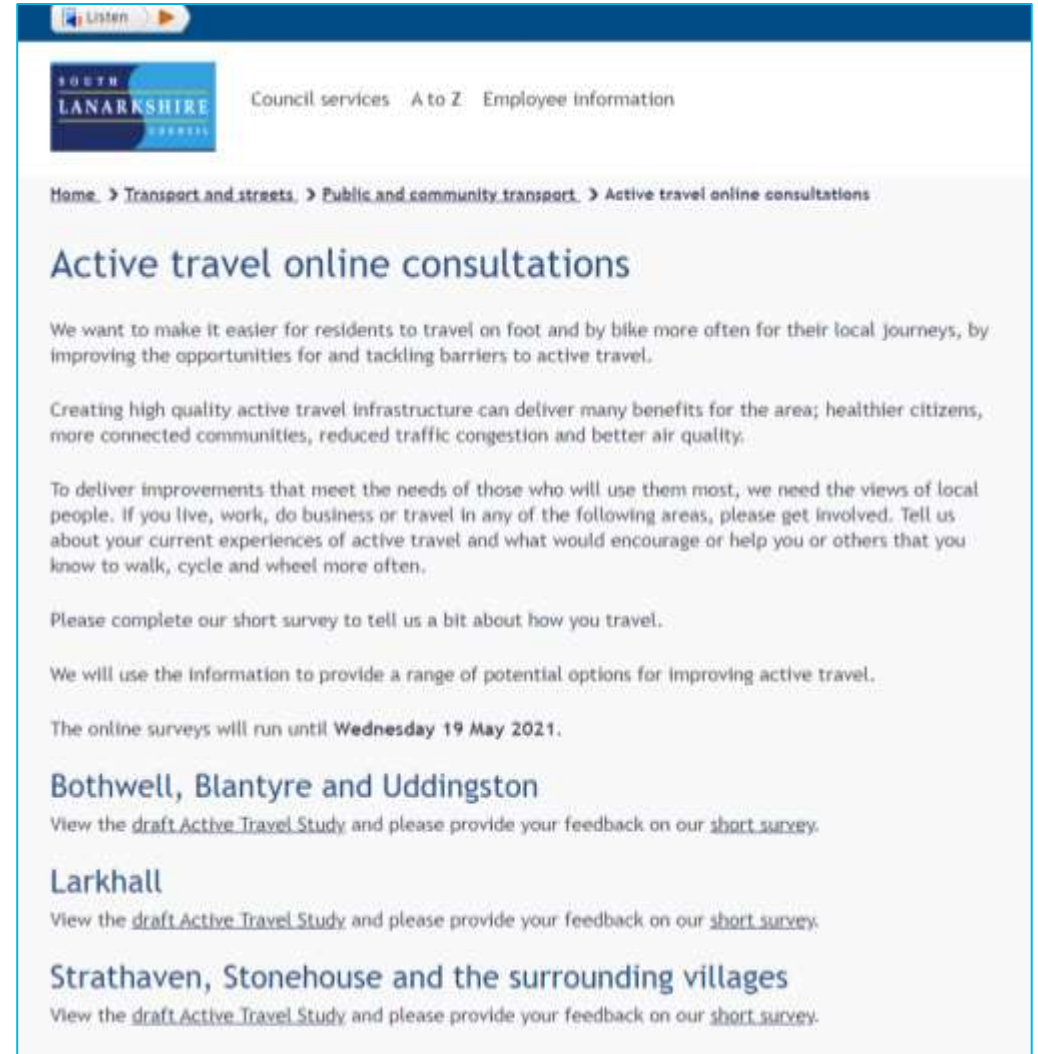
# Current Online Consultation

Draft Feasibility Study and Proposed Network available for download online

Online survey available until 19<sup>th</sup> May 2021 asks for feedback on

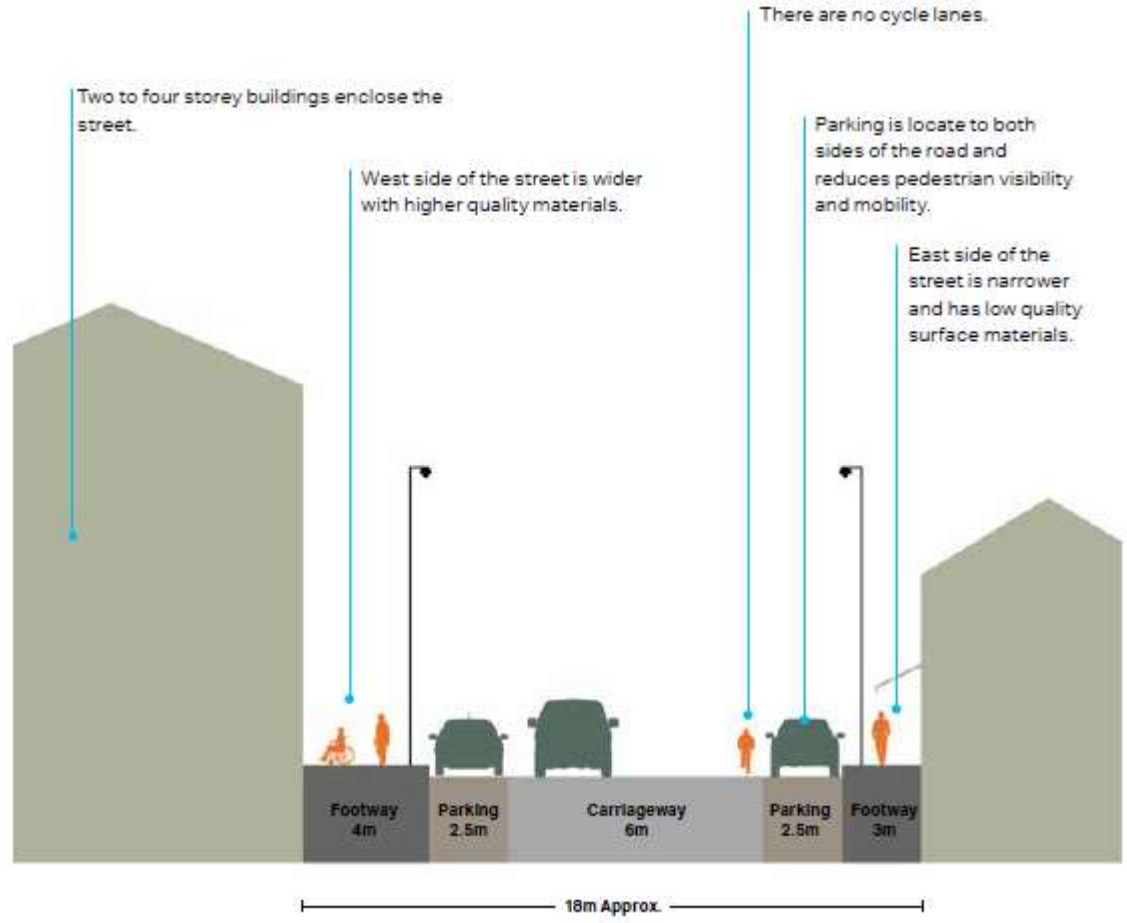
- Proposed Draft Feasibility Study and Proposed Network
- Current travel patterns and restrictions linked to the COVID-19 outbreak

Feedback will be used to inform final Feasibility Study and Proposed Network



The screenshot shows the South Lanarkshire Council website. At the top, there is a navigation bar with a 'Listen' button and the council logo. Below the logo, there are links for 'Council services', 'A to Z', and 'Employee information'. The main content area has a breadcrumb trail: 'Home > Transport and streets > Public and community transport > Active travel online consultations'. The title of the page is 'Active travel online consultations'. The text explains the council's goal to make it easier for residents to travel on foot and by bike, and asks for feedback on a draft feasibility study and proposed network. It mentions that the online surveys will run until Wednesday 19 May 2021. There are three sections listed: 'Bothwell, Blantyre and Uddingston', 'Larkhall', and 'Strathaven, Stonehouse and the surrounding villages', each with a link to view the draft study and provide feedback.

