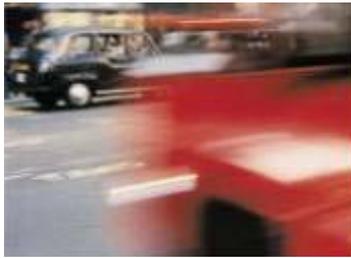


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1 BACKGROUND AND CONTEXT



1. Background and Context

1.1. Background

Over the past 20 years travel behaviour in Scotland has changed considerably. Reductions in the cost of owning and running a car has resulted in a significant increase in car ownership rates and a corresponding decrease in the numbers of people walking and cycling. Presently walking and cycling makes up a relatively small proportion of the overall number of journeys made each day within North Lanarkshire despite the fact that walking and cycling are the most sustainable forms of transport, are cheap and available to all.

Walking and cycling are modes of transport, which do not adversely affect the environment. They do not emit Carbon Dioxide (CO₂) or particulates (PM₁₀), two major causes of air pollution, nor do they create traffic related noise pollution or sever communities. Indeed they can often reverse the recent trend of community segregation.

The Scottish Executive has highlighted the concern of growing obesity; for example the First Minister launched an Active School Strategy in January 2004. This strategy not only encourages children to eat more healthily and take part in physical activity, it also encourages children to walk and cycle to school. By educating children at a young age it is anticipated that they will grow to be healthy adults who are less reliant on the private car.



With obesity and inactivity come other health problems such as coronary disease. Scotland has one of the highest rates of coronary heart disease and cancer due to its unhealthy

practices. Respiratory problems have also increased in recent years and many associate these problems with the increased level of vehicular traffic on the roads.

Within North Lanarkshire, and Scotland in general, there is a firm commitment to developing a safe, sustainable and integrated transport system. Walking and cycling can play a major role in supporting an integrated transport network and can also deliver associated environmental, health, social inclusion and public access benefits.

The UK National Cycling Strategy highlights how cycling fits well into plans for a sustainable transport framework whilst the draft Scottish Walking Strategy outlines how walking has a part to play across a whole range of Council policies, including land use planning, environment, recreation and community planning. The Local Transport Strategy for North Lanarkshire also identifies the importance of walking and cycling in meeting the objectives of a healthy, inclusive and prosperous society.

At the UK level, three quarters of journeys by all modes of transport are less than five miles, with half of all trips less than two miles. It is on such short trips that travellers will derive little or no benefit from driving relative to walking or cycling.

The above facts, combined with the unique urban and rural setting of North Lanarkshire, means the area is well suited to a range of walking and cycling purposes, including travel to school, college or place of work, for exercise, recreation or access to the countryside.

1.2. Policy Context

The emerging "Walking Strategy for Scotland" was recently subject to consultation by the Scottish Executive. The strategy outlines ways in which walking can be made easier, safer and more pleasant and in so doing how to make walking the first choice for short journeys and to encourage more trips over longer distances by a combination of walking and public transport.

The Scottish Walking Forum considers there to be benefit in setting national aspirational targets for walking, which in turn will provide guidance and direction to local authorities as they implement their walking strategies. The short-term target is to halt the decline in the number of journeys per person made on foot,

whilst the longer-term target is to achieve an increase of 10% in the number of journeys per person made on foot by 2012.

The Walking Strategy for Scotland encourages local authorities to produce a walking strategy, which will allow authorities to:

- fulfil their Local Agenda 21/Sustainable Development strategy.
- meet their obligations under the National Air Quality Strategy.
- meet any targets they set under the Road Traffic Reduction Act.
- integrate transport with land use in accord with NPPG17/SPP17.

In terms of cycling, Scotland has signed up to the “National Cycling Strategy” which was published in July 1996. The objective of the national cycling strategy is to establish a culture that: favours the increased use of bicycles for all age groups; develops sound policies and good practice; and seeks out innovative, practical and effective means of fostering accessibility by cycle.

The strategy established a National Target for doubling the level of bicycle use by the year 2002 (from a base of 1996 levels) and to double it again by 2012.

In North Lanarkshire, the Council’s current Local Transport Strategy (LTS) forms the basis for the area’s transportation development over the period 2001-2004, within the context of a longer-term vision for transport. The LTS fully supports the national strategies for walking and cycling and aims to deliver a healthy, inclusive and prosperous society.



Specific walking and cycling related objectives within the LTS include:

- Linking the Kelvin Valley to Kilsyth, Croy and Cumbernauld by enhanced walking and cycling routes;
- Maintaining and improving links to Croy, Cumbernauld and Greenfaulds with an emphasis on walking, cycling and public transport;

- Promoting walking and cycling both as recreational and travel facilities;
- Working to increase walking, cycling and public transport links between Social Inclusion Partnership Areas and development sites along the A8 corridor;
- Developing walking and cycling networks linking urban and rural areas;
- Completing the Glasgow to Edinburgh cycle route to the highest standard practical;
- Maintaining footway, lighting and carriageways to the best standards consistent with the available resources;
- Continuing with a programme of accessibility improvements such as dropped kerbs and textured or coloured surfaces;
- Carrying forward a programme of Safer Routes to School;
- Continuing to provide School Crossing Patrols where the Council’s agreed criteria are met;
- Working with our partners in Education and the Health Board to deliver travel plans for schools;
- Promoting walking, cycling and public transport access to new and existing developments, and
- Using road safety, school travel and traffic management to support moves towards reducing unnecessary car use.

In addition to the LTS, the North Lanarkshire Public Access Strategy was prepared in response to the changing legislative and institutional framework on access in Scotland. It provides a vision and action plan to guide the planning and development of access in North Lanarkshire and considers how access can achieve more than merely providing opportunities for countryside recreation, and focuses on its potentially positive impact on everyday life.

