



Larkhall Active Travel Feasibility Study Key Stakeholder Workshop

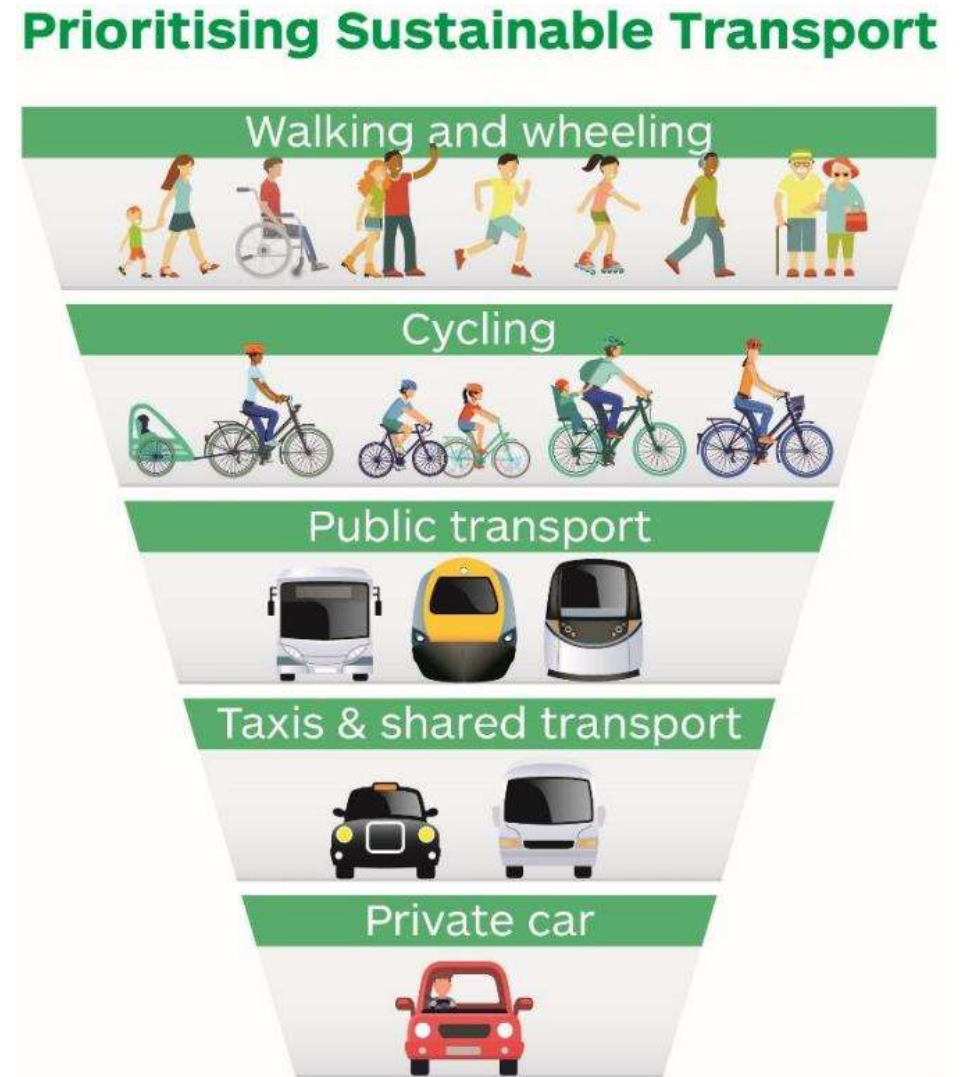
Ross McNeill and Elliot Bayley

Tuesday 11th May 2021



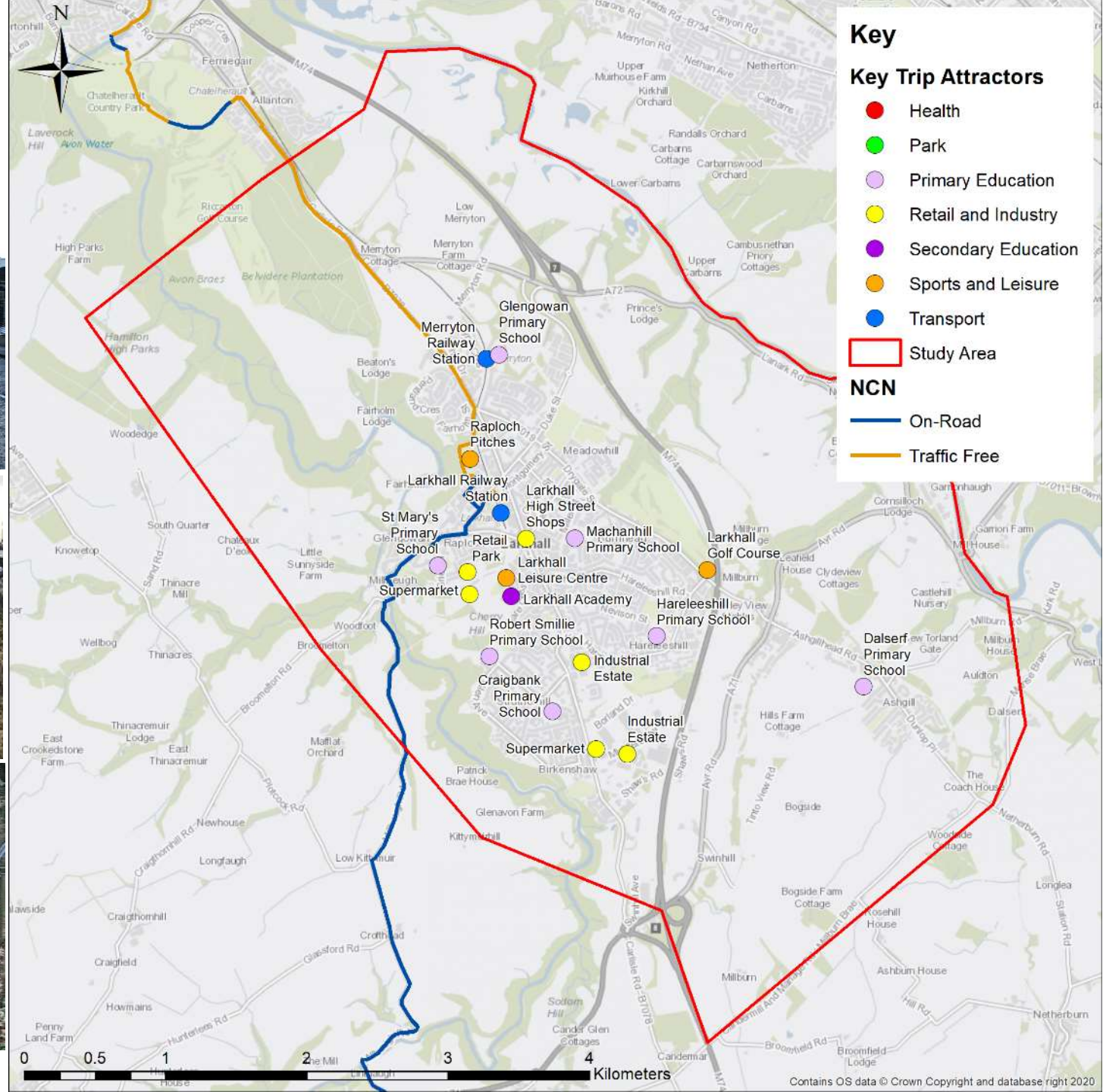
Workshop Agenda

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