# Public Life Survey: Twelve Quality Criteria Method



Note: All measurements are approximate

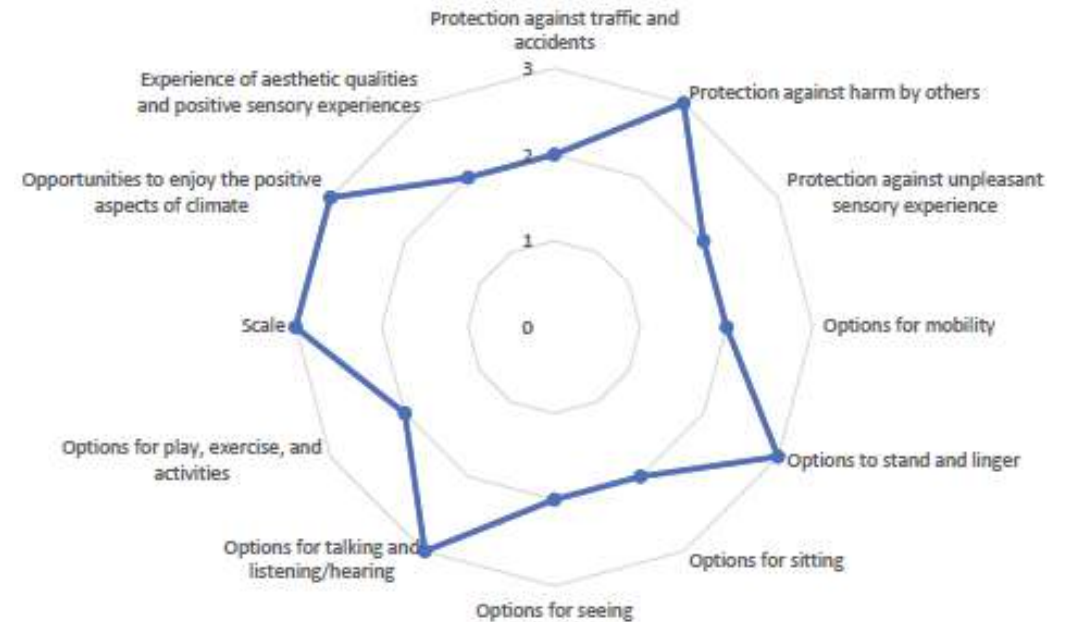
# Public Life Survey: Twelve Quality Criteria Method

## Summary

- Judged to have medium place function with majority of commercial activity on West creating imbalance

## Recommendations:

- Unify both sides of street
- Improved mobility across street
- Additional options for sitting and seeing between Bellshill Road greenspace and Uddingston Park Church
- Develop coherent range of public realm materials and planting/trees