The public access strategy identifies five key principles for access planning and management as follows:

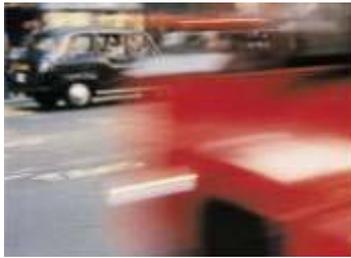
- **Providing access for all:** ensuring that networks meet the needs of users of all ages and abilities.
- **Community participation and social inclusion:** emphasising the importance of bottom up development, which includes the excluded.
- **Promotion of healthier lifestyles:** linking access with health and fitness and the wider social agenda, as a means of realising community benefits and releasing resources.
- **Securing land manager involvement:** making positive links between access and rural diversification.

- **Developing information, education and promotion:** likely to be effective in improving the uptake, and understanding, of access in North Lanarkshire through signposting, the internet, leaflets and maps.

1.3. Strategy Structure

Following this chapter, the strategy goes on to outline the existing walking and cycling facilities and initiatives in North Lanarkshire. Objectives and targets are then identified and the means by which they can be delivered are detailed. Finally, proposals for monitoring and reviewing the strategy are outlined. A list of local and national organisations is provided for further information.

2 WALKING AND CYCLING WITHIN NORTH LANARKSHIRE



2. Walking and Cycling within North Lanarkshire

2.1. Introduction

This chapter considers the existing walking and cycling environment within North Lanarkshire and outlines the strengths, weaknesses, opportunities and threats identified within the Public Access Strategy.

2.2. Walking and Cycling Statistics

Census 2001 walking and cycling data for North Lanarkshire and Scotland are listed within Table 2.1.

Table 2.1 – Transport Statistics

Travel to work by...	NLC (%)	Scotland (%)
Car	56.5	53.1
Public transport	22.9	20.8
Motorbike	0.3	1.3
Bicycle	0.3	0.4
Foot	19.5	23.4
Other mode	0.4	0.9
Car owning population	63.47	65.77

Source: 2001 Census data

As indicated above, 19.8% of trips to work in North Lanarkshire are made on foot or by bicycle. This is despite the fact that 31% live within 5km of their place of employment. Travel to work on foot is 17% below the Scottish average, whilst travel by cycle is marginally below the Scottish average.

2.3. Problems and Opportunities

The Council's Public Access Strategy highlights the strengths, weaknesses, opportunities and threats in relation to walking and cycling access in North Lanarkshire as follows:

2.3.1. Strengths

- Long distance east-west routes crossing the area (Clyde Walkway, Glasgow to Edinburgh Cycle Route, Forth and Clyde Canal);
- A number of key access areas: Clyde Valley, North and South Calder Valleys, Palacerigg Country Park, Drumpellier Country Park, Strathclyde Country Park, Barons Haugh Nature Reserve, Walkers Welcome Woodlands, Estates etc;
- Some strong community path networks, notably around Kilsyth and Cumbernauld, parts of Motherwell and Wishaw;
- Strong policy support for access from the national to local level; and

- A diverse and open landscape offering a range of recreation experiences.

2.3.2. Weaknesses

- A lack of routes in some parts of North Lanarkshire (e.g. North Airdrie);
- Problems with perceptions of safety and personal security on many routes, linked with high levels of crime;
- Routes being lost to development;
- A poor local health record (particularly in terms of heart disease) and high levels of social exclusion;
- Less paths in the areas where there are higher rates of social exclusion;
- Considerable environmental degradation in the area, primarily as a result of its industrial past;
- Excessive vehicle speeds on rural roads prejudicing the safety of walkers, cyclists and horse riders;
- Low levels of available baseline information for users and infrastructure; and
- A perception that people have to travel out-with North Lanarkshire to undertake countryside recreation.



2.3.3. Opportunities

- A growing awareness of the benefits of more active lifestyles, and countryside recreation;
- Scope for access being developed as an integral part of initiatives which aim to overcome social exclusion;
- Scope for broadening the range of routes available and providing a more coherent network;
- Strengthening 'partnership' approaches to access;
- Creating new access opportunities through the implementation of Central Scotland Forest projects;
- Scope for ensuring regeneration areas are accessible to all via sustainable transport;
- A strong policy commitment to 'healthy transport' within the emerging local transport strategy;

- Enthusiastic and interested communities and voluntary groups, who are keen to play a more proactive role; and
- Improved dedicated staffing arrangements within North Lanarkshire Council.

2.3.4. Threats

- A large and diverse area with many communities and sometimes conflicting demands;
- Land manager concerns about access often relating to antisocial or criminal behaviour;
- A lack of awareness and understanding of the new legislation on access;
- The withdrawal of supplementary grant support for recreational woodland expansion in the Central Scotland Forest by the Forestry Commission; and
- Danger of spreading scarce resources too thinly.



Since development of the Public Access Strategy, the following strength has been identified:

- A proactive multi-agency Public Access Steering Group and Access Forum including several delivery options.

In addition, the following opportunity has also been identified:

- The potential for improving paths in wooded environments through the Forestry Commission's Woods In and Around Towns (WIAT) initiative.

2.4. The Existing Walking and Cycling Network

The Council have and continue to be proactive in maintaining, promoting and enhancing the walking and cycling network within the resources available.