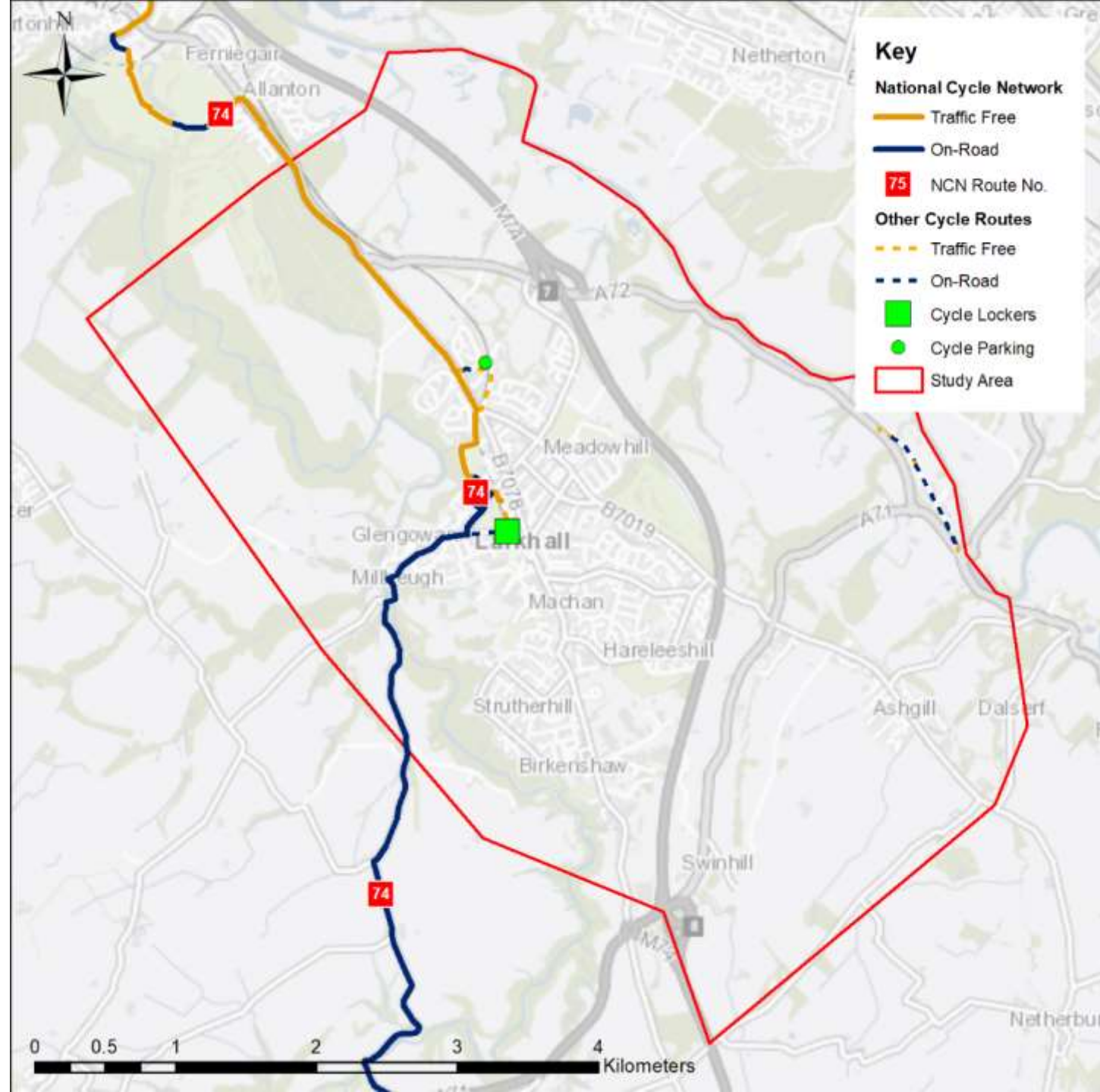


- Key**
- Key Trip Attractors**
- Health
 - Park
 - Primary Education
 - Retail and Industry
 - Secondary Education
 - Sports and Leisure
 - Transport
 - Study Area
- NCN**
- On-Road
 - Traffic Free