# Principles of the Proposed Network

**The aim was to develop a plan and identify opportunities which:**

- Address the concerns raised, enabling walking and cycling as a convenient choice for all trip types;
- Support local businesses and the economy;
- Are aligned with best practice in designing people friendly streets and spaces;
- Are in line with policy objectives at all levels of government; and
- Are likely to attract funding and/or take advantage of planned changes.

## Core Design Principles:

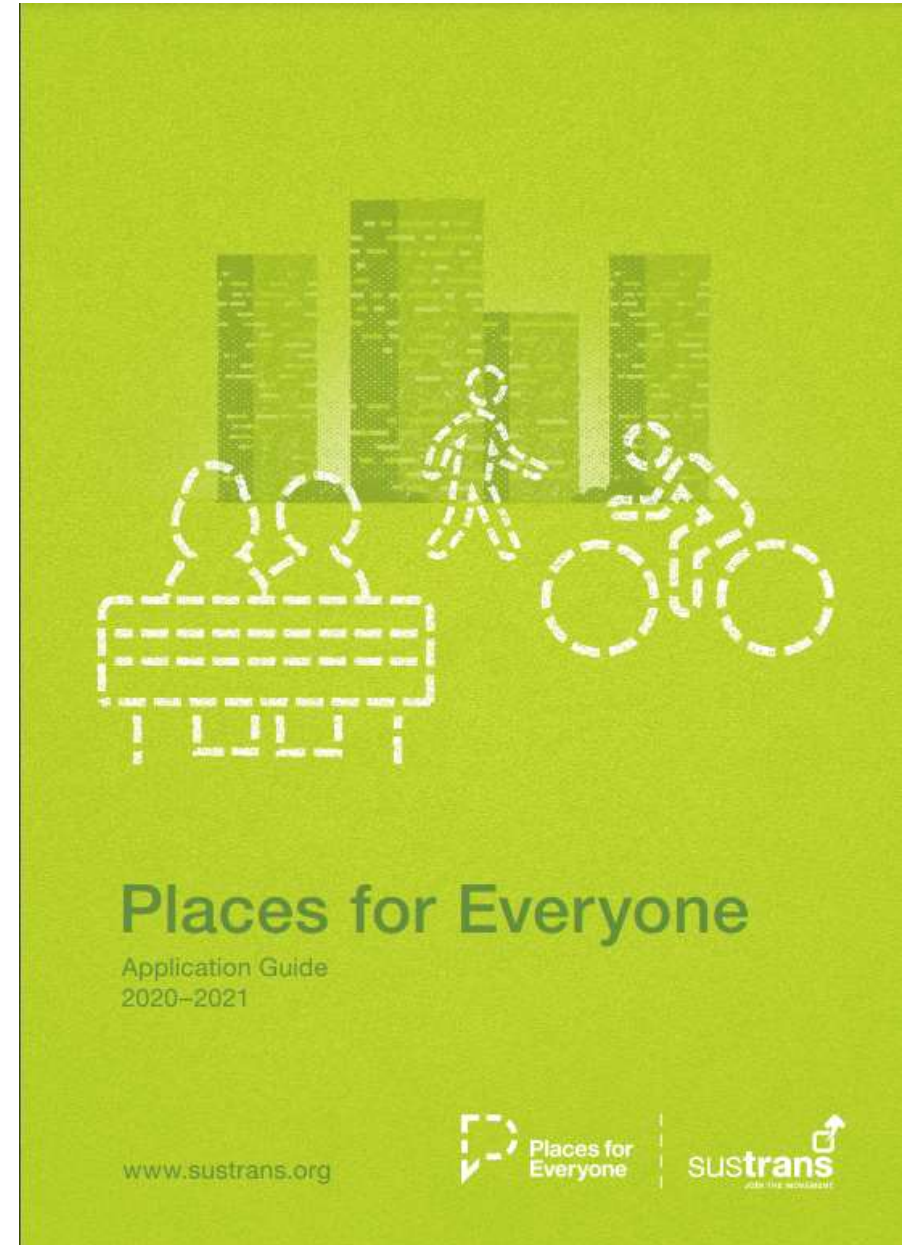
- Cohesion
- Directness
- Safety
- Comfort
- Attractiveness
- Adaptability / Future-proofing
- Accessibility