Presently, there are a number of routes within the North Lanarkshire area, which can be used by both walkers and/or cyclists. These include:

- National Cycle Route 75 – The Glasgow to Edinburgh cycle route NCR75 runs through North Lanarkshire from the M74 north of Uddingston through Coatbridge and Airdrie. The route continues along the dismantled Airdrie to Bathgate railway to the Council boundary east of Hillend Reservoir.
- North Calder Heritage Trail - The trail starts at Summerlee Heritage Park in Coatbridge and follows the route of the Monklands Canal. Beyond the canal at Calderbank the trail follows the North Calder Valley joining NCR 75 east of Airdrie. The trail ends at Hillend Reservoir.
- South Airdrie Path Network – Shorter walks on the Network include Ayr Drive walk, Cairnhill Walk, Calderbank Walk and the Brown Walk. The network includes the five-mile long circular South Airdrie Path Network.
- Clyde Valley Walkway – This route is a forty-mile walking (part cycling) trail that follows the River Clyde from the centre of Glasgow to the Falls of Clyde at New Lanark. Seven miles of the Walkway fall within North Lanarkshire. Starting at Strathclyde Country Park the route passes Baron's Haugh Nature Reserve and the Dalzell Estate before reaching the Council boundary with South Lanarkshire.
- Glasgow to Cumbernauld Cycle Commuter Route – The route starts on the south-west side of Cumbernauld and follows local roads until Muirhead. After Muirhead, the route uses the widened shared use footway of the A80. From Stepps, on-road cycle lanes have been introduced. The route terminates at Kyle Street on the north side of Glasgow City Centre.
- Strathkelvin Railway Walkway – The Strathkelvin Walkway is an important route linking to the West Highland Way. From Avenuehead Road, Moodiesburn the Strathkelvin Railway heads north - cuts underneath the A80 - and crosses Gartferry Road. The route terminates some thirteen-miles to the north-west at Strathblane.
- Forth and Clyde Canal – The Millennium Link Project opened navigation along the Forth Clyde and Union canals. Access to the canal towpath can be gained at Auchinstarry in the west of North Lanarkshire, Craigmarloch (east of Kilsyth) and Wyndford near the Council boundary in the east.
- Harthill Walks – This contains the two Public Rights of Way that can be used to explore the open heath and forestry woodlands south of Harthill.
- Airdrie to Bartlett's Cycle Route – This has been implemented by a developer to connect two sites. This short section gives the opportunity of a possible future link north and south along the line of the A73.

- Kilsyth Paths – Walking routes have been identified around Kilsyth including the round town walk, round town walk (wet weather option) and the town centre link.
- Country Parks – Walking and cycling is possible in all three of North Lanarkshire Council's Country Parks i.e. Strathclyde Country Park near Motherwell, Drumpellier Country Park near Coatbridge and Palacerigg Country Park near Cumbernauld.
- Town Parks – There are also a number of smaller Town Parks within North Lanarkshire aimed at encouraging local residents to walk and enjoy outdoor pursuits.
- Five on-road (unsigned) routes have also been identified to the north and east of the Council area, linking the rural communities within North Lanarkshire.
- SPT Travel Centres
- Parks & Gardens
- Sports Facilities
- Golf Courses
- LPG & Autogas Stations
- Shopmobility Sites
- Waste Disposal Centres
- Recycling Centres
- Dial-a-Bus Information
- Ring 'n' Ride Information
- First Stop Shop Locations
- Primary Schools
- Secondary Schools
- Colleges
- Bowling Greens
- Health Information
- Cycle Rack locations
- Railway Stations
- Park 'n' Ride sites

In addition to the above routes, the following walking and cycling initiatives have been implemented in North Lanarkshire:

- Strathclyde Park – 50 mountain bikes and helmets are available for hire, plus two bikes adapted for disabled passengers and riders, for cycling on several cycle-friendly paths within the park.
- Burnhead Park in Kilsyth has a traffic club with a miniature road layout designed for children aged 2-7. It is open from Easter Weekend until the September Weekend.
- The Council have appointed Access Officers to promote, plan, manage and develop access within the Council boundaries.
- An access steering group has been established to develop and assist in delivering the public access strategy.
- South Coatbridge Health Walks allow people to “Walk their way to better health” and are held regularly at Drumpellier Country Park and the Time Capsule.
- Glenboig Paths to Health Scheme.
- The Council have recently set-up the SMARTways Initiative, which provides information and best practices aimed at promoting alternative methods for travel within North Lanarkshire. The aims of SMARTways are quite simple: to promote cycling, walking, public transport, car sharing and healthy activity for residents, businesses, and schools & colleges in North Lanarkshire.
- As part of the SMARTways initiative the Council produced 5,000 copies of the SMARTways route map and guide in 2004 and 8,000 updated maps in 2005. The map is available free of charge and highlights the location of the following:

- Recommended walking routes
- Recommended cycle routes

The SMARTways route map and guide is now available to view on the internet at www.smartways.info. Further localised route maps are also being developed for six of the main routes identified above.

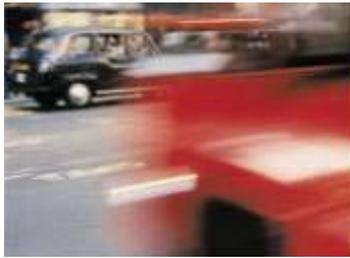


North Lanarkshire staff also participate in a number of walking and cycling related groups including; WESTRANS Cycling and Walking Sub-Group, The National Travelwise Association Scottish Group and Pedal for Scotland.

2.5. Summary

The existing conditions for walking and cycling are considered within this element of the strategy. Despite a relatively good network of walking and cycling within certain pockets of North Lanarkshire, much has still to be done to further increase levels of walking and cycling.

