

Report

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	15 September 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Active Travel Projects 2020/2021
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1. Purpose of Report

1.1. The purpose of the report is to: -

- ◆ provide an update on the Active Travel projects being delivered during the current financial year 2020/2021.

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s): -

- (1) that the progress and detail of the Active Travel projects being delivered during the current financial year 2020/2021 be noted.

3. Background

- 3.1. The Local Transport Strategy 2013 to 2023 contains several active travel policies and actions relating to cycling and walking.
- 3.2. The policies relate to increasing the number of journeys made by foot and to contribute to the objectives of the Cycle Action Plan for Scotland (CAPS). The objective of CAPS is to increase cycling whereby 10% of everyday journeys will be made by bike and to encourage children to travel actively on school journeys.
- 3.3. The actions seek to further develop the cycle network in South Lanarkshire and increase the number of school travel plans to encourage cycling on school journeys.
- 3.4. In addition, the Council's Cycling Strategy, published in 2015, also identifies cycling actions as well as schemes to be progressed as funding becomes available. Scheme details as well as updates are presented to the South Lanarkshire Cycling Partnership which meets a minimum of three times a year.
- 3.5. Appendix 1 provides a summary of the individual projects and the multiple sources of funding. One specific fund is Spaces for People which emerged during the early stages of COVID lockdown and led to the Council securing funding of £1.200m. This is discussed further at section 5.

4. Projects

Active Travel Studies

- 4.1. South Lanarkshire's Cycling Strategy identifies several cycling infrastructure projects. Through discussions with funding partners, Sustrans and Strathclyde Partnership for Transport, it was identified that one of the first steps to be taken for such projects is a study to support and encourage the active travel needs of

communities. The aim is to undertake studies with several key outcomes, including identifying the actual and perceived barriers to cycling for everyday journeys.

- 4.2. The Active Travel Studies will identify a programme of recommendations to make active travel a viable option for everyday journeys in and around selected towns, encouraging modal shift to walking and cycling and promoting the towns as Cycle Friendly.
- 4.3. Studies have already been completed in East Kilbride and Rutherglen/Cambuslang and, in 2020/2021, the following study areas will be completed or progressed.
 - ◆ Carluke and Law Area (completion reprogrammed due to Covid-19)
 - ◆ Lanark (completion reprogrammed due to Covid-19)
 - ◆ Hamilton (completion reprogrammed due to Covid-19)
 - ◆ Bothwell, Uddingston and Blantyre Area (to be commissioned)
 - ◆ Strathaven, Stonehouse and surrounding villages (to be commissioned)
 - ◆ Larkhall (to be commissioned)
- 4.4. The studies (see Appendix 1, projects 1 to 6) will establish the extent of the area to be included, policy context, consultation in the form of a questionnaire, consider emerging opportunities, include further consultation on the outcome and propose final recommendations identified for short, medium and long term. The recommendations include a proposed cycle network for the town, links to the surrounding cycle network, as well as associated facilities such as cycle parking infrastructure.
- 4.5. Where the conclusion of studies has been affected by Covid-19, a revised programme has been submitted by the consultant which includes final consultation being undertaken in September 2020 and the study being completed in October 2020. The new studies will be commissioned through the Council's Professional Services Framework Contract in October 2020 and be completed this financial year.

East Kilbride Cycle Network

- 4.6. The construction of an integrated cycle network in East Kilbride will continue. This was endorsed through the engagement undertaken as part of the East Kilbride Active Travel Study.
- 4.7. The current project (see Appendix 1, project 7) consists of the design and part implementation of a cycle network from Churchill Avenue to West Mains Road and has been split into phases to reflect current and anticipated future funding availability as well as connecting into the East Kilbride Rail Corridor Enhancement project being taken forward by Network Rail. The cycle network will consist of a segregated cycle network and signing as well as the altering/resurfacing of footpaths, as necessary.
- 4.8. A 600-metre section on West Mains Road was not completed last financial year due to Covid-19. Now that restrictions have eased, work is currently underway to complete this section and is expected to be completed before the end of September 2020.
- 4.9. Preliminary designs have been prepared for the remainder of the route and a section from Priestknowe roundabout at Whitemoss Avenue westwards will be subject to consultation with residents, the Community Council and other groups as well as the wider public in the coming months. Consultation with residents and local groups will be via letter while the wider community will be invited to comment via a questionnaire

publicised through the local newspaper and the Council's website/social media platforms.