# Sustrans Places for Everyone Funding

The aim of Places for Everyone is to create safer, more attractive, healthier places by increasing the number of trips made by walking, cycling and wheeling for everyday journeys.

## Sustrans Project Funding:

- 100% of design (pre-construction costs)
- 70% match funding for construction





# Sustrans Places for Everyone Design Principles

In order to ensure all projects receiving funding make the largest possible impact, Sustrans has developed the following **design principles** to guide development:

1. Develop ideas collaboratively and in **partnership with communities**
2. Facilitate independent walking, cycling and wheeling **for everyone**, including an unaccompanied 12 year old
3. Design places that provide **enjoyment, comfort and protection**
4. Ensure access for all and **equality** of opportunity in public space
5. Ensure all proposals are developed in a way that is **context-specific** and **evidence-led**
6. Reallocate road space, and restrict motor traffic permeability **to prioritise people walking, cycling and wheeling** over private motor vehicles

# Places for Everyone Design Stages

Stage 0 – Strategic Definition

Stage 1 – Preparation and Brief

Stage 2 – Concept Design

Stage 3 – Developed Design

Stage 4 – Technical Design

Stage 5 – Construction

Stage 6 – Handover & Close Out

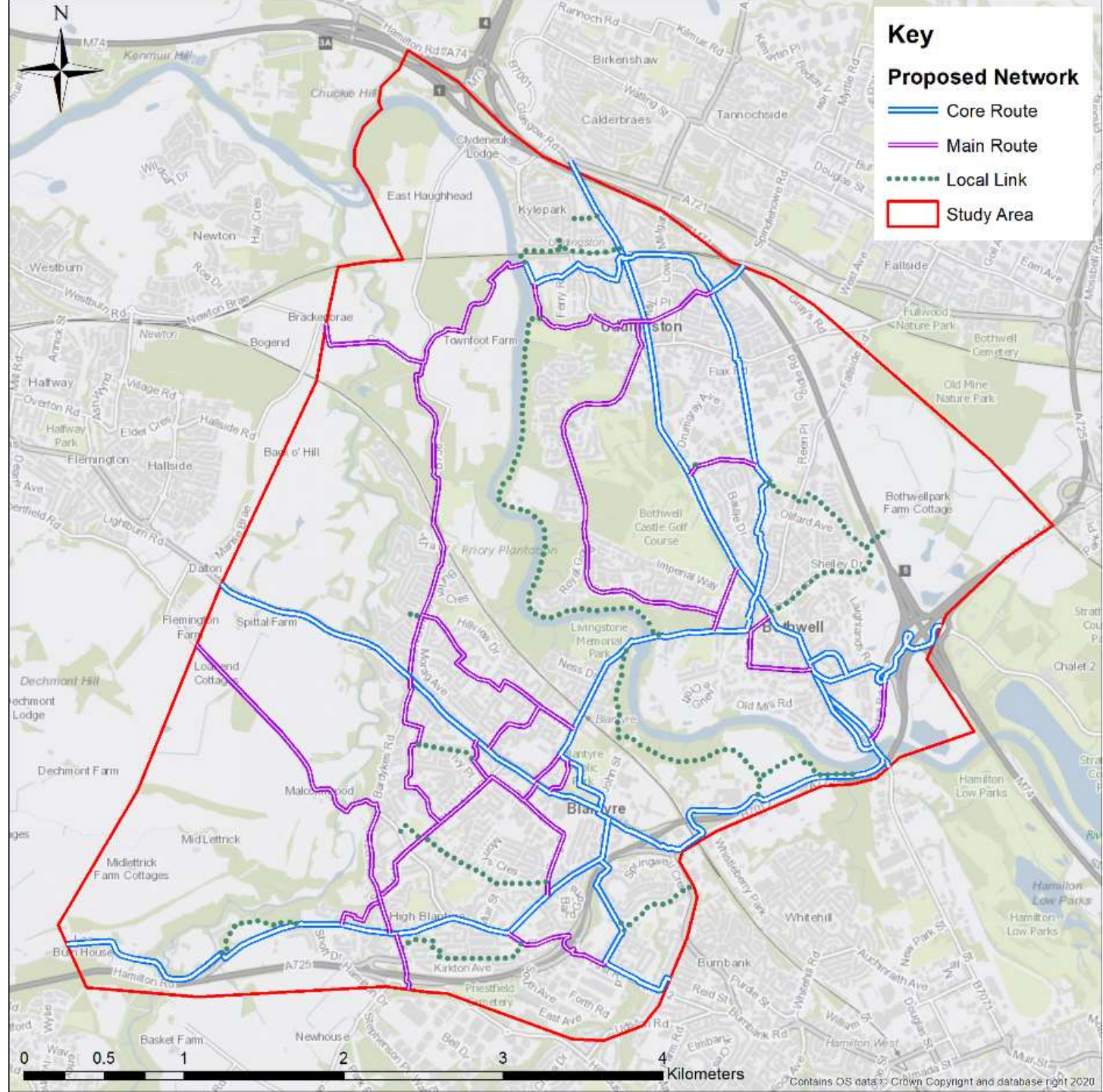
Stage 7 – In Use



# Future Network Proposals

Proposed network is split into 3 categories:

- **Core Routes:** these will include the proposed strategic cycle connections linking both within and beyond the study area along the main arterial routes.
- **Main Routes:** these will include further connections to major trip attractors such as schools, shopping centre and areas of employment and link to the wider and more strategic Core Routes.
- **Local Links:** will include additional links to local destinations and connect communities and local destinations that are not within close proximity to the proposed Core and Main routes.