3 OBJECTIVES AND TARGETS



3. Objectives and Targets

3.1. Vision

The following simple vision statement brings together the objectives and key principles of the walking and cycling strategy:

“To promote, develop and manage the walking and cycling network in North Lanarkshire in a manner that reflects the needs and aspirations of existing and potential users.”



3.2. Objectives

The Council's Local Transport Strategy and Public Access Strategy set out a number of aims and objectives relating to the development and maintenance of walking and cycle links within North Lanarkshire. These documents, alongside national strategies, have been used to establish the following overarching objectives for walking and cycling:

Objective 1
To increase the role of walking and cycling as a transport mode, particularly for short trips within town centres and around urban fringes.

Objective 2
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.

Objective 3
To develop a safe, convenient, efficient and attractive transport infrastructure, which encourages and facilitates the use of walking, cycling and public transport.

Objective 4

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.

3.3. Targets

The following targets have been adopted in order to provide **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imely delivery of this strategy in a challenging yet achievable manner.

Target 1

To adopt locally appropriate targets which will contribute to a national doubling of cycle use by 2012 (from a base of 2001).

Target 2

In the short-term, to halt the decline in the number of journeys made on foot or bicycle, with a longer-term target to achieve a 10% increase in the number of journeys to work or study on foot and bicycle by 2011 (from a base of 2001).

Target 3

To expand the programme of Safer Routes to Schools across North Lanarkshire, to increase the modal share of walking and cycling of all journeys to school, by pupils of 10 years or older, year on year.

Target 4

To reduce the casualty rate for pedestrians and pedal cyclists by 10% by 2011. (from a base of 2001).

Target 5

To increase the number of secure cycle facilities within North Lanarkshire year on year.

Target 6

To provide cycle proficiency training for 50% of 10 – 12 year olds.

Target 7

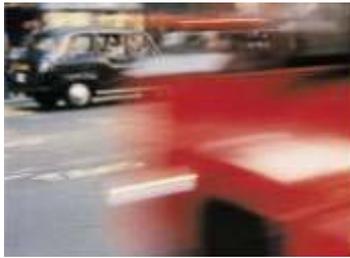
To provide (on average) 5km of new or upgraded walking and cycling paths per year by 2010.

3.4. Summary

This section of the strategy has highlighted the vision for North Lanarkshire with regard to the promotion of sustainable walking and cycling links. The objectives and targets have been outlined in line with the Council's Local Transport Strategy and Public Access Strategy.



4 DELIVERING THE WALKING AND CYCLING STRATEGY



4. Delivering the Walking and Cycling Strategy

4.1. Introduction

The previous sections of this strategy have considered the existing situation with regard to walking and cycling and the vision for maintaining and enhancing this network. This chapter considers the various elements which, either in isolation or together, can deliver a range of measures and initiatives to match the needs and aspirations of the community. It highlights the importance of accessibility, safety of users, policy, interchanges, physical measures and maintenance.

4.2. Accessibility

Accessibility is a key factor in encouraging people to walk and cycle for local access, commuting or recreation purposes. The Council will therefore seek to ensure that pedestrians and cyclists are given priority wherever possible by reducing the number of road crossings, by providing direct routes that are connected to areas, which people wish to travel and are well sign posted. Severance by major roads or rail should be reduced whenever possible to improve safety and remove one of main deterrents to people walking and cycling.

The links between employment and housing in Social Inclusion Partnership areas are vital to these communities. The designation of such areas under the partnership denotes their relatively poor affluence. Thus residents are less likely to own a car. The Council acknowledges that travel by alternative modes is vitally important to these areas. High quality walking and cycling links can increase access opportunities to employment for residents within SIP areas.

To improve access to town centres or retail opportunities, the Council will encourage retailers to provide a free home delivery service. This may be from a particular store or from a centralised area. The provision of such a facility will encourage people to walk and cycle if they do not have to carry baggage home, thus removing another barrier.

4.3. Land Use Planning and Planning Policy

Land use planning in North Lanarkshire can influence travel patterns in a number of ways. The Council can include within the development plan the provision of safe and attractive infrastructure, which links areas of employment with residential areas. We can

also influence the location of new employment generating developments such that they are located within easy reach of residential areas, which are most likely to accommodate future employees.

Therefore, when issuing consent for any development the Council will require developers to construct links from their development to integrate with the existing foot and cycle paths in the area, to prepare travel plans and to ensure that the impact of their development on the existing walking and cycling network is fully mitigated.

Employment generating development will be required to provide cycle storage facilities at their development in accordance with Council Standards. Wherever possible, developments should also incorporate showering and locker facilities. These types of facilities will allow sustainable transport trends to develop from the outset and help reduce the tendency for employees to travel by private car.



4.4. Physical Measures

There are a number of physical measures that can be implemented to create safer, more direct and more comfortable walking and cycling environments. The types of measures which should be implemented to assist those with visual and physical impairments include dropped kerbs at popular crossing points together with tactile paving at controlled crossings to indicate the crossing point.

Crossing points should be introduced on all popular routes and particularly on routes that are severed by roads with high volumes of traffic. Such crossing points could be in the form of pelican, toucan or zebra crossings, dependent on the level of pedestrian/cyclist/vehicular conflict. Where traffic signals already exist, pedestrian facilities should be included within these and

sufficient crossing time provided for the young, elderly and those with impairments. The introduction of advance stop lines for cyclists should also be considered, where appropriate, at traffic signal controlled junctions.

Guard railing is an important physical measure to prevent pedestrians from crossing at dangerous locations. However, guardrails must be carefully located such that it does not act as a barrier, in terms of visibility for pedestrians and drivers or to the freedom of popular routes, i.e. it should not cause diversions in the route. Other forms of physical obstruction should be reduced wherever possible.

