



Enterprise & Place  
North Lanarkshire Council  
Fleming House, 2 Tryst Road  
Cumbernauld, G67 1JW

PO Box 15175, Glasgow, G4 9LP

e-mail: [consultations@gobike.org](mailto:consultations@gobike.org)  
web: [www.gobike.org](http://www.gobike.org)

By e-mail to: [Yourplan@northlan.gov.uk](mailto:Yourplan@northlan.gov.uk)

Ref: TF/BL/D31

05 April 2019

Dear Sir/Madam,

### **NORTH LANARKSHIRE COUNCIL, LOCAL DEVELOPMENT PLAN**

Thank you for the opportunity to comment on the North Lanarkshire Local Development Plan. GoBike is a voluntary organisation campaigning in the Strathclyde area for better infrastructure, policy and political support for cycling to be a safe, efficient, clean and healthy mode of active travel for people of all abilities and ages and using every variety of cycle. The comments which follow are made in the context of these aims, and of the need to create conditions for cycling which are attractive to the large numbers of people for whom it currently seems much too risky.

We have perused the Plan and have found references to active travel in just 4 places and while we recognise that a document of this type might not be the place for definitive guidance to "increasing active travel through the creation and improvement of walking and cycling routes" (page 31 in the document and page 16 in the pdf), we do feel that targets must be set.

Guidance should be given as to how cycling infrastructure will be constructed to the highest available standards. It is clear from our experience that, in general, to encourage **high** levels of active travel, walking and cycling routes must be separate and these must both be separate from driving routes. It must also be recognised that people will choose to walk or cycle if they can do so for all their relatively short door-to-door journeys; unfortunately we see too many relatively good cycle facilities that are not continuous, only taking people part of their journey.

Overall roads must be designed, or retro-fitted, to ensure that the hierarchy of travel is accommodated, ie with pedestrian, cycle and public transport being predominant over the private motor car. If people feel comfortable they will choose to cycle for journeys of 5km, rather than take the car.

Thus we support the general aims of the Plan with regards to active travel and cycling but, to make the changes hinted at, there must be a strong move towards targets.

Yours sincerely

Tricia Fort  
for Consultations, GoBike