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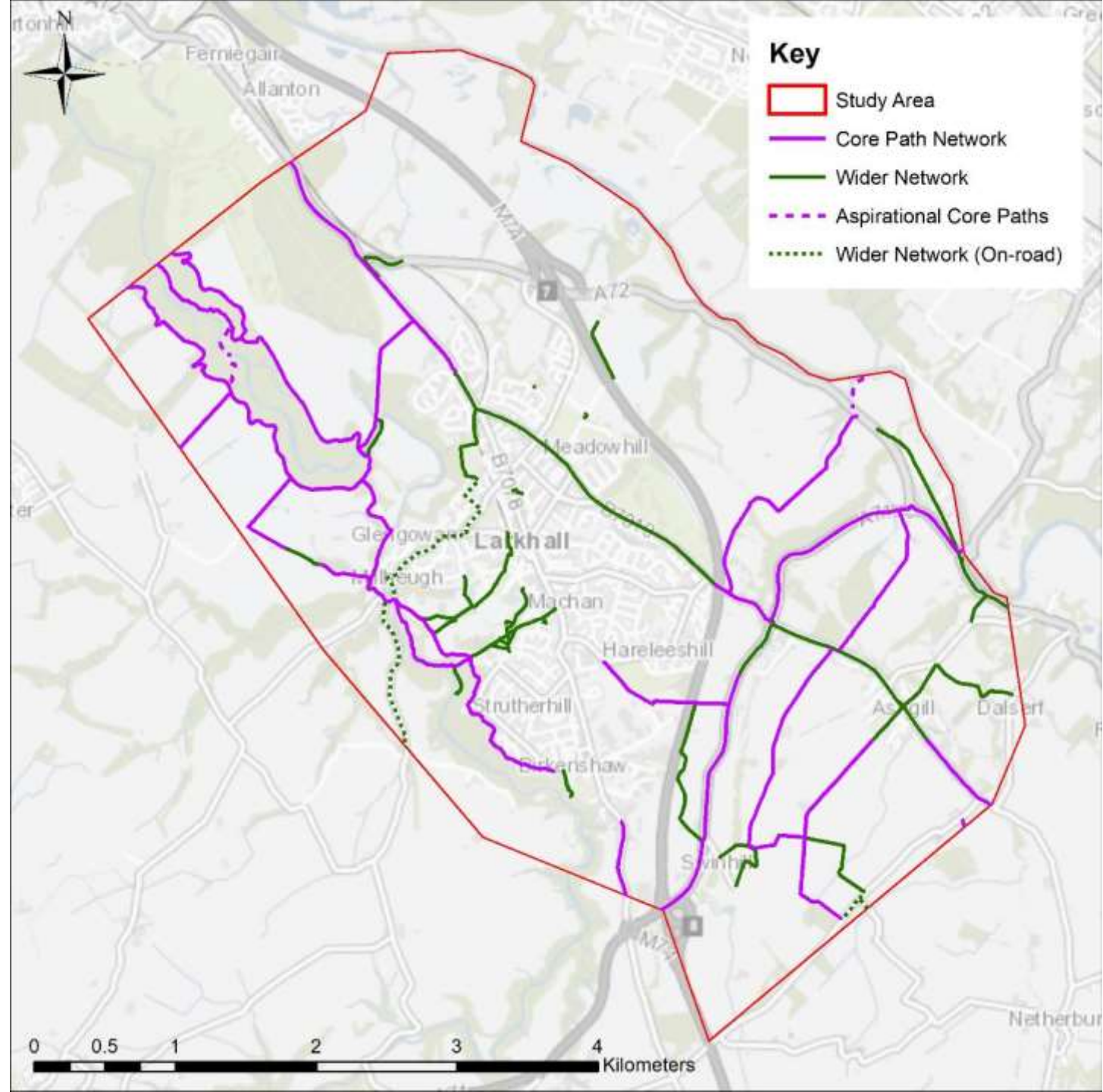
Existing Cycle Network:

- NCN 74
 - Shared use path along Carlsile Rd to Chatelherault
 - Shared use path around Raploch pitches
 - On-road residential streets between town centre and Avon Water
 - On-road quiet country roads between Avon Water and Stonehouse
- Garrionbridge
 - Short shared-use paths links
 - Lanark Rd on-road signage
 - Filtered permeability
- Locally signed routes



Existing Network: Core Path Network

- Wide ranging network of on-road and off-road core paths
- Aspirational core path links across A72 and Avon Water
- Significant wider network links along Burnhead Road and Drygate Street linking through Ashgill