Traffic calming has been proven to create a safer environment for walkers and cyclists due to the reduction in speed along treated roads. Creating a safer environment for users will encourage walking and cycling. North Lanarkshire Council, in association with Strathclyde Police, will consider speed cameras and other measures to curb inappropriate speeds. It should be noted that traffic calming, by its very nature, is perceived by some cyclists as being non-bike friendly and, as such, North Lanarkshire will be introducing cycle friendly traffic calming in all future proposals in accordance with Council Standards.

An important physical measure is the reallocation of road space away from the private car towards walking and cycling. This involves reducing the width of carriageways traditionally established for cars and increasing the width of footpaths. This has the potential of reducing speeds on such carriageways and increasing the perception of safety together with the increased foot and cycle path width. However, this would only be permitted in certain circumstances where there is sufficient 'spare' road width to devote to foot or cycleways without compromising driver safety. Where appropriate, on-road cycle lanes should also be introduced to encourage cycling in areas where segregated facilities are not available.



A new system of by-ways (or similar) will be investigated by North Lanarkshire Council on quiet rural and semi-rural roads characterised by reduced speed limits and low traffic levels to make these more cycle and walking friendly and to increase the available network of routes suitable for such transport modes.

Finally, perhaps the most important physical measure is the implementation of identified missing links. This is discussed further below.

4.5. Missing Links

The overall objective of this strategy is to promote, develop and manage the existing and planned walking and cycling network and to provide integration between travel modes in order to encourage a thriving economy within North Lanarkshire. In a bid to meet these objectives, the missing links outlined below should be investigated and, where possible, upgraded and new links implemented.

- Strathkelvin Walkway to Coatbridge town centre incorporating links to Glenboig, Gartcosh, Drumpellier Country Park, Monkland Canal, Summerlee Heritage Park, Drumpark School, NCR 75, Bargeddie and Bailleston.
- Cumbernauld Network Extensions including improved links to Cumbernauld Station and Greenfaulds Station, links to Allandale and to the Forth & Clyde Canal at Castlecary and Auchinstarry, to Palacerigg Country Park, and extensions to the Glasgow to Cumbernauld Cycle Commuter route into the town centre and to Croy Station.
- The Strathclyde Park to Ravenscraig "Green Link" - which will improve the opportunities to access employment at Ravenscraig and Motherwell Town Centre for the residents of Motherwell North Social Inclusion Partnership.
- Linking Gartcosh, and the extended Strathkelvin Walkway, to the Glasgow to Cumbernauld Cycle Commuter Route at Muirhead.
- NCR 75 – Complete the Glasgow to Edinburgh Cycle route to the highest standard practicable. In particular 4 sections have been identified where alternative routes would improve the network through North Lanarkshire, namely:
 - Viewpark Glen – from A752 Aitkenhead Road/A8 slip road to Myrtle Road, Tannochside via the Viewpark Glen.
 - Aitkenhead Road Footway Upgrade - Extend the shared footway/cycleway alongside the A752 Aitkenhead Road northwards from the Calder Water overbridge up to and around the A8 on/off slip to the south of the A8 at Bargeddie, to tie in with the existing

- facility, plus improve cycle links at the Kilmuir Road Roundabout.
- Stobcross Street Footbridge – from Faraday Retail Park to Luggie Burn over existing railway.
 - Luggie Mill Park – examine possible connection from Kirkwood Street, north of Burnside Walk to Woodside Street alongside route of Luggie Burn.
 - Cumbernauld to Glasgow Commuter Route – Improve the route between Muirhead and Mollinsburn.
 - Cumbernauld via Airdrie to Newhouse – Strategic north to south route following the A73 corridor.
 - Calderbank to Eurocentral – This potential route would tie into the South Airdrie Path Network.
 - Eurocentral to Ravenscraig – connecting two major areas of employment and the housing areas in between.
 - Provide links between Social Inclusion Partnership areas and development sites along the A8 corridor.
 - The Five Lochs Trail – incorporating the Salsburgh Public Right of Way, through to Forestburn Reservoir, Black Loch Reservoir, Hillend Reservoir, Lily Loch and Roughrigg Reservoir.
 - Kilsyth Routes
 - Kelvin Valley via Banton Loch to Kilsyth - Linking in to the existing Kilsyth Path Network.
 - Kilsyth to Forth and Clyde Canal - Linking in to the existing Kilsyth Path Network.
 - Links from Five Lochs Trail to Cumbernauld. Possible rural on-road route from the Five Lochs network through to Palacerigg Country Park .
 - Shotts to Blackridge – incorporating Kirk of Shotts, Caldercruix and Forrestfield.
 - Airdrie to Longriggend – incorporating Plains, Wattson, Wester Glentore, Bogside, and Caldercruix.
 - Castalcary to Longriggend – incorporating Bandominie, Abronhill, Glenhead, Blackhill, Roughrigg and West Fannyside.
 - Carluke to Shotts – incorporating Hyndshaw, Torbush, Daviesdyke, Allanbank, Hartwood and Dykehead. (note – this route does not fall entirely within the North Lanarkshire Council boundary).
 - Salsburgh to Newhouse Roundabout - Provide a shared use footway/cycleway, with a grass verge, along the B7066.
 - Strathclyde Country Park to Ravenscraig/Wishaw Town Centre.
 - Extend our promotion of all walking routes (including Rights of Way) and cycle routes though our SMARTways initiative.