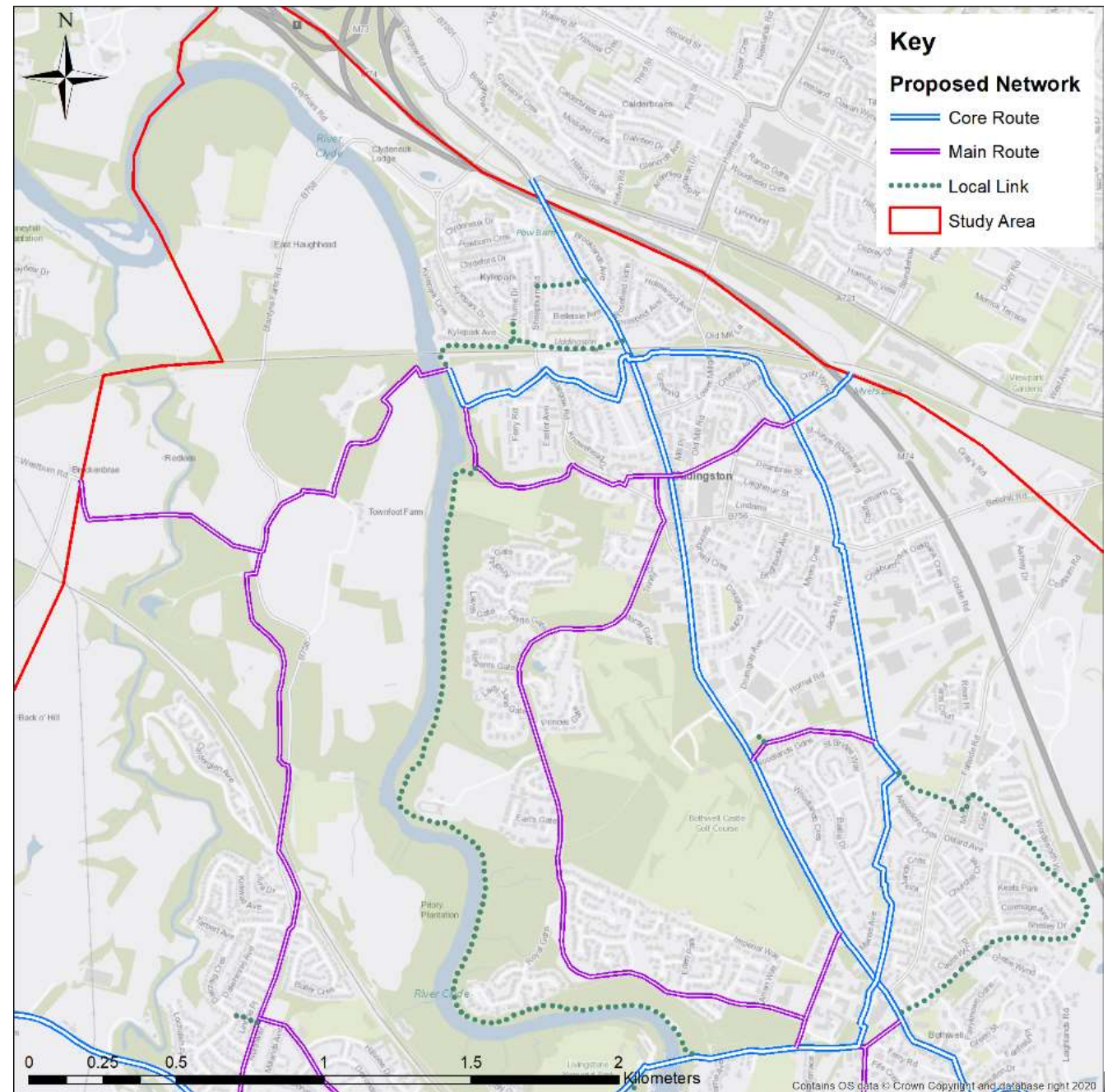
# Proposed Network: Uddingston

## Core Routes

- Link north – south of the Council boundary.
- Link north – south along the NCN 74 alignment from NCN75 to Bothwell and Green Bridge across the River Clyde linking with Blantyre.
- Link east – west along the existing NCN75 alignment between the Council Boundary and the bridge over the river Clyde by Uddingston Grammar School.

## Main Routes

- Links in the Castle Avenue Area
- Links around Blantyre Farm Road
- Links east – west between the NCN74 and NCN75
- Links between the NCN74 and Bothwell Road