- 4.10. In addition to the above cycle route, Spaces for People funding has allowed the design of the cycle network between East Kilbride Rail Station and the Town Centre (Torrance Road/Brouster Hill) and on Cornwall Street to be accelerated. Preliminary designs on both corridors are being discussed with Sustrans and it is anticipated that works will be tendered shortly to enable measures to be implemented during November 2020 with completion anticipated early in 2021. Once a contractor is appointed, a programme of works will be established.

Cycle Monitoring Equipment

- 4.11. Counting equipment will be purchased for installation at various locations during the financial year (see Appendix 1, project 8). Preliminary locations are listed below:-

- ◆ West Mains Road, East Kilbride
- ◆ B7056 Yieldshields Road, near Carluke
- ◆ Ryflat Road, near Carstairs
- ◆ Old Wishaw Road, Carluke
- ◆ Station Road, Bothwell

Cycle Parking Provision - Town Centres

- 4.12. To provide suitable facilities within towns and villages and to allow secure and sheltered parking for bikes, several locations have been considered, including those not completed last year. These are either on existing cycle routes, close to facilities where people cycle to and/or where requests have been made.

- 4.13. The installation of new cycle storage facilities (see Appendix 1, project 9) or shelters were affected by Covid-19 restrictions, therefore, works at the following locations are being reprogrammed for completion in the coming months:-

- ◆ Main Street, Uddingston
- ◆ Main Street, Rutherglen
- ◆ Glasgow Road, Blantyre

- 4.14. Further locations are being considered for new cycle storage facilities and shelters with a view to these being installed later in the financial year:-

- ◆ Almada Street, Hamilton
- ◆ Alberta Avenue, East Kilbride
- ◆ Hamilton Road, Halfway

Cycle/Scooter Parking at Schools

- 4.15. Through working with schools which have developed School Travel Plans, various initiatives have been identified to encourage the school journey to be made by a mode other than the private car. Shelters with stands provide a safe and secure location for children to park their bikes and scooters.

- 4.16. Shelters and parking stands (see Appendix 1, project 10) are proposed at the following locations: -

- ◆ Kirklandpark Primary School, Strathaven
- ◆ Muiredge Primary School, Uddingston
- ◆ Cathkin Primary School, Rutherglen

- 4.17. A contractor will be appointed to undertake these works, and these will be scheduled to be completed before the end of March 2021.

Design of Cycle Routes

- 4.18. Preliminary design of cycle routes at the following locations commenced in 2019/20 and are continuing this year (see Appendix 1, projects 11 to 12):-

- ◆ Bothwell/Uddingston Cycle Network (NCN74 Raith to NCN75 Uddingston)
- ◆ Clydesdale Cycle Network (Larkhall to Blackwood/Carluke to Carstairs)

- 4.19. Following the conclusion of the ongoing and recently completed Active Travel Studies, initial design concepts (see Appendix 1, projects 13 to 17) are being taken forward between now and the end of the financial year in the following locations:-

- ◆ Carluke/Law
- ◆ Hamilton
- ◆ Lanark
- ◆ Cambuslang
- ◆ Newton

- 4.20. As part of the National Cycle Network (NCN) 74 Raith to NCN75 Uddingston route, a Toucan crossing was constructed on Bellshill Road last financial year. The commissioning of the Toucan crossing has now been undertaken following a delay due to Covid-19. The monitoring of the crossing and any snagging is anticipated to be complete before the end of the calendar year (see Appendix 1, project 18).