Work has already been undertaken on a number of the above schemes. Further investigation will be undertaken to determine

their respective and combined contribution to the short, medium and longer-term objectives and targets of this strategy. This will identify priorities; technical constraints, scheme costs, maintenance costs, funding sources and preparation of transport fund bids as appropriate. Priority will be given to further work where links are created between residential areas and transport hubs.

4.6. Interchange

It is possible to encourage walking and cycling over relatively short distances, as well as reduce reliance on the private car, by ensuring that access by foot and cycle to bus stops and train stations are to a good standard. Studies have shown that it is possible to encourage interchange from foot/cycle to public transport by ensuring that all residential areas have direct and safe walking and cycling routes to bus stops and train stations.

Acceptable walking and cycling distances will vary between individuals and circumstances and will depend on various factors including; fitness and physical ability, encumbrances, availability, cost and convenience of alternative transport modes, time savings, journey purpose, personal motivation and deterrents. As a general rule, residential development should ideally be no more than 800m walk and 1.6km cycle distance from bus routes and 1.6km walk and 3.2km cycle distance from a rail station.

North Lanarkshire Council will lobby for cycle facilities associated with the railway network, including increased cycle storage both at stations and on trains.

4.7. Safety and Personal Security

Safety and personal security, either actual or perceived is a key deterrent for people travelling by foot or cycle. This perception of reduced safety amongst cyclists is warranted as they account for 0.35% of distance travelled in Scotland but they make up 5.6% of the casualties.

It is therefore essential that the environments in which people walk and cycle be provided to a high standard. This includes not only ensuring that the foot and cycle paths are well surfaced, but should ensure that adequate lighting is in place, and reduced spacing where possible, at any blind spots or secluded areas. In order to encourage their use it is important that foot and cycle paths are safe, attractive and interesting.

SPP17 states “pedestrians should not generally be segregated from the roadway or other activity which encourages natural

surveillance". This could be also true of cycling. Such paths are often isolated and perceived to be less safe than paths through residential areas. However, each situation must be considered on an individual basis as segregation may be the most appropriate option where there are high volumes of pedestrians and cyclists, but inappropriate where they are unlikely to be well used.

The number of points at which pedestrians and cyclists are required to cross roads is also a deterrent for walkers and cyclists. The degree of difficulty in crossing is the main issue. Speed of traffic along roads adjacent to paths is a significant deterrent with reductions in speed resulting in less accidents or at least improving the perception of safety. Thus various forms of traffic calming should be considered at such locations where this would meet the required national standards for installation.



4.8. Safer Routes to School

The principle objectives of Safer Routes to School are to encourage more school children to walk and cycle as sustainable modes of transport to school rather than being driven by parents, and to make the journey safer by all modes of travel. A change in mode of travel away from the car can ease local congestion, boost pupils' health and self-esteem, and help to instil responsible travel habits. The Council, with assistance from the Scottish Executive to fund posts for a three-year period, has employed two School Travel Plan Co-ordinators and a Kerbcraft Co-ordinator. The role of the School Travel Plan Co-ordinators includes working with schools to develop School Travel Plans throughout North Lanarkshire. The Kerbcraft Co-ordinator's role is to encourage parents to 'sign-up' to a training programme to teach primary school children 'best practices' when crossing the road.

A School Travel Plan works through looking into childrens' needs when travelling to school. The plan should result in:

- A reduction in accidents and danger on the journey to school;

- Parents and children opting for walking, cycling and public transport without concerns for safety;
- Congestion problems eased at the school gates;
- Improved child health through walking and cycling; and
- Better road awareness for children.

The Council will continue to promote Safer Routes to School across the authority area.

4.9. Maintenance

The maintenance of walking and cycling routes is essential to encourage their continued use. Personal safety and security are key priorities for users and they are often discouraged from using routes where there are blind spots due to overgrown vegetation, where lighting is not working effectively or where residents use routes for quad biking and other antisocial sports.

In order to promote and maintain increased levels of walking and cycling it is essential that all foot and cycle paths are regularly maintained to a sufficient standard. Such maintenance should ensure that paths are even, well lit, are clear of broken glass and dog fouling and offer shelter and rest places where appropriate. It is also essential to remove and prune overgrown vegetation to improve perceptions of safety and security.



Maintenance costs are an important factor and the proactive and progressive dialogue between Council departments will be fostered to ensure any problems are identified early

and adequate resources and funds identified and supported at a high level within the Council.

A maintenance regime is currently being prepared in liaison with the Planning and Environment, Grounds Maintenance and Community Services Departments of the Council.

4.10. Promotion

The promotion of walking and cycling routes in North Lanarkshire is key to generating the desired modal shift and therefore the Council has embarked on the SMARTways initiative to inform people of the various routes in the area. The aims and range of information provided by SMARTways has been outlined in Chapter Two and it is clear the initiative has taken a significant step in the right direction in terms of disseminating practical and useful information on sustainable transport routes in North Lanarkshire. However, the momentum gathered by this initiative should be harnessed and used to maintain promotion of the network in the medium to long-term.

Complementary to the dissemination of promotional material is the need to provide signage along all walking and cycling routes. People are unlikely to use routes if they do not know where they are or where they go. New or replacement signage should ideally inform users of how far they have to travel to get to primary destinations. Users are unlikely to use routes if they are unfamiliar with them and by implementing a signing strategy the Council could encourage greater use of existing and planned facilities.

North Lanarkshire Council will adopt design standards to ensure consistency of road numbering and walking and cycle route signage.

4.11. Other Issues

4.11.1. Walking Audits

When new footpaths are proposed it is recommended that pedestrian audits be carried out to identify any potential hazards on the route. By carrying out such audits it is possible to identify the hazards and identify any amendments required to the design prior to the path being constructed.