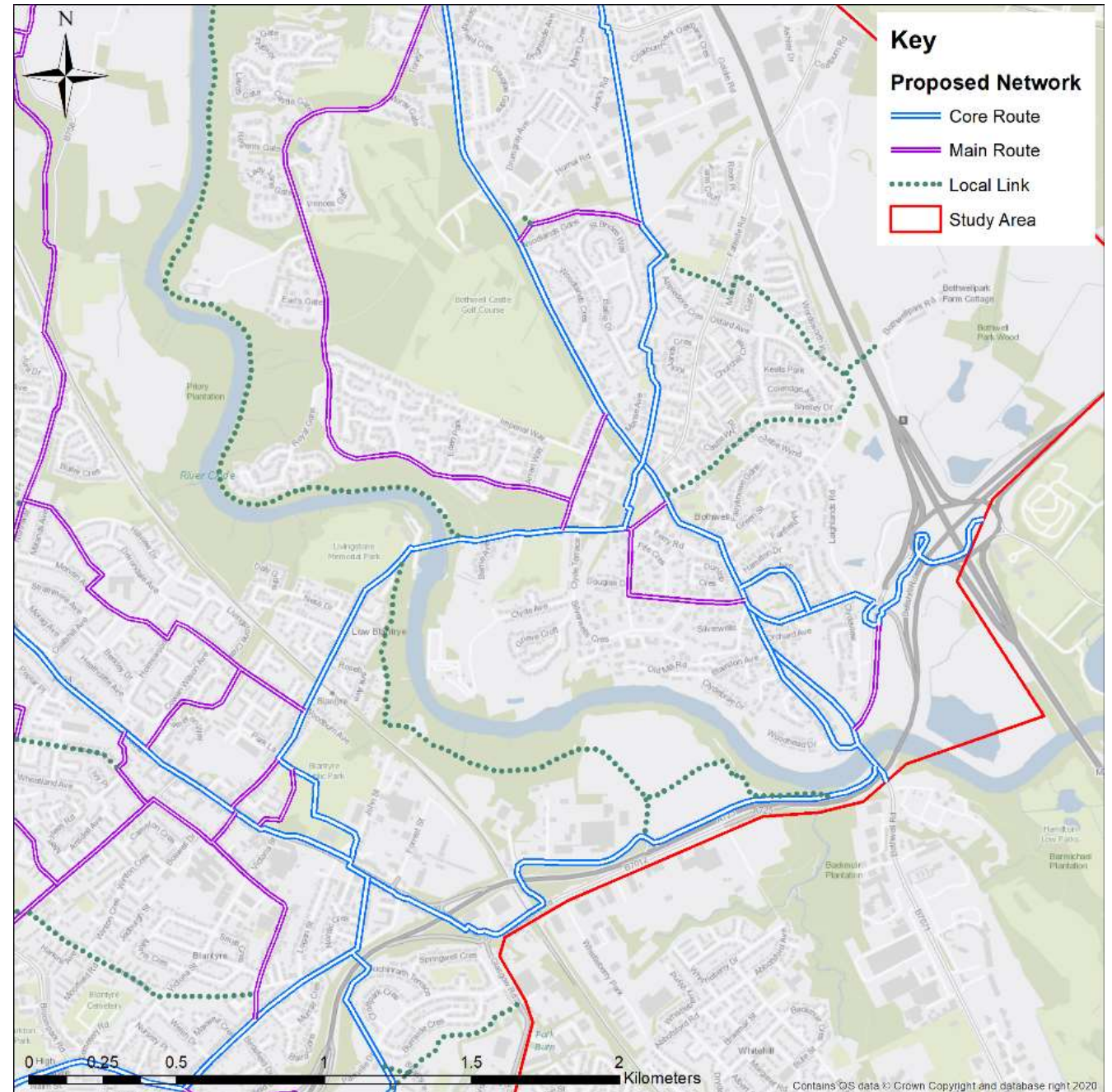
# Proposed Network: Bothwell

## Core Routes

- Link north – south through the main corridors linking Bothwell to Uddingston and Hamilton.
- Key link is the Green Bridge across the River Clyde to Blantyre by the David Livingstone Centre
- Link along the NCN74 alignment parallel to the East Kilbride expressway.

## Main Routes

- Links to neighbourhoods in southern Bothwell
- Link from Castle Avenue and around Bothwell Primary School