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

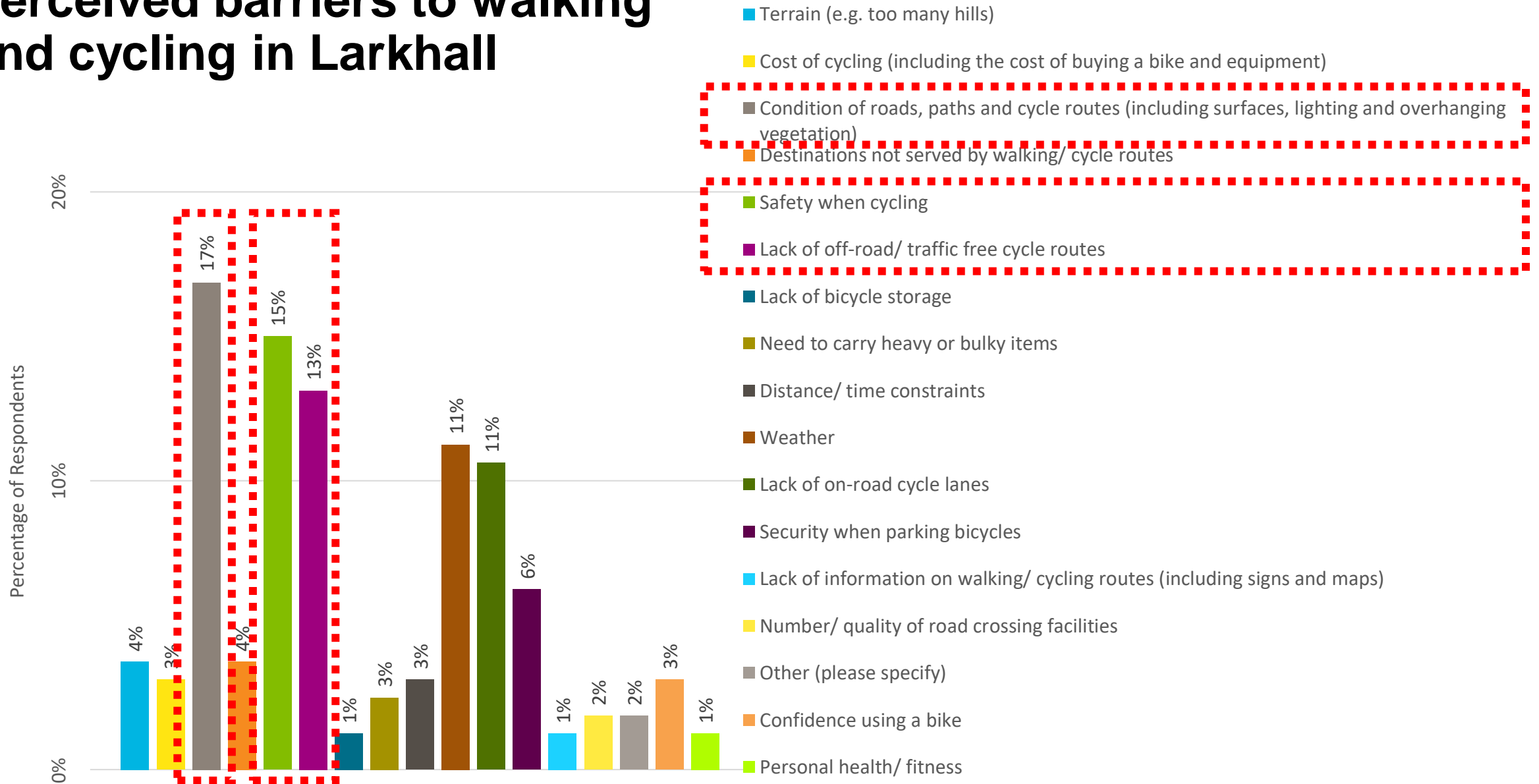
The engagement programme included:

1. An online questionnaire survey, to collate information on local travel (54 responses);
2. An online Placecheck map for location-based comments and ideas (19 responses);
3. Key Stakeholder Workshop and Communications; and
4. Follow-up online consultation on Initial Draft Feasibility Studies (ongoing).

Top Local Destinations

1. Asda Larkhall (15.48%)
2. Larkhall Town Centre (10.32%)
3. Lidl (6.45%)
4. Larkhall Rail Station (5.16%)
5. Co-op Larkhall (3.87%)
6. Union Street (3.87%)
7. Larkhall Academy (3.23%)
8. Strutherhill (3.23%)
9. Millheugh (2.58%)

Perceived barriers to walking and cycling in Larkhall



Extract from Additional Online Survey Comments

- *“Parking on pavements is a major problem in the area and there is zero enforcement”*
- *“Cycling infrastructure in Larkhall requires better connectivity to other areas with SLC. Road repairs need to be maintained to make roads safer to cycle on especially in regards to fixing potholes and drainage issues.”*
- *“There might be better information on walking routes online but not everyone can access these. Having on site walking routes or greater signage/advertising might be beneficial to encourage walking /cycling outwith shops.”*
- *“Walking cycling and horse riding and driving is increasingly dangerous due to fast and inconsiderate driving distance and lack of courtesy to other road users.”*
- *“Any possibility of using sections of old railway lines should be investigated (for example, to Ashgill or Stonehouse).”*

Placecheck Map Comments

Entries could include:

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



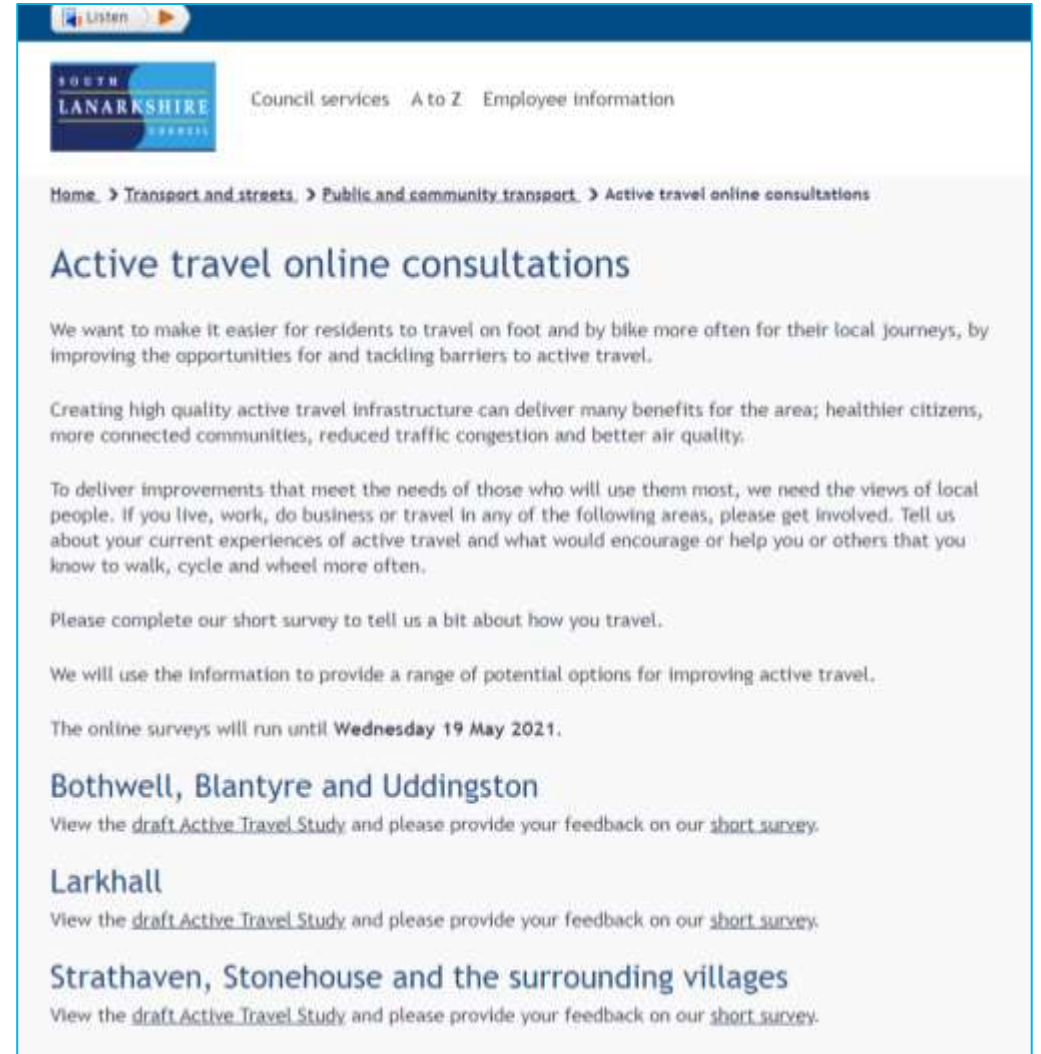
Current Online Consultation

Draft Feasibility Study and Proposed Network available for download online

Online survey available until 19th May 2021 asks for feedback on

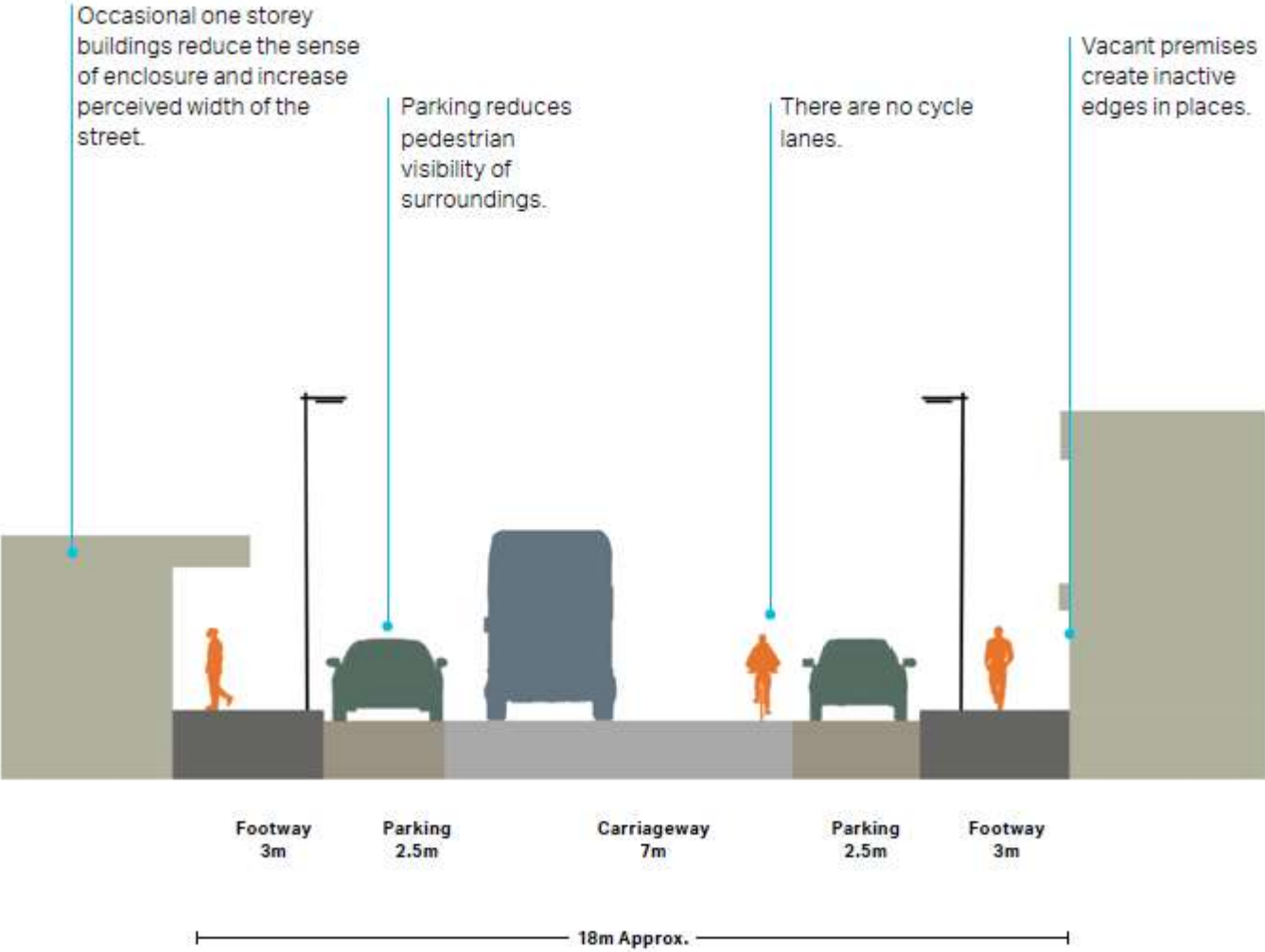
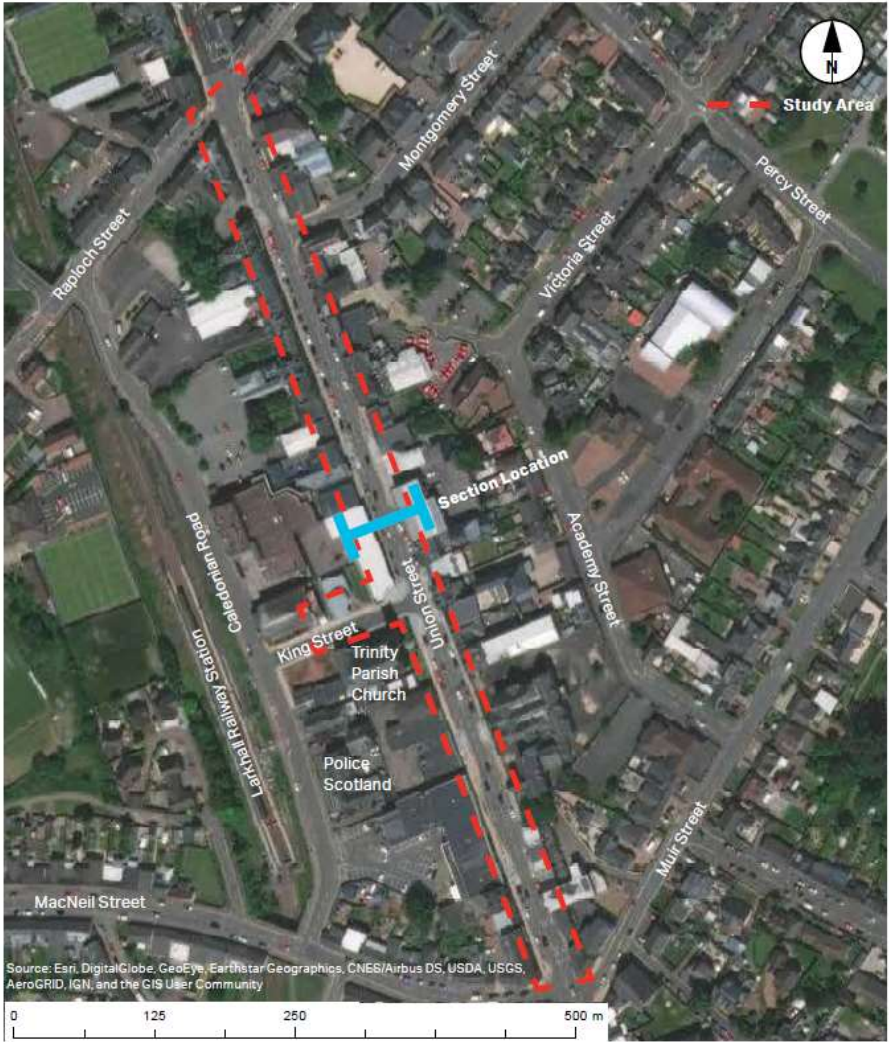
- Proposed Draft Feasibility Study and Proposed Network
- Current travel patterns and restrictions linked to the COVID-19 outbreak