4.11.2. Cycle Audits

During the development of new cycle routes, due consideration must be given to the needs of cyclists. The Scottish Executive's "Cycling

by Design" states that the implementation of a cycle audit system is the most effective way in which user needs can be delivered.

The aim of a cycle audit is to encourage increased use and to ensure that the needs of cyclists are considered during the salient stages of the scheme development process. The objectives of a cycle audit may be further defined as follows:

- To ensure that the current and future needs of cyclists within a scheme are recognised and developed;
- To ensure that the opportunities for accommodating cyclists on suitable routes are recognised and exploited, and
- To ensure that there are no elements of infrastructure within a scheme which will endanger or unnecessarily impede cyclists.

North Lanarkshire Council will therefore undertake cycle audits of any new cycle routes developed within their area, where appropriate, to ensure that the above objectives are met.

4.11.3. Establishment of Walking and Cycling Forum

North Lanarkshire Council's Public Access Officers have established a walking and cycling forum for the area. The forum discusses a wide range of issues such as local and national guidance to encourage walking in rural and urban communities. The forum also assists in the development of future access plans within North Lanarkshire. A walking and cycling action plan is to be developed for an initial three-year period from 2005-08.

4.11.4. Physical Measures for Cyclists

A number of physical measures can be implemented which relate solely to cyclists. Cycle lockers and/or cycle racks should be provided at all major destinations e.g. schools, colleges, workplaces, town centres, shopping centres and leisure uses. Additionally, a CCTV network may be advisable in certain circumstances where a known or perceived security threat exists.

Where one-way or road closures are in place for general traffic, consideration should be given to exempting cyclists where it is deemed safe to do so. This would allow cyclists more direct routes than cars, making cycling a more attractive prospect.

Physical measures implemented on the cycle network within North Lanarkshire Council should be designed in line with "Cycling by Design" published by the Scottish Executive in December 1999.

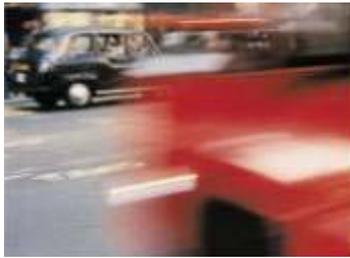
4.11.5. Cycle Proficiency Training

Presently cyclists are one of the most vulnerable users on the road network. It is therefore essential that the training of cyclists be undertaken for all members of the community. This is particularly relevant for school children. Presently a cycle proficiency training scheme is operated in most of North Lanarkshire Council's primary schools, aimed at children aged between 10 and 12. Offering such training not only develops good travel behaviour at a young age, but also sows a seed, which will encourage travel by sustainable modes when they become adults.

4.11.6. Summary

The measures outlined above highlight the means by which it is possible to improve the levels of walking and cycling in North Lanarkshire. It states how various issues should be considered from planning through implementation, maintenance and promotion of the walking and cycling network.

5 MONITORING AND REVIEW



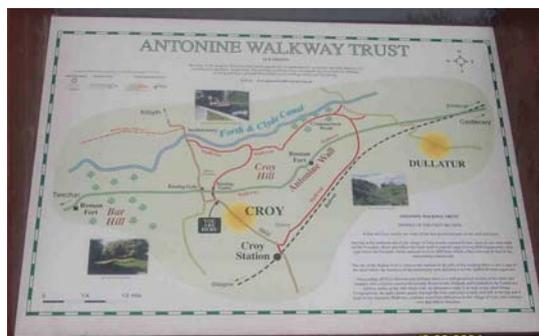
5. Monitoring and Review

5.1. Why Monitor?

Recent approaches to transport planning have shifted the focus towards a process which is objective-led and which relies on a much greater level of public involvement throughout. Monitoring and evaluation play vital roles in determining the success of both local projects and overall transport strategies in achieving the established objectives. Successful monitoring is best achieved through the development of a monitoring regime clearly linked to established objectives. The nature of the targets should be achievable yet challenging.

Project monitoring and evaluation will generally encompass the collection, analysis and interpretation of data relating to any number of established indicators. The amount of effort and expenditure required should be appropriate to the scale and nature of the proposal. The monitoring regime itself should be subject to review and adapted as necessary to changing circumstances, most notably the progress towards achieving objectives.

Effective monitoring also requires the regular analysis of the information being gathered in order to continuously review the performance of the project against the established objectives. Used in this way, monitoring should identify any areas of under-performance, and should also identify factors causing under-performance, thus allowing transport planners to implement appropriate changes at an early stage.



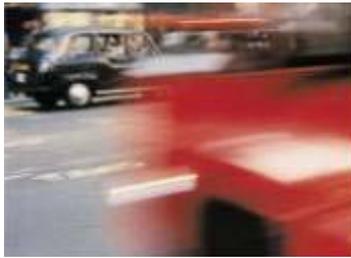
5.2. What to Monitor

The following monitoring and review processes will be considered as part the walking and cycling strategy:

- procedure in all manual traffic counts and vehicle turning counts;
- Walking and Cycle infrastructure developments to be based on regular monitoring of pedestrian and cycle flows, backed up by in-depth surveys where appropriate;
- Surveys to monitor user satisfaction before and after the implementation of major measures to facilitate walking and cycling;
- Monitoring of development control decisions;
- Collation of figures on location and number of pedestrian and cycle injury accidents as a three year rolling average. Monitoring of complaints about 'near-misses' and other perceived danger;
- Collation of figures on location and number of cycle thefts, annually;
- Monitoring of progress towards targets for walking and cycling trips to secondary schools;
- Monitoring of cycle training schemes, and
- Monitoring of the number and impact on the local economy of walking and cycling related tourism.