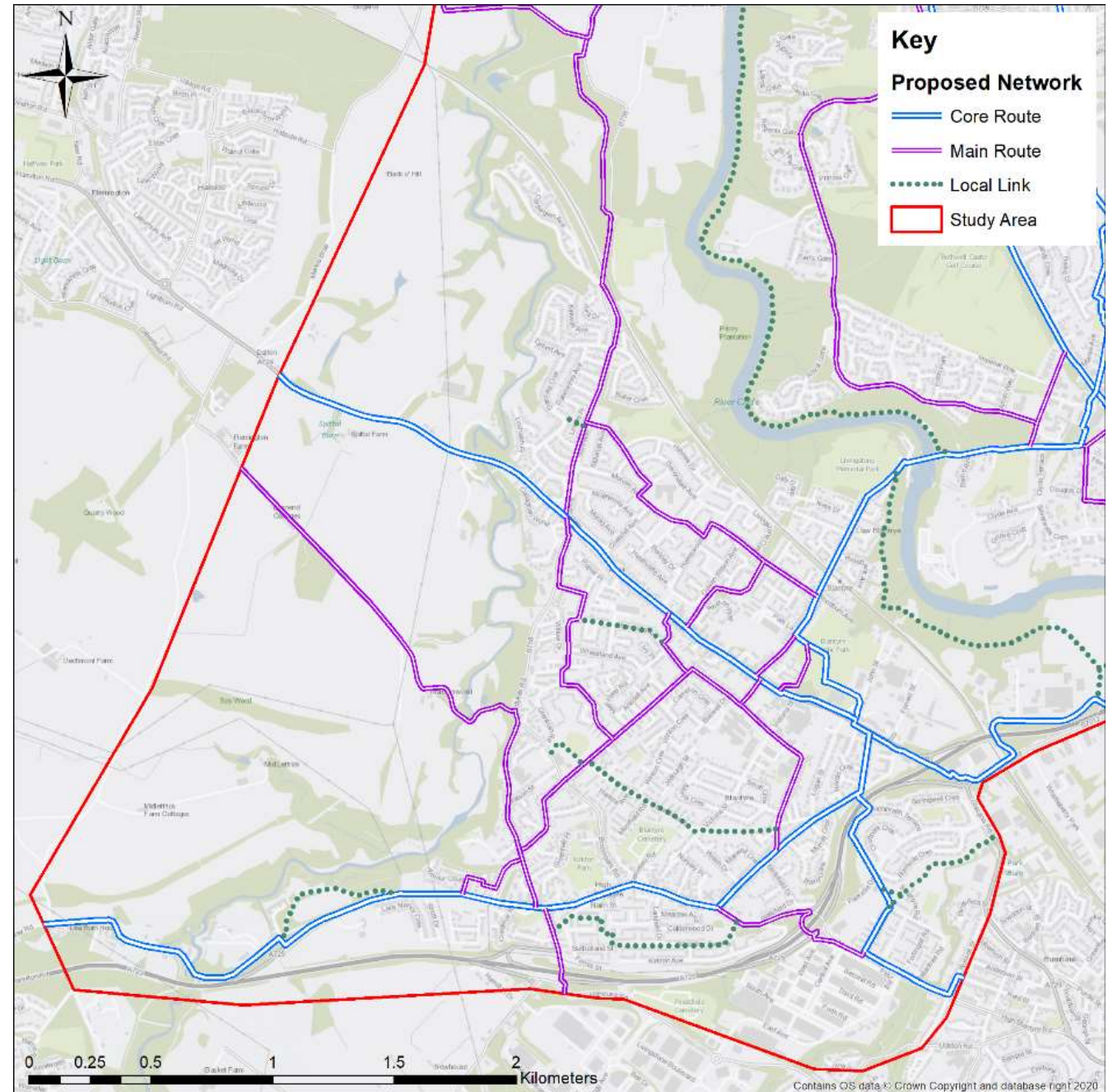
# Proposed Network: Blantyre

## Core Routes

- Link north – south following NCN74 linking across the Green Bridge at the David Livingstone Centre around to Bothwell Bridge and Hamilton.
- Link along the new NCN74 connection between Blantyre and Hamilton through Auchinraith.
- Link through High Blantyre linking west to East Kilbride
- Link from Blantyre west along Glasgow Road / Hamilton Road linking to Halfway.

## Main Route

- Links within Blantyre, Auchinraith and High Blantyre
- Wider connections including along Blantyre Farm Road and to Hamilton International Technology Park

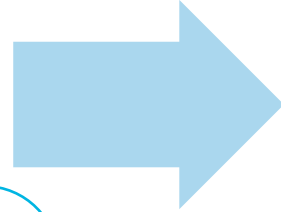


# Next Steps

2020 / 21

## Current Works

- Review Stakeholder Feedback
- Review Public Feedback
- Finalise and Publish Feasibility Study



2021 / 22 and beyond

## Future Works

- Development of proposed routes and networks in partnership with Sustrans and in consultation with local communities

# Workshop Sessions

1. Barriers to Active Travel
2. Local Assets
3. Known / Planned Changes
4. Ideas / Suggested Improvements
5. Further Comments





# Workshop Sessions

## 1. Barriers to Active Travel

What do you think are the main barriers to more walking, cycling and wheeling in Bothwell, Blantyre and Uddingston?



# Workshop Sessions

## 2. Local Assets

What assets could we build upon to make the town more accessible for walking, wheeling or cycling?

- Greenhall Park
- Primary Schools
  - St. Joseph's (Station Road, Avenue Development)
  - Muiredge PS
  - St. John the Baptist PS



# Workshop Sessions

## 3. Known / Planned Changes

Are there any planned changes or interventions you are involved in or know about that could be relevant to active travel improvements locally?

- Raith to Uddingston Rail Station Active Travel Link
- Blantyre Community Plan
- Blantyre Town Centre Parking (see Community Council)



# Workshop Sessions

## 4. Ideas / Suggested Improvements

Do you have any ideas for specific improvements which would make a big difference to walking, cycling or wheeling locally?

- Safety improvements for people walking/cycling in the Blantyre Farm Rd area.
- Key route naming and branding following local engagement
- Walking and cycling times for active travel signage



# Workshop Sessions

## 5. Further Comments

Do you have any further comments?

- Could there be sustainable travel plans created for Tunnock's Factory in Uddingston?



# Thank you for your time

If you have any further questions or would like to get in touch please contact:

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