Safer Route to Schools – Car Free Zones

- 4.21. A number of different types of initiatives to create ‘car free zones’ at schools were investigated with 3 schools identified for a pilot scheme. Following consultation with the school and the school community, 2 schools will be taken forward (Burnside Primary School and St Joseph’s Primary School) (see Appendix 1, project 19).

- 4.22. Given the changing circumstances due to the pandemic, further consultation with the schools will continue this year with anticipated implementation of the car free zones by the end of this financial year.

Tinto Hill Car Park Extension (Appendix 1, project 23).

- 4.23. Since lockdown, the popularity of people using Tinto Hill to undertake leisure activities has increased significantly particularly over weekends. This has resulted in the existing car park being regularly full.
- 4.24. Overspill parking, using surrounding roads and verges has subsequently had a detrimental effect on road safety on the A73 which has recently been subject to road safety engineering works.
- 4.25. A planning application has been submitted to increase the car park capacity from 54 spaces to approximately 110 and other supporting measures are also being considered. At this time it is anticipated that the construction of the car park will begin later this calendar year.

5. Spaces for People Projects

- 5.1. Spaces for People is a temporary infrastructure programme introduced by the Scottish Government which offers funding and support to make it safer for people who choose to walk, cycle or wheel for essential trips and exercise during Covid-19. It aims to enable authorities to implement measures focused on protecting public health, supporting physical distancing and preventing a second wave of COVID-19.
- 5.2. Consideration has been given to locations where social distancing may be difficult to achieve due to network constraints. It is highlighted that the volume/concentration of pedestrians and cyclists is significantly lower in South Lanarkshire when compared to major cities, such as Glasgow and Edinburgh which has received some media attention in relation to this funding. Nonetheless, there are places within our towns and neighbourhood centres which could benefit from some interventions.
- 5.3. The Spaces for People funding is, therefore, welcomed, and we have identified four main projects which not only support the funding criteria but will also provide legacy initiatives.

Temporary Route Enhancement/Expansion (Appendix 1, project 20).

- 5.4. This project will allow for temporary infrastructure and interventions to be undertaken to facilitate essential journeys by walking, cycling, and wheeling while maintaining physical distancing guidance.
- 5.5. Cycle route enhancements will be taken forward on NCN75 near Uddingston where overgrown vegetation requires to be cut back and it is anticipated that this will be undertaken in September.
- 5.6. Monitoring of existing routes has been undertaken and, at this time, social distancing has been observed to be maintained with no other measures identified. We are continuing to consider projects under this project heading for delivery later in the year.

Active Travel Network, Pinchpoints, East Kilbride (Appendix 1, part of project 7).

- 5.7. This project is looking to address 'pinch points' on proposed routes emerging from the East Kilbride Active Travel Study. Proposals are being accelerated by the utilisation of temporary measures on Torrance Road, Brousterhill, Cornwall Street and Churchill Avenue. This will provide temporary cycle segregation to the town centre from the West Mains and Village areas of East Kilbride, therefore, aiding essential journeys and physical distancing to and from the town centre. Tender documents will be prepared and issued in September with works anticipated to begin in November 2020.

School Outdoor Environment – Spaces for People (Appendix 1, project 21).

- 5.8. To comply with public health guidance on physical distancing, it is essential that additional space is provided for those walking, cycling, and wheeling during the school run.
- 5.9. Every school has been considered through discussions between representatives from Roads and Transportation and Education Services and initial measures have been implemented.

- 5.10. Signs have been placed in and around 148 primary/secondary schools and ASN's to advise of social distancing practices, pavement stencils/paint and banners asking to consider walking/cycling/wheels as well as safe and considerate car use have also been erected where considered appropriate.
- 5.11. Some schools such as Lanark Grammar Secondary School have included park and stride arrangements and have been provided with signs and other schools such as St Louise's and St Hilary's in East Kilbride have been provided with cones and barriers for internal management solutions where necessary.
- 5.12. A second phase of measures is currently being considered and these include "school gateways" and changing from advisory 20mph speed limits to mandatory 20mph speed limits. These measures could potentially change the characteristics of the roads outside schools to encourage active travel by pupils and parents/carers. Details are currently being prepared and it is anticipated a package of works will be tendered in September and, a Traffic Regulation Order promoted in October, with works commencing in November 2020.
- 5.13. Also being considered are additional cycle parking storage facilities at some schools where requests have been made. These will be subject to further discussions with Head Teachers.
- 5.14. Road closures and possible Car Free Zones will be considered once school travel patterns have settled down in the coming months.