- Recording of pedal cyclists (including those pushing or riding on footways) as standard

6 MISSING LINKS



6. Missing Links

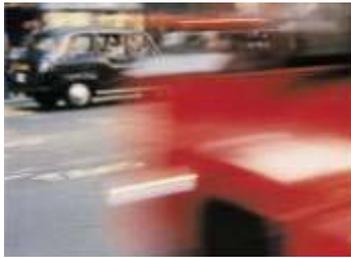
6.1. Missing Links

As discussed within Chapter Four, the overall objective of this strategy is to promote, develop and manage the existing and planned walking and cycling network and to provide integration between travel modes in order to encourage a thriving economy within North Lanarkshire. In a bid to meet these objectives, a number of missing links have been identified. In the short-term, the following routes will be given priority for upgrade and implementation:

- Coatbridge Area - Strathkelvin Walkway to Coatbridge town centre incorporating links to Glenboig, Gartcosh, Drumpellier Country Park, Monkland Canal, Summerlee Heritage Park, Drumpark School, NCR 75, Bargeddie and Bailleston, including Gartcosh to Muirhead link.
- Cumbernauld Area - Cumbernauld Network Extensions including improved links to Cumbernauld Station and Greenfaulds Station, links to Allandale and to the Forth & Clyde Canal at Castlecary and Auchinstarry, to Palacerigg Country Park, and extensions to the Glasgow to Cumbernauld Cycle Commuter route into the town centre and to Croy Station.

The missing links associated with these two areas are graphically represented in Drawings 7.1 and 7.2, on the following pages.

7 INFORMATION SOURCES



7. Information Sources

7.1. Local Information Sources

North Lanarkshire Council
 Planning & Environment
 Traffic & Transportation Policy & Safety
 Fleming House
 2 Tryst Road
 Cumbernauld
 G67 1JW
 Tel: 01236 616200
 e-mail: smartways@northlan.gov.uk
www.northlan.gov.uk

North Lanarkshire Council
 Access Officer
 Community Services
 Conservation and Greening Unit
 Palacerigg House
 Cumbernauld
 G67 3HU
 Tel: 01236 780636
 e-mail: conservation@northlan.gov.uk
www.northlan.gov.uk

Central Scotland Forest Trust
 Hillhouseridge
 Shottskirk Road
 Shotts
 ML7 4JS
 Tel: 01501 822015
 e-mail: enquiries@csft.co.uk
www.csft.co.uk

Greater Glasgow & Clyde Valley Tourist Board
 11 George Square
 Glasgow
 G2 1DY
 Tel: 0141 204 4400
 e-mail: enquiries@seeglasgow.com
www.seeglasgow.com

Lanarkshire Health Board
 14 Beckford Street
 Hamilton
 ML3 0TA
 Tel: 01698 281313
www.show.scot.nhs.uk/nhslanarkshire

Ramblers Association (Scotland)
 Clyde Valley Group
 Tel: 01698 828207
 Cumbernauld & Kilsyth Group
 Tel: 01236 782 117
 Monklands Group
 Tel: 01698 833983
www.ramblers.org.uk/scotland/scot.html

Scottish Enterprise Lanarkshire
 New Lanarkshire House
 Strathclyde Business Park
 Bellshill
 ML4 3AD
 Tel: 01698 745454
 Fax: 01698 842211
 e-mail: selenquiry@scotent.co.uk

Strathclyde Police
 Motherwell Police Office
 (Divisional Headquarters)
 217 Windmillhill Street
 Motherwell
 ML1 1RZ
 Tel: 01698 483000
 Fax: 01698 483030
www.strathclyde.police.uk

7.2. Scotland and UK Information Sources

Association of Cycle Traders
 31a High Street
 Tunbridge Wells
 Kent
 TN1 1XN
 Tel: 01892 544278
www.cyclesource.co.uk

British Waterways
 Canal House
 1 Applecross
 Glasgow
 G4 9SP
 Tel: 0141 332 6936
www.britishwaterways.co.uk

Cycling Scotland
 The Pentagon Centre
 36 Washington Street
 Glasgow
 G3 8A2
www.cyclingscotland.com

Cyclists Touring Club
 Cotterell House
 69 Meadrow
 Godalming
 Surrey
 GU7 3HS
 Tel: 01483 417217
www.ctc.org.uk

Forestry Commission Scotland
Silvan House
231 Corstorphine Road
Edinburgh
EH12 7AT
Tel: 0131 334 0303
e-mail: fcscotland@forestry.gsi.gov.uk
www.forestry.gov.uk

Paths for All Partnership
Development Officer
Inglewood House
Tullibody Road
ALLOA
FK10 2HU
Tel: 01259 218888
e-mail: info@pathsforall.org.uk
www.pathsforall.org.uk

Scottish Cyclists Union
The Velodrome
Gordon Road
Edinburgh
EH7 6AD
www.scuweb.com

Scottish Executive
Enterprise, Transport and Lifelong Learning
Department
Transport Department
Victoria Quay
Edinburgh
EH6 6QQ
Tel: 0131 556 8400
www.scotland.gov.uk

Scottish Natural Heritage
Area Access Officer
Caspian House
Mariner Court
Clydebank Business Park
Clydebank
Tel: 0141 951 4488
www.snh.gov.uk

Scottish Rights of Way and Access Society
24 Annandale Street
Edinburgh
EH7 4AN
Tel: 0131 558 1222
www.scotways.com

Sustrans Scotland
162 Fountainbridge
Edinburgh
EH3 9RX
Tel: 0131 624 7660
Fax: 0131 624 7664
www.nationalcyclenetwork.org.uk