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's 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 active travel study. It lists three areas: Bothwell, Blantyre and Uddingston; Larkhall; and Strathaven, Stonehouse and the surrounding villages. Each area has a link to view the draft study and provide feedback.

Public Life Survey: Twelve Quality Criteria Method



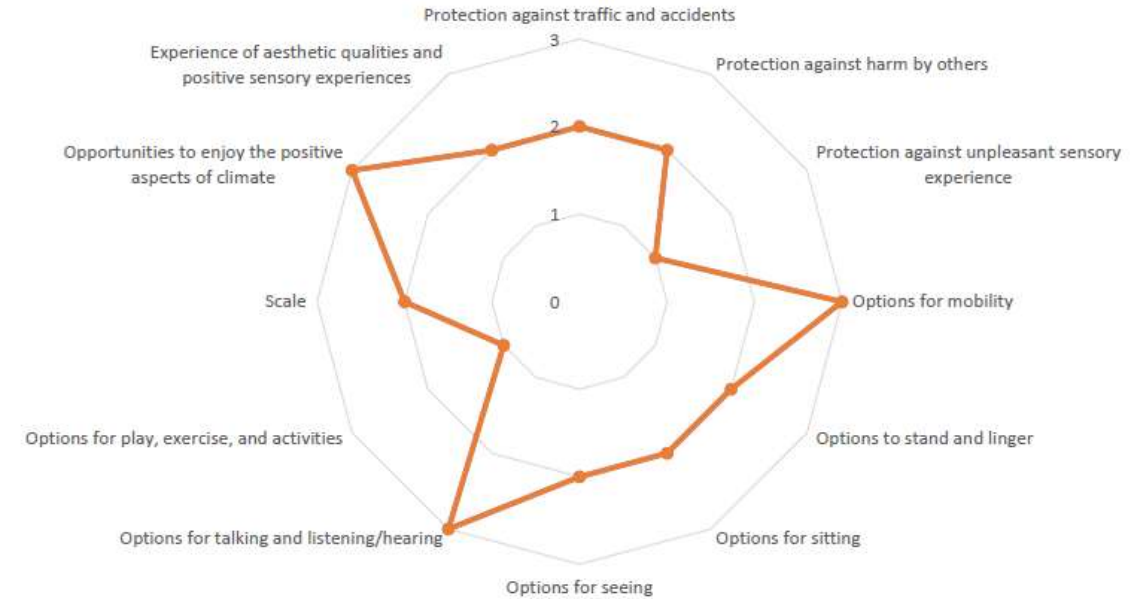
Public Life Survey: Twelve Quality Criteria Method

Summary

- Judged to have low place function with a greater focus on movement

Recommendations:

- Reduce the scale of the street to increase enclosure and safety. This can be done by incorporating planting within streetscape.
- Address currently damaged streetscape materials