Town Centres - Spaces for People (Appendix 1, project 22).

- 5.15. Town centres are a core element of local communities and require support so that people can make essential trips by active travel methods and follow social distancing rules.
- 5.16. Signage and pavement stencils requesting social distancing have been provided in South Lanarkshire towns and major neighbourhood centres and this was supplemented with a publicity campaign to encourage local shopping. Further publicity campaigns, building on the first, to again encourage local shopping will be undertaken in the coming weeks and months through the pandemic.
- 5.17. Hyndford Place in Lanark has been converted to an open space, with benches/umbrella coverings for local businesses and their customers to utilise. This model may be considered for other towns where there is a desire from local business groups.
- 5.18. A next phase for towns is looking to have 20mph cordons close to several town centres. Initially, the towns of Carluke, Lanark, Uddingston, Larkhall, Bothwell and Strathaven will form the basis of this project and consideration will be given to other towns and neighbourhoods based on monitoring and evaluation. These will incorporate gateway signage in the short term and consideration is also being given to a longer-term option for these gateways to have permanent features. Details are currently being prepared and it is anticipated a package of works will be tendered in September and, a Traffic Regulation Order promoted in October, with works commencing in November 2020.
- 5.19. Monitoring to date of town/neighbourhood centres does not suggest that the reallocation of road space for walking/cycling is necessary however, officers will continue to monitor these.

Summary

- 5.20. Through previous and ongoing active travel community engagement, it is clear that there is an appetite for a significant number of residents within South Lanarkshire to undertake active travel activity. There is a desire for people to use bicycles for commuting and short journeys and this has been reflected during the ongoing pandemic. It can also be demonstrated, from monitoring the usage on existing cycle routes, that there has been an increase in cycle trips when compared to previous years.
- 5.21. Community engagement is key during all stages of project development from initial network discussions, cycle route design and phasing strategy as well as considering the impact of future developments and future transport infrastructure. This has led to a process of developing action plans, undertaking network designs based on local priorities and then construction of a cycle network that will encourage residents to use the bicycle as a principle mode of travel for short journeys.
- 5.22. The projects outlined in this paper have also been developed and supported in conjunction with funding partners, as detailed in section 6. As a consequence, funding for active travel has increased significantly this financial year and there is a variety of projects being taken forward in all areas within South Lanarkshire. These will bring benefits, not only during the current COVID-19 situation, but over a longer period as infrastructure projects are delivered.

6. Financial Implications

- 6.1. The 2020/2021 projects granted funding will be financed through funding partners as outlined below: -

Partner	Funding Awarded
Scottish Government Cycling Walking and Safer Streets	£498,500
Strathclyde Partnership for Transport	£175,000
Sustrans Places for Everyone	£138,665
Sustrans Cycling and Scooter Parking	£16,000
Scottish Government Air Quality Fund	£27,500
Sustrans Spaces for People	£1,200,000
TOTAL	£2,055,665

- 6.2. A full breakdown of the funding for each project can be found at Appendix 1.
- 6.3. The nature of these projects means that the funding, scope, and timescales may be revised throughout the year as projects are refined or completed. It may therefore be necessary to increase or decrease funding from that outlined in Appendix 1.

7. Employee Implications

- 7.1. The projects will be delivered utilising existing staff resources.