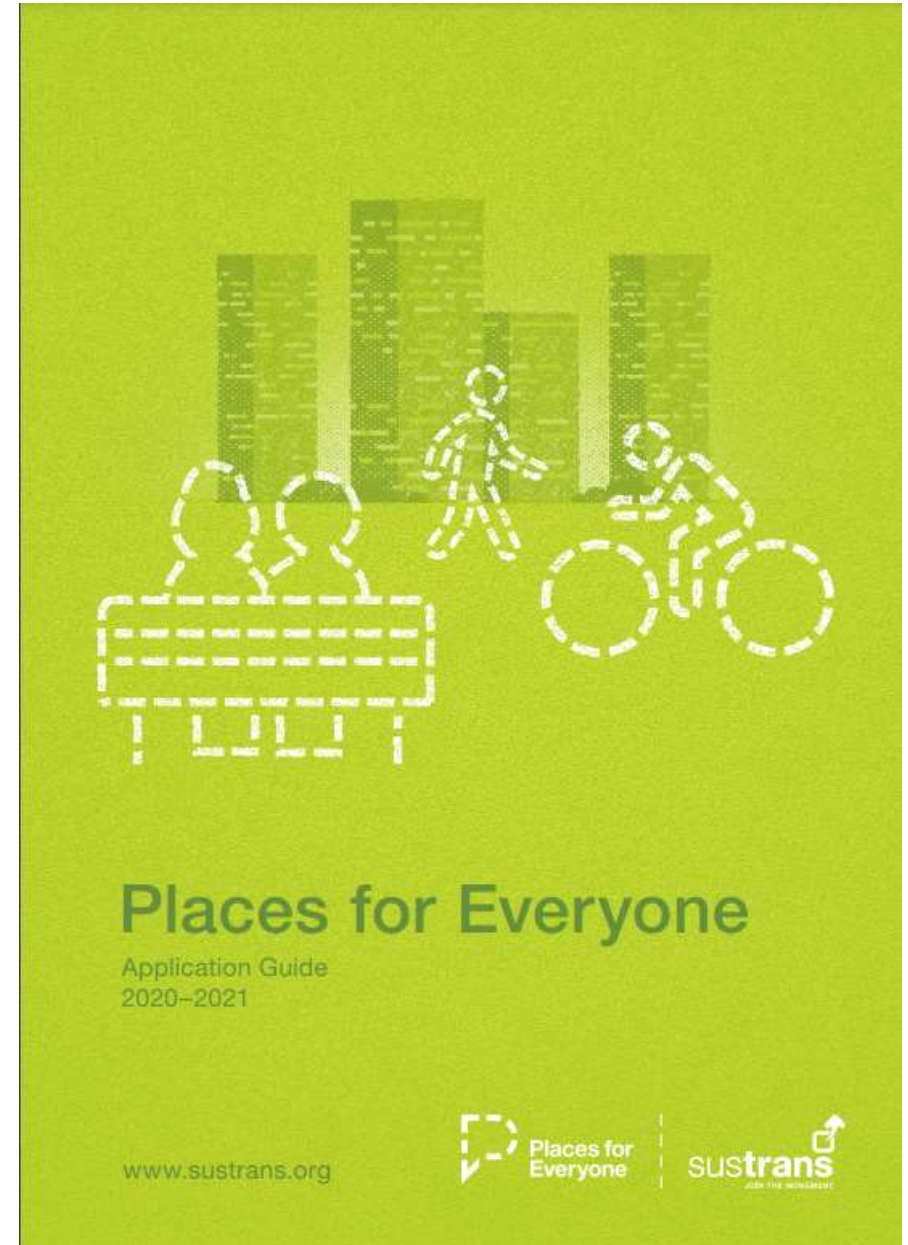


Sustrans Places for Everyone Funding

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



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.

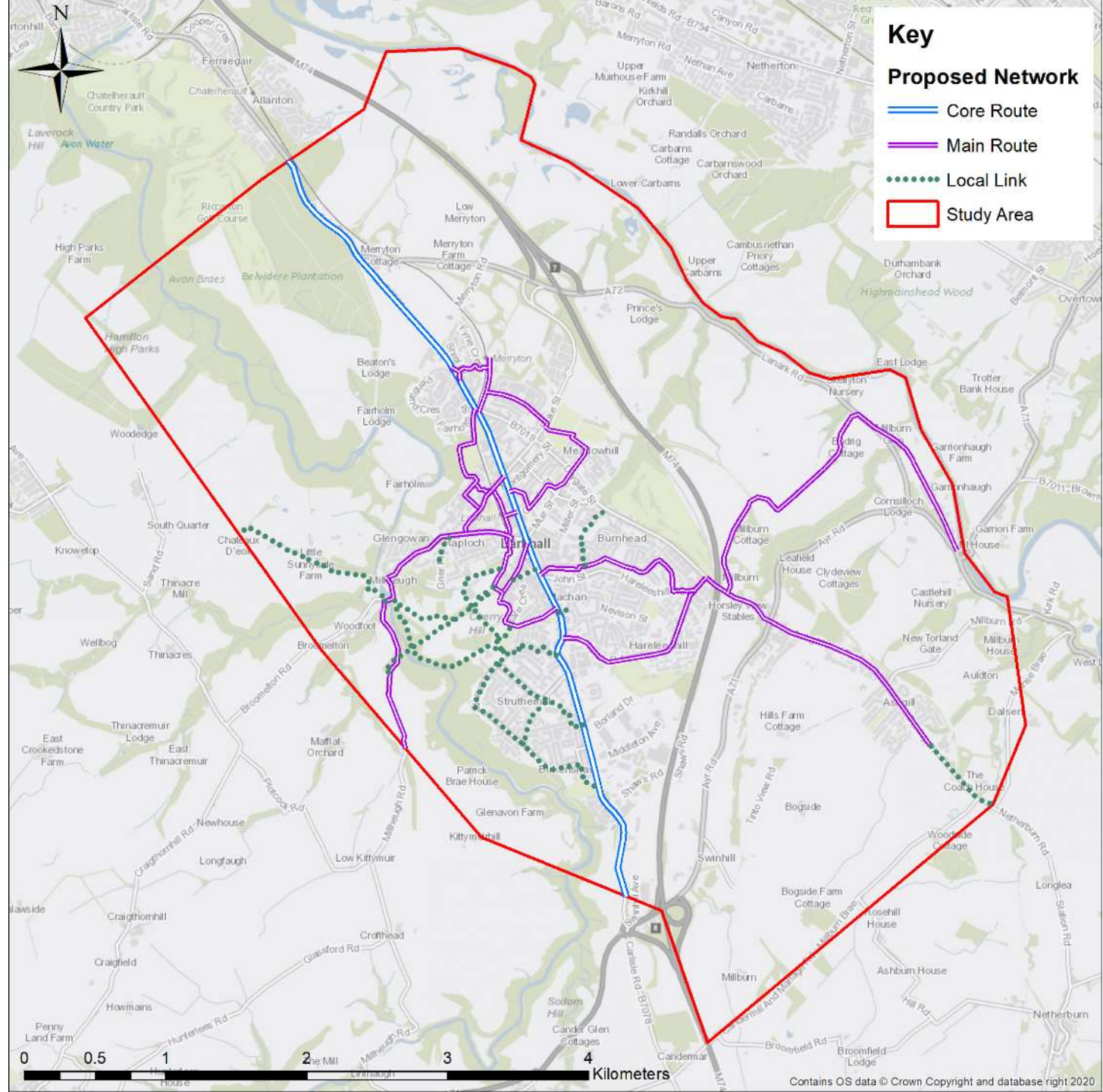
Core Design Principles:

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

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.



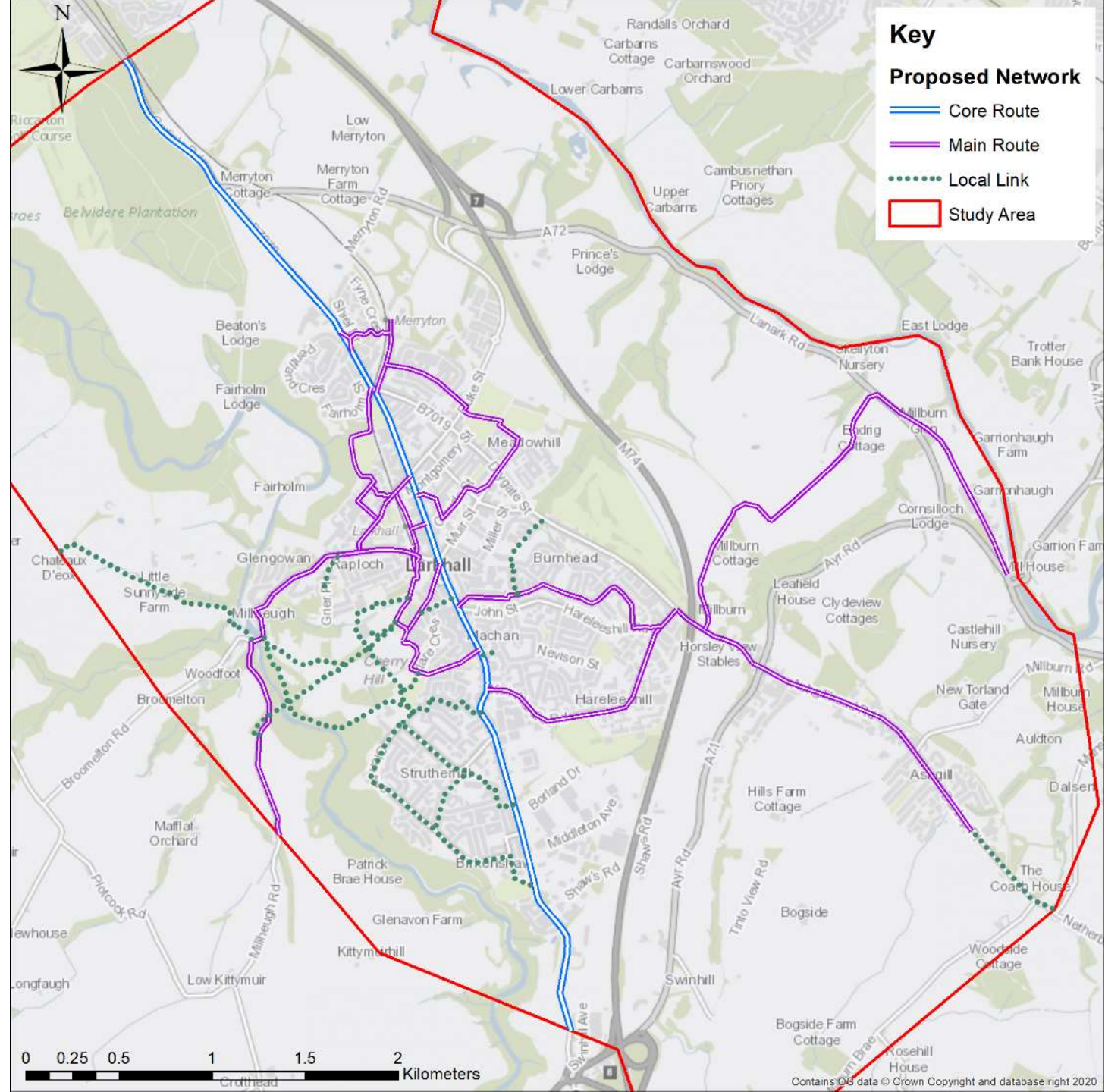
Proposed Network:

Core Routes

- Link would follow the main B7078 corridor north – south through the study area acting like a spine to allow the wider network to grow.

Main Routes

- Links to Merryton Station, Glengowan Primary School and the proposed Community Growth Area to the north of Merryton;
- Link connecting communities in the Meadowhill area with Merryton and Larkhall town centre.
- Link along the alignment of the existing NCN74 route connecting Raploch, the town centre and the rail station and down through Millheugh and across Avon Water;
- Link along Caledonian Road and King Street connecting the rail station and town centre; and connections around the Leisure Centre and Larkhall Academy.

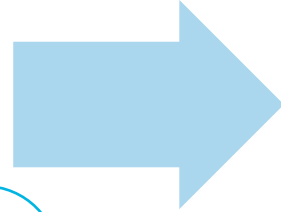


Next Steps

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

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

2. Local Assets

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

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?

4. Ideas / Suggested Improvements

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

5. Further Comments

Do you have any further comments?



**Thank you for your
time**

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

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