8. Climate Change, Sustainability and Environmental Implications

- 8.1. The active travel projects outlined in this report encourage the uptake of active travel and sustainable travel within the Council's local communities, whilst reducing reliance on private vehicles particularly for the shorter more local journeys. This supports South Lanarkshire's Sustainable Development and Climate Change Strategy. Interventions to encourage sustainable and active is a key priority within this Strategy and the provision of cycling/walking facilities align with this.

- 8.2. Increased active travel and access to the outdoors will improve health and wellbeing whilst reducing reliance on fossil fuels for the purpose of travel. Encouraging the uptake of active and sustainable travel will also support improvements in air quality emissions by reducing the number of private car journeys and their resultant emissions.

9. Other Implications

- 9.1. Active travel, is a key element of encouraging sustainable travel, therefore the design and construction of cycle routes as well as other measures to encourage walking will assist in this. There are no other implications associated with this paper.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function, or strategy and, therefore, no impact assessment is required.
- 10.2. Appropriate consultation will be undertaken as the programme of Active Travel Projects is progressed.

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Executive Director (Community and Enterprise Resources)

21 August 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life for everyone in South Lanarkshire
- ◆ Support the local economy by providing the right conditions for growth
- ◆ Improve the road network
- ◆ Make communities safer, stronger, and sustainable
- ◆ Encourage participation in physical and cultural activities

Previous References

None

List of Background Papers

South Lanarkshire Council's Local Transport Strategy 2015 - 2020

South Lanarkshire Council's Cycling Strategy 2015 - 2020

Council Plan "Connect"

Resource Plan

Cycle Action Plan for Scotland 2016

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact: - Stuart Laird, Roads and Transportation Services

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Appendix 1

Ref	Project	Sustrans Places for Everyone	Sustrans Spaces for People	Sustrans Cycle and Scooter Fund	Air Quality	SPT	Cycling Walking Safer Streets	Totals
1	Carluke and area - Active Travel Study	£5,500						£5,500
2	Lanark - Active Travel Study	£tbc						£tbc
3	Hamilton - Active Travel Study	£10,665						£10,665
4	Bothwell, Uddingston and Blantyre - Active Travel Study	£15,000			£1,500			£16,500
5	Strathaven, Stonehouse and surrounding villages - Active Travel Study	£15,000						£15,000
6	Larkhall - Active Travel Study	£15,000						£15,000
7	East Kilbride Cycle Network - Developed design and part construction of route	£6,000	£300,000		£20,000	£115,000	£278,500	£719,500
8	Cycle Monitoring Equipment				£2,000	£20,000		£22,000
9	Cycle Parking Provision - Town Centres				£2,000	£20,000		£22,000
10	Cycle and Scooter Parking – Schools			£16,000			£20,000	£36,000
11	Bothwell / Uddingston Cycle Network (NCN74 Raith to NCN75 Uddingston) - Developed design.	£10,000				£2,250		£12,250
12	Clydesdale Cycle Network (Larkhall to Blackwood/Carluke to Carstairs) - Developed design	£10,000				£2,250		£12,250
13	Carluke and Law Area Cycle Network - Design of routes	£10,000				£3,500		£13,500
14	Hamilton Cycle Network - Design of routes	£10,000			£1,000	£2,500		£13,500
15	Lanark Cycle Network - Design of routes	£10,000			£1,000	£2,500		£13,500
16	Cambuslang Cycle Network - Design of Routes	£10,000				£3,500		£13,500
17	Newton Cycle Network - Design of Routes	£10,000				£3,500		£13,500
18	Bothwell / Uddingston Cycle Network (NCN74 Raith to NCN75 Uddingston) - installation of Toucan Crossing	£500						£500
19	Safer Routes to Schools - Car Free Zones	£1,000						£1,000

20	Temporary Route Enhancement / Expansion		£50,000					£50,000
21	School Outdoor Environments/Spaces for People		£750,000					£750,000
22	Town Centres/Spaces for People		£100,000					£100,000
23	Tinto Hill Car Park Extension						£200,000	£200,000
	Total	£138,665	£1,200,000	£16,000	£27,500	£175,000	£498,500	£2,055,665